10.0 APPENDIX

949

05PR4430

Panamerican Consultants, Inc.

Buffalo Branch
2390 Clinton Street
Buffalo, NY 14227
Tel: (716) 821-1650
Fax: (716) 821-1607

Tuscaloosa Branch
924 26th Avenue East
Tuscaloosa, AL 35404
Tel: (205) 556-3096
Fax: (205) 556-1144

Memphis Branch
91 Tillman Street
Memphis, TN 38111
Tel: (901) 454-4733
Fax: (901) 454-4736

Tampa Branch
5910 Benjamin Center Drive, Suite 120
Tampa, FL 33634
Tel: (813) 884-6351
Fax: (813) 884-5968

Corporate Headquarters
2205 4th Street
Suites 21 & 22
Tuscaloosa, AL 35401
Tel: (205) 248-9867
Fax: (205) 248-8739

PHASE IA CULTURAL RESOURCES INVESTIGATION FOR THE PROPOSED AMBASSADOR NIAGARA SIGNATURE BRIDGE, CITY OF BUFFALO, ERIE COUNTY, NEW YORK

Prepared for:

AMBASSADOR NIAGARA SIGNATURE BRIDGE GROUP
c/o American Consulting Professionals of New York
70 Niagara Square, Suite 410
Buffalo, New York 14202

Prepared by:

PANAMERICAN CONSULTANTS, INC.
Buffalo Branch Office
2390 Clinton Street
Buffalo, New York 14227

April 2006

PHASE IA CULTURAL RESOURCES INVESTIGATION

FOR THE PROPOSED

AMBASSADOR NIAGARA SIGNATURE BRIDGE PROJECT,

CITY OF BUFFALO, ERIE COUNTY, NEW YORK

Prepared for:

AMBASSADOR NIAGARA SIGNATURE BRIDGE GROUP
c/o American Consulting Professionals of New York
70 Niagara Square, Suite 410
Buffalo, New York 14202

Prepared by:

Frank J. Schieppati, Ph.D., RPA, Principal Investigator/Senior Archaeologist
Mark A. Steinback, M.A., Senior Historian
Christine Longiaru, M.A., Architectural Historian

PANAMERICAN CONSULTANTS, INC.
2390 Clinton Street
Buffalo, New York 14227-1735
(716) 821-1650

April 2006

Table of Contents

List of Illustrations and Tables

TABLE **PAGE**

List of Photographs

1.0 Introduction

1.1 PROJECT DESCRIPTION

Panamerican Consultants, Inc. (Panamerican) was contracted by American Consulting Professionals of New York on behalf of Ambassador Niagara Signature Bridge Group to conduct a Phase IA cultural resources investigation for the proposed Ambassador Niagara Signature Bridge (ANSB) project over the Niagara River. The proposed international bridge and highway system will link the City of Buffalo, Erie County, New York in the United States with the Town of Fort Erie, Regional Municipality of Niagara, Province of Ontario in Canada (Figure 1.1). The major components of this international trade corridor include the construction of a bridge traversing the Black Rock Canal and the Niagara River, and a four-lane, divided, controlled access toll-road connector between the City of Buffalo in the United States and the Town of Fort Erie in Canada. The project will also include the construction of toll plazas, duty free shops, and customs inspection facilities that will service both trucks and automobiles. The entire project is approximately 9.5 kilometers (6 miles) in length with 2 km (1.2 miles) comprising the bridge across the Niagara River and Black Rock Canal and the elevated sections in between.

The ANSB project will make use of lands in both the United States and Canada. At the international border, the bridge piers make landfall on Squaw Island and continues eastward across the Black Rock Canal into a former industrial area in the Black Rock section of Buffalo. (Photographs of the project area and environs are presented at the end of Section 1).

The project within the United States will be constructed on three large land parcels in the City of Buffalo. The first parcel is linear in shape and runs the width of Squaw Island in the area adjacent to the railroad corridor owned by the Canadian National Railroad. The second parcel, located east of Interstate Route 190 (I-190) and Niagara Street is triangular in shape. It is bounded on the west by Dearborn Street and on the north by the Canadian National Railroad and on the east by CSX railroad. The third parcel is bounded by Amherst Street to the north, Tonawanda Street to the west, the Tops plaza that borders Grant Street on the east, and Scajaquada Creek and the adjacent bicycle and pedestrian trail on the south.

Both the Squaw Island property and the triangular-shaped railroad property will serve as the base for various bridge piers associated with the project. The third parcel, located in Black Rock, will house the plaza operations for the bridge system, including tolls, customs, and a duty free store. The entire project is located within UTM Zone 17 and falls between the following UTM coordinates:

Location	Northing	Easting
Southwest corner	4754608.4862	663355.5546
Southeast corner	4754608.4862	672158.9877
Northwest corner	4756536.3498	663355.5546
Northeast corner	4756536.3498	672158.9877

Currently, three possible alignments for the proposed bridge and roadway are under consideration. The project described herein is the preferred northern alignment. The project originates at an elevated section of the Scajaquada Expressway (New York State Route 198) in the general vicinity of the I-190, Tonawanda Street and Scajaquada Creek in the Black Rock section of Buffalo. The roadway then proceeds generally in a northeasterly direction and divides into two roadways, one to the proposed U.S. Plaza and the other directly to the Signature

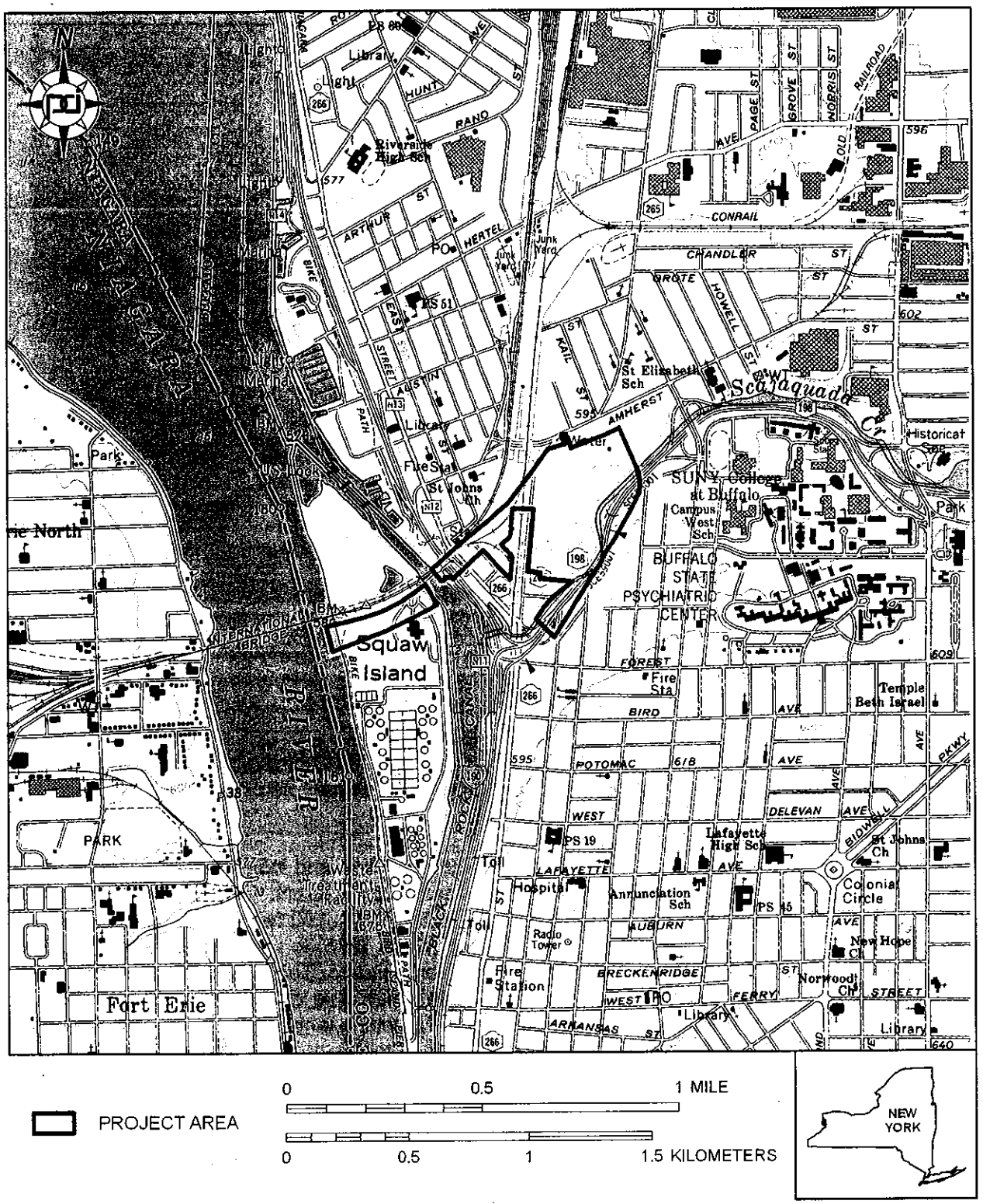


Figure 1.1. Location of the Ambassador Niagara Signature Bridge project in the City of Buffalo, Erie County, New York (*New York State Department of Transportation 7.5' Quadrangle, Buffalo NW 1965/86).*

Figure 1.2. Project area on 2002 high-resolution aerial photograph *(NYS GIS Clearinghouse 2002).*

Bridge and Canada. The roadway continues in a westerly direction and increases in elevation from the plaza area, then crosses over the Black Rock Canal to Squaw Island. The bottom of the span across the Black Rock Canal will be elevated at least 30.5 meters (100 feet) above the high water elevation, International Great Lakes Water Datum, 1985 (IGLD 1985) to meet vertical requirements set by the U.S. Army Corps of Engineers and the U.S. Coast Guard. The alignment proceeds west across both Squaw Island and the Niagara River on the south side of the International Railroad Bridge (also known historically as the International Bridge) reaching landfall just south of the railroad line in Fort Erie, Canada. It then crosses to the north side of the railroad tracks and continues in a westerly direction along the north and south sides of the existing railroads, ending at the Queen Elizabeth Way (QEW) in the Town of Fort Erie, in the vicinity of the existing Bowen Road interchange.

The highway and bridge cross-sections will consist of four 3.6-m (12-ft) wide lanes with 3.6-m (12-ft) wide shoulders adjacent to the inside lane and 3-m (10-ft) wide shoulders adjacent to the outside lanes. The bridge will be constructed using pre-cast concrete approaches with tied arch-span supports over both the Black Rock Canal and Niagara River. The bridge deck will be concrete with expansion joints at each pier. A preliminary design profile of the bridge

approach indicates a maximum gradient of 3.5 percent on the approach from the west (to the east from Canada) with the maximum gradient from the east (to the west from the United States) of approximately 2.8 percent. Local street access will be maintained throughout the length of the project. The project also includes the demolition of buildings located on parcels within the project APE (Figures 1.3 and 1.4). It is possible that structures fronting Amherst Street and south of the Scajaquada Expressway (NY 198) could remain undisturbed.

The American plaza (Figure 1.5) will be located in the wedge-shaped site bordered by the Scajaquada Expressway, Amherst and Tonawanda Streets. Several alternative locations are available for the Canadian toll plaza, duty free shop and customs facility. Among the possible locations is an area east of Thompson Road in the industrial area to the south of the railway. Other possibilities include a parcel in the old railroad yard west of Thompson Road and north of the railway, an area between Bowen Road and the Railway near Sunset Road, and an area west of the QEW.

The project will provide additional capacity for truck traffic crossing between the United States and Canada; however, it will also accommodate passenger vehicles. The major access routes for the project are the QEW in Canada and the I-190 in the United States. The Scajaquada Expressway/I-190 interchange ramps are intended to provide access to the project

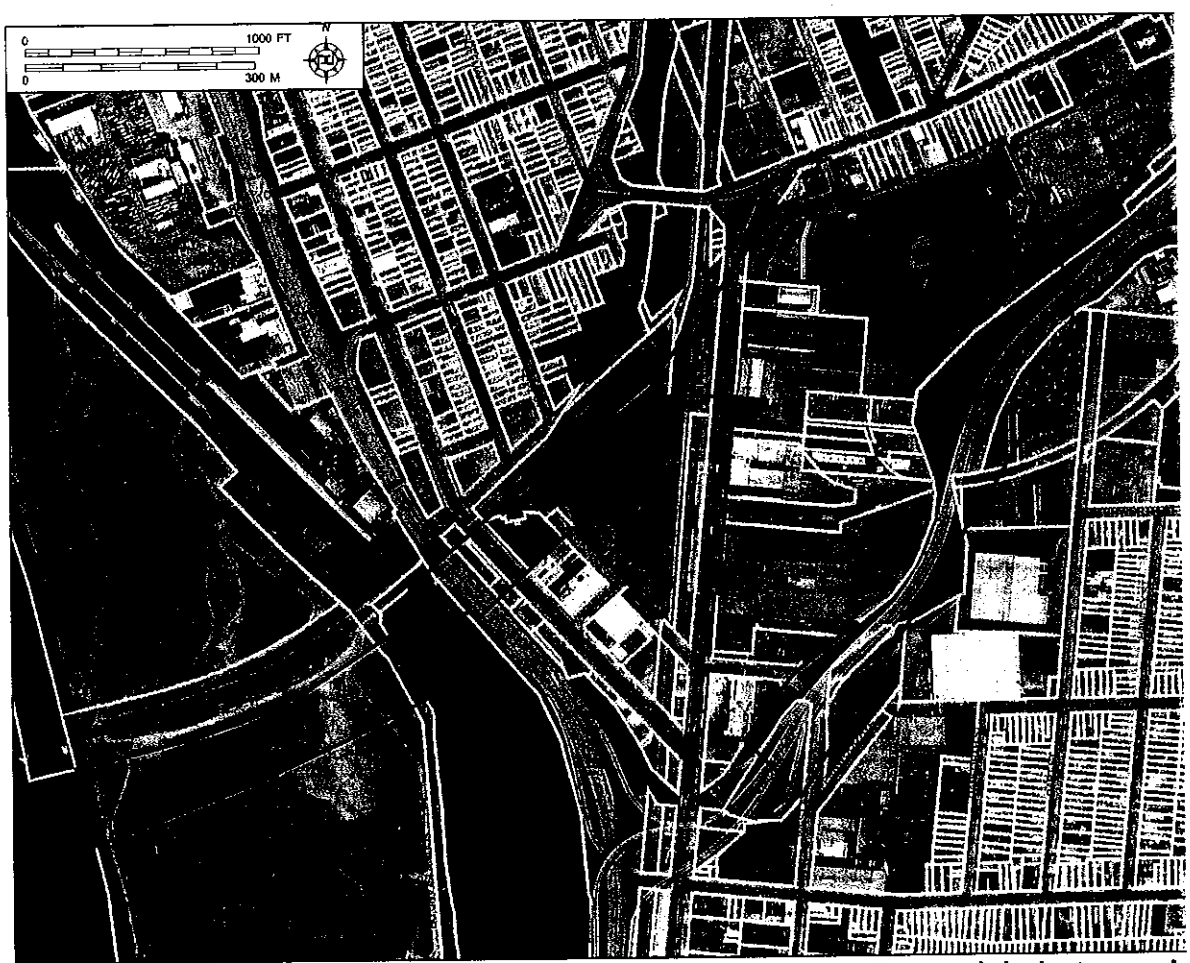


Figure 1.3. Project area and parcel map on 2002 high resolution aerial photograph *(NYS GIS Clearinghouse 2002).*

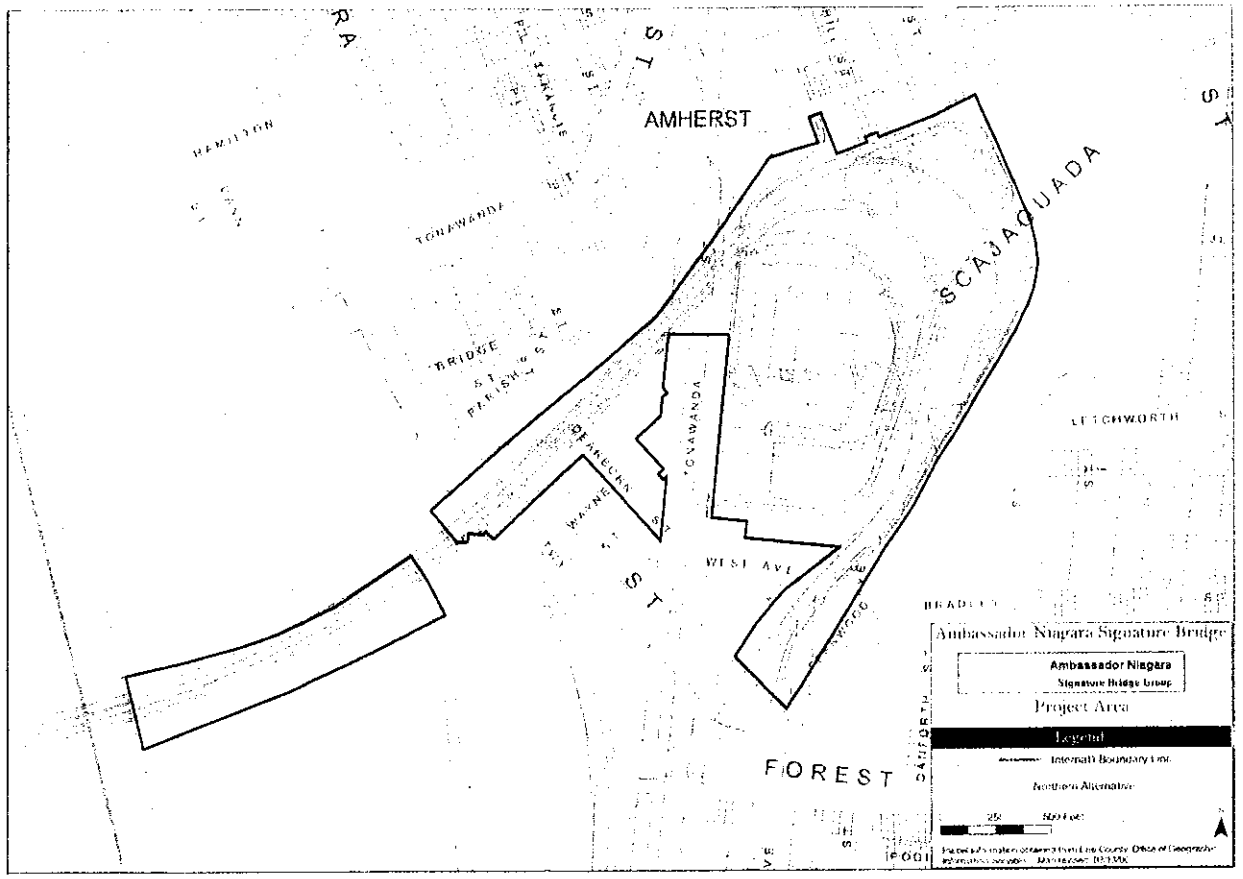


Figure 1.4. Project APE and footprint, generally bordered by the Niagara River, Amherst Street, Forest Avenue and Niagara Street, City of Buffalo *(courtesy Ambassador Niagara Signature Bridge Group).*

on the American side. Traffic will not have access to the eastbound lanes of the Scajaquada Expressway. From this interchange, the I-90 (Williamsville toll barrier) is almost an equal distance whether traveling north or south.

The proposed bridge will span the entire Black Rock Canal, with proper clearance for commercial navigation, via a concrete arch with footings constructed upland and well away from the westerly and easterly edges of this waterway (Figure 1.6). No federal or state freshwater wetlands are found within that portion of the project area in the United States. Conventional water-based construction techniques will be utilized to build the arch and pile-supported bridge sections across the Niagara River from the westerly side of Squaw Island to landfall in Fort Erie, Canada.

A second arch segment will begin at the west side of Squaw Island, on upland property, and terminate in the Niagara River in Canadian waters just west of the International Boundary Line. No pier supports will be placed within navigable waters of the United States. Concrete piers will support the remainder of the bridge. The piers will be placed on the southerly (upstream) side of the International Railroad Bridge and will be aligned with that bridge's existing piers to neutralize potential hydraulic and ecological impacts on the Niagara River.

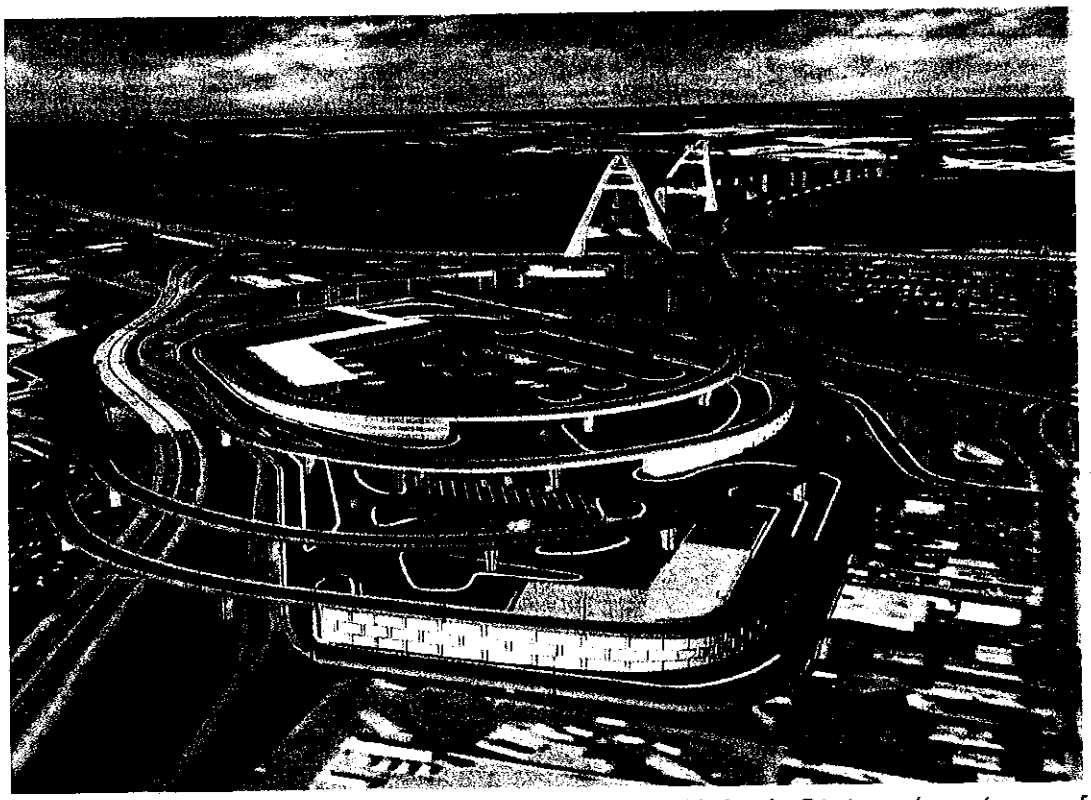


Figure 1.5. Proposed plaza layout in the United States (*courtesy of Ambassador Niagara Signature Bridge Group*).

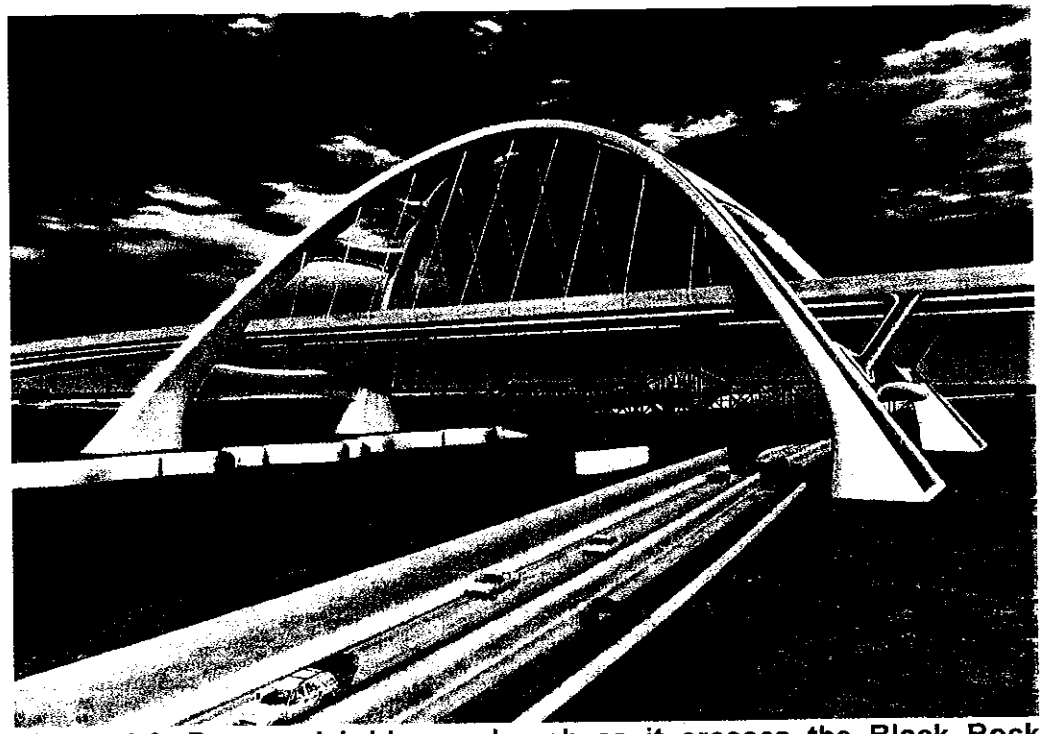


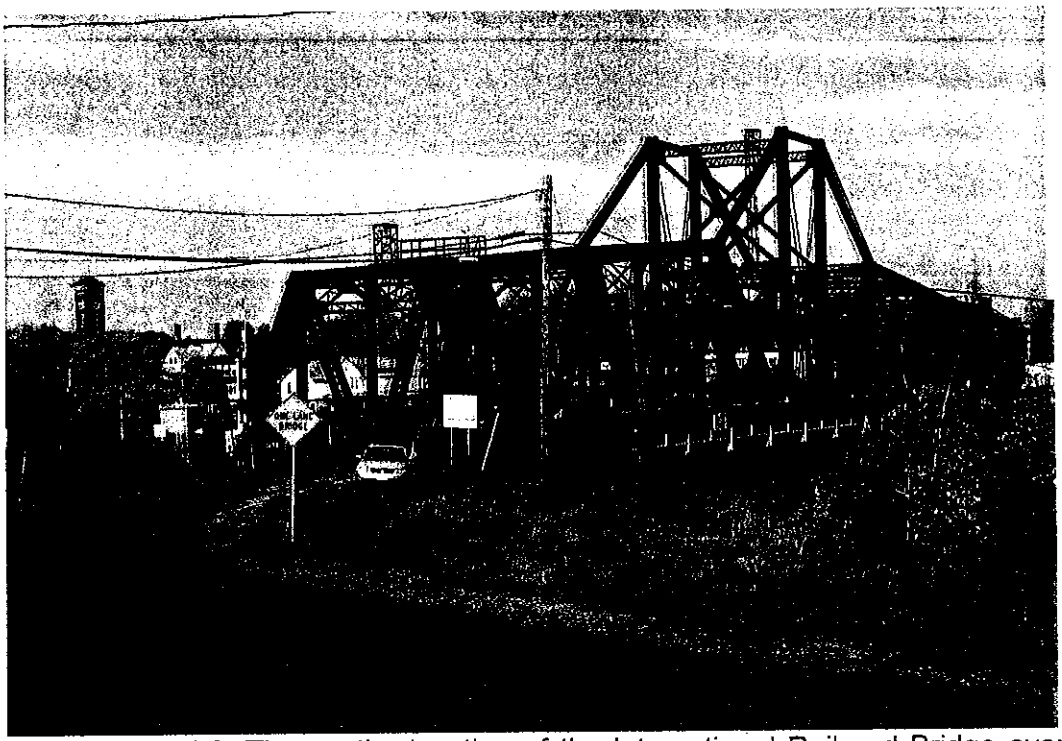
Figure 1.6. Proposed bridge and arch as it crosses the Black Rock Canal and the Niagara Section of the New York State Thruway (I-190) (*courtesy of Ambassador Niagara Signature Bridge Group*).

Panamerican conducted a Phase IA survey of the property that will be involved in the ANSB project within the United States. The purpose of the survey was to identify all previously recorded cultural resources and determine the potential for locating unrecorded cultural resources within the ANSB project area. The archaeological cultural resources investigation included archival, documentary and historic map research, a site visit and walkover reconnaissance, site file and literature searches, prehistoric and historic background research, a review of State and National Registers of Historic Places (S/NRHP), cultural resource sensitivity assessment, and past disturbance evaluation at the site. The architectural reconnaissance was limited to identification and documentation and focused on the exteriors of structures and included photo-documentation of all structures, as well as general streetscapes and viewsheds.

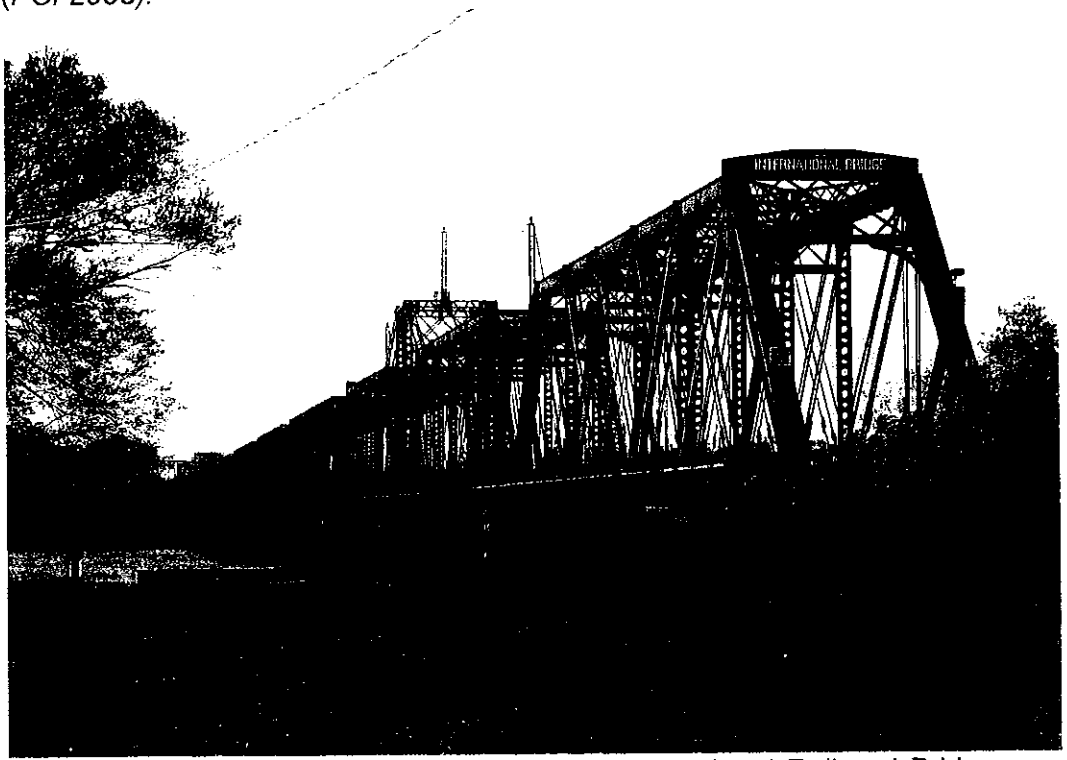
The cultural resources investigation was conducted in compliance with the New York State Environmental Quality Review Act (SEQRA), the State Historic Preservation Act, and all relevant state and federal legislation, including the National Environmental Policy Act (NEPA) and the National Historic Preservation Act. The investigation also was conducted according to the New York Archaeological Council's (NYAC) Standards for Archaeological Investigations as well as the New York State Education Department Cultural Resource Survey Program Workscope Specifications for New York State Department of Transportation Projects (March 2004). Panamerican Senior Archaeologist Dr. Frank J. Schieppati, RPA, served as Principal Investigator. Panamerican personnel included Mr. Mark A. Steinback, M.A., as Project Historian; and Ms. Christine M. Longiaru, M.A., as Architectural Historian. Architectural Historian Martin Wachadlo, M.A., also assisted with the project. Field inspections were conducted in November and December 2005 and January 2006. Some of the photographs taken of the ANSB project area during the Phase IA survey are presented at the end of this section.

Photograph 1.1. View of ANSB project location in Black Rock from Squaw Island on the south side of the International Railroad Bridge, facing east-southeast. Note "Welcome to Black Rock" water tower, a local landmark for the neighborhood, at left *(PCI 2005)*.

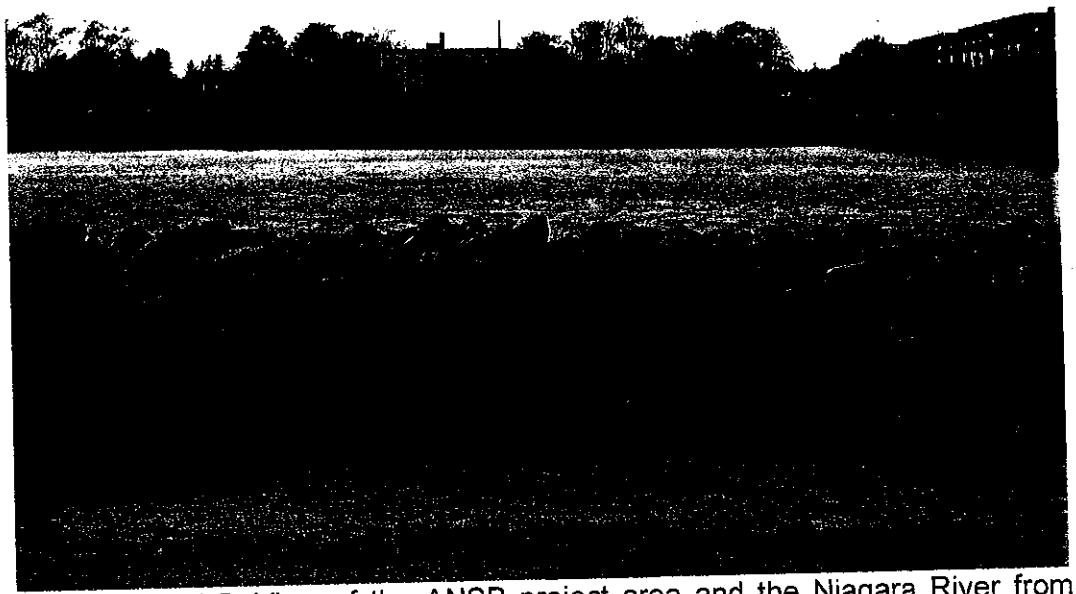
Photograph 1.2. View of ANSB project location in Black Rock and the interchange of I-190 with the Scajaquada Expressway (NY 198) from Squaw Island, south of the International Railroad Bridge, facing southeast *(PCI 2005)*.



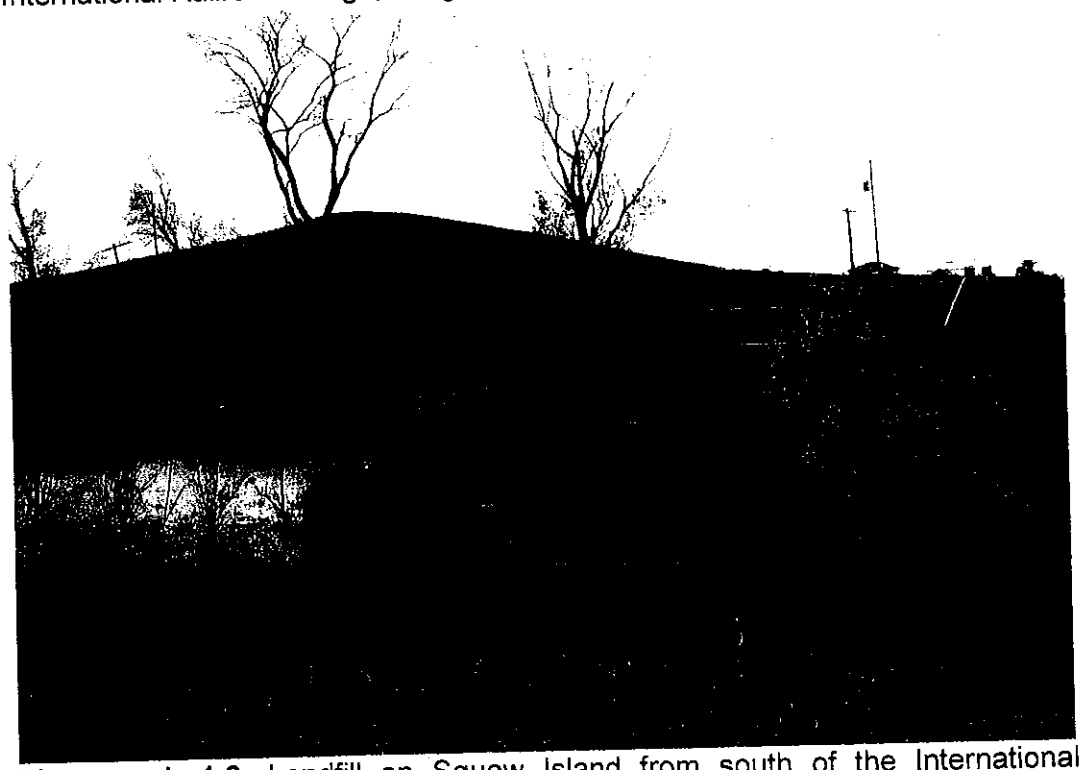
Photograph 1.3. The south elevation of the International Railroad Bridge over the Black Rock Channel from Squaw Island, facing northeast. Note bell tower of St. Francis Xavier Roman Catholic Church (161 East Street) at left background *(PCI 2005).*



Photograph 1.4. The south elevation of the International Railroad Bridge over the Niagara River from Squaw Island, facing west-northwest *(PCI 2005).*

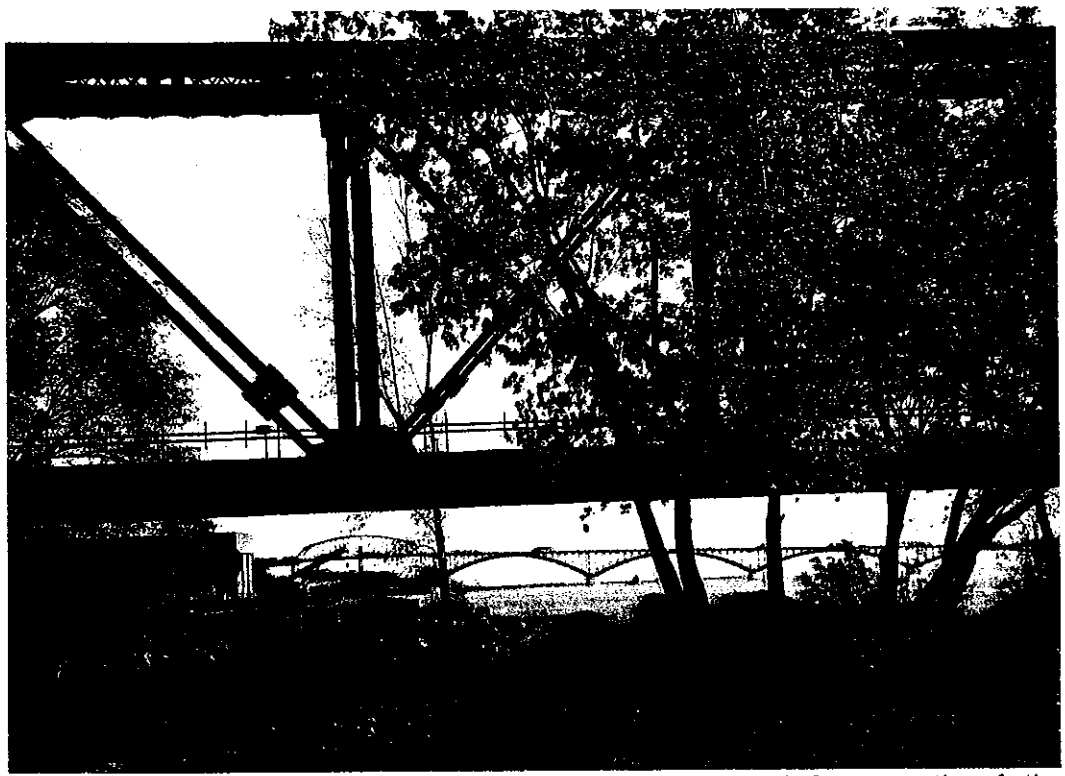


Photograph 1.5. View of the ANSB project area and the Niagara River from Squaw Island facing west towards Canada from the south side of the International Railroad Bridge, at right *(PCI 2005)*.



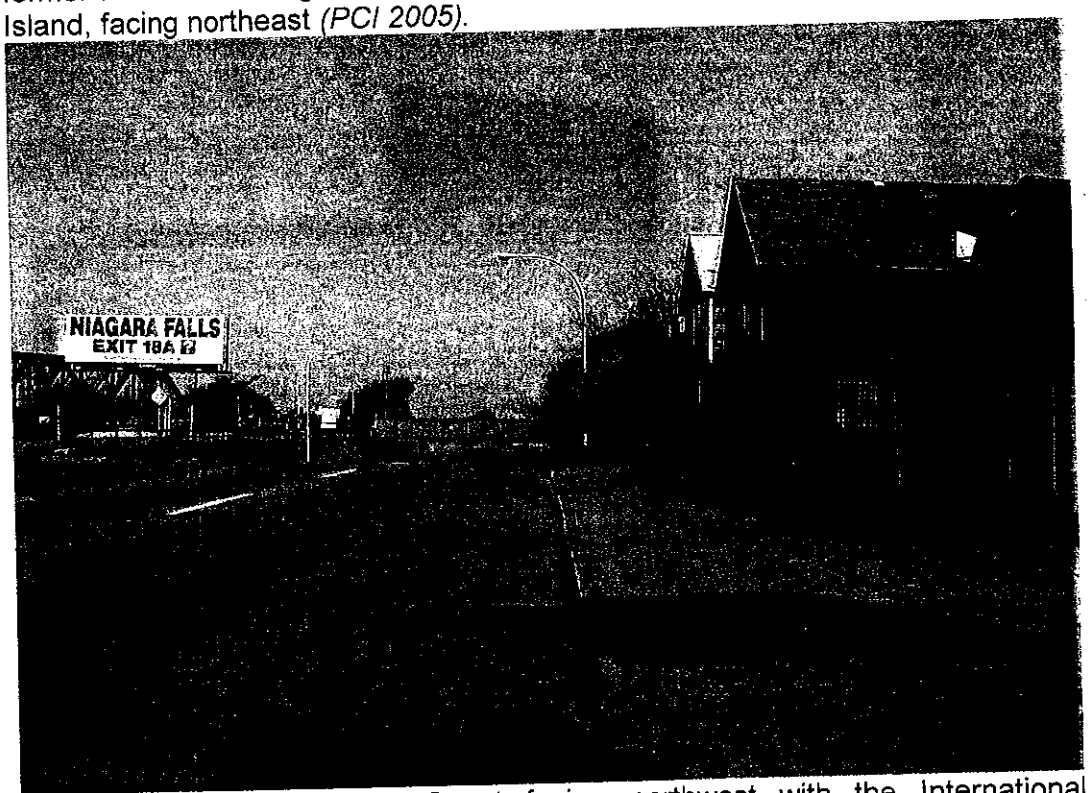
Photograph 1.6. Landfill on Squaw Island from south of the International Railroad Bridge, facing south *(PCI 2005)*.

Photograph 1.7. West side of Squaw Island from north of the International Railroad Bridge, facing south.

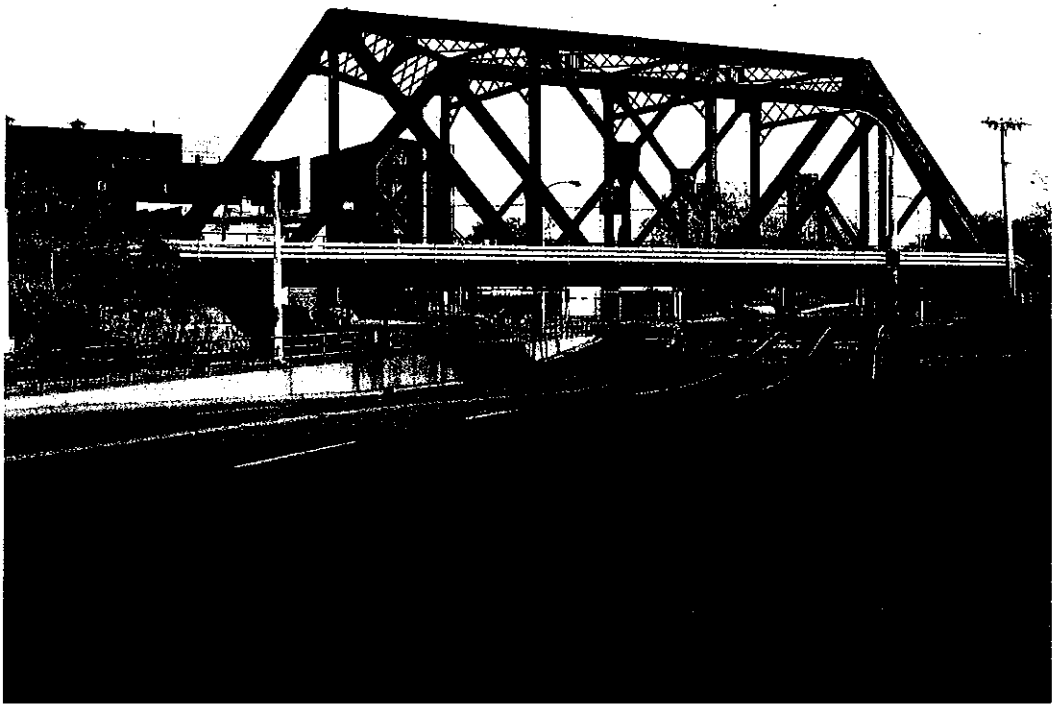


Photograph 1.8. Detail of west side of Squaw Island from north of the International Railroad Bridge with the Peace Bridge in the distance, facing south *(PCI 2005).*

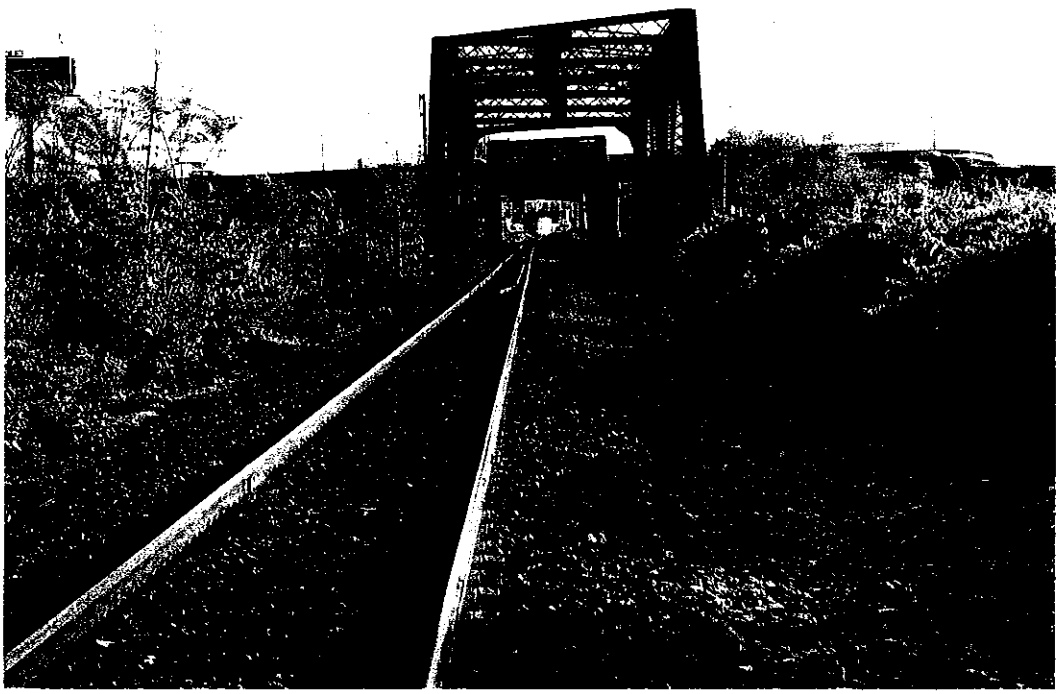
Photograph 1.9. Black Rock Lock (built 1908-1913) in foreground and the former Buffalo Smelting Works in right background, from the east side of Squaw Island, facing northeast *(PCI 2005)*.



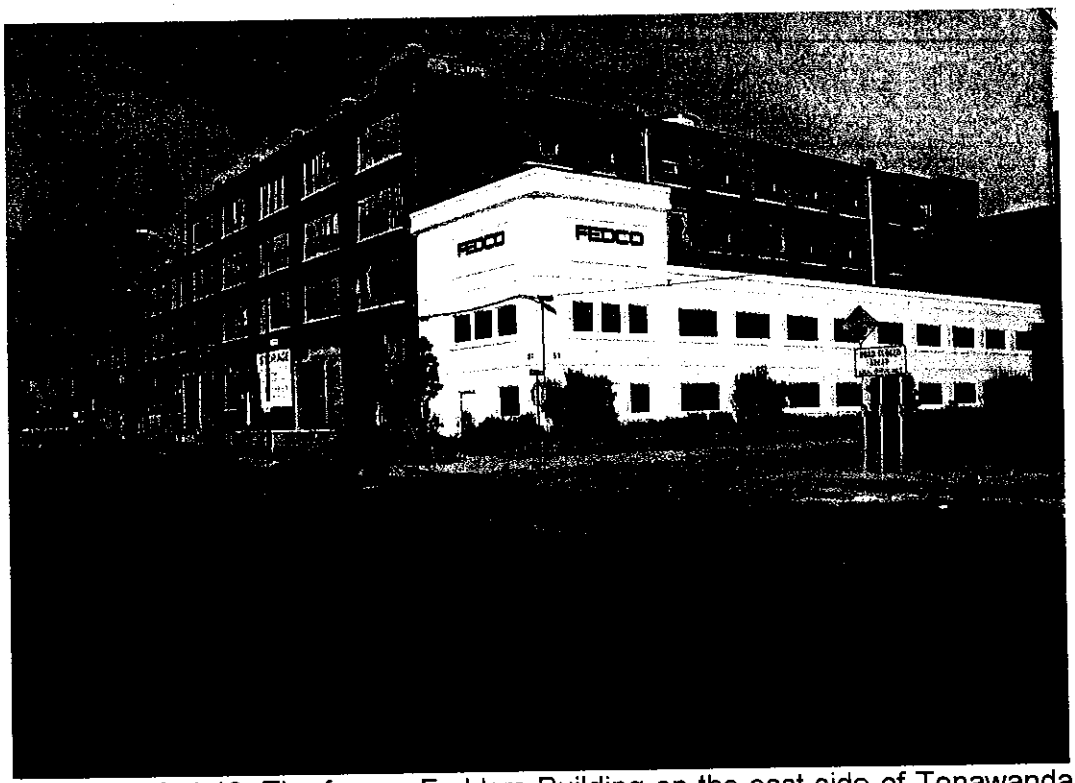
Photograph 1.10. Niagara Street facing northwest with the International Railroad Bridge at left. The plate-girder railroad bridge over Niagara Street in the center background and a row of mixed-use buildings at right are adjacent to the ANSB project APE *(PCI 2005)*.



Photograph 1.11. The Railroad Bridge over Niagara Street at the intersection of Tonawanda Street, facing southeast *(PCI 2005).*



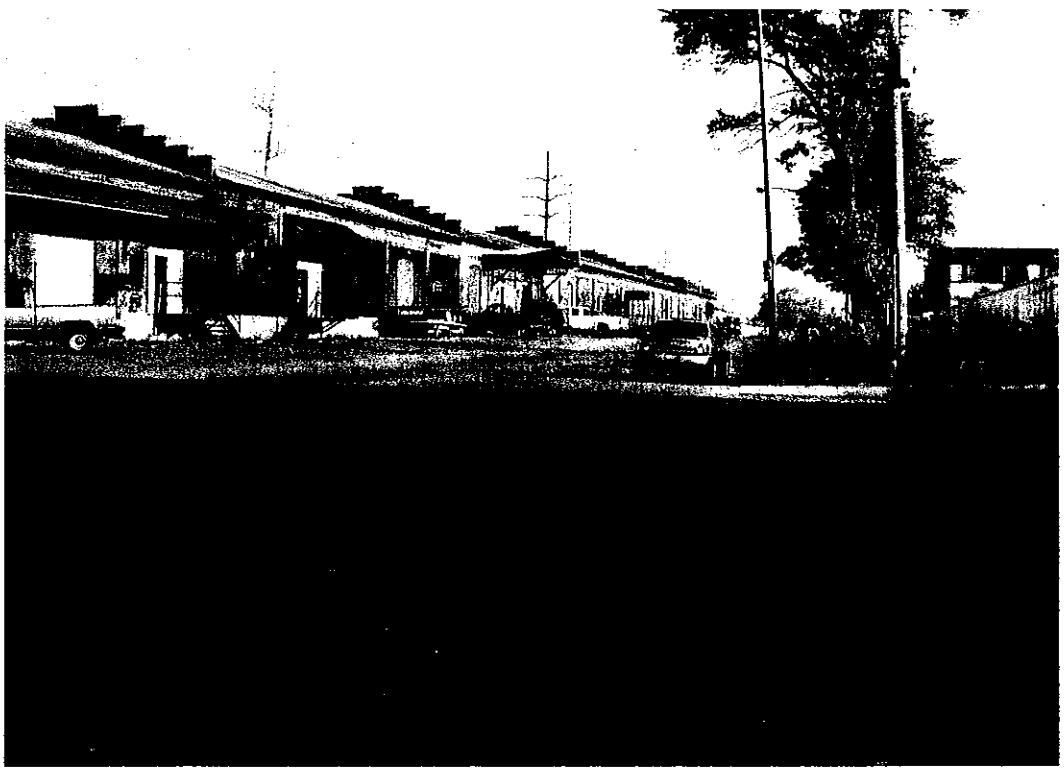
Photograph 1.12. Railroad facing south from south of Dearborn Street. Note Scajaquada Expressway in background *(PCI 2005).*



Photograph 1.13. The former Fedders Building on the east side of Tonawanda Street at West Avenue, facing northeast.*(PCI 2005).*

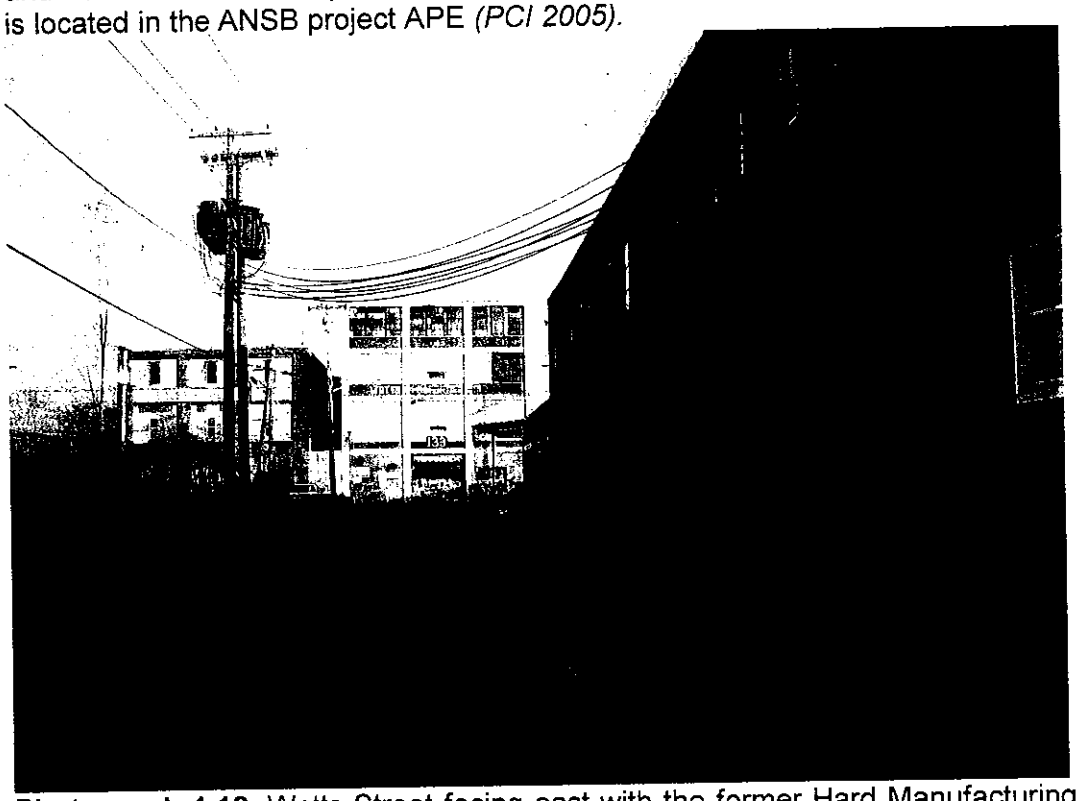
Photograph 1.14. Tonawanda Street facing north from near West Street. Parcels on both sides of the street are adjacent to the ANSB project APE *(PCI 2005).*

Photograph 1.15. Tonawanda Street from the north end of the former New York Central Freight Terminal *(PCI 2005).*

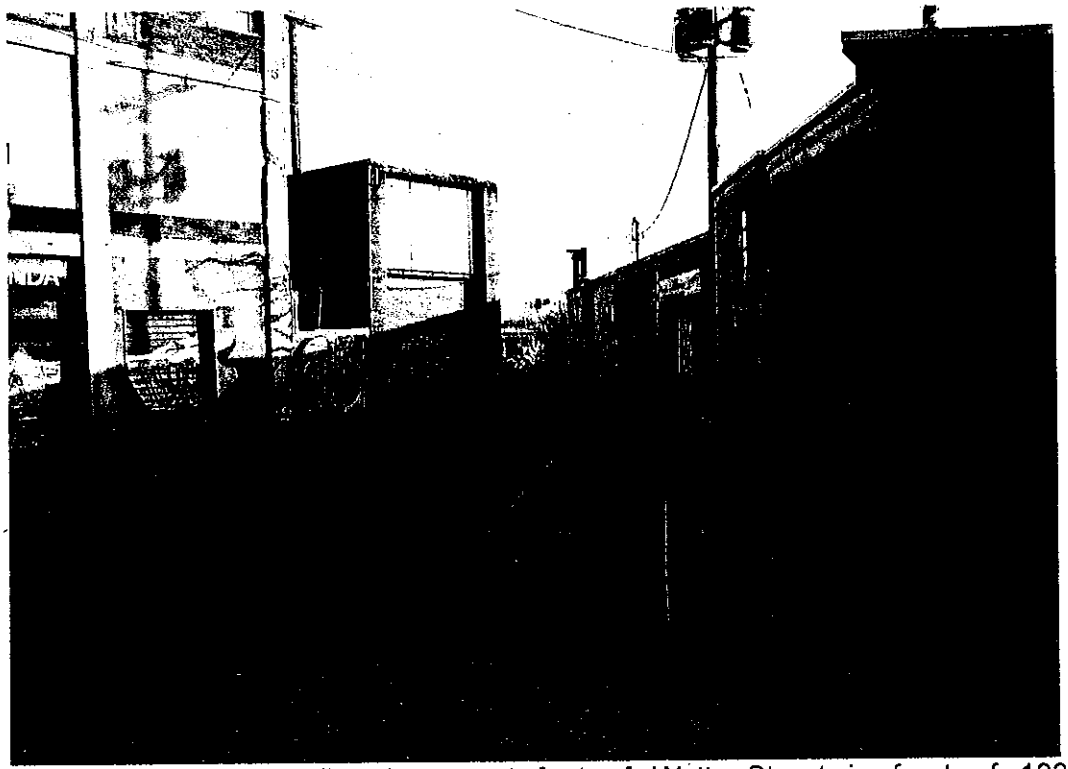


Photograph 1.16. Railroad spur crossing Tonawanda Street with the former New York Central Freight Terminal at left *(PCI 2005).*

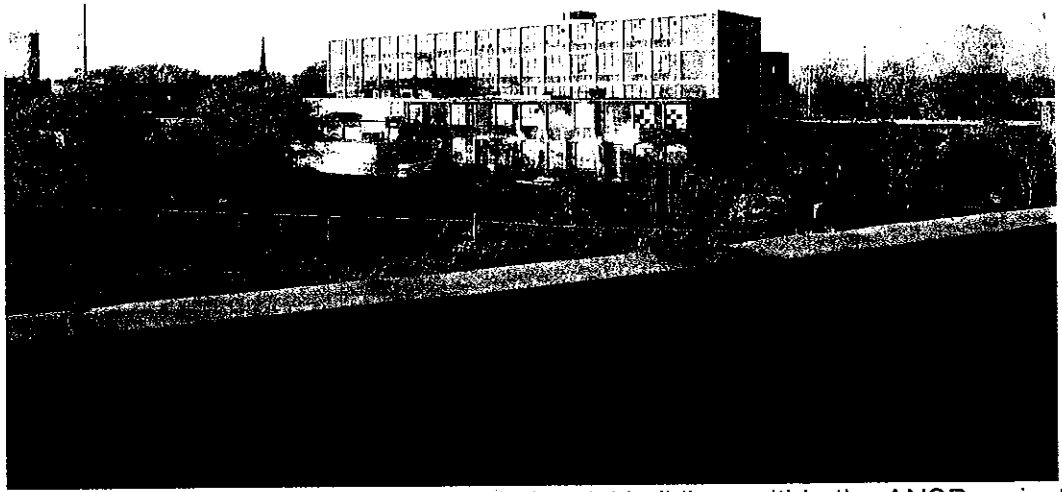
Photograph 1.17. One of the former Hard Manufacturing Co. buildings at Watts and Tonawanda streets (111 Tonawanda Street), facing northeast. The complex is located in the ANSB project APE *(PCI 2005).*



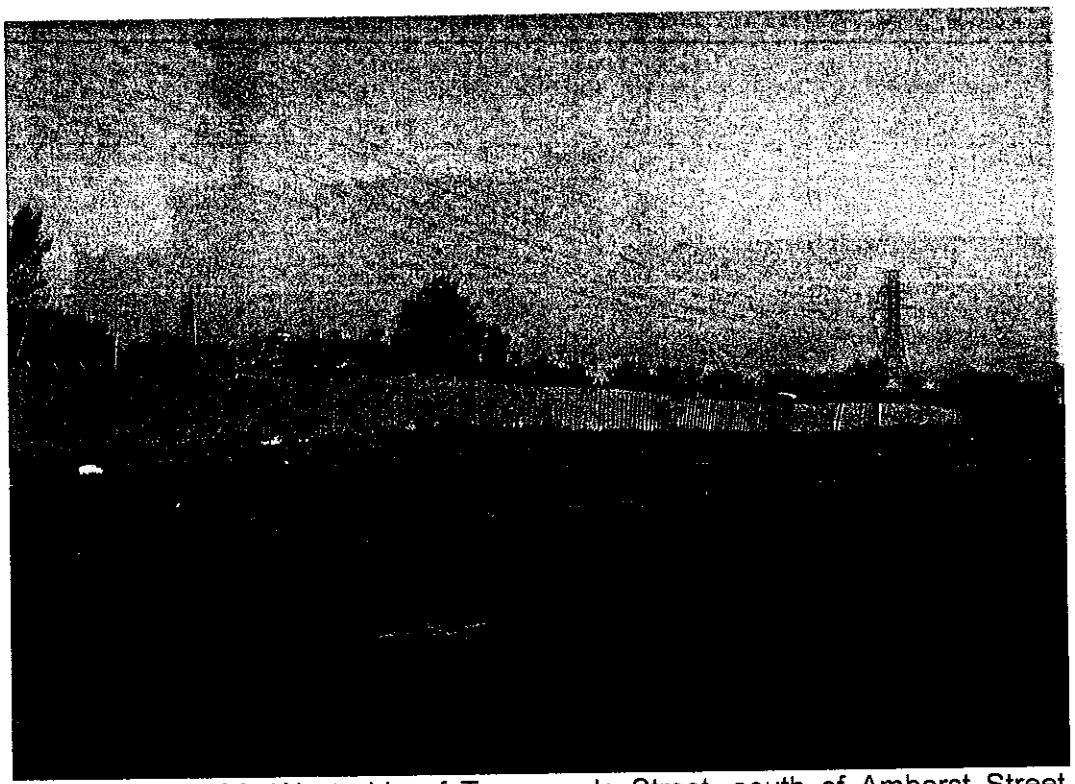
Photograph 1.18. Watts Street facing east with the former Hard Manufacturing Co. building at right and a daylight factory at 133 Tonawanda in the center background. These buildings are located in the ANSB project APE *(PCI 2005).*



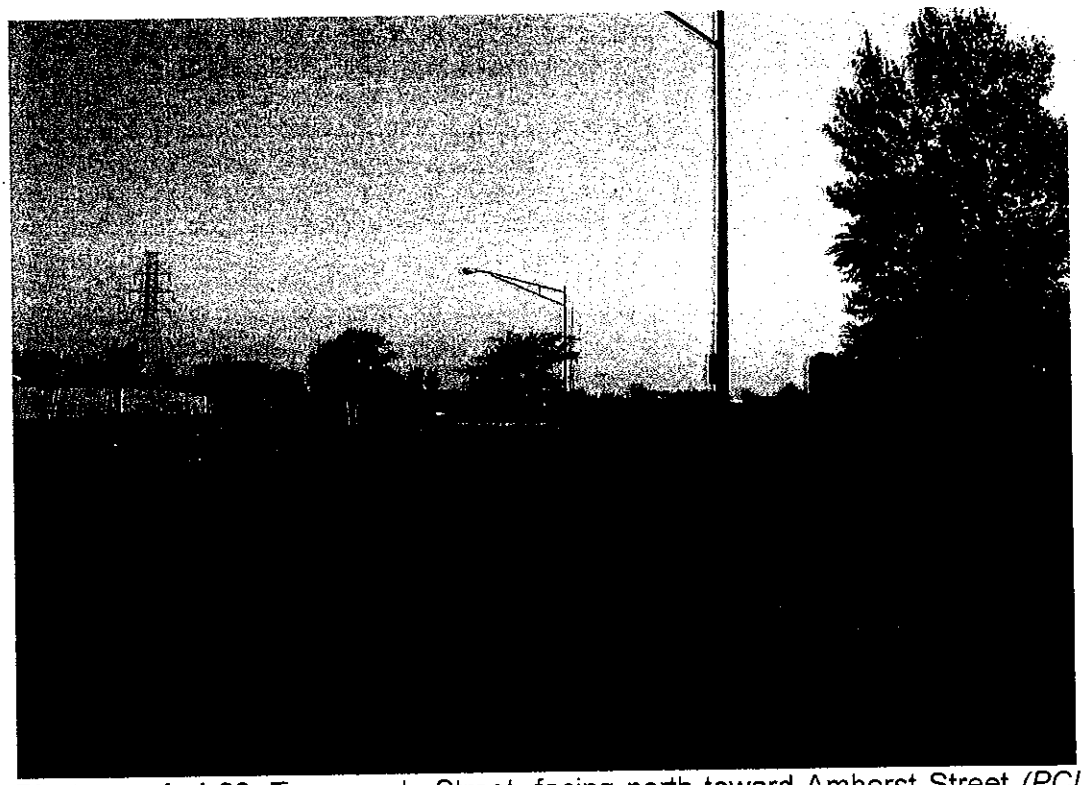
Photograph 1.19. Railroad spur at foot of Watts Street in front of 133 Tonawanda Street, facing south *(PCI 2005)*.



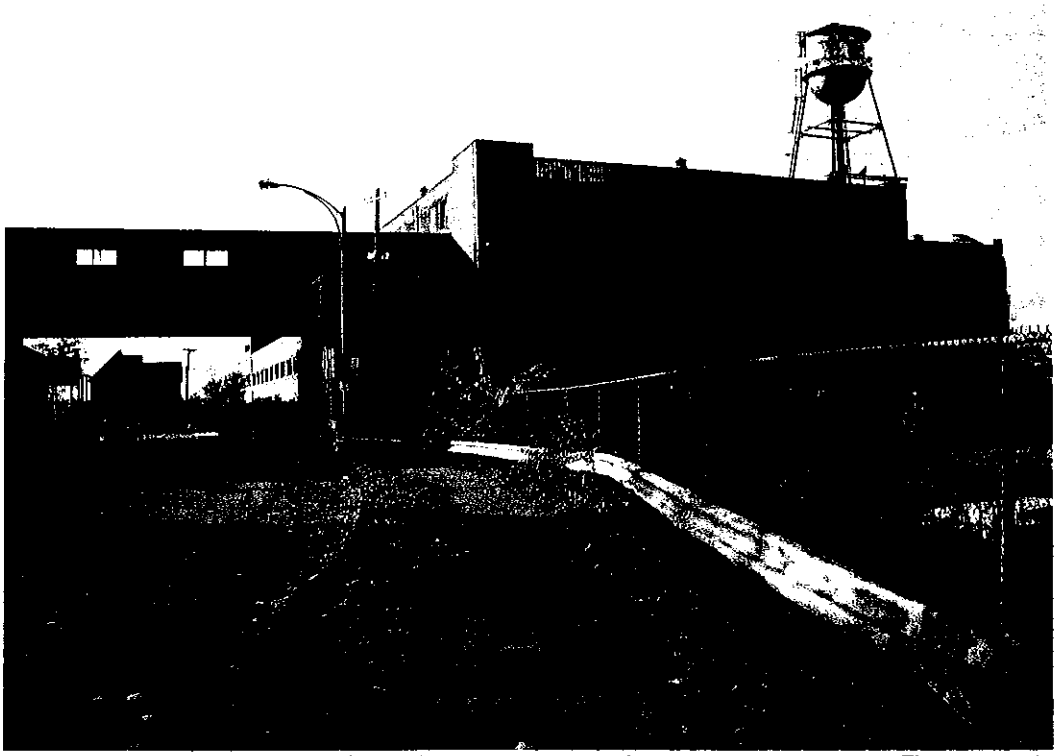
Photograph 1.20. View of remaining industrial buildings within the ANSB project APE from the Scajaquada expressway, facing northwest *(PCI 2005)*.



Photograph 1.21. West side of Tonawanda Street, south of Amherst Street, facing northwest *(PCI 2005)*.



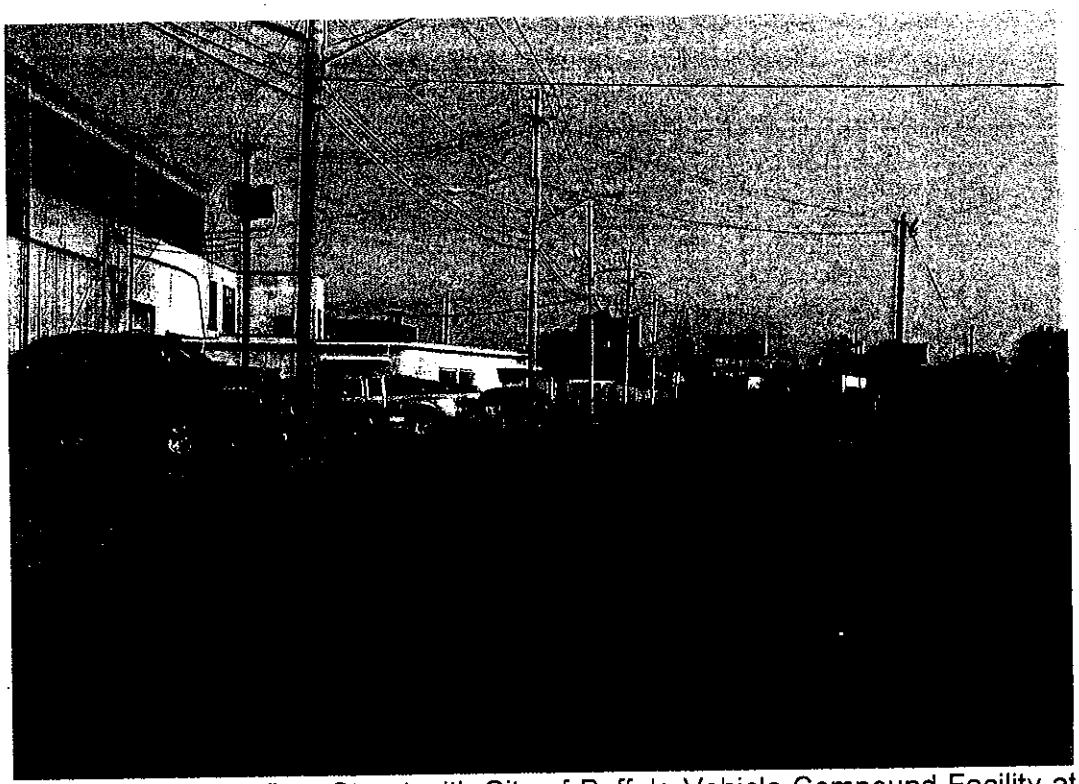
Photograph 1.22. Tonawanda Street, facing north toward Amherst Street *(PCI 2005)*.



Photograph 1.23. View from West Avenue facing west toward Tonawanda Street. The industrial buildings at right are adjacent to the ANSB APE. Note "Welcome To Black Rock" water tower *(PCI 2005)*.

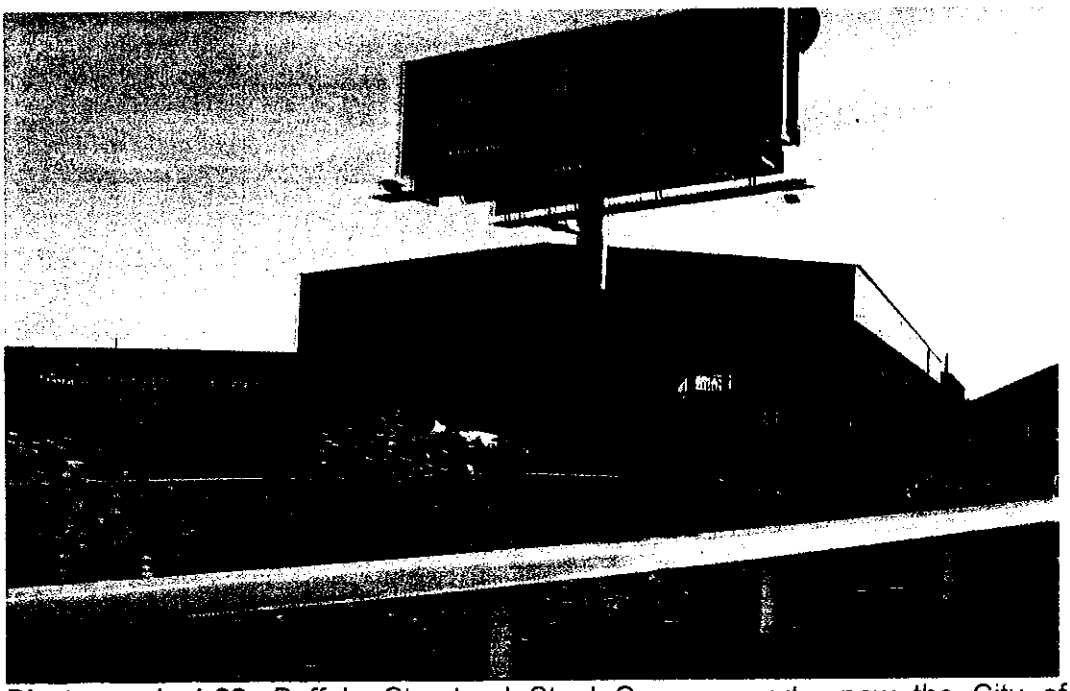
Photograph 1.24. Parcels in the project APE on the east side of Tonawanda Street with the daylight factory (133 Tonawanda St) in the background at right, facing north from West Avenue *(PCI 2005)*.

Photograph 1.25. West Avenue at left and Fernwood Avenue at right. Note Scajaquada Expressway in background at left *(PCI 2005)*.

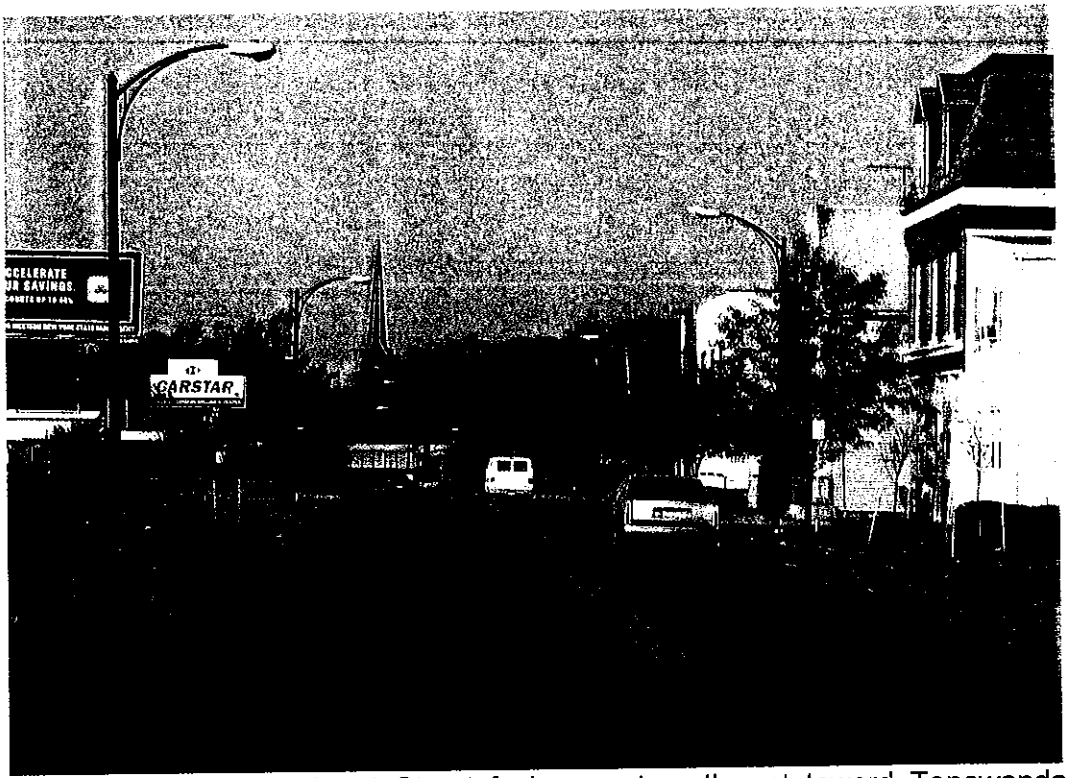


Photograph 1.26. Dart Street with City of Buffalo Vehicle Compound Facility at left, facing north *(PCI 2005)*.

Photograph 1.27. City of Buffalo Vehicle Compound Facility on Dart Street *(PCI 2005).*



Photograph 1.28. Buffalo Structural Steel Corp. property, now the City of Buffalo Vehicle Impound Facility, from the Scajaquada Expressway, facing south-southeast.



Photograph 1.29. Amherst Street facing west-southwest toward Tonawanda Street. Parcels on the south side of the street (at left) are adjacent to the ANSB project APE *(PCI 2005)*.

Photograph 1.30. Intersection of Amherst Street and Military Road (at left), facing northeast *(PCI 2005)*.

Photograph 1.31. Buildings on south side of Amherst Street, west of Military Road, in the ANSB project footprint, facing east-northeast *(PCI 2005)*.

2.0 Background Research

This section briefly provides a summary of the cultural context for the Ambassador Niagara Signature Bridge project area in the Black Rock section of the City of Buffalo, New York.

2.1 ARCHAEOLOGICAL SITE FILE REVIEW

A review of archaeological site files at the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) and the New York State Museum (NYSM) identified four archaeological sites within one mile of the Area of Potential Effect (APE). Two of these sites are prehistoric, one is Contact period/early historic, and one is unidentified, but probably prehistoric. The results of the site file review are presented in Table 2.1.

Table 2.1.
Previously identified archaeological sites within one mile of the project area

OPRHP Site #	Additional Site Name	Distance to APE m (ft)	Time Period	Site Type
A02940.000099	Houghton # 9	1,403 m (4,600 ft) SE	No information	No information
	NYSM 3171; ACP Erie 2	0	Contact/early historic	Burial/"ossuary"
	NYSM 7123; ACP Erie [no #]	Unknown	Prehistoric	Traces of occupation
	Squaw Island; UB 281	869 m (2,850 ft) NNE	Prehistoric	Unidentified prehistoric projectile point

The site files reveal that one site was potentially within the project area—NYSM 3171. Originally identified by Squier (1851:100), this site, as reported in Beauchamp (1900:61), is described as "[a] large grave [that] was found near the river in Black Rock. The skeletons were 'in a circle, with their heads radiating from a large copper kettle which had been placed in the center and filled with bones.' There were other early and modern articles." Beauchamp adds that "[o]ne of Dr. Benedict's groups lay east of this and embraced eight sites" (Beauchamp 1900:61). Parker repeated this information, terming the grave an "ossuary" (Parker 1922:550).

Charles Norton (2004 [1863]) in an address to the Buffalo Historical Society placed the site near the Bird Mansion, and adds,

> On the high hill or bluff, which over looked the [Black Rock] ferry, old Fort Adams, or Battery Swift, was situated [i.e., Niagara Street between Hampshire and School Streets]. There is now, in the office of the Niagara Street Railroad Company, a box of balls, bullets and other implements of war, which were found in the soil by those digging for the foundation of the depot building. The Maryland *Gazette*, of December 22d, 1763, contains an account of a battle between a detachment of English soldiers, who were moving from Fort Schlosser [a British fort located near where the giant intakes for the Niagara Power project currently stand] to Detroit, and a body of Indians, whom they encountered at the foot of Lake Erie. The skeletons of Indians (arranged in the form of a circle, with their feet toward the center, and placed against a large iron kettle, their heads resting on hatchets, and forming the circumference of the circle), found by Col. Bird while preparing the ground for his present

residence, show that this was the burial place of Indians killed in battle; and afford presumptive evidence that this was the scene of the engagement [Norton 2004 (1863)].

Parker identified another site, NYSM 7123, whose exaggerated boundaries are in proximity to the ANSB APE and may encompass it. Described as "traces of occupation," the site boundary, as identified in the SHPO files, covers more than 900 acres and has a diameter of more than 2½ miles. Parker typically delineated broad, exaggerated boundaries to obscure site locations from vandals and looters. The actual site boundaries are not known and are likely smaller. Houghton (1909:312) reported a site (#9—OPRHP A02940.000099) approximately 4,600 ft (1,403 m) northwest of the APE. It was described as a "small site [that] existed on Niagara Street at the mouth of Cornelius Creek. Pottery fragments and points are reported to have been found there. It is now [1909] partly or wholly obliterated." Later archaeological investigations by Ritchie (1980) and Ritchie and Funk (1973) do not report the presence of prehistoric archaeological sites in the project area.

No archaeological sites within or adjacent to the APE have been listed in the State or National Register of Historic Places (S/NRHP). The Black Rock Canal and the filled-in Erie Canal, however, are in the western portion of the APE. The Erie Canal has been determined eligible at various locations throughout the State of New York, including downtown Buffalo where it joined the Buffalo River and Lake Erie (the Erie Canal Harbor) (Schieppati and Steinback 2004). In addition, 22 historic properties within the viewshed of the APE have been listed on the NRHP. These properties are enumerated in Table 2.2.

Previous Surveys. A review of cultural resource investigations recorded in the files of the OPRHP revealed that five previous surveys had been conducted for areas in proximity to the ANSB project area (Prahl 1977; Niemczycki and Vandrei 1977; Hanley et al. 1998; Niemel et al. 2004; and Cinquino et al. 2004). None of these reports included the APE of the current project.

Historically, the project area in general has been continually occupied by a variety of manufacturing and industrial complexes, commercial structures associated with industrial and warehousing operations, transportation, the hospitality trade, and shops since the early nineteenth century. As a result, foundations and associated artifacts could extend to deep soil horizons in the project area. Buried cultural deposits have been discovered during archaeological investigations throughout the City of Buffalo (e.g., Keller et al. 1981; Tronolone and Cinquino 1986; Dean & Barbour 1998; Barbour 2001; Hayward et al. 2001; Schieppati et al. 2004, 2005).

2.2 ENVIRONMENTAL SETTING

In general, the natural setting throughout the entire project area can best be described as highly disturbed. After more than a century of intense industrialization, most of the environmental attributes that may have existed historically within the project area have been eliminated or significantly compromised. Today, the landscape is a collection of former brownfield sites, vacant land and remediated waste dumps. Even the Scajaquada Creek corridor itself has been extensively modified by channelization and filling that has severely and irreparably compromised its historic habitat values.

Table 2.2.
NRHP-listed properties (as of February 10, 2006) within the viewshed of project area

NRHP #	Property Name and Address	Approximate Distance from Project Area
71000538	**Albright-Knox Art Gallery.** 1285 Elmwood Avenue, in Delaware Park	3,948 ft
98001611	**Buffalo City Hall.** 65 Niagara Square, Art Deco building erected 1930-1931	16,193 ft
80002606	**Buffalo and Erie County Historical Society.** 25 Nottingham Court	3,887 ft
84002383	**Buffalo Main Light.** 1833 lighthouse on Buffalo River.	18,978 ft
73001186 86003557	**Buffalo State Hospital H.H. Richardson Complex.** 400 Forest Avenue	2,897 ft
94001543	**Connecticut Street Armory.** 184 Connecticut Street	9,420 ft
03001149	**Delaware Avenue Methodist Episcopal Church.** 339 Delaware Avenue	14,016 ft
82005029	**Delaware Park-Front Park System.** Front Park, Porter Avenue to Symphony Circle, north along Richmond Avenue, Bidwell Parkway, Gates Circle, and Delaware Park	9,483 ft
76001216	**Old Erie County Hall.** 95 Franklin Street, mid-nineteenth century county-city hall	17,155 ft
90000688	**Forest Lawn Cemetery.** 1411 Delaware Avenue	6,730 ft
80002608	**Lafayette High School.** 370 Lafayette Avenue	4,384 ft
00001419	**M. Wile & Co. Factory Building.** 77 Goodell Street	13,400 ft
91002059	**NASH (harbor tug).** 1776 Niagara Street	Relocated to Syracuse, NY
84002389	**New York Central Terminal.** 495 Paderewski Drive	22,373 ft
86002817	**Parkside East Historic District.** Roughly bounded by Parkside Avenue, Amherst Street, Colvin Avenue, New York Central Railroad tracks, Main Street, Humboldt Avenue	10,000 ft
86003372	**Parkside West Historic District.** Roughly bounded by Amherst Street, Nottingham Terrace, Middlesex Road, and Delaware Avenue	8,000 ft
74001234	**Pierce Arrow Factory Complex.** Elmwood and Great Arrow Avenues	4,473 ft
73001187	**Prudential-Guaranty Building.** Church and Pearl Streets, late nineteenth-century Louis Sullivan building	17,506 ft
82005026	**Riverside Park.** Roughly bounded by Vulcan, Tonawanda, Crowley, and Niagara Streets	6,869 ft
01000053	**Trico Plant No. 1.** 817 Washington Street	13,450 ft
72000839	**U.S. Post Office Building.** 121 Ellicott Street, late nineteenth century.	18,194 ft
80002610	**West Village Historic District.** Roughly bounded by South Elmwood Avenue, Chippewa, Georgia, Prospect, Carolina and Tracy Streets	13,459 ft

Topography. Located on the eastern shore of the Niagara River and on Squaw Island, the project area is situated within the Erie Lake Plain physiographic province, one of the two physiographic provinces of Erie County (the Allegheny Plateau is the other). The lake plain province is located along Lake Erie and its topography is typical of an abandoned lake bed with little significant relief except for narrow ravines carved by the area's streams. Elevations within the project area range from approximately 580 to 600 feet (177 to 183 meters; see Figure 1.1).

Although the project area is relatively flat, this topography is by no means natural. The current landscape is a result of nearly two centuries of alteration and development (see "Manmade Features and Alterations," below).

Geology. Bedrock beneath the project area is Onondaga limestone, consisting of Middle Devonian age limestone and chert (Owens et al. 1986:3-4). It lies deeply buried beneath glacial deposits and no rock outcroppings are visible on the ground surface. This formation is notable for its chert nodules that were the primary prehistoric lithic resource used in western New York. Relatively flat, the bedrock underlying Erie County tilts to the southwest at approximately 50 ft (15 m) per mile (Owens et al. 1986:2-4).

Soils. Soils within the project area are classified as Urban Land (Ud) (Owens et al. 1986: Sheets 29 and 35). Soils of this type have not been mapped in detail because most locations where this type of soil has been identified are highly developed for commercial, industrial or residential use, and much of the ground surface is covered by impervious features (e.g., buildings, streets, and paved parking lots). Usually disturbed from construction activities, soils in this category are typically dominantly nearly level, disturbed, and range from well-drained to poorly drained. Urban Land, 0 to 3 percent slopes (Ud), is a nearly level miscellaneous area in which 80 percent or more of the soil is covered by asphalt, concrete, buildings, or other impervious structures including parking lots, shopping and business centers, and industrial parks (Owens et al. 1986:133).

Drainage. The ANSB project area spans the Niagara River. In addition, Scajaquada Creek flows in a westerly direction into the Niagara River via the Black Rock Canal. It runs through the eastern/ southeastern portion of the project footprint and has been channelized. The nearly two centuries of construction and development within Black Rock, as well as the existing buildings and roadways, have altered any natural drainage patterns.

Forest Zone and Vegetation. At the time of pioneer settlement during the late eighteenth century and early nineteenth century, the natural landscape consisted of Beech-Maple forest in which a beech-maple-biome dominated much of the somewhat poorly drained Erie Lake plain (Miller 1973:15). Well-drained areas would have supported greater numbers of oak, hickory, pine and chestnut species. Areas along Lake Erie as well as the northern portion of Erie County lie within the Elm-Red Maple-Northern Hardwood forest zone (de Laubenfels 1977:92). This zone reflects recent conditions where poorly drained areas are widespread, the natural forest has been removed, and better drained areas have been utilized for agriculture. Despite the similarity of the climatic conditions (e.g., cooler summers, shorter growing season) between this zone and the Oak-Northern Hardwood zone, the prevalence of elm and red maple is due to human impacts to the environment (de Laubenfels 1977:95).

The project area is located on urban land without any natural vegetation remaining. Strips of grassy areas and street trees exist between curbs, sidewalks, and paved areas in a few locations. The project within the United States will occupy terrestrial habitats as well as industrial, commercial and brownfield sites. Most of the roadway within the United States, starting from Scajaquada Expressway and extending over Squaw Island will be elevated on piers. Only in the locations of the proposed piers and U.S. plaza will the loss of vegetation and terrestrial habitat occur.

Manmade Features and Alterations. Historically, the project area in general has been impacted by construction and demolition of buildings, structures, roadways, canals and rail systems beginning before the War of 1812. It has been continually occupied by a variety of manufacturing and industrial complexes. The Niagara Section of the New York State Thruway (I-190) and the Scajaquada Expressway (NY 198) run through portions of the ANSB project APE. A variety of rail lines runs along the northwestern edge and through the center of the APE (see Figures 1.1 and 1.2), and the former Pratt & Letchworth company factory was located in the northeastern portion.

The area's current condition is a result of past construction and demolition episodes, ranging from the digging and filling in of the Erie Canal; the construction the Black Rock Canal; the construction and demolition of railroad freight yards of the Canadian National Railroad, Erie-Lackawanna Railroad and New York Central Railroad; and the construction, demolition, and reconstruction of numerous industrial, commercial, and residential structures, including the present buildings on the project footprint.

2.3 CULTURE HISTORY

2.3.1 Prehistoric Period. The three major cultural traditions manifested in western New York State during the prehistoric era were the Paleo-Indian, Archaic, and Woodland. Cultural evolution of the area can be summarized as a gradual increase in social complexity, punctuated by several important cultural and/or technological innovations. The earliest people were nomadic big-game hunters; changing environmental conditions required an adaptation of the economy, resulting in a shift to the efficient exploitation of temperate forest resources by Archaic hunter-gatherers. In many areas of eastern North America, the Archaic is followed by a Transitional period, which bridges the Archaic and the subsequent Woodland period. While it does not represent a departure from Archaic social and economic patterns, important changes do occur in the artifact assemblage and in burial practices (Ritchie 1955, 1980). The Woodland tradition is marked by the introduction of pottery, agriculture, and burial mounds, and resulted in a plethora of new and very different social and economic adaptations (Ritchie 1980).

After about 3,000 years ago external influences began to have an increasingly greater effect as the area was occupied by groups that later formed the Erie and Neutral Confederacies. Culturally, they shared much with groups in southern Ontario, Canada. The introduction of corn horticulture ca. AD 1000 encouraged population growth, village life, and warfare in western New York. The tribes that eventually formed the Haudenosaunee or Iroquois Confederacy evolved from antecedents in the central sub-area between the Genesee River and the Tug Plateau. Prior to the time of European contact Seneca hunting territory comprised an area extending from Lake Ontario to the headwaters of the smaller Finger Lakes and from the Genesee River to Cayuga Lake. There was very little interchange between these groups and those of the western New York area until the seventeenth century (Tuck 1978a; White 1961, 1978a, 1978b; Tooker 1978).

The arrival of European commercial interests, missionaries and, finally, settlers profoundly changed land-use patterns. The native population was essentially removed from the land following the American War for Independence, and completion of the Erie Canal, and later the railroads, transformed Western New York, especially the City of Buffalo, from a collection of frontier settlements into one of the centers of industry in the nineteenth century. Away from the larger cities and villages, however, the area has maintained its rural character.

Paleo-Indian Period (ca. 12,000–8000 BC). Hunter-gatherer bands of the Paleo-Indian culture were the first humans in New York State after the last glacial retreat approximately 14,000 years ago. At this time, Lake Ontario and the St. Lawrence River were thick with ice, but it is possible that the environmental fluctuations that occurred during this early period were conducive to periodic forays by the Paleo-Indian groups into the region when conditions were suitable. As the climate gradually became more temperate, these forays may have become more extended. Prior to 10,000 years ago, the ice had not retreated very far north of the Lake Ontario and its basin was still somewhat inhospitable (Fitting 1975:27-28; Ritchie 1980; Engelbrecht et al. 1993:10).

Technologically, the Paleo-Indian period has been associated with the fluted point industry. The points are generally large (2.5 to 10 centimeters [1 to 4 inches] in length), with a flute on each face, produced when channel flakes were struck from the base. While many suggestions have been made regarding the function of the flute, the most obvious is that it facilitated hafting (Snow 1980). Paleo-Indian sites have been classified into two main categories: quarry workshops and camps. Chert quarrying and the preliminary stages of tool production were carried out at the tool workshops (Ritchie and Funk 1973:333).

The Paleo-Indian subsistence strategy has traditionally been viewed as one that emphasized hunting big game. These species, many of which are extinct, included mastodon, mammoth, caribou and moose-elk, along with a variety of smaller game. Few tool associations have been made with aquatic resources remains. However, it is difficult to imagine these people not utilizing such a diverse and abundantly available food source once water conditions allowed.

A band-level social organization is attributed to Paleo-Indian groups, with each band consisting of 25 or 30 people. These bands were initially "free wandering communities that moved frequently and without restriction, their direction, persistence and territory covered being controlled mainly by game movements and the abundance of other wild food resources" (Snow 1980:150, after Beardsley et al. 1956). As climatic conditions allowed more permanent occupation of an area, this wandering became more restrictive and bands settled into loose territories. No Paleo-Indian resources have been recovered from the City of Buffalo, despite evidence of megafauna (e.g., mastodon, mammoth) habitation in areas around Lake Erie and the Niagara River (Ritchie 1980).

Archaic Period (ca. 8000–1500 BC). The Archaic period is differentiated from the Paleo-Indian period by a stylistic shift in lithic assemblage, an apparent increase in population, changes in the subsistence strategy, and a less nomadic settlement system. Three subdivisions are generally recognized for the Archaic: Early, Middle, and Late (or Terminal).

Early and Middle Archaic (ca. 8000–4000 BC). Although the Early Archaic period began in the eastern United States as early as 10,000 years ago, there is no extant settlement data this early in the Northeast. It has been suggested that the lack of dated sites in the Northeast prior to 10,000 years ago is due to the low carrying capacity of the postglacial boreal forest environment (e.g., Ritchie 1980; Fitting 1968; Mason 1981).

Most of what is known about the Early Archaic is based on data from outside the Lake Ontario basin. Since the water level of Lake Ontario during this prehistoric period was much lower than at present, archaeological deposits left by people drawn to the lake margins would have been obliterated by the rising lake level—both by erosion and inundation. Although Early Archaic data is scant, it appears that big-game hunting was no longer central to subsistence and

band movement was less erratic. It has been suggested that groups began to settle into territories and that camp movement adjusted to a seasonal round (Snow 1980; Engelbrecht et al. 1993: 16-19).

A few technological changes, such as the production of ground and polished stone tools, serve to identify the Middle Archaic period. The territorial "settling in" process begun during the Early Archaic continued into the Middle Archaic, stimulating a process of group isolation. Since qualitative changes cannot be seen between the Early and Middle Archaic periods, Mason (1981) does not distinguish them as separate periods. Instead, he views them as a single transitional period between the Paleo-Indian and the Late Archaic.

Late Archaic (ca. 4000–1500 BC). The Late Archaic is seen as the flowering of preceramic culture in the Northeast (Snow 1980; Mason 1981). The period begins about 6,000 years ago and continues to the advent of pottery around 1500 BC. During this period prehistoric cultures "fully adjusted to the humid Temperate Continental climate which, with its oak-chestnut-deer-turkey biome, persisted to the present day" (Ritchie and Funk 1973). The increased carrying capacity of this richer and more diverse biome is reflected by an increase in the number, size, and kinds of sites documented in the archaeological record.

The relatively diverse and abundant biome provided a subsistence base that was much broader than that of previous periods. Food resources consisted of large game (deer and bear), small game, fish, shellfish, waterfowl, birds, insects, vegetables and fruits. This diversity not only allowed for greater procurement efficiency, it also provided a cushion against seasonal failures of any single resource. The general increase in numbers of milling and fishing tools suggests a shift away from red meat as a preferred resource.

Transitional Period (ca. 1500–1000 BC). The Transitional period features a continuation of Late Archaic cultural and economic patterns, with only a few innovative traits. Among these are a developing burial/ceremonial complex and, toward the end of the period, the introduction of ceramics. Snow has characterized the period as Terminal Archaic, and "the stage/period was seen as technologically transitional from the preceramic Late Archaic to the ceramic Early Woodland via an episode of soapstone vessel manufacture" (1980:235).

Woodland Period (1000 BC–AD 1500). While the previous hunting and gathering economy continued as a means of subsistence during Woodland times, Native groups became more and more dependent on domesticated plants for food. This gradual shift to domestication is in itself less important than the ramifications of the shift. Agriculture brought with it a score of new problems that required new adaptations, and every aspect of Native culture was transformed. With agriculture came settled village life, a general increase in population, technological changes, warfare, and a litany of social and political changes.

Early Woodland (1000 BC–AD 1). The onset of the Woodland mode occurred gradually in northeastern United States, and at somewhat different times throughout the region. The Early Woodland period in western New York is generally thought to have begun with the Meadowood phase about 3,000 years ago. Meadowood sites are found throughout the Northeast, and particularly New York (Engelbrecht et al. 1993:22-23).

Meadowood settlements appear to be year-round, primarily located near large bodies of water, such as the Niagara River. The basic social unit was composed of approximately 150 people occupying a territory of around 390 square miles (1,000 square kilometers). Marriage

outside the band produced social linkage to other local bands, resulting in the formation of a regional band composed of around 500 people. In the autumn, winter, and early spring local bands operated from base settlements. In the spring and summer, the local group fissioned into smaller task groups, operating from resource extraction camps.

Mortuary ceremonialism, which had its roots in the Archaic and continued to develop through the Transitional period, became more developed during the Early Woodland. Typically, the dead were placed on scaffolds or in charnel houses, and were cremated after decay. Flexed, bundle and multiple burials also occurred. Grave offerings were numerous, consisting of cache blades (sometimes numbering in the hundreds), smoking pipes, gorgets, birdstones, copper, fire-making kits, and a generous sprinkling of red ochre. Meadowood cemeteries were generally situated on knolls, a fundamental concept which may have been a precursor of the Middle Woodland artificial burial mound. Cultural manifestations of the latter part of the Early Woodland in New York have been grouped into the early Point Peninsula tradition. This tradition is somewhat vaguely defined and is primarily recognized by the presence of Vinette pottery, characterized by cord-marked exterior and interior surfaces.

Middle Woodland (AD 1-700). In western New York, the Middle Woodland period is poorly understood in comparison to the Early Woodland. The Point Peninsula tradition, expressed primarily by ceramic traits, continues throughout the Middle Woodland period. Point Peninsula development during this period is characterized by four phases: Canoe Point (AD 2-150), Squawkie Hill (AD 100-300), Kipp Island (AD 300-650), and Hunter's Home (an early Late Woodland manifestation). Point Peninsula ceramics were recovered at the Martin site (OPRHP #A02914.000017) on Grand Island and at the Lewiston Mound along the Niagara River (Engelbrecht et al. 1993:25-26).

Known from only a few sites, the Canoe Point phase is vaguely understood and demonstrates little change from the Early Woodland. "Subsistence, seasonality, and the larger settlement unit continued much as previously, although the settlement system was probably more decidedly semi-permanent sedentary" (Snow 1980:274). No house structure patterns have been found in New York, but analogous Canadian sites show the presence of rectanguloid structures measuring 10-to-16 ft-x-16-to-23 ft (3-to-5 m-x-5-to-7 m), and containing single hearths. The single hearth and the house size would seem to indicate a basic household social unit no larger than an extended family.

In western New York, the Canoe Point phase is overlapped by the Squawkie Hill phase, which is marked by the intrusion of the Hopewell burial cult from Ohio. Hopewell can be characterized as a body of material and behavioral traits associated with the burial of the dead. It is not clear whether Hopewell is a manifestation of a true cultural system, or simply a burial cult like the Adena. In the upper Midwest, Hopewell can be seen in its entirety. In New York, however, it is evidenced only by burial mounds, simple and small by comparison to those found in Ohio. New York mounds are generally about 30 ft (9 m) in diameter, and 3 or 4 ft (.9 to 1.2 m) high. Common ceremonial assemblages consist of cured base platform pipes, copper axes, copper ear ornaments, pearl beads, and mica. Polished stone celts and adzes, and red ochre are also found in New York burial mounds, although pottery is not. Burials are generally secondary cremations, and are rarely extended, flexed, or bundled.

The following Kipp Island phase is known from seasonal and semi-permanent camps and cemeteries. Hunting, gathering, and fishing appear to be the main sources of subsistence. While maize horticulture was well established in the Hopewell heartland prior to this time, it is still not

evident in New York. Kipp Island phase burial practices are less elaborate than Squawkie Hill, and indicate continued Hopewellian influence, but in a much attenuated form. Grave offerings often consist of polished stone pendants, several pipe types, barbed bone points, and some of the more common Hopewell artifacts.

The reasons for the eventual decline of Hopewell influence in mortuary ceremonialism can be explained best by the nature of the cult itself. Hopewell burial ritualism was based on elaborate trade networks for obtaining exotic materials such as obsidian from the Rockies and the Southwest, and shells from the Gulf Coast. According to Prufer (1964), the late Middle Woodland period is characterized by a general increase in "unrest" and warfare, evidenced by the fortification of some of the Hopewell heartland centers. The disruption and later destruction of the Hopewell trade networks cut the flow of exotic raw materials and, later, finished goods. Western New York and other peripheral areas were particularly vulnerable. Following the collapse of the Hopewell, local traditions were re-established. In much of New York this was the terminal Point Peninsula tradition, the Hunter's Home phase.

Late Woodland (AD 700–1500). In western New York, the transition between the Middle and Late Woodland periods is marked by the Hunter's Home phase, an aspect of the terminal Point Peninsula tradition and sometimes designated Late Woodland (Mason 1981). According to Ritchie and Funk (1973), most Hunter's Home sites are moderately large with heavy refuse concentrations, storage pits, house patterns, and a wide range of artifacts. The phase, which has been dated as late as AD 1000, is often difficult to distinguish because of the presence of both Kipp Island phase and later Owasco traits. The notched projectile points common in Kipp Island are less popular in Hunter's Home, and are generally replaced by the triangular Levanna points which became commonplace during Owasco times and foreshadow the triangular Iroquois points (Mason 1981).

Another important feature that marks the Hunter's Home phase is a decrease in elaborate mortuary ceremonialism. Both single and multiple in-the-flesh interments and bundle burials occur, but the presence of grave offerings is sporadic. The predominance of secondary burials seems to indicate that corpses were left above ground, possibly in charnel houses, for a considerable time before interment (Ritchie 1980).

Hunter's Home phase economy can generally be characterized as a hunting-fishing-collecting system. Increases in both social complexity and population are evident, leading to the hypothesis that "maize horticulture was already being practiced as an important aspect of the Hunter's Home economy" (Ritchie and Funk 1973:356). This hypothesis is partly founded on Ritchie's contention that some horticulture was practiced in the earlier Kipp Island phase (1980:240). However, most of the evidence for maize horticulture up to this time period is indirect; cultivated plant remains are rarely found archaeologically in New York State because of generally poor conditions for preservation of organic materials.

Once maize horticulture was significantly incorporated into the economy later in the period, it did not seem to drastically alter existing cultural patterns. For most of the Late Woodland period horticulture served simply as an additional procurement system. It was not until European-American disruption of Native culture that groups became more fully dependent on horticulture for subsistence.

In New York State, the two primary Late Woodland traditions are Owasco, beginning with the Carpenter's Brook phase (AD 1000), and the prehistoric Iroquois, beginning with the Oak Hill

phase (AD 1300). In western New York, however, the Owasco traditional does not occur in a pristine state. Instead, the prehistoric cultures of western New York developed under heavy influence from the southern Ontario Princess Point Complex.

Princess Point subsistence generally consisted of hunting, fishing, gathering and, after about 500, maize horticulture. This represents the first occurrence of maize horticulture in northeastern North America. The corn was of the Northern Flint variety (*Zea mays*) with eight rows of kernels, probably related to a variety cultivated by the Hopewell cultures of Ohio and Illinois (Noble 1975).

Sites are generally located on relatively flat, exposed areas near, and not much above, water. Low riverine areas were occupied during the late spring and summer, whereas winter and spring occupations were in hilly areas away from the flood plain and free of seasonal inundation (Stothers 1977). Corn horticulture was not solely equated with village life. Evidence has been found which also associates horticulture with Princess Point riverine camps (Noble 1975; Winter 1971; see Hart and Brumbach 2003 for a reevaluation of the dating of the components that comprise the Owasco culture, which undermines the utility of Oswaco as a cultural construct).

The Princess Point complex shared many cultural traits with the Owasco to the east. Pottery was manufactured using the paddle and anvil technique as opposed to the coil or fillet method used prior to this time. Most tools were made from Onondaga chert; points were trianguloid, similar to Levanna points. Some antler points and bone awls have also been recovered. Because of its similarity to the Owasco, these cultures have been referred to as Ontario "Owasco" (Stothers 1977). The Martin site (OPRHP #A02914.000017; UB 214), an important Hunter's Home/Princess Point site where fishing was an essential method of food procurement, is located along the Niagara River shore, at the southern end of Grand Island. Another important fishing site is the Portage site in Lewiston.

The horticultural complex of corn, beans and squash, called the Three Sisters by the Haudenosaunee in later times, are found together in some of the earliest Late Woodland sites (Ritchie and Funk 1973; Hart et al. 2003), indicating the importance of these plants for at least some early garden systems and subsistence strategies. However, the frequency with which these crops were grown together is poorly understood (Fritz 1990; Smith 1992; Kuhn and Funk 2000). The common perception is that a heavy reliance on corn horticulture was supplemented by growing beans and squash, with declining roles for hunting, fishing and gathering. Primary animal prey most likely included one or more of deer, fish, and shellfish, based on faunal evidence, site locations, and the prevalence of netsinkers and other fishing technology at some sites (Cleland 1982; Ritchie 1980; Ritchie and Funk 1973).

The development of bean and squash horticulture is roughly correlated to a growth in population and village size. Near the beginning of the period (ca. 1100), groups lived in semi-sedentary villages, occupation was seasonal, and the villages moved periodically. Around 1570, these same groups were living, year-round, in semi-permanent sedentary villages. Like the later Huron (Sykes 1980), these groups moved their villages every 15 to 20 years in response to changing environmental conditions. While the impetus for village movement most often cited is soil exhaustion (Sykes 1980; White 1960, 1961, 1963), other factors such as depletion of game and firewood, refuse accumulation, and chronic warfare also may have contributed. Game depletion, in particular, may have been a strong motivation for movement, since deer provided a resource for both food and clothing (Gramly 1977; see also Engelbrecht et al. 1993:29-30). Just

prior to substantial European contact in the early seventeenth century, groups on both sides of the Niagara River and Lake Ontario coalesced into the Neutral Confederacy. The confederacy existed until its decimation by the Seneca in 1650 (Engelbrecht et al. 1993:32-33).

In conclusion, important changes occurring in this period were social rather than techno-economic. The technology of the period is characterized by refinement of the developments of earlier periods with styles and techniques becoming more regionalized. Horticulture, primarily the growing of corn, beans, and squash, was the primary source of plant food for the prehistoric Iroquois, but never totally supplanted the hunting, fishing, and collecting strategy as the most important means of subsistence procurement. The practice of horticulture, however, had other ramifications. Primary among these was that it allowed, even demanded, increased sedentarism. With the added premium placed on land in the Late Woodland, territorialism was accelerated.

The Late Woodland period brought increasing sociopolitical complexity and diversification of resource exploitation. These trends were greatly accelerated by contact with European explorers beginning in the sixteenth century (Kuhn and Funk 2000). Changes in the social environment caused by European-American intervention resulted in further adaptive responses, culminating in the formation of the Haudenosaunee or Iroquois Confederacy in either Late Woodland or early Protohistoric times.

Proto-historic/Contact Period (AD 1500–1650). During the Late Prehistoric and Proto-historic/Contact periods, tribal clusters of Iroquoian-speaking peoples were distributed throughout New York State and lower Ontario. Comprising several thousand people in at least one, and usually several, villages in proximity to one another, each tribal cluster was separated from the others by extensive and widespread hunting and fishing areas (Trigger 1978:344; Engelbrecht 2003). Native American groups in western and central New York were profoundly affected by the introduction of the fur trade, long before the arrival of a permanent European-American population in the area. The Protohistoric period conventionally begins in 1534 when the French explorer Jacques Cartier sailed up the St. Lawrence River and met groups of Iroquoian-speaking Native Americans at what is now Québec City and Montréal. However, there is some evidence that Basque, Portuguese and Breton fishermen were traveling to the Gulf of St. Lawrence-Newfoundland area and making sporadic contacts with Native groups somewhat earlier (Hoffman 1961; Brasser 1978; Trigger 1978). This period dates the beginning of the end of traditional Native American cultural patterns due to ever-increasing political, military, religious and economic interactions with Europeans.

Archaeological evidence suggests that major changes in the spatial distribution of the native population were taking place as early as 1500-1510. Excavations of the early sixteenth century Draper and Parsons sites (southern Ontario) revealed unusually large villages that appeared to have grown over their duration through the addition of large population segments. Ceramic remains from these sites indicate that the population influx was from the east. Ramsden (1978) argues that these changes were correlated with the first appearance of European trade goods in small quantities among these Iroquoian groups and that this supports the hypothesis that a St. Lawrence-Ottawa River-Great Lakes trade and transportation route was in existence prior to the sixteenth century. Furthermore, pre-existing intertribal trading relationships were the mechanism by which European trade goods were channeled into the lower Great Lakes from the Gulf of St. Lawrence area.

Beginning in the last decades of the sixteenth century, the increasingly regular encounters between Europeans and Native Americans incubated a pandemic of European diseases among

unprepared Native populations, which decimated many Native nations. The presence of typhus, smallpox, measles, and others ravaged Native communities. In addition to the tensions introduced through simple contact with Europeans, trade has been recognized as having a major impact upon traditional aboriginal cultural patterns (Brasser 1978:83). Once the fur trade was established, assuring a stable supply of European items, the manufacture of Native goods rapidly declined until they were entirely replaced by European manufactured implements.

Finally, changes occurred in sociopolitical relationships after 1640 as the fur trade intensified and the supply of furs declined. The most important of these changes was the formation of confederations such as the Five Nations or Haudenosaunee Confederacy of New York State, the Neutral Confederacy and the Huron Confederacy.

An important catalyst for these sociopolitical changes was the European policy of supplying guns and ammunition to Native groups as part of a strategy to enlist the various tribes and confederacies as proxies in the European struggle for control over the continent. The introduction of firearms in some quantity led to a major adjustment in traditional warfare and upset the traditional balance of power in the region. That the Haudenosaunee of central and eastern New York State were the first to exploit this upset in the balance of power, and eventually proved to be victorious, is thought to be the result of their geographical location (Trigger 1976).

During the late sixteenth century, prior to European contact, three Iroquoian groups occupied Western New York—the Neutral, the Wenro and the Erie. A fourth Iroquoian group, the Seneca, inhabited the areas well east of Buffalo, but would assert their power in the region's affairs beginning in the seventeenth century (White 1978a, 1978b; Abler and Tooker 1978). Located in the Niagara Peninsula of Ontario and in the western portion of what is now Niagara County, the Neutral earned their name from their location between the Hurons to the north and the Haudenosaunee to the east, and their efforts to remain non-aligned during the incessant warfare between those two groups. A possible Neutral cemetery (the Van Son site) was identified on the northern end of Grand Island and was destroyed during the construction of the Niagara extension of the New York State Thruway (I-190). The Wenro occupied areas in Niagara and Orleans Counties, east of the Neutral near Batavia. The Erie, or Nation of the Cat, were located south of the present-day City of Buffalo along Lake Erie (or *Lac du Chat*, to the French) and utilized areas southeast of the lake that bears their name. The traditional homeland of the Seneca was the area between the Genesee River and Seneca Lake (Engelbrecht 2003; White 1978a:407-409, 1978b:412-413; Parker 1922). Unlike their major competitors, the Haudenosaunee were surrounded on all sides by sedentary agricultural groups and, therefore, had no direct access to the fur resources of the interior of the region. The Huron Confederacy geographically straddled the major transportation networks and was able to exploit their hunter-gatherer neighbors' need for agricultural commodities by trading corn and other products for furs, thereby securing the advantage of access to the vast supplies of the interior. The Haudenosaunee wars of the mid-seventeenth century were aimed at eliminating the Huron and other agricultural groups as middlemen to obtain direct access to fur supplies (Trigger 1976; White 1971; Hunt 1940).

The Seneca were adamant in protecting their position as suppliers of pelts, and as the supply of animal skins diminished within Seneca territory, they expanded the range of their trading efforts into the traditional areas of other Iroquoian groups. Ultimately, Seneca expansion displaced these groups from their lands in the Niagara Frontier. Beginning in 1638 with the Wenro tribe of western New York, and in rapid succession, the dispersals began. After the

Seneca had secured the resources of the Niagara Frontier, large-scale concerted attacks by the League were directed against the Huron Confederacy (dispersed by 1649), the Petun (dispersed by 1650), the Neutral Confederacy (dispersed by 1651) and, finally, the Erie Confederacy (dispersed by 1655). Thus, by the mid-seventeenth century, the Haudenosaunee emerged as a politically, militarily, and economically united confederacy with sole access to both the land and resources surrounding the lower Great Lakes (Abler and Tooker 1978:505-507; White 1978b:414-416; Trigger 1978:354-356).

The general vicinity within and around the City of Buffalo was occupied during prehistoric times. The location, near the confluence of Buffalo Creek and Little Buffalo Creek as well as Lake Erie, would be considered highly sensitive if it were a non-urban setting. Prehistoric material was recovered from both sides of the Commercial Slip and the former alignment of Little Buffalo Creek. The material indicates a prehistoric occupation of the site from 4000 BC to about AD 1500 (OPRHP site # A02940.023650). This occupation may have been continuous or periodic based on seasonal variations of the relative wetness of the area. The area may have served as a node in the prehistoric/protohistoric Great Lake trade network (Schieppati et al. 2004).

2.3.2 Historic Period. The French were the first Europeans to penetrate the valley of the Niagara River and explore the shores of Lake Erie. As early as the 1620s, Jesuit missionaries and French traders were establishing contacts with the local Native groups. For example, Joseph de la Roche Daillon, a Récollet (Franciscan) missionary, lived among the Neutrals for three months in 1626, and Jesuit priests Jean de Brébeuf and Pierre Joseph Marie Chaumonot visited the Neutrals in 1640-1641. However, these visits to the region were infrequent until the 1660s. By this time, the fur trade was central to the Seneca economy and, as the supply of animal skins diminished within their hunting territory, they expanded the range of their hunting and trading efforts into the traditional areas of other Iroquoian groups. During the mid-seventeenth century, the Haudenosaunee became increasingly embroiled in successful conflicts with other Native nations to the south and west as this supply of beaver pelts declined. By the 1650s, large-scale, concerted attacks by the Haudenosaunee Confederacy against their rivals in Western New York had reduced the area to an unsettled hinterland under Seneca control (White 1978a:407-409; Trigger 1978:348-355; Johnson 1876:24-26; Turner 1974 [1850]:69).

For almost all of the seventeenth and eighteenth centuries European activities in the area that would become known as the Niagara Frontier involved limited religious, commercial, and military endeavors. In 1678-1679, as part of general reconnoitering and trade expeditions by the French in the Niagara valley, men under the direction of René-Robert Cavelier de La Salle constructed a ship called *Le Griffon* along the Niagara River in the vicinity of Cayuga Island, opposite Grand Island. This ship would be the first sail vessel to ply the waters of Lake Erie and prosecute the Great Lakes fur trade (Trigger 1978:349-352; Abler and Tooker 1978:506-507; Turner 1974 [1850]:116-119; Smith 1884:I:35-36).

As the fur trade became an imperial concern for the European powers during the seventeenth and eighteenth centuries, the subsequent competition among these nations resulted in the erection of fortified trading posts along the frontier, such as the French Fort Conti in 1679 (later, Fort Niagara), and the British fort near the future village of Geneva twenty years later (Abler and Tooker 1978:505-507; White 1978b:414-416; Turner 1974 [1850]:116-119; Trigger 1978:354-356). From an imperial perspective, the French sought to establish dominion over the interior of the continent, and their Jesuit missionaries provided an obvious tool to acquire influence with the resident Native nations of each region. However, efforts to sow

Christianity among the Haudenosaunee generally bore little fruit during this period. The relationship between the French and the Haudenosaunee continually fluctuated between grudging acceptance and outright war. Wrangling between the Seneca and the French and their Native American allies for control over the western fur trade erupted in violence when Jacques René de Brisay, Marquis de Denonville, governor of New France (Canada), led an attack against the Seneca in July 1687. The French had great success destroying the ripening corn crop, before retreating to reconstruct the fort at Niagara (renamed Fort Denonville). After a severe winter during which 88 of a 100-soldier detachment died, the French abandoned the isolated fort and the region reverted to Seneca control (Abler and Tooker 1978:506-7; Tooker 1978:432; Turner 1974 [1850]:143-147, 184; Old Fort Niagara 2004).

Despite consistent failures in establishing a permanent trading post along the Niagara River, French strategists continued to accept the idea that asserting control over the Niagara River valley offered strategic advantages within their imperial goals. A trader, interpreter, and former soldier, Louis-Thomas de Joncaire, Sieur de Chabert parlayed his years as a captive and adoptee of the Seneca into permission to erect a series of trading posts along the Niagara River and Lake Ontario, to the north, including one at the Lower Landing in what is now the Village of Lewiston, ca. 1720. Finally, in 1726, with the construction of a permanent fortification along the Niagara River—Fort Niagara—the French began to exercise military control of the Niagara valley. By the middle of the eighteenth century, the French had created a string of military and trading installations that extended from Fort Niagara along Lake Ontario, south to Daniel (or Chabert) de Joncaire's temporary trading settlement at Buffalo Creek (referred to as la Riviere aux Chevaux), and along the southern shore of Lake Erie to Presque Isle (present-day Erie, Pennsylvania) into the Ohio valley (Abler and Tooker 1978:506-507; Tooker 1978:431-432; Turner 1974 [1850]:143-147, 184; Kelleran 1960:8-10; Old Fort Niagara 2004; Graham 1967:10).

The ancient rivalry between the British and the French intensified during the course of the eighteenth century, reaching a crescendo during the 1750s, as the two countries again went to war. After a 19-day siege, British troops captured Fort Niagara in July 1759, crippling the French presence in the region, although skirmishing between Native Americans and the English continued the closing days of the French and Indian War. After the French defeat and their loss of North American colonies, some of the western Seneca, remaining loyal to the French, joined Pontiac's uprising, harrying English-American settlers along the frontier. On September 14, 1763, a party of Haudenosaunee stormed a wagon train and its military escorts near Devil's Hole, a stopping point along the portage between Fort Niagara and Fort Schlosser (erected during the French and Indian War where the giant water intakes for the Niagara Power Project are currently located). Soldiers sent to investigate the site of the initial carnage were attacked by the Seneca, meeting a similar fate. The marauders had killed more than 90 people and tossed their bodies and goods into the gorge. Bloody Run Creek, northeast of Devil's Hole, was named as a result of this incident. With the general cessation of hostilities in 1764, the Seneca were compelled to cede a four-mile swath of land along both sides of the Niagara River to the English (Abler and Tooker 1978:507; Tooker 1978:434; Smith 1884:I:47).

During the Revolutionary War, both the British and Americans enlisted the aid of individual Haudenosaunee nations in their battles in the frontier, as several of the nations allied with Great Britain and several with the Americans. Warfare initially remained well east of the region, but Britain's efforts to cripple the frontier economy engendered raids by their Haudenosaunee allies against isolated farming communities, notably in the Mohawk valley. In response, Major General John Sullivan led a punitive assault into the heart of Haudenosaunee country in 1779 to halt the attacks against American settlers. The Continentals, utilizing "scorched earth" tactics, destroyed

more than 40 villages and hundreds of acres of crops in an area between the eastern Finger Lakes and the Genesee River. Many Haudenosaunee, burned out of their central New York villages, sought refuge at Fort Niagara where they suffered through a difficult winter of hardship and hunger (Abler and Tooker 1978:507-508; Ellis et al. 1967:115-117; Spiegelman 2005). Still controlled by the British, Fort Niagara served as the center for Loyalist activities on the frontier in New York and as the headquarters of Colonel John Butler and his Rangers. Groups of Haudenosaunee, provisioned and armed by the British, periodically attacked colonial settlements until the end of the war, although the Seneca were no longer a major military threat. By 1780, some Haudenosaunee subsequently settled along Buffalo Creek, which would later be incorporated into the Buffalo Creek Reservation (Smith 1884:I:51-52; Lankes 1964).

The British and their Loyalist allies were expelled from the new United States after the Treaty of Paris (1783) ended the Revolutionary War, and settled on the west bank of the Niagara River in what was then called Upper Canada. The Haudenosaunee, abandoned in the United States by their British allies after the Treaty of Paris, were forced to make peace as separate nations with the Americans. As a result of the Second Fort Stanwix Treaty (1784), the Haudenosaunee relinquished all their land west of the Genesee River, except for several small reservations. The treaty of 1784 was disputed by several groups of Haudenosaunee until 1794, when a treaty was signed at Canandaigua between the United States government and the Six Nations. The Pickering or Canandaigua Treaty of 1794 defined the boundaries of Seneca lands and the reservations to the other Haudenosaunee nations (Abler and Tooker 1978:508-509-512; Goldman 1983:27-31; Hutchins 2004).

Native American title to the land in Western New York was largely extinguished with the Treaty of Big Tree (present-day Geneseo, New York) in 1797, although several areas were reserved for the Native Americans to use and live on, including reservations at Buffalo Creek, Allegany, Cattaraugus, and Tonawanda (Figure 2.1). Lying on both sides of Buffalo Creek, the Buffalo reservation consisted of 130 square miles and extended east from Lake Erie. William Street in the Town of Cheektowaga was the reservation's approximate northern boundary (Lankes 1964; Smith 1884:I:74-75, 489, 524; Abler and Tooker 1978:509, 512; Goldman 1983: 27-29).

Despite the end of hostilities in 1783, the British refused to vacate Fort Niagara until 1796. Nevertheless, with the return of peace, settlers and land speculators again began to trickle westward, exerting pressure to open up land formerly occupied by the Haudenosaunee. However, boundary disputes between New York and Massachusetts, both of which claimed the new territory west of Fort Stanwix, frustrated the actual, legal sale of these lands. Under an agreement signed in Hartford, Connecticut, in 1786, the land once occupied by the Haudenosaunee came under the jurisdiction of New York State, but the Commonwealth of Massachusetts maintained the pre-emption right to the area west of Seneca Lake once the Indian title to it was extinguished, except for a one-mile swath along the east side of the Niagara River, which New York State reserved for itself (the Mile Reservation or "Mile Strip"). Despite the state's reservation of this parcel, the Seneca maintained they retained title to the Mile Strip, which was affirmed in the Pickering treaty of 1794 without New York's concurrence (Hutchins 2004:215-217). During the next decade large grants of land in western New York would be sold to private investors who would attempt to open the area to settlement (Ellis et al. 1967:152-156; Abler and Tooker 1978:507-509; Turner 1974 [1850]:326; Quinn 1991:14-15). The current project area on the American side is within the New York Mile Reservation (i.e., Mile Strip).

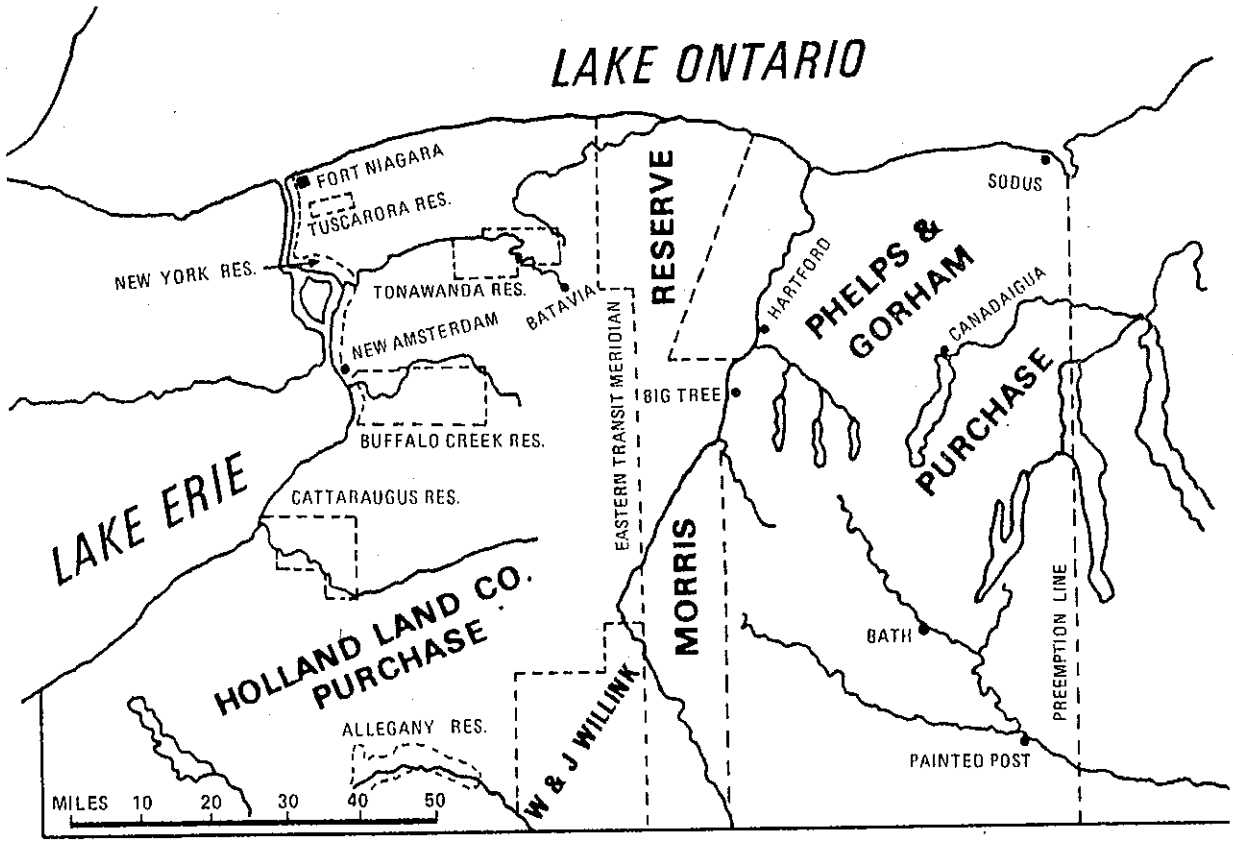


Figure 2.1. Land purchases and reservations in Western New York, ca. 1804 *(Chazanof 1970).*

After having problems with the land's initial purchasers, a syndicate of land speculators headed by Oliver Phelps and Nathaniel Gorham, the Commonwealth of Massachusetts sold the rights to the unsurveyed portion of the area to Robert Morris in 1791. Reserving a portion of the land for his own purposes, Morris sold the remainder, including the present Erie County except for the area within the Mile Strip and Grand Island, to a consortium of Dutch investors called the Holland Land Company in 1792-1793 (Turner 1974 [1850]:396-403; Ellis et al. 1967:154-156; Smith 1884:I:75). New York State asserted ownership of the Mile Strip, and the status of Grand Island was unclear.

Augustus Porter, pioneer of Western New York, surveyor, and entrepreneur, reported that in the spring of 1795 "all that part of the state of New York, lying west of 'Phelps and Gorhams's Indian Purchase,' was still occupied by the Indians, their title to it not being yet extinguished. There was of course no road leading from Buffalo eastward, except an Indian trail, and no settlement whatever on that trail" (Turner 1974 [1850]:372). However, Porter stated that four people lived in Buffalo at that time: Captain William Johnston, a British Indian interpreter; Martin Middaugh, a Dutch cooper, and his son-in-law, Ezekiel Lane; and Cornelius Winne, an Indian trader. All of these people lived well south of Scajaquada Creek. In June 1796, Joseph Landon, at that time a surveyor on his way to Ohio, reported that Middaugh and Lane and his family lived in a log house on the north side of what is now Exchange Street; a Mr. Skinner kept a log tavern on a nearby hill; and Winne and Joseph Hodge, an African-American trader, kept a whisky shop near Little Buffalo Creek south of Exchange Street. The rest of the area was a wilderness (Landon ca. 1863). Little Buffalo Creek no longer exists; its confluence with Big Buffalo Creek

(now, Buffalo River) became the Commercial Slip, part of it was channelized as part of the Main and Hamburg canal and later filled, while the rest was filled during the railroad boom in Buffalo at the turn of nineteenth century.

As a precursor to the settlement of the area, Theophilus Cazenove, Philadelphia-based agent of the Holland Land Company, contracted Joseph Ellicott in July 1797 to survey the company's land in western New York and divide it into townships (see Figure 2.1). The process began in the spring of the following year. The future City of Buffalo was sited and laid out by Ellicott, who called the village on Buffalo Creek New Amsterdam and named the streets after his Dutch patrons and local Indian nations. However, the increasing number of local residents resisted the Dutch appellations and referred to the village as "Buffaloe" (Smith 1884:II:26-27, 30-31; White 1898:I:140). Dealing with the Seneca and Captain Johnston, who had received from the Haudenosaunee in the early 1780s a tract measuring two square miles north of what is now the Buffalo River as well as a mill seat on Scajaquada Creek, Ellicott renegotiated the northern boundary of the Buffalo Creek reservation to ensure that New Amsterdam would be located at the foot of Lake Erie along the meandering Buffalo River. "So, instead of the north boundary of the Buffalo Creek reservation running due west [following William Street in what is now Cheektowaga in a straight line to the lakeshore] to the State reservation, it was made to turn just east of what is now East Buffalo, whence it ran southwest to the creek and down the center of the creek to the lake" (Smith 1884:I:79). Buffalo Creek just north of what is now Childs Street was the Indian reservation's approximate northwestern boundary. For relinquishing most of his land in New Amsterdam, Johnston kept his mill seat on the Scajaquada and added a square mile of timbered land around it (Johnson 1876:100).

Seneca claim to the area within the Mile Strip reservation from Buffalo to Stedman's farm (i.e., Fort Schlosser/Niagara Falls) including Black Rock was extinguished by a treaty signed in Albany in August 1802 and ratified by the U.S. Senate that December. Little settlement had apparently occurred within the Mile Strip south of Stedman's farm by this time—only two Seneca families lived there year-round, but others fished and used the forest along the shore (Hutchins 2004:338). The impetus for the treaty was the initiation of construction of a fort near Black Rock (Fort Tomkins) by the U.S. Army in 1801.

As part of the 1802 treaty, the New York legislature confirmed Seneca grants of two tracts of one square mile each north of Scajaquada Creek to Horatio Jones and Jasper Parrish. Former captives of the Haudenosaunee, Jones and Parrish had served as interpreters during the negotiations among the Haudenosaunee, the federal government and the representatives of Robert Morris, which led to the Treaty of Big Tree, as well as for other treaties (Hutchins 2004:340; Allen ca. 1868; Smith 1884:II:53n). Subsequently referred to on area maps as the Jones tract and the Parrish tract, these areas comprised

> "two square miles of land, lying on the outlet of Lake Erie, about three miles below Black Rock, beginning at the mouth of the creek known by the name of Scoy-gu-quoy-des [sometimes referred to as Conjockety, now Scajaquada] Creek, running one mile from the River Niagara up said creek, thence northerly as the river runs two miles, thence westerly one mile to the river, thence up the river as the river runs two miles, to the place of beginning, so as to contain two square miles" [Hill 1923:66-67, quoting speech of Farmer's Brother].

Located within the Mile Strip, the so-called Jones and Parrish tracts were laid out in 1803 and constitute the northwestern corner of the city. The Parrish tract was the southern one bordering Scajaquada Creek. Parrish sold 172 acres along the northern section of his tract to William A.

Bird in 1824, which subsequently acquired the name Bird Farm. The current project area north of Scajaquada Creek and east of the Niagara River is contained within the Parrish Tract.

In 1802 all land west of the Genesee River was incorporated into Genesee County, and all land west of Ellicott's east transit, including the project area, was subsumed under the Town of Batavia. Two years later, the Town of Batavia was divided into the Towns of Batavia, Willink, Erie, and Chautauqua. Separated by Ellicott's west transit (present-day Transit Road), the Towns of Erie and Willink stretched from Lake Ontario to the Pennsylvania border. The project area was within the Town of Erie, which contained all land in Ranges VII, VIII and IX, while the Town of Willink comprised all land in Ranges IV, V and VI (Beers 1880:7-8).

Once townships had been surveyed and roads in the area cut, lots were sold to prospective pioneers. These early settlers were predominantly New Englanders (especially Vermonters) and Pennsylvanians, who entered the territory during the early 1800s. "Outside the village [of New Amsterdam] limits, but within the present city [of Buffalo], Rowland Cotton bought a hundred and forty-three acres at what is now Main and Amherst streets, for $3.50 an acre" (Johnson 1876:126). Settlement and growth followed quickly. By 1806, sixteen dwellings were located in the village as well as two stores, a drug store, several taverns, and two blacksmith shops (Ketchum 1970 [1864]:II: 183-184; Landon ca. 1863; Smith 1884:II:182). Although the settlement at Buffalo Creek had been made a point-of-entry in 1805, little had been done about creating a more accessible harbor at the mouth of the creek. "[A]t almost all seasons of the year, there was a continuous, broad beach of sand along the lakeshore—scarcely broken by the discharge of the waters of Buffalo creek into the lake" (Ketchum 1970 [1864]:II:246-247).

Seth Pease surveyed the curving Mile Line in 1798 for the Holland Company. Once the treaty with the Seneca was ratified, Joseph Annin, Deputy State Surveyor, surveyed the Mile Reserve into lots beginning in 1803. The goal was to create lots containing 160 acres, but because of the curved nature of the Niagara River many lots were larger. A total of 111 lots were laid out within the Mile Strip, in addition to several exceptions to the survey. These were the Jones and Parrish tracts, each of which covers 640 acres, the federal tract on which Fort Niagara is located (716 acres) and Stedman's farm lot which contains 680 acres. In addition, one square mile was set aside for a village south of Fort Niagara, which became Lewiston, and another was set aside at the southern end for the Village of Black Rock, each of these was 640 acres (Quinn 1991:Map 1). As noted, the project area north of Scajaquada Creek is located in the Parrish Tract, and the area south of the creek is located in Lot 104. Lot 104 covered 232 acres and was purchased by John McDonald, Archibald McIntyre, Benjamin Barber, Birdsey Norton, and Peter B. Porter on February 26, 1805. These five also purchased Lots 105, 106 and 107, comprising all the land within the Mile Strip between the Black Rock lot and Scajaquada. These four lots were referred to as Lower Black Rock to distinguish them from the state organized village (e.g., Upper Black Rock). What is now Squaw Island was not considered part of the Mile Strip. A portion of the area between Scajaquada Creek and the Village of Black Rock was to be reserved for military purposes (Smith 1884:II:53; Quinn 1991).

Since inland roads, especially in the western part of the state, were generally poor and difficult to navigate, the use of water during any part of the trip increased efficiency and lowered costs. As a result, the Niagara corridor between the lakes was utilized heavily by the portage industry. Peter B. and Augustus Porter with Benjamin Barton (with Joseph Annin) formed a successful Great Lakes trading company (Porter, Barton and Company), and obtained a monopoly of this trade around Niagara Falls from Lewiston to Peter Porter's trading community

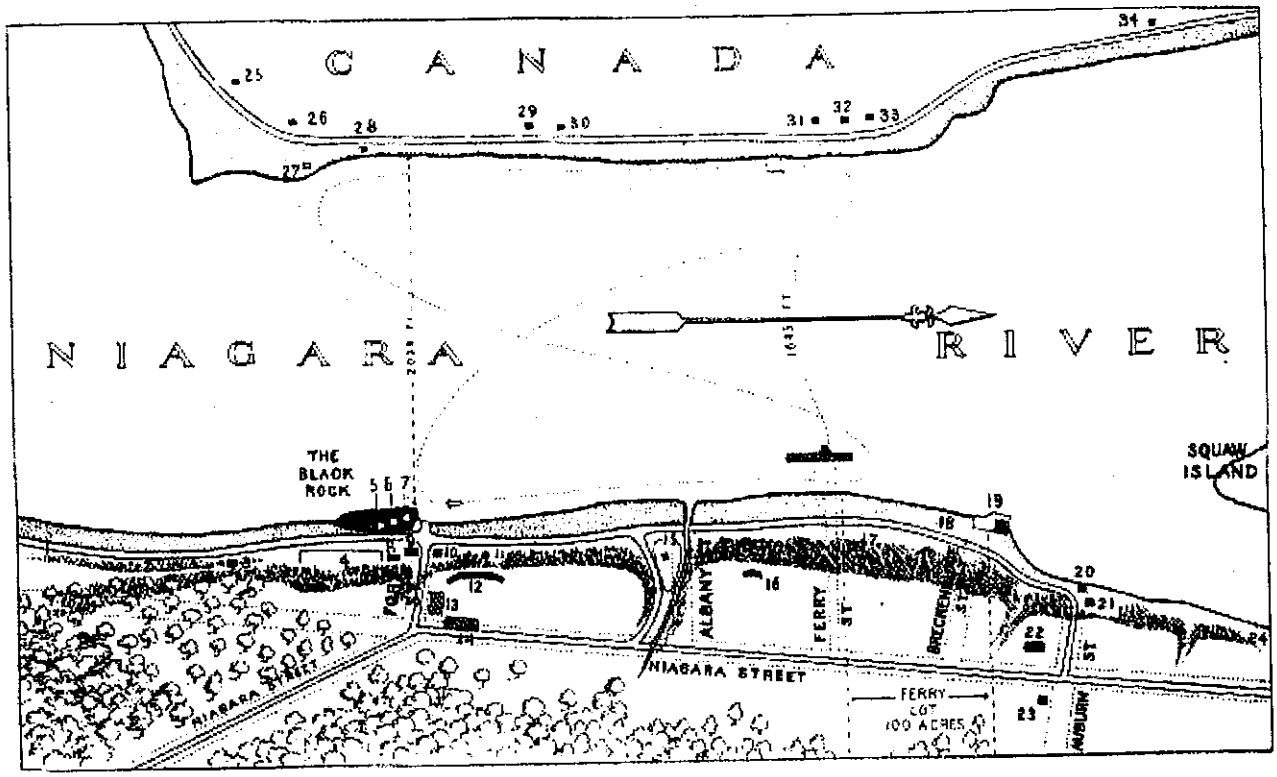
at Black Rock, south of what became known as Squaw Island. Although formed in 1805, Porter, Barton & Company did not actively engage in the transfer business over the Niagara portage until 1807. While Joseph Ellicott and Paul Busti, the Holland Land Company's Philadelphia-based, American agent, endeavored to create a viable village at Buffalo Creek, Porter attempted to form a village within the state's mile-strip reservation north of Buffalo Creek where the harbor was said to be "safe and commodius" (Grande 1982:2; Whittemore 1976; Smith 1884:II:55). Bird Island at the head of the Niagara River on the American side served as a small refuge from storms for small vessels to unload cargo on the nearby shore. In 1807, Black Rock contained the Porter, Barton and Company warehouse, Nathaniel Sill's house, and a log hut (Norton 2004 [1863]).

Beginning ca. 1809, Porter attempted to relocate the customs houses (or ports of entry) in Western New York from Buffalo Creek and Fort Niagara to Black Rock and Lewiston, two locations where Porter, Barton and Company were erecting trading facilities. U.S. Customs Collector Erastus Granger objected to the relocation of the facility to Black Rock, and defended Buffalo and its harbor. An annoyed Granger remarked that Black Rock "consisted of no more than one white and two black families, a temporary ferry-house and tavern" (Powell 2001). However, President James Madison decided in March 1811 that the port of entry would be located at Black Rock "'from the first day of April to the first day of December in every year' and at Buffalo 'for the residue of each and every...year.' This action must have been a disappointment to Granger and the leaders at Buffalo. Madison had in effect placed the customs house above the falls at Black Rock during the shipping season and moved it to Buffalo only during the winter months" (Grande 1982:6; Smith 1884:II:56).

In 1808, the new County of Niagara (consisting of what are now Erie and Niagara Counties) was formed from Genesee County, with New Amsterdam/Buffalo as the county seat. Niagara County contained three townships: Cambria, Clarence, and Willink; the last two were extended to the middle of the Buffalo Creek reservation, although they had only nominal jurisdiction over those lands. Two years later the Town of "Buffaloe" was created. By 1813 New Amsterdam was incorporated as a village (Beers 1880:20; White 1898:I:14-15; Smith 1884:I:113-114, 116). Prior to the War of 1812, Buffalo was a growing community that supported several blacksmiths and carpenters, a mason, a wagon-maker, and a cabinet-maker, as well as other tradesmen and retail stores. With a population of less than 500 people, the village contained less than 100 dwellings, but accommodated three taverns and three merchants. At that time, the harbor mouth of Buffalo Creek was obstructed by a recurring sand bar (Smith 1884:II:47; Ketchum 1970 [1864]:II:419).

In 1809, the community of Black Rock comprised the Porter, Barton & Company store near the Black Rock from which the area derived its name, Frederick Miller's house "under the bank, where a ferry-house and tavern are kept," one white family and two black families (Johnson 1876:178). Niagara Street had been laid out and cut between 1807 and 1809, but not extensively used until after the war (Severance 1912:265; see also Norton 2004 [1863]). By 1812 Black Rock village clustered around Niagara and Ferry Streets and its natural harbor was better than the one at Buffalo Creek, which was blocked by a sandbar and meandered (Figure 2.2).

War of 1812. The region's growth was stunted by the War of 1812 as the Niagara River valley served as one of the primary theaters of the conflict and areas near the border with Upper Canada (the current Province of Ontario) were ravaged by attacks and counterattacks. Defenses in proximity to Black Rock included Sailor's Battery, consisting of three long 32-pounder cannons on the south side near the mouth of Scajaquada Creek; a battery of three



Key to Map:

1. Shore road between Black Rock ferry and Buffalo
2. Sand ridge along shore
3. Site of 1863 water works
4. Lester Brace's garden
5. Log house of Orange Dean, later used by E.D. Effner to furnish clothing to Swift's regiment
6. Clark's grocery and boarding house
7. Porter & Barton store, also served as tavern operated by Orange Dean
8. Lester Brace's barn
9. Frederick Miller's log house, used as the ferry house and a tavern. Also occupied by Holden Allen. After the war, it was rebuilt by Lester Brace as a ferry house and tavern. Note: the dotted figure "8" in the Niagara River illustrates the path of the ferry boat with respect to the current.
10. Lorrin Hodge's grocery after the war
11. Log house of widow O'Neil
12. A battery called Fort Adams [also referred to as Fort Tompkins]
13. Barracks, burned by enemy October 12, 1812
14. Barracks, burned by enemy July 1813
15. Log house of widow Sidney, later Mrs. Zenas Barker
16. Battery during War of 1812; later part of Col. Bird's garden
17. Location where Capt. Saunders was shot in July 1813
18. Location where Col. Hugh Cuyler was killed during the taking of brigs *Caledonia* and *Adams* in 1812; near foot of Breckenridge Street
19. Porter & Barton's dock and warehouse; also dock where *Walk-in-the-Water* was launched,
20. A contractor's store, near foot of Auburn Avenue
21. Nathaniel Sill's store
22. General Porter's house, later owned by Capt. James Rough, and later still by Rev. John E. Robie.
23. Field's tavern near present-day Auburn Avenue; area of principal fighting during the Battle of Black Rock.
24. "Just beyond the margin of the map is the site of the old shipyard, where the Walk-in-the-Water was built."

25-34. Sites in Fort Erie Canada; most occupied prior to 1795.

Figure 2.2. Black Rock ca. 1810 (south of APE) from a sketch made in 1863 (*Severance 1912:250).*

guns on Niagara Street near what would be William A. Bird's post-war residence (#16 on Figure 2.2); Fort Tompkins (where the Niagara Street railroad stables were located in the 1880s [#12 on Figure 2.2); a mortar battery with one 8-inch mortar, near the site of the water works in the 1860s, at the bottom of a ravine [#3 on Figure 2.2]; a 24-pounder on the north corner of what would become the grounds of Fort Porter (near what is now the American Plaza of the Peace Bridge); and a breastwork on the Terrace in the City of Buffalo. All of these defenses, with the exception of Sailor's Battery, focused on the river and the Canadian shore, and were vulnerable by attacks from the north (Dorsheimer 1993[1863]:187; Smith 1884:II:57; Babcock 2005[1927]: 20-21).

In early October 1812, two British vessels lying at anchor at Fort Erie, HMS *Detroit* (formerly an American ship, the *Adams*) and HMS *Caledonia* and their cargoes, were captured by forces under the direction of Lieutenant Jesse D. Elliott, who was stationed at the Black Rock Navy yard. The yard was located along the south bank of the creek west of the Military Road bridge then across the creek. The *Detroit* ran aground on the west side of Squaw Island during an exchange of cannon fire and was burned by the Americans, and the *Caledonia* was brought to Black Rock. The village endured a heavy shelling of cannon fire from the Canadian side, resulting in damage deemed "substantial" (Smith 1884:I:129-130, II:57-58; Johnson 1876:213-215; Hickey 1989:131; Babcock 2005[1927]:39-42; Grande 1982:8-9;). During the winter of 1812-1813, at least five ships were outfitted for military service at Black Rock's Scajaquada Creek shipyard, while American forces encamped at Flint Hill, Erastus Granger's farm near what is now Delaware Park. Poor provisions and sanitation, disease, starvation, and a harsh winter conspired in the deaths of approximately 300 American soldiers that winter. The dead were buried near Granger's farm at that time (Johnson 1876:226; Rapp nd; Dorsheimer 1993[1863]: 192-193; Norton 2004 [1863]; Babcock 2005 [1927]:21; Napora 1995).

In early summer 1813, Major General Henry Dearborn, commander of American forces on the Niagara Frontier at that time, withdrew all the regular soldiers from Black Rock and Buffalo to serve on the St. Lawrence front. Recognizing that the repositioning of the soldiers left the Niagara Valley exposed to attack, he ordered a small contingent of militia and a few artillery specialists to Black Rock to protect the public stores housed there. On July 11, 1813, a British raiding party comprising approximately 250 soldiers crossed the Niagara below Squaw Island and occupied and burned the Navy yard at Scajaquada Creek. At the time, a small collection of structures—a blockhouse, storehouse, battery, and barracks—were located along the south bank of the creek near its confluence with the river. Moving south, the British dispersed the militia maintaining the three pieces of artillery at the Fort Tompkins blockhouse, and burned it and the associated barracks before plundering the public stores. Despite the flight of American forces from Black Rock, other militia gathered at Buffalo and drove the invaders back to the creek. While most of the British raiders escaped into Canada, a number in the last boat to launch from the American side were captured or killed as they tried to flee. Before this raid, the ships outfitted at the Scajaquada Creek naval yard had left to join the command of Oliver Hazard Perry at Erie, Pennsylvania (Johnson 1876:231-238; Grande 1982:8-9; Rapp nd; Dorsheimer 1993[1863]:192-193; Norton 2004[1863]; Smith 1884:I:140-145; Napora 1995; Cook 1961; Babcock 2005[1927]:105-107).

American forces had occupied Fort George on the west side of the Niagara River since May 1813 but, by the beginning of December, the American position had become untenable. Brigadier General George McClure of the New York militia, commander of the post, decided to evacuate the fort. As part of the evacuation on December 10, he ordered his troops to burn the adjacent village of Newark (present-day Niagara-on-the-Lake) to the ground, evicting more than

400 people into zero-degree weather. In retaliation for such callous treatment, British forces captured and occupied Fort Niagara (killing 80, mostly by bayonet, and taking 350 prisoners) on December 19. Beginning at the same time, a detachment of British soldiers with their Native American allies savagely attacked and burned Lewiston, the Tuscarora village near the Niagara River, and Manchester (also known as Schlosser; present-day Niagara Falls). After a respite, on the night of December 30, a British force comprising more than 1,000 troops and perhaps 400 Native Americans led by Major General Phineas Riall attacked the approximately 2,000 militia defending Buffalo and Black Rock. As planned by Lieutenant General Gordon Drummond, British forces landed north of Scajaquada Creek near what is now Amherst Street and after a skirmish crossed the wooden bridge over the creek and captured Sailor's Battery, before advancing south to Black Rock. The battery of three guns at the location of Bird's future house and the six heavy guns at Fort Tompkins were quickly overrun as the British torched the small community. The invaders then marched down Niagara Street to Buffalo, destroying ships and supplies. The devastation was substantial (Smith 1884:I:147-159, II:58-74; Johnson 1876:242-262; Bowler 1976; Goldman 1983:21-24; Hickey 1989:140-143).

After a subsequent British raid ended on January 1, 1814, only three structures remained in the village of Buffalo—David Reese's blacksmith shop on Seneca Street, Mrs. Gamaliel St. John's house on Washington Street, and a small, stone jail on Washington Street near Eagle Street (Bowler 1976). Meanwhile, along the Niagara River at Black Rock, only one structure escaped the conflagration: a log house where women and children had taken refuge. "The *Ariel*, *Little Belt*, *Chippewa*, and *Trippe*, vessels that performed service in the battle on Lake Erie a little more than a hundred days before, were committed to the flames" (Lossing 2003 [1869]). Governor Daniel Tompkins remarked that "The whole frontier from Lake Ontario to Lake Erie is depopulated & the buildings & improvements, with a few exceptions, destroyed" (Hickey 1989:143).

As expected, residents began to trickle back soon after the diminishment of hostilities. However, the area remained an active part of the Niagara theater, with a detachment of soldiers was stationed in Buffalo, as well as a staging area for later actions for the remainder of the year. "Twice during the winter small squads of the enemy crossed the river, but were driven back by the soldiers and citizens without much fighting" (Johnson 1876:264).

By the summer of 1814 the Niagara Frontier was again the scene of heavy fighting as the Americans invaded Upper Canada, capturing Fort Erie on July 3 and using it as a staging area for the subsequent battles of Chippawa (sometimes Chippewa) and Lundy's Lane. After these engagements the Americans withdrew to Fort Erie, which the British under General Drummond put to siege. During the siege Drummond sent Lt. Colonel John Tucker and between 500 and 1000 soldiers across the Niagara River to raid the stores of supplies and ordnance at Black Rock. These troops crossed below Squaw Island during the early morning hours of August 3 and advanced to the bridge over Scajaquada Creek, only to find the planking of the bridge had been removed. The bridge and adjacent creek were guarded by approximately 250 riflemen under the command of Major Lodowick Morgan. The battalion offered withering fire to keep the British on the north bank, despite their repeated attempts to cross. Tucker then sent a detachment farther east in an attempt to ford the creek, but this move also ended in failure. Morgan had anticipated the flanking maneuver by positioning militia in that area. After two to three hours, the skirmish ended with Tucker's riflemen enfilading the American position to cover the British withdrawal to Upper Canada (Smith 1884:I:168-169; Johnson 1876:281-282; Babcock 2005 [1927]:184-186; Dorsheimer 1993 [1863]:201-202; Hickey 1989:185-189). Because of the variety of spellings and pronunciations of "Scajaquada," this skirmish has been

called the battle of Conjockety or Conjocta Creek with Morgan regarded as the "hero of Conjockety Creek." He was later killed during another skirmish as part of the siege of Fort Erie, which lasted until September 21, when the British began to withdraw to positions near Chippewa. The fort was evacuated and blown up by the Americans on November 5, 1814

During the winter of 1814-1815, the American army remained in cantonment at so-called "Sandy Town," the area "below the bluff at the Front, and between a range of high sand dunes which then bordered the lake and the present line of the Erie Canal" (Ball 1993 [1825]:140). This area is near what is now the foot of Porter Street and LaSalle Park. The site of Fort Tompkins, also referred to as Fort Adams (item #12 in Figure 2.2), the largest and most important fortification on the American shore in or near Buffalo, during the War of 1812, was located along the Niagara River in the vicinity of where Niagara Street turns north between Hampshire and School Streets. The stables of the Niagara Street Railway Company occupied this area at the end of the nineteenth century (Babcock 2005 [1927]; American Atlas Co. 1894).

Post-War Development of Black Rock. The Town of Buffalo was established in February 1810, and contained all land west of the west transit (Transit Road) between Tonawanda Creek on the north and the middle of the Buffalo Creek reservation on the south, although the town had no control over reservation lands. As noted, three years later the American settlement at Buffalo Creek was incorporated as the Village of Buffalo (eight months after that it and Black Rock were burned to the ground). As pioneers filled the Niagara Frontier after the end of the War of 1812, the Town of Amherst, which included the present-day Town of Cheektowaga, was removed from the Town of Buffalo in April 1818, three years before Erie County's formation in 1821 (Johnson 1876:308-309).

The Village of Black Rock was founded in 1813 comprising an area from what is now School Street, north of the current location of the Peace Bridge, on the south to what is now Austin Street, north of Scajaquada Creek on the north between the river and the eastern boundary of the Mile Strip Reservation. Scajaquada Creek served as the colloquial division between Lower Black Rock, north of the creek, and Upper Black Rock, south of the creek (LaChuisa ndb). The Porter, Barton Company of Black Rock resumed their portage business after the war, exercising the portage lease it received from the state that gave the company a monopoly of the carrying trade. In 1815 the company's rebuilt warehouse was operated by the Sill, Thompson Company as a branch of Porter, Barton. "Sill, Thompson Company consisted of Nathaniel Sill, Sheldon Thompson, and James L. Barton. Barton was the son of Benjamin Barton, the Barton in Porter, Barton. Thompson was James L. Barton's son-in-law. The Sill, Thompson Company later became known as Coit, Kimberly and Company, still later as Kimberly, Pease and Company, and finally, Pease and Trowbridge" (Rapp nd).

Black Rock was well suited for shipbuilding. Scajaquada Creek below Black Rock "was ideal and it was comparatively easy to bring material to Black Rock from the east. In 1812 and 1813 the Federal Government made it a temporary United States naval station where a number of fighting vessels were built. . . . After the war shipbuilding for private purposes began once more. Captain Asa Stanard, of Black Rock, had established a shipyard on Scajaquada Creek in 1812. His apprentice, Benjamin Bidwell, fell heir to the business when Stanard died and the new company was called Bidwell and Davidson, later Bidwell and Carrick, and finally Bidwell and Banta" (Rapp nd). At some point, the company evolved into Bidwell and Banta and relocated to Buffalo along Buffalo Creek near Ohio Street.

One of the highlights of Black Rock's shipbuilding history was the construction of *Walk-in-the-Water*, the first steamer to navigate the Great Lakes above Niagara Falls. This ship carried passengers and freight regularly between Black Rock and Detroit, with stops in Cleveland and Erie, Pennsylvania. Named for the Wyandotte chief, the ship was constructed in the Black Rock shipyards near Scajaquada Creek and initially launched from Black Rock in 1818. Its engines, however, were no match for the current of the Niagara River and it had to be towed by oxen to enter the lake for its first successful run in August of that year. (The strength of the current near Black Rock was one of a number of the criticisms leveled at its harbor in the age of sail craft, which led to the siting of the western terminus of the Erie Canal at Buffalo.)

The region received a tremendous economic boost when it was determined that the western terminus of the Erie Canal would be located somewhere along Lake Erie. Construction of the Erie Canal, which would link the Hudson River and Lake Erie, began in 1817 near what is now Rome, New York, although the location for the western terminus was still undetermined. The Villages of Buffalo and Black Rock engaged in a vigorous five-year battle to be the site of the canal terminus, with each village completing extensive harbor improvements to entice the commissioners. Buffalo's harbor improvements centered on the connection between the Little Buffalo Creek, Big Buffalo Creek (now Buffalo River) and Lake Erie, including extensive work at the harbor mouth (Symons and Quintus 1902). Improvements in Black Rock included improving the connection between Scajaquada Creek and the Niagara River and creating a pier between Squaw Island and Bird Island).

In an effort to influence the canal commissioners to site the western terminus of the canal at Buffalo, Samuel Wilkeson organized the Buffalo Harbor Company in 1819 to improve harbor conditions. Wilkeson directed the construction of Buffalo harbor, which began in the spring of 1820 and continued through 1822 (Whittemore 1976; Powell 2001:part II; Symons and Quintus 1902). In that year the canal commissioners were swayed to locate the western terminus of the canal at Buffalo. The construction plan as enunciated in early 1822 by David Thomas, new principal engineer of the western section, "was to continue the canal excavation 'from a point above the lower end of Squaw Island, up the shore of the river, by Black Rock, in the rear of the storehouses, to a point above that village; and then extend it on a right line, through the Buffalo Swamp, in the rear of the sand bank, into Buffalo Creek'" (Powell 2001:part II). This report also reiterated the deficiencies of the harbor at Black Rock, which was described "as too vulnerable to British attack, too exposed to ice damage, and too expensive to develop" (Grande 1982:19). Unsatisfied, Porter returned to Albany to campaign for his village, informing the legislators of any occurring flood damage to Buffalo harbor or dangers engendered by the recurring sandbars.

Although favoring Buffalo, the commissioners expressed reservations about both harbors and, after fruitful lobbying by Porter, the legislature appropriated $12,000 for construction of a harbor and piers at Black Rock in April (Grande 1982:19; Powell 2001:Part III; Shaw 1990:150). These improvements would include the partial damming of the Niagara River by the construction of a pier connecting Squaw Island to Bird Island to create more useful channel (Hodge 1909:388). A pier to link Squaw Island with the mainland was also planned.

> The pier was to be 16 feet in height and 18 feet in width. They were also to construct 260 rods of embankment along the eastern shore of Squaw Island, which was to be 30 feet broad at the base and six feet at the top. They were also to construct a towpath two miles and 27 chains in length on the easterly side of the harbor and a lock between the harbor and the river. The contract price for this work was $83,819, which included the Black Rock

> appropriation of $12,000. As the pier was constructed there was some apprehension that it would be carried away by the storms of Lake Erie, or by the fields of floating ice in the springtime [Powell 2001:Part III; see also Symons and Quintus 1902].

The Bird Island Pier was damaged on several occasions because of ice and weather, but subsequently repaired and was incorporated into the outer pier of the improved Black Rock harbor constructed by the federal government during the first decade of the twentieth century (Powell 2001:part III).

At some point during the bitter debate, the issue of which village would be selected as the canal terminus was separated from the selection of which village would be the primary transshipment harbor. With the success of the initial efforts of Black Rock's harbor construction, in June 1823, construction of the Buffalo segment of the canal was temporarily suspended and the commissioners contracted with Peter Porter and Sheldon Thompson to complete the improvements to Black Rock's harbor for $80,000. Buffalo was to be the terminus and one of three harbors in Western New York, but Black Rock was slated to be the major harbor and transshipment point. The harbor at Buffalo Creek would be the smallest of the three. The entire Niagara River would comprise the third harbor with a plan to lock boats into the river at Tonawanda Creek (Shaw 1990:157-159; Grande 1982:20). Construction of the portion of the canal from Little Buffalo Creek to halfway to Sandytown began in August 1823. One casualty of the construction of the Erie Canal through Black Rock was the black rock from which the community derived its name. Irish workers digging the canal blasted the rock into memory (Powell 2001:Part III; Johnson 1876:353; Hodge 1909:388; Napora 1995).

The climax of this rivalry ended quietly in early 1825. A compromise was reached on an independent canal that allowed for its construction, if needed. The compromise was propelled by Albany merchants and shippers who voiced fears about the new harbor's safety after a harsh winter damaged new construction at Black Rock. Damages to the harbor at Black Rock closed it in 1826 and a storm in the spring of 1827 destroyed the pier. The remaining shippers and business moved to Buffalo (Shaw 1990:161-162). As a result, Black Rock harbor began to lose shipping commerce and Buffalo continued to gain commerce. The location of the terminus at Buffalo guaranteed its victory in its rivalry with Black Rock, and after it opened on October 26, 1825, Buffalo became the transshipment point for goods moving between the Midwest through the lakes to New York and ocean trade. The canal was a major gateway to the West, bringing hundreds of thousands of settlers through Buffalo and a time of economic prosperity (Shaw 1990:5-6, 181-187; Vogel et al. 1993:16-17 see Schieppati et al. 2004). In 1825, the population of Black Rock was 1,039 (Grande 1982:22).

Peter Porter, despite his unsuccessful efforts with the canal, continued to advance the prospects of Black Rock. Founded by Porter and William Bird, his nephew, the Buffalo & Black Rock Railroad was the first railroad in Buffalo in 1834. A horse-propelled line, the Buffalo & Black Rock Railroad ran on 2.5 miles of track along Niagara Street from approximately School Street to Main Street. In 1836 the line was converted to steam engines and was extended across the Scajaquada into what would become the Town of Tonawanda and all the way to Niagara Falls, becoming the Buffalo & Niagara Falls Railroad. By 1847 it ran two trains a day in both directions (Dunn 2000:10-11; Emslie and Kirk 1850). It was consolidated into the New York Central Railroad in 1853.

The economic success of the Erie Canal and the arrival of immigrants into Western New York dramatically increased the area's population. As a result, new cities, towns, and villages

were created. In 1832, the City of Buffalo was incorporated; its boundaries were North Street on the north, Jefferson Street on the east, and the Buffalo Creek reservation on the south. Upper Black Rock, the area south of Squaw Island, was just over the northern border of the growing city and with trolley service established began to be closely linked to the city. In 1836, the Town of Tonawanda, including Grand Island, was created from the Town of Buffalo. In April 1837 the Village of Black Rock was incorporated. In February 1839 the Town of Black Rock was organized from what remained of the Town of Buffalo outside the city, as well as nominally the area south of the city to the center of the Buffalo Creek reservation. By 1850, Erie County had a population of more than 100,000 with Buffalo having 42,261 residents (Smith 1884:I:116, 182, 212, 221; Johnson 1876:424, 429; Van Ness 2001; Napora 1995). In 1853, the City of Buffalo extended its boundaries, annexing all of the Town of Black Rock and receiving a new city charter (Smith 1884:I:230). The project area was now another section of the City of Buffalo.

Upper Black Rock failed in its competition with Buffalo to be a terminus for the canal and was slowly absorbed into the growing west side of the City of Buffalo. Lower Black Rock, north of Scajaquada Creek, received a lock at the foot of Austin Street in 1833. The lock was a boon to the economic development in this area, which soon was referred to as Black Rock Dam, for it enhance the water power generated by the river and, after South Buffalo, Black Rock became the most heavily industrialized section of the city by the middle of the nineteenth century. Mills had been located along the Niagara River and Scajaquada Creek since the 1830s, and included Frontier Mills (reputedly erected in 1832 by Stephen W. Howells), Globe Mills (ca. 1935), and Enos's flour mill, all of which were still extant in 1884. William Bird, Peter Porter and Robert McPherson reputedly erected a flour mill at Lower Black Rock ca. 1831. Other mills included the Erie Mills and the Queen City Mills (both erected ca. 1838), the Clinton Mills and the North Buffalo Mills (1857). Most of these mills were located south of Bird Avenue and along the pier extending south from Squaw Island. In 1866, Globe Mills, Niagara Mills, and Erie Mills were situated along the river near Amherst Street. Frontier Mills, Clinton Mills, Queen City Mills, and Marine Flour Mills were extant in 1894, but most of the mills had burned down or were torn down by the 1920s (Smith 1884:II:251-252; Stone and Stewart 1866; American Atlas Co. 1894; Hill 1923:738-740). Mills and factories soon attracted German and Irish immigrants to live in the area. The lock, until its closure in 1913, served as bridge to Squaw Island. The present lock was completed between 1908 and 1914 (Smith 1884:II:251-252; Napora 1995; Kowsky et al. 1981; Goldman n.d.).

By the beginning of the 1840s "the canal towpath in Black Rock—at the foot of Amherst, Austin and Hertel—had become a significant manufacturing center with several flour mills, cooperages (barrel factories), and lumber mills" (Goldman n.d.; Figure 2.3). In addition to the canal, the tracks of the Buffalo & Niagara Falls Railroad ran just east of the intersection of Amherst and Tonawanda streets. With industry and community development the population of Black Rock rose from approximately 1,400 in 1855 to 2,200 in 1875. The area north of what is now Hertel Avenue comprised mostly farms until the late nineteenth century. William A. Bird owned a large farm lot in this area (Goldman n.d.; American Atlas Co. 1894).

Although Gibson, Johnson and Ehle operated a foundry and machine shop in Black Rock in 1826 and Mr. Justin built a forge at Black Rock Dam in 1838, it wasn't until the middle of nineteenth century that heavy industry took root north of Scajaquada Creek (Wilkeson 2005 [1864]). Founded in 1846, Buffalo Iron and Nail Works was the first rolling mill (e.g., produced metal rolled in bars or sheets) and one of the largest iron works in the city. It was located near the mouth of Scajaquada Creek in Black Rock, and was owned by Pratt and Company from approximately 1857 through 1880. It manufactured bar iron, hoop and band iron, rod and nail

plate, "and has connected with it a manufactory for wrought railroad and boat spikes" (Thomas 2003 [1866]). Pratt and Company was formed in 1832 by Samuel Fletcher Pratt, Pascal Paoli Pratt (his brother), and Edward P. Beals. Housed on the Terrace in Buffalo, the company was a dealer in hardware, bar iron, sheet iron, tools, contractors' and railroad supplies, and coach and saddlery ware (Smith 1884:II:256; Holder 1960:14).

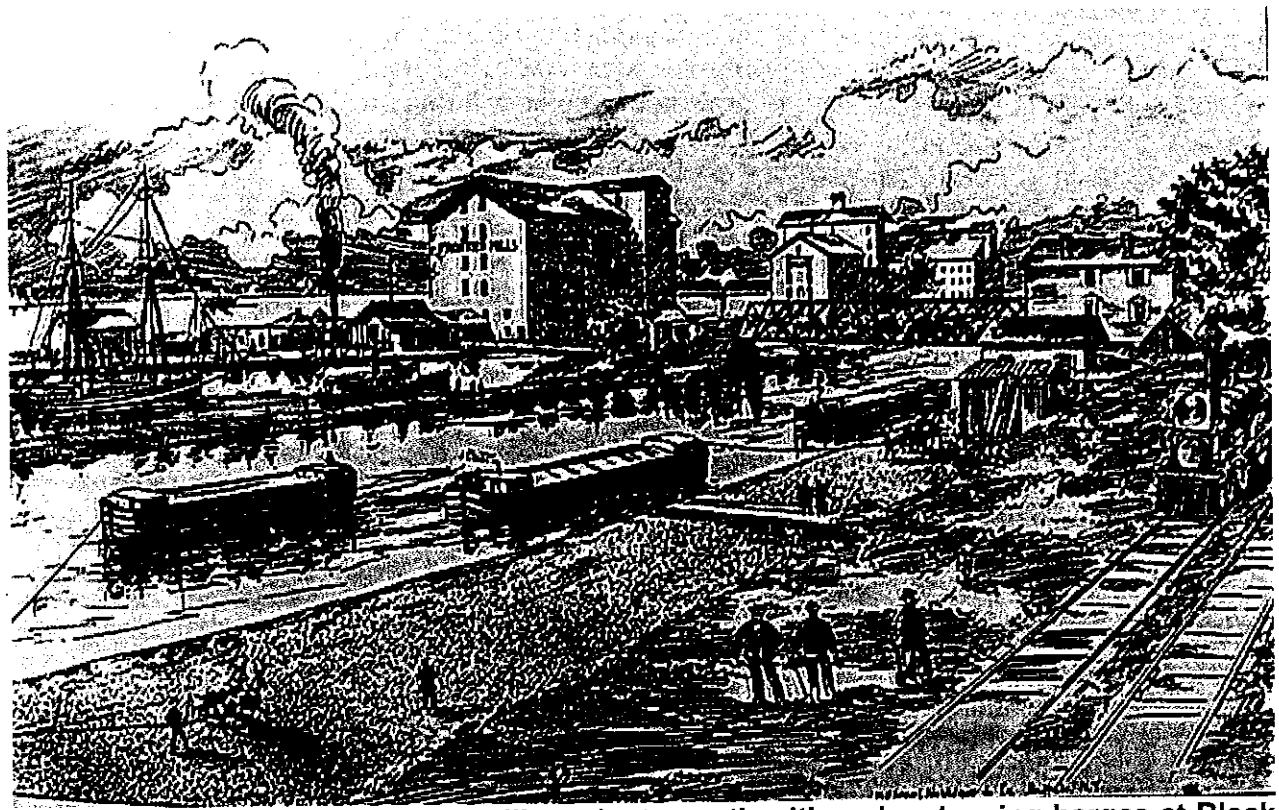


Figure 2.3. An old print showing mills and a towpath with mules drawing barges at Black Rock *(LaChuisa nda).*

Circa 1850, Pratt and Company organized a separate firm to deal exclusively with the carriage and saddle aspect of the business. To this end the Pratt brothers partnered with William Pryor Letchworth from Auburn, New York, to form Pratt & Letchworth. Pratt & Company continuing in its old line (Dunn 2003; Smith 1884:II:256; Holder 1960:14). Pratt & Letchworth subsequently became renowned for saddlery hardware. Headquartered on the Terrace in Buffalo, Pratt & Letchworth established the Buffalo Malleable Iron Works on Tonawanda Street in 1860, probably near or subsuming the Iron and Nail Works. The factory contained 50 nail making machines, while the mill had 16 puddling and 5 heating furnaces and five trains of rolls. An additional building, measuring 200 ft by 80 ft was completed by 1866, which added four heating furnaces and two trains of rolls to the factory's capabilities. At that time, the company put into operation "the Fletcher Furnace," one-half mile from the factory on 12 acres "with an extended river and canal front. A canal basin at right angles to the canal, three hundred feet long by sixty feet wide and seven feet deep, has been excavated, which is connected by a slip with the Erie Canal. On the Niagara River, two hundred feet of substantial dock has been built, alongside of which is twelve feet of water" (Thomas 2003 [1866]; Stone and Stewart 1866; Figure 2.4). In 1872, Pratt & Letchworth occupied 38 acres between the New York Central and Scajaquada Creek, which emptied into the Erie Canal adjacent to the Black Rock depot. The

company manufactured "saddlery hardware, rings, buckles, trees, hames, & c." (Cook & Breslin nd [1872]).

Perhaps motivated by altruism as well as practicality, Pratt & Letchworth erected for the workers "a goodly number of neat and convenient cottages, situated near the Works. In the immediate neighborhood there are two large, free public school buildings, where the children of the men employed have the most favorable advantages for educating their children" (Thomas 2003 [1866]). The workers had the opportunity to purchase the house and lot. Moreover, the proprietors appear to have attempted to provide the workers a natural outlet to escape the dirt, noise and grime of factory work as "part of the unoccupied land has been planted and converted into a succession of flower gardens, that part nearest the water having, in Summer time, the appearance of a small park; and, lastly, a cozy little reading-room, well warmed, well lighted, and well supplied with newspapers has been opened for their use. A library will shortly be added to it. It would be a good thing if more large employers of labor were as thoughtful" (Cook & Breslin nd [1872]). Interestingly, Pratt & Letchworth also used prison labor at the nearby penitentiary to produce some articles under contract (Smith 1884:II:256).

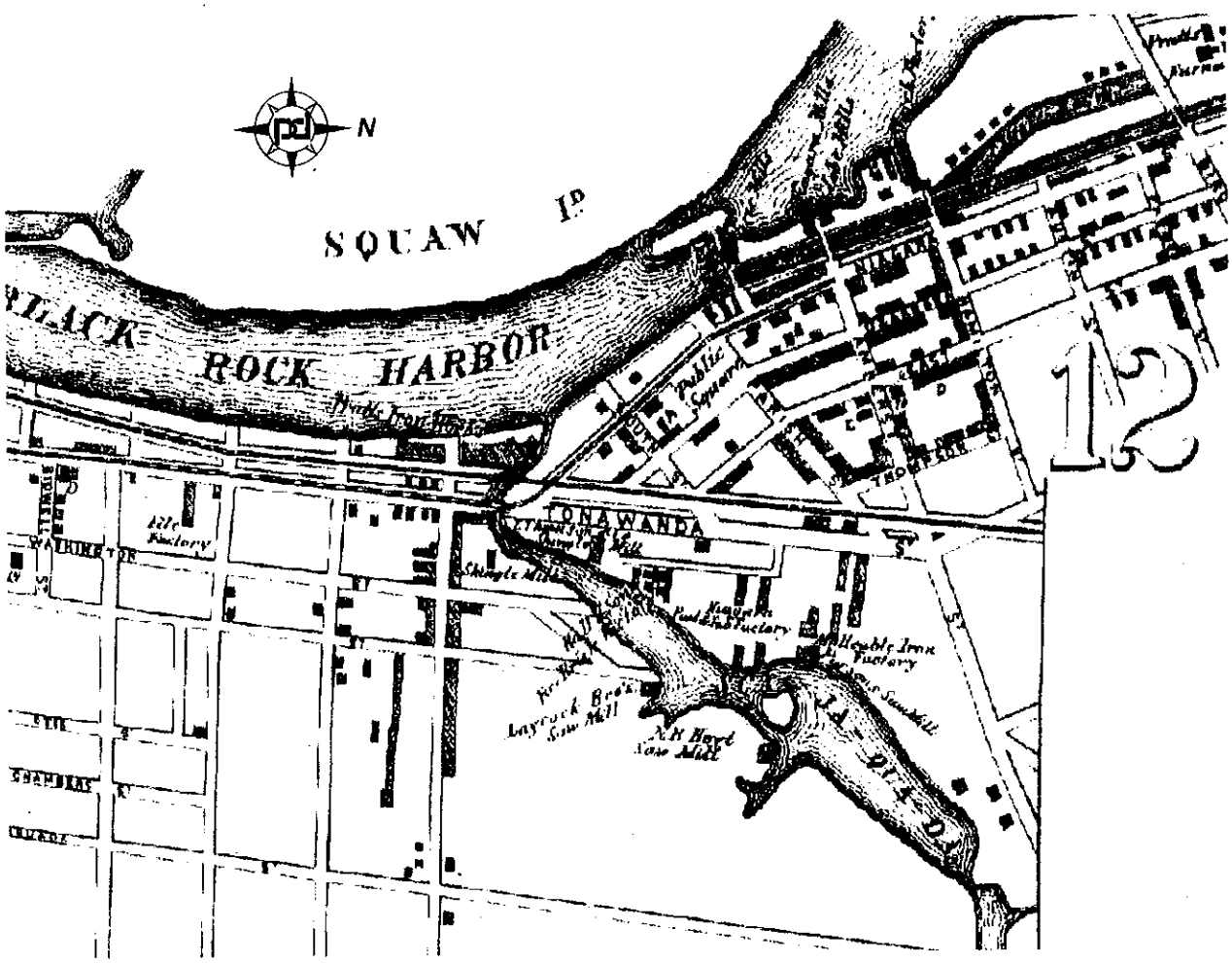


Figure 2.4. Lower Black Rock at the end of the Civil War *(Stone and Stewart 1866).*

In 1873, William P. Letchworth sold his interest in the company to his brother, Josiah, who was running the company with George Letchworth in 1884. With railroad dominance of shipping and transportation at the turn of nineteenth century, the expanding iron works manufactured the driving wheels and frames of some of the largest American and foreign locomotives (Holder 1960:14; Smith 1884:II:88 bio; Hill 1923:811). Pratt and Letchworth was the first to use the open-hearth steel process in Buffalo and produced steel castings by 1888 (Holder 1960:14; Smith 1884:II:256; Hill 1923:811). After 1880, other companies operated the blast furnace, while the rolling mill was converted to other industrial uses. Pratt & Letchworth employed between 500 and 800 workers and served as the impetus to settle the area (Smith 1884:II:241). In the 1920s, the Tonawanda Street plant covered 20 acres, with its power derived from Niagara Falls (Hill 1923:811).

Railroad and Post-Civil War Development. Figure 2.4 illustrates some of the industrial and commercial development that characterized Lower Black Rock after the conclusion of the Civil War. Flour mills were located along the Niagara River near the canal lock and Pratt's blast furnace was farther north near the canal basin. At the time, numerous industrial operations were situated along both sides of Scajaquada Creek, including saw mills of Laycock Brothers and N.H. Hoyt, and a shingle mill on the creek's south side, and Parsons saw mill, the Malleable Iron Factory, Niagara Pail and Tub Factory, Ball and Son Fire Brick Factory, and a shingle factory on the north side. Pratt's Iron Works were located along the river south of the creek.

Iron ore smelting began in Buffalo around 1860, as economical lake transportation of ore to Buffalo enabled the city's commerce-based economy to gradually shift to a manufacturing economy (Holder 1960:14, 16). The Civil War stimulated the iron and steel industry and, by 1864, 24 foundries and machine shops were located in Buffalo. The trend toward heavier industry intensified after the Civil War and, in 1869, the city held an industrial exposition that featured the inventiveness of mechanization and production and advanced the idea of industry as craft (Goldman 1983:126). The introduction of the iron industry at the exposition provided a stage for the initiation, and subsequent development, of a new era of industrialization. Soon after, iron and steel manufacturing would become the backbone industry of the City of Buffalo and the railroads were vital for the importation of iron and coal from the mines of Pennsylvania.

The arrival of the railroads during the mid-nineteenth century fostered the continued economic diversification of Buffalo and Black Rock into a more densely populated, more heavily industrialized area. As noted, the Buffalo & Niagara Falls Railroad ran two trains a day in both directions by 1847 and was incorporated into the New York Central Railroad system in 1853 (Dunn 2000:10-11; Emslie and Kirk 1850; Geil 1855). In 1869, the New York Central merged with Cornelius Vanderbilt's Hudson River Railroad, becoming the New York Central and Hudson River Railroad (New York Central for short).

In the early 1870s, a flurry of construction emanated from several railroad lines that were expanding into or through western New York. In Canada, the Grand Trunk Railway's long gestating project of erecting a bridge over the Niagara River finally came to fruition as an international bridge was completed in 1873. The engineering firm of Sir Casimir S. Gzowski and D.L. MacPherson constructed a single-track iron railway bridge with a pedestrian walkway from North Buffalo to Fort Erie. This bridge was second railroad bridge to span the river (the first was the Suspension Bridge below Niagara Falls) and the only one at that time with piers in the river.

> The site selected for the crossing was located 3.5 miles north of Buffalo harbour [sic], where advantage could be taken of Squaw Island, situated close to the American side, to cross both

> the River and the Erie Canal. The piers had to be constructed in the swift current and several coffer dams were swept away before they were anchored by heavy stone. The crossing, which consisted of a bridge across the main river channel, an embankment across Squaw Island, and a swing span across the Erie Canal, was opened for single track traffic in November, 1873, and its success was immediate [Dunn 2000:52, quoting Jackson & Burtniak 1978].

The American end of the bridge connected with the tracks of the New York Central at Lower Black Rock. These tracks were formerly part of the Buffalo & Niagara Falls Railroad (Dunn 2000:52; Niagara Falls Thunder Alley ca. 1998). The bridge was renovated in 1900 with the pedestrian walkway removed to accommodate a second rail bed. It comprises three sections: 1) from Canada across the river to Squaw Island; 2) across Squaw Island; and 3) across the Black Rock Canal (Niagara Falls Thunder Alley ca. 1998). A total of 264 trains crossed the bridge during one 24-hour period (July 10, 1916), while in 1998 between 10 and 15 trains cross the bridge per day (Niagara Falls Thunder Alley ca. 1998). Operated into the twentieth century by the International Bridge Company, the International Bridge is also referred to as the International Railroad Bridge.

At the same time, the New York Central was constructing a line to provide a direct connection for freight traffic to the International Bridge. Prosaically named the Junction Railroad, this line ran from east Buffalo generally north to just north of Main Street where it turned west and paralleled Amherst Street through sparsely settled northern Buffalo to the former Buffalo & Niagara Falls Railroad tracks. It was completed in 1872 (Dunn 2000:52-53).

Not to be outdone, the Erie Railroad endeavored to expand its line into Canada accessing the International Bridge. Incorporated in 1872, the Erie International Railroad when completed ran from the International Bridge at Black Rock across northern Buffalo to connect with the Suspension Bridge & Erie Junction Railroad at Main Street. Completed in 1871, the Suspension Bridge & Erie Junction Railroad left the Erie mainline near the intersection of William Street and Williamsville Road (now Bailey Avenue) and crossed Main Street near Hertel Avenue (Dunn 2000:52).

By 1879, the New York Central had three principal passenger stations within the City of Buffalo: one in east Buffalo that was utilized by the New York Central and the Lake Shore & Michigan Southern line; one on Exchange Street (built 1855-1856) and one on Erie Street (west of Main) that used by the Grand Trunk Railway as well as the Buffalo, Niagara Falls & Lockport Railroad. To simplify its operation, the New York Central linked the Buffalo & Niagara Falls line (the tracks of which runs through the current project area) with the Exchange Street station, which resulted in the termination of the Erie Street station and the creation of a local passenger station on the Terrace by 1880 (Beers 1880; Dunn 2000:98-99).

This new link in downtown Buffalo was a key component in the creation of the infrastructure for "a belt line passenger service all the way around" the city. Beginning operation in July 1883, the so-called Belt Line used the tracks of the Junction Railroad on the eastern side, which had been completed to the International Bridge by 1872, and the tracks of the former Buffalo & Niagara Falls Railroad on the western side. A total of 2,100 passengers were served in the first week (Dunn 2000:99).

> In its early years, stations on the Belt Line counterclockwise from Exchange Street were located at the Terrace, Georgia Street, Water Works, Ferry Street, Clifton Avenue, Black

> Rock, (West) Amherst Street, Austin Street, Cross Cut Junction, Delaware Park, Villa Park, (East) Amherst Street, Main Street, Driving Park, Genesee, Broadway, William Street, and Seneca Street. In 1885 twelve trains ran counter-clockwise from Exchange Street beginning at 5:55 A.M., and thirteen clockwise ending at 7:45 P.M. In those halcyon days one could circle the city for a nickel [Dunn 2000:99].

The extension of the Belt Line past and parallel to Amherst Street fostered industrial and residential development in the sparsely settled areas in the city's northern limits. Industries were liberated by the railroads from the necessity of locating near the waterfront or the canal to transport their goods. The advent of hydroelectric power at the turn of the nineteenth century also facilitated this transition. "Factories began to spring up along the tracks of the Belt Line. In Black Rock an industrial strip developed along the tracks that used the Tonawanda-Amherst Street station to transport their goods" (Zornick 2002; Goldman 1983:178-180; American Atlas Company 1894; USGS 1901). For example, Pratt & Letchworth expanded their operations in the 1880s and were joined in Black Rock by a variety of other industrialists in "the new urban-industrial frontier in Black Rock" (Zornick 2002, quoting Kowsky et al. 1981).

Located at Niagara Street and Forest Avenue, the Niagara Bridge Works was regarded as one of Buffalo's most important establishments in connection with the iron industry in the 1880s. The company was founded at that Black Rock location in 1873 by G.C. Bell and S.J. Field and employed between 100 and 300 workers in the early 1880s (Smith 1884:II:88 Bio; Hill 1923:810). The International Starch Works opened in Black Rock in 1877 and employed 50 workers, with a capacity of 400 bushels of corn per day. It also operated a barrel-heading factory at its location (Smith 1884:II:259). Buffalo Structural Steel Company erected a plant on Letchworth Street near Grant Street (south of Scajaquada Creek) in 1895, which was still in operation in the 1920s (Hill 1923:806). Buffalo Cooperative Stove Company operated a large plant at Amherst and Tonawanda Streets. It produced the "well-known" Amherst stoves, ranges, and furnaces (Hill 1923:807).

In 1883, Thomas F. Griffin & Sons began manufacturing car wheels in a 600-x-70-ft building on Forest Avenue near Niagara Street, and the Shepard Hardware Company relocated their foundry to three-and-one-half acres in this area from Chicago Street. Founded by John D. Shepard, a long-time Buffalo ironmonger, the Shepard Hardware Company occupied the entire area north of Forest Avenue and south of Scajaquada Creek between the Erie Canal and the New York Central tracks in 1889, but this area was completely vacant in 1894 and occupied by the Buffalo Gas Light Company in 1900. In 1894 the New York Car Wheel Works and Griffin Machine Works flanked the tracks of the New York Central south of Forrest Avenue between the Erie Canal and Niagara Street (Smith 1884:II:257-258; Sanborn Map Company 1889, 1900; American Atlas Co. 1894). On the south side of the creek, the Peoples Gas Light and Coke Company and Buffalo Structural Steel Company occupied the northwest side of the intersection of Bradley and Dart Streets in 1900. This area only had a sawmill in 1894 (Sanborn Map Company 1900; American Atlas Company 1894).

Between Tonawanda Street and Scajaquada Creek were the United States Electric Light & Power Company, Thompson's shingle mill, Pratt & Letchworth's Buffalo Malleable Iron Works, Laycock Brother's Company sawmill, Glor & Gridley's Barrel Factory, Hall and Sons Fire Brick Works, and the Buffalo Sewer Pipe Company. The latter two operations appear to have collected clay from the banks of the creek for use in their operations. An extensive and growing collection of railroad tracks (and a variety of freight houses) were situated west of Tonawanda Street, covering the area to just northwest of Parish Street, and included the operations of the

Grand Trunk Railway, the New York Central, the Michigan Central Railway, the Delaware, Lackawanna & Western Railroad, and the New York, Lake Erie & Western Railroad. In addition, Buffalo Co-operative Stove Company and A. Cutler and Son furniture factory were in this area, near Amherst and Churchill streets (Sanborn Map Company 1889, 1900; American Atlas Company 1894; see Historical Map Discussion 2.3.3 for images showing the locations of businesses in the area).

Workers at that time when transportation was irregular or nonexistence, tended to live near the places they were employed. This practice continued into the early decades of twentieth century when transportation was improving. As industry became ensconced in sparsely settled Black Rock area and along Scajaquada Creek, workers, too, followed the Belt Line. Germans were the dominant ethnic group in this area in the early 1880s, but many of the new arrivals seeking employment in industries sprouting up in Black Rock were Eastern Europeans, particularly Polish immigrants, who had initially settled in Buffalo's East Side. What would become Assumption Parish was one example of this process of residential development complementing industrial development.

> At first a simple stop on the Belt Line, the area quickly became a major node of immigrant settlement and industrial development. Because of its excellent connection with the rest of the city's railroad system, factories quickly located here. Settlers came too, primarily young Poles eager to move out and away from the older Polish section on the city's East Side. Now they had the opportunity, and beginning in 1883 hundreds and eventually thousands of Poles abandoned their old neighborhood. In 1888 Assumption parish, as a result of the combined forces of immigration, transportation and industrialization, had become the second largest Polish neighborhood in Buffalo [Goldman 1983:179].

The parish was established in 1888 along Amherst Street near the Belt Line. The present Romanesque Church of the Assumption was completed in 1914 at 435 Amherst Street and catered to the areas Polish immigrants and factory workers.

Northwest of the tracks and Parrish Street and beginning along Amherst Street extended a growing neighborhood of one, one-and-one-half, and two-and-a-half story residential structures. Called "the working man's cottage," these two-story buildings contained three bedrooms and one bath were the right size for a small family. Further, the two-family flat was another popular housing choice since it allowed a working-class family the opportunity to own a home by renting out the apartment to help with the mortgage (Napora 1995). The railroads created new neighborhoods and, since they traveled along street rights-of-way at grade level, also separated sections of the city. "Black Rock and Assumption Parish, for example, although immediately adjacent to each other [on the opposite side of Tonawanda Street], were completely isolated and divided from each other by a fortresslike conglomeration of street-level railroad crossings" (Goldman 1983:179). Eminent Victorian Buffalonians relocated to areas around Delaware Park, created by Frederick Law Olmsted and Calvert Vaux beginning in 1865, which combined with the so-called "Buffalo State Hospital for the Insane" to the west (where H.H. Richardson would design several buildings) and Forest Lawn Cemetery, to the east, provided an extensive green space on both sides of Scajaquada Creek east of Black Rock (east of Rees Street and the tracks of the New York Central's Junction Railroad) (Beers 1880; American Atlas Company 1894). The western end of this area in the vicinity of Elmwood Avenue would be the site of the 1901 Pan-American Exposition, which would be subdivided for residences upon completion of the event.

Another technological achievement was the development of the electric street railway or interurban. In 1895, the 35 cars of the Buffalo & Niagara Falls Electric Railway used the tracks of Buffalo Railway along Niagara, Tonawanda and Amherst Streets through Black Rock. It served 662,445 patrons during its first year, running cars at a minimum of every 15 minutes from each terminal. By 1900, 25 streetcar lines paralleled city roads (along with 87 miles of track) connecting downtown Buffalo with outlying neighborhoods in all corners of the city. In 1902 the electric railway was consolidated with other streetcar lines to form the International Railway Company (Dunn 2000:182-184; Goldman 1983:186). The success of the electric railways undermined the profitability of the Belt Line, which stopped passenger service during World War I. The electric railways would, in turn, be undermined during the 1920s and 1930s by the success of the automobile and buses.

By the end of the nineteenth century, Buffalo was the second leading railroad terminus in the United States (after Chicago), which had reduced the economic impact of the Erie Canal to near irrelevance (Goldman 1983:129-130; Smith 1884:I:320). As a result, New York State and canal interests believed another expansion of the old canal was necessary for it to compete with the railroads. By the last years of the nineteenth century, however, cost overruns and charges of incompetence caused the movement to improve the canal to be subsumed into the movement to re-conceive the canal in terms of the technological changes then-occurring: bigger, faster, motorized boats (McFee 1998:10-14, 39-42). While other portions of the state, including Niagara County, dramatically widened and deepened a new canal channel, the Buffalo electorate rejected a 1917 referendum to widen the Erie Canal in the city. Soon the source of Buffalo's nineteenth-century economic success would be filled with trash and buried. The Erie Barge Canal, as the new Erie Canal was called, terminated in the Town of Tonawanda, but canal traffic near Buffalo utilized the Black Rock channel and the Niagara River to reach Lake Erie or the Buffalo River (McFee 1998:74).

Challenged by the streetcars and resurgent canal interests, the railroads were still the dominant method of transporting freight. Railroad companies, notably the New York Central and the Erie, established classification yards in Black Rock northwest of Tonawanda Street by the early twentieth century. The New York Central's Black Rock yards held seven miles of track and were northeast of the corner of Amherst and Tonawanda Streets, and along approaches to the international bridge (Dunn 2000:218). The Erie Railroad maintained a smaller classification yard in Black Rock that could service 325 cars with 12 switch engines (Dunn 2000:223). Beginning during the late nineteenth century, a movement to abolish railroad grade crossing slowly percolated through the city. The plethora of railroad lines and extensive trackage, as noted, separated communities and were dangerous. This movement spread, as the Belt Line opened up new areas to settlement and development and as neighborhoods grew during the early twentieth century. In general, streets were lowered to below grade and bridges erected over them to carry the trains (Zornick 2002).

Electric streetcars and the Belt Line continued to attract businesses to the Black Rock area in the early twentieth century. Established in1896, the Fedders Manufacturing Company (later Fedco) relocated to Tonawanda Street from Genesee Street in 1910. The company manufactured radiators for automobiles, trucks, tractors, and airplanes and was the largest automobile radiator maker at the beginning of World War I. By 1925, Fedders-Quigan Corp occupied a complex of several buildings on both sides of West Avenue in the area between Scajaquada Creek and Tonawanda Street. The area north of West Avenue had been site of Hall & Sons Fire Brick Company until about 1910 (Hill 1923:810; Sanborn Map Company 1900, 1925). The Pratt & Lambert Company established a plant in Buffalo in 1903. The company was

founded in Buffalo in 1849, developing a product that dried linseed-oil paint, and was one of the largest manufacturers of varnish. In 1908, it opened an industrial research laboratory that was dedicated to developing new products and ensuring quality control. By the twentieth century, Pratt & Lambert had constructed an extensive facility east of Tonawanda Street north of the Fedders-Quigan Corp property. This area was partly occupied by the Buffalo Sewer Pipe Company, which was no longer running in 1900. Pratt & Lambert produced high quality varnish and oil and latex paints. Pratt & Lambert also had a small lacquer paint production factory on the south side of the creek (Hill 1923:788; Pratt & Lambert 2005; Sanborn Map Company 1900, 1925). The west side of Tonawanda Street in 1925 contained the New York Central's Black Rock passenger station and its freight station (used by Fedders-Quigan) and the freight house used by the Canadian National Railway, the Grand Trunk Railway, and the Wabash Railroad.

North of the Pratt & Lambert facilities on the east side of Tonawanda Street were Hard Manufacturing Company and Ushco Manufacturing Co. Inc. along Watts Road, and, north of them, Pratt & Letchworth Co. Inc.'s complex for steel and malleable iron casting, as well as rail sidings and a branch of the New York Central that crossed a trestle over Scajaquada Creek. In 1924, Pratt & Letchworth was purchased by Dayton Malleable Inc. (Sanborn Map Company 1916, 1925; Brown and Watson 1981:309). Hard Manufacturing Company was established in 1876 and moved to Buffalo by 1895, where it manufactured hospital beds. Ushco Manufacturing Co. Inc. was originally U.S. Hame Company, a subsidiary of Pratt & Letchworth that manufactured hames (the metal part of a horse's harness that goes around its body through which the leather harness leads run) and carriage accessories.

Despite the slow death of the canal movement in the city prior to World War I, canal improvements affected the Black Rock lock opposite the north end of Squaw Island. These improvements were undertaken by the U.S. Army Corps of Engineers between 1908 and 1914, and resulted in the completion of a larger and more modern lock and the birth of the Black Rock Ship Canal. The old lock had provided a source of water power for nearby businesses, including the Erie Flour Mill on Amherst Street. In addition, the old lock served as a bridge to Squaw Island, which was utilized for recreation. Numerous ramshackle "cottages," fishing huts and squatter residences had been constructed along the shore of Squaw Island, beginning in the late nineteenth century (Leary and Sholes 1997:76-84). A 1916 Sanborn map depicted several single-story dwellings clustered along the shore north of the International Bridge, but the entire island was not shown. Further, Erie Canal was still wide open at that time. North of the International Bridge, a 1927 aerial photograph showed both the Erie Canal in use and small structures along the eastern shore of Squaw Island (Sanborn Map Company 1916; Erie County Public Works nd).

In the 1920s in general, Buffalo's vibrant industrial economy drew other manufacturing concerns, such as the Curtiss-Wright Aeroplane Company (which employed more than 2,000 people in the 1920s), the burgeoning automotive industry employed more than 15,000 workers, various machine shops and foundries employed 13,000, meat-packing industries employed 3,000 workers as did the soap-making industries. The city had a population of 506,775 in 1920 (Goldman 1983:216-217; Graham 1967:97, 102; Van Ness 2001). The present-day Peace Bridge, south of the International Bridge between Buffalo and Fort Erie, was completed in 1927. The site of the American plaza was formerly the location of Fort Porter (demolished in 1925), which was erected by 1848 on high ground overlooking the confluence of the Erie Canal and the Niagara River. Tracks of the Buffalo & Niagara Falls Railroad ran east of the fort (Emslie & Kirk 1850; USGS 1948; Buffalo and Fort Erie Public Bridge Authority 2002; Rote 1990).

In addition, the Erie Canal was filled, usually with garbage and debris in a piecemeal fashion between the late 1920s and the late 1930s. A 1938 aerial photograph documented numerous small structures clustered along the northeastern end of Squaw Island and the Erie Canal in the process of being filled, although still partially open. By 1942 the canal had been filled. A 1950 map and 1951 aerial photograph illustrated a bit of water in the old canal bed north of the International Bridge to approximately Bridge Street, just east of the offices of the U.S. Army Corps of Engineers, Buffalo District; Erie Canal had been filled north of this area. These aerial photographs and Sanborn maps detail the area east of Tonawanda Street and west of Scajaquada Creek filled with industrial structures related to Fedders Manufacturing Inc., Pratt & Lambert, Hard Manufacturing Co., and Pratt & Letchworth among others (Ryskiewicz and Gorton 2003; Sanborn Map Company 1950; Erie County Public Works nd). Several structures of Buffalo Structural Steel were located on the east bank of the creek on both sides of the New York Central's tracks, as well as several large tanks.

Despite a seemingly vibrant, diversified economy in the 1940s, a long economic decline was underway by the end of World War II. Beginning in the mid-1950s, a general boom in large-scale, public construction projects impacted Buffalo and Erie County, and included the Skyway (the elevated portion of Route 5), which was completed in the mid-1950s (ca. 1955). In addition, construction for the Niagara section of the New York State Thruway (Interstate-190) began in the mid-1950s, which when completed extended across the far western portion of the Town of Tonawanda through the northern part of the city and Black Rock into downtown Buffalo (Figure 2.4a). North of Black Rock, I-190 was laid in the former right-of-way (ROW) of the Erie Canal. A 1958 aerial photograph documents the completion of portions of I-190 in former canal ROW, mostly north of International Bridge. Further, the Scajaquada Creek Expressway (New York State 198) was under construction at this time, although there was no construction south of tracks of the New York Central that extended eastward across the creek from Pratt & Letchworth/Pratt & Lambert properties (Graham 1967; Leary and Sholes 1997:92-94; Ryskiewicz and Gorton 2003). Construction for these routes and their circuitous intersection had not extended into the current project area at that time. Completion of I-190 through the Black Rock and Riverside sections of the city severed the area's historical access to the river and destroyed the small water-based communities that lived there (Goldman nd).

Improved transportation routes sparked the development of towns surrounding the city facilitating "suburban sprawl" as people began to relocate from older neighborhoods into residential subdivisions away from the urban core. Businesses also relocated away from the developed city since they had room to expand. The city's population fell from 580,132 in 1950 to 532,132 in 1960, as Erie County experienced increased suburbanization (the county's population exceeded one million in 1960) (Graham 1967:119; Goldman 1983: 268-273). By 1965, the Scajaquada Creek Expressway (NY 198) had been completed through Black Rock and Delaware Park and the Niagara Thruway (I-190) had been completed along the river to Buffalo (USGS 1965; see Figure 1.1).

In the mid-1960s, numerous structures were located long the northwestern and northeastern shores of Squaw Island, while sewage disposal operations were conducted in the southern part of the island. These structures were gone by 1986 (USGS 1965; NYSDOT 1986). In 1972 the City of Buffalo purchased land on Squaw Island for a secondary sewage treatment plant, called the Buffalo Sewer Authority's Bird Island Wastewater Treatment Plant. In 2004, the City of Buffalo established Squaw Island Park north of the railroad tracks. The businesses within the project area suffered dramatic declines after 1980s. The Fedders Manufacturing Inc. (also called Fedco) was purchase by Transpro and later closed in 2005. Pratt & Lambert was bought

and closed by Sherwin-Williams in 1996 with all of the plant's buildings demolished. Hard Manufacturing Co. closed ca. 1991. The Pratt & Letchworth plant closed by the end of 1981, with seventeen buildings of the complex demolished after 1990. In 1997, a golf course/driving range opened on the subsequent brownfields site, but later closed. In 2000, Buffalo's population had fallen to 292,648, its lowest level since 1890, and Erie County had a population of 950,255 (Ryskiewicz and Gorton 2003; Rey 2001).

Figure 2.4a. Portions of Black Rock project area during construction of I-190, ca. 1959 *(photograph courtesy American Consulting Professionals of New York).*

2.3.3 Historic Map Analysis. A series of historic period maps were reviewed for the present study and are depicted as Figures 2.5 through 2.17. Several maps including Emslie and Kirk's *New Subdivision Map of the City of Buffalo* (1850) and Hutchinson's 1880 bird's-eye were consulted but not included because they show nothing of the APE. Sanborn Fire Insurance maps (1889-1950) were also examined and used in some of the overlays.

The earliest map showing some activity is the 1802 Ellicott map (Figure 2.5) which shows a saw mill on Scajaquada Creek. It is known that there was quite a bit of activity in the area from 1825 onward but little mapping information is available until 1866 (Figure 2.8). That map shows a number of mills along the creek as well as structures in the triangle area* that will eventually be occupied by railroad facilities. The map was not useful in determining the historic extent of the creek, for example, due to significant distortion.

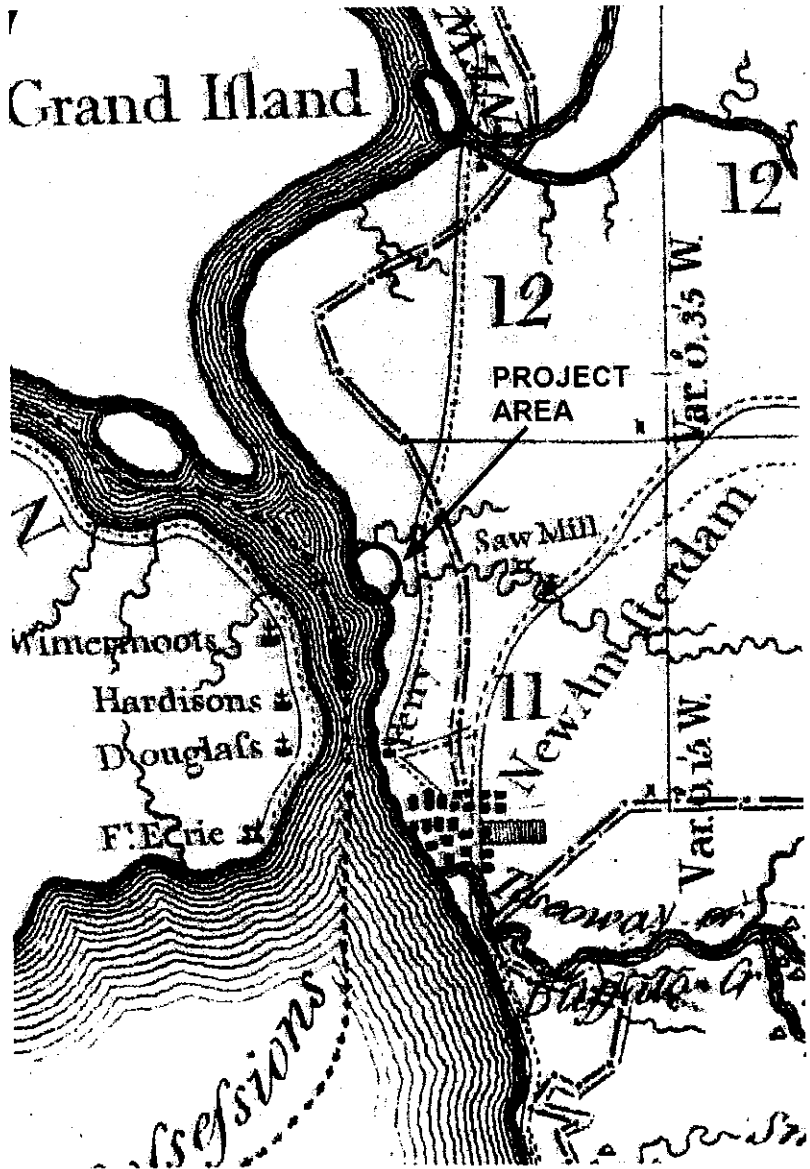


Figure 2.5. Joseph Ellicott's 1802 map of the project area (circled) (www.davidrumsey.com).

* The triangular parcel west of Tonawanda Street and bordered by former railroad tracks.

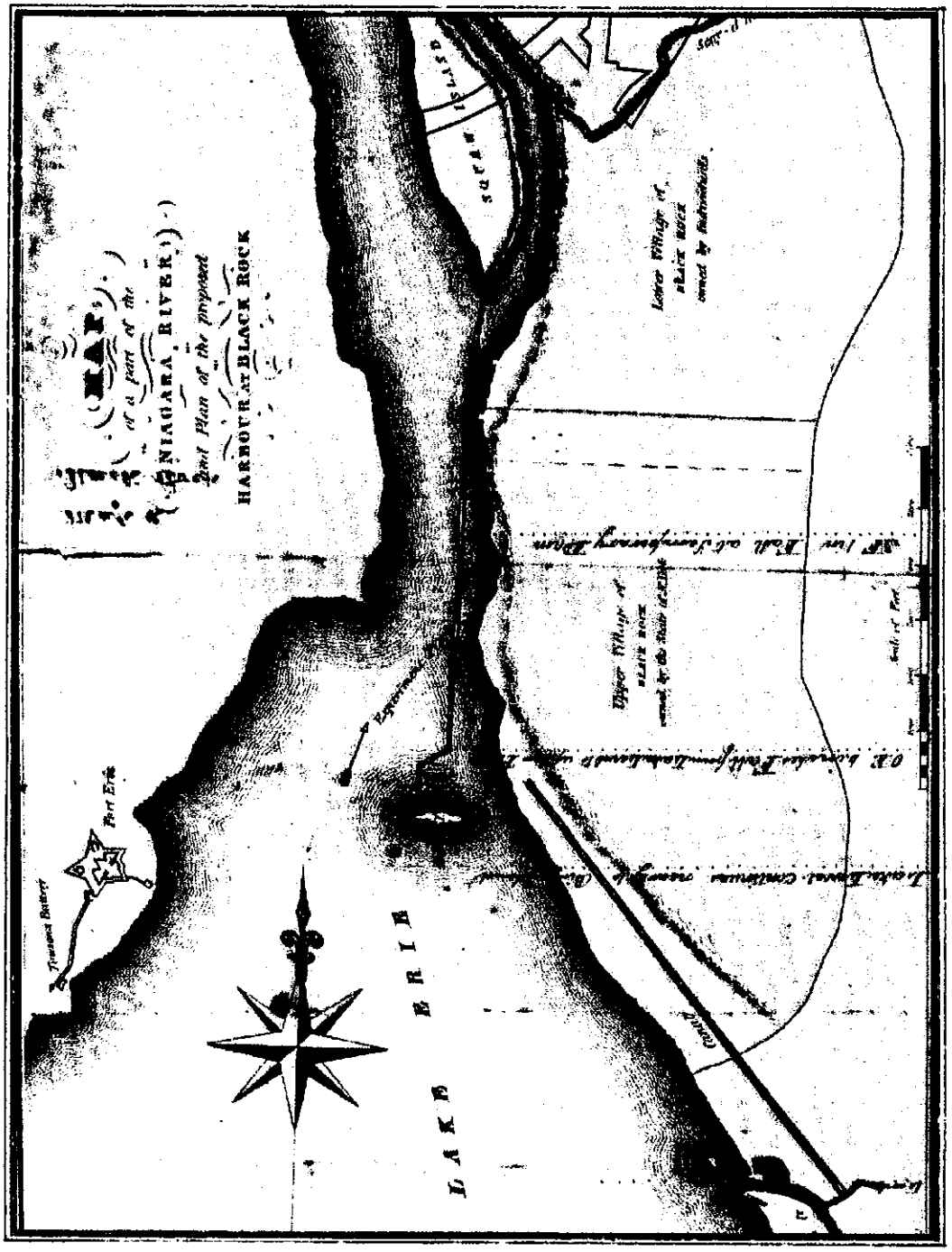


Figure 2.6. Proposed Black Rock Harbor and extent of canal and harbor construction at Buffalo in 1824. Part of the APE is delineated *(Grande 1982).*

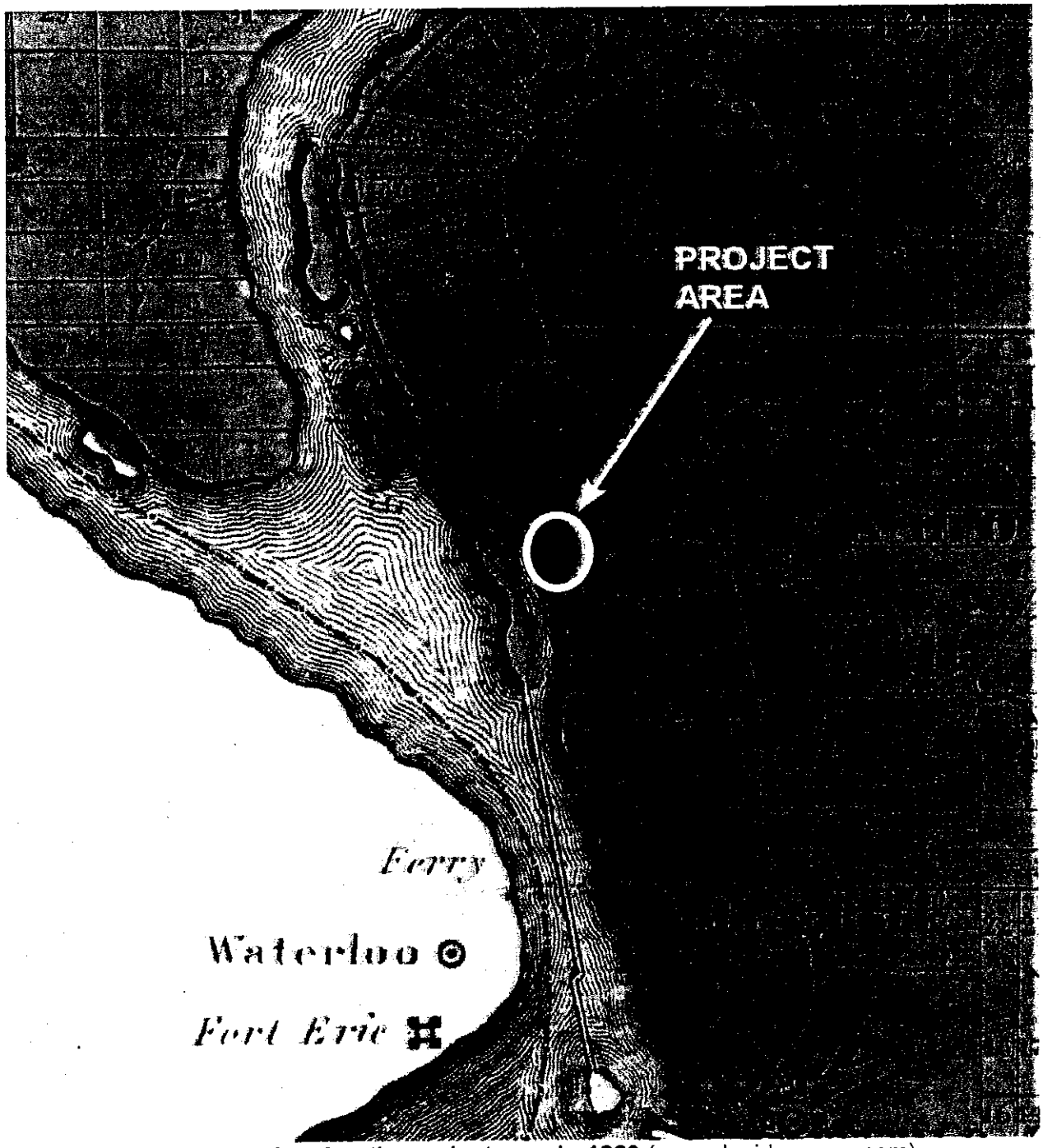


Figure 2.7. Burr Atlas showing the project area in 1829 (www.davidrumsey.com).

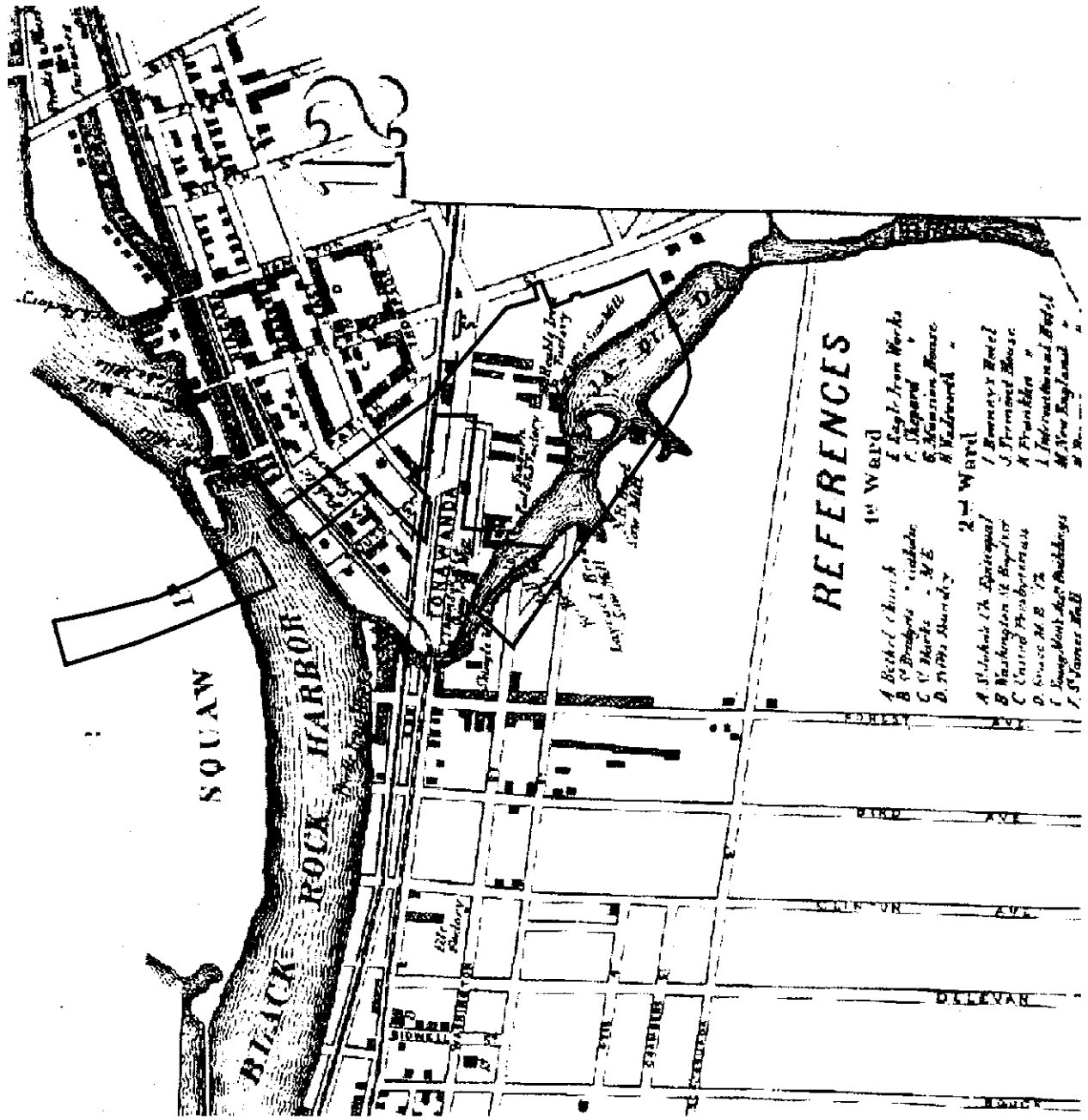


Figure 2.8. 1866 Stone and Stewart atlas of the project area. Note that there is significant distortion, particularly on the north-south axis *(Stone and Stewart 1866).*

Figure 2.10. 1894 Atlas of the City of Buffalo *(American Atlas Company 1894).*

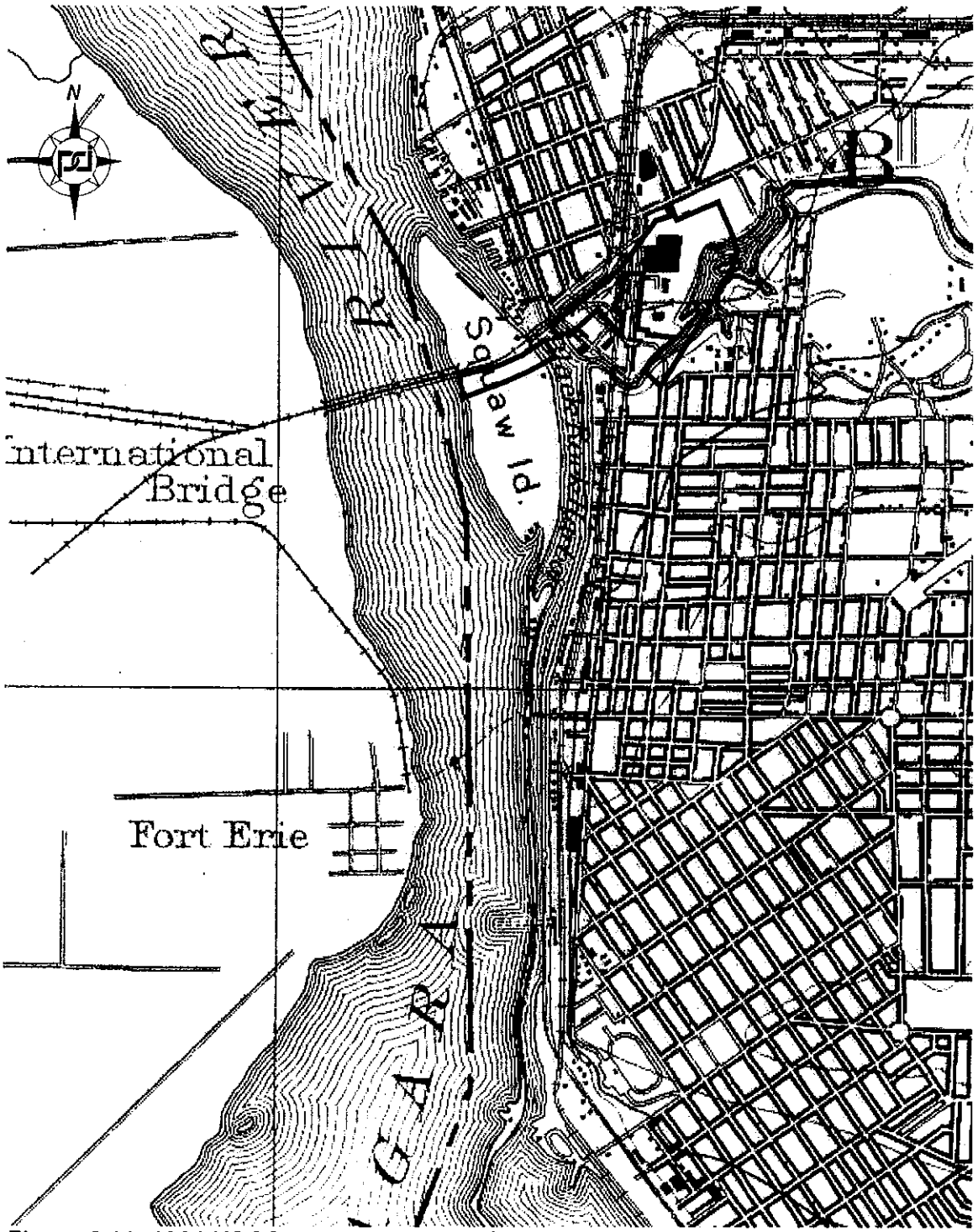


Figure 2.11. 1901 USGS 15' quadrangle of the project area *(USGS 1901).*

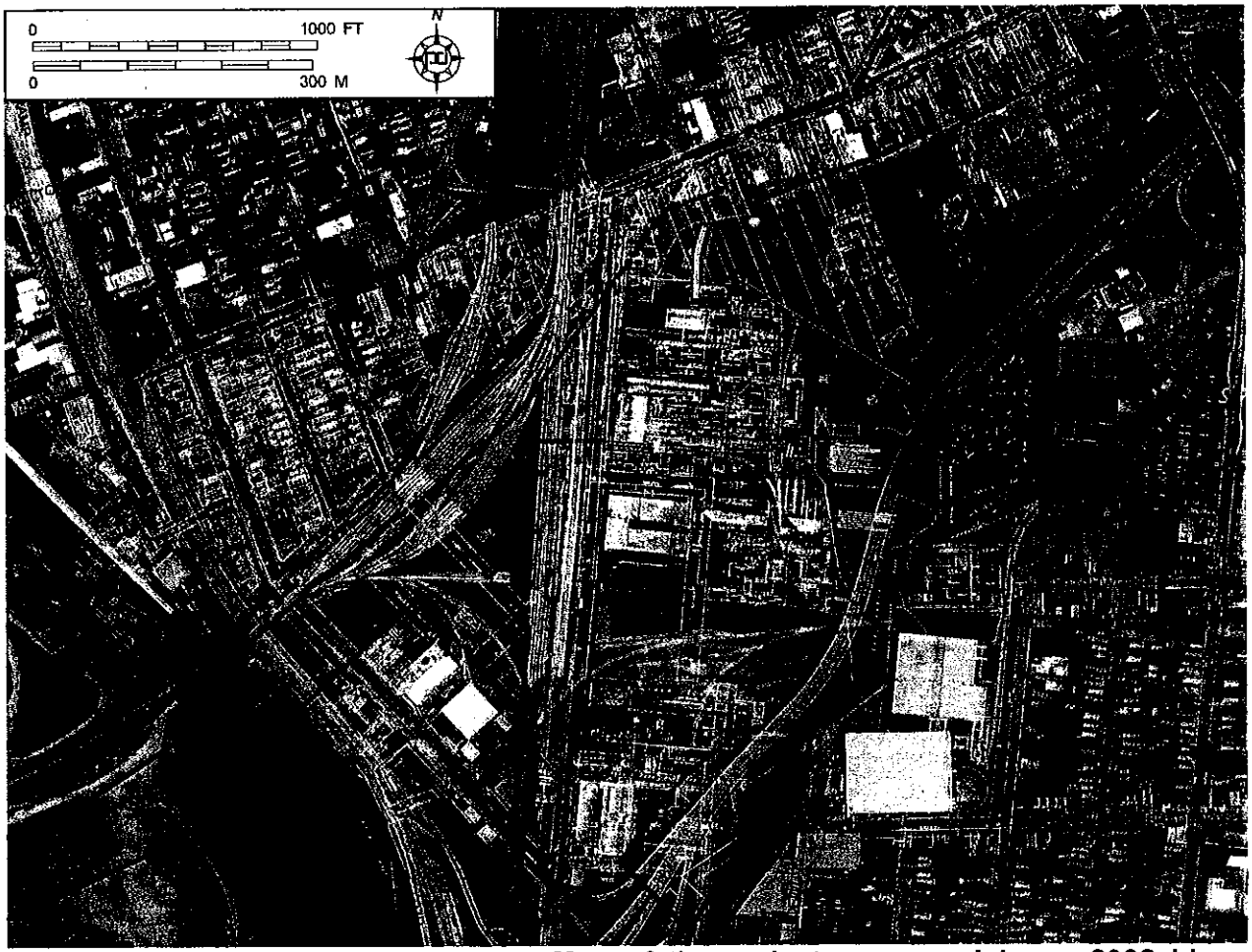


Figure 2.12. 1900 Sanborn Insurance Map of the project area overlain on 2002 hi-res aerial photograph *(Sanborn 1900; aerial: NYS GIS Clearinghouse).*

Buffalo Structural Steel, Pratt & Letchworth, and Buffalo Sewer Pipe are all shown in perspective on the 1902 bird's-eye view (Figure 2.13). The 1925 Sanborn map, which appears to be updated through 1950 (Figure 2.14), as well as the 1927 aerial photograph (Figure 2.15) are good indicators of the maximum geographic extent of industrial expansion within the APE. Figure 2.16 is a 1948 topographic map of the project area. The 1951 aerial photograph (Figure 2.17) indicates some increase in building density on the east side of the creek while a decrease in density is apparent west of the creek.

Table 2.3 is a listing of building and renovation permits for properties on Tonawanda and Amherst Streets. A business history outline for the east side of Tonawanda Street follows.

Figure 2.13. 1902 bird's-eye view of the project area *(Landis and Alsop 1902).*

Figure 2.14. 1925(-50) Sanborn Insurance Map of the project area overlain on 2002 hi-res aerial photograph *(Sanborn 1925, 1950; aerial: NYS GIS Clearinghouse).*

Figure 2.15. 1927 aerial photograph of the project area *(Erie County Public Works).*

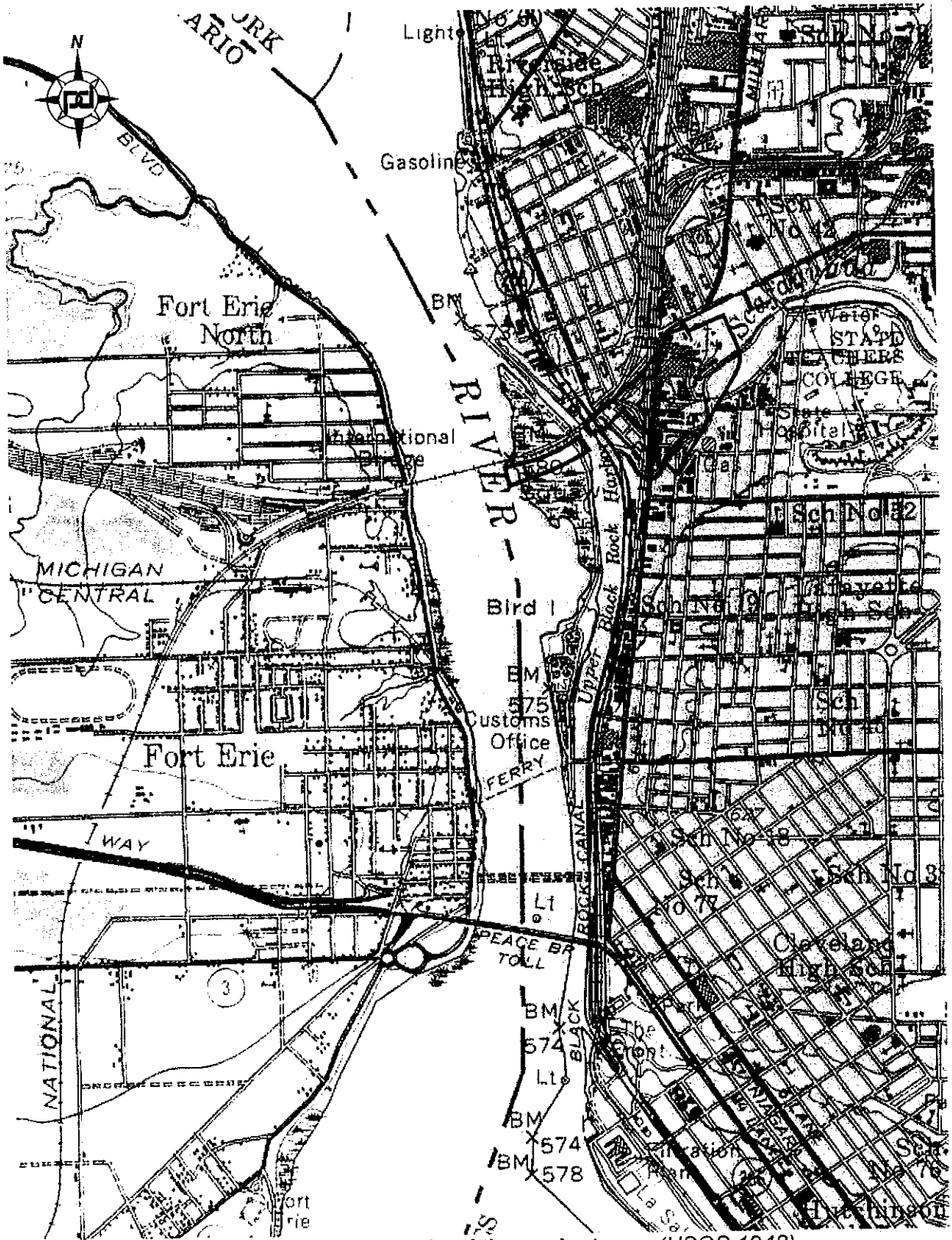


Figure 2.16. 1948 USGS 7.5' quadrangle of the project area *(USGS 1948).*

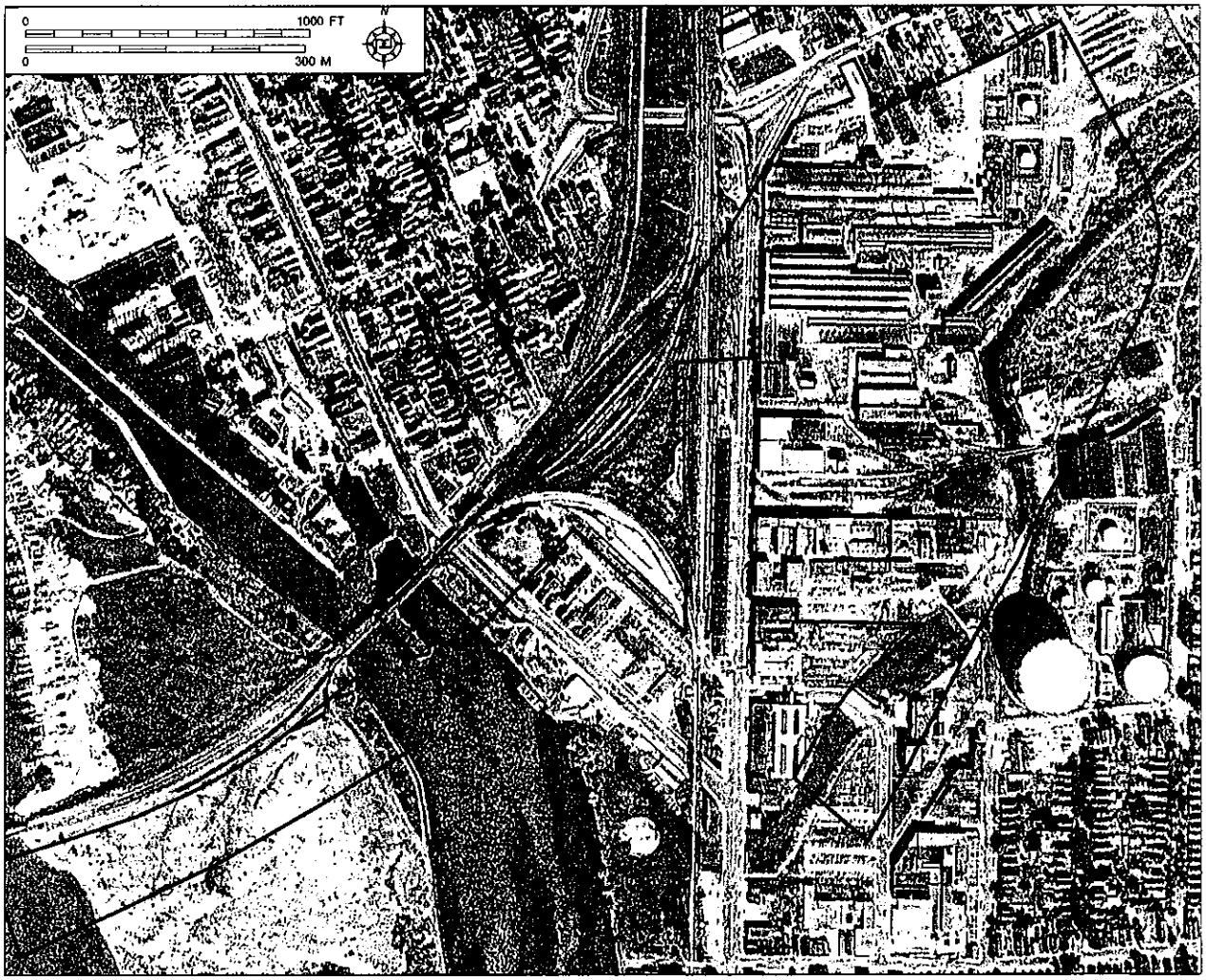


Figure 2.17. 1951 aerial photograph of the project area *(Erie County Public Works).*

Table 2.3. Building and renovation permits and Sanborn map references when available.

Address	Permits	1889/1900 Sanborn	1916 Sanborn	1940-50 Sanborn
	TONAWANDA STREET			
44+	8/31/1906 – 2-story brick & concrete frame eight house & office for NYC&HR RR Co; $50,000; D L Souweroille			Fedder's Quigan Corp. Auto Heaters + Heat Transfer Factory Buildings.
East end of Watt St	5/27/1920 – 4-story Rein Concrete Factory for U S Hame Co			" "
Tonawanda & West Ave	9/4/1912 – brick kiln for estate of Edw J Hall			" "
Tonawanda NE corner West Ave	10/14/1901 – 2-story frame storage shed for Hall & Sons			" "
51-75	7/7/1902 –rear, 1-story brick moulding shop for Hall & Son	Hall & Son		" "
53	6/7/1912 – 1-story brick factory for Fedders Mfg Co 3/19/1915 – 2-story brick factory for Fedders Mfg Co 5/17/1915 – enl 3-story brick factory for Fedders Mfg Co	NA		" "
55	3/25/1896 – 1-story frame storage addition for Hall & Sons 11/18/1912 – rear, 1-story frame & iron paint shop for Theo C Fedders	1½-story dwelling		" "
57+	9/24/1915 –Tonawanda St, repair water tank for Fedders Mfg Co 4/2/1912 –brick engine room for Fedders Mfg Co 3/25/1896 – 1-story frame storage addition for Hall & Sons 6/4/1914 – erect a water tower on roof of 3-story brick bldg for Fedders Mfg Co 7/15/1920 – 1-story frame machine shop for Fedders Mfg Co	Hall & Son		" "
57+ 59	4/10/1907 – 3-story brick factory bldg for Theodore C Fedders; $22,000; E C Paul	" "		" "
59	8/31/1909 – 1-story frame factory for Theodore C Fedders 11/18/1912 – rear, 1-story frame & iron auto barn for Fedders Mfg Co	" "		" "
61+65	1/17/1910 – 2-story brick factory for Theodore C Fedders, amended to 3-story; $28,000 [for 2-story]; Peter Wagner 3/29/1911 – brick outside entrance for Theodore C Fedders	" "		" "
67+69	6/1/1910 – rear, shed over trestle for E J Hall Estate	" "		" "

Table 2.3 continued.

Address	Permits	1889/1900 Sanborn	1916 Sanborn	1940-50 Sanborn
69	10/15/1918 – 1-story tile gas producer house for Hall & Sons 5/17/1915 – brick kiln for Hall & Sons Inc 10/6/1911 – 2-story brick addition to shops for Estate of Edward J Hall 10/19/1895 – rear, 1-story frame office addition for Est E J Hall 10/12/1898 – 1-story brick fluehouse addition for Hall & Sons 11/27/1905 – 2-story frame office addition for Est of E J Hall 11/1/1899 – 1-story frame storage shed for Hall & Sons 8/13/1912 – erect a 1-story brick wall addition to present factory for Hall & Son 6/19/1916 – 1-story frame private garage for Hall & Sons Inc	Hall & Son		Auto Parking
75	6/8/1911 – 1+4-story brick factory & storehouses for Pratt & Lambert 11/4/1929 – fireproof office for Pratt & Lambert 8/14/1914 – 1-story brick factory for Pratt & Lambert	Buffalo Sewer Pipe		Pratt & Lambert Varnish Makers, Office, Advertising and Printing Bldg
79	9/18/1915 – addition 2nd story to present 1-story for Pratt & Lambert 11/29/1915 – brick & steel factory addition for Pratt & Lambert 11/13/1916 – 4-story brick factory addition for Pratt & Lambert 12/18/1917 – rear 1+4-story brick factory addition for Pratt & Lambert 8/23/1920 – 4-story fireproof factory for Pratt & Lambert 4/12/1923 – 3 brick & steel factory bldgs. for Pratt & Lambert 5/5/1926 – 4-story brick factory for Pratt & Lambert 7/20/1922 – 2-story brick & tile factory for Pratt & Lambert 8/9/1905 – 1-story brick stable for Pratt & Lambert 11/17/1911 – 1-story frame office for Pratt & Lambert, Inc	" "		" "
79 - 97	9/6/1904 –1&2-story brick mfg addition for Pratt & Lambert			Pratt & Lambert Varnish Makers, Factories
81	9/9/1902 – 1&2-story brick manufactory for Morris Building Co			
97	9/11/1905 – 1-story brick office for Pratt & Lambert			Pratt & Lambert Varnish Makers, Pigment Lab
117	7/11/1941 – tile generator house for Hard Mfg Co 6/27/1951 – concrete block warehouse & factory for Hard Mfg Co		Hard Mfg Co. Beds & Bedding, Stockrooms	Hard Mfg Co. Beds & Bedding, Stockrooms
135	9/18/1911 – 1&2-story brick addition for US Hame Co 6/13/1913 – 1-story brick factory for US Hame Co 10/17/1918 – 3-story brick factory addition for U S Hame Co 6/15/1922 – 2-story brick warehouse for US Hame Co 8/4/1922 – 2-story brick factory for US Hame Co		Pratt Steel & Malleable Iron, Pratt & Letchworth Co.	Pratt Steel & Malleable Iron, Pratt & Letchworth Co.

Table 2.3 continued.

Address	Permits	1889/1900 Sanborn	1916 Sanborn	1940-50 Sanborn
189	Many – Pratt & Letchworth	Pratt & Letchworth	Pratt & Letchworth Co., Offices	Pratt & Letchworth Co., Offices
	AMHERST STREET, SOUTH SIDE			
187	10/24/1928 – convert for roomers for Julia Nowak	2-story saloon	2½-story saloon	
201	1/30/1959 – erect masonry bank bldg for Marine Trust Co	2-story dwelling	1½-story dwelling	
207	1/22/1941 – construct frame bldg for gas station, Colonial Beacon Oil Co	209 dwelling	vacant	filling station -see 211
211	9/17/1900 – 2-story frame dwell for George W Saylor [demolished 1941 by Pratt & Letchworth] 4/25/1925 – 1-story brick & tile private garage for Webster Citizens Co	1½-story dwelling	2½-story dwelling	filling station -see 207
227	8/3/1967 – erect 1-story masonry & steel auto laundry for Thomas F Flaherty	office	vacant	vacant
229	1/26/1903 – 1-story frame ice house for C Kusterer 11/5/1958 – demolish frame 2-family apt & stores for grading, for Deco Restaurants Inc	2-story shop	1½-story shop, with sausage factory behind	1½ dwelling, with smoke house behind
235	10/8/1954 – convert frame to 3 family dwell w/ firewall for Joseph Biernat	2 ½-story shop	2½-story shop and dwelling	242 restaurant with attached 1½-story dwelling
247	11/4/1916 – 2-story frame 2 family dwell for Harry Brown 8/5/1892 – 2-story frame barn for Glor & Gridley 4/21/1913 – enlarge 1½-story frame store & 2 family dwell for Henry Brown	2-story dwelling	2½-story shop	2½-story shop and dwelling
249	7/15/1909 – place 1-story frame dwell for ---- Copperage Co	261 wagon shop	1½ dwelling	1½-story dwelling
257	7/18/1949 – demolish frame 2 family dwell for R Czarcinski	2½-story dwelling	257A 1-story shop 257B 1-story shop with a bake house	parking
257-259	6/14/1926 –concrete block public garage for Roman Czarcinski; enlarge 1935	1 ½-story shop		Auto Sales, see 259
259	10/1/1938 –erect brick auto show room for Amherst Motor Co		1½-story shop	Auto Sales, see 257-259
267	11/10/1922 – 1-story brick & tile stores for Morris Finkelstein		vacant	263-65 2 shops
269	9/30/1903 – enlarge 2-story frame saloon & dwell for John Druar 3/28/1911 – enlarge 2-story frame store & dwell for Matt Zielinski	Flour & Feed	2-story saloon	269A restaurant with a 2-story residence
273	9/29/1913 – 2-story frame store & 1 family dwell + interior alts 2 family dwell on rear of lot for Albert Reisman 5/10/1937 – construct frame dwelling for W Zajac	2-story dwelling & wagon shop	2½-story shop, behind is 273½, a 1½-story dwelling	2 ½-story shop, with a 2-story dwelling behind
277	6/19/1931 – construct brick veneer store dwelling & garage for J Barowski	1½-story dwelling	1½-story dwelling	2-story restaurant and vender

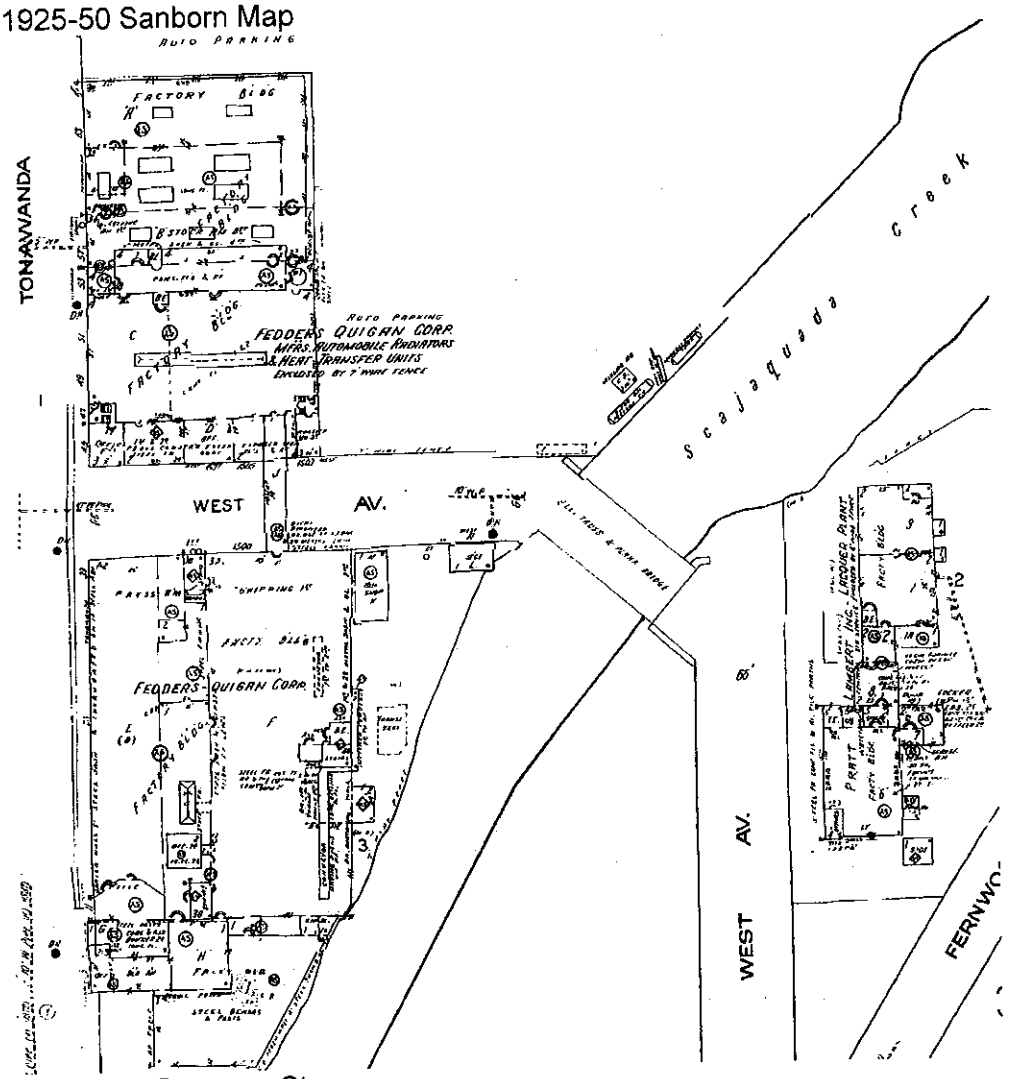
Table 2.3 continued.

Address	Permits	1889/1900 Sanborn	1916 Sanborn	1940-50 Sanborn
281	8/14/1953 – construct brick veneer 2 family dwell for Victoria Baranski; $7200; A B Meissner, architect	1½-story dwelling	1-story dwelling	
285	5/14/1925 – place frame 6 family apartment on lot moved from 385 Amherst St for Alice Kalinowski [no card for 385 Amherst]	2-story dwelling	1-story shop with attached 2½-story dwelling	1-story shop with 2½-story dwelling
287	3/31/1938 – erect frame dwelling for W Skwarczyk	2-story dwelling	1½-story dwelling, with other bldgs in lot labeled 289, a 1½-story dwelling, and 289½, a 1½-story dwelling	2-story dwelling
293	6/29/1911 – 2-story frame store & tenement & frame barn for Joseph Zuchlewski 6/1/1915 – 2-story frame.2 family dwell for Josef Zuchleaski	vacant	2½-story shop, with two bldgs behind designated as 293½, and labeled as 2½-story Flats	2½-story shop and dwelling, 2½ dwelling
295	5/31/1916 – 2 2-story frame 2-family dwells center & rear for A Zuchlewski	vacant	see 293?	2½-story dwelling in back of lot
297	8/8/1910 – place 2-story frame dwell for M Gasplinski, moved from 300 Amherst [enlarged 1948]	vacant	vacant	2½-story dwelling in back of lot
301	5/31/1916 – 2 2-story frame 2-family dwells center & rear for A Zuchlewski		unused number, may be 311, 2½-story Flat	unused number, may be 311, two-story dwelling and garage in back of lot
303	3/25/1892 – 2-story frame dwell for Adam Herman (2)		unused number, may be 313, 2½-story Flat, with Tenement building and 1-story dwelling in back of lot	unused number, may be 313, which is 1-story shop and 2½-story dwelling, with additional dwellings in back of lot, incl. 313½ 1-story dwelling, and 3131/3 is a 1½-story dwelling

BUSINESS HISTORY

Fedders Manufacturing Inc.
57 Tonawanda Street

1925-50 Sanborn Map

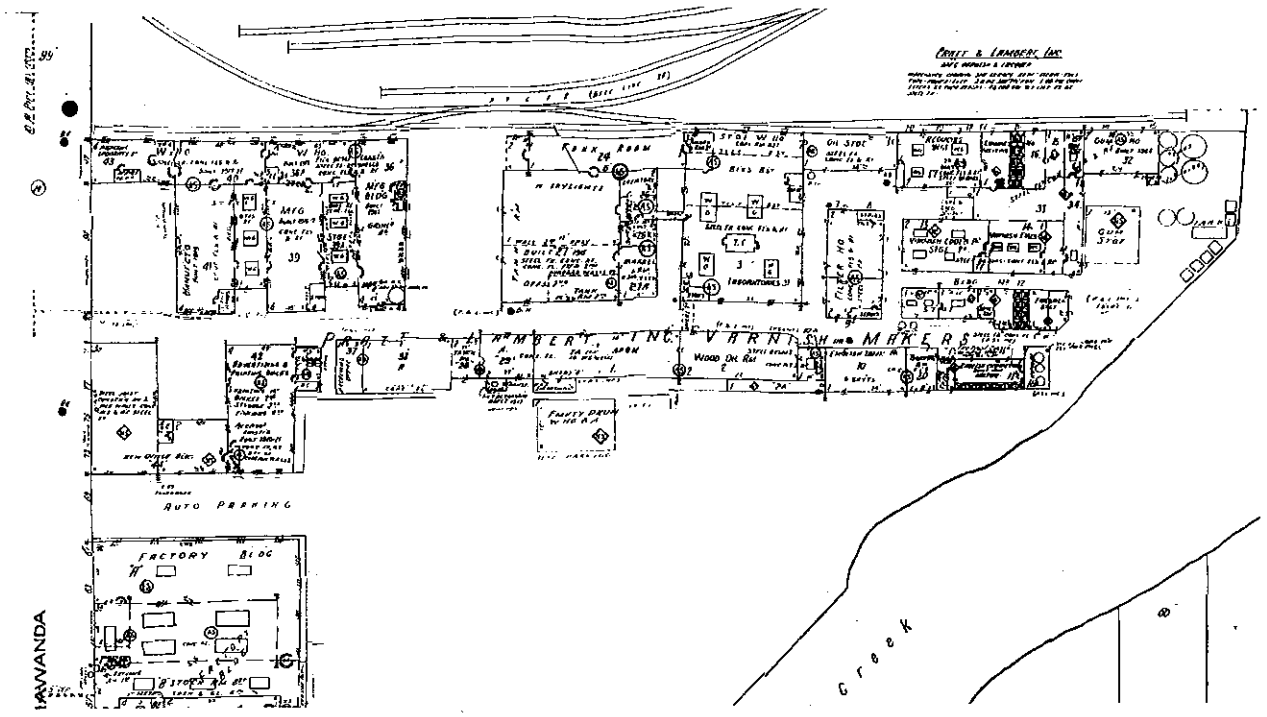


Began on Genesee St.
"Cooling & heating specialists since 1896" in 1949 promotional paper, BHS
Moved to 57 Tonawanda St. in 1910
Buffalo News 3/14/1945 [Ind SB v6 101] – before the war 1 of the largest auto radiator makers in US; est 1896
Buffalo News 4/12/2005: B7 – began in 1901 by Theodore C. Fedders, 900 employees in 1970s, FedCo bought by 2 managers in 1990, sold again in 1994 & 1997 [then making auto heaters], closed by Transpro in 2005

In 1945, Mr. Giordano negotiated the purchase of a controlling interest in Fedders Manufacturing Company of Buffalo, NY, U.S. a small metal-fabricating company founded in 1896 that had diversified into the heat transfer field with the manufacture of automotive and refrigeration products. The company capitalized on Fedders' heat transfer background and moved aggressively into the design and development of the newly introduced room air-conditioner. It began marketing private label units in 1946 and its own FEDDERS brand 2 years later.

Pratt & Lambert
75-97 Tonawanda St

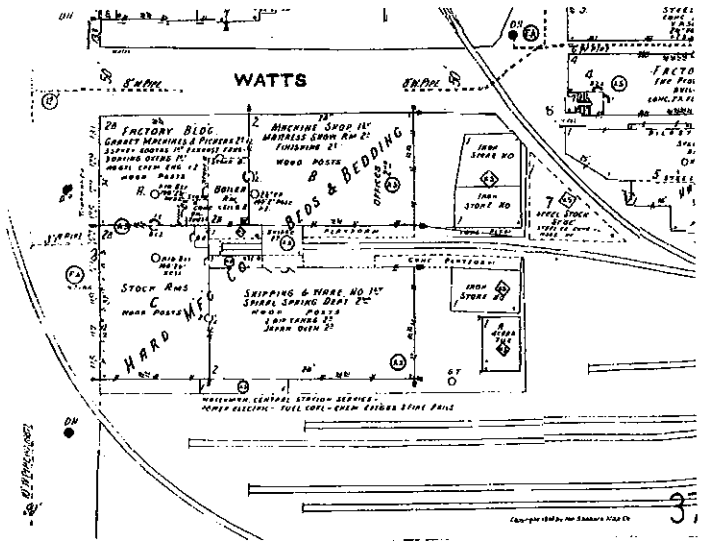
1925-50 Sanborn Map



Began on Long Island about 1849 and established in Buffalo the same year
HQ moved to Buffalo in 1901, midway between NY & Chicago
P&L bought by Sherwin-Williams in Jan. 1996; P&L was 1 of 10 largest paint mfrs in US
Plant closed on May 31, 1996; *all buildings demolished*

Hard Manufacturing Co.
117 Tonawanda St

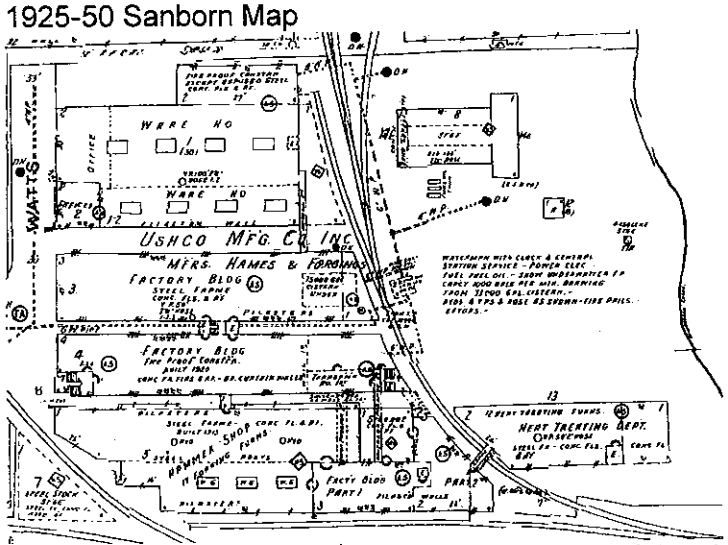
1925-50 Sanborn Map



Buffalo News 11/29/1991: Dyett obit – Hard founded in Oneida in 1876, moved to Buffalo in 1895, on Tonawanda St & other locations for 96 yrs; made hospital beds

U.S. Hame Co. [makes a part of a horse's harness]
135 Tonawanda St. [originally part of Pratt & Letchworth]

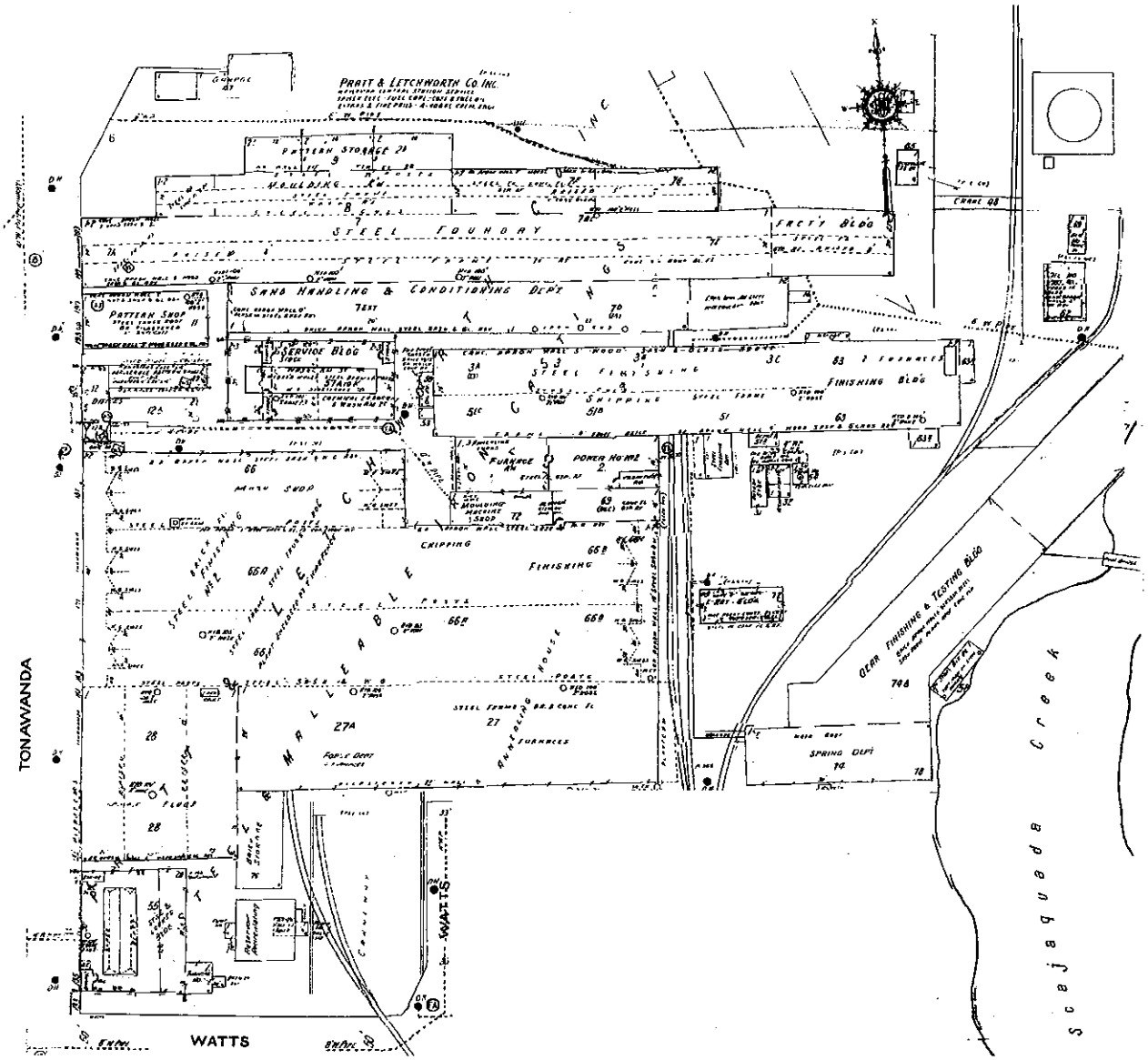
1925-50 Sanborn Map



Formed U.S. Hame Co. in early 1890s by Pratt & Letchworth to produce hames, saddlery & coach fixtures formerly made at P&L; ended such business in 1902 [From *Buffalo News* 5/15/1949 (Ind SB v7: 77)] although mapping information indicates a later presence. ["Established 1825" fr 1907 Catalog, BHS]

Pratt & Letchworth Steel and Malleable Iron
189 Tonawanda St
History of firm in *Buffalo News* 5/15/1949 [Ind SB v7: 76-77]

1925-50 Sanborn Map



Founded in 1848
Opened a plant on Tonawanda St. in 1854, in bldg that once housed Buffalo Car Co.
Plant became Buffalo Malleable Iron Works in 1860
Absorbed by Dayton Malleable Inc. of Ohio in 1924, name stays the same
Plant closed Nov. 1981
Buffalo News 2/8/1989: C-8 – Peter & Robert Elia purchase plant from Dayton Malleable for warehouse and storage facility, will demolish 200,000 sq ft & renovate 300,000 sq ft of the plant
Buffalo News 5/25/2003: A-1 – Golf course opened in 1997 on brownfields after 17 bldgs were demolished; later closed and bought by Militello for possible bridge site; he bought warehouse at 189 in 2000 and 191 in 2001.

Squaw Island

The proposed ANSB construction will impact a section of Squaw Island southeast of the International Railroad Bridge (Figure 2.18). The two bridges will be separated by 110-120 ft and part of the International Railroad Bridge will swing beneath the proposed ANSB. Squaw Island has gone through significant changes in size and shape over the past two centuries (Figure 2.19). Like Strawberry Island to the northwest, Squaw Island was reportedly heavily mined for sand and gravel during the late nineteenth and early twentieth centuries (GZA 2005:2); however, map analysis indicates that this occurred in the early twentieth century. The mining appeared to reach its maximum extent in the 1920s when nearly nothing is left of the southern part of the island. An incinerator was constructed just south of the International Bridge in the 1930s and the mined area was filled with ash and municipal waste. The incinerator was demolished and the landfill capped in the 1990s. A city wastewater treatment plant was built on made land south of the landfill and is the island's most prominent feature.

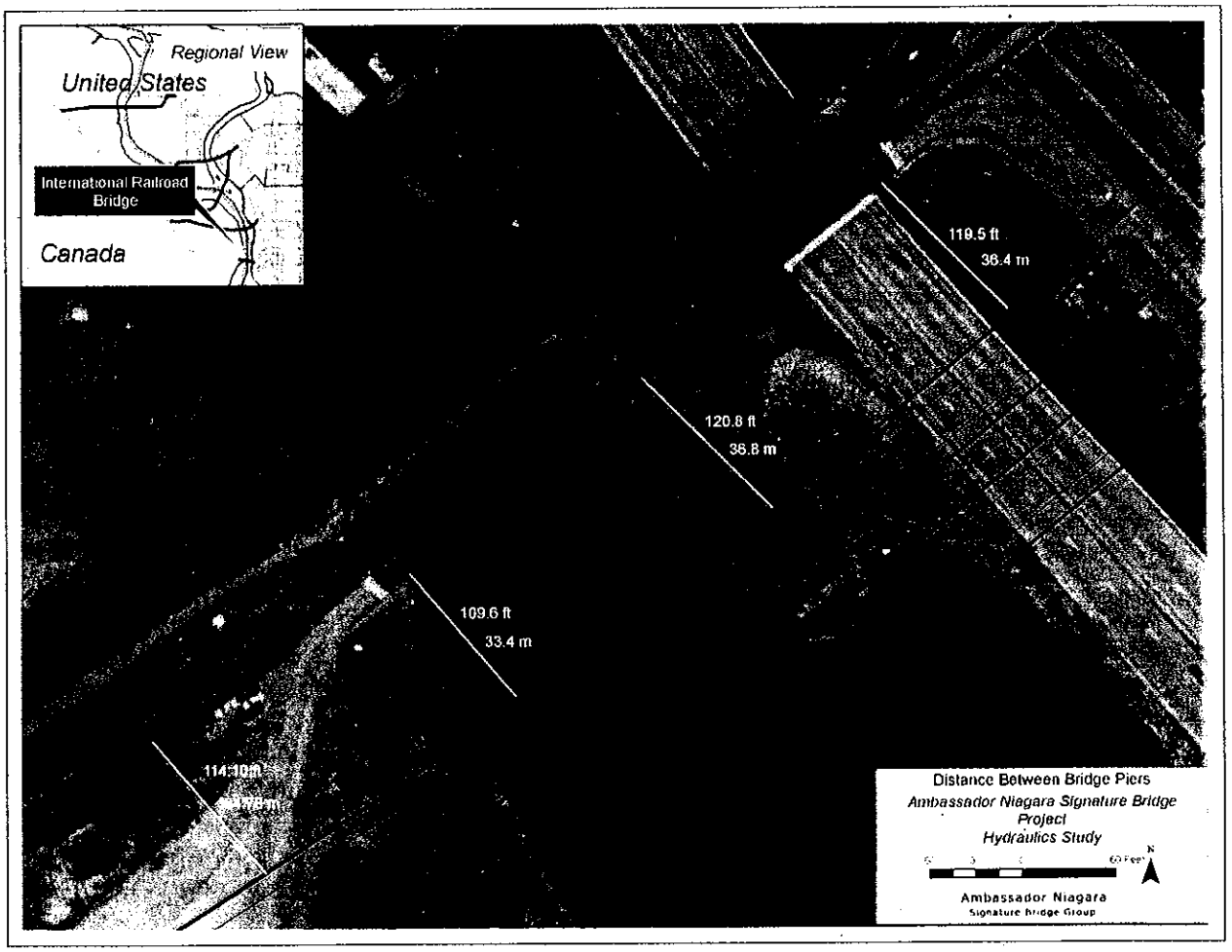


Figure 2.18. Location of the proposed ANSB relative to the International Railroad Bridge *(courtesy of Ambassador Niagara Signature Bridge Group 2006).*

3.0 Archaeological Assessment

3.1 METHODOLOGY

The purpose of a Phase IA survey is to identify all previously recorded cultural resources and determine the potential for locating unrecorded cultural resources within the area of potential effect (APE) of the proposed project. If cultural resources are present, then an assessment is made to determine the potential effect on them by the proposed construction. For the proposed Ambassador Niagara Signature Bridge project, the cultural resources investigation included archival, documentary and historic map research, a site visit and complete walkover reconnaissance, site file and literature searches, prehistoric and historic background research, a review of State and National Registers of Historic Places (S/NRHP), a cultural resource sensitivity assessment, and an evaluation of past disturbance within the APE.

3.2 RESULTS AND SENSITIVITY ASSESSMENT

Prehistoric Sensitivity. The project area's location near the confluence of Scajaquada Creek and the Niagara River as well as its relatively elevated and well-drained position make it an ideal location for prehistoric settlement. There are hundreds of known sites within the Niagara River corridor with dense site concentrations along all the major tributaries. One site, a contact period ossuary, may be within the APE (see Section 2.1); however, the literature is ambiguous. Nevertheless, this information does serve as an important indicator of the area's use by Native Americans.

The project's APE, on the other hand, has seen intensive occupation by heavy industry since the early nineteenth century. Much of this activity, the bulk of which can be attributed to Pratt and Letchworth, likely obliterated any evidence of prehistoric occupation or severely impacted the integrity of any cultural deposits that may be present. The Squaw Island portion of the APE was completely mined and refilled. The single projectile point found on the island in the 1970s was in an area that had been mined and inundated. The point was likely brought in with fill from Delaware Park.

A second issue concerns the historic extent of Scajaquada Creek. Prior to the upstream modifications resulting from urbanization and construction of the Olmsted-designed Delaware Park, the section of Scajaguada Creek within and adjacent to the APE was very much wider and possessed greater flow. Sawmills were located on this portion of the creek as early as 1802 and at least two industries, Buffalo Sewer Pipe and Hall & Son Fire Brick, drew clay directly from the creek as raw material for their products. Many of the early maps of the creek are generalized (e.g., Burr 1829) or distorted (e.g., Stone & Stewart 1866) (see Figures 2.7 and 2.8). The extent of the creek on the 1894 Atlas appeared to be reasonably accurate (Figure 3.1), while accepting the possibility that the creek may have been wider or meandered during earlier periods.

The prehistoric sensitivity of the APE must be considered to be high but is conditioned by the historic period disturbance and the maximum historic extent of Scajaquada Creek. Those areas of the APE where past disturbance may be minimal or undocumented such as the area west of Tonawanda Street (the triangular railroad property) and isolated areas east of Tonawanda Street, particularly northeast of the former Pratt and Letchworth complex, are unconditionally sensitive.

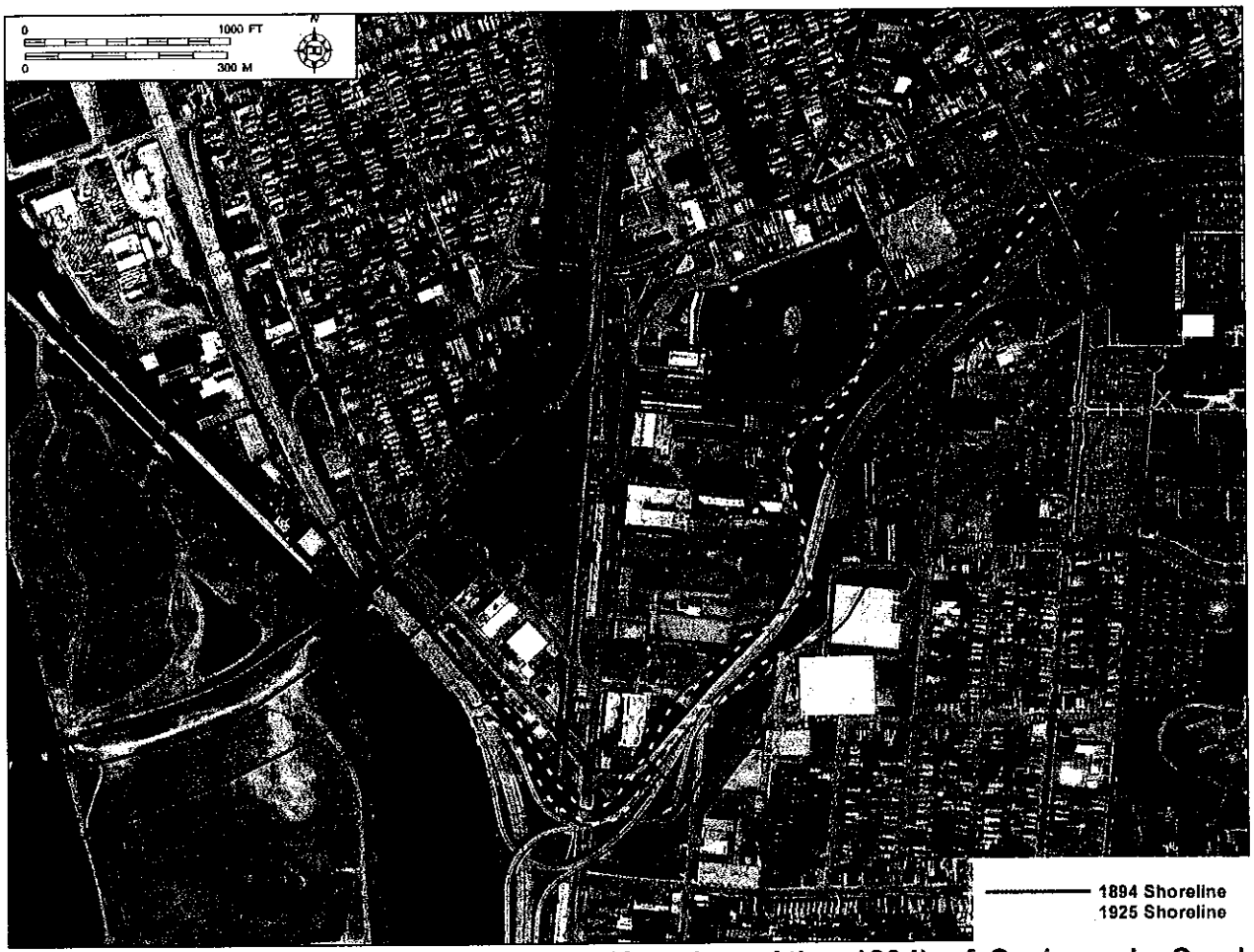


Figure 3.1. Extent of the 1894 shoreline (American Atlas 1894) of Scajaquada Creek within the APE (red) as well as part of the 1925 and later (Sanborn Map Company 1925-1950) shoreline *(2002 aerial, NYS GIS Clearinghouse).*

Historic Sensitivity. The project's APE has undergone intensive, primarily heavy industrial, activity over nearly two centuries. Many of the activities conducted and products produced at these factories are part of the historical record. Because many of the structures have been gutted if not demolished, important information regarding technology and industrial processes has been mostly lost. Little information is available on the earlier mills that operated in the area between Tonawanda Street and the creek during the first half of the nineteenth century. If any cultural remains associated with these early mills have survived, they will likely occur in the same areas that are sensitive for prehistoric remains.

3.3 RECOMMENDATIONS

The APE lies within an area that is conditionally sensitive for both prehistoric and historic period archaeological resources. However, the APE has been extensively impacted by historic and modern industrial activities. The later period Sanborn map was overlain on the 1894 City Atlas to determine the near maximum extent of heavy industry within the APE (Figures 3.2 and 3.3). From this and preceding analysis, it is concluded that intact archaeological remains may

exist at isolated locations within the ANSB APE and that a Phase IB reconnaissance survey should be undertaken. Potentially undisturbed or moderately disturbed locations are delineated in Figure 3.4.

3.4 PROPOSED PHASE IB WORKPLAN

Phase IB level of reconnaissance is aimed at determining if any cultural resources are present at the proposed location and, if present, to make a preliminary assessment of their type, integrity, and potential historic significance. If the cultural deposit is determined to have integrity and potential historic significance, then a Phase II investigation is generally recommended to determine the resource's eligibility for inclusion in the S/NRHP (see Section 4). If the resource is not eligible and the New York State Historic Preservation Office (SHPO) concurs, then no additional investigations are required. However, if an eligible resource will be impacted by the proposed project, then a Phase III data recovery investigation will likely be recommended to mitigate the effect of the proposed construction on the resource(s). Since the proposed construction of the ANSB will impact the entire area of potential effect, avoidance may not be a viable mitigative option (should any NRHP properties be present).

In addition, we recommend that all final Phase IB level-of-effort testing requirements, and any subsequent testing phases, be made in consultation with OPRHP before implementation.

As a Phase IB testing strategy, we recommend that a combination of shallow and deep trenches be excavated in arbitrary levels to determine if any intact deposits are present within the APE. The trench width, length and depths will vary depending on site conditions and specific location. Deeper trenching will likely be necessary in the area northeast of the former Pratt and Letchworth mill (Figure 3.5) as this area appears to have been filled. In the triangle area west of Tonawanda Street (Figure 3.6) and those areas between the former US Hame and Pratt and Lambert plants (Figure 3.7) shallow trenching can be undertaken augmented by shovel testing if field conditions warrant it. Trench width is expected to be 5 to 7 ft and to vary between 2 ft and 10 ft (0.6 m and 3 m) deep, depending on the depth of fill. We are proposing the excavation of 800 linear feet of shallow trenching in the triangle area; 300 linear feet of shallow trenching in the area south of the former US Hame and railroad track; and 400 linear feet of deep trenching in the area northeast of the former Pratt and Letchworth mill. This represents approximately 9,000 sq. ft of horizontal area or about 0.03% of the APE. The methodology recommended for identifying potentially buried prehistoric period deposits will also be adequate to identify any historic period deposits.

Samples of excavated soil from the trenches will be screened using ¼-inch hardware cloth. The amount of soil screened will depend on field conditions and the types of soil and cultural material present. A representative sample of artifacts, particularly from distinct deposits, will be collected, bagged, and returned to the lab for processing, identification and cataloging. Panamerican personnel will not enter the trenches once they have exceeded a depth of 4.5 feet. All trenches will be fully documented and photographed. Profiles will be drawn of at least one side wall and one end wall, and all architectural and depositional features will be mapped. Floor plans will also be drawn where warranted. Following completion and full documentation of a trench, it will be backfilled to grade. Some of the proposed work may be delayed until access is authorized.

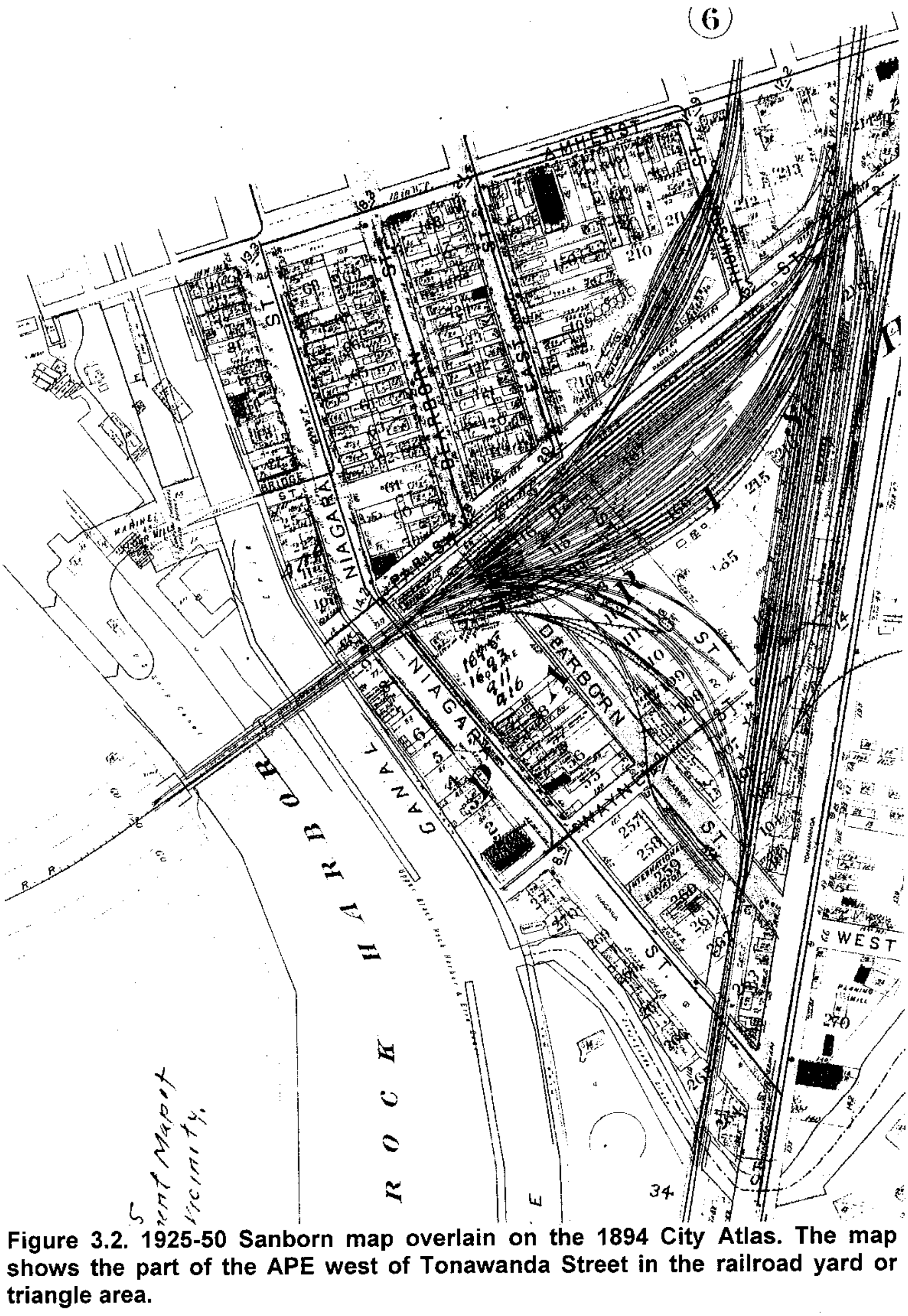


Figure 3.2. 1925-50 Sanborn map overlain on the 1894 City Atlas. The map shows the part of the APE west of Tonawanda Street in the railroad yard or triangle area.

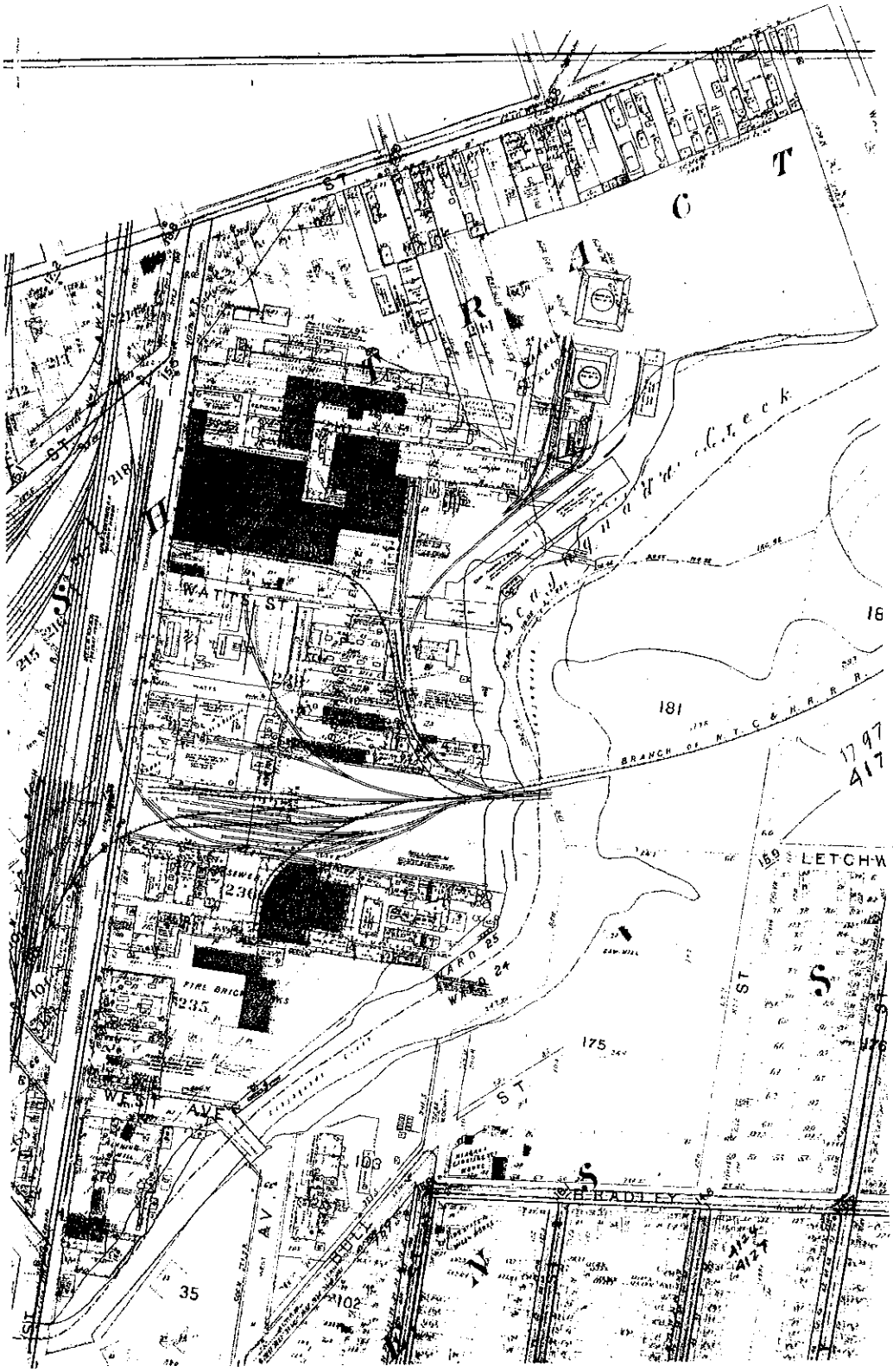


Figure 3.3. 1925-50 Sanborn map overlain on the 1894 City Atlas. The map shows the part of the APE east of Tonawanda Street historically occupied by heavy industry.

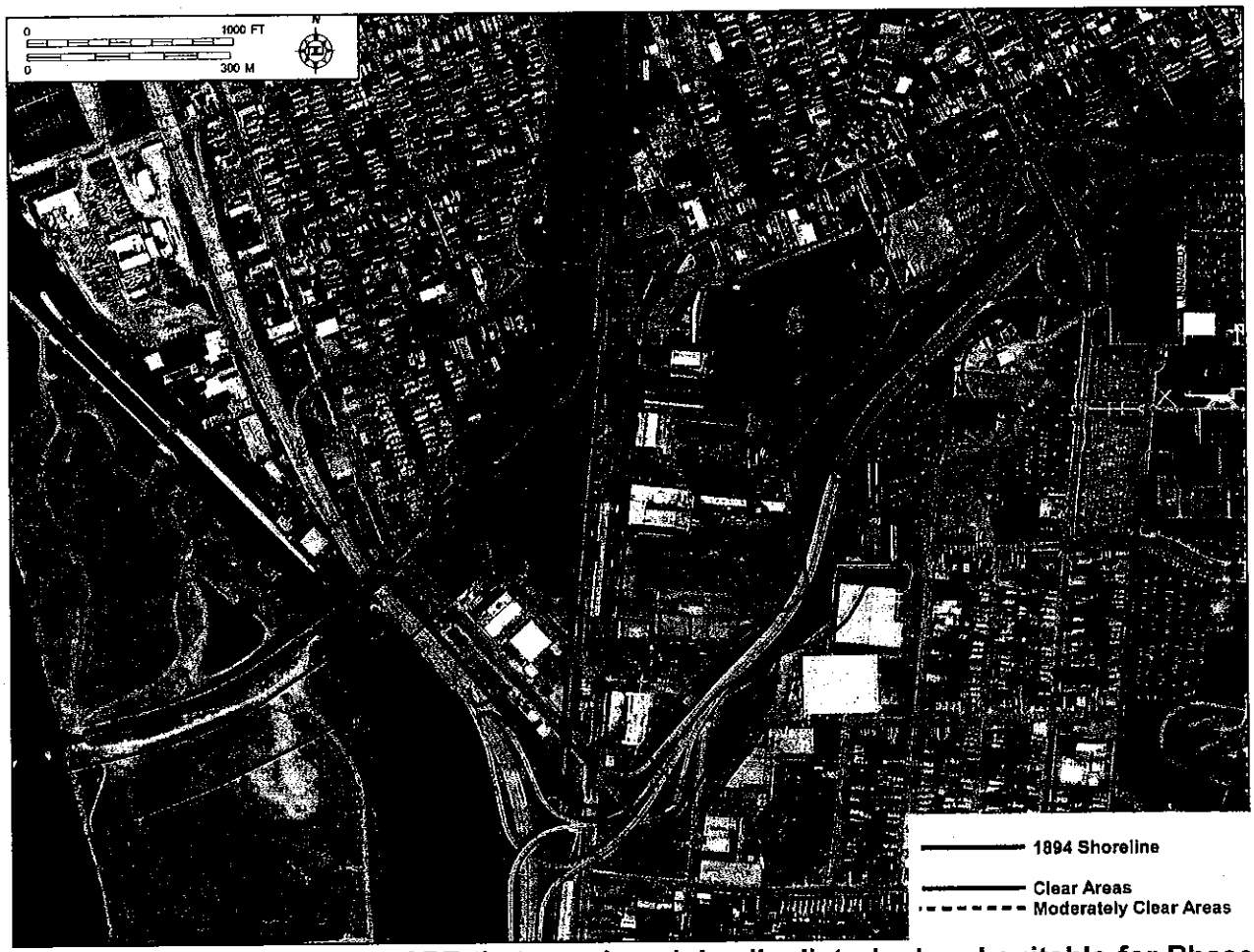


Figure 3.4. Areas within the APE that may be minimally disturbed and suitable for Phase IB testing.

Figure 3.5. Oblique aerial photograph of the former golf range northeast of the former Pratt and Letchworth mill *(Pictometry 2005).*

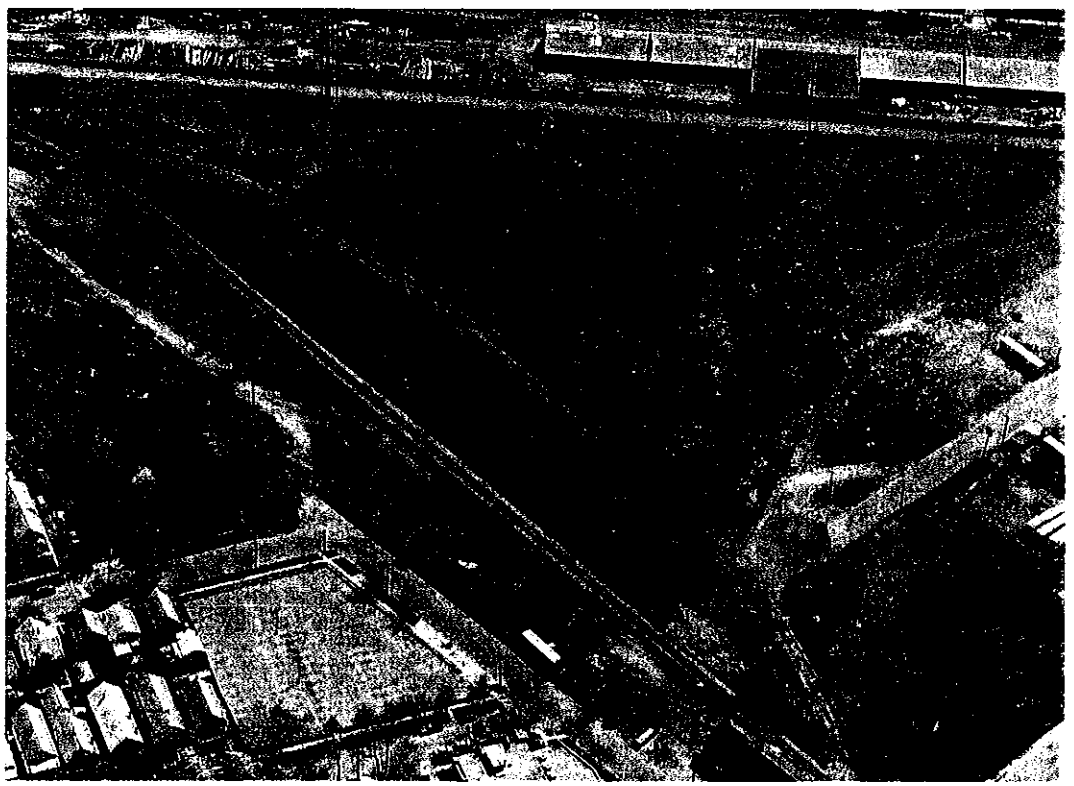


Figure 3.6. Oblique aerial photograph of the former rail yard (triangle) west of Tonawanda Street *(Pictometry 2005).*

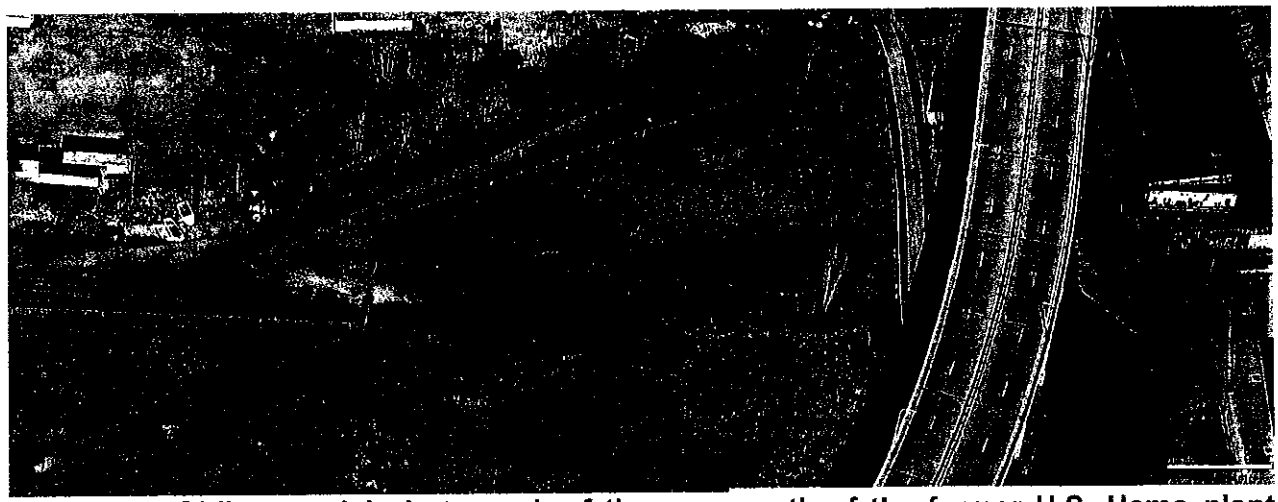


Figure 3.7. Oblique aerial photograph of the area south of the former U.S. Hame plant *(Pictometry 2005).*

4.0 Architectural Investigation

4.1. METHODOLOGY

As part of the Phase IA investigation, Panamerican conducted an architectural reconnaissance of the ANSB project. With guidance from OPRHP staff, the survey area was determined to include the ANSB APE and a half-mile buffer from the outer edge of the APE (Figure 4.1). For this investigation, the visual APE is defined as that area from which the proposed undertaking may be visible and in which both direct and indirect effects, including visual effects, may cause changes in the character or use of cultural properties. As such, additional screening may be provided by structures and vegetation. The project APE and the half-mile buffer area, constituting approximately 1.29 square miles, is sufficiently inclusive to evaluate the likely nature and extent of potential visual effects to significant historic resources as a result of the ANSB project.

4.1.1. Background Research. Prior to initiation of the Phase IA reconnaissance, the State Preservation Historical Information Network Exchange (SPHINX; NYSHPO nd) was reviewed to identify previously recorded historic and architectural resources within and in proximity to the project APE (Figure 4.1) National Register Inventory Forms were accessed from the State and National Registers of Historic Places (NRHP) web page (National Register; NYSHPO nd). Locations of National Register Listed (NRL) properties and their boundaries were retrieved from OPRHP's Geographic Information System for Archeology and National Register. NRHP-listed properties (as of February 10, 2006) within the viewshed of the project area, with approximate distances from the project, are listed in Table 2.2 (see Section 2). New York State Building Inventory Forms for previously surveyed properties on file at the Office of Strategic Planning, Buffalo City Hall, were reviewed. Building permits on file at Buffalo City Hall were examined as part of the architectural background research for buildings (extant or demolished) in the project APE.

Staff from Panamerican and American Consulting Professionals of New York, PLLC met with OPRHP staff on September 29, 2005 at Peebles Island, New York. After the initial project meeting, Panamerican staff consulted with Ms. Claire Ross, National Register and Survey Territory Regional Contact, of OPRHP to discuss any concerns about the project.

4.1.2. Selection Criteria. Criteria and guidelines were developed in selecting properties to be surveyed for the Phase IB reconnaissance survey. Criteria were based on historic themes and property types established in the historic and existing conditions overviews of the Phase IA report (see Section 2.3) and on the NRHP Criteria for Evaluation (see below).

National Register Criteria. For a building or structure to be considered eligible for listing in the National Register (i.e., National Register Eligible [NRE]), it must be evaluated within its historic context and shown to be significant for one or more of the four Criteria of Evaluation (36 CFR 60) as outlined in *How to Apply the National Register Criteria for Evaluation* (NPS Bulletin 15, National Park Service 1995). All structures examined as part of this investigation were identified and evaluated in the field with reference to these criteria:

> Criterion A: (Event) Properties that are associated with events that have made a significant contribution to the broad patterns of our history; or

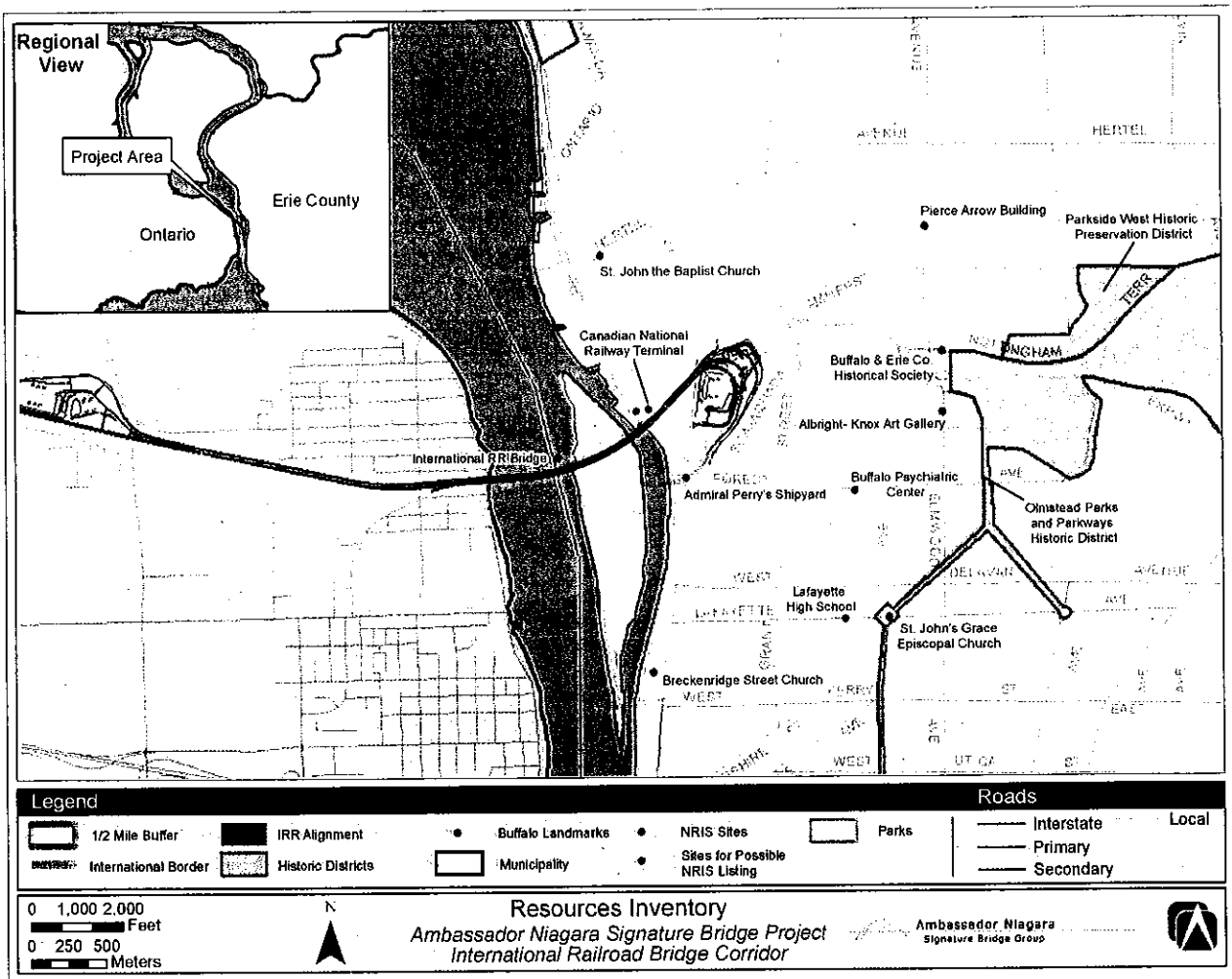


Figure 4.1. ANSB Project APE and half-mile architectural survey area *(map generated by American Consulting Professionals of New York, PLLC).*

Criterion B: (Person) Properties that are associated with the lives of persons significant in our past; or

Criterion C: (Design/Construction) Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

Criterion D: (Information Potential) Properties that have yielded, or may be likely to yield, information important in prehistory or history (NPS Bulletin 15, referencing 36 CFR Part 60).

A property is not eligible if it cannot be related to a particular time period or cultural group and thereby lacks any historic context within which to evaluate the importance of the cultural resource. The cultural property (e.g., historic structure or landscape) must also retain the historic integrity of those features necessary to convey its significance. Seven aspects or qualities of integrity recognized by the National Register are location, design, setting, materials, workmanship, feeling, and association (National Park Service 1995). Actual determinations of eligibility are made by the Field Services Bureau of the OPRHP.

For the Phase IA investigation, Panamerican field-inspected properties on all streets within the project APE and half-mile viewshed radius to locate any historic resources of interest that appeared to be more than 50 years of age or could be NRE. Ms. Ross accompanied the Panamerican staff for an initial project site visit on November 3, 2005 and provided guidance for the study methodology. During the site visit, a "windshield" survey of the project APE and the surrounding neighborhood was conducted to assess the historic character and architectural integrity of the Black Rock neighborhood. A preliminary list of properties to be surveyed for the Phase IA was generated during the initial field visit. Properties more than 50 years old that had insufficient integrity because of substantial later alterations, such as vinyl or metal siding, replacement windows, and incompatible additions, were not included in the Phase IA because such alterations strongly compromise a building's historic, character-defining features. The preliminary list of properties was subject to change by the addition or exclusion of historic resources during subsequent field inspection or background research. Historic resource data was collected in an Annotated List of Properties and presented as Section 4.4.

4.2. ARCHITECTURAL SUMMARY

This section provides an introductory overview to architectural styles and forms occurring in the Black Rock neighborhood, in the northwestern section of the City of Buffalo. Photographs of the various architectural styles noted in Black Rock accompany the discussion to provide a greater understanding of the architectural character of the survey area.

The project survey area is primarily located north of Scajaquada Creek in a section of Buffalo historically known as Lower Black Rock or Black Dam, which developed after the Erie Canal had bypassed Upper Black Rock. Early industrialists of the village capitalized on the water power generated by the canal lock located at the foot of Austin Street for the operation of flour mills, sawmills and other industry. Black Rock's industries attracted workers which provided the area's identity. Residential development radiated eastward from the canal. Niagara Street became the principal commercial artery of Black Rock, as it linked the village to downtown Buffalo and points north. Amherst Street and Hertel Avenue (formerly Bird Avenue) were the village's primary east-west thoroughfares. The Erie County Preservation Coalition (2000) estimates there are over 90 pre-1850 buildings remaining in Black Rock.

In addition to the Erie Canal, the introduction of the railroad also significantly contributed to the industrialization of Black Rock. By the middle of the nineteenth century, Black Rock was the most heavily industrialized section of the city only after South Buffalo (Kowsky et al.1981:172). In 1853, Buffalo annexed Black Rock and from then on, the area north of Scajaquada Creek became known as Black Rock. Upper Black Rock (to the south) had merged into the far West Side of the city during the second half of the nineteenth century (see Section 2.3.2).

Completion of the Belt Line Railroad, a freight and commuter line, in 1883 allowed greater accessibility to the urban frontier in Black Rock. Several companies located near the transportation line such as Kittinger Furniture, Pierce Arrow Automobiles, and Pratt & Letchworth Steel became major sources of employment. From the mid-nineteenth century through the early twentieth century, thousands of workers' cottages were constructed to accommodate the large numbers of immigrant working class (German, Polish, and Eastern Europeans) in Black Rock. Areas of Black Rock became recognized ethnic enclaves with their own identities associated with unified religious congregations. The railroad tracks west of Military Road had geographically isolated the Grant-Amherst area and it formed as a unique

ethnic enclave and distinct neighborhood (Napora 1995:153). The ANSB project area includes the eastern section of the Grant-Amherst district.

Many Polish immigrants who had previously resided on Buffalo's East Side relocated to the Grant-Amherst area, which became known as Polonia II (Napora 1995:153). The first Poles living in Black Rock were from the Prussian partition of old Poland and had little problem associating with the dominant German population. The newly settled Poles first worshiped at the German-founded St. Francis Xavier Church on East Street until the establishment of Assumption parish in 1888 on Amherst Street. Arriving in the beginning of the twentieth century, the Hungarians were the second largest ethnic group in the Grant-Amherst district. Ukrainian immigrants contributed to the neighborhood's third largest ethnic group with a small community that, by 1920, had reached almost 3,000 people (Napora 1995:153).

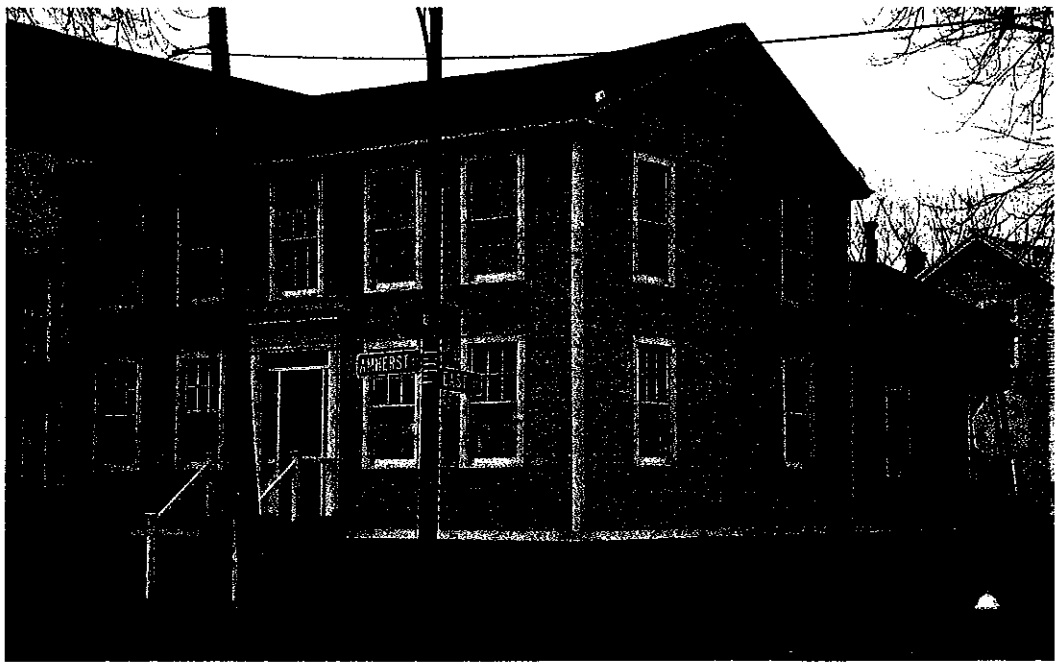
As Black Rock became more industrialized after the turn of the twentieth century, many younger members of families moved to the adjacent neighborhood of Riverside to the north (Kowsky et al.1981:174). In 1898, the Olmsted firm designed 22-acre Riverside Park, their last Buffalo park creation. As designed, park visitors could walk across a footbridge over the Erie Canal. In 1912, 12 acres were added to the south end of the park and planned out for active recreation. Riverside soon became home to numerous second- and third-generation Black Rock families who enjoyed the newly developed neighborhood's non-industrial setting with open vistas of the Niagara River, green park space, large residential lots, and curving streets. A short trolley car ride linked the two neighborhoods, which provided an easy commute to both the Black Rock factories and the old neighborhood.

The Depression years of the 1930s and the ensuing war years were the high points in the history of Black Rock, Riverside and the Grant-Amherst district. Economic hardship and wartime building shortages prevented the development of new suburban communities, so life in these neighborhoods thrived (Goldman 1993, nd). However, by the mid-twentieth century, Black Rock's prosperity had begun to wane. The construction of the Niagara Section of the New York State Thruway (I-190) in the 1950s contributed to the initial decline of the neighborhood's overall quality of life by restricting access to the Niagara River. The river had long served as a source of recreation and industry. Squaw Island, which had hosted numerous boathouses and fishing shacks along its northern tip and also served as a picnic ground, had turned into a city sewage disposal site.

Despite the loss of its major industrial sector and significant decline of its ethnic working class population, Black Rock remains a densely populated urban neighborhood. The neighborhood's surviving historic residential building stock is largely intact, although much has been compromised by either insensitive modifications or from continued lack of maintenance. Numerous empty lots are evident, as there is ongoing demolition of derelict buildings. The most wide-ranging negative impact has been to Black Rock's industrial heritage. Industrial complexes on Tonawanda Street have been completely or partly demolished, or simply left to deteriorate. Several large industrial complexes remain and industrial rail corridors continue to define the community's residential areas. Abandoned railroad spurs associated with the area's defunct industries are still visible in many sections of the neighborhood. Black Rock retains only one freight station; the former New York Central freight station at 52 Tonawanda Street (see Section 4.2.11). Even with such irrecoverable losses to the neighborhood, Black Rock's ethnic and working class heritage survives as represented by its character-defining collection of working class housing and its distinct religious and industrial landmarks.

4.2.1 Federal (1780–1820; locally to ca. 1840).[1] In the East, America's colonial period officially ended with the signing of the Declaration of Independence. However, homebuilders continued to expand on colonial ideas. The symmetrical, rectangular Georgian style evolved into the more highly ornamented Federal style. Recognizable stylistic elements include semi-circular or elliptical fanlights over the front door (with or without sidelights); a fanlight often incorporated into a more elaborate surround, which may include a decorative crown or surround; a cornice usually emphasized by decorative moldings; double-hung sash windows with six panes per sash; symmetrical fenestration, usually five-ranked on front facade. Palladian windows, oval rooms, and decorative garlands are hallmarks of Federal architecture.

In Black Rock, the completion of the Erie Canal in 1825 increased interest in the nascent village. This first wave of Euro-American settlement in Black Rock corresponds to the popularity of the Federal style in Western New York. Numerous buildings were constructed throughout the region during the Federal-period. Surviving examples of the Federal style in the community, however, are not "high style," but rather more reserved in design. Further, extant Federal-era houses appear to exhibit elements of a more transitional form by incorporating stylistic details of the Greek Revival (Photograph 4.1).



Photograph 4.1. The transitional Federal-Greek Revival building at 71 Amherst Street is an outstanding surviving example of Black Rock's earliest period of historic settlement. Although scheduled for demolition in 1989, the present owner acquired the property and restored much of the house to its historical period of significance *(PCI 2006).*

[1] Dates provided for architectural styles are from Virginia & Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1994). In the McAlester's' *Field Guide,* the Federal style is referred to as the Adam style.

4.2.2 Greek Revival (1825-1860). The Greek Revival dominated American architecture during the period from 1818 to 1850. Executed in all regions of the country, Greek Revival is recognized as the first truly national style in the United States. Its popularity was due to strong associations with classical tradition and democracy, stimulated by Thomas Jefferson in the late eighteenth century. The Greek Revival was very adaptable for municipal, institutional, commercial, and residential buildings in both town and country. The style evolved over time as well as across geographic areas, settlement patterns, and economic strata. In New England, Upstate New York, and the Northwest Territory (Indiana, Ohio, and Illinois) the most common form was a blocky farmhouse, often without porch and full columns but with handsome pilasters or attached square columns at the corners of a pedimented gable front.

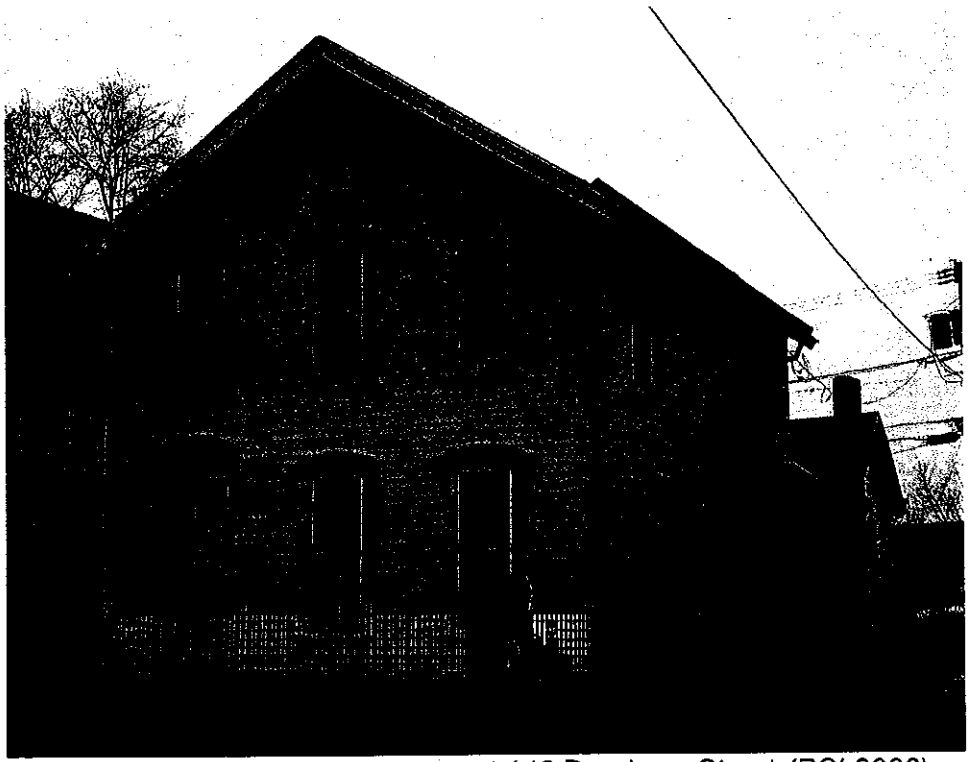
In Black Rock, the Greek Revival style was primarily reserved for modest one-to two-story, front-gabled cottages with little stylistic detail. These early buildings were constructed close to the Niagara River and the Erie Canal, many of which were replaced by subsequent commercial and residential development. Extant cottages survive from this period, though many are not easily discernable because they have been subsumed by later expansion or completely altered by modifications. The best surviving examples of the Greek Revival in Black Rock reflect the later period of the style when elements of the Italianate were incorporated. Two such examples are located at 1966 Niagara Street and 243 Dearborn Street (Photographs 4.2 and 4.3). Both buildings are three-bays-wide, constructed of brick, and have side-gabled roofs. Italianate features include the façade entrances and brackets under the eaves.

Photograph 4.2. A transitional Greek Revival-Italianate building at 1966 Niagara Street *(PCI 2006).*

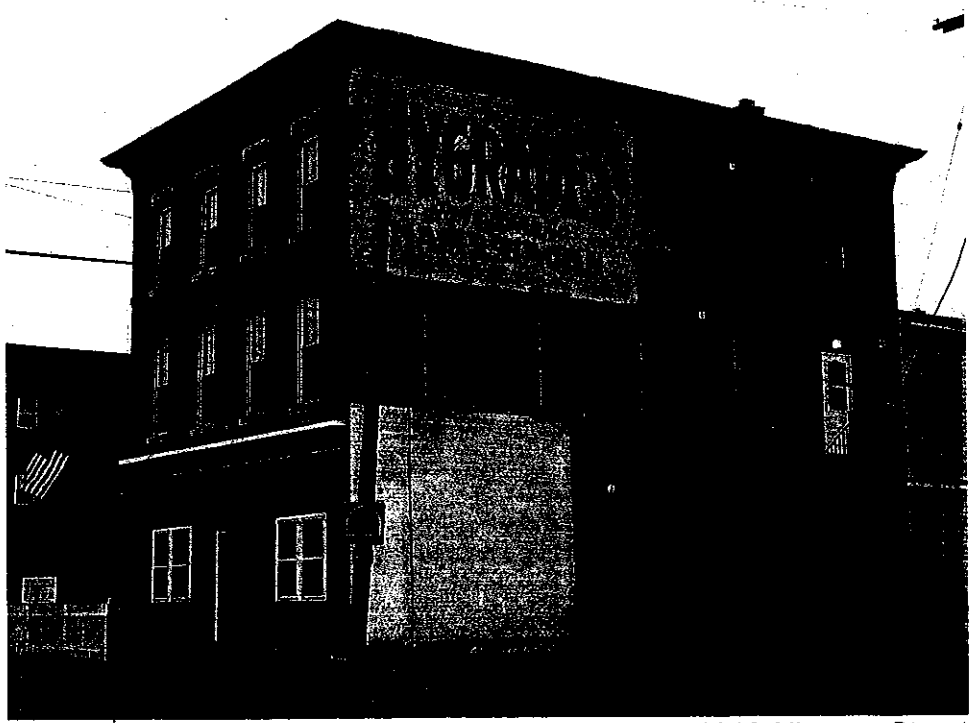
Photograph 4.3. A transitional Greek Revival-Italianate building at 43 Dearborn Street *(PCI 2006).*

4.2.3 Italianate (1840-1885). The Italianate, along with the Gothic Revival, emerged in the 1830s as part of the picturesque movement, which rejected the formal classical ideals of art and architecture that predominated in the first half of the nineteenth century. The movement sought inspiration from rambling informal Italian farmhouses, and was popularized in the United States by the writings of architectural theorists such as Andrew Jackson Downing. American builders freely adapted the style into wood construction. Also referred to as "Bracketed," this style was popular in New York from 1855 to 1880. The style is most readily identified with intricately cut brackets, which were used extensively to support door and window hoods and to embellish the cornices of hoods, tall narrow windows often with half-round heads, bay windows and porches with elaborate carpentry.

The Italianate Style is represented in various forms in the Black Rock neighborhood. As discussed in the previous section, Italianate stylistic elements were incorporated with the Greek Revival buildings. St. Elizabeth's School at 26 Military Road is a modest brick example of the style. There are a few intact examples of workers' cottages with Italianate round-arch window openings (Photograph 4.4). Black Rock also has a couple of extant Italianate commercial buildings on Niagara Street (Photograph 4.5).



Photograph 4.4. Italianate cottage at 146 Dearborn Street *(PCI 2006)*.



Photograph 4.5. Italianate commercial building at 1918 Niagara Street *(PCI 2006)*. Note the historic one-story wall sign (mid-20th century) for "Hygrade's," a former local meat supplier. Wall signs are a lost advertising medium still evident on some commercial buildings in the city.

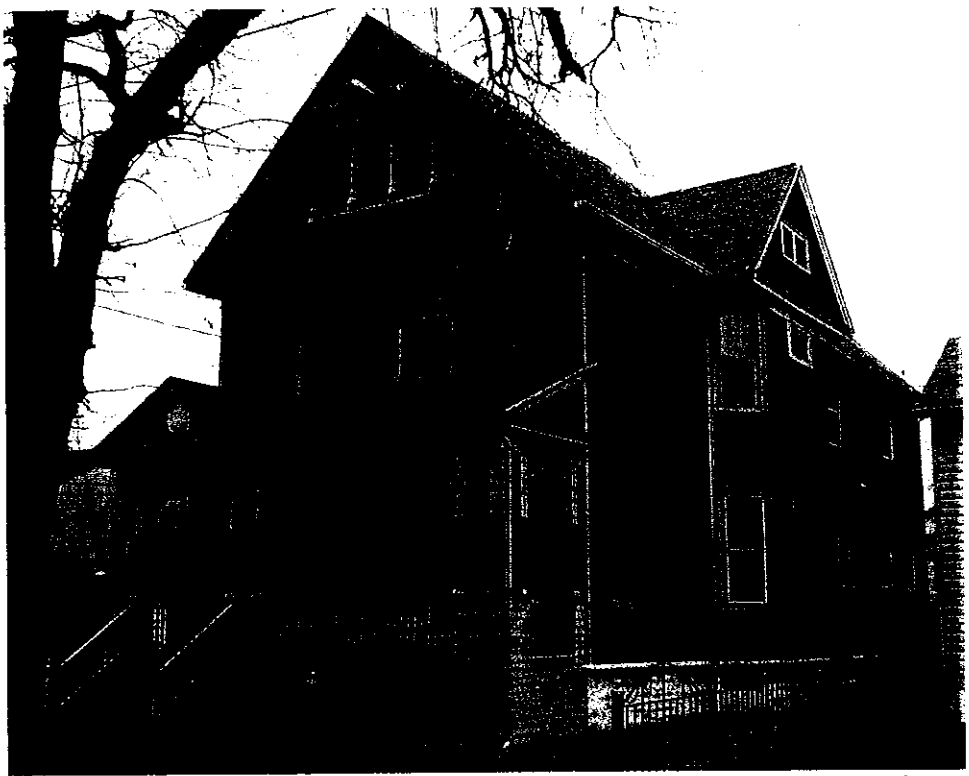
4.2.4 Second Empire (1860–1880). The Second Empire style was popular in the United States between 1860 and 1880. It derives its name from the reign of Napoleon III of France (1852-1870) who undertook a major building campaign and redesigned Paris into a city of grand boulevards and monumental buildings that were copied throughout Europe and the United States. The style found its widest popularity during the Grant administration when it was applied to public buildings as well as residences. The distinctive mansard roof (named for seventeenth century French architect François Mansart) was popular because it created an extra story of usable space for the building. Often, the mansard roof was added to existing buildings during renovations because of its utility. The Second Empire style began to lose favor after the Panic of 1873 and subsequent economic depression. The vernacular version of the Second Empire is perhaps better designated the Mansard Style in recognition of the importance of its signature roof form. Some of its identifying features include a mansard (dual-pitched hip) roof with dormer windows on the steep lower slopes; molded cornices with decorative brackets under boxed eaves; prominent projecting and receding surfaces, often in the form of central and end pavilions; wrought iron roof cresting; and decorative window and door surrounds, often including classical pediments and pilasters.

The Second Empire Style is under-represented in the Black Rock neighborhood. There is one surviving, though heavily modified, residential example of the style at 1924 Niagara Street (Photograph 4.6).

Photograph 4.6. An example of a Second Empire building at 1924 Niagara Street. The Mansard-roof form itself remains intact and there are two original dormers in the ell *(PCI 2006)*.

4.2.5 Queen Anne (1880–1910). The Queen Anne movement, named for the early eighteenth-century British monarch, began in England in the 1860s. The term is associated there with the revival and reinterpretation of several stylistic currents that prevailed in Britain from the late fifteenth through the early eighteenth centuries. Aspects of the English Queen Anne spread to America in the 1870s. In this country, the style bears no relation to actual English Architecture of Queen Anne's reign. Varied sources all come together in Queen Anne buildings. The influence of medieval England and France is reflected in asymmetrical massing; use of overhangs and jetties; tall chimneys with pilasters, corbelled tops, or other patterned brickwork; and richly patterned and textured wall surfaces. Patterned shingles, very common even on inexpensive houses, imitated in wood the sheathing of slates or tiles found on some medieval structures. High hip roofs and cylindrical or polygonal towers or turrets with conical roofs emulate forms derived from the chateaus, manors, and farmhouses of northwestern and central France. Classical applied ornament is usually derived from American Colonial and Federal sources. The inclusion of projecting and recessed porches and balconies, often decked with spindles and turned posts, is one of the less derivative, more inventive features of the American Queen Anne Style.

The pure Queen Anne is rare, while the Modern Colonial, Colonial Revival, and hybrid Queen Anne/Modern Colonial and Queen Anne/Colonial Revival styles are plentiful. The influence of the Queen Anne persisted in vernacular building practice, as contractors continued to build projecting bays and towers on residences until the First World War and to use patterned shingle work on dwellings into the 1920s. The Queen Anne style is well represented in Black Rock with modest variations as reflected in the detail of numerous multiple-family houses of ornate high-style residences (Photograph 4.7). Niagara Street has a few commercial examples of Queen Anne buildings (Photograph 4.8).



Photograph 4.7. A largely intact, excellent example of a Queen Anne residence at 285 Dearborn Street *(PCI 2006)*.

Photograph 4.8. An unusual example of a brick, Queen Anne commercial building at 1888 Niagara Street *(PCI 2006)*.

4.2.6 Workers' Cottages (1870–1920).[2] The post-Civil War workers' cottage is a significant house type because of its wide popularity in American urban and semi-urban areas during the second half of the nineteenth century and early twentieth century. Additionally, it is important because it should be considered one of the first forms of fully industrialized housing for working-class Americans (Hubka and Kenny 2000:37). These modest buildings incorporated many of the most advanced technological and planning ideas of its era. Machined components included doors, windows, casings, hardware and decorative detailing, as well as standardized components for wood structural and material finishing systems (Hubka and Kenny 2000:38). Materials for workers' cottages were assembled following newly developed systems featuring: (1) standardized, interchangeable components such as nails, studs, and casings which were particularly adapted to the new balloon frame type of structural system; (2) a national production and distribution for building materials, facilitated by the railroad; (3) contractor and speculator initiation of the house building process, with minimal owner contribution to the design or construction; and (4) modern land development practices such as lot standardization, financing, and marketing practices (Hubka and Kenny 2000:38; Gottfried 1995; 47-68).

Late nineteenth century cottages were typically expanded and transformed in the early twentieth century. Hubka and Kenny found that expanded cottages in Milwaukee incorporated several new features: (1) the separation of food preparation and dining activities with the eventual adoption of the dining room; the individualization of sleeping spaces for children, or at

[2] Text reproduced from *Historic Resources Intensive Level Survey Broadway – Fillmore Neighborhood, City of Buffalo, Erie County, New York* (Longiaru et al. 2004b).

least their separation by sex into bedrooms; (3) the incorporation of more and larger windows throughout the entire dwelling, and especially in the basement units; (4) an increased emphasis on plumbing and sanitation facilities, especially the adoption of kitchen plumbing and interior bathrooms for each family unit; and (5) the conformity of exterior building aesthetics and yard maintenance practices and the elimination of agrarian influenced practices (Hubka and Kenny 2000:46).

The workers' cottage is the most widespread house type in Black Rock and Grant-Amherst, much as it is in the Broadway-Fillmore neighborhood on Buffalo's East Side. Black Rock has numerous cottages with Eastlake detailing found in the gable, window surrounds and porch details (Photograph 4.9). Cottages were often reformulated into a remodeled Bungalow-type or were updated with a Craftsman porch (Photograph 4.10). For Polish immigrant occupants, largely from an agrarian background, the industrially formulated cottage was "a culturally encoded artifact providing its occupants with embedded suggestions sanctioning both the domestic values of the dominant American culture and fostering an experimental attitude toward change" (Hubka and Kenny 2000:46-47). The transformation of the cottage is an important example and paradigm for understanding the immigrant enculturation process of Polish Americans. As in mid-west cities, workers' cottages in the Black Rock and Grant-Amherst externalized, in architectural form, the hidden complexities of a process that assimilated one immigrant grouping to the mainstream of popular American culture (Hubka and Kenny 2000:48).

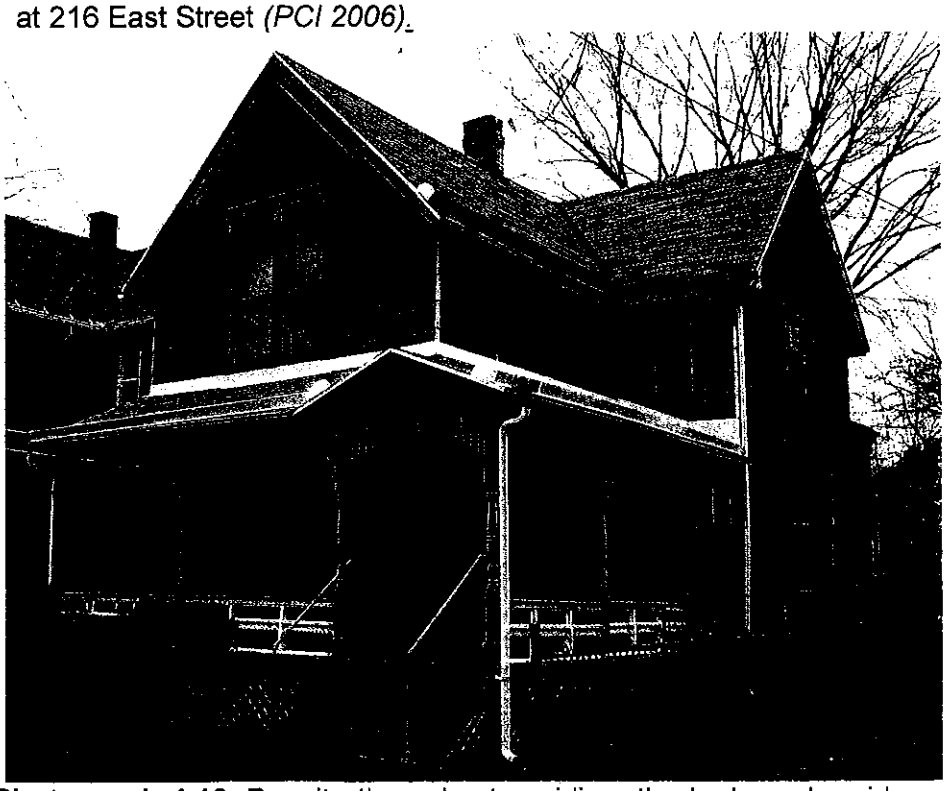
Photograph 4.9. An excellent example of an Eastlake cottage at 252 Dearborn Street *(PCI 2006)*.

Photograph 4.10. An example of an extended workers' cottage in Grant-Amherst at 43 Clay Street with a Craftsman-type porch *(PCI 2006).*

4.2.7 *Gabled Ell houses and Folk Victorian.* Gabled Ell houses were commonly built between 1870 and 1920. Their floor plans were either L-shaped, with a porch in the interior corner of the L, or T-shaped, with the projecting stem toward the street (Photograph 4.11). The side wing or wings are not separate, but rather an integral part of the building core. These houses were usually frame and simple in design, 1½ or 2 stories tall, with an intersecting gable roof at the same height as the main roof. They sometimes had applied ornament around doors and windows. The Gabled Ell provided more light and cross-ventilation than other house types.

Folk Victorian (1870–1910) includes the above-mentioned simple folk house forms that are defined by the presence of Victorian decorative detailing. Stylistic details of either Italianate or Queen Anne are generally applied to the porch and cornice line. Identifying features include: porches with spindlework detailing (turned spindles and lace-like spandrels) or flat, jigsaw cut trim; symmetrical façade (except for the gable-front-and wing sub-type); cornice line brackets are common (Figure 4.12). Black Rock and Grant-Amherst have several examples of these vernacular residential building forms.

Photograph 4.11. A gabled-ell type residence with Eastlake details at 216 East Street *(PCI 2006)*.



Photograph 4.12. Despite the asbestos siding, the L-shaped residence at 301 Dearborn Street is a good representative example of its type with intact Victorian porch detail *(PCI 2006)*.

4.2.8 Craftsman (1905–1930). The Craftsman style was the most popular design for small residential buildings built throughout the country in the first three decades of the twentieth century. The bungalow was a new form of dwelling first used in the 1890s for rustic vacation or resort cottages; it was initially adapted for suburban residential purposes in California. Influenced by the English Arts and Crafts Movement and Oriental and Indian architecture, the style was popularized by the work of two brothers, Charles S. and Henry M. Greene. The Greenes began practicing architecture in Pasadena, California in 1893, and in the ensuing two decades designed a number of large, elaborate prototypes of the style. Their innovative designs received a significant amount of publicity in national magazines such as *The Architect*, *House Beautiful*, *Good Housekeeping*, and *Ladies' Home Journal*. By the turn of the century, the design had been adapted to smaller houses, commonly referred to as bungalows.

In Black Rock and Grant-Amherst the most common Craftsman-era buildings with American Foursquare or front-gabled rectangular block forms with Craftsman details (Photograph 4.13). Most of the Craftsman-era buildings were constructed by builders to "kit house" designs. There are numerous examples of late Queen Anne multi-family dwellings with Craftsman details such as wood shingles (Photograph 4.14). These various Craftsman-era forms pervade the City of Buffalo neighborhoods.

Photograph 4.13. A good representative example of a Craftsman residence located at 125 Howell Street *(PCI 2006)*.

Photograph 4.14. A good representative example of a late transitional Queen Anne-Craftsman multi-family dwelling at 426 Dearborn Street *(PCI 2006)*.

4.2.9 Neoclassical (1895-1950). The Neoclassical resulted from a renewed interest in classical architecture derived from Greek, Roman, and Renaissance sources. American architects trained at the École des Beaux Arts in France during the late nineteenth century promoted a classical aesthetic in the United States. This style was generally reserved for architect-designed public buildings. Colonial Revival elements were often mixed with Neoclassical elements. The Black Rock and Grant–Amherst neighborhood includes examples of the Neoclassical style designed for commercial, educational, and social buildings, which date from the early twentieth century (Photograph 4.15).

Photograph 4.15. The Jubilee Library building at 1934-36 Niagara Street (1915, H. Beck, architect) and the Unity Temple at 1940 Niagara Street (ca. 1905, architect unknown) are two excellent adaptations of the Neoclassical Revival style *(PCI 2006).*

4.2.10 Religious Buildings. Black Rock and Grant–Amherst offer several excellent examples of high-style religious buildings constructed in the period from 1889 to 1953. Some of them were designed by the premier local architects of the period. The larger churches also had ancillary buildings such as schools, convents, and rectories. Architectural styles represented in the survey area for religious buildings include Gothic Revival, Romanesque Revival, Spanish Baroque/Italian Gothic Revival, as well as modest applications of the Tudor Revival and Craftsman styles.

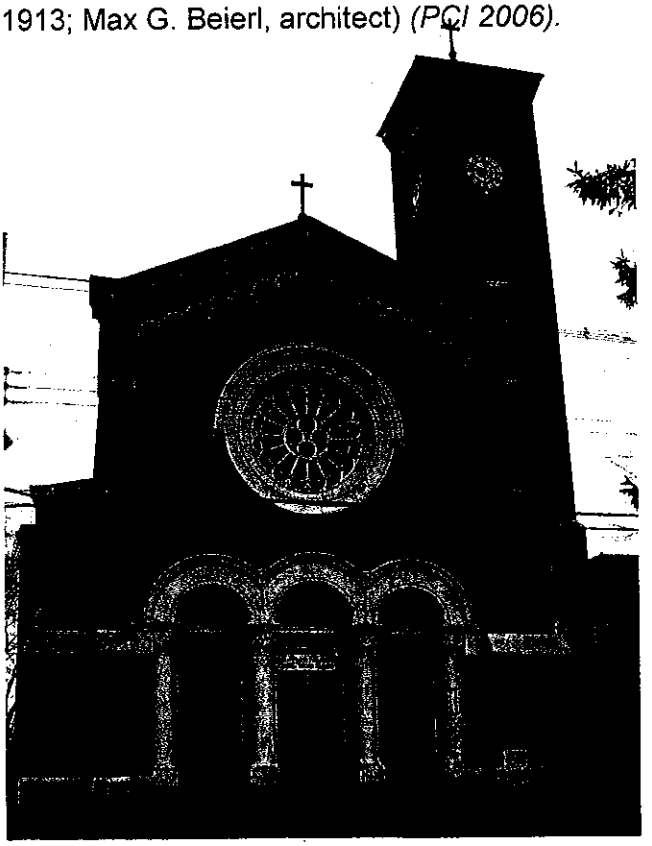
In Black Rock, there are four surviving church buildings in the survey area that are associated with German and Irish congregations. These include: St. John's United Evangelical Church at 85 Amherst Street (1890; architect unknown) (Photograph 4.16); St. Francis Xavier Roman Catholic Church at 161 East Street (1911-1913; Max G. Beierl, architect) (Photograph 4.17); Zion German Methodist Episcopal Church at 221 East Street (1889; architect unknown); and St. John the Baptist Roman Catholic Church at 62 Hertel (1925-1927; Oakley and Schallmo, architects).

In Grant–Amherst, Assumption Roman Catholic Church was the first church constructed in the area. The first Assumption congregation was formed in 1888 by thirty Polish families and a two-story, brick church was built on Amherst Street, between Germain and Peter Streets. By 1909, there was a need for a larger church and school as the Polish community in Grant–Amherst had swelled. Other Eastern Europeans such as Hungarians and Ukrainians also settled in Grant–

Amherst during the early twentieth century. As a result, nine churches built in the neighborhood in the period from 1904 to 1953, seven of which are in the ANSB survey area. These include: Immanuel German Evangelical Church at 70 Military Road (1904; W.S. Brickell, architect); First Hungarian Baptist Church at 350 Austin Street (1912, John H. Coxhead, 1912); Hungarian Evangelical Lutheran Church of Our Savior (1917; H. Walter Jr., architect); All Saints Polish National Church at 1020 Grant Street (1953; Edward J. Leitz); St. Elizabeth's of Hungary Roman Catholic Church (1906; Max G. Beierl); Assumption Roman Catholic Church at 435 Amherst Street (1914; Schmill & Gould, architects; Photograph 4.18); and St. John's Ukrainian Catholic Church at 159 Germain Street (1906; W. H. Zawadzki, architect).

The decline of the ethnic working class population in Black Rock and Grant-Amherst has contributed to the dwindling congregations. A few of the churches have closed and new congregations or groups have moved into the church buildings such as in the case of Immanuel German Evangelical Church and St. John's Ukrainian Church. Or in the case of St. John the Baptist, the church is still owned by the Catholic diocese but no longer offer services. The tall towers and spires of a few of these churches have continued to serve as visual landmarks and they represent the ethnic and religious heritage of their neighborhoods.

Photograph 4.17 (below). St. Francis Xavier Roman Catholic Church at 161 East Street (1911-1913; Max G. Beierl, architect) *(PCI 2006).*



Photograph 4.16 (above, left). St. John's United Evangelical Church at 85 Amherst Street (1890; architect unknown). St John's is the church nearest to the ANSB project. Its spire is visible from many points in Black Rock and Grant-Amherst *(PCI 2006).*

Photograph 4.18. Assumption Roman Catholic Church complex at 435 Amherst Street (1914; Schmill & Gould, architects). The church still holds Polish mass and its church bells can be heard throughout the Grant-Amherst neighborhood. The Assumption complex is a prominent local visual landmark, facing northeast from Grant Street, at Scajaquada Expressway *(PCI 2006)*.

4.2.11 Transportation-related Buildings and Structures. The NRE Black Rock Canal, which follows the path of the old Erie Canal, separates Squaw Island from the mainland and will be crossed by the proposed project (Photograph 4.19). The deck of the ANSB will be elevated at a height of at least 100 feet above the Black Rock Canal and Lock. The canal received its name from a large triangular shelf of dark limestone that protruded from the bank of the Niagara River in the general vicinity of the present-day Peace Bridge. As commerce and trade advanced with the settlement of the area this rock outcrop was deemed a hazard to navigation and in the 1820s was dynamited to make way for the Black Rock Canal. A lock has been in place at Black Rock since 1833. The U.S. Army Corps of Engineers constructed the present lock from 1909 to 1913 to provide the capacity to accommodate large Great Lake Vessels. Various ongoing rehabilitation and construction projects have been conducted at the lock since 1975.

Photograph 4.19. The National Register eligible Black Rock Canal, and associated lock buildings, facing north from the International Railroad Bridge *(PCI 2006).*

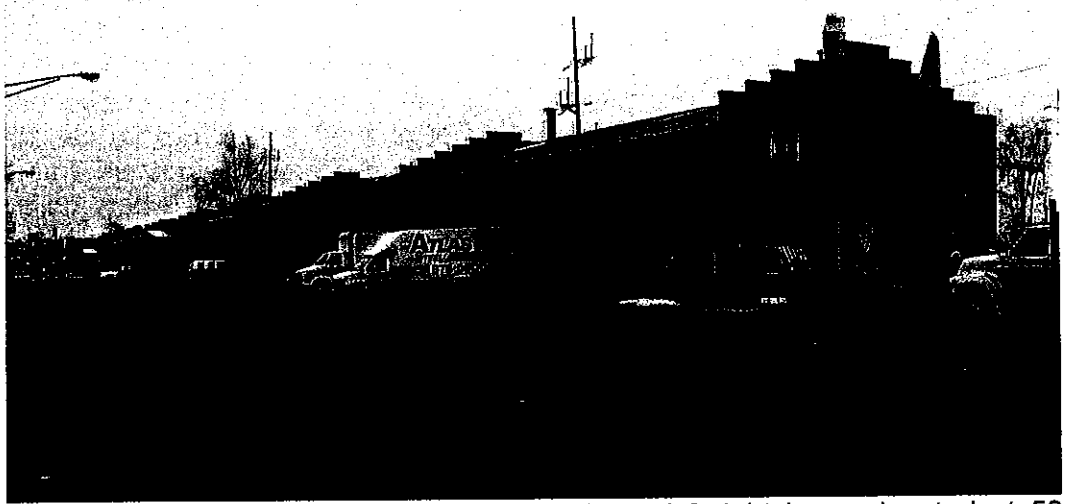
The ANSB project survey area has several railroad bridges, ranging in age from the late 1870s through the early 1930s, which are located at Niagara Street, Tonawanda Street, Amherst Street, and Austin Street. The most significant is the International Railroad Bridge over the Black Rock/Erie Canal (USN 02940.001416) and Niagara River (USN 02940.000086), which is a National Register eligible property located on the north side of the proposed ANSB (Photograph 4.20). (Note: the NRE determination has not been updated in the OPRHP database.) Constructed in 1873, the bridge engineers were Casimir Stanislaus Gzowski, E.P. Hannaford, and J. Hobson. The bridge is a rare, surviving example of a "swing-type" bridge that is still in use. The International Railroad Bridge was built as a result of the economic growth in the years following the War of 1812. Both the Grand Trunk Railway and the International Bridge Company opened the bridge in 1873. The total length of this span is approximately 3,650 feet (1,113 m). In 1993, the Canadian National Railway Company temporarily closed the bridge while repairs were made to the three masonry support piers nearest Squaw Island (Niagara Falls Thunder Alley nd).

The International Railroad Bridge is of note for the local Polish-American community as Casimer Gzowski, though not a Buffalonian, was the son of a Polish nobleman. Gzowski arrived in America in 1832 and then went to Toronto in 1841, where he became prominently connected with the department of public works. From 1871 to 1873, Gzowski served as the principal engineer in constructing the International Bridge across the Niagara River. The large colony of Poles who had lived at Black Rock viewed the bridge as a memorial to the achievement of one of their countrymen in the New World (Daniels 1901).

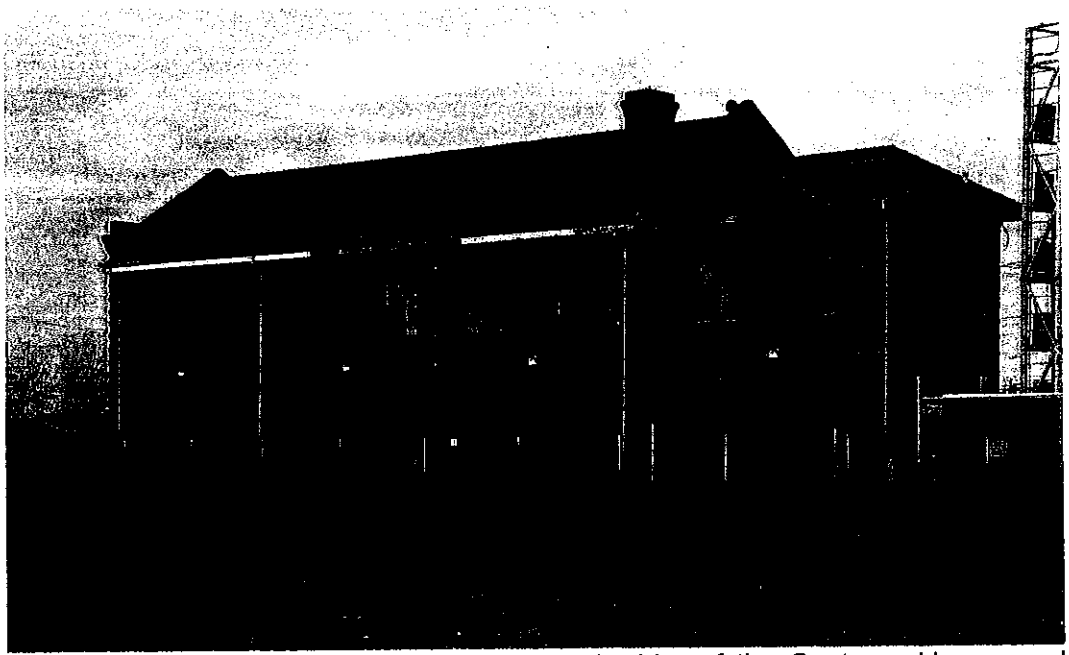
Photograph 4.20. South elevation of the International Railroad Bridge, over the Niagara River, from the west side of Squaw Island *(PCI 2005).*

The Black Rock rail yard was crossed by several major national and international railroads. By 1894, there were freight houses in the Black Rock survey area for the New York Central & Hudson River Railroad, Michigan Central Railroad, New York, Lake Erie & Western Railroad, and the Delaware, Lackawanna & Western Railroad. The ANSB APE closely borders one of three surviving railroad freight houses in the City of Buffalo. The former New York Central freight house is located at 52 Tonawanda Street (Photograph 4.21). The long, narrow, one-story brick freight house once had a two-story office section. The building is recommended as National Register Eligible for its association with the transportation and industrial history of the City of Buffalo at the local, national and international levels.

One other significant building in the survey area associated with the city's railroad and international transportation history is the Customs House and Canadian National Railroad Office at 1765 Niagara Street (Photograph 4.22), located near the intersection of Niagara Street and the mainline railroad tracks to the International Railroad Bridge. The building is located immediately north of the ANSB project. It is recommended as National Register Eligible.

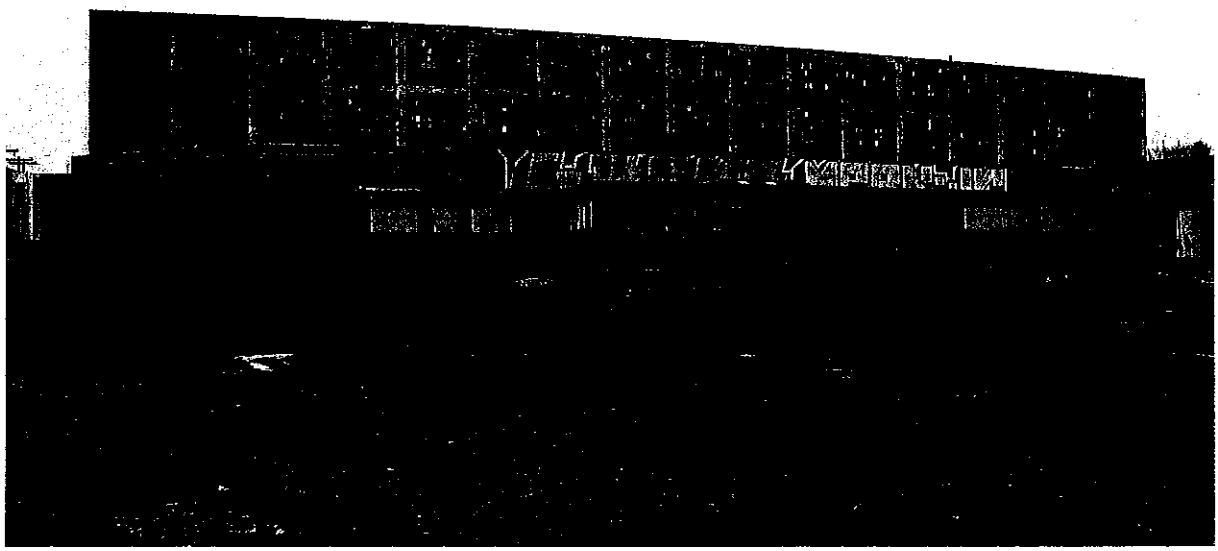


Photograph 4.21. The former New York Central freight house located at 52 Tonawanda Street *(PCI 2005)*.



Photograph 4.22. The south elevation, track side, of the Customs House and Canadian National Railroad Office at 1765 Niagara Street *(PCI 2006)*.

4.2.12 Industrial Buildings. By the middle of the nineteenth century, Black Rock was the most heavily industrialized section of the city only after South Buffalo (Kowsky et al.1981:172). In the late nineteenth century, Tonawanda Street was home to several major industries that operated large-scale works on the east side of the street. During the height of Black Rock's industrial activity, such companies included Fedders Manufacturing Inc., Pratt & Lambert, Hard Manufacturing Co., U.S. Hame Company, and Pratt & Letchworth. Almost all of the industrial buildings associated with these companies have been entirely or mostly demolished. The ANSB project APE retains one surviving example of a daylight factory[3] at 135 Tonawanda Street. Constructed by the U.S. Hame Company (an offshoot of Pratt & Letchworth) ca. 1918, the factory building is a notable example of its type with its exposed concrete frame, brick spandrels, and steel multi-sash windows (Photograph 4.23). This type of factory building was constructed at industrial works throughout Buffalo. However, today their presence is increasingly less visible due such factors as loss of industry, demolition, and modern development.



Photograph 4.23. South elevation of the former U.S. Hame daylight factory. This complex is located in the ANSB project APE *(PCI 2006)*.

[3] The 'daylight factory' was an exposed rectangular reinforced concrete frame with glass replacing solid walling materials almost completely. Because of its advantages in terms of fire-safety, economy of construction and improved working environment, the daylight factory became standard throughout North America in the first quarter of the twentieth century.

4.3 RESULTS AND RECOMMENDATIONS

The reconnaissance survey documented 200 primary buildings and structures within the ANSB project APE and surrounding half-mile buffer. There are three buildings and one defunct late twentieth century recreational facility (Tee to Green Golf Park) in the project APE, all of which are located on Tonawanda Street. Buildings located on the ANSB project APE will be acquired and demolished. As such, additional photographic documentation and historic research is recommended for the industrial properties along Tonawanda Street. The former New York Central Freight House at 56 Tonawanda Street is within the half-mile buffer and borders the project APE. The NYC Freight House is recommended as NRHP-eligible (Note: The NYC Freight House is not in the project APE and the project can be constructed without its demolition). The Fedders/Fedco Complex on the northeast corner of Tonawanda Street and West Avenue (57 Tonawanda Street) borders the southern edge of the project APE. Fifteen properties on Amherst Street abut the northern end of the project area.

The reconnaissance survey identified 44 buildings and structures as having "high" interest. These historic resources are either recognized as NRE or potentially eligible for listing. Completion of NYS Historic Resource Inventory Forms for properties determined to be NRE by the OPRHP (after review of Phase I) is recommended for the next phase of the architectural survey.

The project APE includes both the Squaw Island site and the triangular-shaped railroad site west of Tonawanda Street, which will serve as the base for various bridge piers. In 1993, the Canadian National Railway Company temporarily closed the International Railroad Bridge while repairs were made to the three masonry support piers nearest Squaw Island. The construction of new bridge piers may have a minor impact on the International Bridge. However, these impacts, though undefined, will not compromise the structural integrity of this span nor would it interfere with the movement of railroad traffic. To insure that this standard is met, coordination should be initiated and maintained with the Canadian National Railway and the OPRHP throughout the bridge design and construction phases. The ANSB project also will visually impact the International Railroad Bridge. This impact may be mitigated through a state-level or HAER type documentation.

The proposed ANSB will span the Black Rock Canal (National Register Eligible) with sufficient vertical clearance to allow the required clearance for deep-draft navigation. No piers or shore protection works will be required within the confines of the canal so the existing APE of the watercourse will not change. The only potential impact to the canal will be visual, with the addition of a new bridge to the area.

For the Phase IB, it is recommended that the previously surveyed Grant-Ferry-Forest properties within the half-mile buffer (Figure 4.2) be mapped with GPS and prepared as a GIS layer for OPRHP. A visual simulation is also recommended for all tall buildings in the City of Buffalo within the view corridor of the proposed project (e.g., City Hall, Connecticut Street Armory, Buffalo Psychiatric Center).

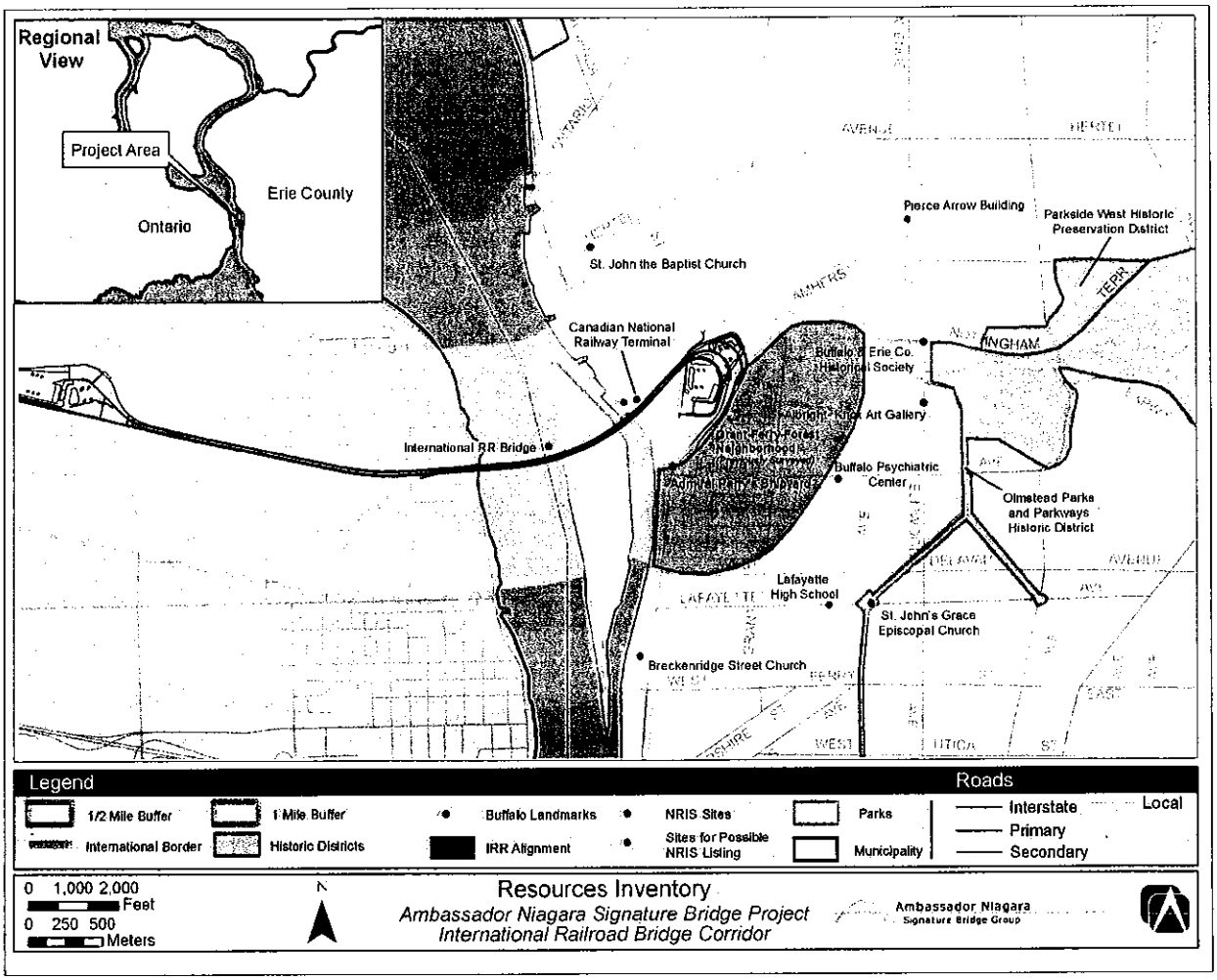


Figure 4.2. Grant-Ferry-Forest Neighborhood survey within the ANSB half-mile buffer *(base map courtesy of American Consulting Professionals of New York, PLLC).*

4.4 ANNOTATED LIST OF PROPERTIES

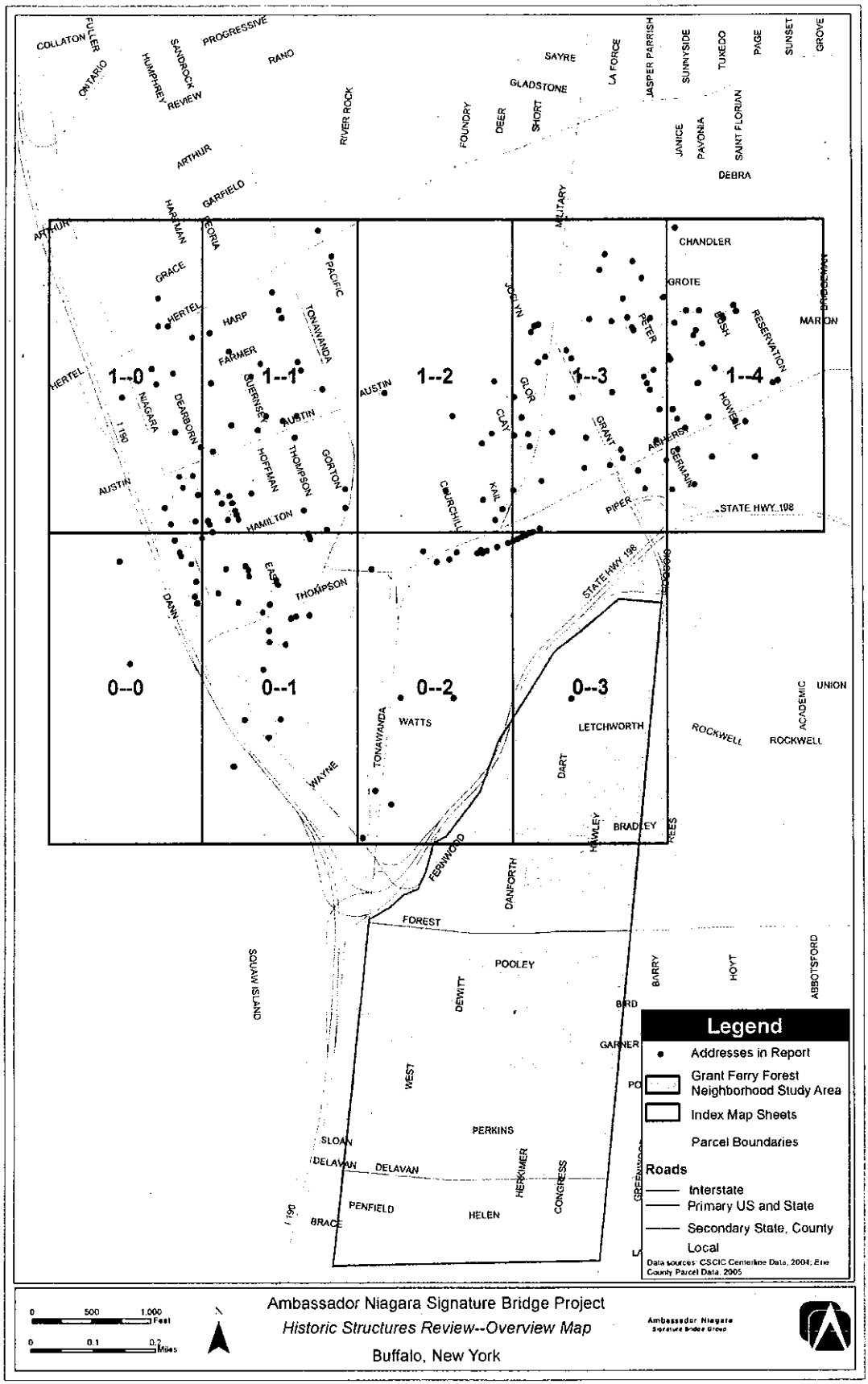
Two hundred primary buildings and properties were documented by the reconnaissance survey. The Annotated List of Properties catalogs primary buildings and properties documented by the reconnaissance survey. Other structures or objects of interest are represented, but outbuildings associated with residential properties or large industrial complexes are not included in the total number of surveyed properties. The annotated property list follows the general format of previous historic resource survey reports of neighborhoods conducted for the City of Buffalo (Longiaru et al. 2004a, 2004b).

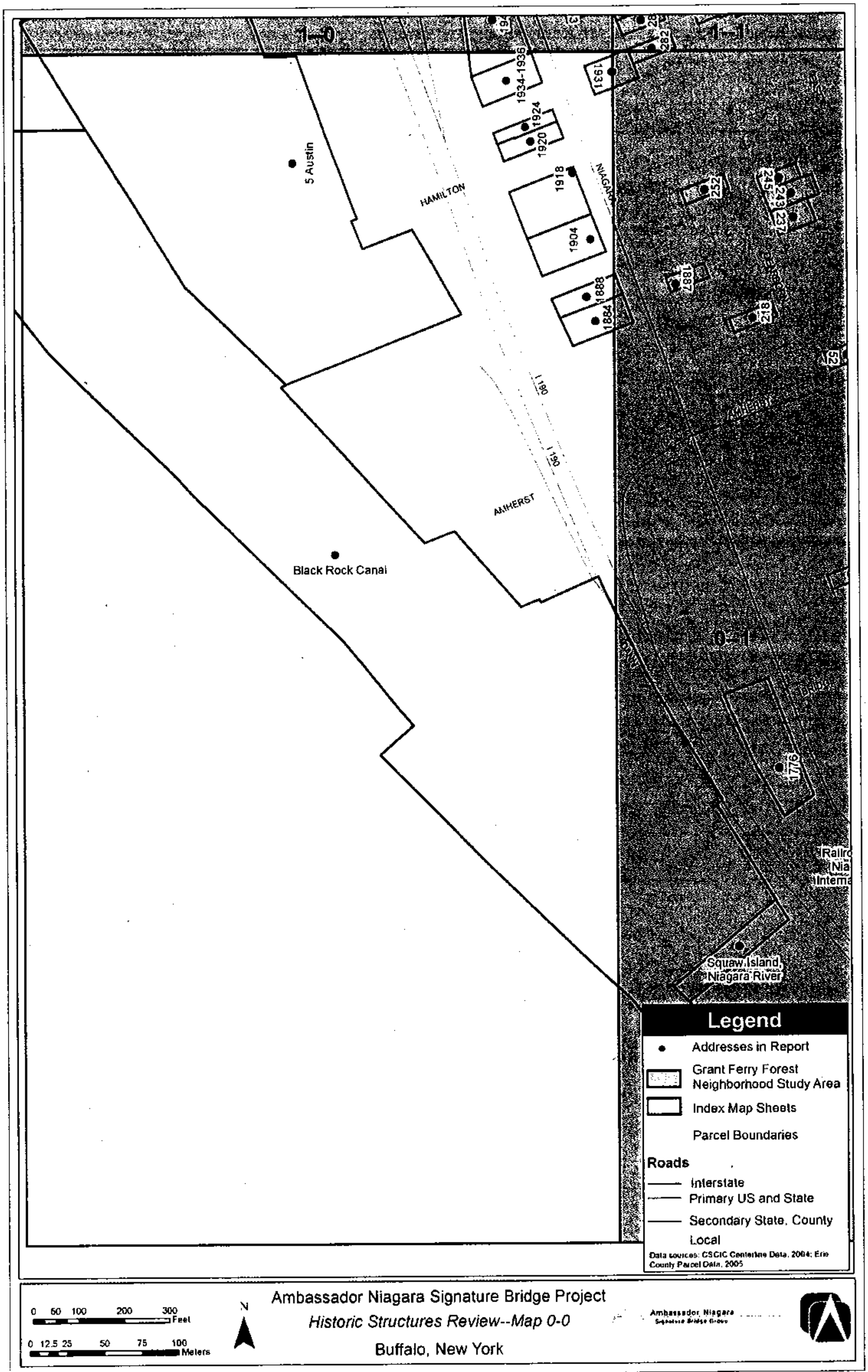
For the purpose of clarity and organization of data, the list is arranged in sequential alpha-numerical order by street address and includes a thumbnail-sized photograph of each resource, location, date, condition, alterations, description, and a rating of its potential significance (see below). Dates are presented as *circa,* based on exterior stylistic details and historic materials. A margin of error of approximately 10 years should be assumed when "circa" is applied. Buildings were rated according to the following levels of interest:

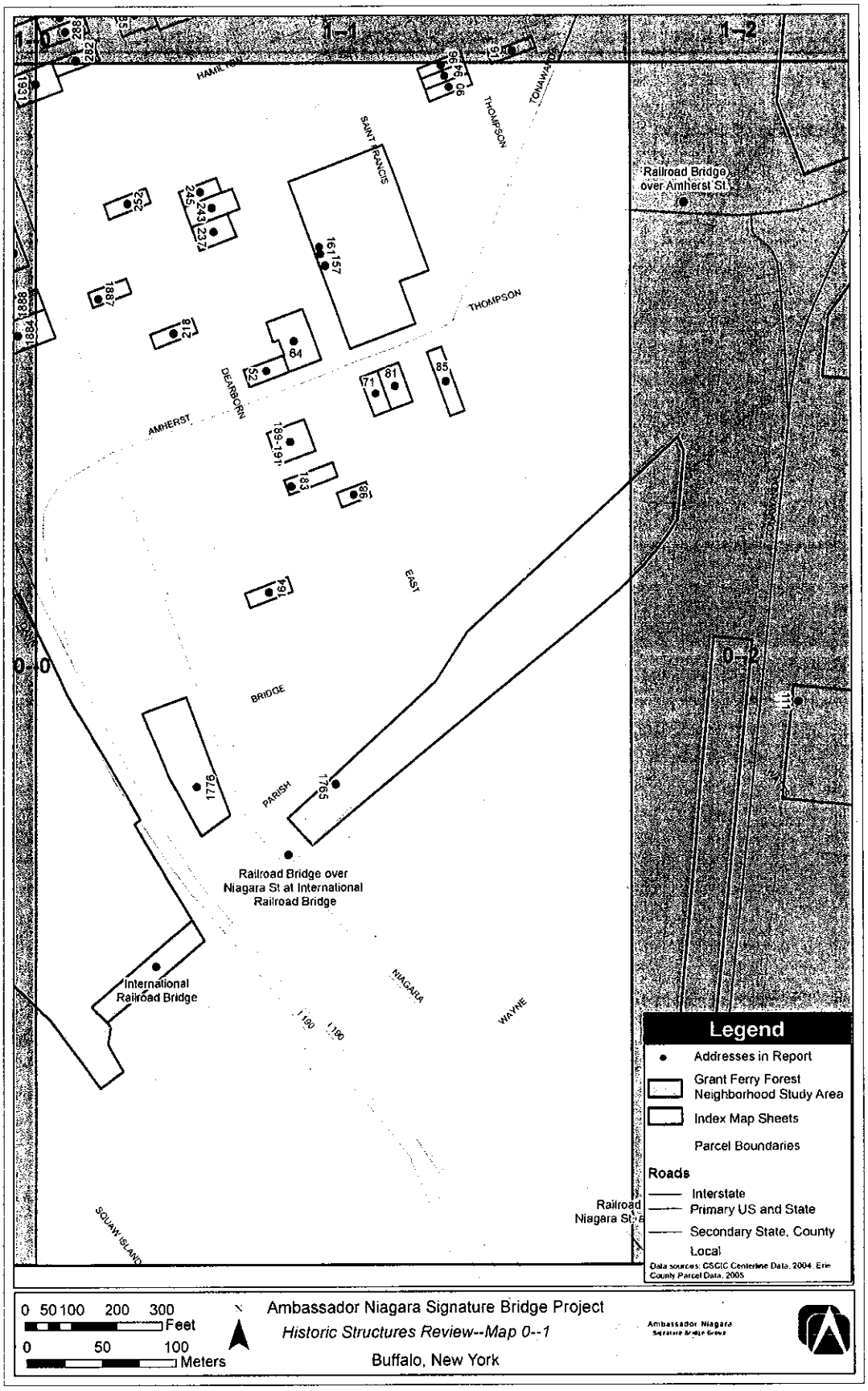
- High Interest (H) = Extremely high architectural and/or historical significance. Potentially NRE based on observable architectural features, historic integrity, and historic associations.
- Moderate Interest (M) = Above-average architectural and/or historical significance. Most significant architectural features remain intact. May warrant local designation or may contribute to potential National Register District.
- Low Interest (L) = Historic buildings which have been compromised by modern additions or stripped of historic, character-defining features.

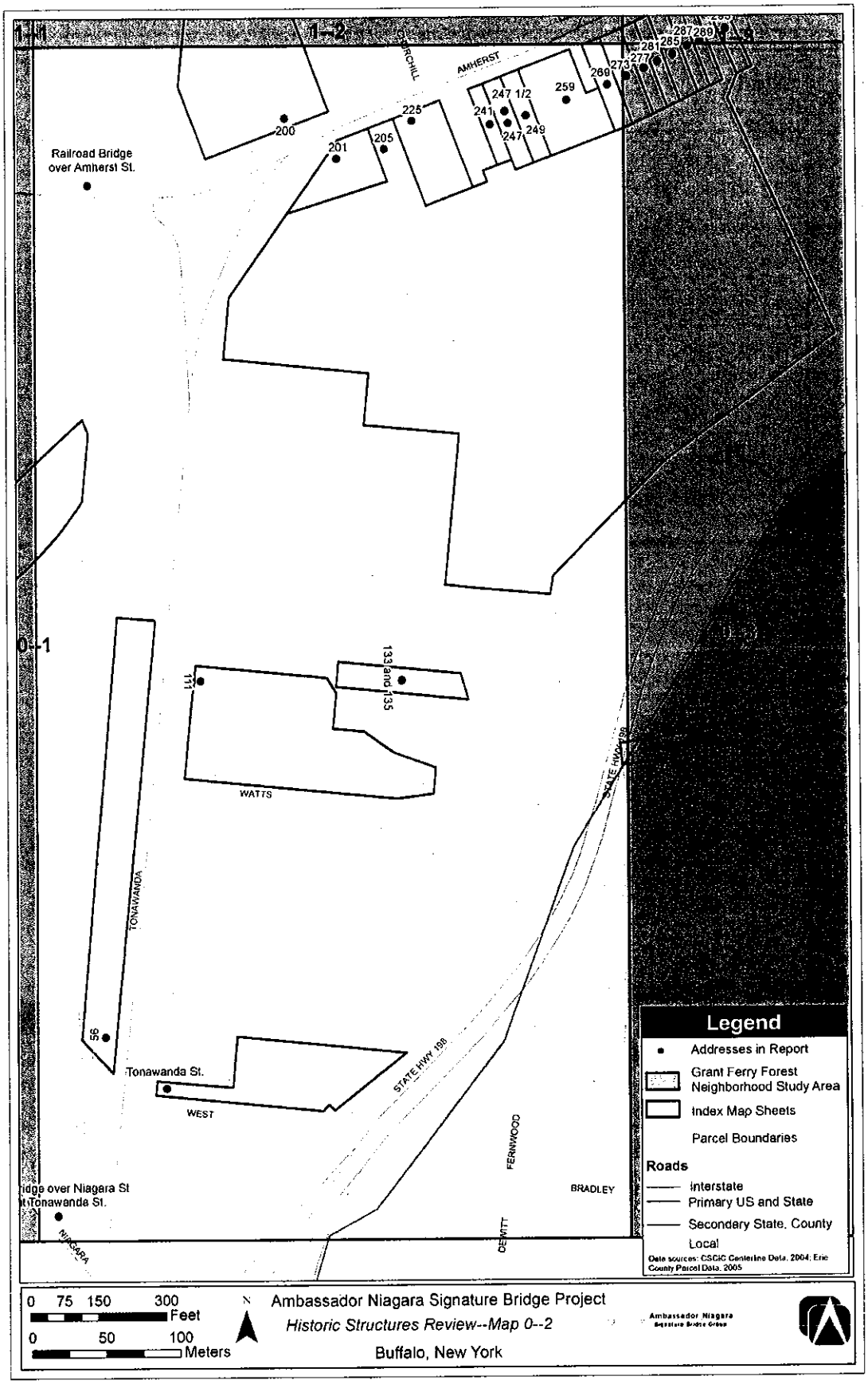
Individual buildings selected as being of "high interest" generally will have a high quality of design and exhibit a recognizable architectural style such as Federal, Greek Revival, Gothic Revival, Italianate, Queen Anne, Four-square, Colonial Revival, Craftsman, or Tudor. They retain a high level of integrity of location, design, setting, materials, workmanship, feeling and association. Vernacular houses and outbuildings that may not represent a particular style, but retain design elements, craftsmanship, or form typical of a historic period are also included.

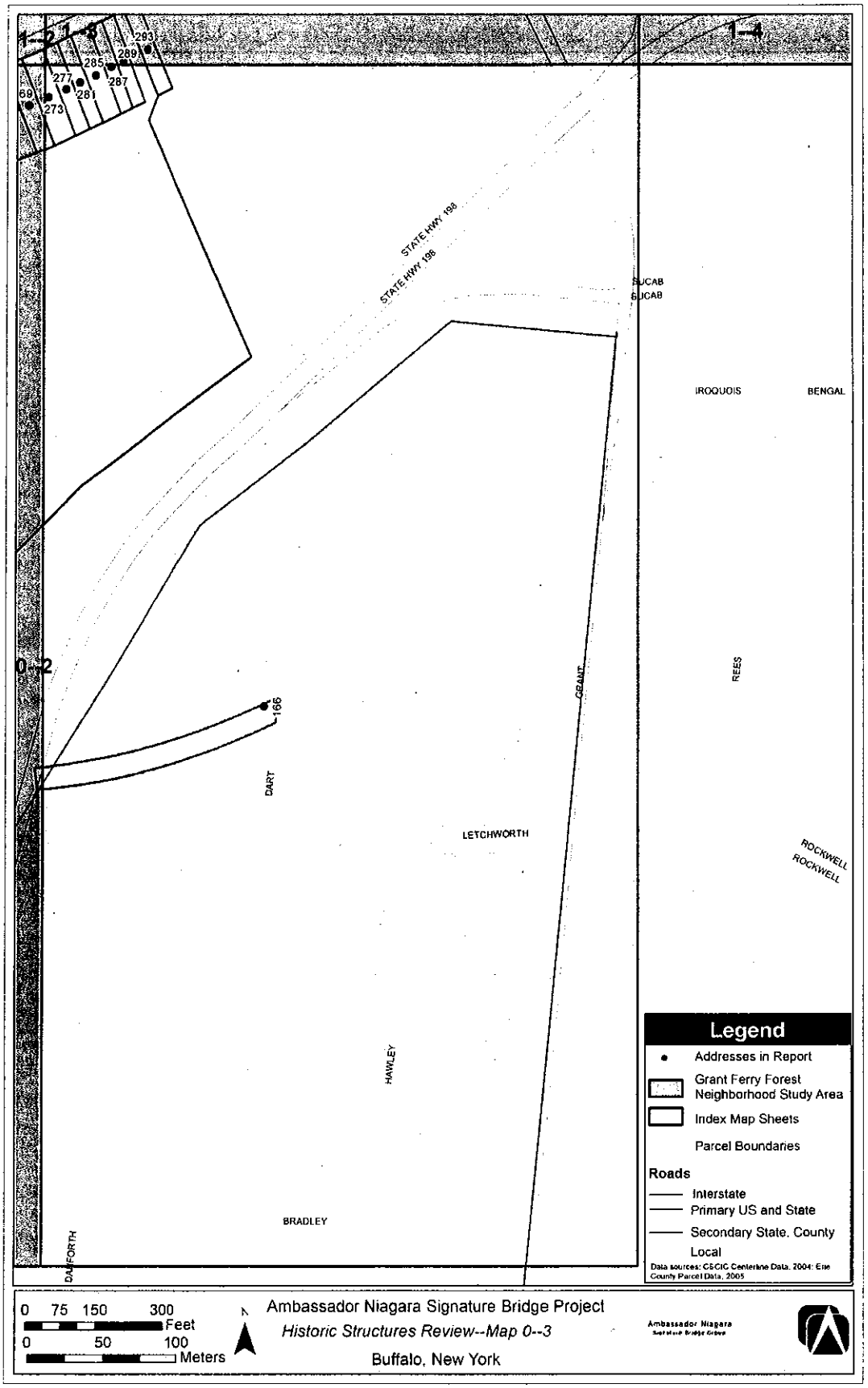
Locations of all historic resources included in the Annotated List of Properties are identified by their street address number on architectural survey maps presented before the list. Each location point is hyperlinked to a photograph of its corresponding historic resource. A CD with jpegs of each photograph will be submitted to OPRHP with the Phase IA report. Geographic Information System (GIS) project data will be furnished to the OPRHP for application in their database.

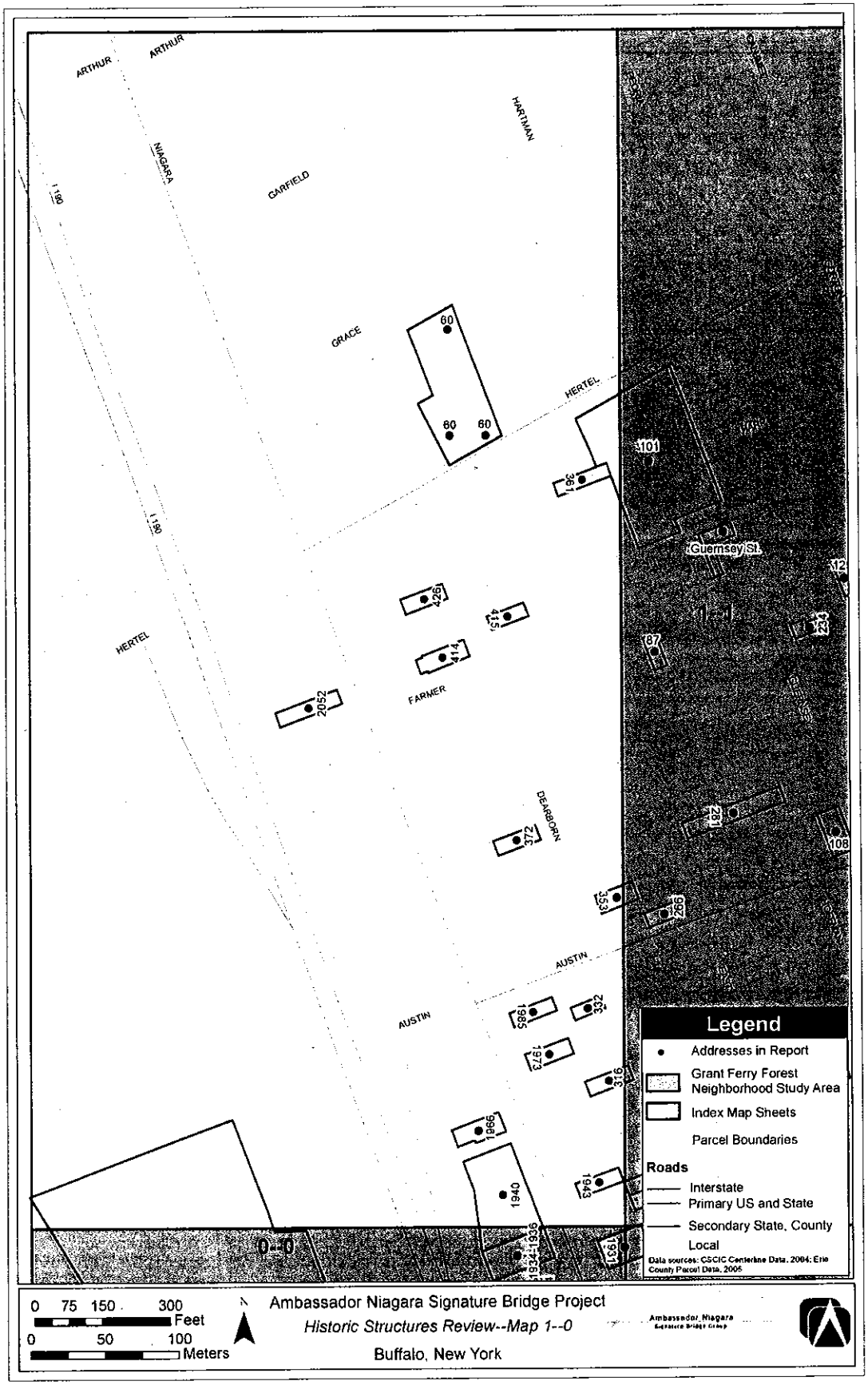

COLLATON
FULLER
ONTARIO
HUMPHREY
SANDROCK
REVIEW
PROGRESSIVE
RANO
ARTHUR
RIVER ROCK
FOUNDRY
DEER
SHORT
GLADSTONE
SAYRE
LA FORCE
JASPER PARRISH
SUNNYSIDE
TUXEDO
PAGE
SUNSET
GROVE
JANICE
PAVONIA
SAINT FLORIAN
DEBRA
GARFIELD
HARTMAN
PEORIA
MILITARY
CHANDLER
GROTE
GRACE
HERTEL
HARP
FARMER
PACIFIC
TONAWANDA
JOSLYN
PETER
BUSH
RESERVATION
BRIDGEMAN
MARION
1--0
1--1
1--2
1--3
1--4
NIAGARA
DEARBORN
GUERNSEY
AUSTIN
HOFFMAN
THOMPSON
GORTON
HAMILTON
CLAY
GLOR
GRANT
AMHERST
GERMAIN
HOWELL
CHURCHILL
KAIL
PIPER
STATE HWY 198
190
EAST
DANN
0--0
0--1
0--2
0--3
WATTS
LETCHWORTH
ROCKWELL
ACADEMIC
UNION
WAYNE
DART
HAWLEY
BRADLEY
REES
FERNWOOD
DANFORTH
FOREST
POOLEY
DEWITT
SOUAW ISLAND
BARRY
HOYT
ABBOTSFORD
BIRD
GARNER
WEST
PERKINS
SLOAN
DELAVAN
HERKIMER
CONGRESS
PENFIELD
HELEN
BRACE
Legend
Addresses in Report
Grant Ferry Forest Neighborhood Study Area
Index Map Sheets
Parcel Boundaries
Roads
Interstate
Primary US and State
Secondary State, County
Local
Data sources: CSCIC Centerline Data, 2004; Erie County Parcel Data, 2005
0 500 1,000 Feet
0 0.1 0.2 Miles
N
Ambassador Niagara Signature Bridge Project
Historic Structures Review--Overview Map
Buffalo, New York
Ambassador Niagara Signature Bridge Group

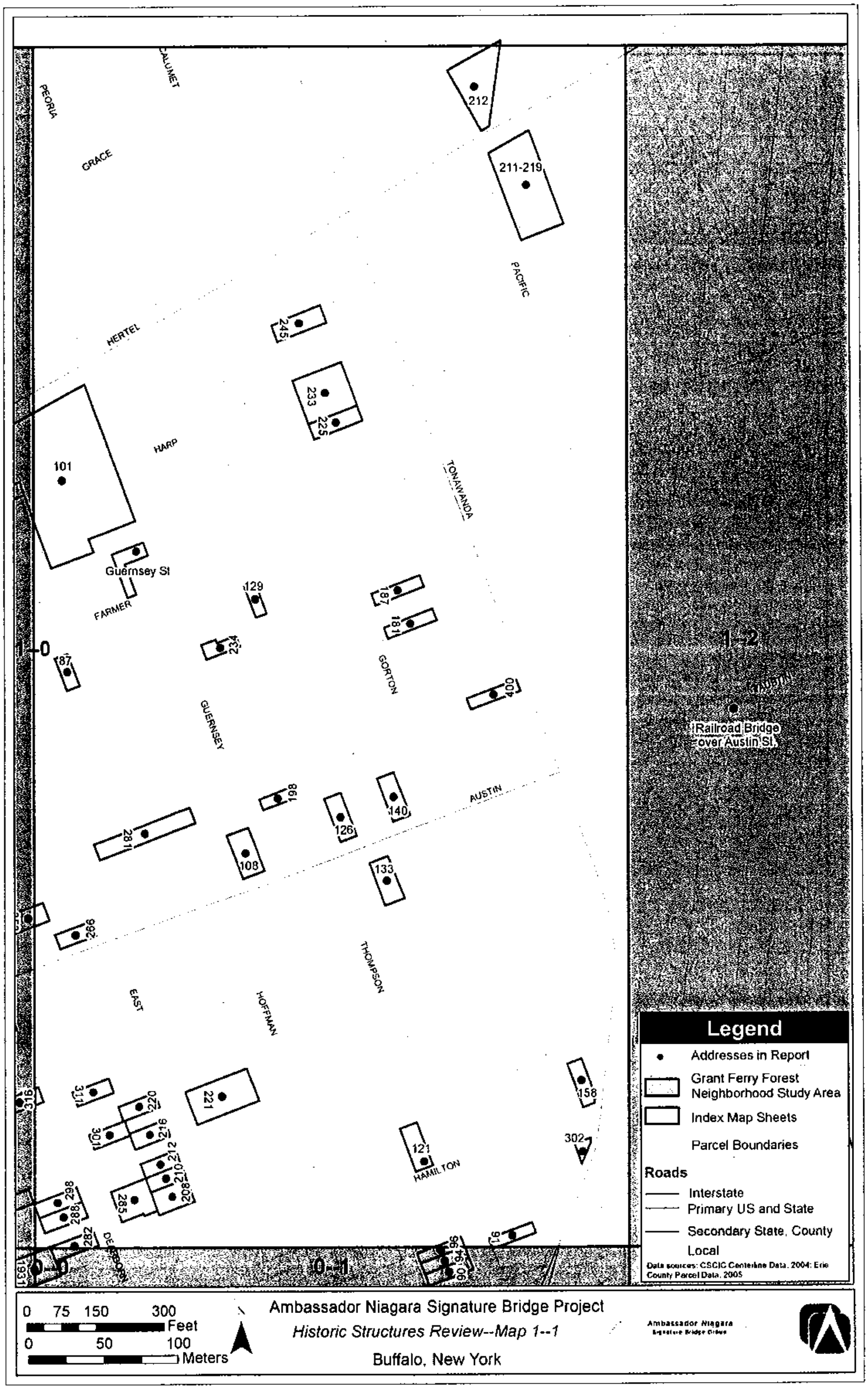

1-0
1-1
1934-1936
1924
1920
1931
5 Austin
HAMILTON
1918
1904
1888
1884
252
245
243
237
1887
218
AMHERST
Black Rock Canal
0-1
1776
Squaw Island, Niagara River
Legend
Addresses in Report
Grant Ferry Forest Neighborhood Study Area
Index Map Sheets
Parcel Boundaries
Roads
Interstate
Primary US and State
Secondary State, County
Local
Data sources: CSCIC Centerline Data, 2004; Erie County Parcel Data, 2005
0 50 100 200 300 Feet
0 12.5 25 50 75 100 Meters
N
Ambassador Niagara Signature Bridge Project
Historic Structures Review--Map 0-0
Buffalo, New York

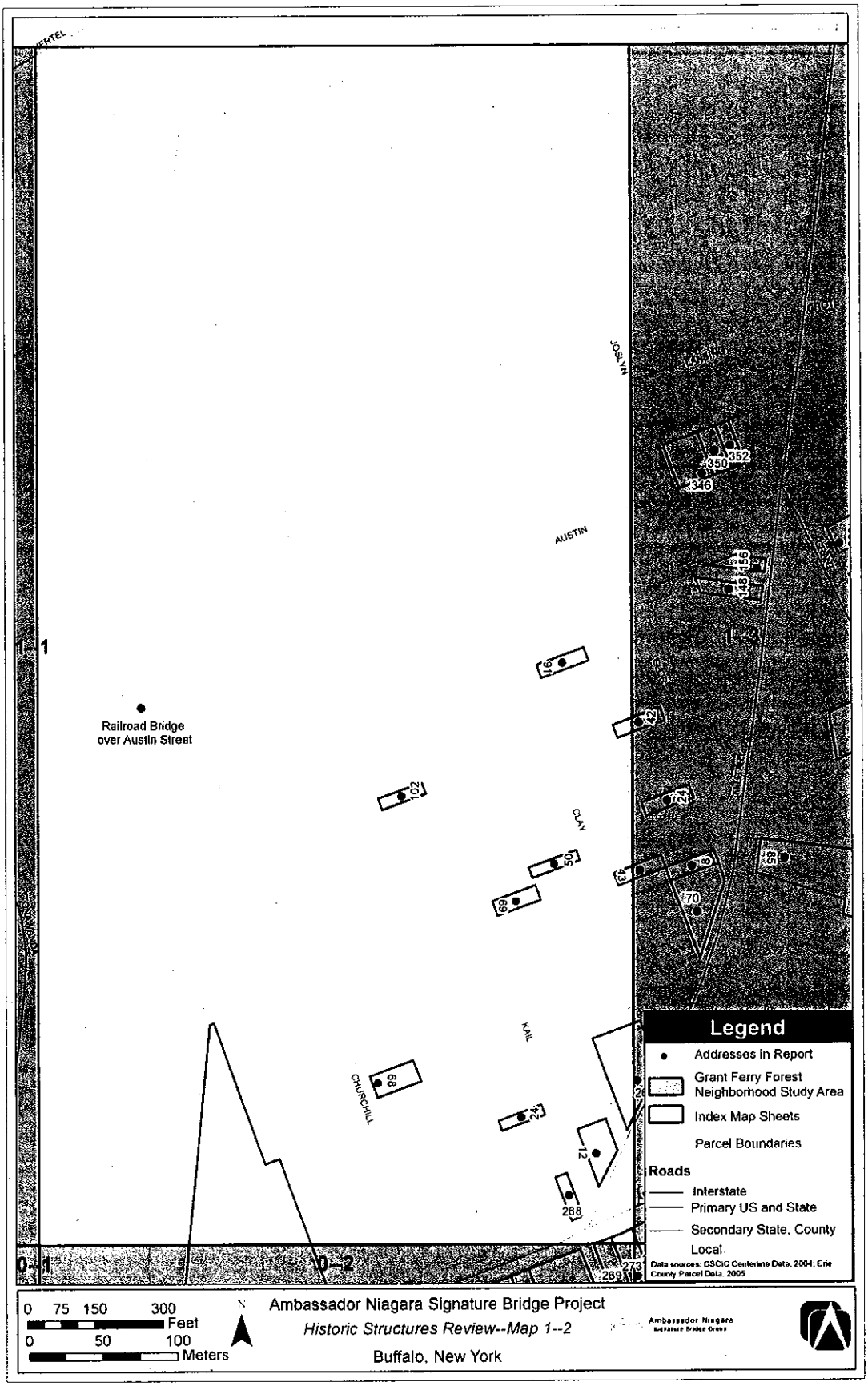

1-1
1-2
0-0
0-2
HAMILTON
THOMPSON
SAINT FRANCIS
Railroad Bridge over Amherst St
THOMPSON
DEARBORN
AMHERST
EAST
BRIDGE
PARISH
Railroad Bridge over Niagara St at International Railroad Bridge
International Railroad Bridge
NIAGARA
WAYNE
SQUAW ISLAND
Railroad Niagara St
Legend
Addresses in Report
Grant Ferry Forest Neighborhood Study Area
Index Map Sheets
Parcel Boundaries
Roads
Interstate
Primary US and State
Secondary State, County
Local
Data sources: GSCIC Centerline Data, 2004, Erie County Parcel Data, 2005
0 50 100 200 300
Feet
0 50 100
Meters
N
Ambassador Niagara Signature Bridge Project
Historic Structures Review--Map 0--1
Buffalo, New York
Ambassador Niagara Signature Bridge Group

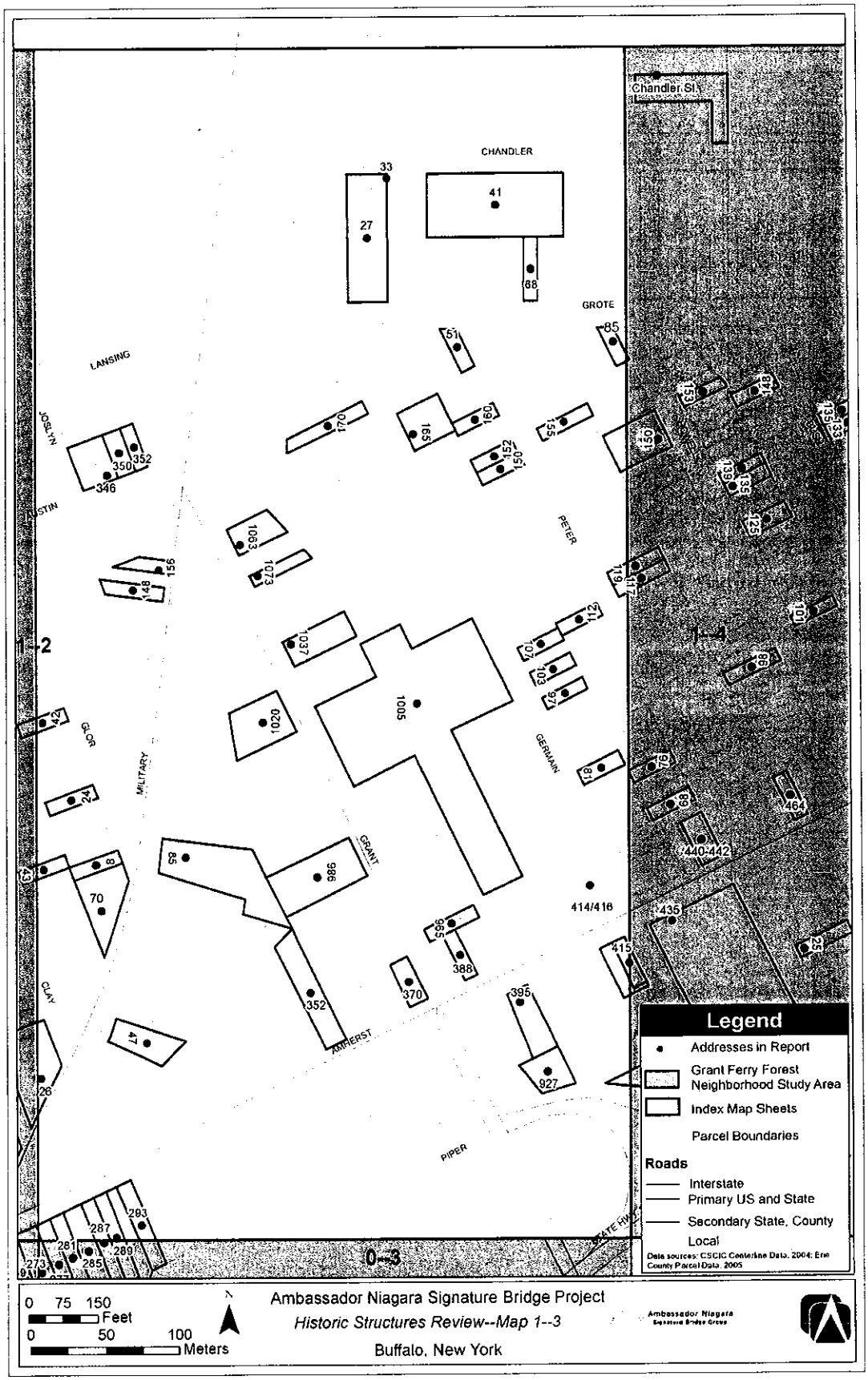

1--1
1--2
0--1
0--2
CHURCHILL
AMHERST
Railroad Bridge over Amherst St.
200
201
205
225
241
247
247 1/2
249
259
269
273
277
281
285
287
289
111
133 and 135
WATTS
STATE HWY 198
TONAWANDA
56
Tonawanda St.
WEST
STATE HWY 198
FERNWOOD
BRADLEY
DEWITT
NIAGARA
Legend
Addresses in Report
Grant Ferry Forest Neighborhood Study Area
Index Map Sheets
Parcel Boundaries
Roads
Interstate
Primary US and State
Secondary State, County
Local
Data sources: CSCIC Centerline Data, 2004; Erie County Parcel Data, 2005
0 75 150 300 Feet
0 50 100 Meters
N
Ambassador Niagara Signature Bridge Project
Historic Structures Review--Map 0--2
Buffalo, New York
Ambassador Niagara Signature Bridge Group

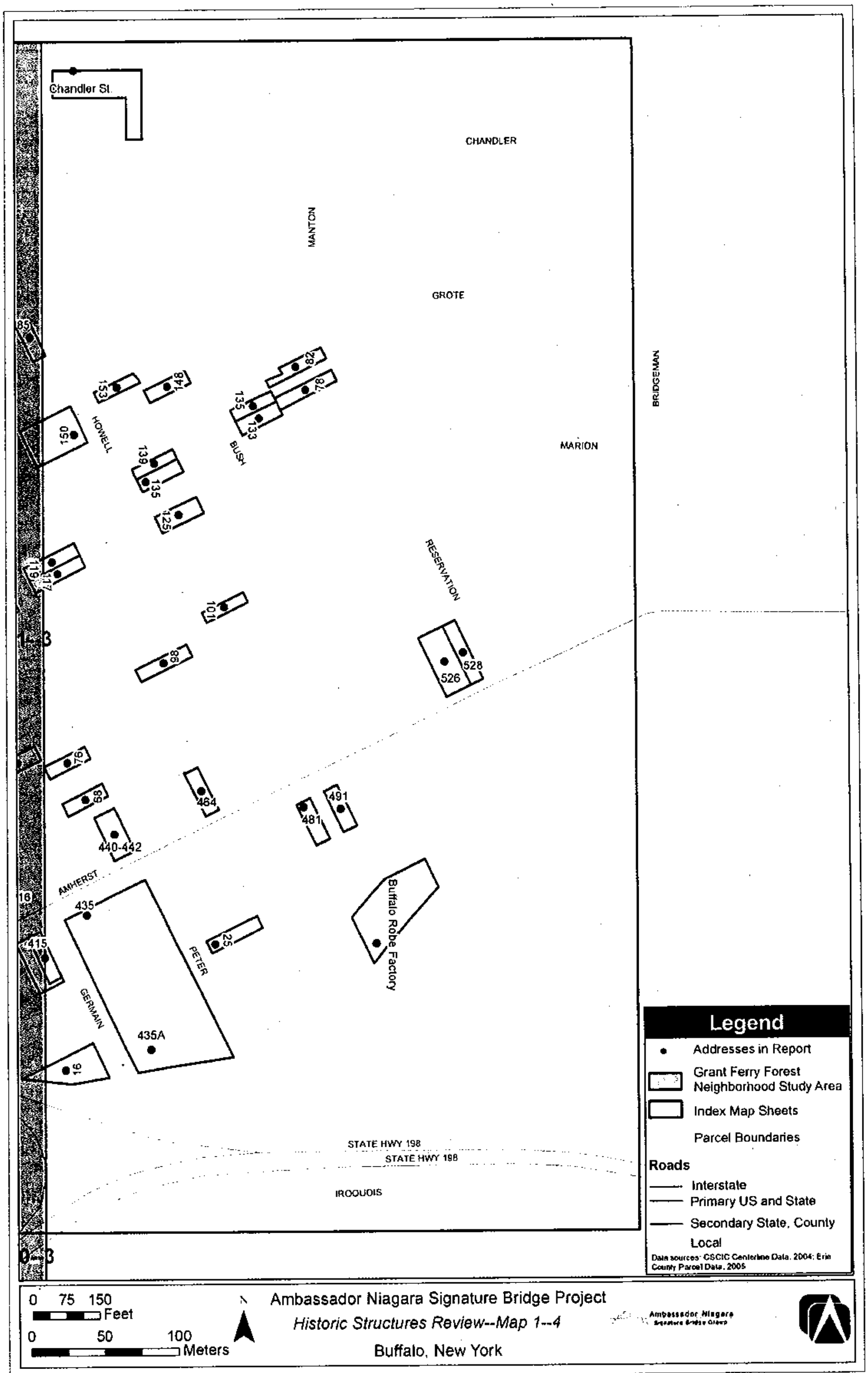

1-2
1-3
1-4
0-2
293
289
285
287
277
281
69
273
STATE HWY 198
STATE HWY 198
SUCAB
SUCAB
IROQUOIS
BENGAL
166
DART
GRANT
REES
LETCHWORTH
ROCKWELL
ROCKWELL
HAWLEY
BRADLEY
DAUFORTH
Legend
Addresses in Report
Grant Ferry Forest Neighborhood Study Area
Index Map Sheets
Parcel Boundaries
Roads
Interstate
Primary US and State
Secondary State, County
Local
Data sources: CSCIC Centerline Data, 2004; Erie County Parcel Data, 2005
0 75 150 300
Feet
0 50 100
Meters
N
Ambassador Niagara Signature Bridge Project
Historic Structures Review--Map 0--3
Buffalo, New York
Ambassador Niagara


ARTHUR
ARTHUR
NIAGARA
I 190
GARFIELD
HARTMAN
GRACE
HERTEL
60
60
60
101
361
Guernsey St.
12
426
415
414
87
HERTEL
FARMER
2052
DEARBORN
273
281
108
353
AUSTIN
AUSTIN
1985
1973
1966
1940
1943
1934-1936
1931
0-0
Legend
Addresses in Report
Grant Ferry Forest Neighborhood Study Area
Index Map Sheets
Parcel Boundaries
Roads
Interstate
Primary US and State
Secondary State, County
Local
Data sources: CSCIC Centerline Data, 2004; Erie County Parcel Data, 2005
0 75 150 300 Feet
0 50 100 Meters
N
Ambassador Niagara Signature Bridge Project
Historic Structures Review--Map 1--0
Buffalo, New York
Ambassador Niagara

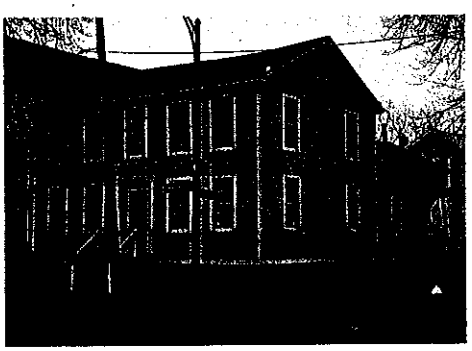

PEORIA
CALUMET
GRACE
212
211-219
PACIFIC
HERTEL
245
233
225
HARP
101
TONAWANDA
Guernsey St
129
FARMER
187
181
234
1-0
87
GORTON
1-2
400
Railroad Bridge over Austin St.
GUERNSEY
198
140
AUSTIN
281
126
108
133
266
THOMPSON
EAST
HOFFMAN
Legend
Addresses in Report
Grant Ferry Forest Neighborhood Study Area
Index Map Sheets
Parcel Boundaries
Roads
Interstate
Primary US and State
Secondary State, County
Local
Data sources: CSCIC Centerline Data, 2004; Erie County Parcel Data, 2005
158
316
317
220
221
307
216
302
121
HAMILTON
212
210
208
298
288
285
282
0-1
0-0
0 75 150 300 Feet
0 50 100 Meters
Ambassador Niagara Signature Bridge Project
Historic Structures Review--Map 1--1
Buffalo, New York


JOSLYN
AUSTIN
CLAY
KAIL
CHURCHILL
Railroad Bridge
over Austin Street
0-1
0-2
Legend
Addresses in Report
Grant Ferry Forest Neighborhood Study Area
Index Map Sheets
Parcel Boundaries
Roads
Interstate
Primary US and State
Secondary State, County
Local
Data sources: GSCIC Centerline Data, 2004; Erie County Parcel Data, 2005
0 75 150 300 Feet
0 50 100 Meters
N
Ambassador Niagara Signature Bridge Project
Historic Structures Review--Map 1--2
Buffalo, New York

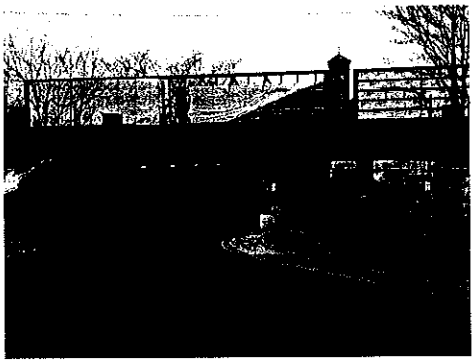
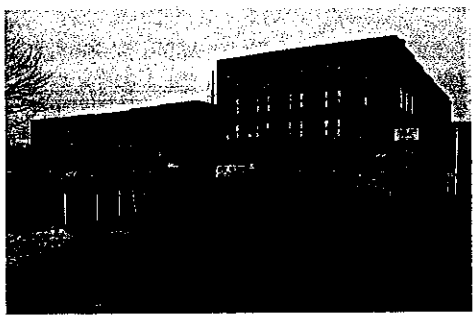
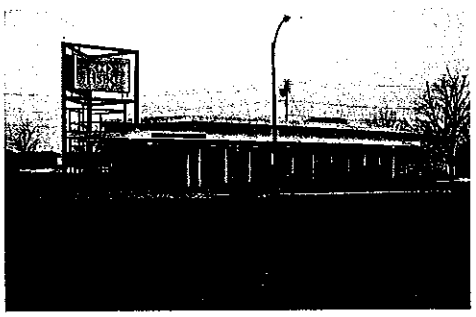

Chandler St
CHANDLER
GROTE
LANSING
JOSLYN
AUSTIN
PETER
MILITARY
GLOR
GERMAN
GRANT
AMHERST
CLAY
PIPER
I-2
I-4
0-3
Legend
Addresses in Report
Grant Ferry Forest Neighborhood Study Area
Index Map Sheets
Parcel Boundaries
Roads
Interstate
Primary US and State
Secondary State, County
Local
Data sources: CSCIC Centerline Data, 2004; Erie County Parcel Data, 2005
0 75 150 Feet
0 50 100 Meters
N
Ambassador Niagara Signature Bridge Project
Historic Structures Review--Map 1--3
Buffalo, New York
Ambassador Niagara Signature Bridge Group


Chandler St.
CHANDLER
MANTON
GROTE
BRIDGEMAN
MARION
HOWELL
BUSH
RESERVATION
AMHERST
PETER
GERMAIN
Buffalo Robe Factory
STATE HWY 198
STATE HWY 198
IROQUOIS
Legend
Addresses in Report
Grant Ferry Forest Neighborhood Study Area
Index Map Sheets
Parcel Boundaries
Roads
Interstate
Primary US and State
Secondary State, County
Local
0 75 150 Feet
0 50 100 Meters
Ambassador Niagara Signature Bridge Project
Historic Structures Review--Map 1--4
Buffalo, New York

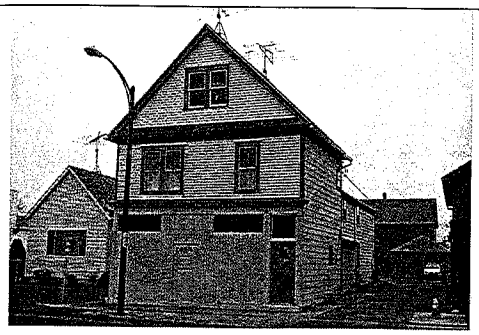
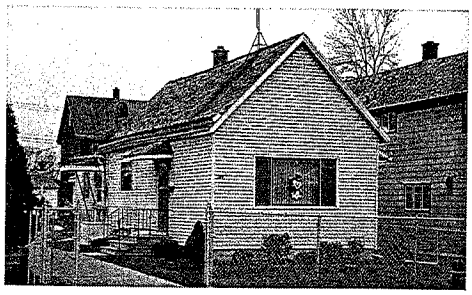
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	52 Amherst Street Date: ca. 1910 Condition: Good Integrity: High Alts: ca. 1915	A largely intact, good example of an early twentieth century, brick, two-story commercial building in a residential section of Black Rock. The building displays elements of the Craftsman and Neoclassical styles. USN 02940.010704 -No Det. Interest: High
	Engine No. 15 64 Amherst Street Date: 1912 Condition: Excellent Integrity: High Alts: converted in 1970s for apartments Architect: Thomas W. Harris (?)	An excellent example of largely intact, early twentieth century fire house displaying elements of the Arts & Crafts and Italianate styles. It is one of three fire stations in the city of similar same design. The building stands out for its dressed sandstone entrance surround and Italianate brackets and tower. USN 2940.001402 – No Det. Interest: High
	71 Amherst Street Date: ca. 1830 Condition: Excellent Integrity: High Alts: restored	This transitional Federal-Greek Revival building is an outstanding surviving example from Black Rock's earliest period of historic settlement. Built ca. 1830 by Augustus Porter (brother of Peter Porter) on a ¾-acre lot as a tavern for the purpose of entertaining potential land buyers. USN 2940.010794 – No Det. Interest: High
	81 Amherst Street Date: ca. 1878 Condition: Good Integrity: High Alts:	An excellent example of a largely intact frame Eastlake residence. The building was constructed on a parcel that was originally part of the ¾ acre lot of adjacent house at 71 Amherst St. USN 02940.001426 - No Det. Interest: High

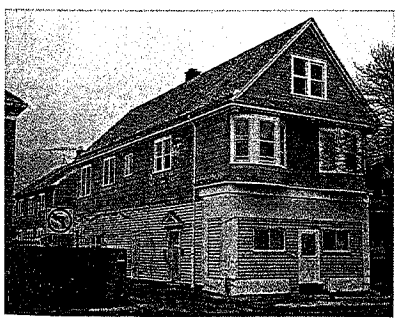
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	St. John's United Evangelical Church 85 Amherst Street Date: 1890 Condition: Good Integrity: Good Alts:	An excellent example of a Gothic Revival style church. Its tall narrow, slate-covered spire (28-ft) with copper flashing is a visual landmark in the Black Rock neighborhood USN 2940.001427 - No Det. Interest: High
	Railroad Bridge over Amherst Street Date: 1932 Condition: Good Integrity: High Alts: --	Deck plate girder bridge with concrete abutments. Interest: Moderate
	200 Amherst Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts: replacement windows, later expansion	A brick four-story main factory building with symmetrical fenestration and paired windows. It has an attached two-story brick block. Interest: Moderate
	201 Amherst Street Date: Late 20th century Condition: Good Integrity: Good Alts:	A modern commercial building (HSBC) abuts the northern end of the project area. Interest: Low

Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	225 Amherst Street Date: Late 20th century Condition: Good Integrity: Alts:	A modern commercial building (Carstar) abuts the northern end of the project area. Interest: Low .024585
	241 Amherst Street Date: ca. 1890 Condition: good Integrity: Low Alts: replacement windows, siding	A heavily-modified late nineteenth century frame cottage abuts the northern end of the project area. Interest: Low
	247 Amherst Street Date: ca. 1890 Condition: Good Integrity: Low Alts: storefront	A turn of the twentieth century example of a typical 2.5 story, closed gable building with a storefront, which has since been modified. It abuts the northern end of the project area. Interest: Low
	247½ Amherst Street Date: ca. 1890 Condition: Fair Integrity: Low Alts: replacement windows, siding	The building is set back at the rear of the lot at 247 Amherst St. It abuts the northern end of the project area. Interest: Low
	249 Amherst Street Date: ca. 1890 Condition: Good Integrity: Low Alts: window openings, siding	A heavily-modified late nineteenth century frame cottage abuts the northern end of the project area. Interest: Low

Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	259 Amherst Street Date: 1938 Condition: Fair-Good Integrity: Moderate Alts: ground floor bays .02940. 024386	Though the first floor has been compromised, this building is a good example of early twentieth century commercial architecture. Mixed brick on the façade, corner piers, and canted garage bay distinguish the building. It abuts the northern end of the project area. Interest: Moderate
	268 Amherst Street Date: ca. 1890 Condition: Integrity: Alts: replacement windows, storefront on east elevation.	This expanded two story mixed-use building retains its ca. 1890 storefront with corner entrance and pediment. An additional storefront, though compromised, is located on the Kail St. façade. Interest: Moderate
	269 Amherst Street Date: ca. 1900 Condition: Fair-Good Integrity: Low Alts: replacement windows, exterior siding, fenestration on first floor façade.	A heavily modified ca. 1900 building abuts the northern end of the project area. Interest: Low
	273 Amherst Street Date: ca. 19800 Condition: Integrity: Alts: replacement windows, storefront converted into living space	A turn of the twentieth century example of a typical 2.5 story, closed gable building with a storefront, which has since been modified. It abuts the northern end of the project area. Interest: Low

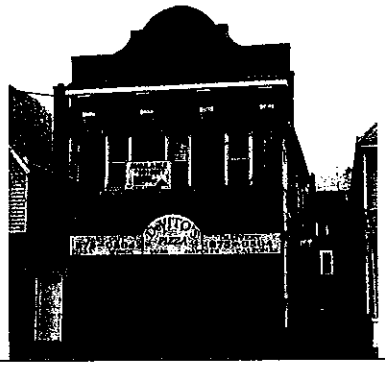
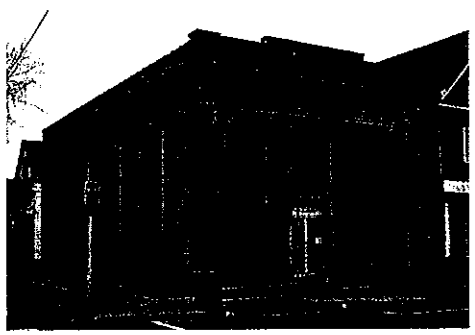
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	277 Amherst Street Date: ca. 1915 Condition: Good Integrity: High Alts:	An excellent, largely-intact example of an early twentieth century commercial building with Craftsman style elements. This tavern with apartments was a common building type in ethnic, working class neighborhoods. It abuts the northern end of the project area. Interest: High
	281 Amherst Street Date: ca. 1950 Condition: Good Integrity: Alts:	A mid-twentieth century residential building with yellow brick and enclosed entry porch. It abuts the northern end of the project area. Interest: Low
	285 Amherst Street Date: ca. 1890 Condition: Good Integrity: Low Alts: converted storefront, siding, replacement windows	An unusual, though heavily modified, example of a Queen Anne building with corner tower and multiple gables. It has an attached, frame, one story storefront. It abuts the northern end of the project area. Interest: Moderate
	287 Amherst Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts: replacement windows	A typical 2.5 story, frame, front-gabled building with an open Craftsman style porch. It abuts the northern end of the project area. Interest: Low

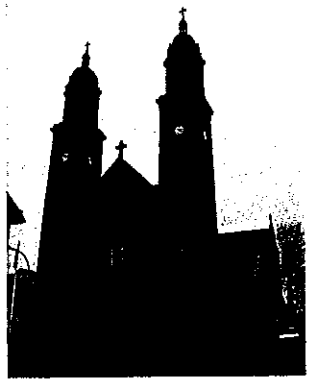
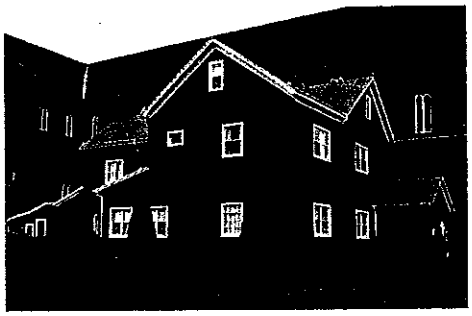
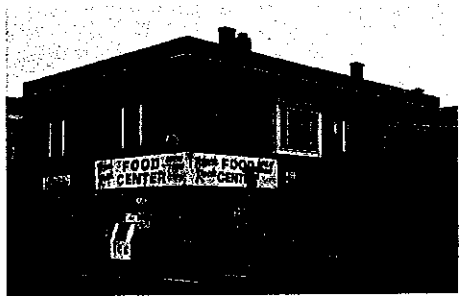
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	289 Amherst Street Date: ca. 1885 Condition: Good Integrity: Moderate Alts: replacement windows, addtiion	A 1.5 story, extended frame workers' cottage. It abuts the northern end of the project area. Interest: Low
	293 Amherst Street Date: ca. 1900 Condition: Good Integrity: Moderate Alts: storefront.	A 2.5 story, closed gable building with a modified storefront. The building occupies the entire length of its long narrow parcel. It abuts the northern end of the project area. Interest: Low
	352 Amherst Street Date: ca. 1910 Condition: Good Integrity: Moderate Alts: roof	A 2-story, brick building with two storefronts, central entrance to upper floors, and a Mansard-type roof. Interest: Moderate
	370 Amherst Street Date: ca. 1910 Condition: Good Integrity: Moderate Alts: storefront, replacement windows	A representative example of a 2-story, brick building two street elevations. Grant St. storefront is compromised. Amherst St has two largely intact two storefronts with central recessed entries, transoms intact. Interest: Low

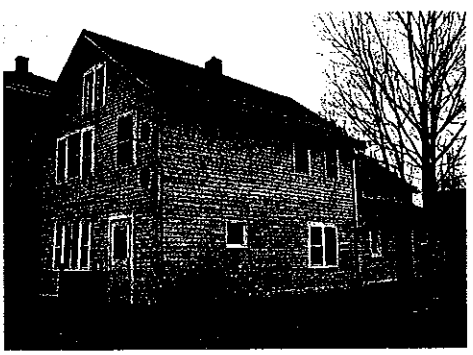
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	388 Amherst Street Date: ca. 1905 Condition: Good Integrity: Moderate Alts: roof	A good representative of 2-story, brick commercial building constructed after the Panamerican Exposition as evidenced by its style Spanish-American Mission style decorative elements. Interest: Moderate
	Hook & Ladder No. 12 Firehouse 395 Amherst Street Date: 1912 Condition: Excellent Integrity: High Alts:	Constructed to the designs of local architect Howard L. Beck, the firehouse is an excellent example of the Flemish Renaissance style. Its distinctive features include contrasting colors and accents, Dutch gable roof, broken pediment over garage bay, and dormers. USN 02940.005892 --No Det. Interest: High
	414-416 Amherst Street Date: ca. 1900; ca. 1915 Condition: Integrity: Alts:	A 2.5 story, closed gable building with incorporated storefront and an attached storefront. The storefronts are brick and feature a recessed central entrance and intact transoms. Interest: Moderate
	415 Amherst Street Date: ca. 1915 Condition: Excellent Integrity: High Alts:	An excellent example of a largely intact, Neoclassical Revival building. Interest: High

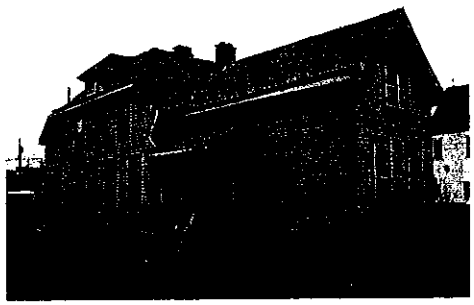
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
 	Church of the Assumption 435 Amherst Street Date: 1914 Condition: Excellent Integrity: High Alts: Our Lady of Black Rock School / Assumption School occupies the adjacent lot to the south (See 16 Germain St)	Constructed to the designs of local architects Schmill and Gould, Church of the Assumption is an imposing building executed in the Romanesque Revival tradition. With its cliff-like façade, 170-ft tall paired towers, and rose window it is strikingly similar to Schmill & Gould's earlier Corpus Christi Church on the East Side of Buffalo. Both churches are constructed of sandstone and were built to serve the City's large Polish community The church towers are a highly visible local landmark. USN 02940.020582 - No Det. Interest: High
	Church of the Assumption Rectory 435A Amherst Street Date: ca 1890 Condition: Good Integrity: Moderate Alts: replacement windows, additions	A 2-story, front-gabled frame block with a full-height wing. It has a enclosed entry porch and several shed additions. Interest: Moderate
	440-442 Amherst Street Date: ca. 1915 Condition: Good Integrity: Moderate Alts:	A good, largely intact example of a two-story early twentieth commercial building with a corner entrance and two finished facades. The Amherst elevation has a storefront and a central entrance that leads to the upper floor. Interest: Moderate

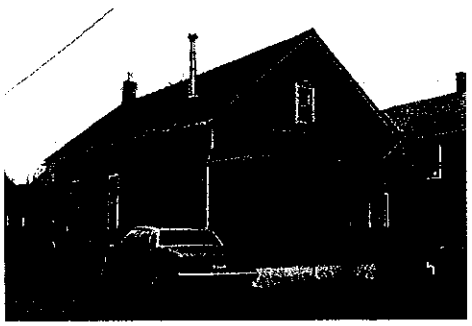
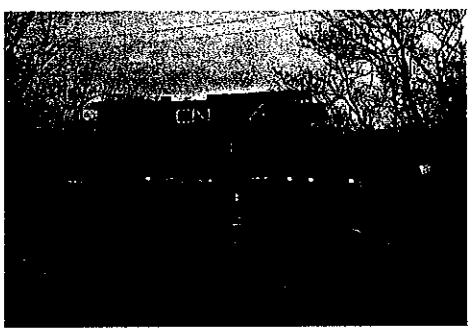
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	464 Amherst Street Date: ca. 1900 Condition: Good Integrity: High Alts: storefront	A 2.5 story, closed gable building with storefront. It has a pair of entrance doors in the center of the façade. The closed gable features a recessed paired window opening and wood shingles. Interest: Moderate
	481 Amherst Street Date: ca. 1920 Condition: Good Integrity: Moderate Alts:	A rare surviving example of a Craftsman inspired filling station. This early twentieth century building type was a common feature in Buffalo neighborhoods. The buildings were usually executed in the architectural style of the surrounding neighborhood. Interest: Moderate
	491 Amherst Street Date: ca. 1915 Condition: Good Integrity: Moderate Alts: storefront entrance	A 2-story, brick, Craftsman-inspired building with a largely intact storefront. A modern door obscures the storefronts original recessed central entry. Interest: Moderate
	526 Amherst Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts: replacement windows	An extended 2.5 story, frame, front-gabled building. Interest: Moderate

Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	528 Amherst Street Date: ca. 1890, 1910 Condition: Good Integrity: Moderate Alts:	A front-gabled, 1.5-story building, with an attached 2-story hipped-roof block. Interest: Moderate
	108 Austin Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts: façade window ground level.	A 2.5 story frame Queen Anne-style building with closed gable and an attached full-height gabled-bay. Interest: Moderate
	5 Austin Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts:	Two Romanesque-inspired brick industrial buildings with monitor roofs located on the south side of the Niagara River that were part of the Buffalo Smelting Works complex. It was a branch of the Calumet & Heclau Works of Lake Linden, MI. USN 02940.000075 – No Det. Interest: High
	126 Austin Street Date: ca. 1892 Condition: Good Integrity: Moderate Alts: storefront	A typical 1.5, front-gabled, frame workers' cottage with a Craftsman style full-width porch. It has an attached, frame storefront. Interest: Moderate

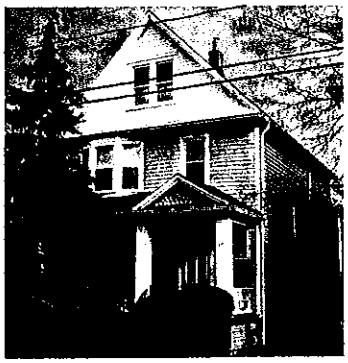
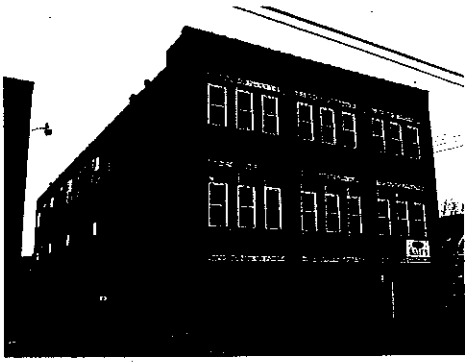
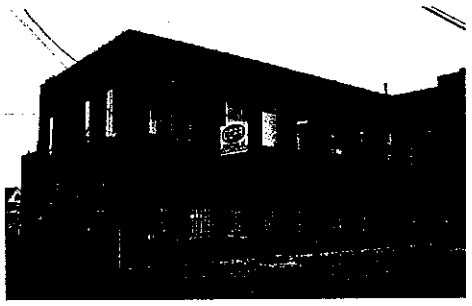
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	133 Austin Street Date: ca. 1898 Condition: Good Integrity: Moderate Alts: façade window ground level.	A good example of a transitional Queen Anne-Craftsman building. It has a hipped-roof with front dormer and an open full-width porch with pediment. Other features include corner pilasters and bay windows. Interest: Moderate
	140 Austin Street Date: ca. 1878 Condition: Good Integrity: Moderate Alts: porch	A 1-story, front-gabled, frame workers' cottage with attic. This cottage consists of a single rectangular block without telescoping additions. Interest: Moderate
	Railroad Bridge over Austin Street Date: ca. 1932 Condition: Good Integrity: Moderate. Alts:	A deck plate girder railroad bridge over Austin St. Interest: Moderate
	Police Station No. 13 346 Austin Street Date: ca. 1894 Condition: Good Integrity: Moderate. Alts: replacement windows, Mansard roof removed in 1954	Constructed in the Romanesque Revival to the design of local architect Frederick C.H. Mohr. Masonry details and wrought ironwork distinguish the building. It was renovated in 1979 and formerly identified as the Austin Street Police Athletic League Center. USN 02940.005894 – No Det. Interest: High

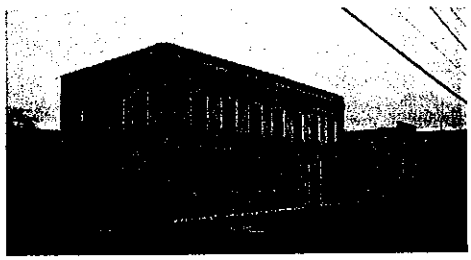
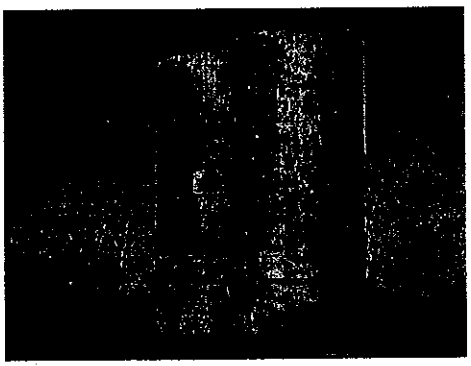
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	First Hungarian Baptist Church 350 Austin Street Date: 1912 Condition: Good Integrity: Alts:	Deigned by local architect John H. Coxhead. A modest, front-gabled frame Craftsman-inspired church with square tower. The 2.5 story main block is residential in scale. The congregation moved to Grand Island in 1985. Interest: High
	352 Austin Street Date: ca. 1900 Condition: Good Integrity: Moderate. Alts:	A good representative example of a 2.5-story, frame multiple family dwelling with entrances in the side bays of the façade. Interest: Low
	Black Rock Lock Black Rock Channel/Squaw Island Date: ca. 1909-1913 Condition: Excellent Integrity: Alts: rehab of lock in 1975; rehab of guard gates and operating system in mid-1980s; foundation stabilized in 1991-92; since mid-1990s ongoing construction.	The proposed Ambassador Bridge will be elevated above the Black Rock Channel. A lock has been in place at Black Rock since 1833. The Corps of Engineers constructed the present lock to provide the capacity to accommodate large Great Lake Vessels. Interest: High
	133 Bush Street Date: ca. 1900 Condition: Excellent Integrity: High Alts:	A largely intact 2.5-story, frame, closed-gabled building with an open full-width porch with square columns and pediment. Exterior siding is clapboard on the main block and wood shingle in the gable. It has an intact early twentieth century detached two-bay garage. Interest: Moderate

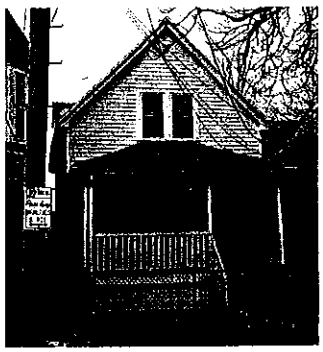
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	135 Bush Street Date: ca. 1900 Condition: Good Integrity: Moderate Alts: vinyl siding and replacement windows in gable	A 2.5-story, frame, closed-gabled building with an open full-width porch with square columns and pediment. Exterior siding is clapboard on the main block. Interest: Moderate
	148 Bush Street Date: ca. 1880 Condition: Good Integrity: Alts: porch supports, replacement windows in attic	A 1.5-story, frame, front-gabled workers' cottage with an open full-width porch. It has double-leaf paneled and fixed light doors. Exterior siding is clapboard with imbricated wood shingles in the gable. Interest: Moderate
	27 Chandler Street Date: ca. 1905 Condition: Good Integrity: Low Alts: ground floor façade windows boarded, Windows replaced on upper stories,	A 3-story, brick, industrial building. Full-height brick piers divide the façade into three bays. Each bay contains a triple-window grouping with an anchored steel lintel. The parapet features a brick dentil course. Interest: Moderate
	33 Chandler Street Date: ca. 1905 Condition: Good Integrity: Low Alts: ground floor windows boarded, windows replaced on upper story	A 2-story, brick, industrial building. The main block fronting Chandler is nine bays wide and four bays deep. The window openings are segmental arch. Entrance is in the rear elevation. Interest: Moderate

Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	41 Chandler Street Date: ca. 1900, 1910 Condition: Integrity: Alts: ground floor windows of of both blocks are boarded/ filled in.	An industrial complex comprised of two main blocks. The older, 5-bay wide 1-story block has a stepped parapet and tall segmental-arched window openings central round-arched entry bay. Interest: Low
	Abandoned silos Chandler Street; north side at Howell Street Date: Condition: Integrity: Alts:	A pair of poured concrete coal silos located on the south side of the N.Y.C. & H.R.R.R. A similar pair of silos is stands in a former industrial area on the East Side of Buffalo along the N.Y.C. R.R. in the Broadway Fillmore neighborhood. Interest: Moderate
	68 Churchill Street Date: ca. 1890-1900 Condition: Integrity: Larger complex lost Alts:	A surviving 1-story, brick, industrial building with partial chimney stack. It was part of a larger industrial complex. Interest: Low
	43 Clay Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts:	A 1.5-story, frame, front-gabled, extended workers' cottage with an open full-width, Craftsman style porch. Eastlake saw tooth molding accents the gable. Exterior siding is clapboard. Interest: Moderate

Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	50 Clay Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts: porch	A 1.5-story, frame, front-gabled workers' cottage with an open full-width porch. Exterior siding is clapboard. Interest: Moderate
	91 Clay Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts:	A 2-story, frame, extended worker's cottage with Craftsman-style porch that is set on piers, much like the worker's housing found on the East Side of the city. Interest: Moderate
 	City of Buffalo Car Impound 166 Dart Street Date: ca. 1900 Condition: Integrity: Alts:	Former Buffalo Structural Steel plant. Parcel may be acquired for the ANSBG. Interest: Moderate
	164 Dearborn Street Date: ca. 1881 Condition: Good Integrity: Moderate Alts: some replacement windows, concrete foundation, porch, door	A largely-intact, 2-story, frame, front-gabled, Italianate cottage with rear additions. The three-bay wide façade features segmental arched hoods and wide wooden surrounds. USN 02940.001420 - No Det Interest: High

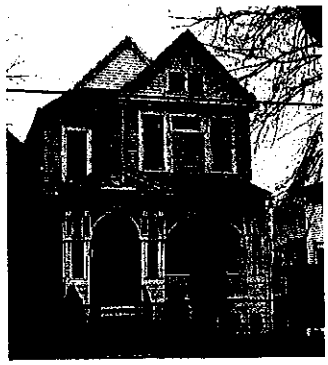
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	183 Dearborn Street Date: ca. 1890 Condition: Excellent Integrity: High Alts:	A largely-intact example of a high-style Queen Anne residence with Classical Revival details. The first floor has a yellow brick exterior while the upper story is sheathed with clapboard. Of note are the tripartite, round arched window grouping and intricate wood panel detailing in the gable. This type of high-style Queen Anne is uncommon in Black Rock. Interest: High
	Howell House 189-191 Dearborn Street Date: ca. 1830 Condition: Good Integrity: Moderate Alts: window replacements	Built by Samuel Howell, the Howell House is one of the oldest extant buildings in Black Rock. The 3-bay-wide 2-story block is constructed of limestone. It features paired entrance doors set in a Federal-style enframement with transom. Stone quoins accent northwest corner. It has a later 2-story, frame addition. USN 02940.001421 - No det. Interest: High
	218 Dearborn Street Date: ca. 1892 Condition: Good Integrity: Moderate Alts:	An excellent example of a largely intact, late-19th c., 1-story workers' cottage with rear, gabled addition. The façade has double-leaf doors and a full-width, ornate Victorian-era porch. USN 02940.001407 - No Det. Interest: High

Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	237 Dearborn Street Date: ca. 1900 Condition: Good Integrity: Moderate Alts: Colonial Revival elements	A typical 2-story, frame, front-gabled residence that received an early-mid-20th Colonial Revival-inspired renovation. USN 02940.010711 – No Det. Interest: Moderate
	243 Dearborn Street Date: ca. 1870 Condition: Good Integrity: High Alts: dormer, side addition	An excellent example of a brick, late transitional Greek Revival – Italianate building. It is notable for its Greek Revival-style doorway. This is one of two surviving brick examples of a Greek Revival residential building in the Black Rock survey area. USN 02940.001404 - No Det. Interest: High
	245 Dearborn Street Date: ca. 1892 Condition: Good Integrity: Moderate Alts: asbestos siding	A largely-intact example of a high-style Queen Anne residence with Classical Revival details. All of the buildings stylistic details are intact; however, it has been sheathed with asbestos shingles. It is one of a few large-scale Queen Anne houses on Dearborn St. USN 02940.010712 – No Det. Interest: Moderate

Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	252 Dearborn Street Date: ca. 1870 Condition: Good Integrity: High Alts:	An excellent example of a 1.5-story, frame, front-gabled, extended workers' cottage with intact Eastlake stylistic details. Exterior siding is clapboard USN 02940.001406 – No Det. Interest: High
	282 Dearborn Street Date: ca. 1892 Condition: Good Integrity: Moderate Alts: vinyl siding, upper façade window bay	A gable-on hip with projecting gable subtype of the Queen Anne-style. Along with 285 Dearborn St., the house features one of the most ornate examples of a high-style. The house stands out for its detailed porch, but has been compromised by vinyl siding. USN 02940.001385 - No Det. Interest: Moderate
	285 Dearborn Street Date: ca. 1892 Condition: Excellent Integrity: High Alts:	A largely-intact example of a high-style Queen Anne residence. The long rectangular block form with closed, front gable and lesser full-height gabled side bays is a more common sub-type for Queen Anne residences in Buffalo. Of note is the delicate detail of its full-width porch. USN 02940.001376 - No Det. Interest: High

Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	288 Dearborn Street Date: ca. 190 5Condition: Good Integrity: High Alts:	A largely-intact example of a Queen Anne, multiple-family residence with Classical Revival details. Its full-width porch features limestone block foundation and piers, and paired columns. USN 02940.001384 No Det Interest: Moderate
	298 Dearborn Street Date: ca. 1878 Condition: Good Integrity: High Alts:	A 1-story, frame, front-gabled workers' cottage with a Queen-Anne era pen full-width, porch. Exterior siding is clapboard. The original surrounds of the façade windows are intact. The gable has an attic window with segmental-arched hood and similar window surround. USN 02940.001383 - No Det. Interest: Moderate
	301 Dearborn Street Date: ca. 1885 Condition: Good Integrity: Moderate Alts: Asbestos siding	A 2-story example of a cross-gabled Queen Anne residence. Of note, are its wraparound spindlework porch and Eastlake window hoods. However, exterior siding is asbestos shingle. USN 02940.010599 – No Det. Interest: Moderate
	311 Dearborn Street Date: ca. 1888 Condition: Good Integrity: Moderate Alts:	A 1.5-story, frame, front-gabled, extended workers' cottage with an open full-width, Craftsman style porch. Eastlake saw tooth molding accents the gable. Exterior siding is clapboard. USN 02940.010603 No Det. Interest: Moderate

Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	316 Dearborn Street Date: ca. 1888 Condition: Good Integrity: Moderate Alts: gable window, porch	A 1.5-story, frame, front-gabled extended workers' cottage with an open full-width porch. Exterior siding is clapboard. USN 02940.001380 – No Det. Interest: Moderate
	332 Dearborn Street Date: ca. 1888 Condition: Fair Integrity: Low Alts: replacement windows, ground floor door and window openings boarded	A 1.5-story, frame, front-gabled workers' cottage with an open full-width porch with Victorian-era spindle-frieze intact. Exterior siding is clapboard. Notable for its round-arched window openings with intact hoods. USN 02940.001377 - No Det. Interest: Low
	353 Dearborn Street Date: ca. 1895 Condition: Integrity: Alts:	A side-gabled example of a Queen Anne residence. It has a largely intact full-width porch and a polygonal turret above the entry bay. USN 02940.010317 Interest: Moderate
	372 Dearborn Street Date: ca. 1890 Condition: Integrity: Alts:	A 1.5-story, frame, front-gabled workers' cottage with an open full-width porch. Exterior siding is clapboard. USN 02940.001311 - No Det. Interest: Moderate

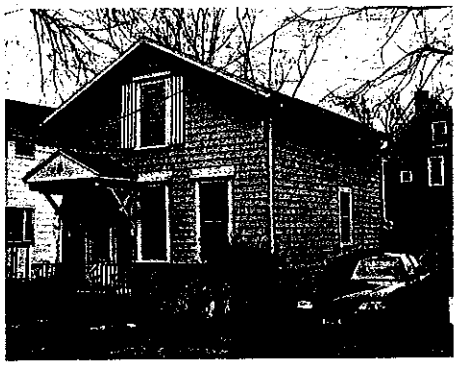
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	414 Dearborn Street Date: ca. 1900 Condition: Integrity: Alts:	A good representative example of a 2.5-story, frame, closed-gable building with an open full-width Craftsman-style porch. It has a polygonal side bay with hipped roof, a detail more associated with the Queen Anne Style. USN 02940.010259 - No Det. Interest: Moderate
	415 Dearborn Street Date: ca. 1910 Condition: Integrity: Alts:	An American Four-square type form with hipped roof and dormers. It has an enclosed, full-width porch. USN 02940.010238 - No Det. Interest: Low
	426 Dearborn Street Date: 1905 Condition: Integrity: Alts:	A 2.5-story, frame, closed-gabled multiple-family dwelling with an open full-width Craftsman-style porch. The thick square porch supports are notable. USN 02940.010255 - No Det. Interest: Moderate
	98 East Street Date: ca. 1880 Condition: Integrity: Alts: entrance bay, replacement windows	A 1.5-story, brick front-gabled cottage with a full-height, frame rear addition. It has segmental-arched window openings. Interest: Moderate

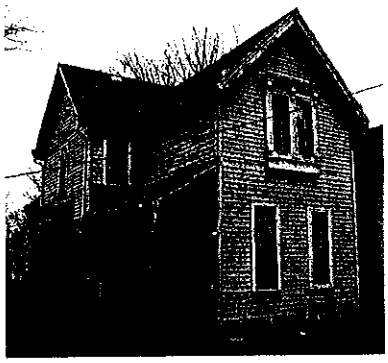
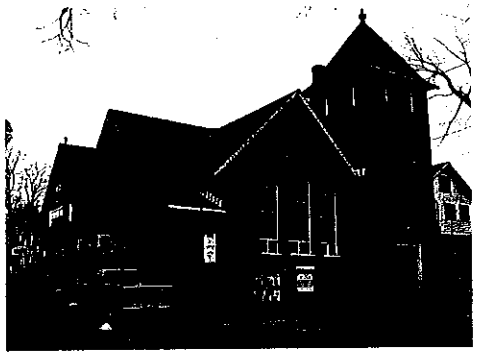
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	St. Francis Xavier School 157 East Street Date: ca. 1893 Condition: Good - Vacant Integrity: Moderate Alts: window openings boarded.	A good example of a Romanesque-inspired, religious education building. The 3-bay wide façade has projecting central bay with round-arched portal capped by a stepped parapet. Corner turrets accent the façade. USN 02940.001398 – No Det. Interest: High
	St. Francis Xavier Rectory 157 East Street Date: ca. 1892 Condition: Excellent Integrity: Alts:	A two-story, brick, building with Mediterranean-Revival/Craftsman details. It has an intact clay tile roof with gabled dormers. Window openings feature sandstone lintels and sills. St. Francis Convent (ca. 1900) once stood at 151 East St. USN 02940.001398 – No Det. Interest: High
	St. Francis Xavier Roman Catholic Church 161 East Street Date: 1911-1912 Condition: Excellent Integrity: High Alts: In 1930, shortening and a redesign of the tower	Constructed to the design of local architect Max G. Beierl, the church is an excellent example of a largely intact Romanesque Revival style. It has a Roman Basilica plan. The façade is notable for its impressive rose window, and triple entry portals constructed of wide marble round arches and semi-engaged marble columns. USN 02940.001401 - No Det. Interest: High

Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	208 East Street Date: ca. 1882 Condition: Good Integrity: Moderate Alts: replacement windows	A 1.5-story, frame, front-gabled workers' cottage with 1-story rear addition. Exterior siding is clapboard. The façade entry has a Craftsman-era canopy. USN 02940.001373 -No Det. Interest: Low
	210 East Street Date: ca. 1888 Condition: Excellent Integrity: Moderate Alts:	A 2-story, front-gabled Queen Anne dwelling with open, full-width scrollwork porch with turned balusters, decorative spandrels and knoblike beads. Exterior siding is clapboard. The gable features Eastlake molding and patterned wood shingles. USN 02940.001372 - No Det. Interest: Moderate
	212 East Street Date: ca. 1892 Condition: Good Integrity: Moderate Alts: replacement windows	A 1.5-story, frame, front-gabled workers' cottage with an open full-width porch. Exterior siding is clapboard. USN 02940.001371 - NOT ELIGIBLE Interest: Low

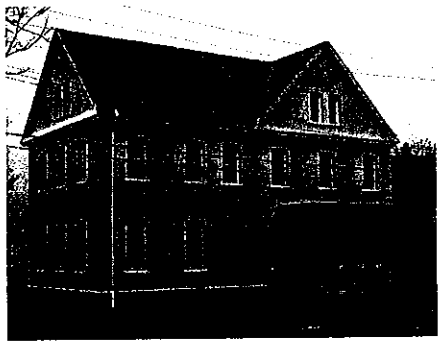
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	216 East Street Date: ca. 1887 Condition: Good Integrity: Moderate Alts: porch	A 2-story building with T-shape plan. It features Eastlake details. Exterior siding is clapboard. USN 02940.001370 - No Det. Interest: Moderate
	220 East Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts: entry porch	A 2-story dwelling with T-shape plan. it features Eastlake details. The first floor façade windows are tall and narrow with Eastlake hoods. Exterior siding is clapboard. USN 02940.010589 - No Det. Interest: Moderate
	Zion German Methodist Episcopal Church (aka East Street German ME Church; at present New Beginnings Church) 221 East Street Date: 1889-1891 Condition: Good Integrity: Moderate Alts:	A Romanesque Revival-style church designed by local architect J.S. Rowe. The church is residential in scale and features a front-gabled block with paired side gables that is sheathed with wood shingles. It has a brick corner tower with round arch portal and stone quoins. Interest: High
	266 East Street Date: ca. 1915 Condition: Good Integrity: High Alts:	An excellent example of a largely-intact early twentieth century commercial building set in a residential section of Black Rock. The building appears to have functioned has a funeral home. USN 02940.001316 - No Det. Interest: High

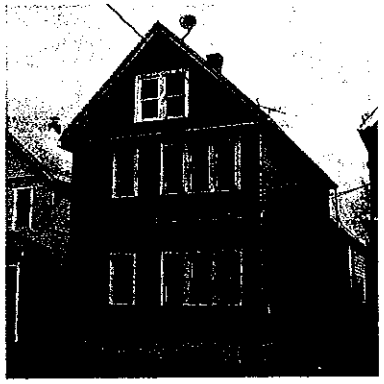
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	281 East Street Date: ca. 1900 Condition: Good Integrity: High Alts:	A 2.5-story frame Queen Anne-style building with side-gabled building with front-gable. It has an open full-width porch with pediment Interest: Moderate
	361 East Street Date: ca. 1905 Condition: Good Integrity: Moderate Alts:	A 2.5-story, frame transitional Queen Anne/Craftsman building with closed gable and an open full-width porch with pediment. USN 02940.001301 - No Det. Interest: Low
	87 Farmer Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts: replacement windows, porch	A 1.5-story, frame, front-gabled, vernacular cottage with segmental arch surrounds on the ground floor façade window and door openings and the round arch window surrounds on the upper story façade windows. Exterior siding is clapboard. Interest: Moderate
	129 Farmer Street Date: ca. 1890 Condition: Good Integrity: High Alts: storefront converted, replacement windows	A large 2.5-story Queen Anne building that was previously mixed-use commercial/ residential. It has two street elevations, a front-gable with foliate detail, and a two-story corner turret. USN 02940.001330 - No Det. Interest: Moderate

Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	16 Germain Street Date: ca. 1900 Condition: Excellent Integrity: High Alts:	A 2.5-story, brick, transitional Queen Anne/Craftsman building. It is set on a limestone block foundation. Window openings are segmental arch and feature stone sills. Interest: Moderate
	81 Germain Street Date: ca. 1950 Condition: Good Integrity: Moderate Alts:	A mid-20th c. example of a 1.5-story, brick "kit house" with minimal Tudor-Revival detail. Interest: Low
	97 Germain Street Date: ca. 1900 Condition: Good - Vacant Integrity: Moderate Alts: entry door and first floor windows are boarded.	A typical turn of the 20th c., 2.5-story, frame, multi-family building with closed gable. It has a full-width entry porch. Exterior siding is clapboard with wood shingle in the gable. Interest: Low
	103 Germain Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts: porch rail, porch in gable, ca. 1930 dormer	A 1.5-story, frame, vernacular cottage with open, full-width porch. Exterior siding is clapboard. It has a detached Craftsman-era two-bay garage. Interest: Moderate

Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	107 Germain Street Date: ca. 1900 Condition: Good Integrity: Moderate Alts:	A 2.5-story, frame, multi-family building with closed gable and multiple 1-story, rear additions. Entrance door is located on the side elevation. Exterior siding is clapboard and wood shingle in the gable end. Interest: Low
	Saint John's Ukrainian Catholic Church (New Apostolic Church) 165 Germain Street Date: 1906 Condition: Good Integrity: Moderate Alts: replacement windows.	Designed by local Polish-American architect W.H. Zawadski, who worked extensively in Buffalo's East Side during the early 20th c. The church is a good example of a modest religious building with Tudor Revival details. As built, the church had only icons and statuary in keeping with Eastern European traditions. Interest: Moderate
	170 Germain Street Date: ca. 1910 Condition: Excellent Integrity: High Alts:	A good, largely intact example of a 2.5-story, frame, multiple-family building with Craftsman details. This subtype features entrance doors in the side bays of the façade. Exterior siding is clapboard. Interest: Moderate
	8 Glor Street Date: ca. 1900 Condition: Good Integrity: Moderate Alts: storefront boarded	A good representative example of a transitional Queen Anne/Craftsman building with storefront. Exterior siding is clapboard. Interest: Moderate

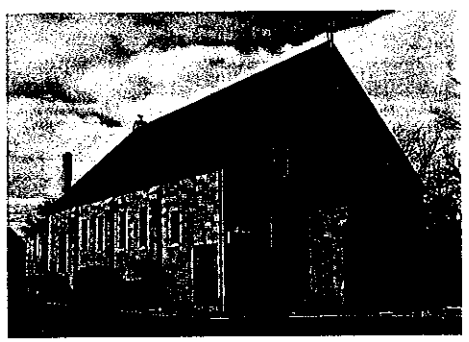
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	24 Glor Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts: replacement windows	A 1.5-story, front-gabled, vernacular cottage that is set on piers. It has an attached 1-story addition. Exterior siding is clapboard. Interest: Low
	42 Glor Street Date: ca. 1870 Condition: Excellent Integrity: Moderate Alts: Porch	A 1.5-story, front-gabled, Eastlake-inspired cottage with gabled dormer and 1-story, gabled, rear additions. Its Eastlake window hoods and sawtooth molding are intact. Exterior siding is clapboard. Interest: Moderate
	181 Gorton Street Date: ca. 1892 Condition: Good Integrity: Moderate Alts:	A 2.5-story, brick, transitional Queen Anne/Craftsman building. The façade has an open full-width Craftsman porch and a polygonal turret above the entry bay. Exterior siding is clapboard. USN 02940.001337 - No Det. Interest: Moderate
	187 Gorton Street Date: ca. 1878 Condition: Good Integrity: Moderate Alts: porch	A 2.5-story, frame, multi-family building with closed gable, open full-width porch, and corner bay above the entry. USN 02940.001338 - No Det. Interest: Moderate

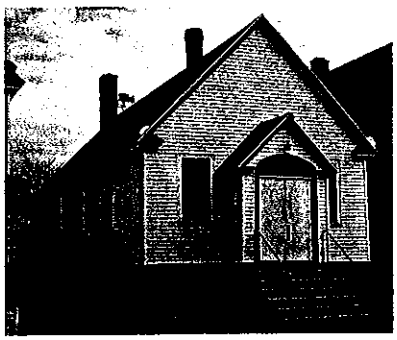
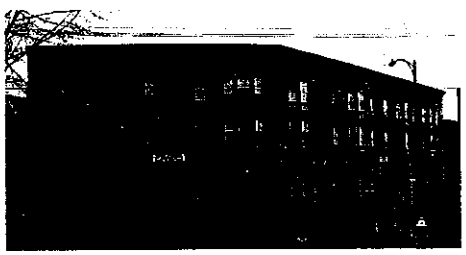
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	225 Gorton Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts:	A 1.5-story, frame, front gabled, cottage with Craftsman-era porch. Exterior siding is clapboard. USN 02940.00129 - No Det. Interest: Moderate
	233 Gorton Street Date: ca. 1878 Condition: Excellent Integrity: High Alts:	An excellent example of 1-story with attic, frame Victorian vernacular cottage. The first floor façade windows have segmental arched surrounds while the attached window has a small round arched hood. USN 02940.001291 - No Det. Interest: High
	245 Gorton Street Date: ca. 1880 Condition: Good Integrity: Moderate Alts:	A 1.5-story, front-gabled, vernacular cottage with Eastlake window detail in gable and a later enclosed, full-width Craftsman porch. USN 02940.010167 - No Det. Interest: Moderate
	Polish Cadet Hall 927 Grant Street Date: ca. 1910 Condition: Good Integrity: High Alts:	The Polish Cadet Hall is a National Register Eligible building (USN 2940.016823). Interest: High

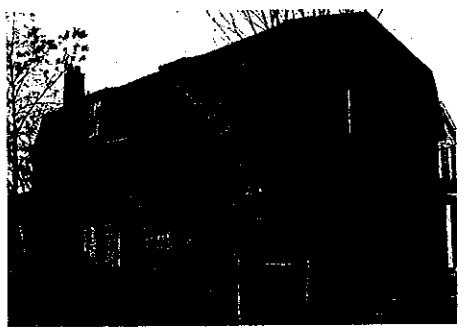
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	965 Grant Street Date: ca. 1900 Condition: Good Integrity: Moderate Alts: porch	A 2-story dwelling with T-shape plan with entrance in the ell. Exterior siding is clapboard. (USN 02940.020588 – No Det.) Interest: Low
	St. Elizabeth's Roman Catholic Hungarian Church 986 Grant Street Date: 1906-1907 Condition: Good Integrity: Moderate Alts:	Designed by local architect Max G. Beierl for the first established Hungarian church in the City. Hungarians had arrived as early as 1900 in Buffalo, some 50 years after the group's first significant wave of immigration to the U.S. Interest: High
 	Public School No. 42 1005 Grant Street Date: ca. 1923; ca. 1895 Condition: Good Integrity: Moderate Alts: porch	Public School No. 42 is a National Register Eligible building (USN 02940.005937). The original school block is set to the rear of the lot. Interest: High
	All Saint's Polish National Catholic Church 1020 Grant Street Date: 1953 Condition: Excellent Integrity: High Alts:	Designed by architect Edward J. Lietz for Poles who moved from the Broadway/Fillmore area to Black Rock. With the closing of Holy Mother of the Rosary Polish National Cathedral on Sobieski Street in 1994, it now stands as the sole Polish National church in the city. Interest: High

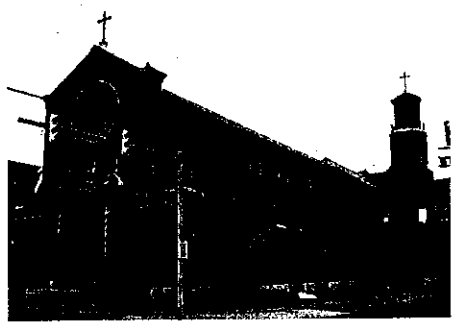
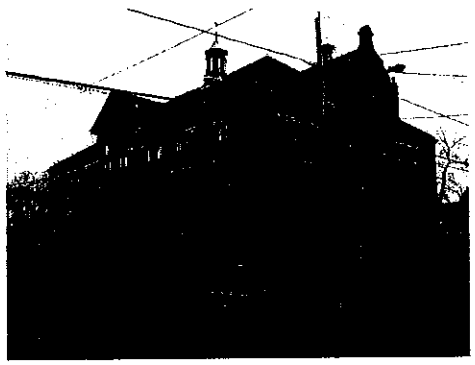
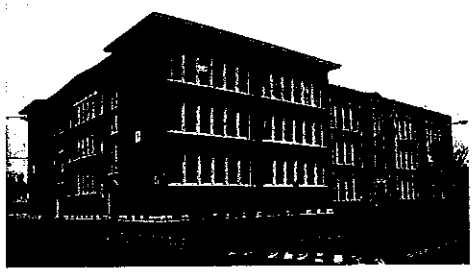
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	Hungarian Evangelical Lutheran Church of Our Savior 1037 Grant Street Date: 1917 Condition: Good Integrity: Moderate Alts: vinyl siding	Built to the design of architect H. Walter, Jr., the church accommodated the large influx of the Hungarian immigrants who settled in Black Rock in the early 20th c. Interest: Moderate
	Showplace Theater 1063 Grant Street Date: ca. 1915 Condition: Good Integrity: Moderate Alts:	A surviving example of an early 20th c. movie theater, which were once fixtures in Buffalo's neighborhoods. Interest: Moderate
	1073 Grant Street Date: ca. 1900 Condition: Good Integrity: Moderate Alts: Ground floor - Dryvit	A good representative example of a 3-story, yellow brick apartment building with irregular plan to fit corner parcel. It has intact two-story oriels. Interest: Moderate
	51 Grote Street Date: ca. 1910 Condition: Good Integrity: Low Alts: window openings compromised	Though compromised, the building at 51 Grote St. is historically notable for its association with the All Saint's National Polish Church (cornerstone). Interest: Moderate

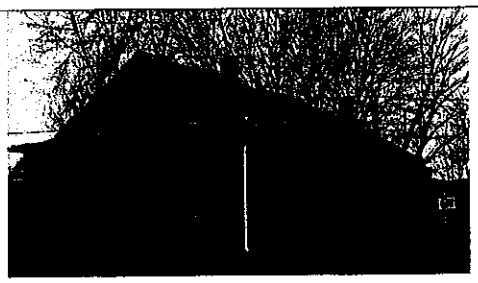
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	68 Grote Street Date: ca. 1905 Condition: Good Integrity: Moderate Alts:	A 2.5-story, brick, transitional Queen Anne/Craftsman building with a corner entry porch and enclosed partial porch. There are few largely intact brick examples in Black Rock, where most of the multi-family houses are frame. Interest: Moderate
	85 Grote Street Date: ca. 1900 Condition: Good Integrity: Moderate Alts:	An atypical 1.5-story, frame addition with a largely intact full-width Craftsman porch along its side elevation. The main 2.5-story block is sheathed with vinyl siding. Interest: Low
	Guernsey Street; west side; one lot north of Farmer St. Date: ca. 1880 Condition: Fair Integrity: Low Alts:	A surviving example of a 1.5-story, brick stable set on a limestone block foundation. It has an open Mansard roof on the street elevation. The roof dormers are intact. Only this outbuilding remains, the original primary building is gone. Interest: Low
	158 Hamilton Street Date: ca. 1870 Condition: Good Integrity: Moderate Alts: vinyl siding	A 1.5-story, front-gabled, Eastlake-inspired cottage with period porch and gabled wing on side elevation. Its Eastlake window hoods are intact. Interest: Low

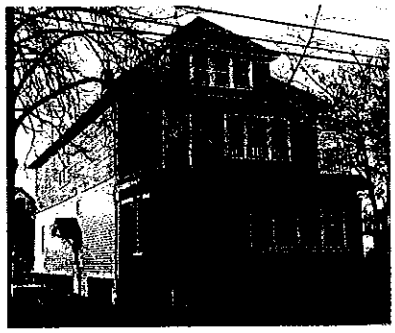
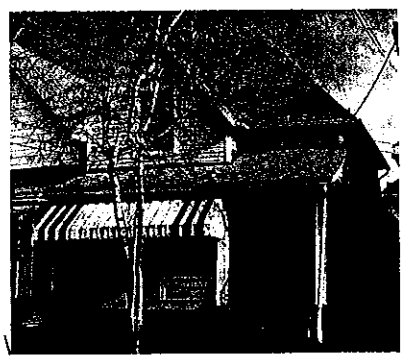
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	St. John the Baptist Roman Catholic Church 60 Hertel Avenue Date: 1925-1927 Condition: Excellent Integrity: High Alts:	A Buffalo Landmark building, St. John the Baptist is an excellent example of a high style Spanish Baroque Revival/Italian Gothic Revival religious building. It was designed by local architects Oakley & Schallmo. It has exceptional terra cotta detailing. Interest: High
	St. John the Baptist Rectory 60A Hertel Avenue Date: ca. 1925 Condition: Excellent Integrity: High Alts:	A 2-story brick, rectangular block with hipped roof and gabled dormers with Tudor Revival details. The window openings have stone lintels and sills. A one-story hyphen with similar stylistic detailing as the church connects the rectory and the church. Interest: High
	St. John the Baptist School & Lyceum 60B Hertel Avenue (fronts East Street) Date: 1906 Condition: Excellent Integrity: High Alts:	A 2-story, brick, rectangular block with elevated basement and hipped roof capped by a copper lantern. The façade features a central projecting bay with Tudor Revival influences of the Jacobean. The building exterior conveys a strong horizontality with its continuous stone lintels and sills, stone string course and stone belt course. Interest: High
	PS No 51 101 Hertel Avenue Date: 1894; 1927 Condition: Excellent Integrity: High Alts:	The original school, the east wing, fronts Guernsey St and was by W.W. Johnson. The west wing was built in 1927. The school is also known as Black Rock Academy. USN 02940.001300 - No Det. Interest: High

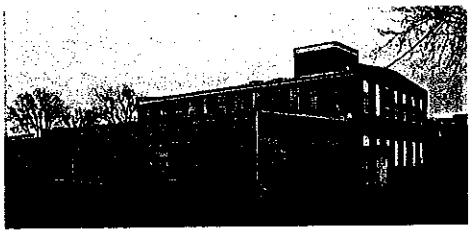
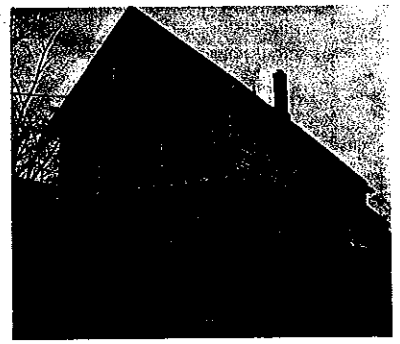
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	Commercial Chemicals Inc 211-219 Hertel Avenue Date: ca. 1915 Condition: Excellent Integrity: High Alts:	A largely intact, 1-story industrial building with Art Deco-inspired entrance bay. Interest: High
	212 Hertel Avenue Date: 1860 Condition: Good Integrity: Moderate Alts: porch	A 1-story, frame, front-gabled, cottage with Craftsman-era porch. Exterior siding is clapboard. Interest: Moderate
	98 Howell Street Date: 1870 Condition: Good Integrity: Moderate Alts: porch	A 1.5-story, front-gabled, extended vernacular workers' cottage with ca. 1900 porch. Exterior siding is clapboard. Interest: Moderate
	101 Howell Street Date: 1900 Condition: Good Integrity: Moderate Alts: porch	A 2.5-story, frame, multi-family building with closed gable. Details include corner pilasters and brackets. Exterior siding is clapboard and asbestos shingle in the gable end. Interest: Low
	125 Howell Street Date: 1910 Condition: Good Integrity: Moderate Alts: replacement windows	A 2-story, frame, rectangular block with hipped roof with front dormer. It has yellow brick, partial porch with corner entry bay. The lower story of the main block is sheathed with clapboard siding and the upper story has wood shingles. Interest: Moderate

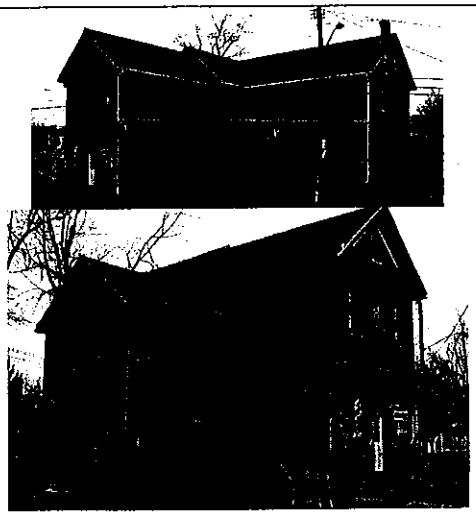
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	135 Howell Street Date: ca. 1900 Condition: Good Integrity: Moderate Alts: vinyl in gable, few replacement windows	A 2.5-story, frame building with closed gable and open, full-porch. Exterior siding is clapboard and wood shingle in the gable end. Interest: Low
	139 Howell Street Date: ca. 1900 Condition: Good Integrity: Moderate Alts: brick painted white, shed dormer	An unusual 1.5-story, brick, front-gabled vernacular cottage with brick decorative work. Window surrounds are constructed of concrete. Interest: Moderate
	150 Howell Street Date: ca. 1910 Condition: Good Integrity: Moderate Alts:	A 2-story, frame, rectangular block with hipped roof with front dormer. It has a brick, partial porch with corner entry bay. The lower story of the main block is sheathed with clapboard siding and the upper story has wood shingles. Interest: Moderate
	153 Howell Street Date: ca. 1900 Condition: Good Integrity: Moderate Alts:	A 1-story, vernacular workers' cottage with a steeply pitched pyramidal roof with front gabled dormer. The first floor façade has a polygonal bay and an open, full-width Craftsman-era porch. Exterior siding is clapboard. Interest: Moderate

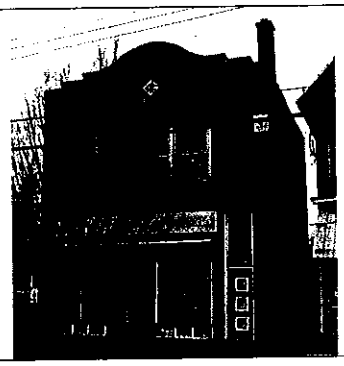
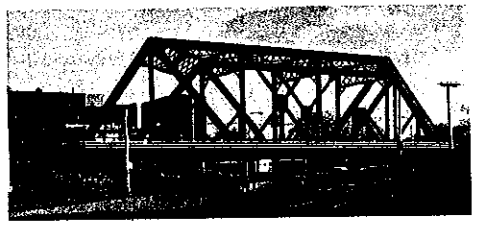
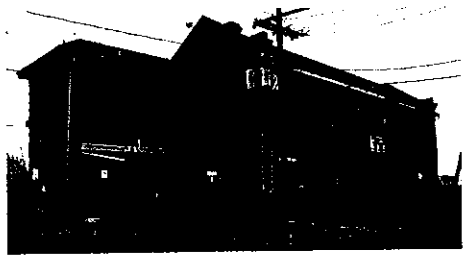
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	Buffalo Robe Factory Howell Street; southern terminus by Scajaquada Creek; east side Date: ca. 1895 Condition: Fair Integrity: Low Alts: windows replaced or covered	A 2-story, brick industrial building. It is a 7-bay-wide by 12-bay deep rectangular block with 1-story addition. Window openings are segmental arch. Interest: Low
	24 Kail Street Date: 1870 Condition: Fair - (Vacant?) Integrity: Moderate Alts: windows boarded	A 1.5-story, front-gabled, Eastlake-inspired cottage. Its Eastlake window hood and entrance canopy are intact. Exterior siding is clapboard. Interest: Low
	69 Kail Street Date: ca. 1900 Condition: Good Integrity: Moderate Alts: windows boarded	A 2.5-story, frame, multi-family building with closed gable and entrance on the side elevation. Exterior siding is clapboard and wood shingle in the gable. Interest: Low
	102 Kail Street Date: 1870 Condition: Good Integrity: Moderate Alts: porch	A 1.5-story, front-gabled, extended vernacular workers' cottage. Exterior siding is clapboard. Interest: Low

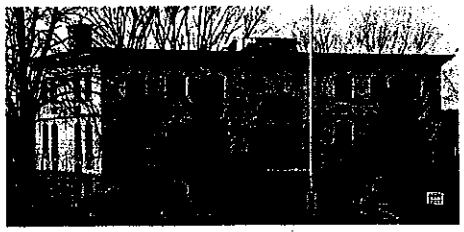
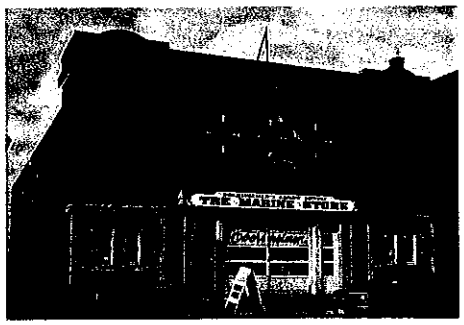
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	12 Military Road Date: ca. 1870 Condition: Good Integrity: Moderate Alts: storefront, several window openings altered from original round-arcch 12 Military Road (cont.'d)	An atypical example of an enlarged, 2-story, L-shaped brick commercial/mixed-use building with Italianate-inspired round-arch window openings. Building has an irregular-shaped 1-story wing set in the ell. A much faded historic wall sign is located on the Kail Street elevation. It is the only brick commercial building of its type surviving in this section of Black Rock. Interest: Low
	St. Elizabeth's School 26 Military Road Date: ca. 1870 Condition: Good Integrity: Moderate Alts:	This building is reportedly the oldest surviving school building in Buffalo. Interest: Moderate
	47 Military Road Date: ca. 1850 Condition: Good Integrity: Moderate Alts:	A 1.5-story, frame, front-gabled vernacular cottage dating from the mid-19th century. Interest: High
	Immanuel German Evangelical Church 70 Military Road Date: 1894 Condition: Good Integrity: Moderate Alts:	Designed by Buffalo architect W.S. Brickell, this Gothic Revival-inspired church remains largely intact. Church was built for growing number of young English-speaking members of the St. John's United Evangel. Church on Amherst St., where services were only offered in German. Interest: High

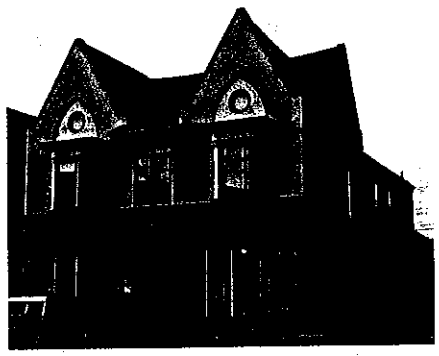
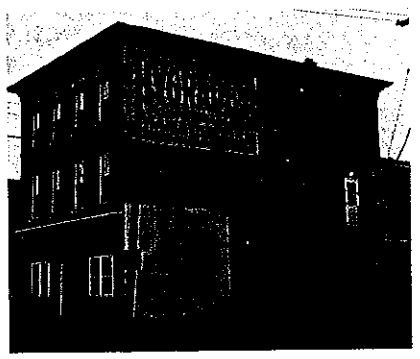
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	St. Elizabeth School 85 Military Road Date: ca. 1955 Condition: Good Integrity: Moderate Alts:	A largely intact mid-20th century school building. Interest: Moderate
	148 Military Road Date: ca. 1920 Condition: Good Integrity: Moderate Alts: 2nd floor façade window opening altered	A 2-story, brick early-twentieth century commercial building. It stands out for its brick detailing and parapet. Interest: Low
	156 Military Road Date: ca. 1895 Condition: Good Integrity: Moderate Alts: asphalt siding side elevation	A 2.5-story, frame, Queen Anne building with closed gable. The first floor façade has a polygonal corner bay and entry porch with pediment. Exterior siding is mixed clapboard and wood shingle. Interest: Moderate
	Railroad Bridge over Niagara Street at Tonawanda Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts:	Iron truss railroad bridge Interest: Moderate
	Customs House & Canadian National Railroad Office 1765 Niagara Street Date: ca. 1900?? Condition: Good Integrity: Moderate Alts:	A 2-story, brick, railroad-related building. USN 02940.001429 No det. Interest: High

Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	Railroad Bridge over Niagara Street at International RR Bridge Date: ca. 1932 Condition: Good Integrity: Moderate Alts:	A deck, plate girder railroad bridge. Interest: Moderate
	1776 Niagara Street Date: ca. 1917 Condition: Good Integrity: Moderate Alts:	Esenwien & Johnson, architects (?) Renaissance Revival style building built for the U.S. Army Corps of Engineers. USN 02940.010748 Interest: High
	1884 Niagara Street Date: ca. 1913 Condition: Good Integrity: Moderate Alts: entrance	Constructed to the design of Buffalo architect Max Beierl, the building is one of few surviving early 20th century neighborhood theatres in the city. USN - No Det. Interest: Moderate
	1887 Niagara Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts:	A 2.5-story mixed-use Queen Anne building with a frame Eastlake storefront, that approximates cast iron designs. Interest: Moderate

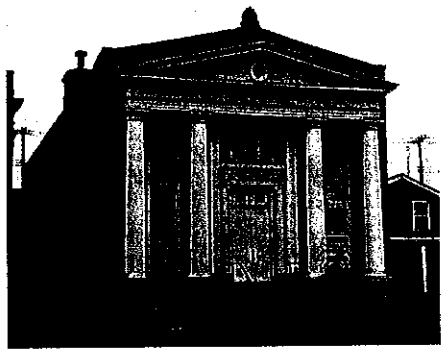
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	1888 Niagara Street Date: ca. 1895 Condition: Good Integrity: Moderate Alts: storefront	An excellent surviving example of a brick, Queen Anne commercial building with two prominent front gables. This brick sub-type is extremely uncommon for late-19th c. commercial buildings in Buffalo neighborhoods. USN 02940.001414 - No Det. Interest: High
	1904 Niagara Street Date: ca. 1878 Condition: Good Integrity: Moderate Alts: storefronts	A 3-story brick commercial building with cast iron storefronts, round arched window openings and two-story oriels. USN 02940.001412 - No Det. Interest: Moderate
	1918 Niagara Street Date: ca. 1859 Condition: Good Integrity: Moderate Alts: storefront	A 3-story brick commercial building with compromised cast iron storefront. Window openings have stone lintels and sills. A historic 1-story wall sign for "Hygrade's Honey Brand Hams & Bacon" survives on the north elevation. USN 02940.001411 - No Det. Interest: Moderate
	1920 Niagara Street Date: ca. 1870 Condition: Good Integrity: Moderate Alts: storefront, replacement windows	A 3-story brick commercial building with a compromised cast iron storefront. The upper façade floors have segmental-arched window openings with decorative stone hoods. A bracketed cornice caps the building. The north elevation has a historic 2-story wall sign for a former chewing tobacco company; "Chew Honest Scrap" USN 02940.001391 - No Det Interest: Moderate

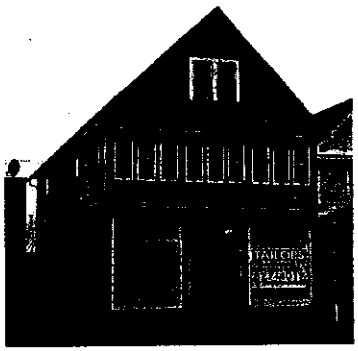
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	1924 Niagara Street Date: ca. 1870 Condition: Good Integrity: Low Alts: roof, replacement windows	Though altered, this 2-story brick, 2nd Empire-era building with Mansard roof stands as a surviving representative example of its type. USN 02940.001390 - No Det. Interest: Low
	1931 Niagara Street Date: ca. 1900 Condition: Good Integrity: Moderate Alts: upper porch	A 2-story, frame transitional Queen Anne – Craftsman multiple family building. It has a partial enclosed porch and corner entry porch. Exterior siding is wood shingle. USN 02940.010622 - No Det Interest: Moderate
	1943 Niagara Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts:	A 2.5-story mixed-use Queen Anne building with a frame Eastlake storefront, that approximates cast iron designs. USN 02940.010626 - No Det. Interest: Moderate
	Jubilee Library & Recreation Building 1934-36 Niagara Street Date: ca. 1905 Condition: Good Integrity: Moderate Alts:	Constructed to the design of local architect Howard L. Beck. A 1-story, brick, Classical Revival building. It was constructed for use as a neighborhood library from funds acquired from the sale of the Jubilee Water Works in 1898. USN 02940.001389 – No det. Interest: High

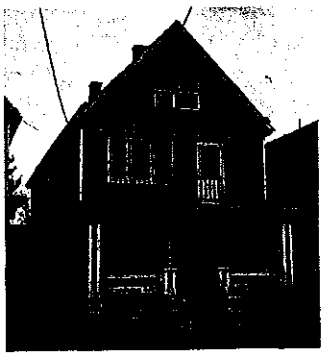
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	1940 Niagara Street Niagara Street Date: 1905 Condition: Good Integrity: Moderate Alts: original Sphinx statues removed	Constructed to the design of local architectural firm Green & Wicks in the Classical Revival Style, Unity Temple was commissioned as a fraternal hall and then converted into a library. Interest: High
	1966 Niagara Street Date: ca. 1860 Condition: Good Integrity: Moderate Alts: replacement windows and door.	An excellent, late example of a surviving brick, side-gabled Greek Revival building with frieze windows across the façade and dentils below the eaves. Its Italianate entrance has been compromised. USN 02940.001387 - No Det. Interest: Moderate
	1973 Niagara Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts: porch, replacement windows	A 2.5-story, frame Queen Anne building with closed gable and open full-width porch. It has a polygonal tower on the south elevation. Exterior siding is clapboard on the main block and wood shingle in the gable. USN 02940.010632 - No Det. Interest: Moderate
	Gondola Macaroni 1985 Niagara Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts: storefront, replacement windows	A 2-story, frame, mixed-use building with a compromised storefront. Building occupies prominent corner parcel at intersection of Hertel Avenue. Unusual decorative treatment with round corner bay topped and festooned round tower. Was Black Rock Pharmacy. In 1968, Gondola established its factory. USN 02940.010635 - No Det. Interest: Moderate

Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	2052 Niagara Street Date: ca. 1910 Condition: Good Integrity: Moderate Alts: storefront	A 2.5-story, frame mixed-use transitional Queen Anne – Craftsman building with modified storefront. The second floor has an enclosed, full-width porch. USN 02940.001308 - No Det. Interest: Low
	25 Peter Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts:	A 1.5-story, frame, front-gabled, extended vernacular workers' cottage with open, full-width porch. Exterior siding is clapboard. Interest: Moderate
	68 Peter Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts: entry porch	A 2-story, frame, front-gabled, vernacular workers' cottage with attached 1-story extension. USN 02940.020608 - No Det. Interest: Low
	76 Peter Street Date: ca. 1900 Condition: Good Integrity: Moderate Alts: porch	A 2.5-story, frame, closed-gable transitional Queen Anne–Craftsman building with an open full-width porch and pediment above entry. Exterior siding is clapboard and wood shingle in the gable. Interest: Moderate

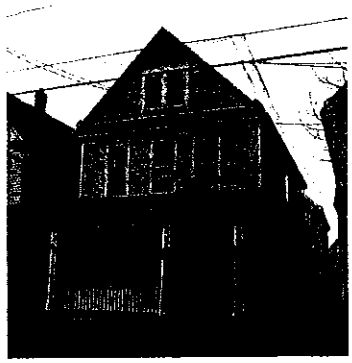
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	112 Peter Street Date: ca. 1900 Condition: Good Integrity: Moderate Alts: porch	A 2.5-story, frame, closed-gable transitional Queen Anne–Craftsman multi-family building with an open full-width porch Exterior siding is clapboard and wood shingle in the gable. Interest: Low
	117 Peter Street Date: ca. 1905 Condition: Good Integrity: Moderate Alts:	A 2.5-story, frame, closed-gable transitional Queen Anne–Craftsman multi-family building with entrance doors in the side bays of the façade. It has an open full-width porch and pediment above entry. Exterior siding is clapboard and wood shingle in the gable. Interest: Moderate
	119 Peter Street Date: ca. 1900 Condition: Good Integrity: Moderate Alts: replacement windows	A 2.5-story, frame, closed-gable transitional Queen Anne–Craftsman building with paired entrance doors in side bay. It has an open full-width porch and oriel capped by a gable. Exterior siding is clapboard and asphalt shingle in the gable. Interest: Moderate

Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	150 Peter Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts: corner of porch for carport, siding in gable peak	A 1.5-story, frame, front-gabled, extended vernacular workers' cottage with open, full-width porch. Exterior siding is clapboard. Interest: Moderate
	152 Peter Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts: corner of porch for carport	A 1.5-story, frame, front-gabled, extended vernacular workers' cottage with open, full-width porch. Exterior siding is clapboard and wood shingle in the gable peak. Interest: Moderate
	155 Peter Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts: entry porch, shed addition	A 1.5-story, frame, gabled, L-shaped building. It has an entry porch in the ell. Exterior siding is clapboard. Interest: Moderate
	160 Peter Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts:	A 1.5-story, frame, front-gabled, extended vernacular workers' cottage with open, full-width porch. Exterior siding is clapboard and wood shingle in the gable peak. Interest: Moderate

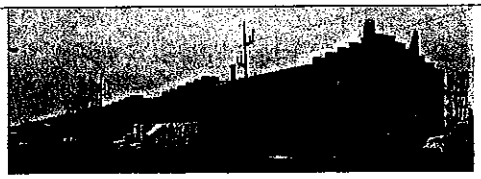
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	78 Reservation Street Date: ca. 1090 Condition: Good Integrity: Moderate Alts: vinyl siding in gable	A 2.5-story, frame, closed-gable transitional Queen Anne–Craftsman building with an open full-width porch and pediment above entry. Exterior siding is clapboard. Interest: Moderate
	82 Reservation Street Date: ca. 1090 Condition: Good Integrity: Moderate Alts: vinyl siding in gable	A 2.5-story, frame, closed-gable transitional Queen Anne–Craftsman building with an open full-width porch and pediment above entry. Exterior siding is clapboard. Interest: Moderate
	International Railroad Bridge Squaw Island, Niagara River Date: 1873 Condition: Good Integrity: Moderate Alts:	A National Register Eligible swing railroad bridge. Casimer S. Gzowski, E.P. Hannaford and J. Hobson, engineers. Interest: High
	90 Thompson Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts: porch	A 1.5-story, frame, gabled, L-shaped building. It has an entrance in the ell and a wraparound porch. Exterior siding is clapboard. Interest: Moderate

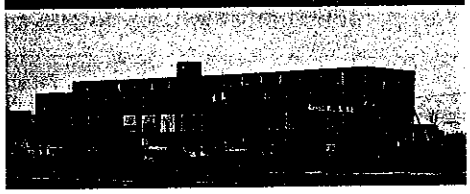
Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	91 Thompson Street Date: ca. 1892 Condition: Good Integrity: Moderate Alts: porch, upper façade	A 1.5-story, frame, front-gabled, extended vernacular workers' cottage with open, full-width porch. Exterior siding is clapboard. Interest: Low
	94 Thompson Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts: porch	A 1.5-story, frame, front-gabled, extended vernacular workers' cottage with open, full-width porch. Exterior siding is clapboard. Interest: Moderate
	96 Thompson Street Date: ca. 1861 Condition: Good Integrity: Moderate Alts: porch, 1st floor façade windows	A 1.5-story, frame, front-gabled, workers' cottage with an Eastlake-style window surround in attic. Exterior siding is clapboard. Interest: Moderate
	121 Thompson Street Date: ca. 1861 Condition: Good Integrity: Moderate Alts:	A 1.5-story, frame, front-gabled, extended vernacular workers' cottage with open, full-width porch. Exterior siding is clapboard. The façade has intact window surrounds and door enframement. USN 02940.001356 - No Det I Interest: Moderate

Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	198 Thompson Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts: replacement windows	A 1.5-story, frame, vernacular cottage with steeply pitched front-gable. It has an open, full width porch USN 02940.010385 - No Det. Interest: Moderate
	234 Thompson Street Date: ca. 1895 Condition: Good Integrity: Moderate Alts	A 2.5-story, gabled, T-shaped building with Queen Anne details. The entrance door and porch is set in the ell. Exterior siding is clapboard. USN 02940.010397 - No Det. Interest: Moderate
 	New York Central Freight House and Office 56 Tonawanda Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts: 2nd floor office section removed from south wing, entry bays and windows modified	A surviving representative example of a railroad freight house constructed of brick with stepped firewalls. It is one of three freight houses remaining in Buffalo. It is potentially National Register Eligible for its type and historical association with the Tonawanda Street rail yard. It abuts the project APE. Interest: High

Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
 	57 Tonawanda Street Date: ca. 1900; 1910 Condition: Poor Integrity: Low Alts: window openings, much of industrial complex has been demolished	The large Fedders complex abuts the southern end of the project area. The northern section of the complex consists of a brick 2-story block and a brick 4-story block that are both in poor condition. The southern section of the complex is a heavily modified 2-story building (at right) that is currently occupied by Fedco. It abuts the project APE. Interest: Moderate
	111 Tonawanda Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts: window openings, replacement windows	A 2-story, brick commercial building with raised basement. It is **located in the project APE.** Interest: Moderate
 	133 and 135 Tonawanda Street Date: ca. 1890 Condition: Good Integrity: Moderate Alts: window bays filled in 133 and 135 Tonawanda Street	No. 133 (at right) is good representative example of a 4-story daylight factory with exposed concrete frame and brick spandrels. No. 135 (at left) is a 3-story industrial building. Both buildings are **located in the project APE** Interest: Moderate

Annotated List of Properties

Photograph	Address/Date/ Condition/Alterations	Description
	205 Tonawanda Street Tonawanda Street Date: ca. late 1990s Condition: abandoned – overgrown Integrity: Alts:	The former Tee to Green Golf Park constructed in the late 1990s. It is **located in the project APE.** Interest: Low
	302 Tonawanda Street Date: ca. 1930 Condition: Good Integrity: Moderate Alts: windows modified/ boarded	A 1-story, concrete block and limestone block, filling station with service bay. USN 02940.010645 - No Det. Interest: Low
	400 Tonawanda Street Date: ca. 1900 Condition: Fair – vacant Integrity: Moderate Alts	A 1.5-story, frame, front-gabled, extended vernacular workers' cottage with open, full-width porch. Exterior siding is clapboard. USN 02940.001334 - No Det. Interest: Low

5.0 References

Abler, Thomas S., and Elisabeth Tooker
1978 Seneca. In *Northeast*, edited by Bruce G. Trigger, pp. 505-517. Handbook of North American Indians, vol. 15, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Allen, Orlando
ca. 1868 *The Story of Captain Jasper Parrish; Captive, Interpreter and United States Sub-agent to the Six Nations Indians.* Cornell University Library, Ithaca, NY. (Online) available http://moa.cit.cornell.edu/Hunter/hunter.pl?handle=cornell.library.nys/nys372&id=1, December 10, 2005

American Atlas Company
1894 *Atlas of the City of Buffalo, New York.* 3 vols. American Atlas Company, New York.

Babcock, Louis L.
2005[1927] *The War of 1812 on the Niagara Frontier.* Rpt. The Scholar's Bookshelf, Cranbury, NJ.

Ball, S.
1993 [1825] Buffalo in 1825; containing Historical and Statistical Sketches, illustrated with a View of the Harbor and Map of the Village. S. Ball, Publisher, H.A. Salisbury, Printer, Buffalo. 1993 reissue of ca. 1879 reprint. Cornell University Library, Ithaca, NY. (Online) available http://moa.cit.cornell.edu/Hunter/hunter.pl?handle=cornell.library.nys/nys294&id=1, November 13, 2004

Barbour, Warren T.D.
2001 *Report of the Archaeological Monitoring Efforts for the Cobblestone District, City of Buffalo, Erie County, New York.* Dean & Barbour Associates, Inc., Buffalo.

Beardsley, Richard K., P. Holder, A.D. Krieger, B.J. Meggers, J.B. Rinaldo, and P. Kutsche
1956 Functional and evolutionary implications of community patterning. In *Seminars in Archaeology*: 1955, edited by R. Wauchope. Memoirs of the Society of American Archaeology, No. 11, Salt Lake City, UT.

Beauchamp, William M.
1900 Aboriginal Occupation of New York. *New York State Museum Bulletin* No. 32. Albany.

Beers, Frederick W.
1880 *Illustrated Historical Atlas of Erie County, New York.* F.W. Beers & Company, New York.

Bowler, R. Arthur
1976 The Burning of Buffalo. History of Buffalo section of Buffalo Architecture and History webpage by Chuck LaChiusa. Reprint. (Online) available http://ah.bfn.org/h/war1812/burning.html, February 21, 2006

Brasser, T.J.
1978 Early Indian-European Contacts. In *Northeast*, edited by Bruce G. Trigger, pp. 78-88. Handbook of North American Indians, vol 15, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Brown, Richard C., and Bob Watson
1981 *Buffalo: Lake City in Niagara Land.* Windsor Publications, Inc., Woodland Hills, CA.

Buffalo and Fort Erie Public Bridge Authority
2002 *Gateways; Crossing Paths and Building Futures, 1927-2002.* Buffalo and Fort Erie Public Bridge Authority, Buffalo, and Fort Erie, Ontario, Canada.

Chazanof, William
1970 Joseph Ellicott and the Holland Land Company: The Opening of Western New York. Syracuse University Press, Syracuse.

Cinquino, Michael A., Frank J. Schieppati, Mark A. Steinback, Kelly Nolte, Stacy L. Weber, and Robert J. Hanley
2004 *Phase IA Cultural Resources Investigation for the New York Power Authority Niagara Power Project Relicensing Niagara River Corridor, Erie and Niagara Counties, New York (FERC No. 2216).* Panamerican Consultants, Inc., Buffalo Branch, Buffalo. Prepared for URS Corporation, Buffalo.

Cleland, Charles E.
1982 The Inland Shore Fishery of the Northern Great Lakes: Its Development and Importance in Prehistory. *American Antiquity* 47:761-784.

Cook, Lura Lincoln
1961 The War of 1812 on the Frontier. *Adventures in Western New York History.* Volume IX. Buffalo and Erie County Historical Society, Buffalo.

Cook, Tom, and Tom Breslin
nd [1872] A Description of the Pratt & Letchworth [Company], 1872 from *Pieces of the Past; Artifacts, Documents, and Primary Sources from Letchworth Park History.* Exploring Letchworth Park History with Tom Breslin & Tom Cook Webpage, np. (Online) available http://www.letchworthparkhistory.com/prattandletchworth.html, December 2, 2005

Daniels, John
1901 "Buffalo Social Survey Buffalo." *Illustrated Morning Times* (January 23, 1901).

Dean & Barbour
1998 *A Summary Report of the Stage IB Cultural Resources Investigation at Buffalo Inner Harbor, Erie County, New York.* Dean & Barbour Associates, Inc., Buffalo.

de Laubenfels, David J.
1977 Vegetation. In *Geography of New York State*, edited by John H. Thompson, pp. 90-103. Syracuse University Press, Syracuse.

Dorsheimer, William
1993 [1863] The Village of Buffalo during the War of 1812. Buffalo Historical Society Publications. Buffalo Historical Society, Buffalo. Rpt: Cornell University Digital Collections, Ithaca, NY. (Online) available http://moa.cit.cornell.edu/Hunter/hunter.pl?handle=cornell.library.nys/nys297&id=1, March 17, 2006

Dunn, Edward T.
2000 *A History of Railroads in Western New York.* 2nd Edition. Canisius College Press, Buffalo.

2003 *Buffalo's Delaware Avenue: Mansions and Families.* Canisus College Press, Buffalo.

Dunn, Walter S., Jr. (ed)
1972 *History of Erie County 1870-1970.* Buffalo and Erie County Historical Society, Buffalo.

Eberle, Scott, and Joseph A. Grande
1987 *Second Looks: A History of Buffalo and Erie County.* The Donning Company, Publishers, Norfolk, VA.

Ederer, Martin F.
2003 *Buffalo's Catholic Churches: Ethnic Communities and the Architectural Legacy: an Illustrated History.* digital@batesjackson LLC, Buffalo, N.Y.

Ellis, David M., James A. Frost, Harold C. Syrett, and Harry J. Carmen
1967 *A History of New York State.* Cornell University Press, Ithaca, NY.

Elstner
1887 *The Industries of Buffalo; A Resume of the Mercantile and Manufacturing Progress of the Queen City of the Lakes.* The Elstner Publishing Company, Buffalo. (Online) available http://historical.library.cornell.edu/cgi-bin/cul.nys/docviewer?did=nys200, February 14, 2006

Emslie, Peter, and T.H. Kirk
1850 *New Subdivision Map of the City of Buffalo.* Jewett, Thomas & Co., Buffalo.

Engelbrecht, William E.
2003 *Iroquoia: The Development of a Native World.* The Iroquois and Their Neighbors series. Syracuse University Press, NY.

Engelbrecht, William E., Eric G. Hansen, James E. Hartner, Elaine B. Herold, and John D. Holland
1993 *Prehistory of Western New York.* The Archaeological Survey, Department of Anthropology, State University of New York at Buffalo and The Frederick M. Houghton Chapter, New York State Archaeological Association, Buffalo.

Erie County Public Works
nd Aerial Photographs, Division of Highways, Erie County Department of Public Works, Buffalo. (Online) available http://www.erie.gov/depts/community/highways_aerial.phtml, February 20, 2006

Fitting, James E.
1968 Environmental Potential and the Postglacial Readaptation in Eastern North America. *American Antiquity* 33(4):441-445.

1975 Climatic Change and Cultural Frontiers in Eastern North America. *Michigan Archaeologist* 21:25-39.

Geil, Samuel
1855 *Map of Erie County, New York*. Gillette, Mathews & Co., Philadelphia.

Goldman, Mark
1983 *High Hopes; The Rise and Decline of Buffalo, New York*. State University of New York Press, Albany.

nd First There was Black Rock. Buffalo Architecture and History webpage, Buffalo. (Online) available http://www.ah.bfn.org/h/br/brgold/, December 7, 2005

Gottfried, Herbert
1995 The Machine and the Cottage: Building, Technology and the Single-family House, 1870-1910. *Journal of the Society for Industrial Archaeology* 21, no. 2.

Graham, Lloyd
1967 *Buffalo; Metropolis of the Niagara Frontier*. Henry Stewart, Inc., Buffalo.

Gramly, Richard M.
1977 Deerskins and Hunting Territories: Competition for a Scarce Resource in the Northeast. *American Antiquity* 42:601.

Grande, Joseph A.
1982 Peter B. Porter and the Buffalo-Black Rock Rivalry. *Adventures in Western New York History*. Volume XXVII. Buffalo and Erie County Historical Society, Buffalo.

GZA
2005 Preliminary Geotechnical Engineering Services Ambassador Niagara Signature Bridge Project, Buffalo, New York. Letter to Jack L. Krajewski, American Consulting Professionals of New York, PLLC, Buffalo, dated October 13, 2005. GZA GeoEnvironmental of New York, Buffalo.

Hanley, Robert J., Michael A. Cinquino, and Mark A. Steinback
1998 *Phase I Cultural Resources Investigation at 437 Tonawanda Street, Buffalo, Erie County, New York*. Panamerican Consultants, Inc., Buffalo Branch, Depew, NY. Prepared for The Blind Association of Western New York, Buffalo.

Hart, John P., and Hetty Jo Brumbach
2003 The Death of Owasco. *American Antiquity* 68(4):737-752.

Hart, John P., Robert G. Thompson, and Hetty Jo Brumbach
2003 Phytolith Evidence for Early Maize (*Zea Mays*) in the Northern Finger Lakes Region of New York. *American Antiquity* 68(4):619-640.

Hayward, Michele H., Michael A. Cinquino, Frank J. Schieppati, Daniel M. Cadzow, Christine M. Longiaru, and Robert J. Hanley
2001 *Letter Report: Archaeological Monitoring of Commercial Slip Overburden Removal, Buffalo Inner Harbor Project, City of Buffalo, Erie County, New York.* Panamerican Consultants, Inc., Buffalo Branch, Buffalo. Prepared for Parsons Brinckerhoff, Quade & Douglas, Inc., Buffalo.

Hickey, Donald R.
1989 *The War of 1812; A Forgotten Conflict.* University of Illinois Press, Urbana

Hill, Henry Wayland, editor
1923 *Municipal History of Buffalo, New York; A History 1720-1923.* 4 volumes Lewis Historical Publishing Company, Inc., New York and Chicago.

Hodge, William
1909 How Buffalo Dug the Canal in *Canal Enlargement in New York State; Papers on the Barge Canal Campaign and Related Topics*, pp. 387-390, edited by Frank H. Severance. Buffalo Historical Society Publications, Vol 13. Buffalo Historical Society, Buffalo. (Online) available http://encompass.library.cornell.edu/cgi-bin/cul.nys/ December 10, 2005

Hoffman, Bernard B.
1961 *Cabot to Cartier: Sources for an Historical Ethnography of Northeastern North America 1497-1550* University of Toronto Press, Toronto.

Holder, Robert
1960 The Beginnings of Buffalo Industry. *Adventures in Western New York History.* Volume V. Buffalo and Erie County Historical Society, Buffalo.

Houghton, Frederick W.
1909 Indian Occupancy of the Niagara Frontier and Indian Village, Camp, and Burial Sites in the Niagara Frontier. *Bulletin of the Buffalo Society of Natural Sciences* 9(3):261-375.

Hubka, Thomas C., and Judith T. Kenny
2000 The Worker's Cottage in Milwaukee's Polish Community: Housing and the Process of Americanization, 1870-1920. In *People, Power, Places: Perspectives in Vernacular Architecture, VII*, edited by Sally McMurry and Annamarie Adams. The University of Tennessee Press, Knoxville.

Hutchins, Francis G.
2004 The Iroquois, New York and Federal Tribal Policy. Oneida Indian Land Claim Information Site, Madison County, New York, home page, Wampsville, NY. (Online) available http://www.madisoncounty.org/motf/fhutchings.html, December 19, 2005

Hunt, George T.
1940 *The Wars of the Iroquois: A Study in Inter-tribal Trade Relations.* University of Wisconsin Press. Madison.

Jackson, John N., and John Burtniak
1978 *Railways in the Niagara Peninsula: Their Development, Progress and Community Significance.* Mika Publishing Company, Bellville, Ontario, Canada.

Johnson, Crisfield
1876 *Centennial History of Erie County, New York.* Printing House of Mathews & Warren, Buffalo.

Keller, Marvin, Michael A. Cinquino, Carmine A. Tronolone, and Charles E. Vandrei, Jr.
1981 *Archaeological Investigations of the Buffalo Log Road Site (UB 1682), Buffalo, New York: Data Recovery Program.* Ecology and Environment, Inc., Buffalo.

Kelleran, Ann
1960 Old Fort Niagara. *Adventures in Western New York History.* Volume I. Buffalo and Erie County Historical Society, Buffalo.

Ketchum, William
1970 [1864] *An Authentic & Comprehensive History of Buffalo.* 2 vols. Rockwell, Baker & Hall, Printers, Buffalo. Rpt: Scholarly Press, St. Clair Shores, MI.

Kowsky, Francis R., Mark Goldman, Austin Fox, John D. Randall, Jack Quinan, and T. Lasher
1981 *Buffalo Architecture: A Guide.* Buffalo Architectural Guidebook Corporation. The MIT Press, Cambridge, MA, and London.

Kuhn, Robert D., and Robert E. Funk
2000 Boning up on the Mohawk: An Overview of Mohawk Faunal Assemblages and Subsistence Patterns. *Archaeology of Eastern North America* 28:29-62.

La Chuisa, Chuck
nda Historic Old Black Rock. Buffalo Architecture and History webpage, Buffalo. (Online) available http://ah.bfn.org/h/br/brfox/ January 16, 2006

ndb The History of Buffalo: A Chronology. Buffalo Architecture and History webpage, Buffalo. (Online) available http://ah.bfn.org/h/1831.html#1813, January 16, 2006

Landis and Alsop
1902 *Buffalo, Erie Co, N.Y.* Landis and Alsop, Newark, NJ. On file, Historian's Office, Panamerican Consultants, Inc., Buffalo.

Landon, Joseph
ca. 1863 Notes of Joseph Landon. *Buffalo Historical Society Publications.* Buffalo Historical Society, Buffalo. (Online) available http://historical.library.cornell.edu/cgi-bin/cul.nys, November 21, 2005

Lankes, Frank J.
1964 *The Senecas on Buffalo Creek Reservation.* West Seneca Historical Society, West Seneca, NY.

Leary, Thomas E., and Elizabeth C. Sholes
1997 *Buffalo's Waterfront.* Images of America Series. Arcadia Publishing, Dover, NH.

Longiaru, Christine M., Francis Kowsky, and Martin Wachadlo
2004a *Historic Resources Intensive Level Survey Triangle Neighborhood, City of Buffalo, Erie County, New York.* Prepared for the Buffalo Urban Renewal Agency and the New

York State Office of Parks, Recreation and Historic Preservation.

2004b *Historic Resources Intensive Level Survey Broadway–Fillmore Neighborhood, City of Buffalo, Erie County, New York.* Prepared for the City of Buffalo Urban Renewal Agency and the New York State Office of Parks, Recreation and Historic Preservation.

Lossing, Benson J.
2003 [1869] *Pictorial Field-Book of the War of 1812.* William Carr webpage hosted by Ancestry.com, np. (Online) available http://freepages.history.rootsweb.com/~wcarr1/Lossing2/Contents.html, February 9, 2006

Mason, Ronald J.
1981 *Great Lakes Archaeology.* Academic Press, New York.

McAlester, Virginia, and Lee McAlester
1994 *A Field Guide to American Houses.* Alfred A. Knopf, New York.

McFee, Michele A.
1998 *A Long Haul: The Story of the New York State Barge Canal.* Purple Mountain Press, Fleischmanns, NY.

Miller, N.G.
1973 *Late Glacial and Early Post Glacial Vegetation Change in Southwestern New York State.* New York State Museum and Science Service, Bulletin 420, Albany.

Napora, James
1995 *Houses of Worship: A Guide to the Religious Architecture of Buffalo, New York.* Unpublished Master's Thesis, State University of New York at Buffalo.

National Park Service
1995 *How to Apply the National Register Criteria for Evaluation.* National Register Bulletin 15. U.S. Department of the Interior, National Park Service, Cultural Resources Division and Interagency Resources Division. Washington, D.C.

Niagara Falls Thunder Alley
nd The International Railway Bridge from *Bridges over Niagara Falls; a history and pictorial.* (Online) available http://www.niagarafrontier.com/bridges.html#b16, February 13, 2006

Niemczycki, Mary Ann and Charles Vandrei
1977 *Cultural Resources Appraisal of the Proposed Hertel Avenue I/I and Facilities Planning (C-36-915).*

Niemel, Karen S., Mark A. Steinback, Stacy Weber, Rebecca J. Emans, and Michael A. Cinquino
2004 *Phase I Cultural Resources Investigation for the Proposed Upper Niagara River Remote Video Surveillance System Project in the City of Buffalo and Towns of Grand Island, Hamburg, and Tonawanda, Erie County, and the City of Niagara Falls, Niagara County, New York.* Panamerican Consultants, Inc., Buffalo Branch, Buffalo. Prepared for Gulf South Research Corporation, Baton Rouge, LA under contract to U.S. Army Corps of Engineers, Fort Worth District, Fort Worth, TX.

Noble, William C.
1975 Corn and the Development of Village Life in Southern Ontario. *Ontario Archaeology* 5:37-46.

Norton, Charles D.
2004 [1863] The Old Black Rock Ferry. Reprinted 1879. Publications of the Buffalo Historical Society, Buffalo. Maritime History of the Great Lakes website, np. (Online) available http://www.hhpl.on.ca/GreatLakes/Documents/BlackRockFerry/, January 26, 2006

NYSDOT (New York State Department of Transportation)
1986 *Buffalo NW Quadrangle New York–Ontario.* 7.5-Minute Series (Topographic). NYSDOT, Albany.

NYS GIS Clearinghouse
2002 New York State Interactive Mapping Gateway. New York State Statewide Digital Orthoimagery Program, Albany. (Online) available www.nysgis.state.ny.us/gateway/mg/cir.htm

Old Fort Niagara
2004 History of the Fort. Old Fort Niagara website. Old Fort Niagara, Youngstown, NY. (Online) available http://www.oldfortniagara.org/history/history.php, March 6, 2006

Owens, Donald W., Willie L. Pittman, John P. Wulforst, and Willis E. Hanna
1986 *Soil Survey of Erie County, New York.* U.S. Department of Agriculture, Soil Conservation Service in cooperation with the Cornell University Agricultural Experiment Station. U.S. Government Printing Office, Washington, D.C.

Parker, Arthur C.
1922 The Archaeological History of New York. *New York State Museum Bulletin* Nos. 237, 238. Albany.

Powell, Stephen R., Editor
2001 Waterways and Canal Construction, 1700-1825. Buffalo, N.Y., excerpted from *Municipality of Buffalo, New York, A History: 1720-1923*, edited by Henry Wayland Hill, Lewis Historical Publishing Company, Inc., New York and Chicago. *The Buffalonian.* Three Parts. (Online) available http://www.buffalonian.com/history/industry/waterways/WATERWATS1.html, December 13, 2005

Prahl, Earl
1977 Preliminary Cultural Resource Appraisal of Proposed Hertel Avenue I/I and Facilities Planning.

Pratt & Lambert
2005 About Us. Pratt & Lambert Paints, Cleveland, OH. (Online) available http://prattandlambert.com/about_us/index.html, February 15, 2006

Preservation Coalition Black Rock Tour
2000 71 Amherst Street, Buffalo, New York. Black Rock Neighborhood. (Online) available http://ah.bfn.org/a/amherst/71/ext/, February 15, 2006.

Prufer, Olaf
1964 The Hopewell Cult. *Scientific American* 152.

Quinn, Thomas J.
1991 *The Western New York State Mile Reservation; A Short History*. Thomas J. Quinn, Niagara Falls, NY. Typed Ms, on file Historian's Office, Panamerican Consultants, Inc., Buffalo.

Ramsden, Peter G.
1978 An Hypothesis Concerning the Effects of Early European Trade among Some Ontario Iroquois. *Canadian Journal of Archaeology* #2.

Rapp, Marvin A.
nd Commercial Princes of a Pioneer Port. Xerox of article on file Historians office, Panamerican Consultants, Inc., Buffalo Branch, Buffalo. Date in question.

Rey, Jay
2001 City Falls Below 300,000. *The Buffalo News*, March 16, 2001.

Ritchie, William A.
1955 The Northern Burial Cult. *Pennsylvania Archaeologist* 25:45-50.

1980 *The Archaeology of New York State*. Revised Edition. Harbor Hill Books, Harrison, NY.

Ritchie, William A., and Robert E. Funk
1973 *Aboriginal Settlement Patterns in the Northeast*. New York State Museum, Memoir 20. Albany.

Rote, David M.
1990 14-A The Peace Bridge (1990). City of Buffalo website. (Online) available http://www.city-buffalo.com/graphicsgallery_568.html, February 9, 2006

Ryskiewicz, Justin J., and Peter J. Gorton
2003 *Phase I Environmental Site Assessment [of a] Vacant Parcel on Dearborn Street, City of Buffalo, Erie County, New York*. Panamerican Environment, Inc., Buffalo.

Sanborn Map Company
1889 *Sanborn Fire Insurance Map*. Sanborn Map Company, New York.

1900 *Sanborn Fire Insurance Map*. Sanborn Map Company, New York.

1916 *Sanborn Fire Insurance Map*. Sanborn Map Company, New York.

1925 *Sanborn Fire Insurance Map*. Sanborn Map Company, New York.

1950 *Sanborn Fire Insurance Map*. Environmental Data Resources, Inc., np.

Schieppati, Frank J., and Mark A. Steinback
2004 *National Register of Historic Places Eligibility Synopsis for the Erie Canal Harbor Archaeological District, City of Buffalo, Erie County, New York.* Panamerican Consultants, Inc., Buffalo Branch, Buffalo. Prepared for Parsons Brinckerhoff Quade & Douglas, Inc., Buffalo, and U.S. Department of Transportation, Federal Transit Administration, New York.

Schieppati, Frank J., Rebecca J. Emans, and Mark A. Steinback
2005 *Phase IB Cultural Resources Investigation for the Proposed Inner Harbor and Waterfront Development Transportation Infrastructure Facility, City of Buffalo, Erie County, New York.* Panamerican Consultants, Inc., Buffalo Branch, Buffalo. Prepared for Foit-Albert Associates Architecture, Engineering and Surveying, P.C., Buffalo.

Schieppati, Frank J., Mark A. Steinback, Rebecca J. Emans, Michele H. Hayward, Michael A. Cinquino, and Karen S. Niemel
2004 *Phase II/III Cultural Resources Investigation and Data Recovery The Erie Canal Harbor Project, City of Buffalo, Erie County, New York.* 3 vols. Panamerican Consultants, Inc., Buffalo Branch, Buffalo.

Severance, Frank H.
1912 *The Picture Book of Earlier Buffalo. Buffalo Historical Society Publications*, Vol 16, edited by Frank H. Severence. Buffalo Historical Society, Buffalo. (Online) available http://moa.cit.cornell.edu/Hunter/ December 14, 2005

Shaw, Ronald E.
1990 *Erie Water West; A History of the Erie Canal, 1792-1854.* Paperback edition. The University of Kentucky Press, Lexington.

Smith, Bruce D.
1992 Prehistoric Plant Husbandry in Eastern North America. In *The Origins of Agriculture,* edited by C. Wesley Cowan and Patty Jo Watson, pp. 101-119. Smithsonian Institution Press, Washington, D.C.

Smith, H(enry) Perry
1884 *History of Buffalo and Erie County.* 2 vols. D. Mason & Co., Syracuse, NY.

Snow, Dean R.
1980 *The Archaeology of New England.* Academic Press, New York.

Spiegelman, Bob
2005 Sullivan/Clinton Campaign; 1779-2005. Sullivan/Clinton Campaign website, np. (Online) available http://sullivanclinton.com, December 2, 2005

Squier, Ephraim G.
1851 *Antiquities of the State of New York.* Geo. H. Derby and Co., Buffalo.

Stone and Stewart
1866 *New Topographical Atlas of Erie County, New York.* Stone and Stewart, Publishers, Philadelphia.

Stothers, David M.
1977 The Princess Point Complex. National Museum of Canada, *Archaeological Survey of Canada Paper* No. 58.

Sykes, Clark M.
1980 Swidden Horticulture and Iroquois Settlement. *Archaeology of Eastern North America* 8:45-52.

Symons, (Major) Thomas W., and John C. Quintus
1902 History of Buffalo Harbor; Its Construction and Improvement during the Nineteenth Century, pp. 239-285. Publications of the Buffalo Historical Society, Vol. V., edited by Frank Severance. Buffalo Historical Society, Buffalo. (Online) available http://moa.cit.cornell.edu/Hunter/hunter.pl?handle=cornell.library.nys/nys343&id=1, November 23, 2005

Tooker, Elisabeth
1978 The League of the Iroquois: Its History, Politics, and Ritual. In *Northeast*, edited by Bruce G. Trigger, pp. 418-441. Handbook of North American Indians, vol. 15, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Trigger, Bruce G.
1976 *The Children of Aataentsic: A History of the Huron People to 1660.* McGill-Queens University Press, Montréal.

1978 Early Iroquois Contacts with Europeans. In *Northeast*, pp. 344-356. Handbook of North American Indians, vol. 15, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Tronolone, Carmine A., and Michael A. Cinquino
1986 *Stage 1B Cultural Resource Survey for the Proposed Downtown Buffalo Sports Complex: Exchange Street Parking Ramp, Erie County, New York.* Ecology and Environment, Inc. Buffalo.

Tuck, James A.
1978a Northern Iroquoian Prehistory. In *Northeast*, edited by Bruce G. Trigger, pp. 322-333. Handbook of North American Indians, vol. 15, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

1978b Archaic burial ceremonialism in the Far Northeast. In *Essays in Northeastern Anthropology in Memory of Marian E. White,* edited by W. Englebrecht and D. Grayson (eds). Department of Anthropology, Franklin Pierce College, Rindge, NH.

Turner, Orsamus
1974 [1850] *Pioneer History of the Holland Purchase of Western New York.* Geo. H. Derby and Co., Buffalo. Rpt: James Brunner, Geneseo, NY, 1974.

USGS (U.S. Geological Survey)
1901 *New York (Erie County) Buffalo Quadrangle.* 15-Minute Series. U.S. Geological Survey, Washington, D.C. On file, Historic USGS Maps of New England & New York. Dimond Library, Documents Department & Data Center, University of New Hampshire,

Durham. (Online) available http://docs.unh.edu/NY/buff01ne.jpg, December 14, 2005

1948 *Buffalo Quadrangle New York. 15 Minute Series (Topographic).* U.S. Geological Survey, Washington, D.C. On file, Historic USGS Maps of New England & New York. Dimond Library, Documents Department & Data Center, University of New Hampshire, Durham. (Online) available http://docs.unh.edu/NY/buff48ne.jpg, December 14, 2005.

1965 *Buffalo NW Quadrangle New York–Ontario.* 7.5-Minute Series (Topographic). USGS, Reston, VA.

Van Ness, Cynthia
2001 Population Growth and Decline over the Years. Buffalo Architecture and History Website, Buffalo History Index. (Online) available http://ah.bfn.org/h/bflopop.html, February 21, 2006

Vogel, Michael N., Edward J. Patton, and Paul F. Redding
1993 *America's Crossroads; Buffalo's Canal Street/Dante Place; The Making of a City.* The Heritage Press, Western New York Heritage Institute, Canisius College, Buffalo.

White, Marian E.
1960 Niagara Frontier Iroquois village movements. *Eastern States Archaeological Federation Bulletin* 19:16.

1961 Iroquois Culture History in the Niagara Frontier Area of New York State. *Anthropological Papers*, No. 16. Museum of Anthropology, University of Michigan.

1963 Settlement Pattern Change and the Development of Horticulture in the New York-Ontario Area. *Pennsylvania Archaeologist* 33:1-12.

1971 Ethnic Identification and Iroquois Groups in Western New York and Ontario. *Ethnohistory* 18:19-38.

1978a Neutral and Wenro. In *Northeast*, edited by Bruce G. Trigger, pp. 407-411. Handbook of North American Indians, vol. 15, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

1978b Erie. In *Northeast*, edited by Bruce G. Trigger, pp. 412-417. Handbook of North American Indians, vol. 15, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

White, Truman C. (Editor)
1898 *Our County and its People; a Descriptive Work on Erie County, New York.* 2 vols. Boston History Company, Boston.

Whittemore, Katheryne T.
1976 Carving the Harbor That Built Buffalo. In Niagara Land: The First 200 Years. *Sunday Courier Express Magazine*. Reprint 2003. (Online) available http://ah.bfn.org/h/erieC/whitt.html. December 4, 2005

Winter, Joseph
1971 A Summary of Owasco and Iroquois Maize Remains. *Pennsylvania Archaeologist* 41(3):1-11.

Wilkeson, John
2005 [1864] Manufacture of Iron in Buffalo; A Paper Read by Invitation before the Buffalo Historical Society. Printing House of Wheeler, Mathews & Warren, Buffalo. Making of America Books, University of Michigan Library, Ann Arbor. (Online) available http://www.hti.umich.edu/cgi/t/text/text-idx?c=moa;idno=AFT1331, February 8, 2006

Zornick, Daniel
2002 The Belt Line Railroad: Its Influence on the Development of Buffalo's Neighborhoods. Buffalo Architecture and History webpage, Buffalo. (Online) available http://ah.bfn.org/h/belt/index.html, January 16, 2006