

PHASE IA LITERATURE REVIEW AND ARCHEOLOGICAL SENSITIVITY ASSESSMENT

Eighteen Mile Creek Superfund Site Remedial Investigation/Feasibility Study Operable Unit 2 (OU2)

Mill Street, William Street, Olcott Street, and Clinton Street
City of Lockport
Niagara County, NY

HAA # 4815-11
OPRHP No. 15PR00095

Submitted to:

Los Alamos Technical Services, Inc.
6501 Americas Parkway NE, Suite 200
Albuquerque, NM 87110

Prepared by:

Hartgen Archeological Associates, Inc.

1744 Washington Avenue Ext.
Rensselaer, New York 12144
p +1 518 283 0534
f +1 518 283 6276
e hartgen@hartgen.com

www.hartgen.com

An ACRA Member Firm
www.acra-crm.org

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MANAGEMENT SUMMARY

SHPO Project Review Number: 15PR00095

Involved State and Federal Agencies: US Environmental Protection Agency; Comprehensive Environmental Response, Compensation, and Liability Act (Superfund)

Phase of Survey: Phase IA Literature Review and Archeological Sensitivity Assessment

LOCATION INFORMATION

Location: Mill Street, William Street, Olcott Street, Clinton Street

Minor Civil Division: City of Lockport (06342)

County: Niagara, New York

SURVEY AREA

Length: 3,330 ft north to south

Width: 1,130 ft east to west

Number of Acres Surveyed: approximately 20.5 acres (not including the creek corridor) or 8.3 ha

7.5 Minute Quadrangle Map: Lockport

RESULTS OF RESEARCH

Previously Identified Sites within 1,000 ft: Three; A06342.000216, A06432.000036, A06432.000084

Surveys in vicinity: One; Archaeological Survey, Lockport Arterial by Wapora Inc. 1977

NR/NRE sites within 1,000 ft: Seven; 90NR01975, 03NR05056, 90NR01976, 90NR01973, 90NR01977, 06342.000453, 06342.000088

OPRHP inventoried structures within 1,000 ft: Four; 06342.000282, 06342.000307, 06342.000518, 06342.000009

Four new archeological sites identified:

- White Transportation Historic Archeological Site,
- Upson Park Historic Archeological Site,
- United Paperboard Historic Archeological Site,
- Flintkote Mill Historic Archeological Site.

Precontact Sensitivity: Moderate in specific locations (proximity to other precontact sites and the creek)

Historic Sensitivity: High (documented historic structures and standing remains)

RECOMMENDATIONS

Hartgen recommends a Phase IB field reconnaissance survey of the OU2 APE to further identify and record the archeological features and deposits found there. The archeological survey may include, but not limited to: detailed mapping and recording of surface features within the archeological sites already identified. GIS analysis with historical maps to identify these features and help to predict the location of other features not currently visible at the surface. Systematic surface reconnaissance and limited shovel testing, especially focused in areas where precontact potential might be high along the creek. Remediation monitoring may also be an appropriate measure. Additional historical research should also be undertaken. Resources within the creek are only likely to be identified during the remediation process, if and when diversion, coffer, or other dams are constructed and the creek bed is fully exposed. Detailed fieldwork and monitoring plans should be developed in advance of proposed disturbance and in coordination with various stakeholder.

None of the standing structures within the OU2 APE appears to retain enough integrity to warrant individual listing on the National Register.

Report Authors: Matthew Kirk, RPA; Corey D. McQuinn, RPA; and Walter R. Wheeler

Date of Report: February 2015

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17. The former NY Central rail bridge seen to the west, has been determined eligible for the National Register, the Barge Canal has recently been listed on the National Register. The Lockport Industrial District is also listed on the National Register and includes the Flight of Locks, seen in the distance, and the industries along the waste weir that later became the Lockport Hydraulic Raceway. The district includes the park and lands west and north of the Barge Canal section shop facility.
18. Structure 12, 34 Mill Street, looking southwest. A one-story masonry building with low-slung gable roof, constructed between 1903 and 1909 for the New York Cotton Batting Co. Sanborn maps describe it as being constructed of “artificial stone”—a term sometimes applied to early concrete block.
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30. Looking south along the creek from Olcott Street bridge. This effectively served as the tailrace for the paper mill and pulp mill. Portions of the former paper mill, along Mill Street can be seen to the east (left).
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33. Among the foundations and piers are architectural elements such as steel beams, as well as fragments of grindstones, likely from the nearby pulp mill.

34. The White Transportation Archeological Site, as viewed south towards the Barge Canal culvert. The site consists of the remains of two mills, the former Niagara Mills is to the east (left) of the creek channel, and the former Lockport Leatherboard Mill is to the west (right).
35. A view to the southeast of the White Transportation Archeological Site, the concrete tailrace utilized by the Niagara Mills is seen in the foreground. The tailrace for the Leatherboard Mill is further to the west, but its foundation walls can be seen on the other side of the creek.
36. Another view to the south of the concrete tailrace of the Niagara Mills, the foundation of the Leatherboard Mill is to the south, and its tailrace would have been to the far right of the frame.
37. The Upson Park Archeological Site consists of the former Lockport Pulp Mill that was in operation from about 1889 to 1941. Visible today is the tailrace to the left and steel-lined penstock that brought water from the hydraulic canal.
38. The former Lockport Pulp Mill located within the Upson Park Archeological Site as viewed to the east. The tailrace is visible in the foreground. Old grindstones are used as landscape elements of the park in the background.
39. The current waste weir of the Barge Canal dry docks (to the left) formed a confluence with the tailrace of the former Franklin Pulp mill, remnants of which can be seen to the right.
40. The stone foundations of the former Franklin Pulp Mill are visible on the north side of the channel that eventually flows into the main branch of the Eighteen Mile Creek.

Table List

1. Description of properties in the OU2 APE, Eighteen Mile Creek Superfund Remediation Investigation/Feasibility Study.
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2. A postcard that reads "Looking East from N.Y.C.R.R. Bridge, Lockport, NY" circa 1905. Visible in this colored photograph is the Lockport Pulp Mill (A), Franklin Pulp Mill, (B), Lockport Leatherboard Mill (C) , L. Huston cold storage facility (D), and the United Paperboard complex (E) (Anonymous c. 1905).
3. Photo-postcard entitled "Erie Canal Looking East from New York Central Bridge." From this view the L. Huston cold storage facility (red arrow) and the NY Cotton Batten Company (green arrow) are both visible, but the Leatherboard Mill is now demolished, photo likely circa 1910 (Anonymous c. 1910).
4. The Lockport Pulp Mill as depicted about 1924 as viewed northwest. It is now within the current Upson Park, the NY Central railroad bridge can be seen in the background (Lockport Cave 2015).
5. The Lockport Pulp Mill as seen about the turn of the 20th century. The Barge Canal, and NY Central Railroad as also visible in this view (Rotograph Company 1905).

PHASE IA LITERATURE REVIEW AND ARCHEOLOGICAL SENSITIVITY ASSESSMENT

INTRODUCTION

Hartgen Archeological Associates, Inc. (Hartgen) was retained by Los Alamos Technical Associates, Inc. (LATA) to conduct a Phase IA archeological investigation for the remedial investigation and feasibility study of the Eighteen Mile Creek Superfund Site in the City of Lockport, Niagara County, New York (Map 1). This specific report details Operable Unit 2 (OU2), which consists of four parcels and the Creek Corridor, covering about 8.3 ha (20.5 ac) from the Barge Canal north along the creek and Mill Street to a point just north of William Street. The project requires approvals by United States Environmental Protection Agency (EPA) under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, or Superfund). Therefore, this investigation was conducted to comply with Section 106 of the National Historic Preservation Act and will be reviewed by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP). The investigation was conducted according to the New York Archaeological Council's *Standards for Cultural Resource Investigations and the Curation of Archaeological Collections* (1994), which are endorsed by OPRHP. This report has been prepared according to OPRHP's *State Historic Preservation Office (SHPO) Phase I Archaeological Report Format Requirements* (2005).

PROJECT INFORMATION

A site visit was conducted by Matthew Kirk, RPA, on December 2 and 3, 2014, to observe and photograph existing conditions within the project area. The information gathered during the site visit is included in the relevant sections of the report.

Project Location

OU2 is located along Eighteen Mile Creek from near the intersection of Mill and Center Streets south to the New York State Barge Canal in the City of Lockport, Niagara County, NY (Map 1). The Area of Potential Effects (APE) lies north and east of the downtown section of the city and on either bank of Eighteen Mile Creek. The creek feeds the Barge Canal, which runs through the city of Lockport to the south. OU2 is part of the Eighteen Mile Creek corridor (the Creek Corridor), which extends from the creek's outflow under the Barge Canal to Harwood Street in Lockport, and northern portion of the main channel of the creek from Harwood Street to Lake Ontario.

The project also proposes similar activities at a group of residences on the west side of the creek, to the west of the United Paperboard Company and Flintkote parcels, designated OU1. Hartgen completed a separate report for the Phase IA study of OU1. This area includes nine different residential lots, some with standing structures dating to the mid-19th century.

Description of the Area of Potential Effects (APE)

The remedial investigation/feasibility study is currently in the investigation phase. A work plan for site remediation has not yet been developed. The locations and depths of ground disturbing activities are presently unknown. The APE includes all portions of the property that may be directly or indirectly altered by the proposed undertaking. For this project, the APE encompasses 8.3 ha (20.5 ac) within the five different segments of OU2 summarized in Table 1. For the purpose of this report, the terms project area and APE are synonymous.

Flintkote Property

The former Flintkote Plant site covers the properties at 198, 225, and 300 Mill Street. This portion of the APE is bounded roughly by Eighteen Mile Creek to the west, Mill Street to the east, a commercial property to the north, and vacant land of the former United Paperboard Company to the south (Map 2, Photo 1). A very small portion of the parcel reaches across the creek to Water Street adjacent to the north of OU1. William Street, which is no longer open to vehicle traffic, splits the parcel into northern and southern halves. The north half covers about 4.9 acres and includes the standing remains of the Flintkote plant, the 10-ft high dam and sluice

gates at 300 Mill Street, an island bounded by the millrace, and Eighteen Mile Creek. Flintkote was just one of several industrial complexes on the parcel, and began producing felt and felt products around 1928, closing in 1971. The southern Flintkote parcel, covering about 1.7 acres, developed as part of the larger facility on the north side of William Street. The southern parcel is wooded and the only standing structures are the ruins of the Flintkote plant on the north side of William Street. The former structure has been determined ineligible for listing on the National Register of Historic Places (NRHP).

Table 1. Description of properties in the OU2 APE, Eighteen Mile Creek Superfund Remediation Investigation/Feasibility Study.

Property	Approx. Size	Description	Approximate Dates of Industrial Activities	Photos
Flintkote	6.6 ac	Former industrial site, mill race, diversion dam, wooded with building remains.	c. 1820s–1970s?	1 and 16
United Paperboard Company	4.9 ac	Former industrial site, partly wooded with some visible surface remains, standing structures 13 (mill dam) and 14 (mill)	c. 1820s–late 20 th c.	2–3, 13–15
White Transportation	3.1 ac	Paved site of former mills and cold storage, mill pond. One standing structure (Structure 12).	c.1820s–present	4–6, 11
Upton Park	5.9 ac	City park, former industrial site, part of historic district partially occupied by part of mill pond.	c. early 19 th –c.–1969	7–10, 12
Eighteen Mile Creek	3,000 ft	The stretch of the creek between the Barge Canal to the south and the alignment of Harwood Street to the north.	-	11–16



Photograph 1. The former Flintkote complex and parcel as viewed southwest from Mill Street. The structures are in the process of being demolished and remediation efforts are currently underway.

United Paperboard Company Property

The United Paperboard Company property is located at 62 and 70 Mill Street (Map 2, Photos 2–3). The property is split into two segments on either side of Olcott Street. The southern segment at 62 Mill Street has one

standing structure, a warehouse owned by Duraline Abrasives, Inc. This parcel is bounded by Olcott Street to the north, Mill Street to the east, Clinton Street to the south, and Water Street to the west and is divided by Eighteen Mile Creek. The northern segment of the property at 70 Mill Street is bounded by the Flintkote property to the north, Mill Street to the east, Olcott Street to the south, and Eighteen Mile Creek to the west. This area has several building ruins from previous mills and industrial facilities some of which are integrated into the standing structure. The United Paperboard Company property covers about 4.9 acres.



Photograph 2. The United Paperboard Company property is an amalgam of various iterations of previous mills. The current Duraline building incorporates portions of the former mills including the mill dam seen here.



Photograph 3. The Duraline building (62 Mill Street) within the United Paperboard Company parcel as seen from Mill Street, the stone foundation of previous mills can be seen under the modern steel façade to the right.

White Transportation Property

The White Transportation property covers parts of 30–40 Mill Street and is bordered by the Barge Canal on the south, Mill Street to the east, Clinton Street to the north, and a branch of Eighteen Mile Creek to the west (Map 2, Photos 4-6). The creek was used as a mill pond for many years during the 19th and early to mid-20th century, and held a consistent shape on the west edge of the parcel throughout much of the 19th century (Maps 5–7). A review of historic maps suggests that the shape of the mill pond shifted during the late 19th and early 20th century (Map 11). Today, much of the mill pond within the White Transportation parcel has been filled. There are three trailers located on the property and a single permanent modern structure on Mill Street. The three lots that make up the White Transportation parcel cover about 3.1 acres.



Photograph 4. The White Transportation property as seen from near the modern Barge canal. This portion of the parcel is largely wooded and overgrown.



Photograph 5. The southern terminus of the White Transportation parcel includes the culvert from under the Barge Canal (to the left) and into Eighteen Mile Creek (to the right).



Photograph 6. The extant structure at 34 Mill Street within the White Transportation parcel as viewed to the east from the opposite side of the creek which can be seen in the foreground.

Upson Park

Upson Park is currently a public park owned and maintained by the City of Lockport (Map 2, Photos 7–10). The park was constructed about 1975 after the railroad tracks and remaining structures were removed from the property (Clemons 1975). The APE is bounded on the northwest by Clinton Street, east by private properties and an old waste channel for the Erie Canal, southeast by private properties and the Barge Canal, and west by private properties. The waste channel carried not solid waste or trash, but instead provided a means for draining away excess water from the canal dry docks into Eighteen Mile Creek. The western boundary was formerly an extension of Jackson Street, which intersects with Clinton Street opposite the northwestern edge of the property. This portion of the OU2 APE covers about 5.9 acres.



Photograph 7. The Upson Park parcel as viewed southwest toward the “Upside Down” railroad bridge (former NY Central), which is just outside of the APE.



Photograph 8. Upson Park includes historic elements of the previous mills at the site such as an extant penstock and these large grindstone from the former Lockport Pulp Mill.



Photograph 9. A view of the Upson Park parcel from steep hillside looking towards the nearby Barge Canal section shop facility (outside of APE). Portions of the former Lockport Pulp Mill, can be seen in the foreground.



Photograph 10. Upson Park parcel as viewed to the northeast toward Clinton Street. Formerly, Jackson Street veered to the left and to the right was a set of railroad tracks that serviced the sawmills and pulp mills in this area.

Eighteen Mile Creek Corridor

The OU2 APE also includes Eighteen Mile Creek adjacent to the various components of the terrestrial portions of the APE (Photos 11–16). The banks of the creek along OU1 are also included in OU2. Any resources potentially present in the creek will be discussed with the adjacent or appropriate terrestrial APE component. Potential archeological features within the creek bed are largely limited to mill dams with a smaller possibility of Native American fish weirs and traps, depending on the historic character of the creek. Alterations to the flow and course of Eighteen Mile Creek by both the canal and the several mills and factories in the creek corridor have masked the original historic character of this waterway.

ENVIRONMENTAL BACKGROUND

The environment of an area is significant for determining the sensitivity of the project area for archeological resources. Precontact and historic groups often favored level, well-drained areas near wetlands and waterways. Therefore, topography, proximity to wetlands, and soils are examined to determine if there are landforms in the project area that are more likely to contain archeological resources. In addition, bedrock formations may contain chert or other resources that may have been quarried by precontact groups. Soil conditions can provide a clue to past climatic conditions, as well as changes in local hydrology.

Present Land Use and Current Conditions

With the exception of the creek, the APE is primarily wooded and overgrown with wide-spread evidence of the former industries that once flourished along the creek, still visible in certain locations. The OU2 APE is surrounded by residential neighborhoods that emerged around the mills in 19th and 20th centuries. The Barge Canal and its associated section shop facility lies between the White Transportation parcel and the Upson Park parcel. The facility includes dry docks and numerous storage structures.



Photograph 11. A view to the south of Eighteen Mile Creek from the Clinton Street culvert (recently reconstructed), the White Transportation parcel is primarily to the east (left).



Photograph 12. A view to the west of a branch of the Eighteen Mile Creek, formerly a waste channel for the Erie Canal and later Barge Canal, as depicted on the Sanborn maps (Map 12). The Upson Park parcel includes the current creek corridor and the land south of Clinton Street, seen to the right.



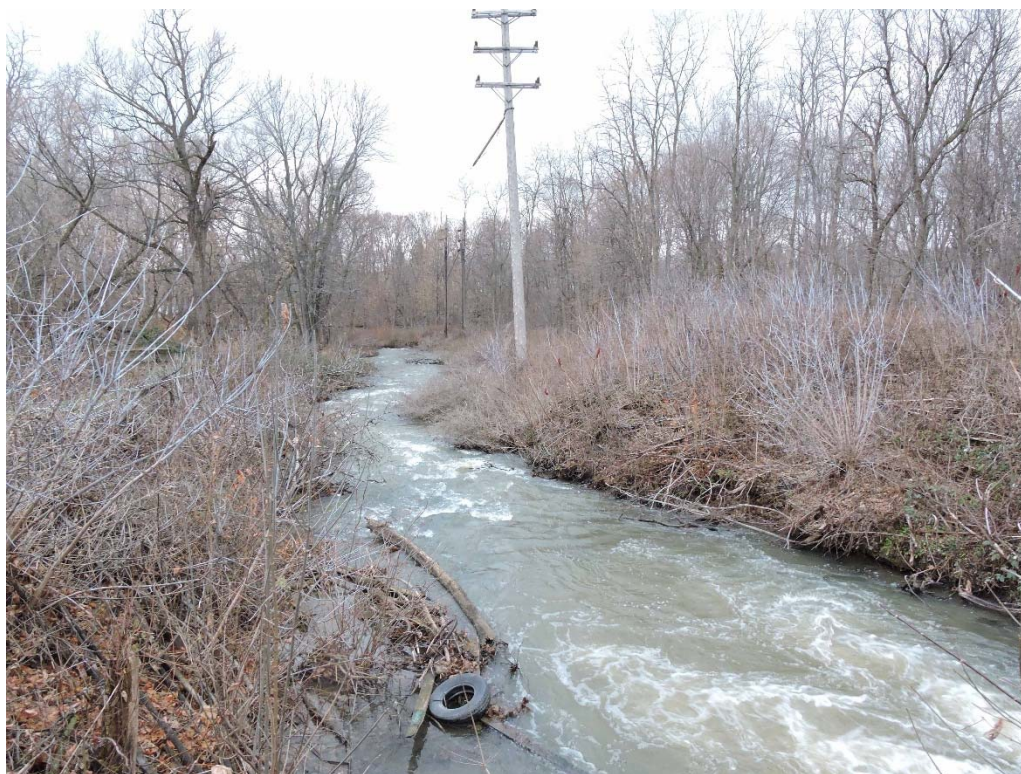
Photograph 13. View north of Eighteen Mile Creek as seen from the Clinton Street culvert. The United Paperboard Company parcel includes lands on both sides of the stream in the location.



Photograph 14. A view to the south of the Eighteen Mile Creek corridor from just north of the Olcott Street bridge. Extensive mill foundations can be seen to the east (left). The United Paperboard Company parcel includes the land on both side of the creek, and lands on the east side of the creek to the north.



Photograph 15. The Eighteen Mile Creek corridor as viewed from the west side of the Olcott Street bridge. The United Paperboard Company parcel includes the east side of the stream to the north. Evidence of previous industries can be found scattered along the hillside in this area.



Photograph 16. The Flintkote parcel and its associated Creek corridor as viewed from just north of the William Street bridge. The parcel includes both sides of the stream and evidence of former industrial complexes are evident on both shorelines.

Upton Park is primarily a passive use park with walking trails and paths along the canal and through former industrial remains. A former mill pond, formed from the canal waste weir, in the north central portion of the parcel has reverted to a narrow creek channel. It rejoins the main branch of Eighteen Mile Creek just south of the Clinton Street culvert. The channel is situated within a moderately steep ravine that is largely overgrown and wooded. Evidence of the former sawmill and a pulp mill are visible at the surface just north of the waste weir of the Barge Canal dry docks. A waste weir was a canal structure used to control the water level in the canal prism. When the water levels rose, the waste weir opened to let out excess, or waste, water, channeling it into a nearby stream, in this case, Eighteen Mile Creek.

The White Transportation parcel includes one standing structure at 36 Mill Street (Structure 12), and wooden and overgrown areas, and lawns. At the southernmost end of the parcel, a culvert carries water under the canal. A series of foundation and features formerly associated with the Niagara Mills are extant in this portion of the parcel.

The United Paperboard Company parcel extends north of the Clinton Street culvert. The parcel includes a mill pond behind an existing dam (Structure 13) connected to the Duraline Company building (Structure 14). Surface evidence of a former mill can be seen on the west side of the creek near the dam, as well along the east side, just north of the Olcott Street bridge extending well north of the bridge as well. Much of these areas are overgrown and wooded.

The Flintkote parcel extends north along the east side of the creek. Evidence of a railroad siding and conveyor system to the former mill are visible on the surface. The former mill complex itself is currently inaccessible as it undergoes demolition. It is situated on the east side of the creek north of the William Street bridge. The west side of the creek is overgrown with wooded areas, and scattered evidence of stone and concrete foundation of former industrial structures. The creek channel bifurcates in this section, as the former headrace and tailrace to the mill flow east of the William Street bridge. The overflow, or bypass reach, of the mill pond flows westerly

and then north under the bridge culvert. The two channels rejoins each other just north of the parcel outside of the APE.

Soils

Soil surveys provide a general characterization of the types and depths of sediments that are found in an area. This information is an important factor in determining the appropriate methodology if and when a field study is recommended. The soil type also informs the degree of artifact visibility and likely recovery rates. For example, artifacts are more visible and more easily recovered in sand than in stiff glacial clay, which will not pass through a screen easily.

The Niagara County Soil Survey shows the project area as unsurveyed by the USDA (USDA NRCS 2014). The USDA NRCS U.S. General Soil Map (STATSGO2) indicates the project area as Urban Land (s5992) (USDA NRCS 2006). These areas intensely built-up, consisting mostly of buildings, paved roads, and parking lots. While there are no general soil profile or characteristics (Map 3) listed for the APE, natural soils to the north are typically Wassaic-Lairdsville-Farmington soils that are derived from glacial till over limestone and sandstone bedrock. Within the OU2 APE there is likely recent alluvial deposition from the creek and later mill ponds but the exact structure and depths of these soils are currently unknown. Fill deposits are also likely in much of the project area. In some places, the creation of the mill pond and stone retaining walls suggest robust landscape changes throughout, including the deposition of fill in order to level the landscape around the rapidly growing mills. A survey conducted by Wapora, Inc. in 1977 covered a portion of the Flintkote parcel and found deep fill deposits used to create a channel island west of the factory. Further discussion of this survey is available below.

Bedrock Geology

The underlying bedrock is Thorold Sandstone and Grimsby Formation sandstone and shale from the Medina Group and Queenston Formation. This is not a chert bearing bedrock, that may have been exploited by precontact people for use in stone tools (Rickard and Fisher 1970). The underlying sandstone in this area is generally susceptible to erosion and accounts for the precipitous drop in the creek levels from the Barge Canal to the end of the project area. To the south of the project area along the nearby Niagara Escarpment is a thick bed of limestone that has thus far resisted erosion, superimposed over the sandstone. The limestone can have chert nodules, but more importantly was a source of building materials in the form of blocks and hydraulic cement in the 19th century.

Physiography and Hydrology

Steeply sloped areas are considered largely unsuitable for human occupation. As such, the standards for archeological fieldwork in New York State generally exclude areas with a slope in excess of 12% from archeological testing (NYAC 1994). Exceptions to this rule include steep areas with bedrock outcrops, overhangs, and large boulders that may have been used by precontact people as quarries or rock-shelters. Such areas may warrant a systematic field examination.

The OU2 APE lies along both the east and west banks of the Eighteen Mile Creek, which flows northwest from the Barge Canal to Lake Ontario. This creek experiences flooding during high water events. Severe flooding of up to 100 feet from the creek bank reportedly occurs approximately once every two years, with less significant flooding events occurring several times a year as a result of heavy precipitation and blockage of culverts through which the creek flows under William Street at the northern end of the APE.

Alterations to the flow and course of Eighteen Mile Creek by both the canal and the several mills and factories in the creek corridor have masked the original historic character of this waterway. The exact nature of the creek before the construction of the canal, which undoubtedly raised the creek's water levels with an influx of excess water from the canal system, is unknown. The creek may have been a small, seasonal drainage in the upper portions of the creek basin and more substantial near its confluence with Lake Ontario. Historical accounts suggest the creek supported a large salmon fishery, at least north of Ridge Road/Lewiston Road (NY 104), well

north of the project area. Chief John Mountpleasant, a Tuscarora leader, recalled in 1849 that as a boy he took “salmon in Eighteen mile creek, where Lewiston road crosses near Lockport...with my hands, three feet in length” (capitalization as in original)(Turner 1849). The chief’s recollections suggest that the creek in its northern extent was significant in size before the canal.

Clearly the upper portion of the creek was altered by numerous mill complexes over the years, which slightly changed its course and rerouted the water primarily to the east to power the factories. A mill dam created a large pond in the creek by the mid-19th century, if not before. The dam overflow, or bypass, flowed to the west of the main channel approximately along its present course. The effects of the mill dam and pond on the creek is best evidenced on the historical maps presented below.

DOCUMENTARY RESEARCH

Archeological Sites

Previously reported archeological sites provide an overview of both the types of sites that may be present in the project area and relation of sites throughout the surrounding region. The presence of few reported sites may result from a lack of previous systematic survey and does not necessarily indicate a decreased archeological sensitivity within the project area.

An examination of the archeological site files at OPRHP identified three reported archeological sites within a 1,000-ft radius of the OU2 APE. There were no reported archeological sites in the New York State Museum (NYSM) site files.

All three sites are portions of industrial complexes along the creek and nearby canal. The Jackson Mill Property is not clearly located and has been mapped along the east side of Mill Street. More likely, the OPRHP archeological site form is associated with the pulp mills in and around Upson Park along the Barge Canal—well to the west. For clarity, the resources along Mill Street and Upson Park have been given new site names and new site forms, as discussed below (Appendix 1).

Table 2. OPRHP/NYSM Archeological Sites within 1,000 ft of the Project Area.

OPRHP Site No.	Site Identifier	Description	Proximity to APE
A06342.000216	Jackson Mill Property	Standing remains of a 19 th -century mill complex near the Erie Barge Canal	500 ft east
A06342.000036	Holly Manufacturing Company Ruins- Escarpment	Remains of a 19 th -century company at the north side of the Erie Barge Canal; a part of the National Register-listed (NRL) Lockport Industrial District	560 ft southwest
A06342.000084	Barge Canal Lockport Hydraulic Company Tunnel Underground and Parallel Toll	A part of the NRL Lockport Industrial District	680 ft southwest

State and National Register

A search of the computer files at OPRHP identified five properties listed on the State/National Registers of Historic Places (NR) located within 1,000 ft. Two properties determined eligible (NRE) for listing on the registers are located within the immediate vicinity of the project area. Four inventoried buildings located within 1,000 ft to the project area have either been determined ineligible for the National Register or their status has yet to be determined. The locations and brief descriptions of all seven properties are provided in Table 3 (see also Map 13).

One National Register historic district, the Lockport Industrial District, nominated in 1975, is located partially within the Upson Park parcel at the southwest end of the APE. The district includes the nearby Flight of Locks and the industrial components of the former hydraulic canal. Although not specifically enumerated or described in the nomination form, it appears the archeological remains of the pulp mills at the west end of the Upson

Park parcel (described more fully below) are included in the district boundaries and are considered a contributing resource to the district.

Immediately adjacent to the Upson Park parcel and White Transportation parcel is the New York State Barge Canal (Barge Canal) which was recently listed on the National Register (2014). The district boundaries are immediately adjacent to the southernmost portions of OU2, and include the adjacent Barge Canal section shop.

Nearby the Upson Park parcel is a circa 1910 railroad bridge, known locally as the “Upside Down” NY Central rail bridge. It has been determine to be eligible for the National Register (Photo 17).

Table 3. NR/NRE Properties and Inventoried Buildings 1,000 ft of the Project Area.

OPRHP Number	Property Name	Status	Description	Proximity to APE
90NR01975	Lockport Industrial District	NRL	Also known as the Flight of Five Locks and Lockport Hydraulic Raceway Company District; 19 th century; roughly bounded by Erie Canal, Gooding, Clinton, and Water streets	Within
90NR01973	Lowertown Historic District	NRL	Roughly bounded by Erie Canal and New York Central RR	150 ft southeast
90NR01976	Union Station	NRL	95 Union Avenue; constructed in 1889 for the New York Central Railroad	820 ft southeast
90NR5056	Stickney House	NRL	133 Lock Street; 1850s-1881, Italianate style	580 ft west
90NR01977	U.S. Post Office	NRL	1 East Ave; built in 1902-1904	990 ft south
06342.000453	Cider Mill	NRE	71 Gooding Street; 1880-1890	45 ft west
06342.000088	Railroad Bridge	NRE	Greet Street; most likely built in 1910	Adjacent
06342.000518	Flintkote Complex	Inventoried	198-300 Mill Street; built in the early- mid 19 th century	Within
06342.000282	Factory	Inventoried	55 Frost Street	900 ft east
06342.000307	Residence	Inventoried	119 Gooding Street; built in 1920	380 ft west
06342.000009	Lockport Manufacturing Company Mill	Inventoried	35 Exchange Street; built in 1883	550 ft southeast
00104.000641	New York State Barge Canal Historic District	Listed	The New York State barge Canal and its associated appurtenances and features including weirs, locks, ponds, culverts, shop sections, etc.	Adjacent



Photograph 17. The former NY Central rail bridge seen to the west, has been determined eligible for the National Register, the Barge Canal has recently been listed on the National Register. The Lockport Industrial District is also listed on the National Register and includes the Flight of Locks, seen in the distance, and the industries along the waste weir that later became the Lockport Hydraulic Raceway. The district includes the park and lands west and north of the Barge Canal section shop facility.

Previous Surveys

Only one previous archeological study was previously conducted within the immediate vicinity of the project area. In 1977, Wapora, Inc. completed a survey of three alternative alignments for a proposed highway arterial through Lockport running north roughly parallel with Eighteen Mile Creek. The project area included about 2,500 acres for the literature review portion of the study, a land area including all of the OU1 and OU2 APEs in the southwest corner of the project area. The field reconnaissance portion of the survey focused on three alternate routes and testing, including shovel testing, pedestrian survey, and surface collection, and was limited to high sensitivity areas within the proposed right-of-way. Testing throughout the entire project corridor identified five archeological precontact sites and five archeological historic sites. Recommendations were made for further investigation of those sites discovered during the survey which might be eligible for the National Register of Historic Places (Wapora 1977).

A portion of testing for Alternate 2 passed through the Flintkote parcel, cutting behind the factory from southwest to northeast (Map 2). No testing occurred within the OU1 APE. Wapora conducted shovel testing and a pedestrian survey within the Flintkote parcel. Shovel testing revealed a substantial amount of fill within the project area and the results suggested that the artificial island created between the factory's tailrace and the channel of Eighteen Mile Creek consisted largely of fill derived from industrial activities at the factory (Wapora 1977:33-38). Wapora estimated the fill to be 8–25 ft deep, based on observations of the island's eroded banks. Artifacts recovered from the fill deposits through shovel testing and surface collection provided a date range of c.1850–1930, including fragments of glass beverage bottles, transfer-printed "ironstone" ceramic, and porcelain bottle stoppers, all of which appeared to be burned (Wapora 1977:35). Since the proposed arterial highway construction would introduce several more feet of fill to the Flintkote site, Wapora recommended no

further evaluation of the parcel, stating that any remains of preexisting mills at the site would be preserved beneath the highway fill (Wapora 1977:35, 38).

ARCHITECTURAL DISCUSSION

Standing structures within the OU2 APE represent the industrial development along the Eighteen Mile Creek from circa 1830 to the present. There are five extant structures within or immediately adjacent to the APE of OU2, and have been numbered 12–16 to correspond to the naming system developed for OU1. These structures include two industrial buildings/complexes, two abandoned bridges, and a mill dam. The bridges are enumerated separately from the nearby mill complexes (further discussed below) as it is unclear if they are appurtenances of the facilities or represent public endeavors. The mill dam is related to Structure 18, the United Paperboard complex, but listed separately as it likely pre-dates the existing complex.

Table 4. Extant structures remaining in the four parcels of OU2.

Structure	Address	Name	Construction Date	Related Mapped Structures*	Photos
12	34 Mill Street	White Transportation building	1903-1909	19	18 and 19
13	Mill dam	--	Circa 1840 with later additions/alterations	14 and 18	20 and 21
14	62 Mill Street	Duraline Abrasives Company	Circa 1840 with later additions/alterations	13	21 - 23
15	Olcott Street bridge over creek	--	Circa 1892 with later additions/alterations	18	24
16	William Street Bridge over creek	--	Circa 1910-19102 with later additions/alterations	17	25

*No longer extant

The structure at 34 Mill Street (Structure 12)(Photos 18 and 19), built for the New York Cotton Batting Company between 1903 and 1909, makes use of an early version of concrete block in its construction. The Sanborn map from the latter year describes the superstructure of this building as being fabricated from “artificial stone” (Sanborn Map Company 1909).

The earliest structure, a dam which may retain parts of the earliest structure of this type built on this site between 1830 and 1834, was associated with one of the first mills on the stream (Photo 20 through 22). Structure 13 incorporates mill structures built possibly as early as the 1830s, but certainly by 1850, with additions and alterations continuing to the recent past (Photo 19). The earliest portions of this complex are constructed with roughly-hewn limestone blocks; later nineteenth century additions are brick.



Photograph 18. Structure 12, 34 Mill Street, looking southwest. A one-story masonry building with low-slung gable roof, constructed between 1903 and 1909 for the New York Cotton Batting Co. Sanborn maps describe it as being constructed of "artificial stone"—a term sometimes applied to early concrete block.



Photograph 19. Structure 12, 34 Mill Street, looking northeast. A one-story concrete block addition to the building, housing four vehicle bays. Sanborn maps indicate that this structure was built after 1948.



Photograph 20. Structure 13, looking southeast of a dam associated with Structure 14 (the Duraline Abrasives Company building at 62 Mill Street). A dam has been located at or near this site since at least 1834 (Hutchinson 1834).



Photograph 21. Structure 13 (dam) and Structure 14 (62 Mill Street), looking northeast.



Photograph 22. Structure 14, in a panoramic view, looking northeast to southeast. The stone masonry portions of this mill complex date to the 1840s or earlier.



Photograph 23. Structure 14, 62 Mill Street looking southwest. Additions to the east side of the mill complex during the course of the 20th century entirely obscure the 19th-century portions of the building.



Photograph 24. Structure 15, looking northeast toward an iron and concrete single span bridge, carrying Olcott Street over Eighteen Mile Creek. It appears to date to the early 20th century. Portions of a concrete wall for the tail race are also seen in the foreground.



Photograph 25. Structure 16, looking north toward a double culvert with associated stone retaining walls. This structure was likely initially constructed around 1892 when the Lockport Paper company first began

operation. It was altered in the 20th century, possibly after a failure of the span, with poured concrete and galvanized iron culverts.

HISTORICAL OVERVIEW

Initial Settlement and Transportation Systems

Lockport derived its name, status, and much of its economic prosperity from the Erie Canal. While the Erie Canal began further east in 1817, construction in Lockport did not start until 1823. It was one of the last segments of the canal to be completed due to the need to construct a massive flight of five twin-locks to climb the Niagara Escarpment, just west of Eighteen Mile Creek. The excess water from the canal that flowed down Eighteen Mile Creek was utilized to power a host of mills and factories in Lockport. Largely unsettled in 1821, the area experienced tremendous growth, and by 1835 no less than nine manufactories were operating on the creek below the canal (Fredrickson 2005).

An 1830 map of the area (Haines 1830, not reproduced in this report) depicts Lockport laid out into small lots south of present-day Olcott Street. Instead of depicting the mill structures, the Haines map shows the potential for mill power along Eighteen Mile Creek by providing data on the available “head,” a term used to describe the vertical fall of water, and thus the potential power. Haines described four mill seats, including head capacity ranging from 13 feet to 20 feet, covering some sites of mills and factories in the OU2 APE.

Part of the growth of the city and region was due to the marketing of the land by Holland Land Company, who tried to sell its vast land holdings to speculative buyers until 1835 (Klein 2001:262). Lockport was located in Township 14 and the southern portion of Eighteen Mile Creek (also known as Willinks and/or Quocaughgu Creek) included parts of Ranges 15, 60, and 61. These large square lots still largely form the political boundaries and private lots of modern Lockport.

Lockport was incorporated as a village in 1829 and a city by 1865 (Fredrickson 2005). The city is physically divided into two major sections roughly along the Erie Canal and the flight of locks. The high ground to the south and west is the commercial heart of the city, and to the north and east is its industrial center. Residential structures largely follow the divide as well, with more well-to-do and upper class residents living south of the canal and working-class people and factory workers to the north, near the industrial centers. The northern and eastern portion of the city in which the project area lies is locally known as “Lowertown” indicating its physical location below the flight of locks (Pool 1897). This area below the Niagara Escarpment and the flight of locks and north of the Erie Canal has been listed as the “Lowertown National Historic District.”

Although located on the Erie Canal, an important regional transportation system, the village of Lockport also benefitted from rail service starting in 1836 with the Niagara Falls Railroad that provided regional links, but it ceased operations in 1851. Area rail service expanded significantly in 1852 with the construction of the Rochester, Lockport, and Niagara Falls Railroad (later consolidated into the New York Central) (Fredrickson 2005). The railroad built a large bridge over the Erie Canal. The current structure was built in 1902, and is known locally as the “Upside Down” bridge due to the use of a Baltimore deck truss that extends under the tracks, although the bridge is actually multi-span utilizing five different bridge segments.

Mill Power

Initial efforts at harnessing the excess water power from the canal started immediately after the canal was constructed and focused on the southeast side of the flight of locks. The first mill constructed along the north side of the canal was operated by Otis Hathaway in 1824 where he milled wheat for flour. This early mill seat was quickly replaced with a much larger facility (7-stories tall) that took full advantage of the water power available at that location. This mill was also replaced when the canal was enlarged in 1838, in its place the Niagara Mills were constructed, producing various cotton products. Due to the erratic nature of the flow of the creek from the canal, the mill augmented power with steam engines. The canal enlargement was not fully completed until 1857 and during this time many other mills were unable to survive (Geise 2015a, b). The Niagara Mills remained in operation by various owners until about 1870 (Pool 1897).

Toward the end of the 19th century a new group of mills, largely devoted to the production of paper for wrapping, boxes, containers, and other products, were constructed along Eighteen Mile Creek. Many of these were located in the OU2 APE. The trend began in the 1880s with the opening of the Lockport Paper Company (1884), continued with the emergence of the Traders' Paper Company between 1895 and 1902, and culminated with the incorporation of the United Box Board and Paper Company after 1902 which consolidated various operations along Eighteen Mile Creek (New York State Department of Health 1910). The mills were locally innovative and had a lasting impact on the local economy and landscape. The Lockport Pulp Mill, for instance, in the Upson Park parcel used wasted water from the canal to feed a mill race, which was shared with two other companies through the Hydraulic Race Corporation. The tailrace from this mill joined one from the nearby dry docks and eventually returned to the main branch of Eighteen Mile Creek.

These paper mills produced a large amount of trade waste that polluted the creek and led the state to investigate the industry in 1910. The subsequent report detailed not only the effects of the pollution but the processes, staffing, and products the mills produced (New York State Department of Health 1910). Between 1908 and 1918, the canal was enlarged and improved again to form the New York State Barge Canal. A new dry dock facility was built by the canal corporation to service its fleet on the north side of the new canal, between the railroad bridge and the Niagara Mills. This was the site of the former B. F. Cady (later Hiram Benedict) dry docks and boat yards that prospered along the canal throughout the last half of the 19th century. The area now serves as the Barge Canal section shop facility that was expanded in the late 1920s (Historic American Engineering Record 1961).

HISTORICAL MAP REVIEW

Hartgen examined a series of historical maps depicting the APE from as early as 1829 through the latest NYS Department of Transportation planimetric quadrangle in 1996. Only maps with sufficient detail are presented in this report. Other maps are discussed but not included graphically or in the table of structures (Table 5–8). The map review demonstrates the development of the creek valley for industrial use and the dissolution of the factories during the 20th century. These maps also show how the changes to the creek associated with industrial development and the construction of the Erie and Barge Canals affected the APE. The 1980 USGS topographic quadrangle and the 1996 NYSDOT planimetric quadrangle were also examined for this map review, but neither are presented in this report. Both maps lacked sufficient detail to determine any changes in the character of the OU1 APE.

Early maps of the OU2 APE show early development of mills along Eighteen Mile Creek by 1829, when David Burr published his state atlas (Map 4), some of which correlate with the location of the known mills in the four parcels of the APE. Based on the historic context, it safe to assume that although a mill or structure may not be depicted on a parcel until later in the map review, the proximity of the parcel to areas of highly concentrated industrial activity during and immediately after the Erie Canal's construction suggests historic use of these parcels by as late as the 1820s. Since then, industrial use has marked the historic landscape of OU2. Maps with increasing detail depict the development and modernization of facilities throughout the 19th century and into the early 20th century.

The OU2 APE has a complicated construction history. Nearly every map-documented structure in the project has been razed or is partially demolished. Also, the industrial parcels have complex construction histories with various additions appearing and disappearing on the historical maps over the years. Owing to the high-risk nature of these industrial ventures, Sanborn fire insurance maps were available every five to ten years from 1886 until 1948. Instead of an exhaustive list of structures at each mill complex, this section provides a basic construction history in each parcel with a sample of maps from the period. Historical maps included in this report were selected to depict significant transitions, especially for the Sanborn fire insurance maps (Maps 8–12). The properties within the APE are discussed individually.

Flintkote Property

The first detailed mapping of the mills in the Flintkote parcel dates to 1860, when two mills located on either side of the millrace north of William Street were depicted on the Gray map (Map 6). The woolen mill to the

west and sawmill to the east were likely built much earlier in the 19th century and capitalized on the proximity to the Erie Canal (Table 5). These two mills were joined across the mill race to form the George Wells & Sons sash and blind factory, which also expanded slightly to the north and east by 1875 (Map 7). Approximately ten years later, the mill changed hands again and appeared on the first fire insurance map in a slightly different configuration as the Lockport Paper Company. Several of the buildings, including the office and a large storehouse, were labeled “vacant” on the 1886 map (Map 9). This map also marked the first appearance of structures, including a large storehouse, south of William Street. The street still connected Mill and Water streets, and a catwalk linked the two parts of the Lockport Paper facility.

Fire insurance maps depict the APEs at increments of five to nine years from 1886 until 1928 (Map 9). The Lockport Paper Company began removing the large storehouse, still marked as vacant, north of William Street, by 1892 and opened a new office on the Mill Street side of the facility and installed new boilers within the large factory. In the next six years, Lockport Paper expanded greatly on both sides of the street, probably doubling its footprint. While the size of the mill remained largely the same in 1903 and 1909, Lockport Paper moved their office again to the north side of the building and added a sixth boiler (Map 9).

The facility had expanded to include William Street, which remained only as a covered carriageway, by 1919. In the intervening years since 1903, the Lockport Paper Company expanded rapidly to include over a dozen specialized wings and rooms designated for a specific task in the paper industrial process (Map 9). Railroad sidings from the NYC & Erie railroad in Mill Street approached the factory from the north. During this time, no other structure appeared independent of the factory in the APE.

The 1928 Sanborn map indicated a change of hands as the factory continued to operate in much the same configuration as the felt division of the Beckman-Dawson Roofing Co., later known as Flintkote. Flintkote purchased the property from the Beckman-Dawson in 1928 and began production of sound-deadening and tufting felt for use in automobiles in 1935 (Map 9) and continued until operations ceased and the plant closed in December 1971. By this time, the sprawling facility was connected to another manufacturing site on the east side of Mill Street.

Table 5. Map-documented mill complexes within the Flintkote parcel of OU2.

Map/Date	Structure #	Company	Description
Circa 1830s	17a	David Frink	Sawmill
Gray 1860	17b	?	Woolen Mill
Beers 1875	17c	George Wells and Sons	Sash blind and factory and sawmill
Sanborn 1909	17d	Lockport Paper Company (established 1884)	Warehouse, office, and oil house west of creek. Stockhouses south of William Street. Main factory structure at corner of Mill Street and William Street, boiler room, two machine rooms, and two beating rooms.
Sanborn 1914	17d	Lockport Paper Company	Oil house west of creek. Stockhouses south of William Street. Main factory structure at corner of Mill Street and William Street, boiler room, two machine rooms, and two beating rooms.
Sanborn 1919	17d	Lockport Paper Company	Same factory configuration with expansion to the north, including a new office. No structures west of the creek.
Sanborn 1928	17d	Beckman-Dawson Roofing Co., Felt Division	Same factory configuration with expansion to the north, including a new office. No structures west of the creek.
Sanborn 1948	17d	The Flintkote Co., Felt Division	Reconfiguration of interior spaces of the mill, but largely within the same footprint.

United Paperboard Company Property

Only the southern part of the United Paperboard parcel was depicted on the 1834 Hutchinson map of the Erie Canal (Map 5). This first depiction of the APE showed the mill pond behind the first dam north of the Erie Canal, but no mill structures are depicted. By 1860, a sawmill and shingle mill operated in the southern part of the APE on the east side of the creek (Map 6). The mills were placed at different locations on the mill pond

with distinct tailraces. A third structure stood on the west bank of the mill pond opposite the sawmill. The only structure north of Olcott Street stood along Mill Street in the northern part of the APE in 1860. By 1875, the shingle mill at the southern end of the APE was gone and James Jackson, Jr. & Son had constructed a large sash and blind factory on the site of the first sawmill. A large structure, possibly a storehouse and office, stood at the corner of Mill and Olcott Streets. No structures were depicted north of Olcott Street.

The first detailed map of the United Paperboard APE was published in 1886 by the Sanborn Fire Insurance Company (Map 10). By this time, the Jackson Lumber Company covered much of the APE, as well as some property on the east side of Mill Street. While the entire northern parcel was not depicted until about 1909 (Map 10), this map and subsequent maps published in the late 19th century depicted this part of the APE as reserved for lumber storage. The Jackson Lumber Company operated two factories by this time, supported by numerous ancillary structures on both sides of the dam and millpond. At the corner of Mill and Olcott Streets, Jackson Lumber operated a sash and blind factory and a box factory in the former sawmill at the dam. The 1892 map recorded the addition of a second box factory facility on the west side of the tailrace opposite the sash and blind factory and a pulp mill connected to the main mill by a bridge and conveyor.

In January 1894, the Jackson Lumber Company defaulted on its creditors and surrendered its holdings to the county sheriff, leaving up to 50 employees out of work. By 1898, the Traders' Paper Company took over and completely reconfigured the property (Map 10). All of the mill structures along the mill pond and creek were removed and replaced by a paper mill fronting Mill Street, and extending nearly the length of the block. The United Paperboard Company went through corporate reorganization at the beginning of the 20th century, ending in 1904 (Weeks 1916:302-303). By 1903, the Traders' Paper facility operated under the name "United Box Board and Paper Company," which invested in aggressive expansion of the facilities to the north of Olcott Street as well as on the west side of the mill pond. The straightened east bank of the mill pond suggests the company built a retaining wall to support the expansion of the facility south of Olcott Street. The United Paperboard factory continued to operate in much the same footprint throughout the first half of the 20th century with few major changes to the facility besides the additional of boilers and supporting facilities (Map 10). Construction details on the fire insurance maps state that much of the facility was built with concrete floors, steel beams, and stone retaining walls.

The United Box Board and Paper Company was relatively short-lived as it dissolved by 1908, but it left a lasting impact on the Lockport mills. The company reorganized locally as United Boxboard Company and later United Paperboard Company (Weeks 1916). The company then controlled the Franklin Pulp Mill immediately below the dry docks until it was demolished in the 1920s, and similarly the Lockport Pulp Mill (opened in 1889) until it closed in 1941 (Lockport Cave 2015). The Lockport Pulp Mill was slightly different than the other mills along Eighteen Mile Creek as it relied on waste water from the Barge Canal locks (as provided to the Hydraulic Race Corporation which divided the water between three separate facilities). The waste water merged with the tailrace of the nearby dry docks and eventually back into the main branch of the creek.

Table 6. Map-documented mill complexes within the United Paperboard Company parcel of OU2.

Map/Date	Structure #	Company	Description
Gray 1860	18a	?	Sawmill
Gray 1860	18b	?	Shingle Mill
Beers 1875	18c	James Jackson Jr. & Son	Sash and blind Factory
Beers 1875	18a	James Jackson Jr. & Son	Sawmill
Sanborn 1886	18d	Jackson Lumber Company	Lumber stockpiles north of Olcott Street, sawmill and sash and blind factory south of Olcott Street; office, shed, dry house, and barn on corner of Olcott and Clinton.
Sanborn 1892	18d	Jackson Lumber Company	Same configuration, repurposed buildings on west side of creek into box factory and pulp mill.
Sanborn 1898	18e	Traders' Paper Company	Completely new configuration, long building with boiler/engine room. Office on corner of Mill and Clinton.

Map/Date	Structure #	Company	Description
Sanborn 1903	18e	United Box Board and Paper Company	New factory complex north of Olcott. Traders' Paper structure converted into a machinery and storage building with substantial expansion to the south. Retaining wall along creek bank.
Sanborn 1909	18e	United Box Board Company	Northern factory converted for use as a sulphite plant by United.
Sanborn 1914	18e	United Paper Board Company	Largely the same configuration.
Sanborn 1919	18e	United Paper Board Company	New storage rooms west of the creek and south of Olcott. Same configuration elsewhere with new boilers and engines in the southern factory.
Sanborn 1928	18e	United Paper Board Company	Independent electrical plant on the west side of the creek, largely the same configuration and footprint. Sulphite plant not in operation since 1924.
Sanborn 1948	18e	United Board and Carton Corp.	Northern factory possibly abandoned, partly razed. Southern factory still in same configuration and footprint.

White Transportation Property

The White Transportation parcel was formerly along the east bank of the large mill pond located north of the Barge Canal, then the Erie Canal. The 1860 Gray atlas is the first to depict structures in this part of the OU2 APE (Map 6). Two small structures stood near the corner of Clinton Street and Mill Street, then Exchange Street. The building on the corner is outside of the APE, which does not include the lot at the south quadrant of that intersection. The Niagara Mills factory stood near the southern end of the APE, taking in water from a culvert under the canal with a smaller race running through two separate structures. The factory appeared in just about the same configuration on the 1875 Beers county atlas.

Sanborn fire insurance maps depicted the White Transportation parcel in 1892 (Map 11). The Niagara Cereal Mills consisted of a main factory building, a headrace and tailrace, an office wing facing Mill Street, a carpenter shop near the canal, and a kiln separated from and north of the main factory. By the end of the 19th century, the factory was no longer operating, but occupied the same footprint with a new addition to the carpenter shop, then labeled "vacant." In 1903, the factory was reoccupied and repurposed as an apple storage warehouse, with a box factory and sheds built on the south side of the APE where the carpenter shop once stood.

The two factories continued operation and appear to have changed hands or function by 1909. On the north side of the APE, the parcel was split by an alley and the New York Cotton Batting Company built a long factory (Map 11). This facility may have shared electrical power generated by the upper mill, but this is uncertain. The structures remained largely the same until about 1928, when the southern set of structures, then operated by L. Huston as a warehouse possibly as an auxiliary structure to the outfit's cold storage warehouse, were removed from the parcel (Map 11). The New York Cotton Batting factory was closed by this time, leaving the warehouse and factory structure vacant and partially demolished. In 1948, the cold storage facility continued operation, but the northern warehouse was used as an automobile repair shop and garage. While the cotton company was defunct by the late 1920s, the building survives to the present. The cold storage facility persisted until the 1960s and eventually was demolished.

The OU2 APE segments in the White Transportation parcel also occupy a large part of the former upper mill pond. Much of this was likely filled in to create more useable ground.

Table 7. Map-documented mill complexes within the White Transportation parcel of OU2.

Map/Date	Structure #	Company	Description
Gray 1860	19a	Niagara Mills	Complex of four structures, along with headrace and tailrace.
Beers 1875	19a	Niagara Mills	Labeled Mill tract No. 4, only the main structure of the earlier map now shown.

Map/Date	Structure #	Company	Description
Sanborn 1892	19a and b	Niagara Cereal Mills	Mill at end of the log pond, small carpenter shop at south end of pond (former pulp mill-19b).
Sanborn 1898	19a	Niagara Cereal Mills	Carpenter shop partially demolished, mill same footprint, but not in operation.
Sanborn 1909	19a, c and d	L. Huston, Lockport Leather Board Co., New York Cotton Batting Co.	New factory on the west side of the tailraces (19d), Lockport Leather Board Co. New factory on the north side of the parcel (19c), NY Cotton Batting Co. L. Huston operating a cold storage warehouse at the head of the mill pond.
Sanborn 1914	19a, c and d	L. Huston, New York Cotton Batting Co.	L. Huston assumed control of the leather board factory and reconfigured the plant, demolishing some structures. Both surviving factories in the same configuration.
Sanborn 1919	19a, c and d	L. Huston, New York Cotton Batting Co.	No changes to the footprint or configuration of either plant.
Sanborn 1928	19 a and c	L. Huston	Northern factory vacant, former leatherboard mill demolished. Huston cold storage warehouse expanded.
Sanborn 1948	19a and c	-	No company affiliated with the southern cold storage facility. Structures west of the tailrace demolished. Warehouse on the northern end of the APE demolished and factory vacant.

Upton Park

Structures appeared along Clinton Street by 1860 on the Gray atlas (Map 6). A mill complex, seen in more detail on subsequent Sanborn maps, appeared for the first time on the 1875 Beers atlas of Niagara County (Map 7). The first Sanborn map to depict the parcel showed a series of dry docks along the canal for the Hiram Benedict Canal Boat Company, with an associated sawmill and factory warehouse at the head of the large mill pond (Map 12). Opposite this complex, on the other side of a single rail track was the Lockport Pulp Company, which operated a pulp mill (Map 12). The dockyards closed by 1898, yielding much of the space to the Franklin Pulp Mill and the Trader's Paper Company pulp mill (formerly Lockport Pulp Mill). The property was purchased and operated by the United Paperboard Company by the turn of the 20th century, and was expanded at that time (Map 12). The factory operated in much the same footprint until about 1928, when most of the industrial structures were razed (Map 12). The Barge Canal opened its new dry dock facility along the southern edge of the project area at this time as well. While the residential streets were surveyed and depicted on historical maps west of Jackson Street, none of the maps depict any residential construction in these sections. The earliest structures seen on Clinton Street from the 1860 map did not appear on any subsequent maps.

Table 8. Map-documented mill complexes within the Upton Park parcel of OU2.

Map/Date	Structure #	Company	Description
Beers 1875	20a	(Hiram Benedict)	(Sawmill-although not indicated on map).
Sanborn 1886	20a and b	Hiram Benedict	Sawmill and carpenter's shop (20b).
Sanborn 1892	20a, c and d	Lockport Pulp Mill (20c), Lock City Pulp Mill (20d), Hiram Benedict Boat Builders	Several factories along tailrace on Erie Canal. Dry docks associated with the Benedict boatyards. Sawmill leading to the mill pond. Lock City pulp mill.
Sanborn 1898	20a, c and d	Lockport Pulp Mill (20c), Lock City Pulp Mill (20d), Traders' Paper Company	Similar configuration. Boatyard structures demolished. Dry docks used by Traders' with flume leading to Lock City Pulp Mill.
Sanborn 1903	20a, c and d	Lockport Pulp Mill (20c), Franklin Pulp Mill (20d), United Box Board & Paper Co.	Similar configuration. Small structure demolished in former boatyard.
Sanborn 1909	20c and e	United Box Board Company	Facilities reorganized under the United Company, sawmill demolished.
Sanborn 1914	20c and e	United Paper Board Company	Largely the same configuration.

Map/Date	Structure #	Company	Description
Sanborn 1919	20c and e	United Paper Board Company	Similar configuration. Pile of stone refuse from the Barge Canal expansion in the eastern end of the parcel.
Sanborn 1928	20e	United Paper Board Company	Dry docks consolidated into a single large basin. Former Franklin Mill demolished.
Sanborn 1948	20e	United Board and Carton Corp.	Same configuration for Lockport Pulp Mill.

ARCHEOLOGICAL RESOURCES WITHIN OU2

During the site visit, the surface evidence of a number of former industrial complexes were identified within and along the OU2 APE of the Eighteen Mile Creek corridor. The preliminary boundaries of these archeological sites are identified on Map 13. More intensive surface reconnaissance and archeological investigation are likely to uncover additional resources. For simplicity, the archeological sites are identified by the parcel in which they are located. A brief description of the each site and the types of resources and features recorded are provided below.

Flintkote Archeological Site

Much of the site of the former mill complex is currently inaccessible but the mill dam, tailrace, headrace, and portions of the main mill complex remain visible at the surface. South of William Street and west of Mill Street, there is surface evidence of the former railroad siding, a conveyor system, and the foundations of several former structures. The area is also subject to illicit dumping of household trash. Numerous architectural elements from the former structures on the site are also evident at the surface.



Photograph 26. A view to the north of the southern exterior wall of the former Flintkote mill complex (Structure 17) along William Street. The various building materials in the wall and their orientation suggest a complex structural evolution that likely started about 1850 and continued until the late 20th century.



Photograph 27. Archeological features extend south of William Street and include stone foundations and these concrete piers, likely from a conveyor system for loading and unloading boxcars from the railroad siding in this area.



Photograph 28. A view to the northeast toward Mill Street of a large intact foundation wall for a structure that fronted along the nearby road.

United Paperboard Company Archeological Site

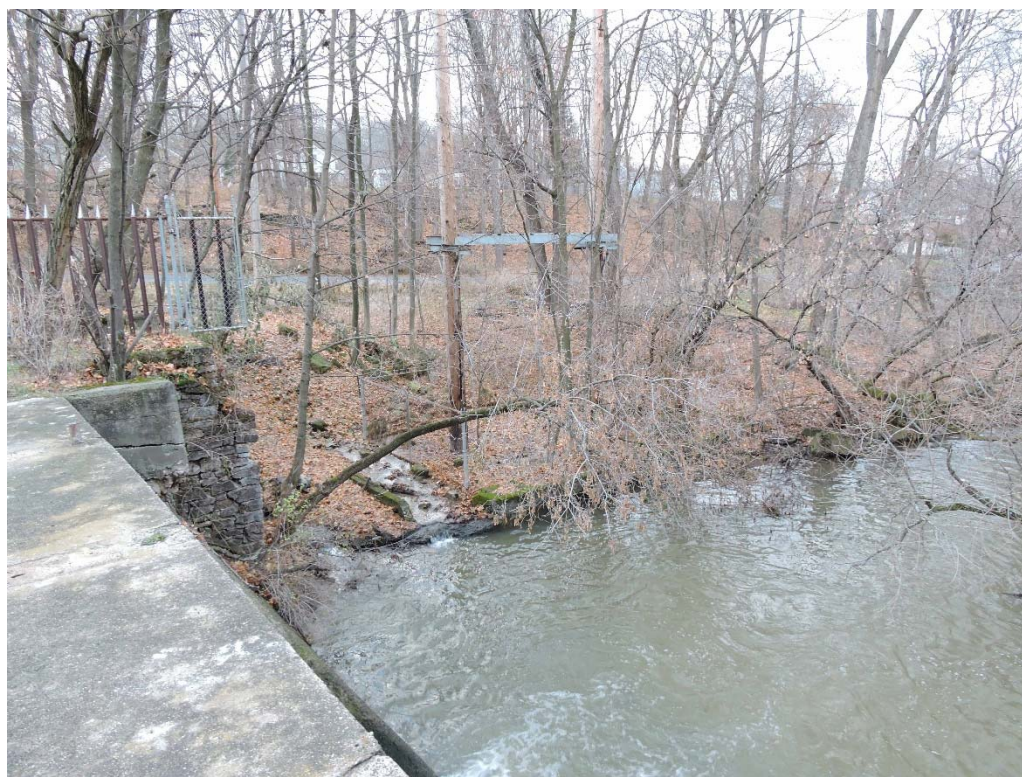
This archeological site comprises virtually all of the northern portion of the parcel and portions of the southern parcel that is not occupied by the current structure at 46 Mill Street (Duraline Company). Surface features include stone and concrete foundations, architectural artifacts, coal ash and slag deposits. The features include a portions of the former Niagara Pulp Mill on the west side of the creek including its waste pipe that communicated back to the main plant.

Extensive deposits are also associated with a sulphite plant built north of Olcott Street bridge in the early part of the 20th century. The plant was demolished by the midcentury. Surface features include concrete piers, stone foundations, and numerous architectural elements such as steel I-beams and even broken grindstones (more likely from the pulp mill).

White Transportation Archeological Site

Visible archeological features are concentrated at the southern terminus of the parcel, where a culvert drains water from the adjacent Barge Canal (Map 13). The culvert once fed the headraces/flumes of several mills in this location, primarily the Niagara Mills (later the L. Huston cold storage facility) (Figures 1-3) on the east side, and the Lockport Leatherboard Company on the west side of the creek (Figure 2).

Visible archeological features include the stone and concrete culvert that issues from under the canal, likely reconstructed in the early 20th century with the canal enlargement (Photo 34); concrete foundation walls (Photo 35), concrete flume walls; stone and cement walls; and concrete walls of the tailrace (Photos 35 and 36). Among the other features are architectural elements, deposits of coal and coal ash, and recent household trash.



Photograph 29. A view to the west of the United Paperboard Company Archeological Site from the existing mill dam (Structure 13). The stone foundation and concrete elements were once part of the former Niagara Pulp Mill in this location, circa 1898 to 1948.



Photograph 30. Looking south along the creek from Olcott Street bridge. This effectively served as the tailrace for the paper mill and pulp mill. Portions of the former paper mill, along Mill Street can be seen to the east (left).



Photograph 31. A view to the east of the United Paperboard Company Archeological Site mill remains on the east side of the creek, south of Olcott Street.



Photograph 32. The east side of the creek north of Olcott Street once housed a sulphite paper mill that is evidenced by concrete piers and stone foundations.



Photograph 33. Among the foundations and piers are architectural elements such as steel beams, as well as fragments of grindstones, likely from the nearby pulp mill.



Figure 1. The Barge Canal as seen circa 1946, as viewed east. The dry docks of the canal shop are visible in the foreground and immediately behind is the L. Huston cold storage facility (see arrow) (Anonymous c. 1946).

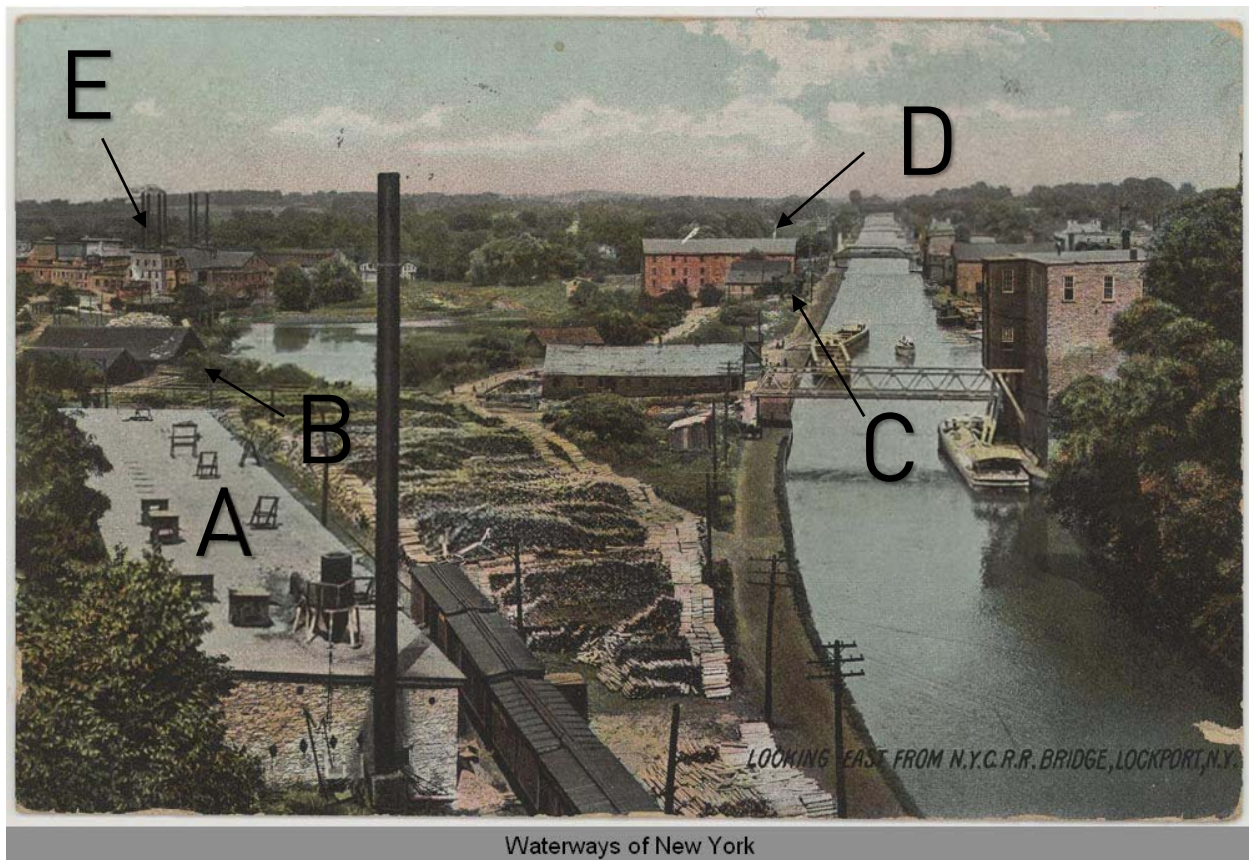


Figure 2. A postcard that reads "Looking East from N.Y.C.R.R. Bridge, Lockport, NY" circa 1905. Visible in this colored photograph is the Lockport Pulp Mill (A), Franklin Pulp Mill, (B), Lockport Leatherboard Mill (C), L. Huston cold storage facility (D), and the United Paperboard complex (E) (Anonymous c. 1905).



Figure 3. Photo-postcard entitled "Erie Canal Looking East from New York Central Bridge." From this view the L. Huston cold storage facility (red arrow) and the NY Cotton Batten Company (green arrow) are both visible, but the Leatherboard Mill is now demolished, photo likely circa 1910 (Anonymous c. 1910).



Photograph 34. The White Transportation Archeological Site, as viewed south towards the Barge Canal culvert. The site consists of the remains of two mills, the former Niagara Mills is to the east (left) of the creek channel, and the former Lockport Leatherboard Mill is to the west (right).



Photograph 35. A view to the southeast of the White Transportation Archeological Site, the concrete tailrace utilized by the Niagara Mills is seen in the foreground. The tailrace for the Leatherboard Mill is further to the west, but its foundation walls can be seen on the other side of the creek.



Photograph 36. Another view to the south of the concrete tailrace of the Niagara Mills, the foundation of the Leatherboard Mill is to the south, and its tailrace would have been to the far right of the frame.

Upson Park Archeological Site

The Upson Park Archeological site is principally two mill sites: the Lockport Pulp Mill (1889-1941) and the Franklin Pulp Mill (1887-circa 1920). Today, the Lockport Pulp Mill (Figures 2-4) is still visible and interpreted as a historic site within the park (Photos 37 and 38) (Map 13). The existing 8-foot diameter penstock is extant and occasionally opened for visitors to walk through to Clinton Street above (Photo 37). The tailrace, north wall, and portions of various additions and outbuildings are visible at the surface. A number of grindstones used in the mill are scattered about the landscape and several have been moved and incorporated into the park scheme.

The Franklin Pulp Mill is situated to the east; it lies along the steep banks of the channel that takes waste water from the Barge Canal dry docks (Photo 39). It is less well preserved and not part of the park's interpretative program. Visible surface remains of the Franklin Pulp Mill consist of stone walls (Photo 40). At the time of its operation, the mill received water from the Lockport Pulp Mill and used it to power its grindstones.

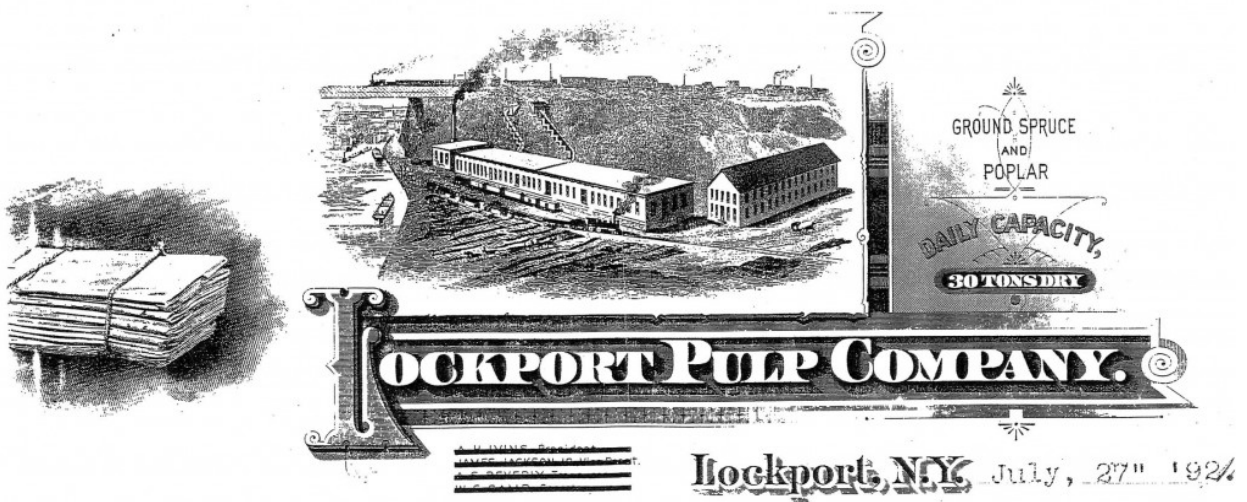


Figure 4. The Lockport Pulp Mill as depicted about 1924 as viewed northwest. It is now within the current Upson Park, the NY Central railroad bridge can be seen in the background (Lockport Cave 2015).

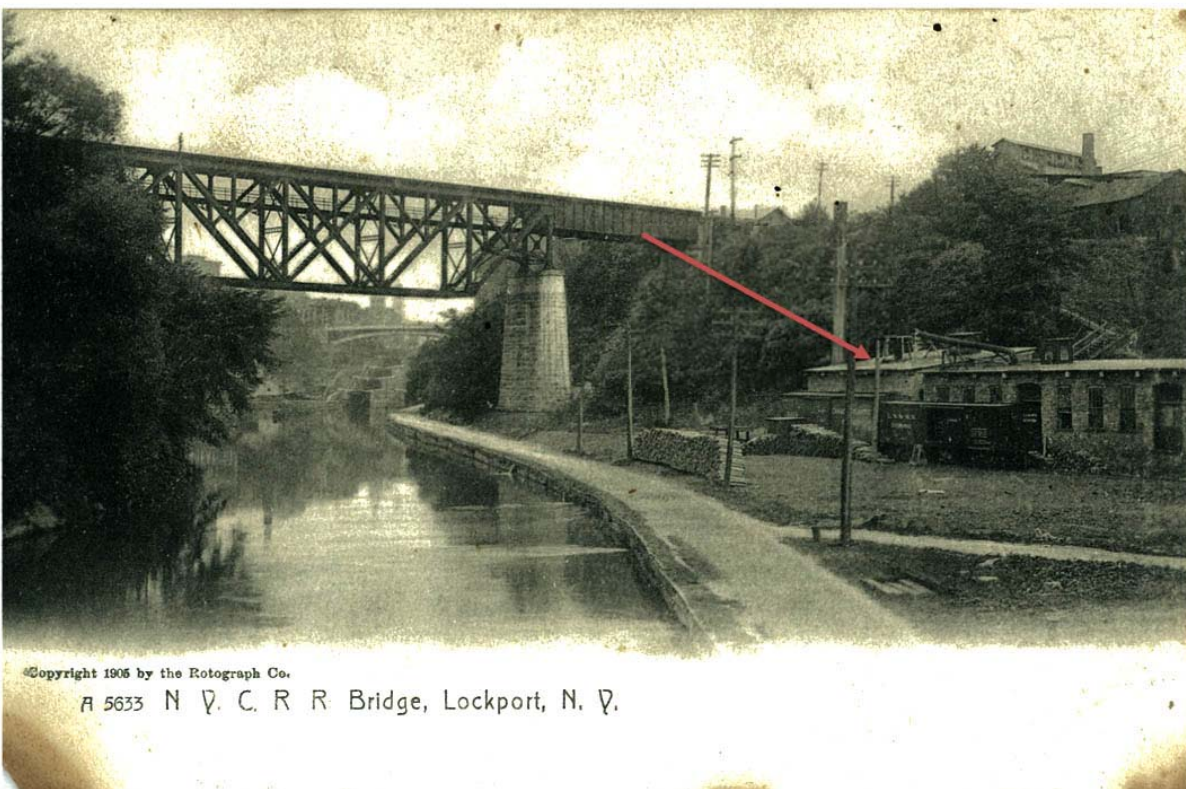


Figure 5. The Lockport Pulp Mill as seen about the turn of the 20th century. The Barge Canal, and NY Central Railroad as also visible in this view (Rotograph Company 1905).



Photograph 37. The Upson Park Archeological Site consists of the former Lockport Pulp Mill that was in operation from about 1889 to 1941. Visible today is the tailrace to the left and steel-lined penstock that brought water from the hydraulic canal.



Photograph 38. The former Lockport Pulp Mill located within the Upson Park Archeological Site as viewed to the east. The tailrace is visible in the foreground. Old grindstones are used as landscape elements of the park in the background.



Photograph 39. The current waste weir of the Barge Canal dry docks (to the left) formed a confluence with the tailrace of the former Franklin Pulp mill, remnants of which can be seen to the right.



Photograph 40. The stone foundations of the former Franklin Pulp Mill are visible on the north side of the channel that eventually flows into the main branch of the Eighteen Mile Creek.

ARCHEOLOGICAL SENSITIVITY AND POTENTIAL ASSESSMENT

Precontact Archeological Sensitivity and Potential

Precontact sensitivity in the OU2 APE is considered to be high based on its location along a major stream corridor south of Lake Ontario. Although there are no reported precontact sites in the immediate vicinity it is probable that the area was extensively utilized in precontact times; much of the archeological evidence is now obscured or destroyed by later industrial development in the APE, the density of which makes the potential of finding intact precontact deposits very low. Areas where there has been little or no development may be limited to narrow strips of land along the creek channel with limited industrial disturbance. Depending on the depth of the historic fill and the depth of alluvial soils in the APE, there may be a high potential for finding precontact deposits. The potential for finding archeological sites may also be affected by the nature of historical changes to the creek's course, especially considering the historic effects of the canal and the several mills and culverts.

Historic Archeological Sensitivity and Potential

The historic archeological sensitivity of the OU2 APE is considered to be very high, based on the proliferation of industrial development from the early 19th century onward. Depending on the nature and intensity of later 19th-century development, remnants of the early 19th-century mills are found scattered throughout each of the project area parcels.

During the site visit, archeologists identified many historic resources associated with the 19th-century industrial development of the project area, which range from standing, partially demolished structures, to foundation remains grown over with weeds and brush. These have been identified and named the:

- White Transportation Historic Archeological Site,
- Upson Park Historic Archeological Site,
- United Paperboard Historic Archeological Site, and
- Flintkote Mill Historic Archeological Site (see Appendix 1).

It appears that the project may impact many, if not all, of these structures and resources, as well as five standing structures in the project area including the former NY Cotton Batting Company mill (Structure 12), now White Transpiration building, the Duraline Company building (Structure 14), which includes remnants of the former United Paperboard Mill complex within its current fabric, an associated mill dam (Structure 13), and two early 20th century bridges over the creek (Structures 15 and 16).

Creek Corridor

The Eighteen Mile Creek corridor includes: the current bed of the creek; a western branch that also serves as a waste weir for the Barge Canal; a mill pond; headrace of the Flintkote complex; and a bypass reach from the former Flintkote plant. It is assumed that archeological features may be present within the creek itself. These resources may include: precontact fish weirs and fish traps (as the area north of the project area was known for large salmon runs); historic mill dams; waste and drainage pipes; bridge abutments and piers; flumes and race structures; among other mill related features.

RECOMMENDATIONS

Hartgen recommends a Phase IB field reconnaissance survey of the OU2 APE to further identify and record the archeological features and deposits found there. The archeological survey may include, but not limited to:

- Detailed mapping and recording of surface features already identified.
 - This may include use of a GPS, total station, and/or LIDAR surface scanning of the more complex mill features such as Flintkote, United Paperboard Company, and the White Transportation Archeological Sites.

- GIS analysis with historical maps to identify these features and help to predict the location of other features not currently visible at the surface.
- Systematic surface reconnaissance to identify, record, and document additional surface resources.
- Limited shovel testing, especially focused in areas where precontact potential might be high along the creek. That is where limited industrial development has occurred. Backhoe testing may also be necessary, based on the potential for deep historic fill deposits and alluvium.
- Remediation monitoring may also be an appropriate measure, especially considering the contaminants present in the APE.
- Additional historical research to locate:
 - Maps, plans, and surveys,
 - Historical and other written accounts,
 - Additional photographic images of the sites and its environs to understand the development of the sites and the overall landscape
- Resources within the creek are only likely to be identified during the remediation process, if and when diversion, coffer, or other dams are constructed and the creek bed fully exposed. A detailed monitoring plan should be developed to identify, record, and assess potential resources within the creek bed should they be exposed by the project in advance of proposed disturbance.

Since the APE contains hazardous materials, a detailed archeological survey plan should be developed in consideration of the potential exposures. The plan should address the scope and methods of the survey, and artifact collection, handling and disposition. This survey should target precontact and 19th-century deposits with high interpretive value, such as archeological features, and should minimize the collection of potentially contaminated artifacts from less informative deposits.

There is great local interest in the industrial history of the area, as evidenced by the creation of the Upson Park, the operation of the nearby Lockport Cave and Underground Boat Ride facility, the recent formation of the Historic Lockport Mill Race Corporation (Geise 2015b), and the activity of the Niagara County Historical Society (in Lockport). These and other stakeholders should be engaged before, during, and after the archeological investigations to provide additional data and information concerning these resources and to keep them informed and engaged in the overall project.

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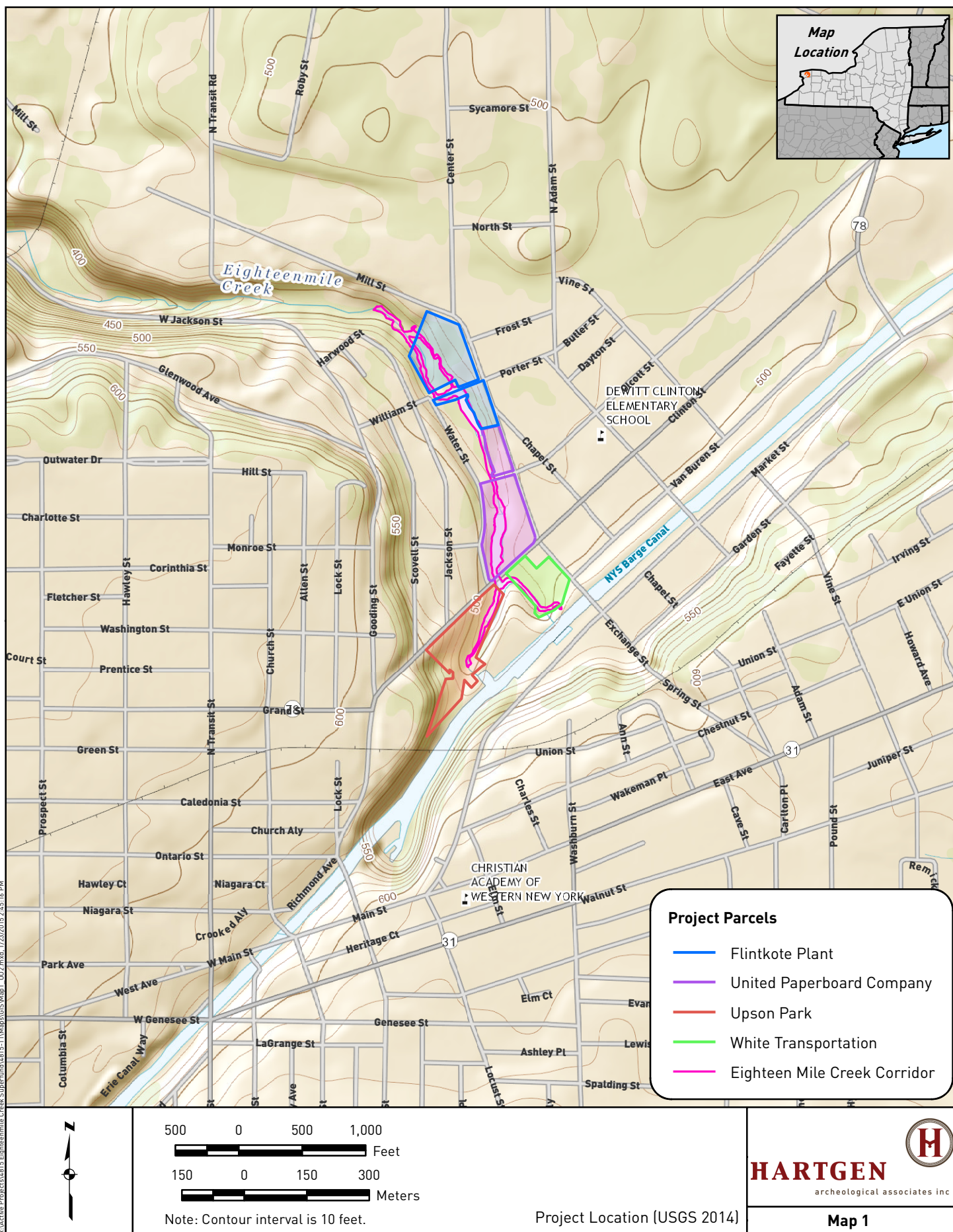
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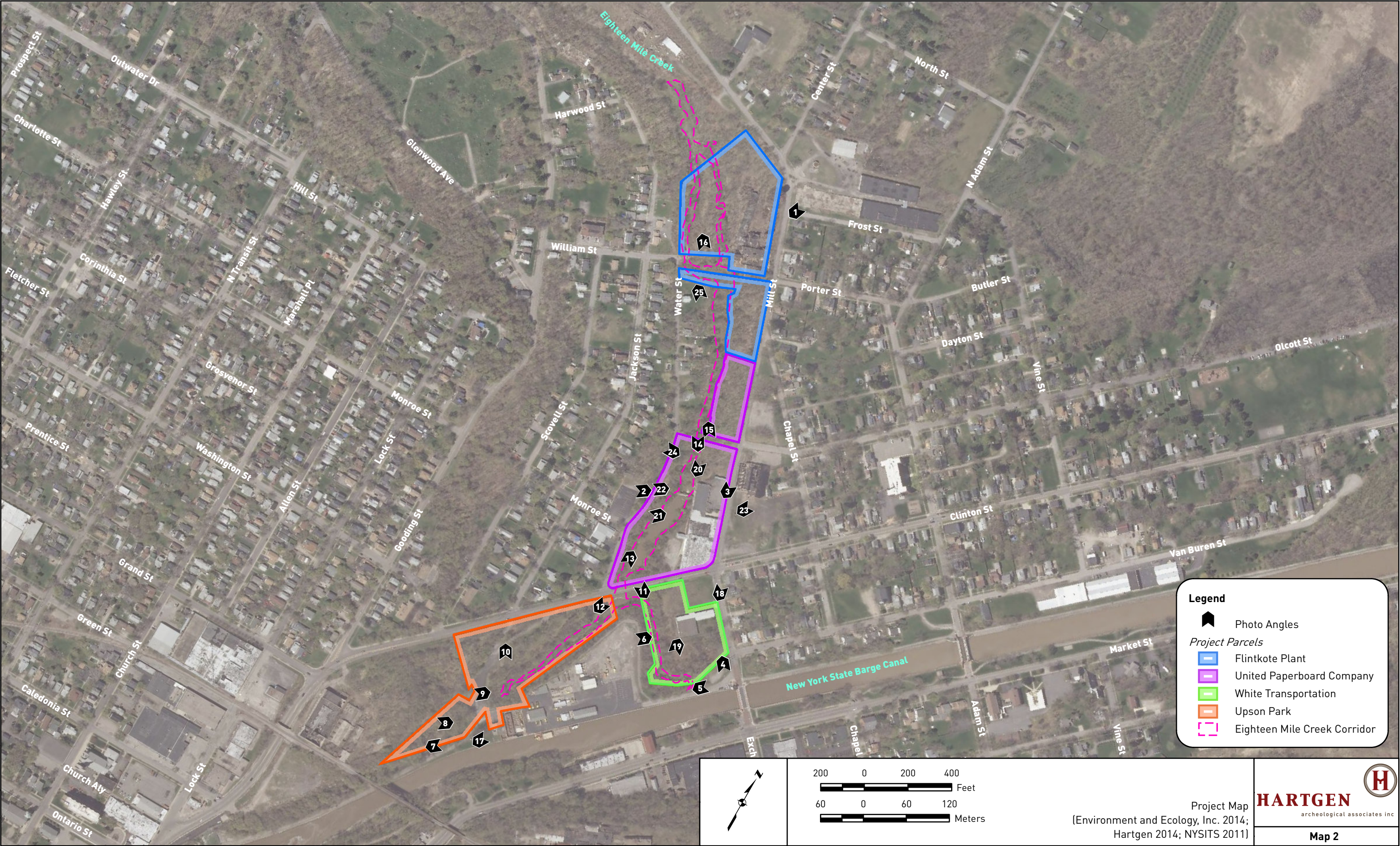
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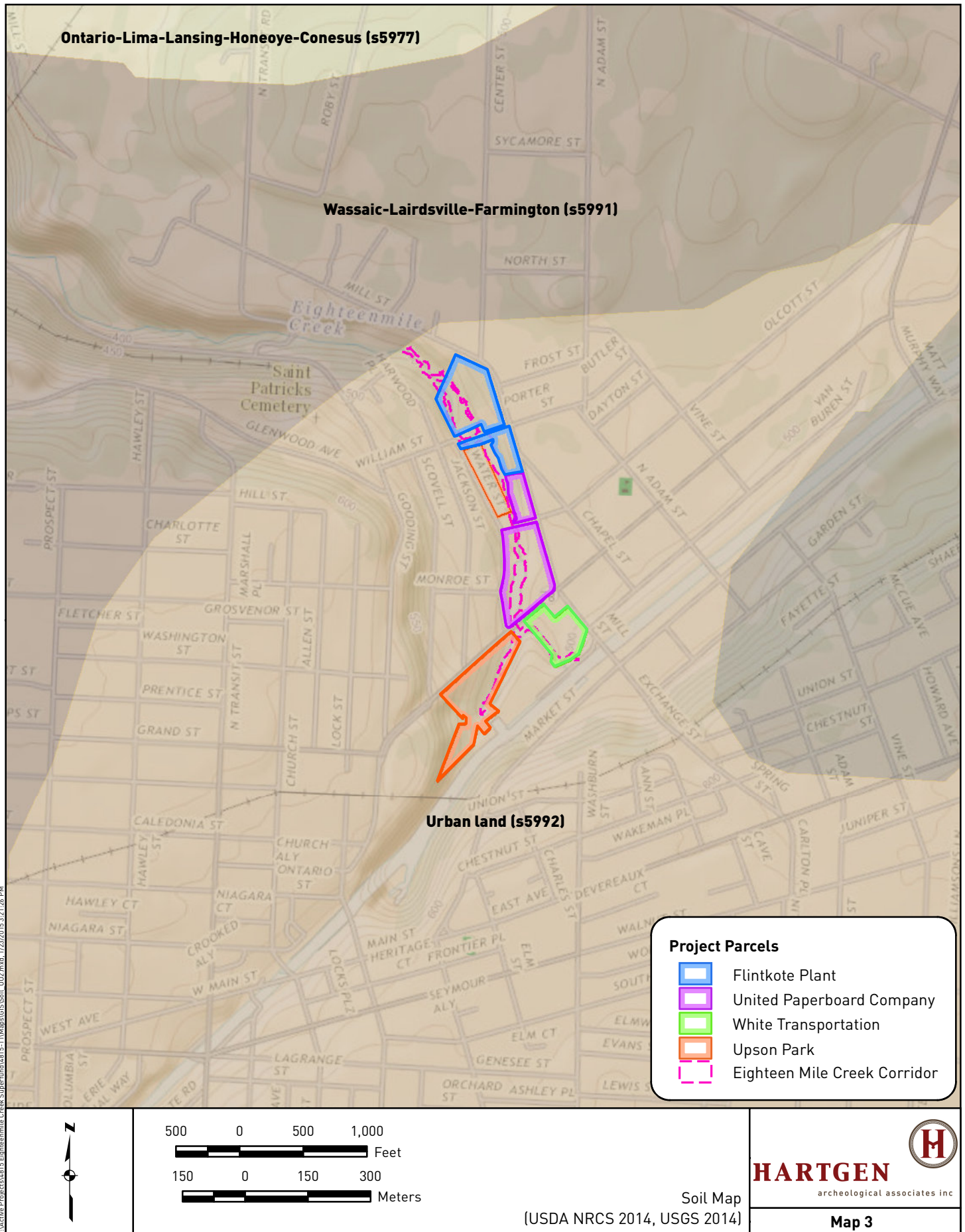
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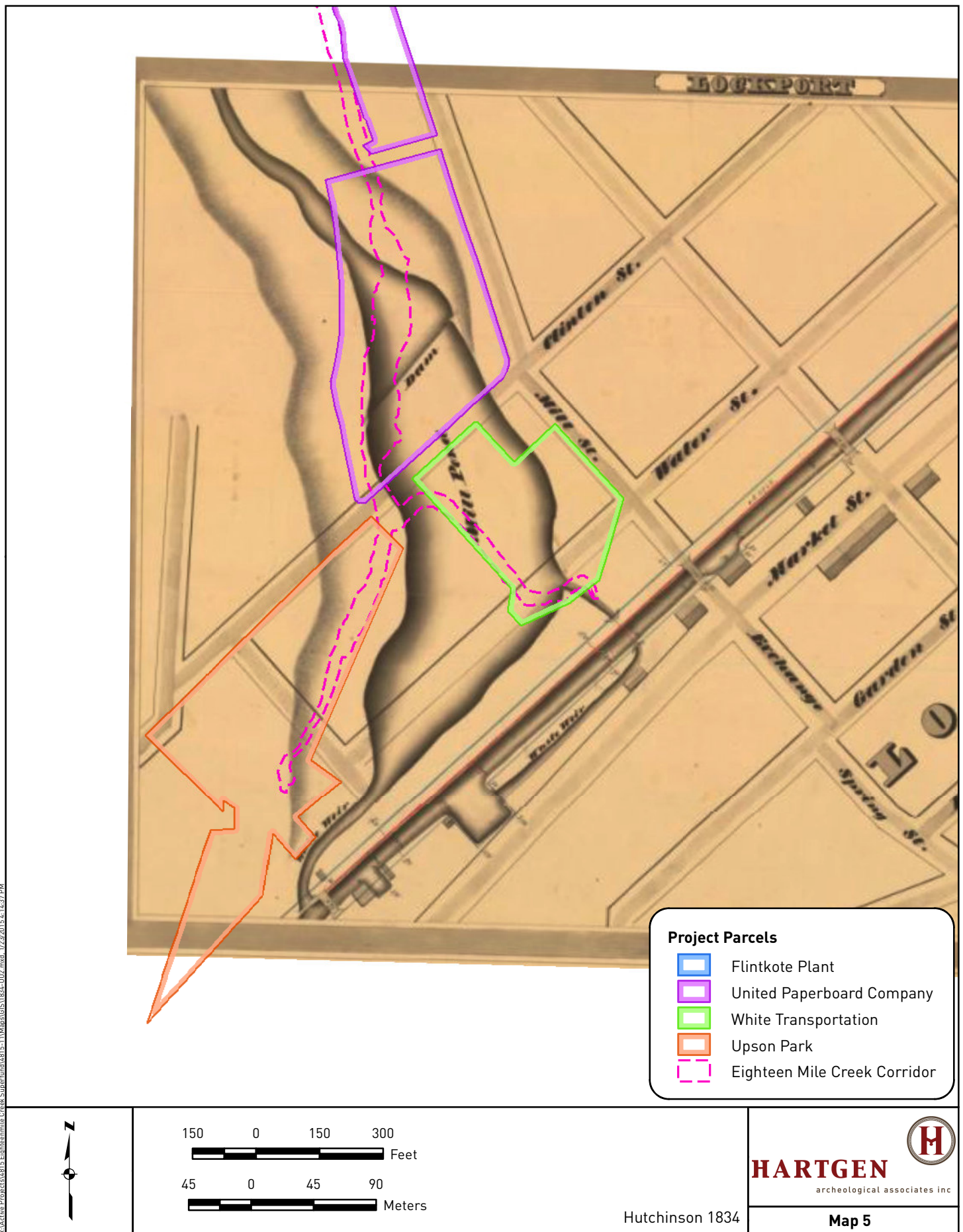


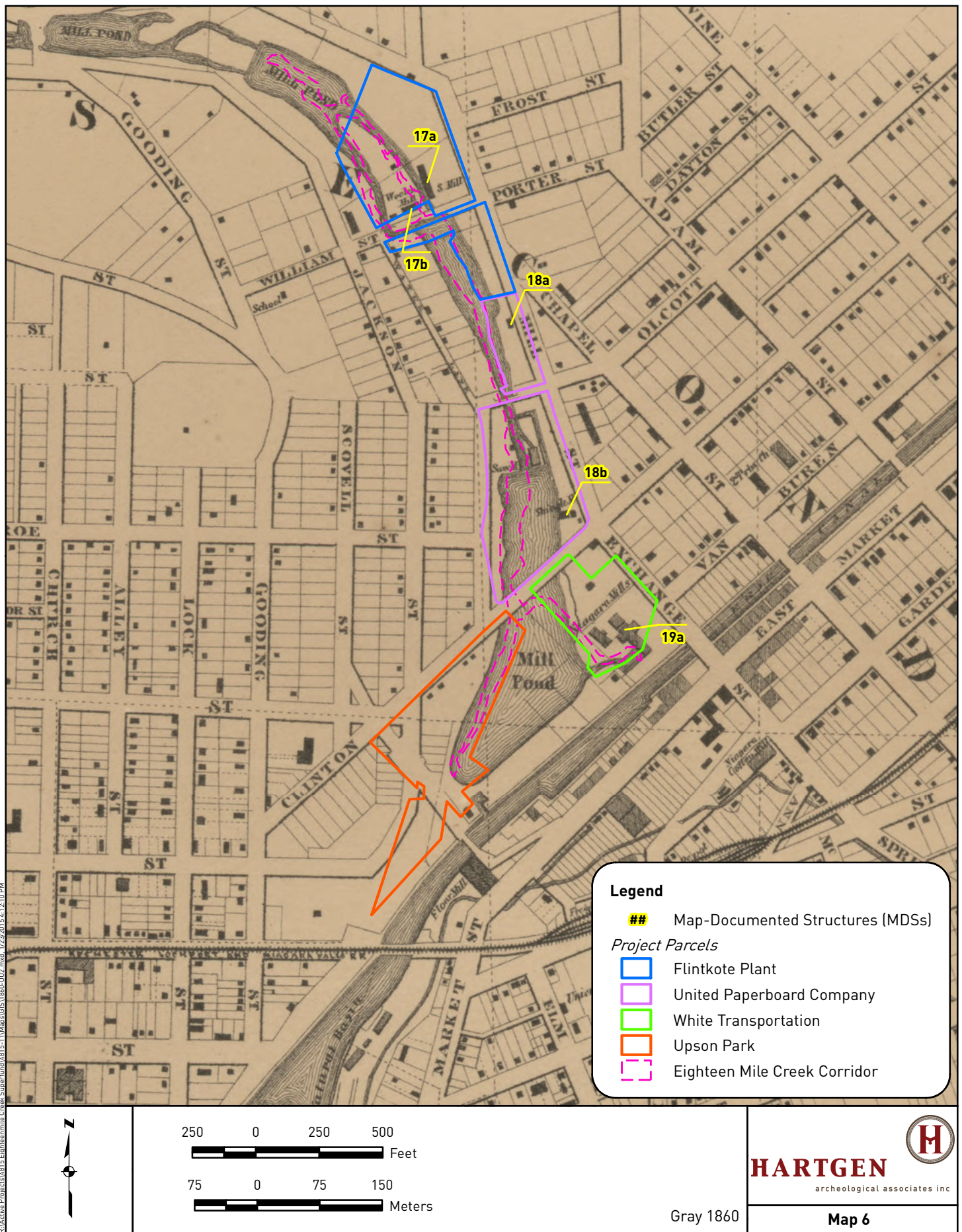


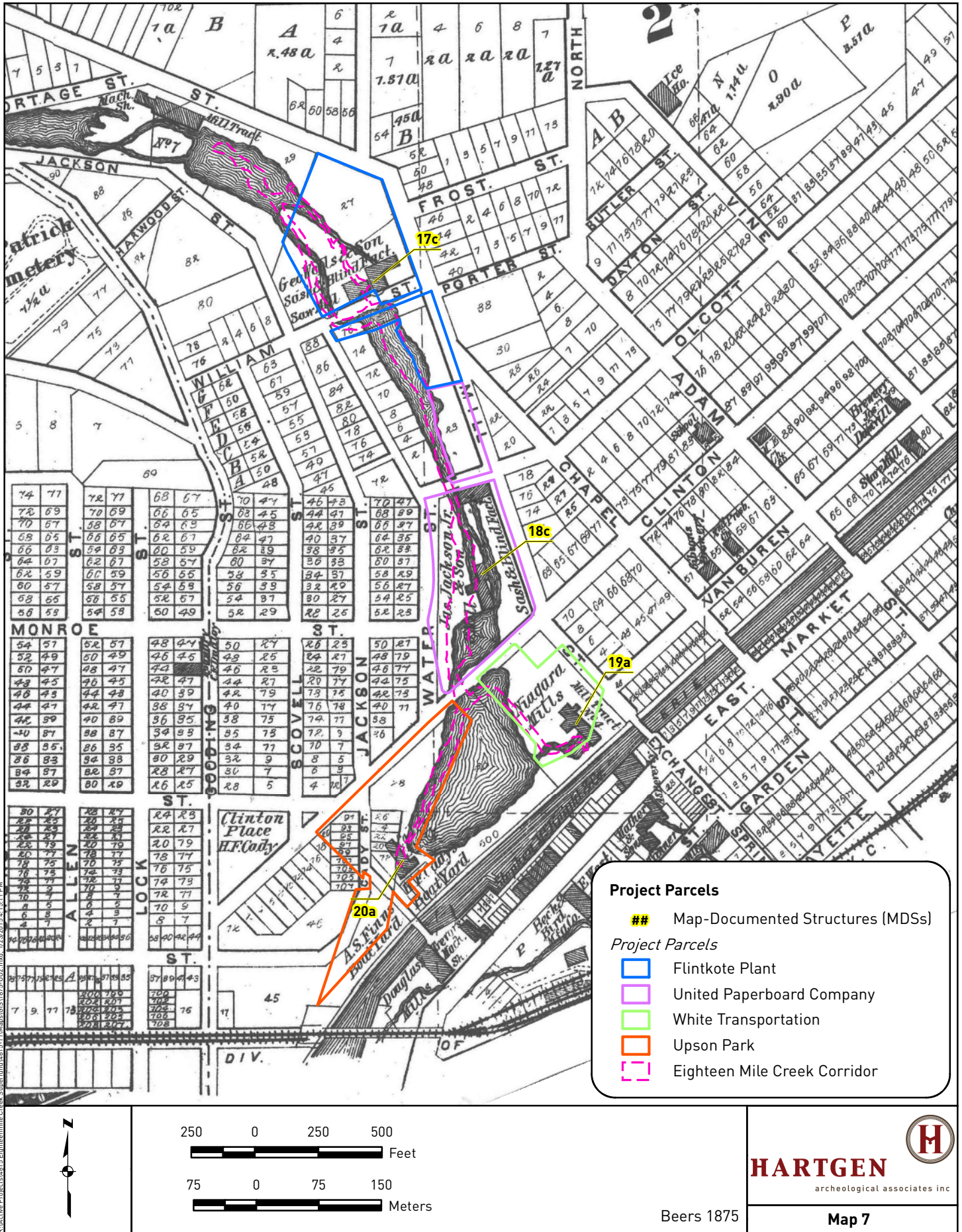
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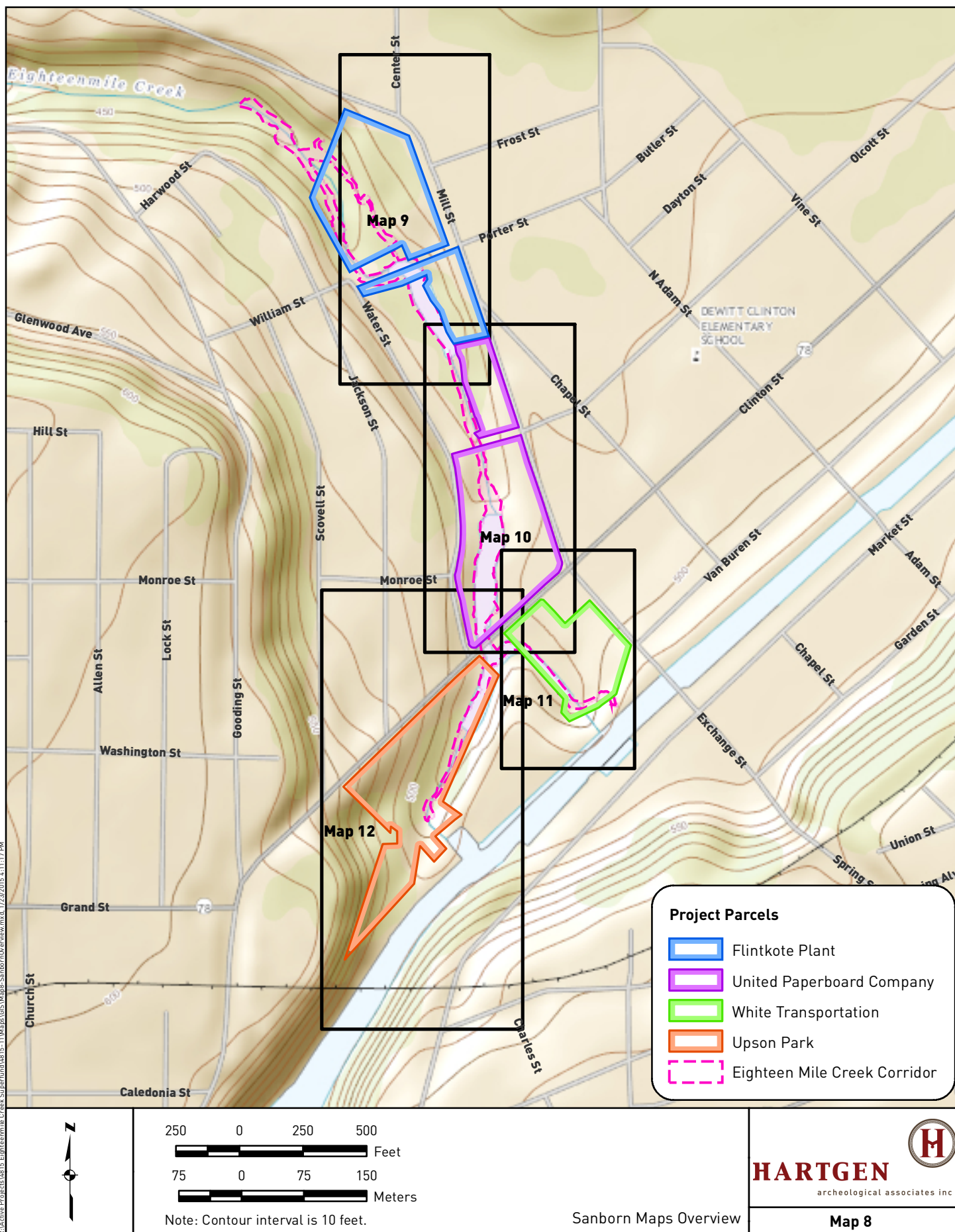








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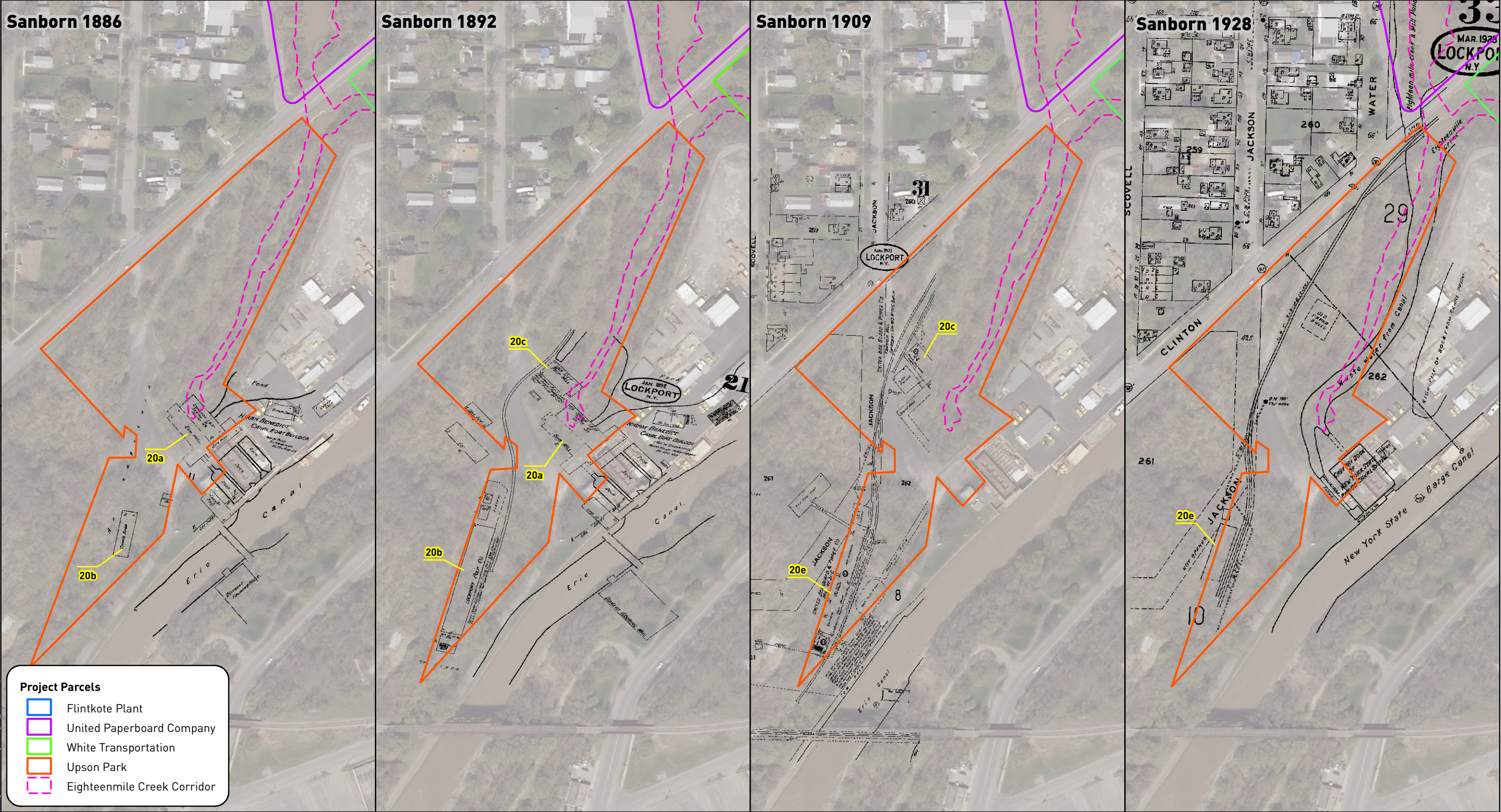


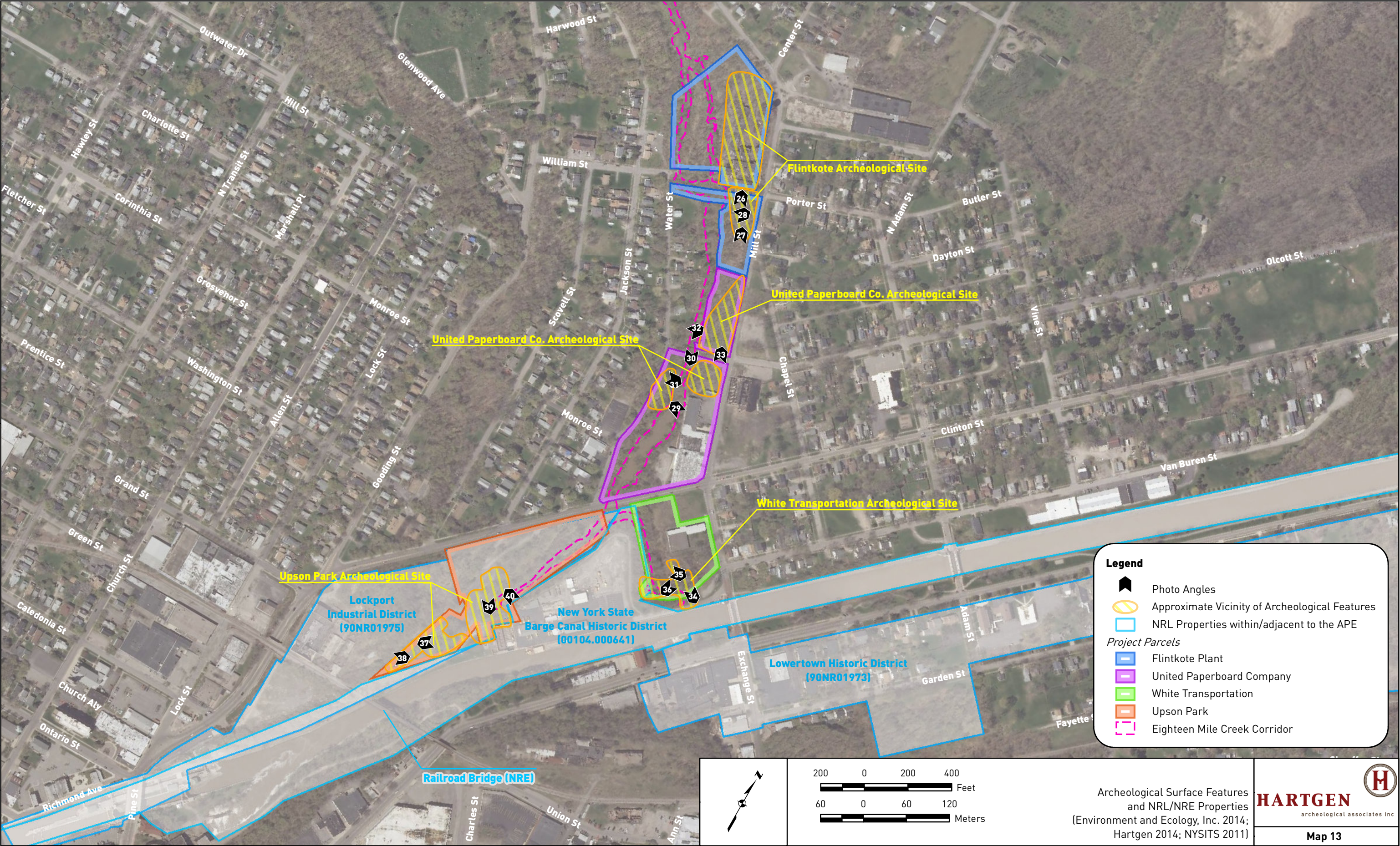
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Flintkote Parcel, Sanborn Maps
(1886-1948)







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Appendix 1: OPRHP Archaeological Site Forms



NEW YORK STATE HISTORIC ARCHAEOLOGICAL SITE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION & HISTORIC PRESERVATION

(518) 237-8643

For Office Use Only--Site Identifier

Project Identifier Eighteen Mile Creek Superfund Site Remedial Investigation/Feasibility Study

Operable Unit 2 (OU2)

Your Name Matthew Kirk

Date Jan, 2015

Organization (if any) Hartgen Archeological Associates, Inc.

Phone 518.283.0534

Address 1744 Washington Ave. Ext. Rensselaer, NY 12208

1. SITE IDENTIFIER(S) Flintkote Historic Archeological Site

2. COUNTY Niagara

One of the following:

CITY Lockport

TOWN _____

INCORPORATED VILLAGE _____

UNINCORPORATED VILLAGE OR HAMLET _____

3. PRESENT OWNER Niagara County

Address _____

4. SITE DESCRIPTION (check all appropriate categories):

Superstructure: ☐ complete ☒ partial ☒ collapsed ☐ not evident
Foundation: ☒ above ground level ☒ below ground level ☐ not evident
☒ structural subdivisions apparent ☐ only exterior walls evident
☒ buried traces detected

List construction materials (be as specific as possible):

Grounds: ☐ under cultivation ☐ previously cultivated ☐ never cultivated
☐ floodplain ☐ pastureland ☐ woodland ☐ upland ☐ sustaining erosion
Soil Drainage: ☐ excellent ☐ good ☐ fair ☐ poor

Distance to nearest water from structure (approx.): _____ on _____

Elevation: _____

5. SITE INVESTIGATION (append additional sheets, if necessary):

Surface Collection: Date(s) Dec.2104

☒ Site map (submit with form*)

Subsurface: Date(s) _____

Testing: ☐ shovel ☐ coring ☐ other

Test size _____

Number of tests _____

(Submit plan of tests with form*)

Excavation: Unit size _____

Number of units _____

(Submit plan of units with form. Submission should be 8 1/2" by 11", if feasible)

Investigator Matthew Kirk

Manuscript or published report(s) (reference fully):

PHASE IA LITERATURE REVIEW AND ARCHEOLOGICAL SENSITIVITY ASSESSMENT

Eighteen Mile Creek Superfund Site Remedial Investigation/Feasibility Study

Operable Unit 2 (OU2)

Mill Street, William Street, Olcott Street, and Clinton Street

City of Lockport

Niagara County, NY

HAA # 4815-11, OPRHP No. 15PR00095

6. SITE INVENTORY (append additional sheets, if necessary)

- a. Date constructed and occupation period circa 1830- present
- b. Previous owners, if known _____
- c. Modifications, if known many

7. SITE DOCUMENTATION (append additional sheets, if necessary):

- a. Historic map citation(s) with present location of original, if known
see report
- b. Representation in existing photography
- 1) Photo date _____ Where located _____
- 2) Photo date _____ Where located _____
- c. Other primary and secondary source of documentation (reference fully):
- d. Persons with memory of site
- 1) Name _____ Address _____
- 2) Name _____ Address _____

8. LIST OF MATERIAL REMAINS other than those used in construction (be as specific as possible in identifying object and material):

If prehistoric materials are evident, check here ☐ and fill out prehistoric site form.

9. MAP REFERENCES: Map or maps showing exact location and extent of site must accompany this form and be identified by source and date. Keep this submission to 8½" x 11", if possible.

USGS 7.5 Minute Series Quad Name Lockport

For Office Use Only--UTM Coordinates _____

10. PHOTOGRAPHY (optional for environmental impact survey): Please submit a 5"x7" black and white print(s) showing the current state of the site. Provide a label for the print(s) on a separate sheet.

See report



NEW YORK STATE HISTORIC ARCHAEOLOGICAL SITE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION & HISTORIC PRESERVATION

(518) 237-8643

For Office Use Only--Site Identifier

Project Identifier Eighteen Mile Creek Superfund Site Remedial Investigation/Feasibility Study

Operable Unit 2 (OU2)

Your Name Matthew Kirk

Date Jan, 2015

Organization (if any) Hartgen Archeological Associates, Inc.

Phone 518.283.0534

Address 1744 Washington Ave. Ext. Rensselaer, NY 12208

1. SITE IDENTIFIER(S) _____

2. COUNTY _____

One of the following:

CITY _____

TOWN _____

INCORPORATED VILLAGE _____

UNINCORPORATED VILLAGE OR HAMLET _____

3. PRESENT OWNER _____

Address _____

4. SITE DESCRIPTION (check all appropriate categories):

Superstructure: ☐ complete ☐ partial ☐ collapsed ☐ not evident

Foundation: ☐ above ground level ☐ below ground level ☐ not evident

☐ structural subdivisions apparent ☐ only exterior walls evident

☐ buried traces detected

List construction materials (be as specific as possible):

Grounds: ☐ under cultivation ☐ previously cultivated ☐ never cultivated

☐ floodplain ☐ pastureland ☐ woodland ☐ upland ☐ sustaining erosion

Soil Drainage: ☐ excellent ☐ good ☐ fair ☐ poor

Distance to nearest water from structure (approx.): _____

Elevation: _____

5. SITE INVESTIGATION (append additional sheets, if necessary):

Surface Collection: Date(s) _____

☐ Site map (submit with form*)

Subsurface: Date(s) _____

Testing: ☐ shovel ☐ coring ☐ other

Test size _____

Number of tests _____

(Submit plan of tests with form*)

Excavation: Unit size _____

Number of units _____

(Submit plan of units with form. Submission should be 8 1/2" by 11", if feasible)

Investigator _____

Manuscript or published report(s) (reference fully):

Present repository of materials: _____

6. SITE INVENTORY (append additional sheets, if necessary)

- a. Date constructed and occupation period _____
- b. Previous owners, if known _____
- c. Modifications, if known _____

7. SITE DOCUMENTATION (append additional sheets, if necessary):

- a. Historic map citation(s) with present location of original, if known _____
- b. Representation in existing photography
 - 1) Photo date _____ Where located _____
 - 2) Photo date _____ Where located _____
- c. Other primary and secondary source of documentation (reference fully): _____
- d. Persons with memory of site
 - 1) Name _____ Address _____
 - 2) Name _____ Address _____

8. LIST OF MATERIAL REMAINS other than those used in construction (be as specific as possible in identifying object and material):

If prehistoric materials are evident, check here ☐ and fill out prehistoric site form.

9. MAP REFERENCES: Map or maps showing exact location and extent of site must accompany this form and be identified by source and date. Keep this submission to 8½" x 11", if possible.

USGS 7.5 Minute Series Quad Name _____
For Office Use Only--UTM Coordinates _____

10. PHOTOGRAPHY (optional for environmental impact survey): Please submit a 5"x7" black and white print(s) showing the current state of the site. Provide a label for the print(s) on a separate sheet.



NEW YORK STATE HISTORIC ARCHAEOLOGICAL SITE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION & HISTORIC PRESERVATION

(518) 237-8643

For Office Use Only--Site Identifier

Project Identifier Eighteen Mile Creek Superfund Site Remedial Investigation/Feasibility Study

Operable Unit 2 (OU2)

Your Name Matthew Kirk

Date Jan, 2015

Organization (if any) Hartgen Archeological Associates, Inc.

Phone 518.283.0534

Address 1744 Washington Ave. Ext. Rensselaer, NY 12208

1. SITE IDENTIFIER(S) Upton Park Historic Archeological Site

2. COUNTY Niagara

One of the following:

CITY Lockport

TOWN _____

INCORPORATED VILLAGE _____

UNINCORPORATED VILLAGE OR HAMLET _____

3. PRESENT OWNER Niagara County and private

Address _____

4. SITE DESCRIPTION (check all appropriate categories):

Superstructure: ☐ complete ☒ partial ☒ collapsed ☐ not evident

Foundation: ☒ above ground level ☒ below ground level ☐ not evident

☒ structural subdivisions apparent ☐ only exterior walls evident

☒ buried traces detected

List construction materials (be as specific as possible):

Grounds: ☐ under cultivation ☐ previously cultivated ☐ never cultivated

☒ floodplain ☐ pastureland ☐ woodland ☐ upland ☐ sustaining erosion

Soil Drainage: ☐ excellent ☐ good ☐ fair ☐ poor

Distance to nearest water from structure (approx.): _____ on _____

Elevation: _____

5. SITE INVESTIGATION (append additional sheets, if necessary):

Surface Collection: Date(s) Dec.2104

☒ Site map (submit with form*)

Subsurface: Date(s) _____

Testing: ☐ shovel ☐ coring ☐ other

Number of tests _____

Test size _____

(Submit plan of tests with form*)

Excavation: Unit size _____

Number of units _____

(Submit plan of units with form. Submission should be 8 1/2" by 11", if feasible)

Investigator Matthew Kirk

Manuscript or published report(s) (reference fully):

PHASE IA LITERATURE REVIEW AND ARCHEOLOGICAL SENSITIVITY ASSESSMENT

Eighteen Mile Creek Superfund Site Remedial Investigation/Feasibility Study

Operable Unit 2 (OU2)

Mill Street, William Street, Olcott Street, and Clinton Street

City of Lockport

Niagara County, NY

HAA # 4815-11, OPRHP No. 15PR00095

6. SITE INVENTORY (append additional sheets, if necessary)

- a. Date constructed and occupation period circa 1830- present
- b. Previous owners, if known _____
- c. Modifications, if known many

7. SITE DOCUMENTATION (append additional sheets, if necessary):

- a. Historic map citation(s) with present location of original, if known
see report
- b. Representation in existing photography
- 1) Photo date _____ Where located _____
- 2) Photo date _____ Where located _____
- See report
- c. Other primary and secondary source of documentation (reference fully):
- d. Persons with memory of site
- 1) Name _____ Address _____
- 2) Name _____ Address _____

8. LIST OF MATERIAL REMAINS other than those used in construction (be as specific as possible in identifying object and material):

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9. MAP REFERENCES: Map or maps showing exact location and extent of site must accompany this form and be identified by source and date. Keep this submission to 8½" x 11", if possible.

USGS 7.5 Minute Series Quad Name Lockport

For Office Use Only--UTM Coordinates _____

10. PHOTOGRAPHY (optional for environmental impact survey): Please submit a 5"x7" black and white print(s) showing the current state of the site. Provide a label for the print(s) on a separate sheet.

See report



NEW YORK STATE HISTORIC ARCHAEOLOGICAL SITE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION & HISTORIC PRESERVATION

(518) 237-8643

For Office Use Only--Site Identifier

Project Identifier Eighteen Mile Creek Superfund Site Remedial Investigation/Feasibility Study

Operable Unit 2 (OU2)

Your Name Matthew Kirk

Date Jan, 2015

Organization (if any) Hartgen Archeological Associates, Inc.

Phone 518.283.0534

Address 1744 Washington Ave. Ext. Rensselaer, NY 12208

1. SITE IDENTIFIER(S) White Transportation Historic Archeological Site

2. COUNTY Niagara

One of the following:

CITY Lockport

TOWN _____

INCORPORATED VILLAGE _____

UNINCORPORATED VILLAGE OR HAMLET _____

3. PRESENT OWNER Niagara County and private

Address _____

4. SITE DESCRIPTION (check all appropriate categories):

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Soil Drainage: ☐ excellent ☐ good ☐ fair ☐ poor

Distance to nearest water from structure (approx.): _____ on _____

Elevation: _____

5. SITE INVESTIGATION (append additional sheets, if necessary):

Surface Collection: Date(s) Dec.2104

☒ Site map (submit with form*)

Subsurface: Date(s) _____

Testing: ☐ shovel ☐ coring ☐ other

Number of tests _____

Test size _____

(Submit plan of tests with form*)

Excavation: Unit size _____

Number of units _____

(Submit plan of units with form. Submission should be 8 1/2" by 11", if feasible)

Investigator Matthew Kirk

Manuscript or published report(s) (reference fully):

PHASE IA LITERATURE REVIEW AND ARCHEOLOGICAL SENSITIVITY ASSESSMENT

Eighteen Mile Creek Superfund Site Remedial Investigation/Feasibility Study

Operable Unit 2 (OU2)

Mill Street, William Street, Olcott Street, and Clinton Street

City of Lockport

Niagara County, NY

HAA # 4815-11, OPRHP No. 15PR00095

6. SITE INVENTORY (append additional sheets, if necessary)

- a. Date constructed and occupation period circa 1830- present
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see report
- b. Representation in existing photography
- 1) Photo date _____ Where located _____
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- c. Other primary and secondary source of documentation (reference fully):
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USGS 7.5 Minute Series Quad Name Lockport

For Office Use Only--UTM Coordinates _____

10. PHOTOGRAPHY (optional for environmental impact survey): Please submit a 5"x7" black and white print(s) showing the current state of the site. Provide a label for the print(s) on a separate sheet.

See report