OSWEGO CANAL CORRIDOR BOA

APPENDIX P: PHASE IA AND PHASE IB

NOVEMBER 2019

Hudson Mohawk
Archaeological Consultants, LLC

PHASE IA LITERATURE REVIEW AND
ARCHAEOLOGICAL SENSITIVITY ASSESSMENT
&
PHASE IB ARCHAEOLOGICAL FIELD INVESTIGATION

City of Oswego Waterfront Development Plan

1, 29 & 41 Lake Street
City of Oswego
Oswego County, New York

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OSWEGO COUNTY
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AUGUST 2018

City of Oswego Waterfront Development Plan Project

Phase IA Literature Review and Archaeological Sensitivity Assessment
&
Phase IB Archaeological Field Investigation

SHPO Review Number:

State/Federal Agencies: Section 106 of the National Historic Preservation Act (NHPA) for USACOE compliance and SEQRA guidelines under Section 14.09 of New York State Historic Preservation Act (SHPA) for permitting by NYS Department of Environmental Conservation (NYSDEC)

LOCATION

Municipalities: City of Oswego
County: Oswego County
MCDs: 07540

SURVEY AREA:

Length:
Width:
Number of Acres Surveyed: Project area and Area of Potential Effect (APE) are 13.98 acres

USGS 7.5 Minute Quad Map: 1954 USGS Oswego *West, photorevised 1978*

ARCHAEOLOGICAL SURVEY OVERVIEW AND RESULTS

Number & Interval of Shovel Tests: 0
Number and name of prehistoric sites identified: 0
Number and name of historic sites identified: 0
Number and name of sites recommended for Phase II/Avoidance: 0

RESULTS OF ARCHITECTURAL SURVEY

Number of buildings/structures/cemeteries within project area: Several
Number of buildings/structures/cemeteries adjacent to project area: Several.
Number of previously determined NR listed or eligible builds/structures/cemeteries/districts: 1
Number of identified eligible buildings/structures/cemeteries/districts: 0

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Date of Report: August 21, 2018

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INTRODUCTION

Hudson Mohawk Archaeological Consultants LLC (HMAC) has been retained by Bergmann Associates, PC to conduct a Phase IA Literature Review and Archaeological Assessment for the construction of the proposed *City of Oswego Waterfront Development Plan, 1, 29 and 41 Lake Street* project in the City of Oswego, Oswego County, New York. This study was conducted in compliance for Section 106 of the National Historic Preservation Act (NHPA) for USACOE compliance and SEQRA guidelines under Section 14.09 of New York State Historic Preservation Act (SHPA) for permitting by NYS Department of Environmental Conservation (NYSDEC). This study was conducted according to standards of the New York Archeological Council (NYAC) *Standards for Cultural Resource Investigations and the Curation of Archaeological Collections in New York State* (1994).

PROJECT DESCRIPTION`

The Area of Potential Effect (APE)

The area of potential effect is within a 13.98 acre project area which is comprised of substantially disturbed and heavily industrialized land which lies north and northeast of Lake Street in the City of Oswego (Map 1). The project area and APE are comprised of three parcels (1, 29 & 41) located north of Lake Street and form the shoreline of Lake Ontario.

ENVIRONMENTAL INFORMATION

Geological History

Oswego County contains two physiographic provinces consisting of the Tug Hill Plateau located within the northeastern part of the county and the remainder consisting of the Erie-Ontario Plain which includes the City of Oswego. The general topography of the Erie-Ontario Plain contains gently rolling terrain interspersed with moderately large level areas that are commonly swampy. Terrain in the western part of the county is fairly uniform with fairly shallow river valleys with the most pronounced relief consisting of drumlins. The drumlins, orientated from north to south, formed from glacial materials deposited under the ice sheet in linear streamline forms. The majority of the underlying bedrock throughout Oswego County is sedimentary bedrock formations that extend in broad flat east to west bands across the county. The oldest bedrock to the north and becoming progressively younger to the south. The bedrock underlying the project area is Oswego Sandstone which extends in a band east from the eastern shoreline of Lake Ontario to the Tug Hill Plateau (USDA 1981).

Glacial History

The modern topography and soil formations formed as massive ice sheets moved down across the state from the north, the weight of the mile-high ice grinding down the ground surface and deepening the north to south oriented valleys. As the ice advanced and retreated, glacial till consisting of various mixtures of sand and gravel to silt and clay were deposited directly on the ground beneath the glacier, within stagnant fragments of ice that melted in place, while finer deposits of silt and clay settled in glacial ponds and lakes formed from melt water found in many areas of the county. Eolian or wind-blown deposits also formed within some areas during the glacial period. Alluvial soils formed both during and after the glacial events, leaving mixed alluvial soils along streams and forming alluvial fans while mucky organic soils formed from decaying vegetative mats that grew in the quiet waters of shallow glacial lakes and swamps (USDA 1981).

Modern Topography and Drainage

As previously noted, the modern terrain in the western Oswego County contains gently rolling hills with the predominate landform consisting of series of north to south orientated drumlins that extend in a broad field south of Lake Ontario. There are three principal rivers and their tributaries that drain the county: Oswego, Little Salmon and the Salmon Rivers all three of which drain into Lake Ontario. The Oswego River, located within the City of

Oswego just to the east of the project area, drains the south-central part of the county while the Little Salmon and Salmon Rivers drain into Lake Ontario between the City of Oswego and the town of Port Ontario, draining the Tug Hill Plateau to the north. The remainder of the county is drained by the fish Creek and its tributaries in the southeast. The Oneida River, which forms the southern boundary of the county forms a small drainage for the county (USDA 1981).

Soil Descriptions

The soil map for the City of Oswego (Map 3) documents Urban land (UB) throughout the project area (Table 1). No soil type is listed due to urbanization of the area which consists of large areas where the natural soils have been altered or removed for the construction of various private, commercial, public, institutional structures, etc. Much of the urban landscape is now also covered by concrete and asphalt. Areas containing soil is greatly varied and impossible to identify (USDA 1981).

Table 1: Description of Soil Series within the Project Area

Soil Series	Soil Horizon cm (in)	Soil Description	Slope %	Drainage	Landforms
Urban land (UB)					On large areas in which the original soil has been altered or removed in urbanization

BACKGROUND RESEARCH

The Phase IA research consisted of a search for documented prehistoric and historic archaeological sites, National Register sites/properties and previous archaeological surveys utilizing the New York State Cultural Resource Information System (NYS-CRIS) maintained by the Office of Parks, Recreation and Historic Preservation (OPRHP) in Waterford, NY. Site inventories were researched for SHPO and New York State Museum (NYSM) sites located within a mile (1.6 km) radius of the project area. State and National Register of Historic Places were searched for properties designated as listed within a mile radius of the project area. In addition, Cultural Resource Surveys within a mile radius of the project area were also researched. Historic maps and local histories were researched at the New York State Library and Archives in Albany, NY. These maps were consulted for information about the historic development and urbanization within the project area and throughout the region encompassing the project area. Historic topographical maps were researched and downloaded from the University of New Hampshire website for Historic USGS Maps for New England and New York (http://docs.unh.edu/nhtopos/nhtopos.htm).

Site Files Research

The results of the site files research documented forty-three historic sites within the mile radius with twenty-six of these sites located within or adjacent to the project area. No prehistoric sites were documented. There were also thirty-two National Register listed properties or districts within the mile radius one of which is located within the project area. The historic archeological sites and National Register listed properties and districts are listed in the tables below.

Documented Prehistoric Sites

No prehistoric sites were documented within the mile radius of the project area. Undoubtedly, there had been an extensive prehistoric occupation along the shoreline of Lake Ontario, particularly near the confluence of the lakeshore line and the Oswego River. However, due to early and intensive urbanization in the 19th and 20th centuries, there is likely to be little evidence remaining of prehistoric sites that likely were located within this region.

Documented Historic Sites and Structures

There were forty-three historic sites documented within the mile radius of the project area of which twenty-six sites were located either within or adjacent to the project area (Table 2). Twenty-five of these historic sites primarily consisted of 19th to 20th century deposits, mostly of domestic deposits, but including a few commercial and industrial deposits. One deposit dated to the late 18th century. Two of these sites were foundation remains. Along with these sites, were also several similar historic sites located outside of the project area. In all, there were 32 historic archaeological sites (Sites 1-32) that were documented during a previous archaeological survey conducted by Pratt and Pratt in the 1990s. However, this survey is not available in the CRIS database and so the exact site locations, additional site information and the survey boundaries are not available. One historic site, the Wright and Monen Slip Site (A07540.000300) was documented during an archaeological survey (99SR50347) conducted by Black Drake Consulting in 1999. The slip was constructed just to the west of the old Goble dry dock sometime between 1880 and 1890 which was used by the Wright and Monen lumber yards and other lumber companies until the early 1900s when the site was taken over the U.S. government. The slip was filled in during the middle part of the 20th century.

Additional historic sites located outside of the project area include three colonial period French and Indian and Revolutionary War fort sites consisting of Fort Oswego (A07540.000005) located just southeast and east of the project area, Fort George (A07540.000703) located to the south and Fort Ontario (A07540.000701) which is also a National Register listed property (90NR02144) located on the eastern side of the Oswego River. Also included is the Advance Guard site (A07540.000704). The site was a redoubt built in 1755 to support Fort Oswego which was destroyed the following year. The forts were all documented during a Phase IA survey (17SR00648) conducted by Timothy Abel in 2017 for an inventory Colonial War sites in the Eastern Ontario Basin (report not available). These sites will be discussed in greater detail in the Historic Sensitivity Assessment section below. Another historic archaeological site is the Northwestern Grain Elevator Site (A07540.000297) which was also documented during a survey (99SR50046) conducted by Black Drake Consulting. The site contained the mortared limestone foundation remains of a mid-19th century wooden grain elevator which was described as "the finest elevator on the lake." The site was demolished sometime in early 20th century. The site is listed as eligible for the National Register. The next site is the Mitchell-O'Brien Building site (A07540.000254) which was documented as part of a monitoring project during building demolition in 1982. The next site is the Hydraulic Canal (A07540.000305) which was documented during a monitoring survey (00SR51121) conducted by Black Drake in 2004. The remains of the hydraulic canal and a retaining wall were documented. The canal was originally built in the 1820s or early 1830s while the remains documented during the monitoring date to the rebuilt canal and retaining wall dating to c. 1916. When the canal later ceased operation, the canal was infilled and covered over in the early 1970s. The next site is the Ames Iron Works Site (A07540.000343) documented in a 2001 Phase I/II survey (01SR52218) conducted by Black Drake Consulting. The iron works were founded in 1853 by Talcott and Underhill and was later purchased by Henry Ames is 1855 or 1858 when the name of the company was changed to Ames Iron Works. The facility was later expanded in the 1870s and again in the 1890s. Following the Great Depression and a weakening post war economy, the once booming industry faltered then closed and the buildings were later razed in the mid-1960s. The last historic site is the Toad Vale Historic Archaeological Site (A07540.000569). The site was also documented by Black Drake Consulting in 2004 during a survey (04SR54685). This site consists of the partial remains of a 19th century Irish worker's ghetto which dated from the 1850s to the late 1880s. The Irish settlement known as Toad Vale of Vinegar Hill was razed by 1890 too make way for a railroad yard and coal storage area until the site became vacated by the mid-20th century.

Table 2: Summary of Documented Historic Archaeological Sites within a Mile (1.6 km) Radius of the Project Area

Site Number	Location & Distance from Project Area m (ft)	Description/Name	Cultural Affiliation	Eligibility
A07540.000187	Within	Site 32, Mortared rock foundation (carriage house?)	historic	Undetermined
A07540.000186	Within	Site 31, Mid to late 19th century deposit	Mid to late 19th century	Undetermined
A07540.000185	Within	Site 30, undatable stratified deposit	historic	Undetermined

Site Number	Location & Distance from Project Area m (ft)	Description/Name	Cultural Affiliation	Eligibility
A07540.000164	Within	Site 9, 19th-20th century domestic deposit	19th-20th century	Undetermined
A07540.000184	Within	Site 29, Deposit of 2nd or 3rd decade, 19th century	19th century	Undetermined
A07540.000183	Within/adjacent	Site 28, Early 19th to early 20th century deposit	Early 19th to early 20th century	Undetermined
A07540.000182	Within/adjacent	Site 27, 19th century deposit	19th century	Undetermined
A07540.000181	Within/adjacent	Site 26, Two stratum deposit, mid 19th century of undatable	Mid 19th century	Undetermined
A07540.000180	Within/adjacent	Site 25, Two stratum deposit, 18th and mid 19th to early 20th century	18th , mid 19th to early 20th century	Undetermined
A07540.000179	Within/adjacent	Site 24, 1820's deposit	c. 1820	Undetermined
A07540.000163	Within	Site 8, 19th century domestic deposit	19th century	Undetermined
A07540.000178	Within/adjacent	Site 23, mid to end 19th century deposit	c.1850s to c. 1900	Undetermined
A07540.000177	Within/adjacent	Site 22, Four stratum deposit, mid 19th to early 20th century	mid 19th to early 20th century	Undetermined
A07540.000175	Within	Site 20, late 19th century deposit	Late 19th century	Undetermined
A07540.000176	Within/adjacent	Site 21, mid to late 19th century deposit	Mid to late 19th century	Undetermined
A07540.000174	Within	Site 19, mid to late 19th century deposit	Mid to late 19th century	Undetermined
A07540.000173	Within	Site 18, Late 19th to early 20th century rock slab foundation and deposit	Late 19th to early 20th century	Undetermined
A07540.000162	Within	Site 7, Ontario Iron Works Site	historic	Undetermined
A07540.000172	Within	Site 17, Early 19th to late 19th century deposit	Early to late 19th century	Undetermined
A07540.000171	Within	Site 16, deposit of 3rd or 4th decade of 19th century	c. mid to late 19th	Undetermined
A07540.000161	Within	Site 6, 19th century domestic -commercial deposit	19th century	Undetermined
A07540.000300	Within	Wright and Monen Slip site	c. 1880-c. 1949	Undetermined
A07540.000170	Within	Site 15, Early 19th to early 20th century deposit	Early 19th to early 20th century	Undetermined
A07540.000169	Within/adjacent	Site 14, Late 19th to early 20th century deposit	Late 19th to early 20th century	Undetermined
A07540.000160	Adjacent	Site 5, Late 19th century deposit	Late 19th century	Undetermined
A07540.000168	(184 ft) E	Site 13, Mid to late 19th century deposit	Mid to late 19th century	Undetermined
A07540.000167	(215 ft) E	Site 12, mid 19th to early 20th century deposit	Mid 19th to early 20th century	Undetermined

Site Number	Location & Distance from Project Area m (ft)	Description/Name	Cultural Affiliation	Eligibility
A07540.000005	(312 ft) SE	Fort Oswego	1727-1756	Undetermined
A07540.000159	(343 ft) E	Site 4, Building foundation & commercial-industrial deposit	historic	Undetermined
A07540.000166	(387 ft) SE	Site 11, Mid 19th and early 20th century deposit	Mid 19th and early 20th century	Undetermined
A07540.000158	(1071 ft) SE	Site 3, two stratum refuse deposit	historic	Undetermined
A07540.000297	(1110 ft) SE	Northwestern Grain Elevator Site	1864/1867-early 20th century	Eligible
A07540.000703	(1119 ft) S	Fort George	18th century	Undetermined
A07540.000165	(1224 ft) SE	Site 10 Foundation and remains of Sash & Blind Factory (Musico Motors)	historic	Undetermined
A07540.000254	(1478 ft) SE	Mitchell-O'Brien Building	historic	Undetermined
A07540.000704	(1681 ft) S	Advance Guard	1755-1756	Undetermined
A07540.000305	(2213 ft)	Hydraulic Canal	c. 1820s or early 1830s to 1970s	Undetermined
A07540.000343	(2218 ft) SE	Ames Iron Works Site	1853 -1960s	Undetermined
A07540.000569	(2237 ft) E	Toad Vale Historic Archaeological Site	c. 1850s -1880s	Undetermined
A07540.000701	(2474 ft) NE	Fort Ontario	18th century	Undetermined
A07540.000188	(2744 ft) SE	Site 33, Mid 19th to mid 20th century mixed deposit	Mid 19th to mid 20th century	Undetermined
A07540.000157	(3333 ft) SE	Site 2, 19th century commercial deposit	19th century	Undetermined
A07540.000156	(4092 ft) SE	Site 1, Varick Canal	historic	Undetermined

National Register Sites

A total of thirty-two National Register Listed properties or districts were identified within the mile radius, one of which (08NR05933), is located within the project area (Table 3). The Oswego Yacht Club (McCrobie Civic Center), located at 41 Lake Street is encompassed within Parcel 1 in the western section of the project area (Map 2, Photos 8-9). This National Register site pertains to the McCrobie Civic Center, originally known as the Oswego Yacht Club and later as the Naval Militia Building. The civic center is located within a 2.7 acre parcel fronting Lake Street. The building was built in two phases with the original central section, relating to the Oswego Yacht Club, built between 1914 and 1919. This section consists of a one-story structure built in an Arts and Crafts style architecture. The property was later purchased by the State of New York in 1935 for the New York State Naval Militia. In 1949 to 1950 the building was expanded and an east and west wing were added and the building was converted for the dual use for both the New York State Naval Militia Armory and as the U.S. Naval Reserve Training Center. The site was later sold to the city of Oswego in 1978 to be used as a municipal and recreation center and in 1981 was renamed and dedicated as the Roy C. McCrombie Civic Center.

The remaining National Register listings include five districts consisting of the Montcalm Park Historic District, the Franklin Square Historic District, the Kingsford Historic District, New York State Barge Canal District and Washington Square Historic District which are located to the south or southeast of the project area. These districts are significant as examples of city growth, for the combined use as park landscapes and urbanization including a wide variety of early to mid-19th century to early 20th century residential architecture, and including examples of religious, governmental and outdoor recreation. Several of these properties represent significant governmental, civic, or commercial/industrial properties while domestic architecture or social history pertaining to

individuals involved with the abolitionist movement that operated out of Oswego. The maritime aspect of this once important port city is also represented by the inclusion of Oswego West Pierhead Lighthouse and Derrick Boat No. 8 as National Register listed properties.

Table 3: Documented National Register Listed Properties Located within a Mile (1.6 km) Radius of the Project Area

Site Number	Location & Distance from Project Area m (ft)	Description	Cultural Affiliation/ Significance
08NR05933	Within	Oswego Yacht Club (McCrombie Civic Center)	20th century
01NR01754	(125 ft) S	Montcalm Park Historic District	c. 1840-c.1940
14NR06574	(170 ft) E	Derrick Boat No. 8	1927-1964
90NR02152	(477 ft) S	Franklin Square Historic District	19th to early 20th century
90NR02155	(534 ft) S	George B. Sloan Estate	c. 1830 to c.1960
90NR02149	(1174 ft) SE	Walton & Willett Stone Store	1828
95NR00820	(1574 ft) SE	Woodruff Block	c. 1840 to c. 1930
90NR02144	(1808 ft) E	Fort Ontario	1755 to 1946
03NR05185	(2071 ft) SE	Tanner Block	1890 to 1926
01NR01866	(2077 ft) S	John & Harriet McKenzie House	c. 1848
90NR02147	(2080 ft) SE	Market House	1835
01NR01868	(2109 ft) SE	Buckhout-Jones Building	1852-1882
01NR01865	(2129 ft) SE	Nathan & Clarissa Green House	c. 1850s
90NR03135	(2260 ft) SE	Oswego Theater	1941 to present
13NR06469	(2337 ft) S	Kingsford Historic District	1830s to 1910
14NR06559	(2449 ft) SE	New York State Barge Canal District	1905 to 1963
90NR02146	(2549 ft) SE	Oswego City Hall	1870
95NR00840	(2605 ft) SE	Hunter-Oliphant Block	1880 and 1882, 1909
90NR02150	(2718 ft) SE	U.S Customs House	1858 to present
90NR02153	(2773 ft) SE	Pontiac Hotel	1912 to present
97NR01221	(2819 ft) S	Kingsford House	c. 1870 to 1913
00NR01679	(2977 ft) NE	Oswego West Pierhead Lighthouse	1934
90NR02145	(2991 ft) SE	Oswego City Library	1855 to 1874
08NR05932	(3077 ft) SE	Washington Square Historic District	1797 to 1959
00NR01678	(3141 ft) SE	Oswego County Courthouse	1859 to 1891
90NR02154	(3263 ft) SE	Oswego Armory	1906 to present
02NR01891	(3520 ft) SE	Hamilton & Rhonda Littlefield House	1836 to 1861
17NR00027	(3773 ft) SE	Oswego Syracuse Railroad	1848 to present
90NR02148	(3853 ft) SE	Richardson-Bates House	c. 1867 to c. 1883
17NR05791	(3989 ft) SE	Standard Yarn Company	1897 to 1911
01NR01867	(3992 ft) SE	John B. & Lydia Edwards House	1834-1835 to 1866
02NR01892	(4439 ft) SE	Edwin W. & Charlotte Clarke House	1857 to 1870

ARCHAEOLOGICAL SENSITIVITY ASSESSMENT

Prehistoric Archaeological Sensitivity

At the end of the ice age, the first Paleoindian populations entered into New York following the main waterways primarily from the south and southwest. One possible route into western New York originated from the Ohio Valley. Following a northern route from the Ohio Valley, Paleoindian hunters entered an eastward corridor along the Ontario Lake Plain between the Onondaga escarpment and early Lake Ontario. Travel across the Ontario Lake Plain was facilitated by now dry melt water channels, which during the final stages of the Wisconsin glacial event, had cut wide west to east erosion channels through the drumlin field on the lake plain. These drainage channels provided access to the Ontario Lake Plain interior and "could have facilitated human colonization and later seasonal travels of Paleoindians across the Ontario Plain" (Lothrop and Bradley 2012:17; Ritchie 1994: 7). Several Paleoindian fluted point types have been recovered in northwestern New York along the Genesee, Seneca and Oswego Rivers (Ritchie 1994: 4-5). In New York, Paleoindian sites are most frequently found on high ground that was or still is accessible to water. Along with an attraction of large fertile river valleys and coastal plains, in the Upper Great Lakes region, Paleoindian sites are also frequently associated with glacial moraines, old lake beds and ancient beach lines of these post glacial lakes (Ritchie 1994: 7-9). Based on an exanimation of fluted point densities throughout New York, peak densities in the central New York region within Onondaga, Cayuga and Wayne Counties "may relate to terrestrial resources of the Erie-Ontario Plain" (Lothrop and Bradley: 27).

A number of important cultural traditions developed in central New York during the Archaic Period, primarily attributed to cultures dating from the Late Archaic to the Late Woodland Period. In Oswego County there is little documentation of the Archaic components though a few early Late Archaic materials consisting of beveled adzes pertaining to the Lamoka culture were documented along the Oswego River, near the Peter Scott Swamp and near the Big Bay area of Oneida in the southwestern and south-central parts of the county with several additional finds documented further south along the Seneca river in Onondaga County (Ritchie 44-45). The Lamoka culture is an early component of the Late Archaic consisting of a narrow-stemmed point tradition and settlement primarily consisting of small temporary camps. Lamoka sites are found throughout New York. Some of the most notable sites are found in central New York ranging from Lamoka Lake near the northwest corner of Schuyler County north to Geneva, Seneca Lake and the Seneca River and west into the Genesee Valley (Ritchie 1994: 69). Other Late Archaic components include the Brewerton phase of the Laurentian tradition. Though the central New York region was the nucleus of the Brewerton culture consisting of several principal stations and a large number of surface sites, smaller temporary Brewton sites have been found throughout western and into northern New York where Brewton sites are frequently found on the same lakes and rivers as the Lamoka groups (Ritchie 1994: 91).

Several notable Late Archaic, Transitional and Woodland period sites are documented clustered within the south-central part of the county including the Robinson, Oberlander No. 1, Oberlander No.2, Vinette, Pickins and Wickham sites. Late Archaic components were noted at the Robinson which contained a large number of stone tools associated with the Brewerton phase while the Oberlander No. 1 site contained tools ranging thought all phases of the Laurentian tradition (Ritchie 1994: 92). The Oberlander No. 2, Pickins and Vinette sites contained artifacts attributed to the Meadowood phase of the early Woodland. While Meadowood sites are found throughout the state, these sites, most commonly associated with burial components, are most commonly found in northern, central and western New York. These sites are most commonly found on relatively flat terrain near larger streams or rivers, or small lakes which would provide productive fishing stations, which were located within or adjacent to the Central Lowland Province (Ritchie 1994: 180-181, 183). The later Woodland period is found in the Wickham site which contained artifacts attributed to the Point Peninsula of the Owasco culture (Ritchie 1994: 206). The Owasco culture developed in central New York at the beginning of the Late Woodland period. The Owasco culture had major site distributions found throughout central and eastern New York while western New York contained groups deriving from southwestern Ontario from the Point Peninsula Glen Meyer and Pickering traditions. The Owasco cultures tended to favor the Glaciated Allegheny Plateau with numerous small to medium size camp sites located on the flood plains of the Genesee, Delaware, and Susquehanna River valleys (Ritchie 1994: 273-274). Central New York and the Genesee River valley had long traditionally been thought to be the center for proto Iroquoian development derived from the Owasco cultures though some models propose migration rather that *in situ* development for the Iroquois.

Several prehistoric sites were also reported by A.C. Parker in the 1920s throughout Oswego County with the majority of sites clustered along the Oswego and Salmon Rivers and near the north shore of Oneida Lake. Though no sites were reported within the city of Oswego two sites were reported near the lake shore line to the east and west of the city consisting of camps located near the moth of Eight Mile Creek (Site 18) and a camp on the shore 2 miles to the east (Site 20). Several sites were reported to the south along the Oswego River and northern shore of Oneida Lake that contain various descriptions as camps some with villages (multiple sites), a burial site on Bone Hill in Granby (7), a site containing stone tools and pottery recovered near Lake Neatawantha (8), camp, village and burial sites at Brewerton that contained fishing gear (16) (Parker 1920: 666-668, Plate 205). Though none of these sites are dated, the descriptions correlate to the Late Archaic and Woodland sites discussed above. And though no prehistoric sites were reported within the city limits resulting from early urbanization, this area was likely inhabited throughout the prehistoric period with limited numbers of small Paleoindian hunters crossing through this region with denser populations inhabiting the river and lake shores throughout the Late Archaic and Woodland periods and later became part of the extensive territory of the powerful Five Nations Iroquois.

Historic Archaeological Sensitivity

In 1615, Samuel de Champlain was the first recorded European to enter the Oswego region. Champlain once again joined a raiding party of Canadian Indians to make war on the Iroquois as he did a few years earlier against the Mohawk near the shores of Lake Champlain in 1609. This time the target was a fortified Onondaga village. Though the exact route they took is not known, the war party traveled by canoe down the eastern side of Lake Ontario to the southern shoreline then proceeded on foot to the south, at one point crossing the Oneida River near the outlet of Lake Oneida. When the raid failed, the raiding party with a now wounded Champlain, returned to Canada. Almost forty years would pass before another European returned to this area. By the 1650s, a tentative peace was settled between Canada and the Five Nations Iroquois, who for diplomatic reasons, now demanded French priests be sent to them. The Jesuits sent Father Simon LeMoyne to the Onondaga who greeted him on the southern lake shoreline near Oswego where they provided the missionary with canoe transportation down the river. He also visited the salt springs located near the lake which later became a source of salt which was utilized for the economic growth and prosperity of the young community of Syracuse. Later missionaries increasingly utilized this water route into Onondaga country to Canada and as the rivalry in the fur trade between the two nations intensified, the Ontario Lake shoreline and Oswego River assumed an intensifying strategic importance (Snyder 1968: 5-6).

In the 1720s, Albany fur traders established a new base of trade operations at the strategic point near the mouth of the Oswego River known as Choeguen (Oswego). Each spring traders gathered their trade goods at Albany which were then shipped to Schenectady where the trade goods were loaded in bateaux and shipped down the Mohawk River. After a short portage around Little Falls and the Great Carrying Place, the bateaux passed along the Oneida River to Oswego. The goods where unloaded on the west side of the harbor at Oswego where hundreds of traders, a few accompanied by their families, gathered for the summer trading season. The bustling trading settlement at Oswego grew, siphoning off increasing numbers of furs from reaching the French trade. By the later 1720s the Albany to Oswego route was rapidly gaining importance (Snyder 1968: 7; Bernstein 2005:59; Fowler Jr. 2005: 7).

The lucrative fur trade operating out of Oswego made it a target of French wrath who were not happy to see trade being siphoned off to the post across the lake waters. So to protect the trade, in 1727 Governor William Burnet ordered fortifications built at Oswego. A stone redoubt of sixty by thirty feet was built on the west bank of the Oswego River where it flowed into the lake. A small detachment of twenty solders were sent to guard the new fortifications most commonly known as Fort Oswego. The French were incensed and the French governor, Beauharnois ordered the soldiers to be withdrawn and the blockhouse be demolished, declaring the fortification a violation of the Treaty of Utrecht. Burnet refused. After all, the French had already violated the treaty with their construction of Fort Niagara. So, Fort Oswego remained untouched until 1741 when the New York State Assembly planed an expansion on the fort including a stone enclosure to be flanked by towers at the corners. However, a lack of funds allowed only for a reinforcement of the western exposure (Snyder 1968: 9-10).

By 1743 the settlement had grown to about seventy log houses. It was described by John Bartram, a botanist, as two rows of cabins near the river that were divided between two streets of which contained a row of posts where the Indians set up their temporary homes for the season. The fur trade reached its peak the following year but was impacted by the outbreak of war during King George's War. Trade resumed after the war in 1748 only

to be impacted once again with the new French and Indian War in 1755. With the French defeat in 1763, the Oswego trade once again resumed until the Revolutionary War once again impacted the trade, for the final time. With the fur supply exhausted the trade drew to a final close (Snyder 1968:7, 9).

Despite the later demise of the fur trade, Oswego would continue to hold a strategic position of importance for its location on the river and lake. When the threat of war between England and France resumed in 1754, the New York State assembly quickly voted to pay for repairs at Oswego and to double the garrison. For the remainder of the year, fighting was confined along the frontiers but by the next year it began to shift towards Lake Ontario while the provisioning at Oswego was being impeded by Colonel William Johnson who refused to furnish the fort until his old debts were first settled. That spring (1755), General Edward Braddock, was sent by Britain to the American colonies as Commander-in-Chief. Braddock proposed a three-pronged attack against the French. Braddock would command an expedition against the French at Fort Duquesne in Ohio while Massachusetts Governor William Shirley, whom he named as his second in command, was to lead a second army against Fort Niagara with Oswego serving as a rendezvous point. The third prong would be an attack against the French forts positioned on Lake Champlain and guarding the route to Montreal. This attack would be led by William Johnson who Braddock also appointed as superintendent of Indian affairs and commander of the Champlain/Montreal expedition. While at Albany, Shirley ordered a large work force to build bateaux and ordered supplies shipped to Oswego. While construction of the first English shipyard on the Great Lakes began, a new fort, Fort Ontario, was built on the east side of the river. The fort was designed as a star-shaped stockade, which included barracks large enough to hold three hundred troops, surrounded by a dry moat (Snyder 1968: 10-11; Johnson 1877: 25; Anderson 2000: 87: Berleth 2010: 33).

That July, Braddock launched his campaign against Fort Duquesne which ended in his death and defeat of his army at the Battle on Monongahela on July 9, 1755. Shirley learned of Braddock's defeat while on route to Oswego. When he arrived at Oswego on August 8, he found that the work on the fort in shambles. Half of the garrison was sick, provisions were running low and there was a steady trickle of desertions. Most of the building were still in a dismal state of disrepair. At this time, he suffered a personal tragedy when he learned of the death of his son who was with Braddock at Monongahela. To make matters worse, Shirley became embroiled in a political controversy with New York Governor James DeLancy and while work on the fort slowly progressed, an epidemic broke out among the troops claiming the life of his second son. Throughout the summer months, work on the Oswego fortifications were burdened by continual delays which Shirley blamed on William Johnson whom he accused of diverting men and resources for his own campaign to Champlain and Montreal. The result was a feud between the Massachusetts governor and the Mohawk Valley land baron that eventually split the entire army into rival camps. That September the two remaining feuding commanders were now ready to advance. On September 8, Johnson's forces engaged the French at Lake George, resulting in an English victory against the French forces which were led by General Jean-Armand Dieskau. The English army however had been badly mauled and would make no further advancements against Montreal. Johnson's victory would later earn him a baronetcy but a painful wound that he received near the start of the battle would plague him for the remainder of his life. Throughout this time, Shirley continued to be plagued by a shortage of men, money and supplies and hopes for an attack against Niagara were quickly fading. On September 26, Shirley's forces and supplies where finally loaded into boats but before they could launch, a gale blew in from the lake and the powerful storm battered the flotilla for several days and finally brought an end to plans for an attack against Niagara for that year. At this time, Shirley now made plans to renew the attack the next year and for the remainder of the season, he ordered the work on Fort Ontario to be completed, repairs made to the aging and deteriorating Fort Oswego and for the construction of a new stockade (Fort George) to be located on a ridge west of Fort Oswego (Anderson 2000: 110-112; Snyder 1968: 11; Johnson 1877: 25-26; Fowler Jr 2005: 88-89; Berlith 2010: 42).

Shirley departed from Oswego that October, returning to Albany. He left Lieutenant Colonel James F. Mercer in command with a harsh winter soon to come and with much of the work still unfinished including work on the barracks. As winter set in, the men sheltered in the bark huts of the traders while scurvy and starvation took its toll. After pleading for aid, help finally arrived on March 24 when a convoy crossed the frozen Lake Oneida dragging their bateaux across the ice. Provisions however remained scarce and Oswego's boat supply line was soon in jeopardy of being cut off when on March 27, French and Indian raiders attacked Fort Bull on the Great Carrying Place, placing bateaux men at great risk. Mercer continued to plead for help and Shirley placed his old friend Colonel John Bradstreet to secure the supply line from the Great Carrying Place. Bradstreet managed to get some bateaux through the supply line was tenuous at best with French raiders led by the Sieur de Villiers. De Villers was a brother of the French officer Jumonville who was killed two years before by George Washington's troops in a

skirmish that preceded the war. Captain de Villers, now charged with harassing the British supply lines and communications to Oswego, conducted several raids against the supply line followed by a large bloody ambush on July 3. During one attack, the raiders struck a work detail of ship carpenters who dared stray too far the fort. Some of the victims vanished while the scalped remains of others were sometimes recovered. Though the progress was slow, work on Fort Ontario was completed that summer and was renewed on Fort George. Fort Oswego unfortunately had deteriorated to a point beyond repair. The remains of Fort Oswego were still visible at the foot of the hill even into the 1830s. Later that summer a convoy from Schenectady lead by Lieutenant Colonel John Bradstreet arrived at Oswego. Bradstreet and his men had just barely begun their return trip down the river when they were attacked by a French and Indian raiding party. He assembled his men on a small island, later named Battle Island, and held the French at bay of the east bank while his bateaux-men took shelter on the west bank. They harried crew managed to get several miles down the river before being forced to fend off a second attack before fleeing to safety down the Mohawk River (Snyder 1968: 12-13; Johnson 1877: 25-26, 149; Anderson 2000: 136-137, 259; Fowler Jr. 2005: 93).

Unbeknown at this time, a much larger threat loomed along the eastern lake margin. The talented French commander the Marques de Montcalm, had landed with an army numbering about three thousand on the shores of the lake just to the east of the Oswego harbor. On August 11, Mercer first learned from a scout of the presence of the large French army, he split his forces between the three forts. By that afternoon, the sounds of French axes could be heard in the woods nearby. The fortifications at Oswego were still incomplete and both poorly designed and built. In addition, Mercer only had 1,135 soldiers at hand to Montcalm's three thousand as well as eighty cannon. Mercer also had a number of civilians under his care consisting of 120 seamen, 130 carpenters and sawyers and 80 women. For two days the French dug entrenchments to place their cannon against Fort Ontario, which Montcalm had decided to invade first. As the French dragged their cannons within range of the fort, the beleaguered Mercer ordered his men to dig entrenchments at Fort Oswego along the river frontage and piled up fascines to form batteries. Pigs, that were being kept up on the hill were removed to Fort George and earthen palisades constructed. On August 13, the French hold tightened and Mercer was forced to abandon the more exposed Fort Ontario and consolidated his forces at Fort Oswego. By nightfall, the French seized Fort Ontario and the bluff overlooking the river. The next day, French gunners opened fired on Oswego while additional French and Indian attackers slipped through the woods, surrounding the Fort Oswego. For several hours the English held their ground, returning fire until the odds turned completely against them. A bursting mortar killed Mercer and as the French noose tightened the conditions became overcrowded and untenable at Oswego with all the English survivors both troops and civilians crammed into the one Fort now that Fort George was also cut off. The English were forced to capitulate with a promise from Montcalm for protection from his Indians. But in the aftermath of the British surrender, between thirty and one hundred British soldiers and civilian captives were killed and scalped until at length Montcalm was finally able to gain control over the Indians and stop the massacre. Many of the surviving captives were taken in French and English ships to Montreal while the French set about destroying the forts. With the forts in smoldering ruins, on August 21, Montcalm's forces departed and Oswego was left to be reclaimed by the wilderness. As a final blow to the devastating English loss, the western Indians who planned to meet with General Shirley for a conference at Oswego now turned to the victorious Montcalm instead. The Earl of Loudon reacted to the French threat by ordering Colonel Webb to head a relief column to Oswego's aid with Sir William Johnson to aid him in support. Two days before the fort surrendered, Webb finally began his march. On reaching the Oneida carrying place at Rome, they received word of the fort's surrender and promptly Webb rushed back to Albany (Snyder 1968: 14-16; Johnson 1877: 29-32; Anderson 2000: 150, 152-154; Fowler Jr. 2005: 102-104).

For two years the Oswego outpost remained vacant until the recently promoted Lieutenant Colonel Bradstreet, the deputy quartermaster general to Lord Loudon, volunteered to lead an attack on Fort Frontenac. Bradstreet's coveted plans to attack Fort Frontenac was briefly delayed when Loudon was replaced by General Abercromby whose interest lay in the north, an attack against Fort Ticonderoga. The untalented Abercromby met with a sound defeat there. This defeat gave Bradstreet the opportunity he was looking for. He managed to secure a detachment of 5,600 men from the defeated general to be placed under the command of General John Stanwix, with Bradstreet as second in command. The objective was to harass the French on Lake Ontario and if practical to attack Fort Frontenac. Bradstreet organized and supplied his forces at the newly constructed Fort Stanwix at Rome and on August 22, 1758 the expedition set sail from Oswego. A few day later, the French fort fell to the victorious Bradstreet which resulted in a serous blow to the French defenses in the American interior. Within a short period, Fort Duquesne in Ohio was abandoned (Snyder 1968: 16-17; Johnson 1877: 32; Anderson 2000: 260-262).

The following year, 1759, Oswego would be briefly occupied again during a new British two-pronged assault against Canada, planned by General Jeffry Amherst, who was Abercromby's replacement. Amherst sent and army of three thousand troops under the command of General John Prideaux to attack Fort Niagara while a second British force, led by General Wolf was to attack Quebec. While at Oswego, Prideaux's forces were joined by Sir William Johnson who was at the head of nearly one thousand Indian warriors. As the combined British and Indian forces set off across the lake to Fort Niagara, force of one thousand troops, commanded by Colonel Frederick Haldimand, where left behind to protect Oswego from a French attack. During the siege of Fort Niagara, Prideaux was killed and Johnson assumed command. Johnson's forces succeeded in driving off a relief party and succeeded in taking the fort. While Johnson was securing the western fort, French raiders led by Chevalier de la Corne and Abbe Picquet, launched an assault against Oswego. With limited defenses available in the ruins of the forts, the British hid behind a make-shift wall of pork and flour barrel for defense, succeeding in driving away their attackers and keeping the western route open (Snyder 1968: 18-19; Johnson 1877: 33).

When the victorious Johnson returned to Oswego in early August, he was anxious to launch an attack against the St. Lawrence. But at this time, Prideaux's successor, General Thomas Gage had arrived and he had a different vision than Johnson. Rather than an attack against the St. Lawrence, Gage was more interested in rebuilding Fort Ontario to ensure English control of the lake. While the unhappy Johnson and his Indian allies returned to their homes, Gage began plans for rebuilding the fortifications. Meanwhile to the north, General Wolfe won a stunning victory over Montcalm's army at Quebec at the Plains of Abraham, a battle that neither general would survive. The next year, 1760, Amherst now planned for the final assault against the French: from Quebec up the St. Lawrence River; a second from Lake Champlain up the Richelieu River and from Oswego to the St. Lawrence. Amherst planned to lead the third assault himself and gathered together a large force of four thousand British Regulars with six thousand colonial troops. They were joined by Johnson with thirteen hundred Indians. On August 10, the large force at Oswego departed for the final attack against Canada. By September 8, French Canada had fallen, ending the war. As the war drew to a close, restoration work on the new Fort Ontario was completed. Once again, Oswego became occupied, not with armies, but with fur traders as it once again became a thriving trade hub. The trade had been initiated in the fall of 1759, prior to the end of the war when Sir William Johnson offered invitations to the Indians to reopen the trade at Oswego and Niagara (Snyder 1968: 19-20; Johnson 1877: 34).

For over a decade, peace reigned. Perhaps the most notable event during this period was the celebrated arrival of the famed Ottowa Chief, Pontiac in 1766. Three years after the Indian uprising in the west, Pontiac, the leader of the uprising, was invited from the Ohio country to attend a conference held at Oswego presided over by Sir William Johnson. Another Indian council was held in 1775 where the Indians received a lot of presents from the Indian superintendent, new presided over by Guy Johnson, Sir William John's nephew. At the close of the council on July 8, many of the Indians returned home except for the Mohawks, who had abandoned their homelands, now accompanied Colonel Johnson to Montreal while Colonel Butler left to take command of his new post at Niagara (Snyder1968: 20; Johnson 1877: 39).

The years of peace, however wouldn't last when war broke out between the American colonies and Britain. In 1777 the war shifted to the Mohawk and Hudson valleys when that summer General John Burgoyne marched at the head of eight thousand troops from Canada down the Champlain Valley to rendezvous with General Clinton at Albany who was to march northward from New York. A smaller prong of the attack was to sweep through Oswego and down the Mohawk Valley. The third advancement was spearheaded by General Barry St. Ledger at the head of a mixed army of English infantry, German Hessians, and Loyalists which were comprised of the Royal Greens the regiment of Sir John Johnson (Sir William Johnson's son) as well as several hundred Canadian Indians. When St. Leger's forces advanced to Oswego, one local tradition claims that a local patriot, Silas Town, a spy on General Washington's staff and a resident of the Mexico area, risked his life to spy on a war council where he learned of St. Legers plans to attack Fort Stanwix in Rome. Silas quickly fled to Rome and forewarned the garrison of the impeding attack (Snyder 1968: 24; Johnson 1877: 39; Johnson 1877: 39).

Meanwhile at Oswego, St. Leger was met by Daniel Claus, Sir William Johnson's son in law, and Joseph Brandt, the brother of Johnson's common-law Indian wife. They were accompanied by over five hundred Iroquois warriors. On July 26, a small detachment set off along the Oswego River to Oneida Lake where they were joined by additional Indians at Three Rivers Point. St. Leger followed along the same route with the main body of the army. At Three Mile Point he learned that the advance guard under Lieutenant Bird had already invaded Fort Stanwix where Colonel Gansevoort was putting up a valiant defense. On August 3, St. Leger reach Fort Stanwix but lacking

artillery he was unable to subdue the fort. At this time, he learned of the approach of colonial militia lead by General Nicholas Herkimer and St. Leger sent a detachment led by the famed Mohawk Joseph Brant to set a trap for the militia at a ravine resulting in the bloody Battle of Oriskany on August 6. Though severely wounded, Herkimer maintained command over his hard-pressed men as he laid wounded under a tree calmly smoking his pipe. Though he would later die from his wounds, Herkimer's badly mauled forces held their own until help arrived from the garrison at Fort Stanwix led by Marinus Willett who set upon St. Leger's baggage train. When the Indians returned from the Oriskany, they found their camp had been pillaged by Willett's men and their relations with St. Leger turned decidedly sour. General Philip Schuyler learned of the attack at Oriskany and sent a Continental brigade commanded by General Ebenezer Learned to aid Fort Stanwix. They were accompanied by General Benedict Arnold who volunteered for the expedition. Arriving at Fort Dayton on August 21, they learned that Fort Stanwix was under siege. At this time someone in the company suggested to Arnold that he use Hon Yost, a mentally challenged man related to both Philip Schuyler and General Herkimer, in a ruse. Hon Yost was to enter the British encampment with wild claims that he had escaped from a large rebel army that was on its way to relieve the fort. The ruse worked and St. Leger's already angry Indians departed, forcing St. Leger to retreat back to Oswego where several hundred troops under his command were forwarded to Burgoyne, arriving just in time to be surrendered. Sir John Johnson took his Royal Greens back to Oswegatchie and Butler and his rangers returned to Niagara. Oswego now laid abandoned (Snyder 1968: 24-25; Johnson 1877: 40; Ketchum 1997: 332-334).

The next year, Colonel Peter Gansevoort, the commander of Fort Stanwix, sent a small continent of troops under Lieutenant Thomas McClellan to burn Fort Ontario. It was his hope that with the fort destroyed, it would to discourage any future raids assailing from Oswego. When they arrived, they found that the fort was only occupied by an old woman, a teenaged boy and several young children who where removed before the fort was set to the torch. That hope faded for in 1780, Sir John Johnson and Colonel John Butler rendezvoused at Oswego before conducting a raid against the Mohawk Valley. A similar raid was launched from Oswego the following year by Major John Ross who led his raiders along the southern fringe of the Mohawk Valley as far as Duanesburgh before turning back through Johnstown with the colonial militia, lead by Colonel Marinus Willett, in hot pursuit and forcing Ross's raiders to abandon the Oswego route in favor of a northward march to Carleton Island. A skirmish occurred at West Canada Creek where the militia found the body of the notorious Tory Walter Butler. (Snyder 1968: 25-26; Johnson 1877: 40).

In 1782, the British reoccupied Oswego and rebuilt the fort which was to serve as a base of operations for continued raids against the Mohawk Valley. In response, General Washington order Colonel Willett to lead a surprise attack on Oswego to destroy the fort in February 1783. Their orders were to conduct an attack only if the fort could be taken by surprise. But when the Americans were accidently discovered by five British soldiers on fatigue duty, Willett was forced to call for a retreat, abandoning the attack. When they returned to Fort Stanwix, they learned that in their absence, peace had been declared (Snyder 1968: 26; Johnson 1877: 41).

Settlement of the city of Oswego began in 1796 following the final British evacuation of Fort Ontario. At the time of the British evacuation or just after, two fur traders, John Love and Ziba Phillips stayed for a time until disappearing from the early settlement of Oswego. Neil McMullin and his wife were the first permanent settlers to arrive that July. McMullin, a merchant from Kingston, took the well-traveled but difficult river passage up the Mohawk River though the Great Carrying Place to the Wood Creek, across the Oneida Lake and finally up the Oswego River where he settled near the west bank of the river. McMullin brought with him the wooden frame of a house, first constructed in Kingston that he erected near the site of the future West Seneca Street. This residence was the first frame home in Oswego. At Oswego, McMullin became engaged in the fur trade as other settlers were to soon follow. In the early years, many of these settlers only stayed during the summer and wintered over at the little community at Salt Point (later Syracuse) during the harshest weather (Faust 1934: 23; Johnson 1877: 136).

The site of the old Choeguen trading post and military forts remained an important site for trade and commerce not only to western New York and the Great Lakes but also with Canada and so in 1797, the State speedily set about establishing a new town with streets and a market to be located on the western side of the river which was renamed Oswego. The original town encompassed just the area extending from the lake shore south to Utica Street and from the river to West Sixth Street. The rich lands to the east of Oswego in the township of Scriba were soon settled by farmers while merchants, sailors and businessmen flocked to the rapidly growing commerce expanding along the lakes and to Canada that centered on the thriving port town of Oswego. Though the little community contained no stores, by 1802 Oswego had two taverns open for business and a warehouse, built by

Benajah Byington of Salt Point. During the next few years the building of boats and houses increased including a second saw mill and the first grist mill by Forman & Brackett. The first store, operated by William Dolloway, opened in 1811 (Faust 1934: 23; Johnson 1877: 136, 138, 141-142).

By 1802, there were now six families living in there, most of which were still log cabins. A few unmarried lake-sailors and river boatmen also called Oswego their home. One of these newcomers was Matthew McNair from Canada who became one of the first boat builders in Oswego. McNair also was involved is shipping goods on the lake and river. Another early prominent family was that of Daniel Burt who purchased a large parcel of land, the military lot No. 7 from the Van Rensselaers in the upper part of the city west of the river. In 1803, Burt obtained a lease from the government for 100 acres of land on the east side of the river which included all of the cleared land surround Fort Ontario and built the first log house on the east side of the river. It was a son of Burt, Joel Burt who became the first tax collector in 1803 when the United States government made Oswego a port and Burt was charged with collecting duties or taxes on all the goods being shipped through the port which until that time had been duty free. The unpopular taxation resulted in a new occupation, that of smuggler, around Oswego. Joel Burt also operated a ferry located at the foot of Seneca Street and built the first house on the east side of the river. His brother, Bradner Burt built the first saw mill at the site that would later become the Exchange mills. The saw mill was built with some difficulty due to a lack of strong backs to help in the strenuous job of timber raising. He also built a school house in 1806. Another early prominent citizen and businessman was Alvin Bronson who arrived in Oswego in 1810. He promptly built a boat and a warehouse and soon had a lucrative trade in the forwarding business. This business resulted from the large amount of goods that were shipped to Oswego by river boats which were then transferred to lake boats for shipments on the lake (forwarding). Bronson's forwarding enterprise netted him not only great profit but prestige as a businessman and he was later made the first village president and president of the Board of Trade, now known as the Chamber of Commerce. Another newcomer of some notoriety arrived around the same time, "Colonel" Eli Parsons who rose to second in command during the 1786 Massachusetts uprising known as Shay's rebellion. When Parsons was granted amnesty, he relocated to Oswego where he operated a tavern (Faust 1934: 24-25; Johnson 1877: 137-138, 141).

Following the fur trade, only of the earliest and largest shipping industry to develop in Oswego was in the transportation of salt. From the time of the Jesuits, the presence of salt springs near Syracuse were well known and later an early settlement developed for the production of salt. For over a hundred years, salt production remained an important business as the highly prized salt was shipped to the west via the Oswego River and Lake Ontario to the west and to Canada. In 1818 alone, it was reported that 36,000 barrels where whipped to Oswego from Salina of which 26,000 were shipped to the west. Both Bronson and McNair profited greatly from this trade. Other commodities including Indian goods and manufactured goods from the East also passed through Oswego as well as emigrants on their way to the west (Faust 1934: 25). In 1808, famed author James Fenimore Cooper stayed for a time in Oswego which he described as "a settlement of twenty rude houses on the edge of thirty-mile wilderness." Two years later DeWitt Clinton, champion of the Erie Canal paid a visit to Oswego where he observed eleven vessels in the port which boasted five wharves all of which were covered with barrels of salt. In that year, a total of over 30,000 barrels of salt were shipped from Oswego (Faust 1934: 26; Johnson 1877: 146).

During the next few years relations between the fledgling United States and Britain deteriorated, resulting in the War of 1812. In these years prior to the outbreak of war, England was at war with France. England tried to blockade neutral countries from sending ships to trade with France including those from the United States. England also had a bad habit of impressing American sailors under the guise of searching for runaway British sailors. In retaliation, President Thomas Jefferson established an embargo outlawing trade between America and the British which included Canada. The embargo act devastated the growing trade at thriving all along the Great Lakes. Once again smuggling resumed where goods were transported through the woods at night or were spirited away across the water. The president tried to impose his embargo by sending troops to Oswego, Sackets Harbor and Ogdensburg but despite some arrests, the smuggling largely continued unabated. However, when war was declared, the citizens of Oswego supported a war effort that they did not believe in (Faust 1934: 26-27).

During the War of 1812, the port of Oswego served as a major supply hub for shipment of war materials and ship building supplies to Sackets Harbor which had a deeper harbor better suited to building the new larger wooden warships ordered by the government. The government also appointed Alvin Bronson as military storekeeper. Bronson, the prominent businessman already heavily involved with the forwarding shipping industry on the lake, was now charged with overseeing these supplies which were shipped along the old river route to Oswego

and then to Sackets Harbor. By 1813, both Canada and America were in a race to construct the largest warships on Lake Ontario. Oswego's role in this supply chain soon made then a target which Britain wanted to eliminate and so the port came under attack in next year, in May 1814. All those families who could leave, fled before the attack. On May 5, British forces commanded by General Gordan Drummond attacked Fort Ontario, garrisoned by a force of three hundred men under the command of Lieutenant Colonel George E. Mitchell. The British were repulsed but succeeded in driving off the American forces during an attack the following day. The British destroyed the fort and carried away all of the munitions left behind. A later engagement between British and American forces occurred at Sandy Creek about sixteen miles from Sacketts Harbor. On May 29, 150 American sharpshooters aided by about 200 Oneida Indians, led by Master Commandant Melancthon Woolsey defeated the British and succeeded in transporting thirty-four large naval guns from Oswego to Sackets Harbor (Faust 1939: 27; Hickey 1989; 185 Johnson 1877: 145).

After the war, during the peace, Oswego experienced a large influx of new arrivals with many now settling on the eastern side of the river which was known locally as East Oswego but which in actuality also included part of Scriba. Oswego's maritime tradition also witness to a monumental event in 1817 when the steamboat the *Ontario* sailed into the harbor. The ship was the first steamboat ever to sail on a lake not only on Lake Ontario but throughout the world. A few years later, in 1821 the government built the first the first lighthouse in Oswego which was located to the north of the fort. Two additional lighthouses were constructed the following year. In 1823, Oswego began operations of its first steamship line which began its humble operations with three ships: the *Ontario*, the new steamer the *Martha Ogden* and a small ship known as the *Sophia* (Johnson 1877: 145-146-147).

After the war, attention once again turned to American growth and prosperity including a controversial plan for a canal to the west. Though earlier proposals for American canals were known none had reached fruition. One such proposal was first put forth by an Irish mathematician named Christopher Colles who in 1784, presented a proposal to the New York State legislature on the benefits of improved navigation on the Mohawk River and by way of extension, to the headwaters of Lake Ontario. A bill was passed in1786 to compensate Colles and his associates in the endeavor to improve navigation of the waterways. Colles failed to gather enough support for this project and so his vision for a navigable waterway died (Bernstein 2005: 80-81).

The idea of some type of canal system to the west persisted, developing ultimately into a great canal system. The Erie Canal, championed by the political giant DeWitt Clinton, called for the creation of an extensive artificial waterway to connect the Hudson River in Albany, and as an extension the major ports of New York City, to the Great Lakes, a marriage or sorts between the East and the West. There were two routes proposed for the Erie Canal, one was an improvement of the Oswego route while the other was to cross overland to Lake Erie. In the Mohawk River/Oswego plan, enlargements would be made of the existing improvements on the Mohawk River constructed by the Western Lock Navigation Company. Also included would be locks around the falls on the Oswego River and a canal on the Niagara River to bypass Niagara Falls. Prior to outbreak of the War of 1812, the Oswego plan was the leading contender with proponents arguing that utilizing the existing water routes would be cheaper than the overland route. In 1808, James Geddes surveyed two potential routes to Lake Ontario, one through the Oswego River and the other through Scriba between Oneida Lake and Lake Ontario. With Geddes endorsement of the Oswego route, this potential canal route may have materialized had not the War of 1812 not broken out at this time. After the war, momentum shifted in favor of the overland route to the great benefit of Buffalo (Bernstein 2005; Snyder 1968: 83-84).

With the construction of the Erie Canal nearing completion (which officially opened on October 26, 1825 officiated by DeWitt Clinton during the lengthy and extravagant "wedding of the waters" ceremony), plans for additional lateral canals were under consideration including a canal to link Ontario Lake to the Erie Canal. While a less popular route to Rochester was proposed it was the lucrative old Oswego river route that carried the day, a route that was selected with the considerable aid of the Oswego Canal Company which was incorporated in 1823. However, the company did little more during the next couple of years until the state took control over the project in 1825. Work began of the 38-mile long canal which contained eighteen locks and cost less than $525,115 to build. A towpath ran along the eastern bank of the river except where natural obstructions shifted the towpath into the middle of the stream. While the Erie Canal operated as an artificial waterway, the Oswego Canal primarily utilized the Oswego River where ever the water was deep enough to cover the rapids, a system known as slack water river navigation. Where slack water river navigation was impassable, a separate canal channel was dug. Slack water river navigation accounted for 18.56 miles of the overall canal while the artificial canal system comprised the remaining

19.7 miles. The canal was scheduled to open by the spring of 1828 but due to a major outbreak of fever among the workers, the work wasn't completed until that December and the opening to boat traffic delayed until April 28, 1829. By 1862, the Oswego Canal was enlarged utilizing the same dimensions of the Enlarged Erie Canal, both of which were completed on the same day. This lateral canal had an operating capacity exceeded only by the Champlain Canal, both of which are still operational (Larkin 1998: 50-51; Snyder 1968: 87-89; Johnson 1877: 147).

When completed, the wood and stone Oswego Canal contained twenty-two towpaths, bridges, seven culverts, two waste weirs and one aqueduct to cross over the Waterhouse Creek near Fulton. Eight dams were also built to regulate the flow of the river. The canal had an overall depth of four feet and was forty feet wide. One of the dams, built by the state in 1824, was located at Oswego while the following year the Oswego Canal Company built a secondary canal, the hydraulic canal. However, the two-canal system proved troublesome and the canals were later separated (Snyder 1968: 88; Johnson 1877: 147).

During the second quarter of the 19th century, Oswego continued to flourish seeing the first real growth in its civic and manufacturing arena. In 1820, the first grist mill for large scale commercial production was built by Alvin Bronson and T.S. Morgan. A couple of years later, the first bridge across the Oswego River was built as well as a new frame court house, built in the park on the east side of the river. Following the spectacular success of the Erie Canal and with the Oswego Canal soon to open, by the late 1820s, plans were underway for the Welland Canal. In anticipation of a future lucrative business derived from the anticipated canal, a new grand hotel called the Welland House was built in 1829 on Cayuga Street a year prior to the completion of the Welland Canal. The new canal now spurred the stagnated milling industry with two new mills built one by Henry Fitzhugh and the other by Gerrit Smith and Richard L. De Zeng. However, this new economic growth soon met a setback when a devastating fire blazed through the heart of the business district on October 1, 1830, leveling all of the businesses located on the west side of West First Street between Cayuga and Seneca and from Seneca to the corner of Second Street. However, the young village soon rebounded from the fire. By 1836 the economic future looked bright. By this time, two more hydraulic canals were in operation. There were now six grist mills in operation, two cotton factories, three machine factories, a stone polishing mill, a tobacco factory and a large foundry that contained extensive iron works. But later that year a new financial crisis began to loom, resulting in a major collapse the next year. The problem began with runaway inflation wracking the entire country and the once plentiful flow of paper money dwindled to a trickle resulting in a nation-wide panic. By 1837, nearly every business in Oswego ended in bankruptcy as the deepening crisis even impacted the banks. Only one business, Bronson & Crocker weathered the financial storm. New building ceased and for several years Oswego became commercially dormant (Johnson 1877: 146-147, 149-150).

By 1842 or 1843, the village showed the first signs of recovery. The Eagle and Washington mills and elevator were built in 1842, the first new mills to begin operations since the 1837 collapse. The next year the Empire mill and elevator was built by Sylvester Doolittle followed by the construction of new residences. The Reciprocity mill and elevator were also built in this period. While 1846 saw increasing growth, the most impressive development occurred the next year which included the building of six new mills consisting of the Atlas, Premium, Pearl, Seneca, Lake Ontario and Express mills each of which had the capacity to grind 4,200 barrels of flour per day. Along with these mills were other new businesses, churches and residences all speaking to a renewed growth and prosperity of the village (Johnson 1877: 152, 172).

The year of 1848 saw a few new milestones occur in Oswego. That year legislation was passed making the village of Oswego into a city, divided into four wards. That October Oswego benefited from the construction of a railroad connecting the new city to Syracuse. The Crescent and Huron mills were constructed as well as a new starch factory which was built on the Varick canal by an Auburn joint-stock company. The factory managed by T. Kingsford & Son would soon create a major impact on the growth and prosperity of Oswego and revolutionize the manufacturing and use of starch (Johnson 1877: 152).

Thomas Kingsford was a starch manufacture from England. Kingsford left his native country in 1831, first settling in New Jersey where he worked in a starch factory. Starch at this point was manufactured from wheat and potatoes that was largely just used for laundry purposes. Kingsford, however also had a background in chemistry and he believed that a superior starch could also be produced from Indian corn. After a long series of failed experiments, in 1842 Kingsford finally achieved great success, creating a much superior starch from corn. At this point, Kingsford moved to Oswego where in 1848, he set up a new starch business with his son Thomson, who was

a mechanical expert as a draughtman and designer and who was responsible for designing many of the new manufacturing processes and machinery in the state-of-the-art facilities. The greatly superior starch produced by Kingsford revolutionized the starch industry which was now used for print works, paper mills and in furniture paints, it was widely adopted for use in the culinary and baking industries. The Oswego Starch Factory began with one small building but soon developed into one of the largest in the world. The factory was located near the mouth of the Oswego River on the western bank where there would be a plentiful supply of water both in the manufacturing and in available waterpower. During its first year of operation, the factory produced 1,327,128 pounds of starch which the 1870s, rose to 21,500,000 annually, producing more starch that any other starch factory in the world and utilizing about one million bushels of Indian corn. At this time, there were a total of one hundred and ninety-five starch factories operating in America. Nationwide, a third of all starch employees were employed in the Oswego starch factory which also produced a third of all the starch in the country, earning Oswego the new nickname of the Starch City. "Kingsford's Oswego Starch" gained international recognition as the superior starch found new markets all around the globe. The Oswego starch factory was now also the leading industry in Oswego, directly and indirectly employing thousands of Oswego residents. The factory had grown by this time with the main factory buildings over seven hundred feet long and rising seven stories in height. There were also additional shops including a box factory, storehouse, machine shop, carpenter shop and other outbuildings. Packaging for the finish product required seven hundred thousand pounds of paper and five million feet of board lumber. By 1900, the Oswego Starch Factory became part of the large Corn Products Company until 1923 when the company was closed by government order (Faust 1934: 40-41; Johnson 1877: 152, 174-176).

By the mid-19th century, Oswego became the most important port on the lake. Some of the major goods being shipped during this period included tons of iron rails that were shipped from England and sent westward on the Great Lakes. Lumber from Canada was another large commodity which in 1847 a reported 34,000,000 board feet of lumber was shipped through the port which skyrocketed to 200,000,000 board feet in 1860. Salt from Syracuse also continued to be a large commodity with twice as much salt shipped on canal boats from Syracuse that at its greatest rival port at Buffalo. But by far, the largest community during this period was grain. In 1847, over 4,000,000 bushels of grain were shipped to Oswego which were processed into over 150,000 barrels of flour. By 1850, Oswego boasted a total of eighteen flour mills capable of producing over 8,750 barrels of flour a day. By 1870, there were eleven grain elevators and sixteen flour mills operating along the inner harbor (Faust 1934: 38-39).

By 1850, the population of Oswego had skyrocketed to twelve thousand five hundred and five reaching nearly sixteen thousand just five years later. In 1852, the city became lighted by gas for the first time following the incorporation of the Oswego gaslight factory. That same year the old wooden toll bridge built in 1822 was replaced with a new iron bridge. The following year, philanthropist Gerrit Smith established a library with a new large two-story brick building to house the library completed the next year. During this period however, it was a new Yankee invention that quickly revolutionized the milling industry at Oswego. The newly invented grain elevator greatly enhanced the speed of transferring grain from the canal boats to the mills to process into flour. Then disaster struck again in 1853, when another fire struck, destroying all of the mills and elevators on the east side of the river and most of the other buildings in the 2nd ward. But like before, Oswego quickly rebounded and six of the mills were rebuilt with an increased capacity followed by eight grain elevators. By the end of 1848, the combined mills operating on both sides of the river totaled seventeen with ten elevators. The rebuilding couldn't have been better for the fledgling city for in that year, he United Stated and Great Britain joined in a reciprocity treaty which established duty free trade. Oswego's proximity to the Canadian trade coming across Lake Ontario was soon saw its harbors and mills filled to capacity with Canadian grain and other goods which quickly outpaced that trade from the west (Johnson 1877: 152).

Several additional mills and elevators were established during the next two decades including the Columbia mills and elevator, the Oswego mills, the Marine elevator, Corn Exchange elevator, the Merchants' elevator, Continental elevator and the Northwestern elevator. This elevator was first built in 1864 by Irwin and Sloan and was destroyed by a fire a few years later in 1867. The elevator was rebuilt and resuming operation by the next year. The Northwestern elevator was an immense establishment which had a capacity of receiving eight thousand bushels of corn per day with an overall capacity of four hundred and fifty thousand bushels per year. The massive nine story building housed a facility that contained the most modern elevator improvements and was the largest and most modern elevator facility on the lake. There were several various manufacturing enterprises in operation at this time such as the Ames Iron Works, Vulcan Iron Works, City Brewery, Oswego Shade-Sloth Company, a knitting mill, three carriage manufactories, a tannery, Pulver Barrel Works, two planing mills, two sash, door and blinds

manufactories, and the Oswego Malt House. However, by the end of the 19th century, at the top of these various industries was Kingsford's Starch and the Oswego Starch Factory (Johnson 1877: 172-174).

Historic Map Research

Thirteen historic maps (Maps 1, 4-15) were consulted for information pertaining to historic land use patterns for the Oswego and Lake Ontario waterfront region which encompasses the project area. Maps researched ranged from the early to late 18th century (Maps 4-5) to 19th century maps property owner and fire insurance maps (Maps 6-10) and several 20th century topographical quadrangle and fire insurance maps (Maps 1, 11-15). Several map documented structures (MDS) were noted in the eastern section of the project area which was heavily altered for industrial and commercial purposes during the late 19th and early 20th centuries. Most of the structures were demolished by the mid-20th century.

Two 18th century maps were consulted for early colonial settlement and exploitation of the Oswego region. The 1727 *Plan of Oswego* map by Chaussegros de Léry, Gaspard-Joseph (Map 4) shows early European occupation of the region and particularly within the eastern section of the project area nearest the Oswego River. The late 18th century map by Claude Sauthier (Map 5) shows the fortification of the Oswego region within the larger conflicts between the European powers of France and England for control of the Lake Ontario region. The British fortification of Fort Ontario is listed on the on the western bank of the Oswego River immediately to the south and east of the project area. These maps underscore the strategic importance of the Oswego region during the 18th century conflicts between European powers and their First Nation allies. The Oswego region was considered a dangerous wilderness for European settlers and travelers during the mid to late 18th century.

Five 19th century atlases and property owner maps (Maps 6-10) were consulted for land use patterns and development within the Oswego and Lake Ontario region. These maps show a dramatic increase in development and urbanization of the region in the early to mid-19th century, mostly due to construction of the port facilities which were constructed for open trade with Canada after the end of the Revolutionary War. The early 19th century David Burr (Map 6) shows early development of the port facilities and lighthouse along the shoreline. Also listed are the locations of Fort Oswego to the east of the project area and Fort Ontario located immediately to the south of the project area. Most urbanization is to the south along Bridge Street. The mid-19th century Geil map (Map 7) lists several large piers with lumber and coal storage yards were constructed within the project area during this period. Research of the 1890 Sanborn Fire Insurance Maps (Maps 8-10) show details of the elaborate port facilities within the eastern and central sections of the project area. These maps show substantial development and disturbance of the shoreline in the eastern section occurred during this time. The complex of warehouses, storage yards, railways and boat slips show that the project area was the hub of trade for Oswego from the mid to late 19th century.

One early 20th century, 1900 USGS *Oswego* 15 minute Topographical Quadrangle map (Map 11) and four Sanborn Fire Insurance maps were consulted (Maps 12-15) and two late 20th century 1954 and 1960 USGS *Oswego* Topographical Quadrangle Maps (Maps 1 & 15) were consulted for development and urbanization of the Oswego region throughout the 20th century. The Sanborn Fire Insurance maps for 1907 (Map 12) and 1924 (Maps 13 & 14) show that intensive development and alteration of the port facilities along the Lake Ontario shoreline continued into the early 20th century, especially within the eastern and central sections of the project area. By the late 20th century most of the commercial port facilities had been abandoned and had been reutilized as marinas and boat storage facilities with most of the warehouses, railyards and storage yards having been demolished within the project area. A few MDS remain standing in the eastern section of the project area.

FIELD ASSESSMENT METHODOLOGY AND RESULTS

Modern aerial and street view photos (Google Earth) were utilized to determine the current development conditions that exists within the project area and APE.

RECOMMENDATIONS

Based on the results of the Phase IA Literature Review and historic map research, a limited Phase IB Archaeological Field Investigation is recommended for the proposed *City of Oswego Waterfront Development Plan, 1, 29 and 41 Lake Street Project*. There is a low probability of encountering prehistoric materials within the project area due

to the amount and degree of historical alteration and disturbance due to cutting and filling of the terrain within the project area and APE. Any cultural remains would be preserved in small pockets within the larger disturbed context. The results of the site files research and literature review documented several prehistoric archaeological sites located within a mile from the project area most of which are to the south east. However, many of these sites may have been destroyed due to the extensive urbanization and development throughout this area though small camp or lithic scatter sites and isolated finds may still exist in areas that are relatively undisturbed.

There is a moderate to high probability of encountering historical materials within the project area and APE since the project area is historically significant due to its function as a port facility for the City of Oswego from the early 19th until the mid-20th century. Several map documented structures (MDS) are listed within the eastern section of the project area and APE. Most of the historic structures within the project area had been demolished during the mid-20th century. Historic artifact deposit probably remain in disturbed soils from development and subsequent demolition within the project area.

It is recommended that a limited Phase IB Archaeological Field Investigation and Reconnaissance be conducted throughout the 13.98 acre project area and area of potential effect (APE). More specifically, in sections of relatively undisturbed and level terrain within the southwestern sections of the project area and AP where less development and disturbance has historically occurred. These sections have been noted through historic map research. These sections show less evidence of cutting and filling and made urban land and show more evidence of the natural shoreline along the lakefront. In these sections of the project area and APE, where less disturbance has been documented due to development and the presence of MDS, it is recommended that a program of archaeologically monitored mechanical trenching be conducted to determine natural stratigraphy and possibly document deeply buried archaeological remains. Also, a surface reconnaissance is recommended for the entire project area and APE.

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1907 *City of Oswego.*

1924 *City of Oswego.*

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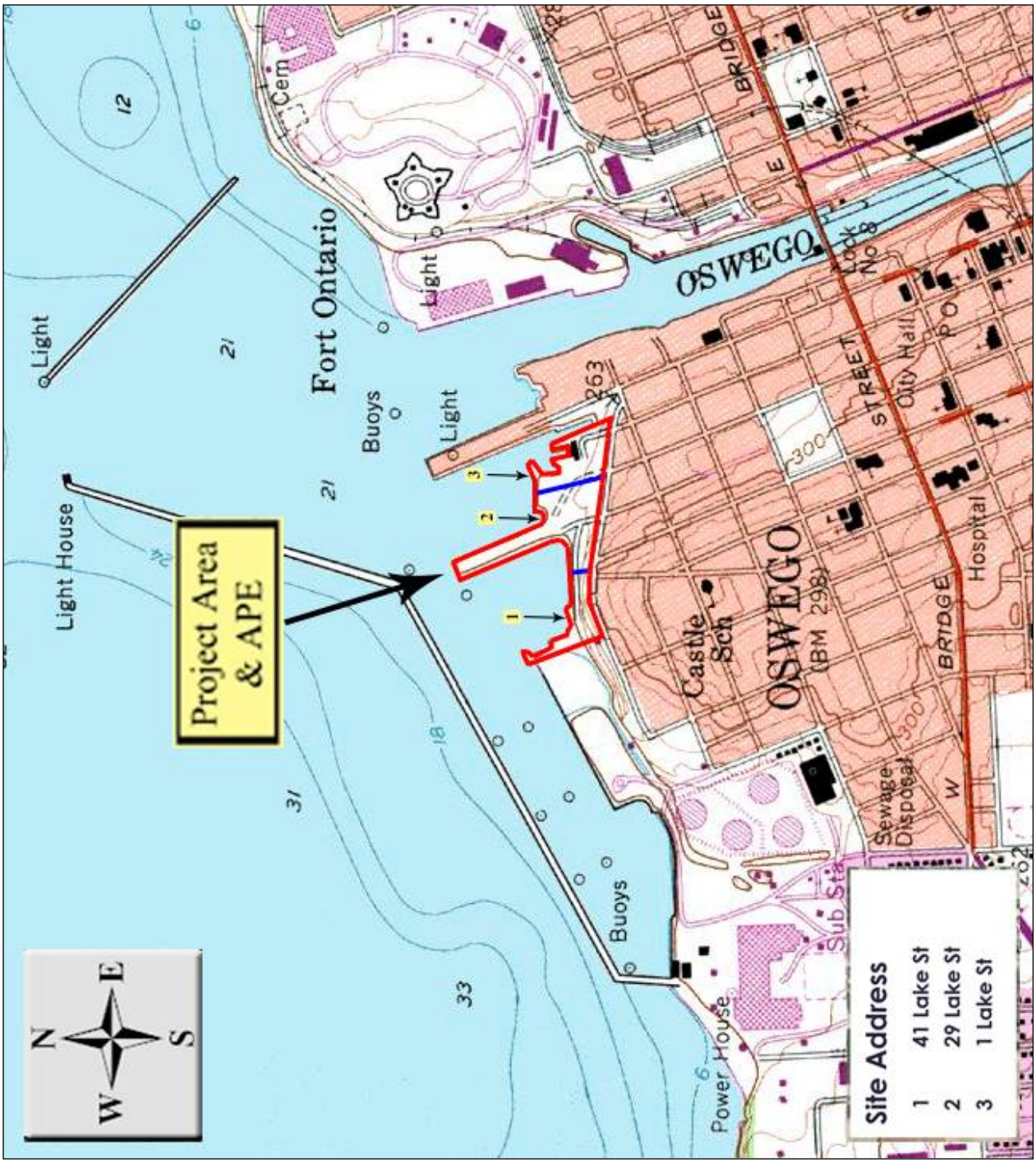
United States Department of Agriculture, Soil Conservation Service
1981 *Soil Survey of Oswego County, New York*

United States Geological Survey (USGS)
1900 *Oswego 15 minute Topographical Quadrangle Map (surveyed 1898, reprinted 1900)*

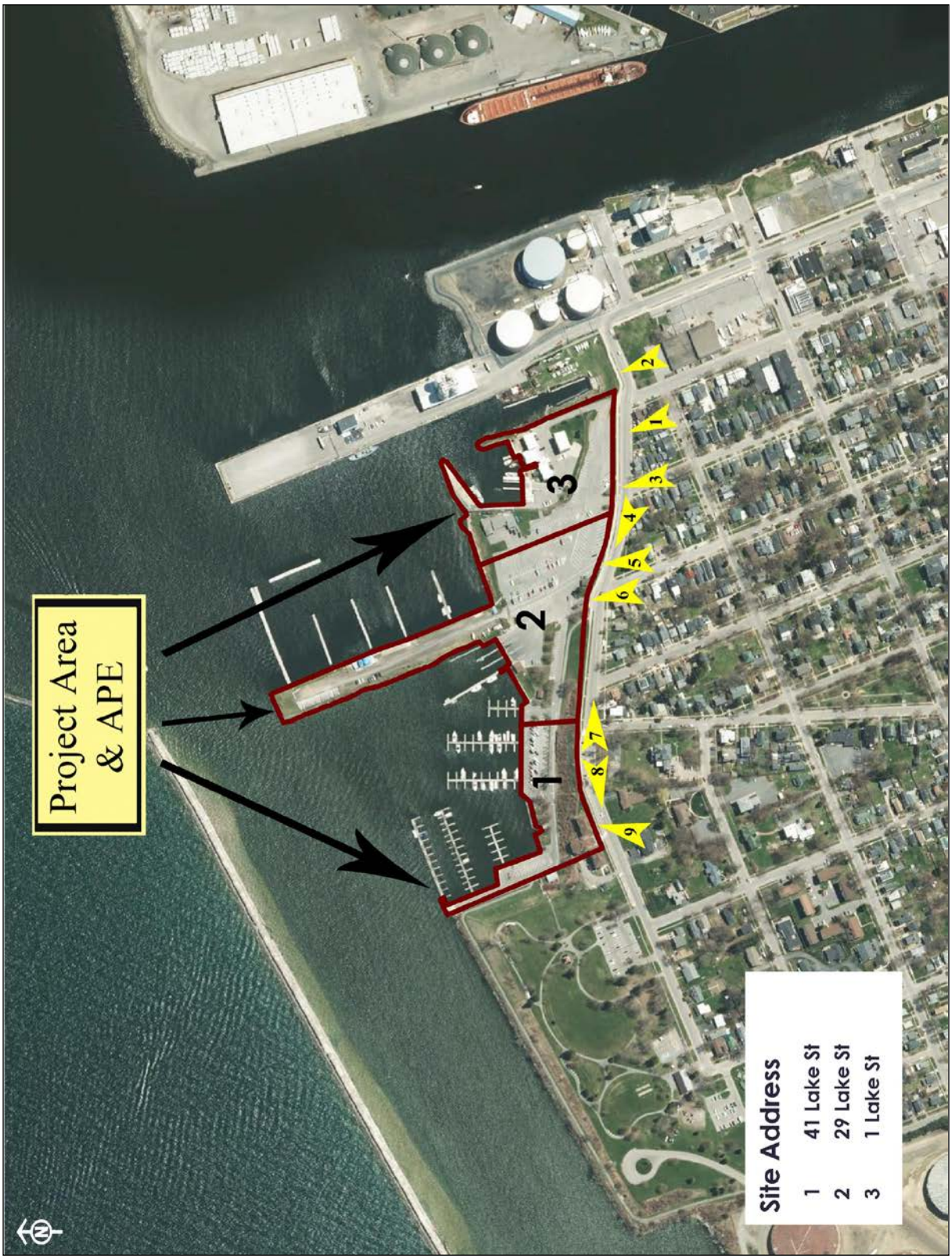
1954 *Oswego 7.5 minute Topographical Quadrangle (photorevised 1978)*

1960 *Oswego 7.5 minute Topographical Quadrangle (surveyed 1942, aerial photos 1954)*

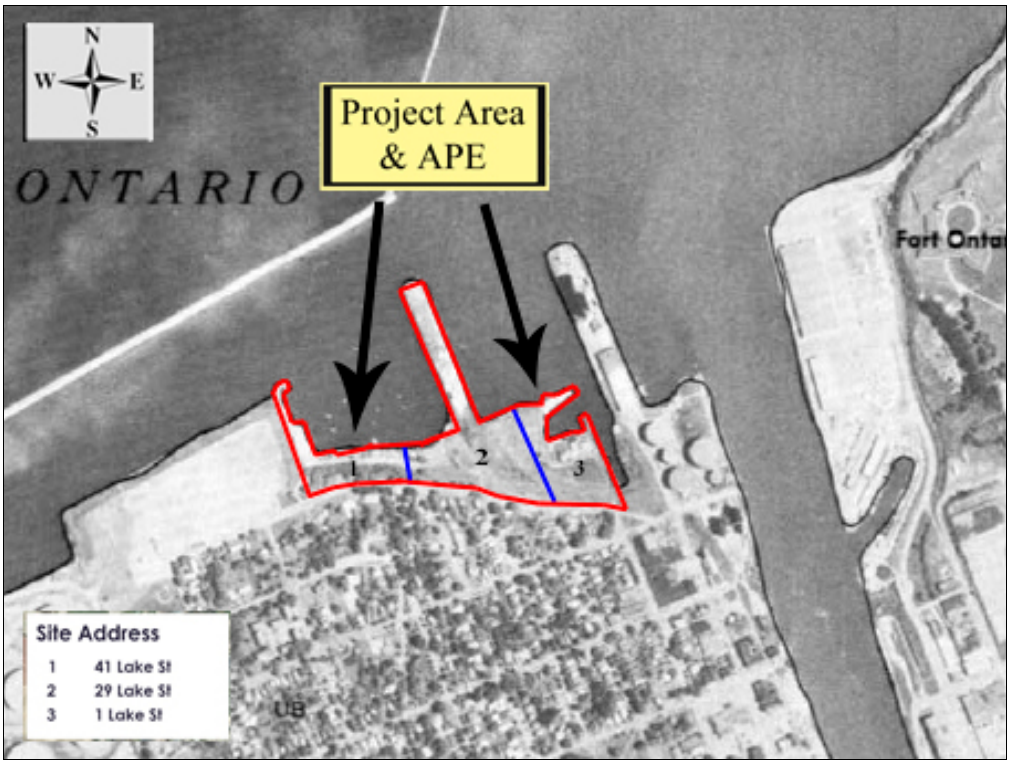
PROJECT AREA MAPS



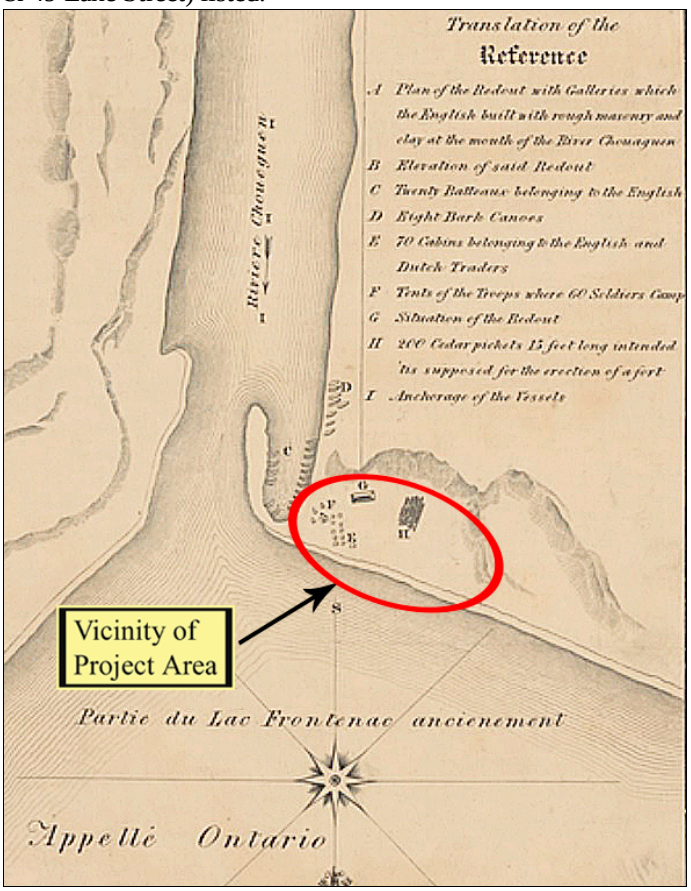
Map 1: USGS 1954 *Oswego* 7.5 minute Topographical Quadrangle Map (photorevised 1978) showing the project area and the area of potential effect (APE) with the three parcels (1-3) listed.



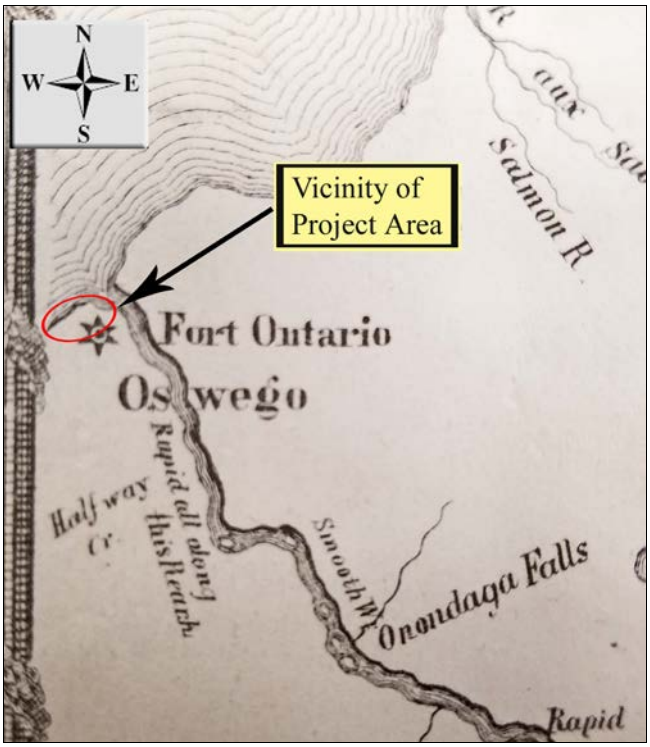
Map 2: Modern aerial map showing the project area and APE (red lines) with street view photos (yellow arrows).



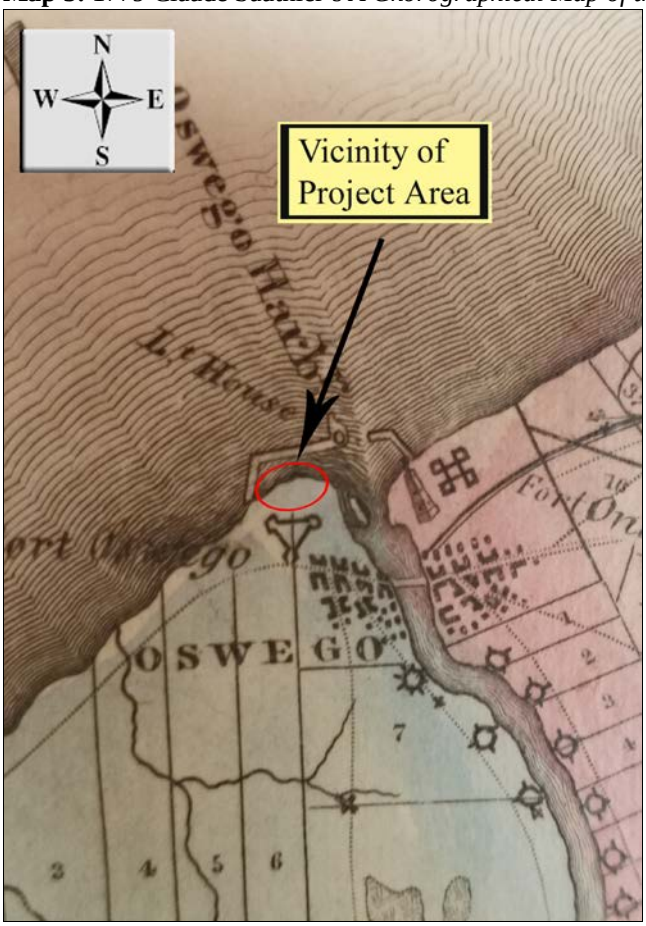
Map 3: USDA Soil Survey map for Oswego County showing the project area and APE with the three parcels (1, 29 & 49 Lake Street) listed.



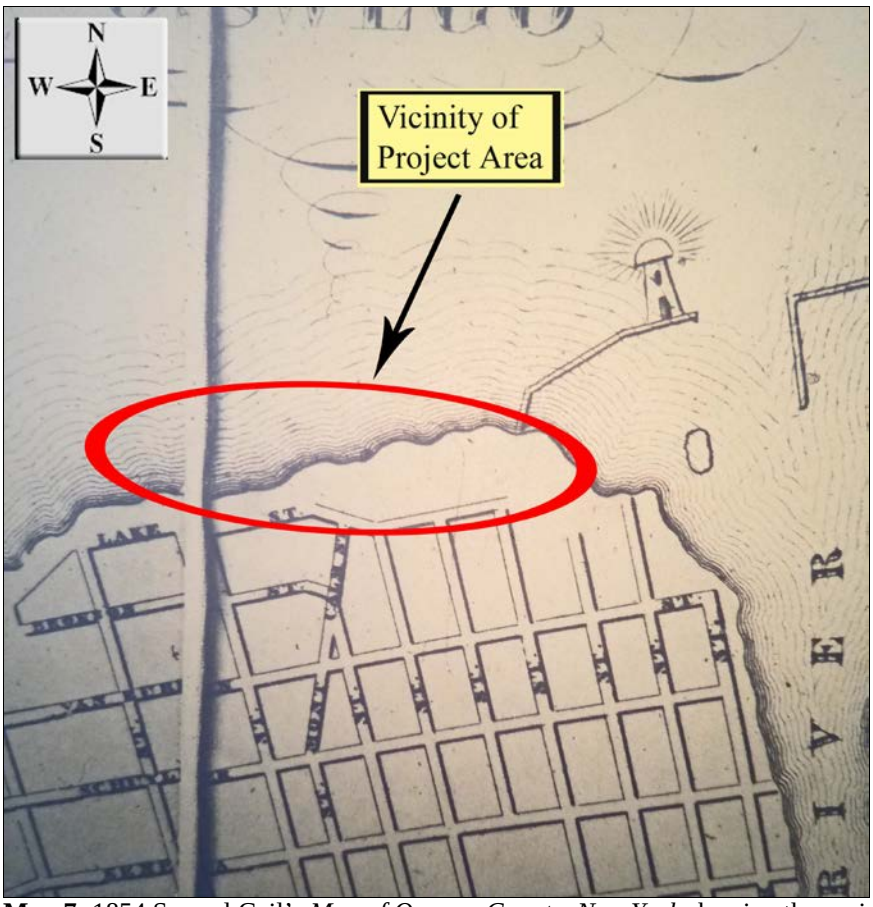
Map 4: 1727 *Plan of Oswego Map* by Chaussegros de Léry, Gaspard-Joseph showing project area vicinity.



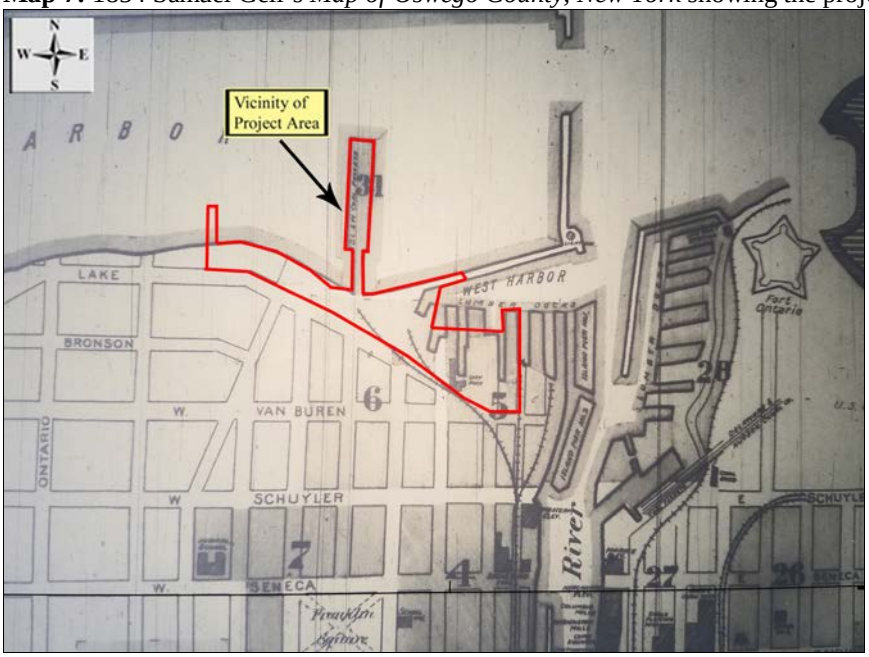
Map 5: 1779 Claude Sauthier's *A Chorographical Map of the Province of New York in North America*.



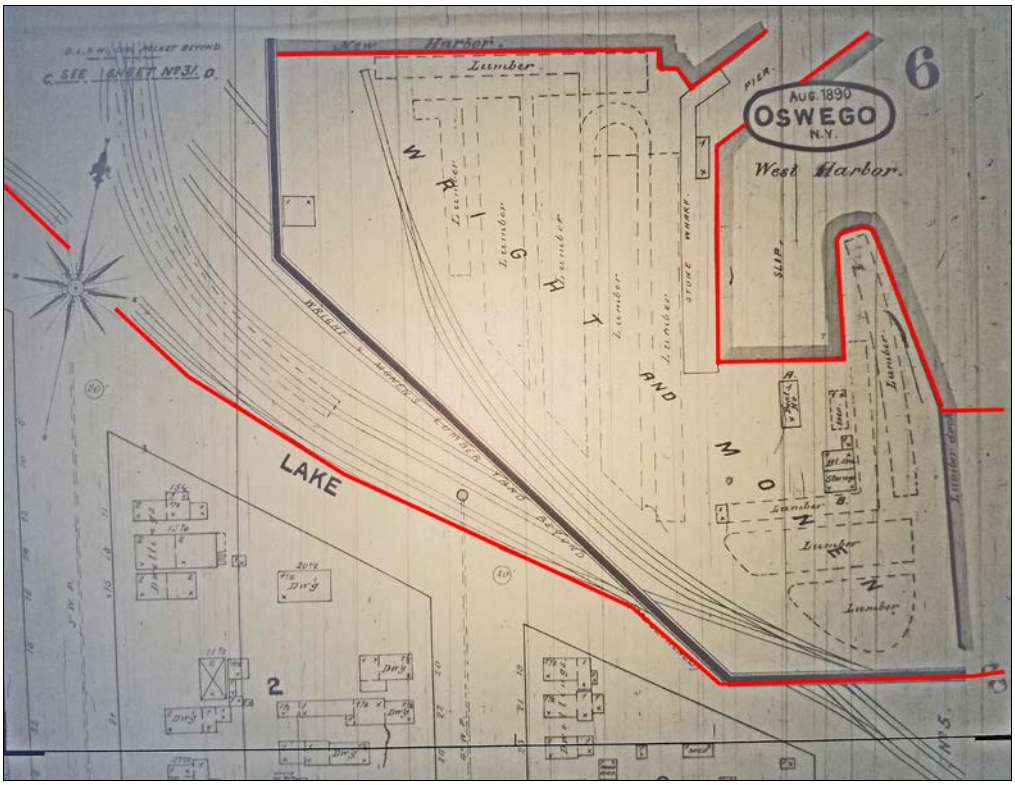
Map 6: 1829 David Burr's *Map of the County of Oswego, New York* showing the project area vicinity.



Map 7: 1854 Samuel Geil's *Map of Oswego County, New York* showing the project area vicinity.

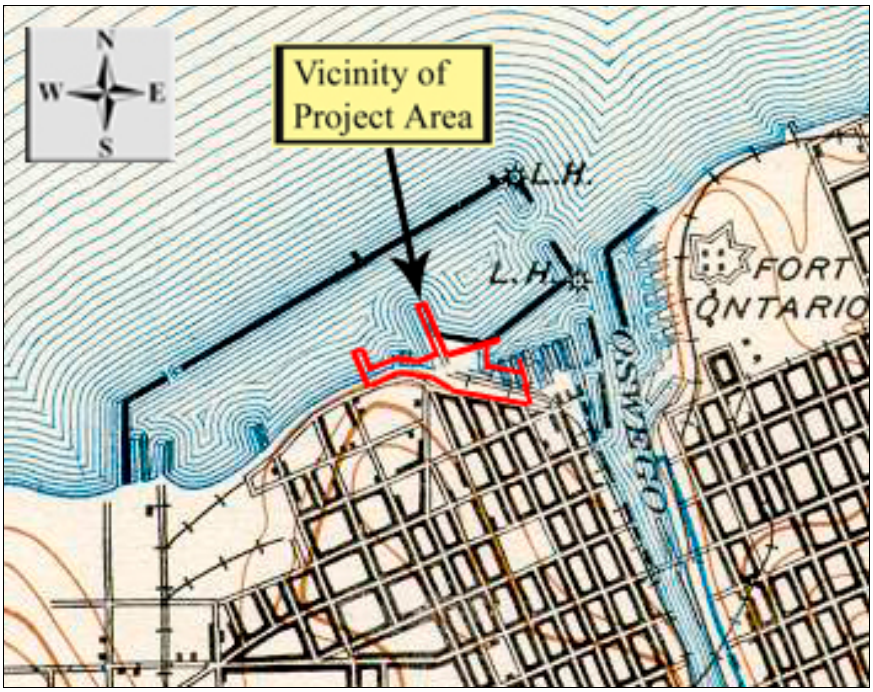


Map 8: 1890 Sanborn Fire Insurance Map of the City of Oswego, New York showing the project area vicinity.

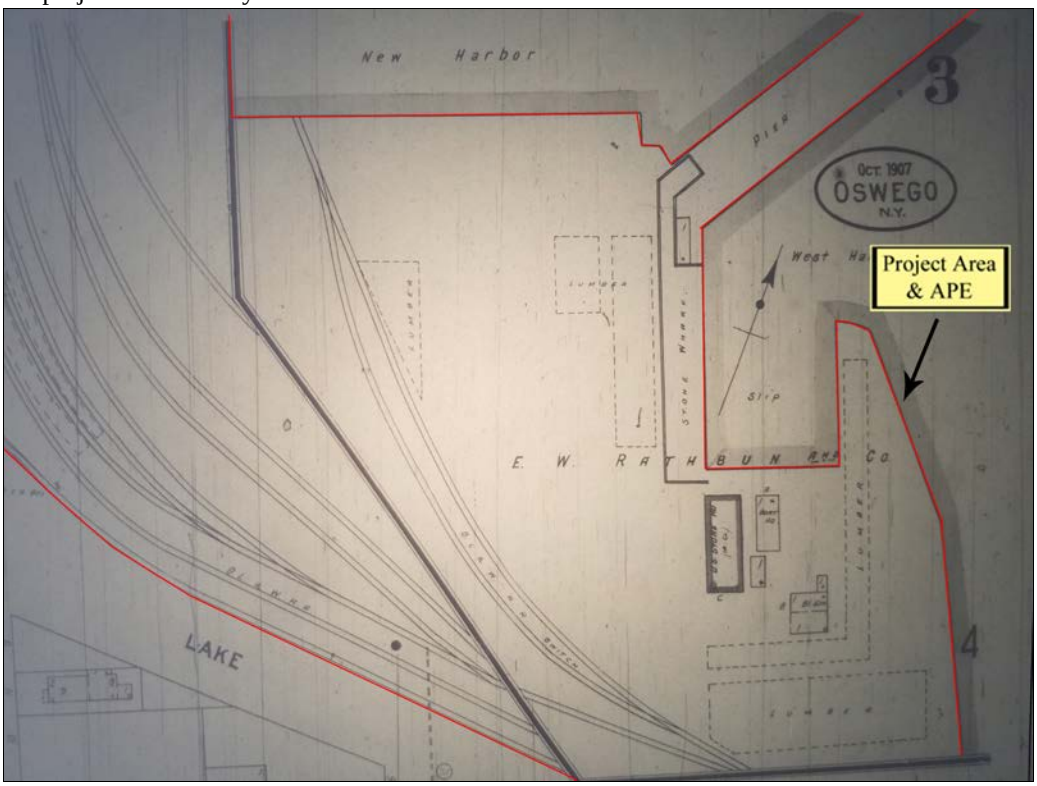


Map 9: 1890 Sanborn Fire Insurance Map of the City of Oswego, New York showing the detail of the western section of the project area and APE.

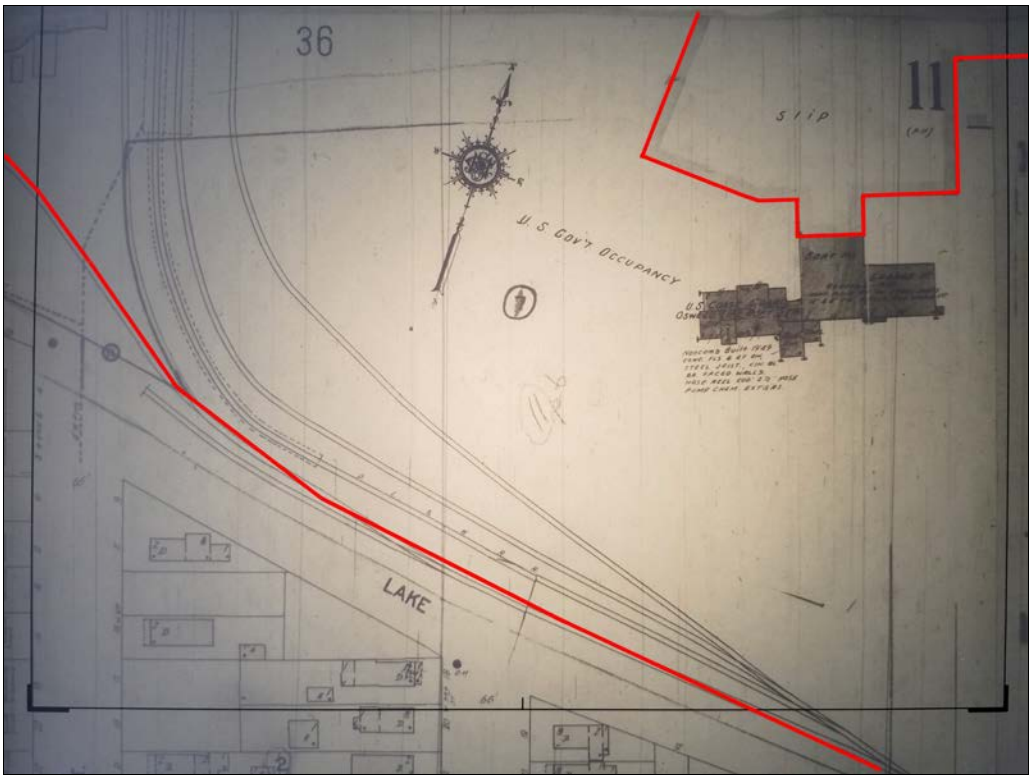
Map 10: 1890 Sanborn Fire Insurance Map of the City of Oswego, New York showing the detail of the eastern section of the project area and APE.



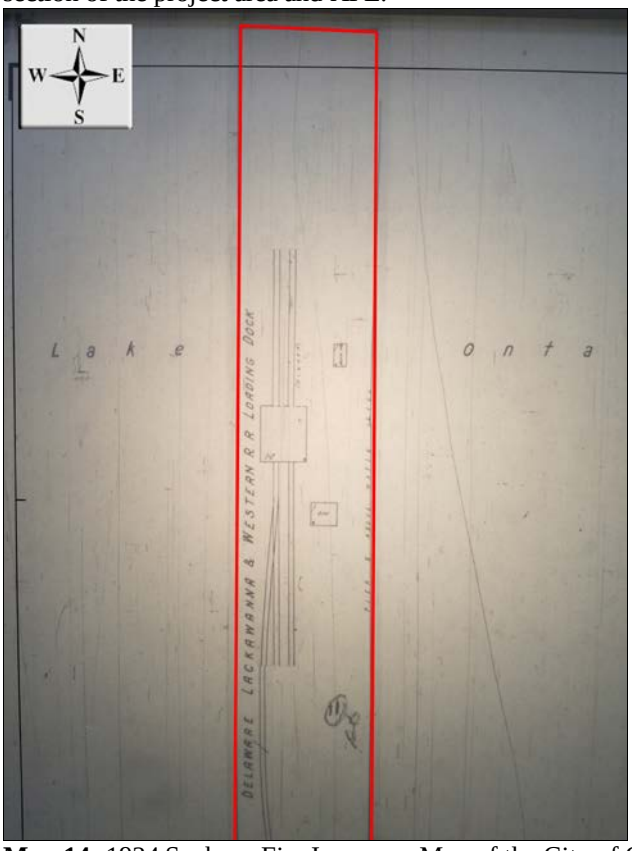
Map 11: USGS 1900 *Oswego* 15 minute Topographical Quadrangle Map (surveyed 1898, reprinted 1900) showing the project area vicinity.



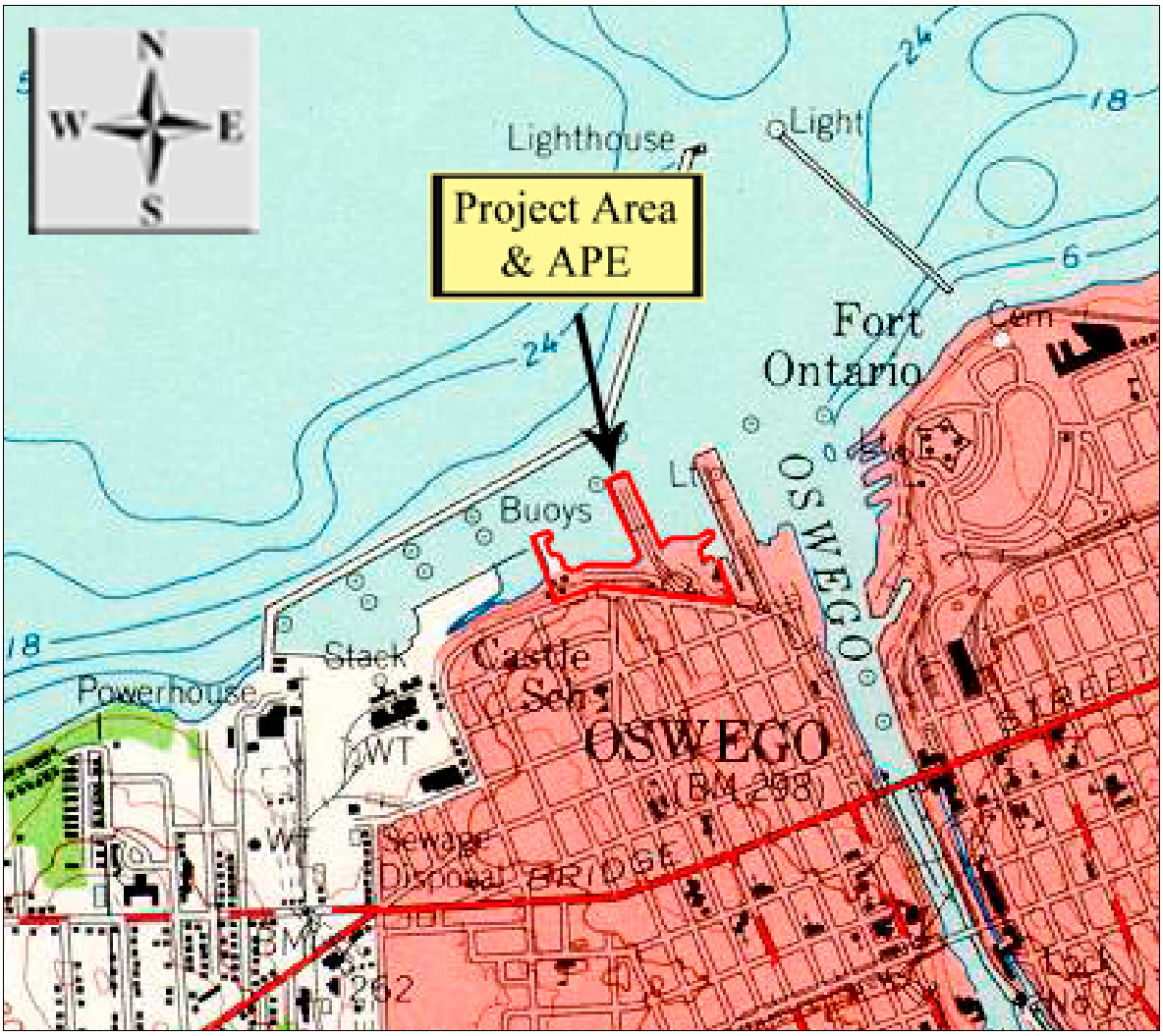
Map 12: 1907 Sanborn Fire Insurance Map of the City of Oswego, New York showing the detail of the eastern section of the project area and APE.



Map 13: 1924 Sanborn Fire Insurance Map of the City of Oswego, New York showing the detail of the east central section of the project area and APE.



Map 14: 1924 Sanborn Fire Insurance Map of the City of Oswego, New York showing the detail of the pier in the north central section of the project area and APE.



Map 15: USGS 1960 *Oswego* 7.5 minute Topographical Quadrangle Map (surveyed 1942, aerial photos 1954) showing the project area and the area of potential effect (APE).

PROJECT AREA PHOTOGRAPHS

Photo 1: View of the eastern section of the project area and APE at 1 Lake Street, facing north. The marina, offices, boat storage, pier and Lake Ontario are visible in the background.

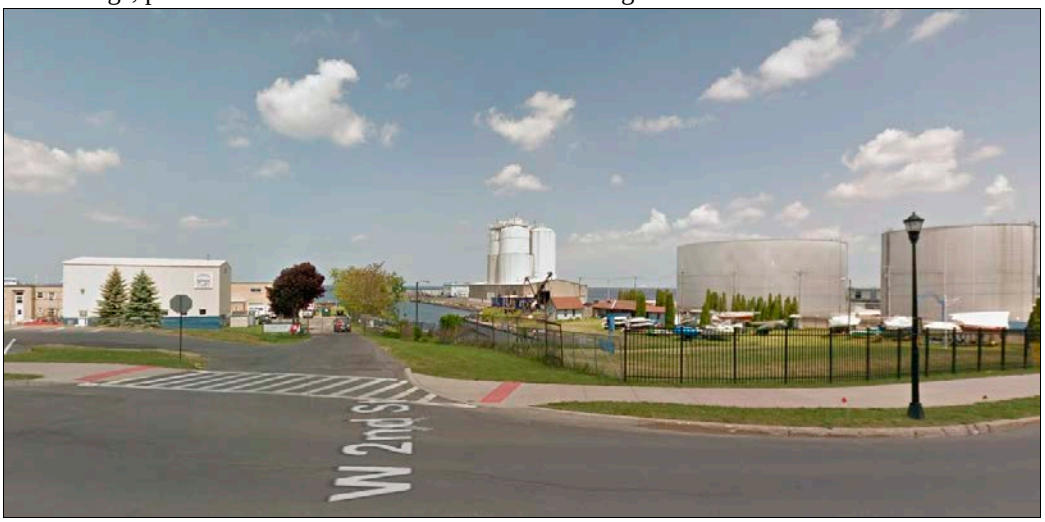


Photo 2: View of the far eastern section and eastern boundary of the project area and APE, facing north.

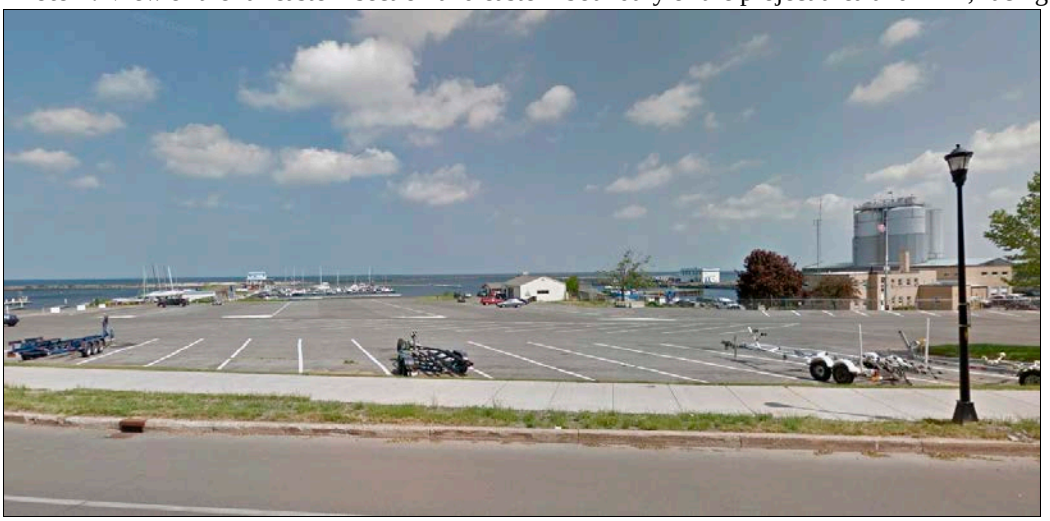


Photo 3: View of the eastern section of the project area and APE at 9 Lake Street, facing north. Lake Ontario is visible in the background.

Photo 4: View southwest on Lake Street with the central section of the project area and APE on the left side of photo, facing northwest. Lake Ontario is visible in the left background.

Photo 5: View of the central section of the project area and APE at 22 Lake Street, facing northwest. Lake Ontario is visible in the background.

Photo 6: View of the central section of the project area and APE with marina and pier at 29 Lake Street, facing northwest. Lake Ontario is visible in the background.

Photo 7: View of the northeast on Lake Street and Montcalm Street with the west central section of the project area and APE on the right side of the photos, facing east.

Photo 8: View of the west on Lake Street and the Oswego Yacht Club (McCrobie Civic Center) within the western section (Parcel 1) and western boundary of the project area and APE on the left side of the photo, facing southwest. Lake Ontario is visible in the left background. The NR listed Oswego Yacht Club (08NR05933) which is now known as McCrombie Civic Center is visible in the foreground.

Photo 9: View of the western section of the project area and APE with marina and pier at 41 Lake Street, facing northeast. Lake Ontario is visible in the left background. The NR listed Oswego Yacht Club (08NR05933) which is now known as McCrombie Civic Center is visible in the right foreground.