

*Archaeological Investigations for the
HAM-The Banks Street Grid Project,
City of Cincinnati, Hamilton County, Ohio
PID # 77164/80629*



GRAY & PAPE, INC.
ARCHAEOLOGY • HISTORY • HISTORIC PRESERVATION

AUGUST 17, 2011

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Ohio Department of Transportation

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CULTURAL RESOURCES CONSULTANTS

Project No. 10-0801.001

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Lead Agency: Ohio Department of Transportation

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ABSTRACT

Gray & Pape, Inc., Cincinnati, Ohio, was contracted by the City of Cincinnati to conduct archaeological investigations for the HAM-The Banks Street Grid Project (PID 80629) in the City of Cincinnati, Hamilton County, Ohio. The project will impact archaeological deposits associated with Site 33HA780, which is eligible for inclusion in the National Register of Historic Places. The archaeological work combined elements of a Phase II/III level of effort and was completed in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (36CFR800). The lead agency for this project is the Ohio Department of Transportation.

Site 33HA780 encompasses the area of intact, nineteenth-century historical deposits buried beneath the parking lot between the John A. Roebling Suspension Bridge and Paul Brown Stadium in downtown Cincinnati. In May 2010, Gray & Pape, Inc., excavated at the former northeast corner of Water and Race Streets—in the approximate center of the parking lot—where 116 and 118 Water Street once stood. These buildings were constructed in the early 1850s and consisted of three-storied structures with pitched roofs and footprints measuring 16 by 39 feet. The ground floor once held a saloon and grocery store, while families and individuals lived in the upper stories. At the turn of the twentieth century, much of the neighborhood was demolished as part of the construction of the Louisville and Nashville Railroad. A railroad depot sat at the northeast corner of Water and Race Streets until the 1960s, when it was removed for stadium construction and parking lots. The railroad's purchase of numerous parcels in the area makes it difficult to determine ownership of 116 and 118 Water Street in the 1800s. Names listed within the City Directories were cross-checked with Deed Indexes; however, none were found. It is likely that the two properties were not owner-occupied, but served as rental units. This also is supported by the fact that most of the residents listed in the City Directories worked as laborers, or in other working-class professions, and were likely a transient population.

Gray & Pape, Inc., excavated the basement remains of 116 and 118 Water Street, portions of the passageway to the east that led to an interior courtyard, as well as part of the courtyard itself. The building fill was characterized by the near absence of artifacts, which suggests the contents of the two buildings mostly were removed prior to demolition. Relative to the total excavation area (3520 square feet), only a small quantity (n=605) of glass, ceramic, metal, and faunal artifacts was recovered. Most of the artifacts date between 1850 and 1900.

The interpretation of the artifact assemblage focused on the participation of the building's inhabitants in local, regional, and international markets. The results show that the residents of 116 and 118 Water Street were engaged in all three markets, as well as the cultural developments that were local, regional, national, and international in scale. This is reflective of nineteenth-century Cincinnati itself, which had reached its zenith as a national center of production and distribution. The excavation of this small portion of a remnant of what was once the heart of Cincinnati supports and enhances our knowledge of events in Cincinnati's history.

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1.0 INTRODUCTION

Gray & Pape, Inc. (Gray & Pape), Cincinnati, Ohio, was contracted by the City of Cincinnati to conduct archaeological investigations for the HAM-The Banks Street Grid (PID 80629) Project in the City of Cincinnati, Hamilton County, Ohio. The project will impact archaeological deposits associated with historical Site 33HA780, which is eligible for inclusion in the National Register of Historic Places (NRHP). The archaeological work combined elements of a Phase II/III level of effort and was completed in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (36CFR800). The lead agency for this project is the Ohio Department of Transportation (ODOT).

1.1 Project Description

The HAM-The Banks Street Grid Project spatially overlaps with two separate undertakings: the Cincinnati Central Riverfront Park (CCRP) development, which is ongoing; and the HAM-The Banks Intermodal (PID 77164) Project. All three projects are guided by the Cincinnati Central Riverfront Urban Design Master Plan referred to as The Banks, which was designed to support and unify several public works projects in the downtown Cincinnati riverfront area including Paul Brown Stadium, the Great American Ballpark, and the National Underground Railroad Freedom Center (Figure 1). When it is finished, The Banks will include residential, specialty retail, restaurant, office, and hotel space in an urban neighborhood setting. Complete with a 45-acre park and a steady stream of entertainment options from the myriad neighboring venues, The Banks will be one of the most unique urban “Live, Work, Play” communities in the country.



Figure 1. The Banks Master Development Plan

The Section 106 consultation for the HAM-The Banks Intermodal Project resulted in a finding of “no historic properties affected”; however, the HAM-The Banks Street Grid Project will impact Site 33HA780, which consists of intact nineteenth-century historical deposits including structural remains, artifacts, and features that are buried underneath the parking lot between the John A. Roebling Suspension Bridge and Paul Brown Stadium (Figure 2). In 2002, BHE Environmental, Inc. (BHE), conducted Phase II/III excavations at Site 33HA780 as part of the CCRP development and the site was recommended eligible for inclusion in the NRHP under Criteria A and D (Bergman et al. 2002).

Criterion A is concerned with cultural properties that reflect events that have made a significant contribution to our past. Data recovered by BHE at Site 33HA780 clearly was associated with the changing patterns of economic growth and developments during the “Steamboat Era” of the Ohio River Valley from the early to late 1800s (Bergman et al. 2002:42). The data collected was relevant to Cincinnati’s rise to national prominence, the history of transport and commerce along the Ohio River, local demographic trends, and the historical growth of Cincinnati’s industries, including firms still locally and nationally prominent such as the Kroger Company. Criterion D deals with cultural properties that are likely to yield information important in history. As will be discussed in Section 2.0, BHE’s work at Site 33HA780 focused on an area just west of the John A. Roebling Suspension Bridge, a location historically associated with commercial activities. However, from documentary and photographic evidence, it was known that other portions of the parking lot were associated with domestic buildings and, thus, had the potential to contain significant data on the lifeways of individuals servicing and residing along the nineteenth-century riverfront (Bergman et al. 2002). BHE, in coordination with the Ohio Historic Preservation Office (OHPO), recommended archaeological monitoring during future construction with impacts at grade or slightly below grade in the area of the parking lot (the location of Site 33HA780) (Bergman et al. 2002:43).

As proposed, the impacts to Site 33HA780 resulting from the HAM-The Banks Street Grid Project include water and telephone utility line relocation, minor grading for road clearance as Mehring Way approaches the John A. Roebling Suspension Bridge, and excavations for pile caps to accommodate the extension of Race Street above the existing grade. The utility relocations will cut across the entire site, requiring the excavation of long trenches up to three feet wide and five feet deep. Most of Mehring Way will be built above existing grade; however, grading to a maximum of three feet in depth will be necessary for roadway clearance under the northern approach of the bridge. This grading will begin approximately 240 feet to the west of the bridge’s piers. Race Street will be built on structure above existing grade using cast-in-place augered drilled shaft piles and cast-in-place pile caps covering 20 square feet and extending three feet deep. At an on-site meeting between ODOT, OHPO, the City, and Gray & Pape on August 7, 2008, ODOT proposed a testing methodology as an alternative to archaeological monitoring for the HAM-The Banks Street Grid Project. Testing was considered a more efficient way to investigate the area since it would eliminate any confusion with monitoring, such as which areas require archaeological supervision and when. The testing also could be conducted in a timely manner, helping to eliminate potential construction delays as deposits were encountered and recorded by archaeologists.



Location of Site 33HA780 on the Covington, Kentucky - Ohio Topographic Quadrangle (1981)

The ODOT developed a Scope of Work selecting the former northeast corner of Water and Race Streets, specifically former 116 and 118 Water Streets or Inlot 412, as the project area (Figure 3) (Appendix B: ODOT Archaeology Scope of Work). Examination of archival literature and historical maps indicated that this intersection was an area of mixed residential and commercial buildings during the 1800s, prior to the construction of the Louisville and Nashville Railroad, which opened for service in 1906 (Condit 1977:145). The Scope of Work initially outlined a systematic approach of one to three slit trenches, which would be expanded to encompass approximately 1800 square feet if intact structural remains were encountered. This strategy later was refined by the City, ODOT, and OHPO to consist of a single excavation block at the former Water and Race Street intersection. As proposed, the excavation block would measure 45 by 45 feet and extend as deep as 15 feet below surface. To comply with Occupational Safety and Health Administration (OSHA) guidelines, the perimeter of excavation block would step up and out to as much 75 feet. The excavation block also could be expanded in consultation with the City, ODOT, and OHPO, depending on the cultural deposits encountered.

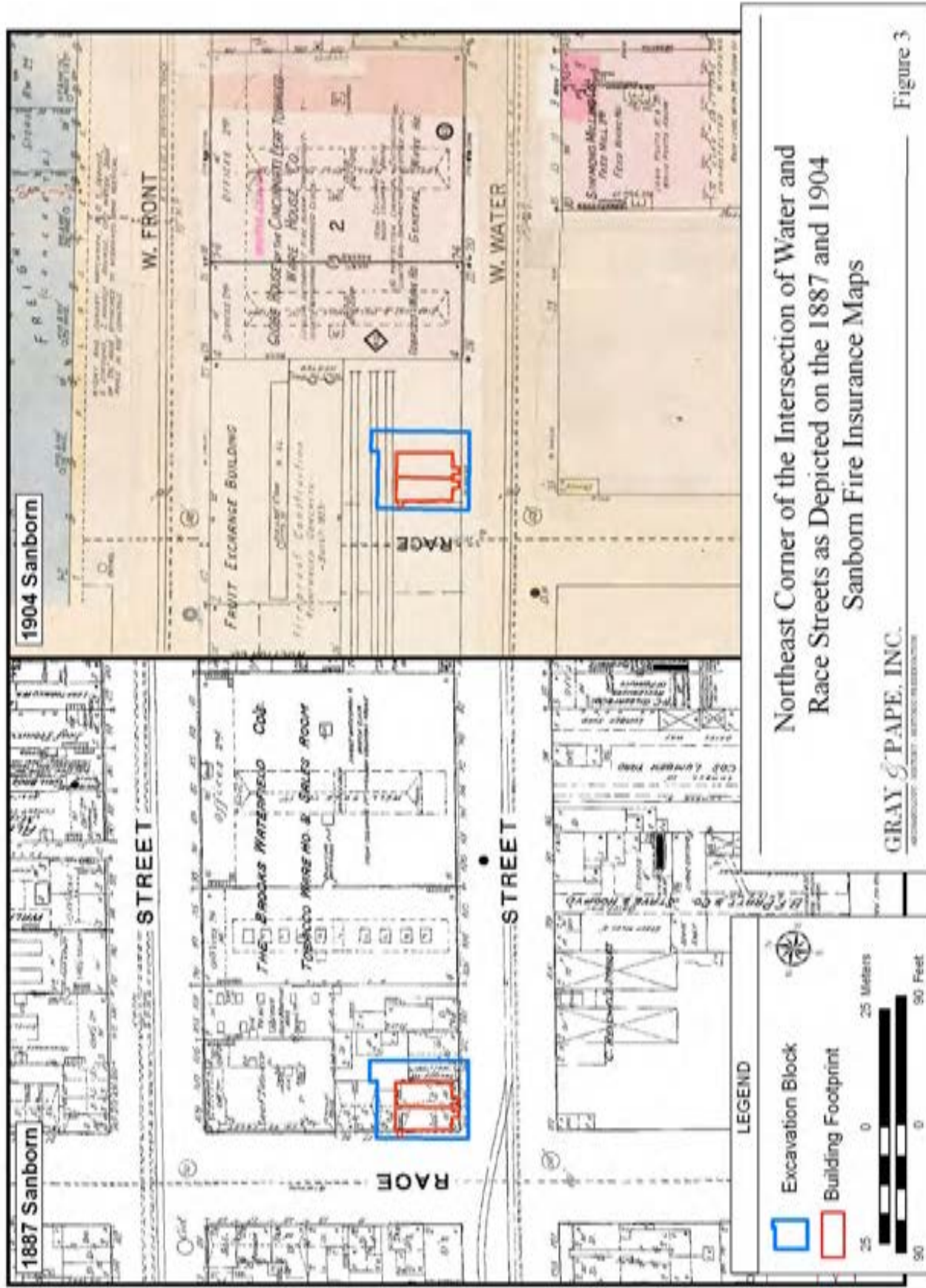
1.2 Organization of the Report

This report includes: the introductory material; the results of the historical research; archaeological methods and excavations results; artifact analysis; and data interpretations and conclusions. The artifact catalog can be found in Appendix A.

The reader might notice that measurements are expressed only in terms of United States customary units (e.g., feet and inches). This is intentional. Although some excavation measurements were taken in metric, customary units were presumably used during the construction of buildings and associated features, and are therefore preferred for most contexts. In addition, for the sake of readability, customary units are not converted to metric units within the text of the report.

1.3 Acknowledgments

Gray & Pape conducted excavations at Site 33HA780 from April 19 through May 11, 2010. The fieldwork was completed under the supervision of Karen Garrard, Ph.D., Senior Principal Investigator and Project Manager. Ms. Marcia Vehling served as Field Director. Donald Miller and Eric Edelbrock analyzed the artifacts. Dr. Garrard and Jennifer Burden, M.A., authored the report. Mr. Jonathan Frodge and Carly Meyer prepared graphics and Julisa Meléndez edited the report and oversaw its production.



Northeast Corner of the Intersection of Water and Race Streets as Depicted on the 1887 and 1904 Sanborn Fire Insurance Maps

Figure 3

2.0 RESEARCH DESIGN

2.1 History of Project Research

As noted, the HAM-The Banks Street Grid Project overlaps with the CCRP development and the HAM-The Banks Intermodal Project, all of which are guided by the Cincinnati Central Riverfront Urban Design Master Plan, The Banks. Both archaeological and architectural investigations have been conducted for The Banks, including: a preliminary archaeological assessment (Miller and Miller 2000); Phase I and II/III cultural resource investigations at Site 33HA780 (Bergman et al. 2002); and a Phase I history/architecture survey (Thursby et al. 2007). BHE conducted the history/architecture survey in 2007 for the CCRP. The Area of Potential Effects (APE) for the survey consisted of the Ohio River on the south, the east side of the Great American Ballpark on the east, the west side of Paul Brown Stadium on the west, and nearly one full block north of Third Street on the north. Forty-two history/architecture resources were identified within the APE. Besides the John A. Roebling Suspension Bridge, which is also a National Historic Landmark, five history/architecture resources already are listed in the NRHP: two buildings in the West Fourth Street Historic District Amendment (HAM-6157-44/AL019 and HAM-95-44/AL025) and three buildings in the Main and Third Street Cluster (208–210 E. Third Street [AL003]), and 300–302 and 304–306 Main Street (AL004 and AL005). Of the remaining resources, seven have been previously determined eligible for the NRHP and four were recommended eligible as a result of the survey (Thursby et al. 2007).

In 2000, Gray & Pape conducted a preliminary archaeological assessment for the CCRP (Miller and Miller 2000). The study assessed the likelihood of intact prehistoric or historical deposits at this location. It did not include field reconnaissance, but was intended as a tool to assist in the development of future work plans within the project area. Based on an intensive review of the historical records and cartographic materials pertaining to the area, it was considered highly unlikely that any ground surface predating historical settlement survived. However, the possibility of deeply buried prehistoric sites was not precluded. Given a known sensitivity of the Cincinnati terrace system for prehistoric occupation, it was considered probable that deeply buried sites, if any, would be located there (Miller and Miller 2000:20).

The CCRP project area corresponds with a dense settlement pattern dating from the earliest settlement of the eighteenth century through all subsequent phases of urban development along Cincinnati's waterfront (Miller and Miller 2000). Ongoing landscape modifications contributed large amounts of artificial fill to less-desirable low-lying areas. However, these areas were likely occupied and built upon, then abandoned and filled over, encapsulating and preserving cultural materials. The cumulative deposit of above-grade fill over earlier historical occupations was supported by review of the following sources: historical grading plans dating back to the 1830s; elevation data from the 1830s through 1990s; 1950s blueprints for the original construction of Fort Washington Way; archaeological confirmation of grade accumulation during the construction of Fort Washington Way; and modern geotechnical bore logs from 1999 (Miller and Miller 2000).

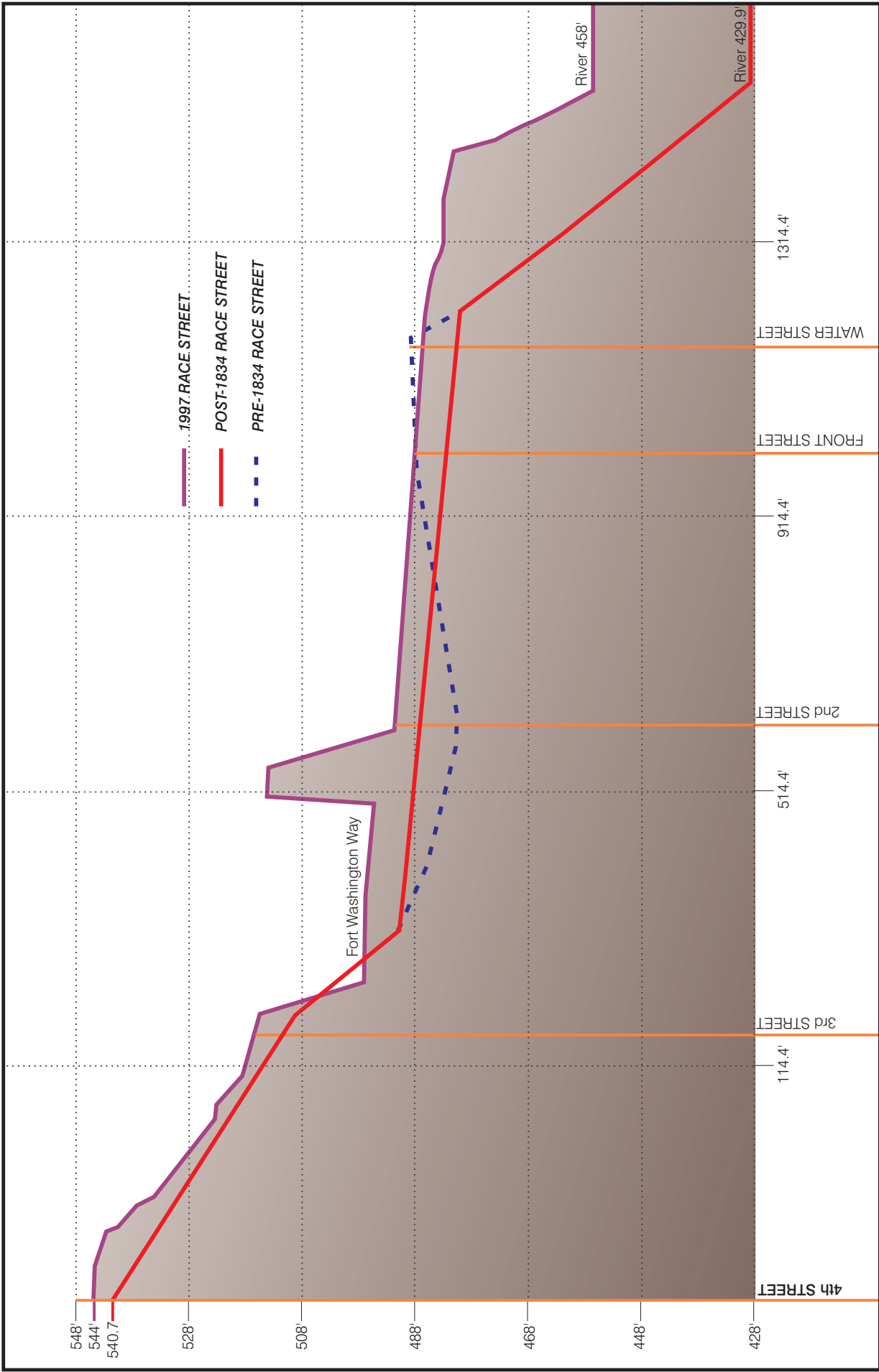
Figure 4 illustrates the topographic alterations that have occurred along Race Street from the Ohio River to Fourth Street. The data suggests that the original landscape was undulating ridge and swale topography typical of a major river terrace. Massive cut and fill operations occurred during the 1830s:

Between the Ohio shore and Water Street the grade rose 64 feet (Grad Plat Book One 1833:9). At Water Street and Race the grade was cut down 12 feet at the crest of the terrace face (calculated at the time as 1012 cubic yards of grading), tapering to shallower cuts moving north, reaching level ground north of Front Street. Between Front Street and Third Street, there was a swale, which at Race Street required 6.75 feet of fill (calculated at the time as 4775 cubic yards of fill). The second terrace began to climb from the swale at Second Street up to Fourth Street, a vertical distance of 60 feet at both Race Street and Elm Street (Miller and Miller 2003:24).

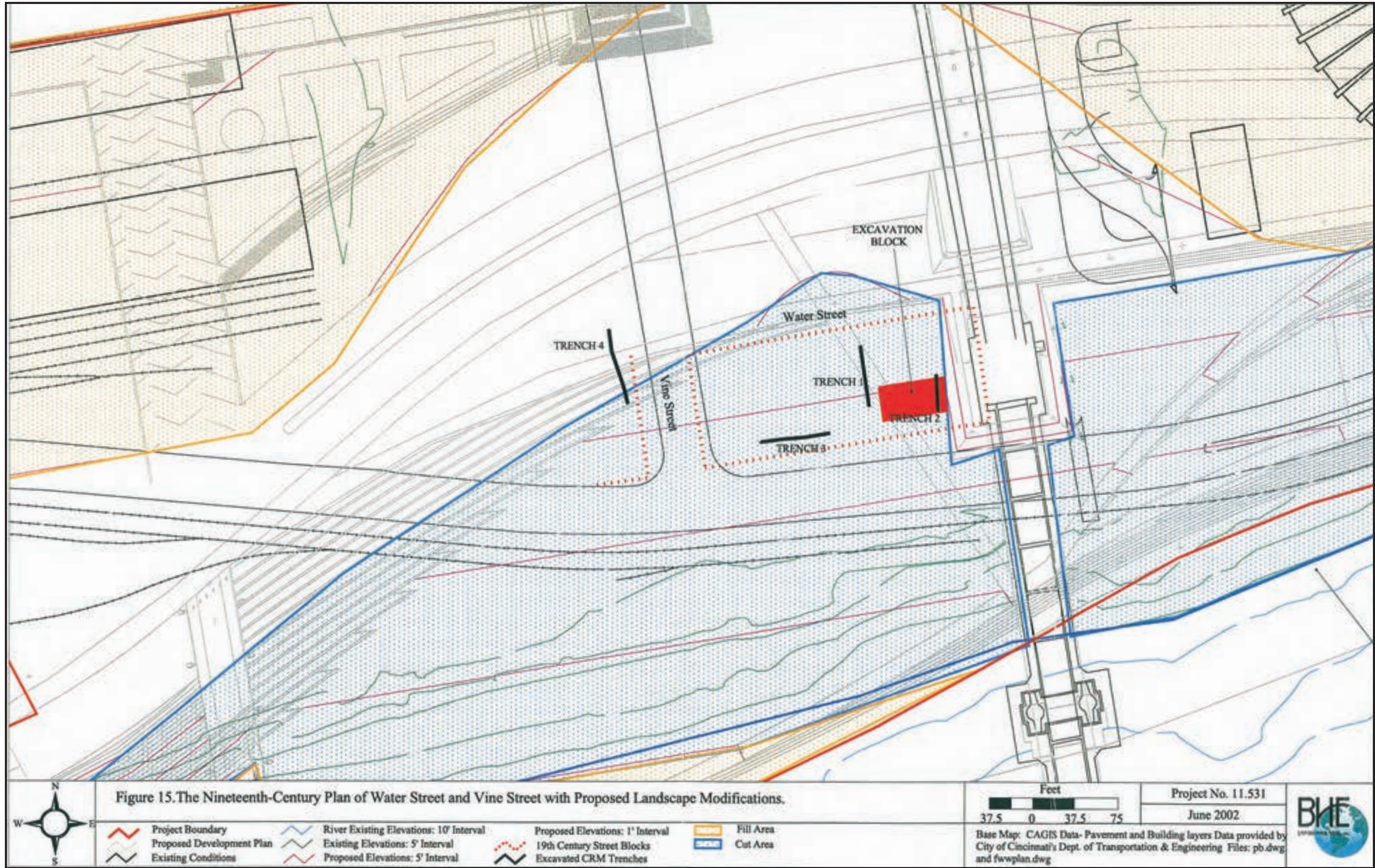
During the design of Fort Washington Way in 1956, a series of technical engineering field surveys were conducted, resulting in a complete series of scaled survey drawings superimposing the proposed freeway over the existing historic street grid. The drawings included demolition specifications, grade plans, and detailed information about the structural remains to be buried in place under fill. These documents indicated that entire basements were preserved in fill below the 1956 construction grade (Miller and Miller 2000:25). Archaeological confirmation of pre-1950 grade accumulation also was provided during construction of the Western-Southern Parking Garage, near Third Street and Broadway in 1953. In particular, the eighteenth-century ground surface was identified 15 to 30 feet below the contemporary ground surface (Miller and Miller 2000:27). Gray & Pape concluded that there was little doubt that entire basements of historical buildings, privies, cisterns, utilities, well shafts, and historical fill deposits were intact beneath the surface of the proposed CCRP (Miller and Miller 2000:27).

In November 2001, BHE conducted Phase I investigations for the CCRP. Their investigation focused on the original city block south of Water Street and west of Vine Street (Inlots 458 and 459), just west of the John A Roebling Suspension Bridge. Project plans at this location proposed a “Great Lawn”, where cutting and grading would create a gentle slope to the northern slope of the Ohio River. BHE excavated four exploratory trenches to probe for intact structural remains and archaeological contexts. The trenches were four feet in width and ranged from 33 to 73 feet in length (Bergman et al. 2002) (Figure 5).

Trench 1 was oriented north–south and reached a maximum depth of about 11 feet (see Figure 5). Excavations uncovered two adjacent foundation walls constructed of mortared fieldstone, 3 feet apart. The narrow walkway between the walls was paved in concrete. The top courses of the foundation walls were encountered about 1.7 feet below the surface and the top of the concrete walkway was located approximately 3 feet below the surface. One shovel test, dug at the south end of the walkway, revealed a layer of dark gray sandy clay. The shovel test extended about 2 feet in depth and yielded several nineteenth century artifacts, including a mold-blown wine bottle base and white-paste and ironstone ceramics. (Bergman et al 2002:27).



Topographic Alterations along Race Street from Fourth Street to the Ohio River
(from Miller and Miller 2000)



Location of BHE's Phase I and II-III Excavations (from Bergman et al. 2002)

Trench 2 also was oriented north–south and reached a depth of 13 feet (see Figure 5). This trench uncovered the remains of two masonry walls (Wall 1 and Wall 2), spaced approximately 8 feet apart and oriented north–south. Both walls consisted of mortared limestone blocks. Wall 1 was capped with Indiana limestone, suggesting that this was its full, original height, while at least 3 feet of Wall 2 had been removed by the installation of a copper water pipe. Wall 2 also had concrete facing. The southern end of the trench exposed additional wall remnants (Wall 7), extending east–west from Wall 2 in the interior of the western building foundation (Bergman et al. 2002:27).

Post-abandonment fill between Walls 1 and 2 extended 13 feet deep and the excavations exposed what appeared to be natural subsoil and the remains of a possible historical pit feature containing cultural debris. However, loose fill collapsed onto the feature before it could be examined further. BHE hypothesized that Walls 1 and 2 were either: (1) the outer walls of two separate buildings, with an alley in between; or (2) a double inner wall subsumed with a single structure. Neither wall was represented on any of the historical maps consulted prior to excavations, indicating that the location had the potential to provide information about the waterfront’s ground plan not found in the archival record (Bergman et al. 2002:27–28).

Trench 3 was oriented east–west and placed 30 feet north of Mehring Way (see Figure 5). The trench contacted part of the riverbank south of the buildings fronting Water Street in the nineteenth century. However, no intact structural remains or in situ concentrations of artifacts were encountered. Instead, historical and modern fill extended from the surface to a depth of at least 11 feet and two drainage conduits—capped with modern concrete—passed north to south through the eastern half of the trench at a depth of 10 feet (Bergman et al. 2002:28).

Trench 4 was oriented north–south and placed 75 feet north of Mehring Way and 22 feet west of old Vine Street (see Figure 5). The trench extended about 30 feet into the old roadway of Water Street, where it exposed a layer of slag-like railroad ballast and crushed stone representing the remains of the trolley line along Water Street during the late nineteenth to early twentieth centuries. The trench also exposed historical water lines, sewer lines, and storm sewer drains. At the north end of the trench was a remnant of the area’s original sediments, composed of fine sands and silts. The southern end of the trench—south of Water Street—exposed a brick wall and basement floor. The top course of the wall was encountered approximately 2.5 feet below surface while the brick floor was uncovered at a depth of 9 feet below surface. Immediately beneath the brick floor was a mixture of fine sand, mortar, and small brick fragments over a layer of clean sand. Coal fragments, small brick fragments, and wood charcoal found underneath the clean sand suggested the presence of an earlier historical component prior to the construction of the brick floor (Bergman et al. 2002:28–29).

Overall, the results of the Phase I trench excavations suggested that the CCRP project area had considerable research potential, particularly concerning interior construction and alteration of nineteenth-century structures that cannot be gleaned from other sources. The area of intact, nineteenth-century historical deposits buried beneath the parking lot between

the John A. Roebling Suspension Bridge and Paul Brown Stadium was assigned state site number 33HA780 (Bergman et al. 2002).

In February 2002, BHE began Phase II/III investigations at Site 33HA780. The work was designed to examine portions of Inlots 458 and 459 and consisted of a 60- by 30-foot excavation block, oriented east to west on its long axis, and positioned approximately 27 feet west of the first pier of the suspension bridge. The block encompassed previously excavated Trench 2, which had uncovered Walls 1, 2, and 7 (Figure 6; see Figure 5). Historical photographs showing this location indicate that the riverbank was built up by 1865, such that the bottom stories of buildings were not visible. Archival data revealed that the eastern half of Inlot 458 had been subdivided and sublet to a rapid succession of tenants until 1857. Tenants mostly consisted of American, German, and Irish laborers and craftsmen employed in the shipping industry. In 1857, the Emery family consolidated this property and the neighboring inlots. The consolidated space first was used as a candle factory, and then later by Weller and Laidley as a pork and pickle packing establishment (Bergman et al. 2002:39).

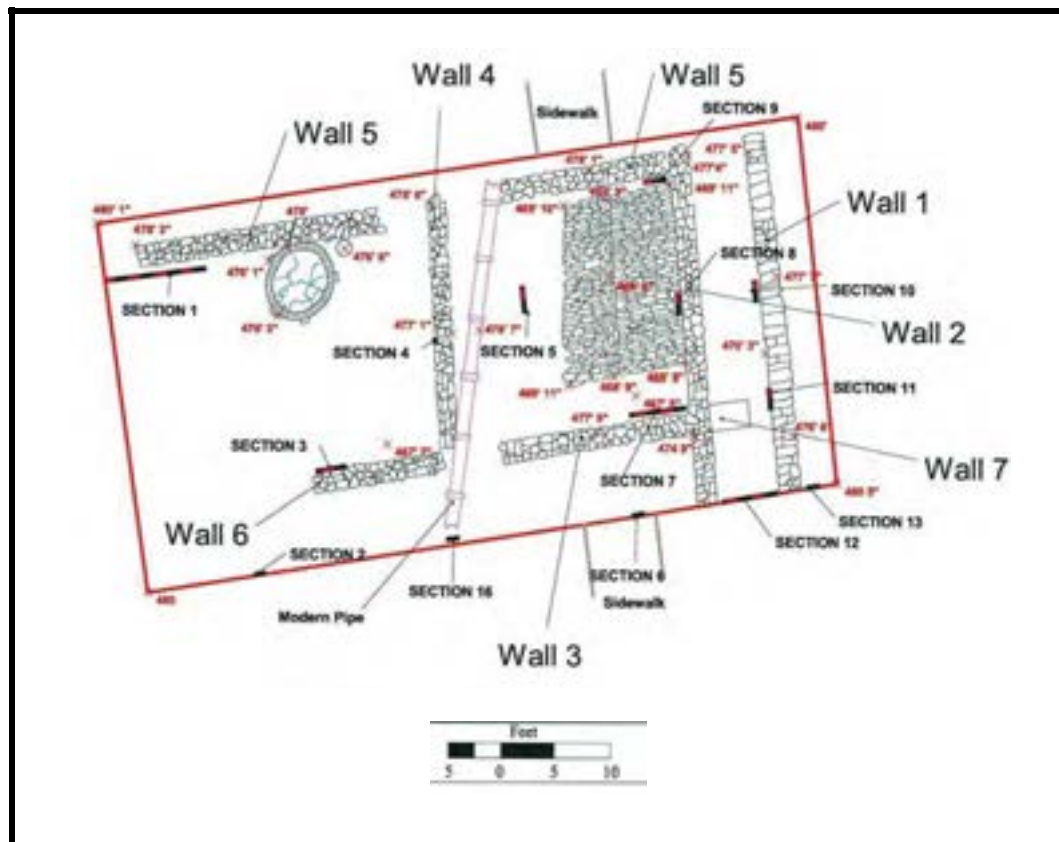


Figure 6. BHE's Phase II/III Excavation Block (from Bergman et al. 2002)

The Phase II/III excavations encountered the remains of a factory or plant whose interior configuration was historically altered several times, most likely due to frequent flooding of the location. Consistent with 1855 mapping data, the building originally was divided into at least two rooms, approximately 20 by 20 feet in size. The north–south running walls (Walls 2 and 4) were made of fieldstone and characterized by a wide variety of shapes and sizes of stones. Similarities in construction suggested that Walls 2 and 4 were built at the same time. The east–west walls included Walls 5, 6, and 7. The northernmost wall of these (Wall 5) was constructed in a builder’s trench that had been punched through a cobblestone floor. The floor was not repaired after the wall was completed (Bergman et al. 2002).

Wall 1 also was uncovered again during the Phase II/III investigations. The appearance of the wall at this location differs from historical mapping of this city block, which shows only a single wall separating the inlots. The base of the wall rested on a layer of brick rubble that was about 14 inches thick. Beneath brick rubble was sand and rounded gravel, in turn underlain by a mantle of yellow-brown clay. Excavations reached 1 foot into the yellow-brown clay before encountering a high water table caused by the spring rising of the Ohio River (Bergman et al. 2002: 33).

The cobblestone floor was found at a depth of 11 feet below the surface of the parking lot. BHE exposed a 104 square-foot section of the floor. The floor had a crowned surface, which allowed water or other liquids moving on this surface to be directed to the edge of the Wall 2, where a brick gutter was installed. The floor also was pitched slightly to the south—its southern edge was 1 foot lower than its northern edge—which also would have directed liquids in that direction (Bergman et al. 2002: 33).

Nearly 7 feet of sandy clay with sparse amount of brick overlaid the stone floor of the structure. On top of this fill layer was the base of an oval-shaped brick stack, indicating additional alterations to the building after the infilling of the bottom stories. This infilling had the indirect effect of sealing domestic archaeological assemblages dating prior to the 1860s. A range of ceramics, bottle glass, building materials, animal bones, and miscellaneous items were collected (n=190) (Table 1). The quality and quantity of recovered ceramic wares indicates that the Cincinnati waterfront was economically prosperous by mid-century. The presence of decorated soft-paste whitewares, including painted, transfer-printed, sponge-pattern, blue shell-edged, and flow blue pearlwares and mochawares indicates access to the English ceramics markets, particularly the Bristol industry (Bergman et al. 2002:41).

Artifact Type	Description
Whiteware	Undecorated, transferprint, polychrome floral, shell-edged, spongeware, flow blue
Pearlware	Transferprint, flow blue, spongeware, shell-edged, and hand painted
Creamware	Undecorated
Mochaware	Soft-paste
Porcelain	Hard-paste, soft-paste
Ironstone	Decorated, undecorated, transferprint,

Table 1. Summary of Artifacts Collected During BHE's Phase I-II/III Excavations (from Bergman et al. 2002: Appendix B)	
Artifact Type	Description
Redware	Lead and manganese glazed, utilitarian
Yellowware	Annular banded, Rockingham
Stoneware	Brown and grey-glazed fragments
Bottle Glass	Green, dark green, aqua, and clear fragments, wine bottle base fragments, glass bottle stopper
Building Materials	Window glass, cut and wire nails, roofing slate, brick, cement
Faunal	Pig, turkey, clam
Miscellaneous	Mother-of-pearl and glass buttons, one-cent copper coin (unreadable date)

Based on the results of the Phase II/III investigations, Site 33HA780 was recommended eligible for the NRHP under Criteria A and D. Criterion A is concerned with properties that reflect significant events. The data recovered from Site 33HA780 is clearly associated with changing patterns of economic growth and development along the waterfront. Criterion D is concerned with properties that are likely to yield information important to history. BHE, in coordination with the OHPO, provided the following recommendations for the CCRP:

- (1) No excavation would be necessary in that part of the proposed CCRP where fill will be placed to help create a downslope to the river's edge;
- (2) Active monitoring during construction would be sufficient for that part of the proposed CCRP where disturbance would take place either at grade or slightly below grade (0 feet to 3 feet);
- (3) Intensive archaeological excavation would be required in areas where the proposed CCRP construction was likely to adversely impact the archaeological remains of the nineteenth century waterfront district. This portion of the project area was the focus of the Phase II/III investigations (Bergman et al. 2002: 43).

2.2 Research Questions

Archaeological remains found within an urban setting can seem insignificant when considered in isolation but, if placed into the broader historical context, a clearer understanding of their relevance can be obtained. The broader context can begin small in scale such as an urban block or district, but can be enlarged to include an entire city or geographical region. Issues such as ethnicity and immigration, health and sanitation, daily life and consumerism, reuse and rebuilding of architectural/landscape features, and access to global markets can be explored on a scale from the household to the neighborhood to the city. Research questions—used to provide a framework for archaeological investigations—also reflect this range of contextual scales.

The Scope of Work included a series of research questions for the current investigation (see Appendix B: ODOT Archaeology Scope of Work). They were not intended to be an

exhaustive list nor was it expected that all questions would be relevant if cultural deposits were limited and insufficient to provide the necessary information. These questions are listed below so that the reader will be aware of the questions that guided the research.

What is the nature of the archaeological remains present?

Do foundation remains reflect the archival/mapping information for this area?

Is there evidence of rebuilding or structural/street grid alteration that can be linked to known flood events in the nineteenth and twentieth centuries?

Can the archaeological deposits be linked to former inhabitants, their occupations, their economic status, or their ethnic affiliation?

Do the archaeological deposits reflect the changing use of the structures?

Is the change in economic class of the residents from early settlement to the twentieth century manifest in the archaeological record?

Is the change in the economic importance (in terms of business and transportation) of the Riverfront area manifest in the archaeological record?

How do the results of this excavation compare to previous excavations such as those done by BHE in 2001?

Most of the original research questions could not be addressed due to a lack of archaeological evidence. In particular, no data was recovered that suggested rebuilding or structural/street grid alteration related to known flood events—such as what BHE encountered in their work—in the nineteenth and twentieth centuries. No evidence was found related to the changing use of the structures at 116 and 118 Water Street over time. And, unfortunately, archaeological deposits could not be directly linked to occupation or ethnic affiliation of the former inhabitants. What the recovered archaeological data did allow is insight into the socio-economic status of the former inhabitants of 116 and 118 Water Street during the later half of the nineteenth century. As such, the following research questions were added:

What economic markets (local, regional, international) were the former inhabitants participating in?

How was market participation similar/different from other parts of Cincinnati?

What do the consumer choices of former inhabitants tell us about their socio-economic status?

How were consumer choices of former inhabitants influenced by larger social, economic, and/or political developments?

There is no specific discussion of the research questions themselves in the following pages. Instead, information relating to the research questions themselves has been incorporated throughout the general report text while the discussion provided at the end of Section 5.0 explores market participation within a larger late nineteenth century cultural context. We hope that this method of presenting the results makes the report more interesting to read than would be a list of research questions followed by supporting evidence.

2.3 Curation

The artifacts recovered during the investigations at Site 33HA780 will be sent to the Cincinnati Museum Center at Union Terminal upon completion of this project (Accession Number 2011.75).

3.0 HISTORICAL OVERVIEW OF CINCINNATI

The following discussion of the history of Cincinnati is a synthesis of the historical contexts included in the previous archaeological reports for the CCRP (e.g., Bergman et al. 2002 and Miller and Miller 2000). The historical contexts have been modified for use in this report, including editing for content and the addition of certain information.

3.1 Cincinnati

3.1.1 Historical Exploration and Settlement

Although the lands west of the Appalachians were explored, and even crudely mapped, prior to 1783, earnest forays into the new frontier did not occur until after end of the Revolutionary War. Indeed, it was a Revolutionary War veteran, Benjamin Stites, who led the small group that became the first white settlement in Hamilton County. They floated down the Ohio River to land about one mile west of the Little Miami River at a place they named Columbia. Congress had adopted means by which land in the new Northwest Territory could be sold and Stites returned to New York where the Congress was meeting.

It was at this time that John Cleves Symmes, a New Jersey Supreme Court Judge and Congressional Delegate, became interested in purchasing some of the land between the Miami Rivers. Through a confusing series of events—including law suits brought because of unclear land titles—Symmes and his associates eventually received title to about 312,000 acres of this land, known as the Miami Purchase.

One of Symmes' associates was Mathias Denman, a speculator who bought the land across from the mouth of the Licking River—what later became downtown Cincinnati. Denman sought partners who would help him establish a settlement on the land he had purchased; his partners were Colonel Robert Patterson and John Filson. These men, along with another surveyor named Israel Ludlow, set out to explore the Miami country. In late December of 1788, they landed in a small cove at the foot of Sycamore Street (later known as Yeatman's Cove) and erected three or four cabins a little east of the corner of Front and Main Street (Rooman 2001). This location was said to have been the same location where General George Rogers Clark's soldiers had built cabins in 1782 (Greve 1904:186). The new settlement was named Losantiville by John Filson, in an attempt to combine French and Latin word roots for the phrase “town opposite the mouth [of the Licking River]”. Filson's contribution to the community, however, ended with its name. He disappeared on this exploration and his share of the Losantiville site went to Israel Ludlow.

The task of surveying the streets in the new settlement went to Israel Ludlow (Cincinnati Historical Society 1988:13). The entire area was laid out as an “inlot” system, a grid of small urban lots surrounded by larger “outlots”. The outlots contained farms and rural industries while the inlots were devoted to residences, markets, kitchen gardens and small crops, and urban industries (Cincinnati Historical Society 1988). Ludlow's original survey went only as far west as Main Street. Eventually, his boundaries stretched from the river to Seventh Street (Northern Row), and Broadway (Eastern Row) to Central Avenue (Western Row). The

ground between the river and Front Street was declared a public common, except for the privilege of establishing a ferry (Hamilton County Recorder's Office, Book D 1:74). Upon completing his survey, Ludlow announced the "conditions" for settling the inlots. The tenets of this statement were: (1) settle; (2) plant two successive crops on not less than one acre; (3) build a house of 20 square feet, 1.5 stories high with a brick, stone, or clay chimney, to be located in the front of the lot; (4) put the house in "tenantable repair" within two years; and (5) follow these rules under pain of forfeiture. The lots were sold by public lottery.

In 1789, Fort Washington was built to protect the early settlements of the Northwest Territory. The fort was located in Losantiville on the second terrace of the Ohio River (Third Street) just east of Broadway. At that time, the principal streets with buildings were Front and Columbia between Broadway and Main streets, with some houses scattered along Sycamore and Main streets. As suggested by the unsold lots in the original plat, some of the lands in the new settlement, particularly below the second terrace, probably were unsuitable for occupancy. This fact is attested to in a 1791 "Narrative" from Rev. O. M. Spencer in which he describes large ponds located between the foot of the second terrace and the river (Greve 1904:209). General Josiah Harmar, who directed the fort's construction, described it as "one of the most solid substantial wooden fortresses. . .of any in the Western Territory" (Ohio History Central 2005). The stockade's walls were two stories high with blockhouses located at each corner. Since the fort was located in Losantiville instead of in Columbia or North Bend (John Cleves Symme's settlement near the mouth of the Great Miami River), Losantiville, was destined to become the most important settlement in the Miami Purchase.

3.1.2 Cincinnati Established as a Town: 1802 to 1820

Cincinnati was chartered as a town in 1802. At that time, the town extended from its eastern boundary at Lawrence Street west to Vine Street (not yet cut through to the river), and from the river bank north to Seventh Street. The discourses of Daniel Drake (1815:31) present a thorough description of the town at that time. In terms of its development, he noted that Front, Sycamore, and Main Streets were the most important in the town because of the number and prominence of the homes and businesses built along them. At that time, as expressed in the following passage, the waterfront was still mostly undeveloped:

Vine Street was not yet opened to the river. Fourth Street, after passing Vine, branched into roads and paths. Third Street, running near the brow of the upper plain, was on as high a level as Fifth Street is now. The gravelly slope of that plain stretched from east to west almost to Pearl Street...Where Congress, Market, and Pearl Streets, since opened, send up the smoke of their great iron foundries, or display in magnificent warehouses the products of different and distant lands, there was a belt of low, wet ground which, up to the settlement of the town twelve years before had been a series of beaver ponds, filled by the annual overflows of the river and the rains from the upper plains. Second, then known as Columbia Street, presented some scattered cabins, dirty within and rude without; but Front Street exhibited an aspect of considerable pretension. It was nearly built up with log and frame houses, from Walnut Street to...Broadway (Drake 1815:31).

Based on this description, it is evident that, although the town boasted a population of over 2,000 and contained hundreds of buildings and improvements, there was little or no development in the western lowlands. Cincinnati was divided into upper and lower sections along the topographic divide created by the slope of the second terrace at Third Street. Drake (1815) also noted that, of the approximately 360 buildings in the town, two thirds of them were built in the bottoms in the vicinity of Main Street. Industrial and commercial development included: eight brick yards; the Davis Embree Brewery, located on the river bank below Race Street; a large steam mill on the river bank between Broadway and Ludlow Streets; two breweries at the corner of Pike and Congress Streets, and another brewery at the foot of Elm Street; ferries which ran to Kentucky from the foot of Lawrence, Ludlow, Broadway and Main Streets (a steam ferry later ran from a wharf located between Vine and Walnut to the foot of Greenup Street in Covington, in 1831); and a glass house and steam sawmill on the riverbank west of Western Row (Drake 1815).

As early as 1805, the town was becoming well-established as a nexus for the trade and distribution of goods that were shipped on the Ohio River. These goods first were carried down the river in flatboats. However, because of their design, these boats were incapable of making the return trip against the current. Large-scale trade with eastern markets awaited the design of the keelboats, which were faster and capable of traveling up and down river. Large warehouses were built along the waterfront for the storage of groceries and merchandise transported by these craft. The era of the keelboats was eclipsed in 1811, when the steamboat "Orleans" passed by Cincinnati. The availability of steam travel dramatically reduced shipping rates and inspired a boat-building industry at Cincinnati. The steamboat "Vesta" was built in Cincinnati in 1816 and by 1826, 43 of the 148 steamboats in service along the Ohio River had built in the town (Cincinnati Historical Society 1988:22).

The advent of steamboats propelled Cincinnati into rapid growth. Not only did these vessels increase the volume of trade, they also made the city accessible to increasingly large numbers of people. Prior to about 1819, local trades and manufacturers were concerned with the garment, building, and furnishing industries. However, the coming of the steamboat brought with it a broader industrial base, including foundries, machine shops, boilermakers, and ropemakers. The 1819 Cincinnati Directory (Farnsworth 1819) provides some insight into just how fast Cincinnati had grown since 1810. The population stood at 9,120 and the total number of buildings was tabulated as 1,890. There were 1,003 dwellings, 412 warehouses and other buildings, 214 factories and mills, 102 groceries, 95 stores, 11 druggists, and sundry other buildings. Cincinnati was incorporated as a city in 1819.

3.1.3 Cincinnati's Rise to Prominence: 1820 to 1860

During the period between 1820 and 1853, the steamboat reigned supreme as the dominant force in Cincinnati's economic and physical development. The ability to transport large quantities of cargo to and from eastern, western, and southern markets via the Ohio River had several profound effects on the developing city. Cincinnati became the regional distribution center for goods produced, manufactured, or consumed throughout Ohio, southern Indiana, and northern Kentucky. As a result, the city attracted industries associated with the

processing of raw materials and the distribution of bulk and finished goods. These types of industries included meat packers (and ancillary businesses such as tanning and soap making); distilleries and breweries; cotton, lumber, and grist mills; and extensive wholesale and warehouse businesses (Cincinnati Historical Society 1988).

The desire to transport these goods into and out of the hinterlands surrounding the city created a network of inland transportation routes. In answer to this need, the Ohio General Assembly created the Ohio canal system in 1825. The system was completed in 1845, linking inland producers and consumers with the river trade route. The eventual terminus of both the Miami and Erie and the Whitewater Canals was the Cincinnati riverfront. The Miami and Erie Canal flowed through a series of locks in the Deer Creek Valley (now Eggleston Avenue) to the river at the Public Landing. The Whitewater Canal ended in a stagnant pool at Plum Street.

Premier transportation made Cincinnati the gateway to eastern markets and made the riverfront the threshold of the gateway. However, only 27% of the 346 buildings accounted for in the city's Fourth Ward (the central riverfront area) were constructed of brick. By comparison, in the Second Ward (which encompassed the central business district) 37% of a total 685 buildings were brick. In 1826, the fire hazard created by the increased density of buildings in the city prompted construction of five cisterns, each holding 5,000 gallons. Manufacturers, including the boat yards, flour mill, cotton factory, machine shops, and foundries, were concentrated in the southeastern section of town, east of Main Street, during this period. By the early 1840s, the town had grown beyond its original limits, but the heart of the city still was located in the vicinity of Main and Broadway Streets, which were mostly devoted to residences as were Third, Fourth, Seventh, and Vine Streets. The densely populated portion of Cincinnati did not extend much west of Elm Street. In 1831, Cincinnati's population was 27,645. At this time, Pearl Street was built, which extended Lower Market Street from Main to Walnut Street; this new street was quickly built up with rows of brick warehouses.

By the 1830s, the effects of rapid, unplanned growth had become evident. Along with a 260% population growth over a 10-year period, there was a lack of sanitary facilities and inadequate drainage (Rooman 2001). Housing stock had not kept pace with population growth, placing the labor force into increasingly crowded tenements. A lack of transportation options kept the lower economic classes confined to the lower terrace, known colloquially as "the Basin", and one of the most densely populated areas in the world. As the population and industrial base continued to expand, the city government struggled to deal with unchecked sickness, crime, and prostitution. In February 1832, the Ohio River flooded, cresting at 64.3 feet. Warehouses along the riverfront were inundated. A cholera epidemic broke out in September 1832, which lasted 13 months and killed 813 people. A second cholera outbreak followed in 1834. In the same year, the city government began to drain and fill stagnant areas within the Basin and started a program of sewer construction. A natural backwater slough along Second Street was graded and filled after the flood of 1832 to alleviate the swampy conditions that had retarded growth and development on the city's lower terraces (Rooman 2001).

By the beginning of the 1840s, the improved portion of the city included most of the riverfront from Butler to John Streets and extended from the river north almost to the canal. Warehouses of vast capacity were built of brick. Cist's enumeration (Cist 1841) of 1841 identified a total of 10,773 buildings in the City of Cincinnati with the greatest number located in the central business district and closely followed by the area known as "Over the Rhine", north of the canal. With the rise of industrialism in the city, subtle forces were at work shaping the physical character of the city and segregating land use. Industries such as "planing machines, iron foundries, breweries, saw mills, rolling mills, finishing shops, bell and brass foundries, boiler yards, boat building, and machine shops" were concentrated in this area. The increased number of factories along the eastern riverfront was supported by easy access to bulk cargo transportation on the canal and on the river. Cist explains that the eastern riverfront was slow to grow because it had been:

[F]or many years in a state of suspended animation with little signs of improvement. Second or Columbia Street was left for a long period at a grade which shut out the improvement its contiguity to the business region of Cincinnati should have located within its limits. In addition to this the great flood of 1832 laid it under water to such a depth that steam boats actually passed down some of its streets and its western borders were overflowed from eight to twelve feet. This calamity drove the dwelling house building, especially the elegant and spacious portion of it, to the Hill (that is above Third Street) and left the river region in a languishing state until within the past year, or within eighteen months, by which time the absolute want of room elsewhere, for business purposes, and the increasing trade of Cincinnati gave an impulse to warehouse building in the eastern and southern parts of the ward (Cist 1841:18).

During the mid-nineteenth century, Cincinnati's staple industries included pork, whiskey, stoves, shoes, beer, and clothing, with pork, whiskey, and flour comprising the principal imports and exports. According to Cist (1851), the greatest number of employees were found in the following industries: foundries (4,695); pork, beef, and ham curing factories (2,450); carpenters and builders (2,320); tobacco factories (1,310); furniture factories (1,158); and boot and shoe making (1,760). Cincinnati at this time also was a major insurance center with about 40 different companies. The general census for the city in 1840 identified a total population of 46,382: 23,261 white males, 20,863 white females, 1,014 colored males, and 1,244 colored females. At that time, Germans accounted for 28% of the total population, while the next largest ethnic group (British) accounted for 16%.

In 1850, Cincinnati was one of the fastest growing cities in the country. The 1850 census documents a large addition of German and Irish immigrants, although, in terms of proportion, groups of foreigners retained relative size. Generally, the central portion of the city contained the most native born Americans with most of the Irish living near the river and most of the Germans living in the northern part of the city. The most desired residential locations were near the center of the city, particularly along Fourth Street. Pockets of upper-class residences also were found farther from the center, including the area around Garfield Place and near Dayton Street in the "West End" of the Basin. The least-desirable locations were around the

edges of the Basin, such as along the riverfront and Deer Creek Valley on the eastern edge of the city. Only those too poor to escape tolerated living near the jumble of warehouses, slaughterhouses, and factories on land with poor drainage or vulnerability to floods. In areas along the riverfront known as “Rat Row” and “Sausage Row”, saloons, coffee houses, and brothels attracted rowdy dock workers, boatmen and factory hands. Once again, the density of buildings and population throughout the city had reached the point at which more attention was paid to internal or infrastructure improvements. Additional improvements began, which included the grading and paving of streets, the first proposals for a city sewer system, gas illumination, a municipal water works, and professional fire protection.

Interest in the trade potential provided by rail transportation was well established in 1837 when the city made funds available for the Little Miami Railroad. By 1846, this rail line operated between Cincinnati and Springfield, Ohio. Its route, which followed the Ohio River as far as Columbia in the east end of town, before turning north up the Little Miami River Valley, served the eastern side of the city. Its success prompted the creation of the Hamilton and Dayton Railroad, which was in place to serve the western part of the city by 1851. In 1843, the Cincinnati and Whitewater Canal reached Cincinnati, running between the Ohio River and River Road; seven years later, the Miami & Erie Canal brought 117,655 tons of merchandise to the city. Railroads included the Little Miami, which provided two distinct routes to Lake Erie; the Cincinnati, Hamilton & Dayton; Baltimore and Ohio; Louisville and Nashville (which did not connect with Cincinnati until the L & N Bridge was built in 1872); and the Ohio & Mississippi.

Cincinnati was the transfer point in a network of various eastbound transportation routes, including canals, rails, and the Ohio River. However, the city's position changed as trade opened to markets further north and west. Rail lines supplanted water-borne modes of transportation to these markets and rail routes shifted “from north south routes starting at Cincinnati, to east west routes through the middle and northern parts of the region” (Silberstein 1982:33). A variety of causes conspired to prevent Cincinnati from capitalizing on this shift in rail traffic, such as the generally poor economy of the 1850s, the fact that the early railroads were not generating profits, and the lack of public aid for private investors:

Cincinnati thus lost her position as a major wholesaling city and transportation hub to the cities on the more efficient rail lines. These were the lines from the eastern cities of New York, Philadelphia, and Boston to Chicago, Pittsburgh, Cleveland, and St. Louis. When the Civil War closed commercial shipping on the Ohio River, and stopped railroad construction, Cincinnati's favorable location as a trading center was greatly damaged (Silberstein 1982:33).

Although Cincinnati's greatest period of growth came in the 1840s, the fact that it did not receive full benefit from the shift to railroad transportation did not severely diminish its stature as a manufacturing center. Cist's 1859 accounting of the city took stock of its manufacturing and industrial base, which was led by the clothing industry with 48 wholesale and 86 retail establishments, followed by pork and beef packing and foundry castings; the

next largest group was whiskey and wine, followed by boots and shoes, and then beer and ale.

3.1.4 The Industrial City: 1860 to 1914

It was the demands of the Civil War that served to galvanize the city's industrial base. War-time demands brought increased use of machinery, power tools, standardized parts, and mass production to factories. From an 1869 description of the city (Stevens 1869), it is apparent that Cincinnati had established herself not only as a great industrial city, but also as a center of music, education, and the arts. As a location for retail establishments and fashionable promenade, Fourth Street was a center of attraction. Financial institutions, such as banks, insurance, and law offices, were concentrated along Third Street:

[T]he great staples of the Cincinnati market, iron, cotton, sugar, and tobacco, were handled along Front, Walnut and Second Streets, while Pearl Street was the center of operations for an immense capital employed in distributing dry goods, notions, clothing, shoes, and the like (Greve 1904:854).

The Civil War provided the impetus for the city to resume its efforts to build a permanent bridge across the river. During the “Siege of Cincinnati”, a pontoon bridge had to be constructed for the transport of troops. This need hastened the completion of the John A. Roebling Suspension Bridge, which was actually begun before the war. The bridge was opened for vehicular traffic in 1867. The bridge approach was changed in 1895 to accommodate tracks for the electric street railway that extended from Front to Second Street. This approach again was altered after the 1913 flood, extending it to Third Street in 1918.

In contrast to the above description, however, were local effects of the changes brought by the post-Civil War order. People continued to pour into the city after the war, particularly those who were lured to the city by the attraction of “factory” jobs and steady wages, but also those who were disenfranchised by the struggle. At the same time, new modes of interurban transportation made relocation to the cleaner, quieter suburbs a pleasant possibility to those who could afford the move. These included the establishment and consolidation of horse-drawn streetcar lines in the Basin and in Mill Creek Valley and the opening of the Main Street Incline (or Mt. Auburn) in 1872, the Price Hill Incline in 1874, and the Bellevue and Mt. Adams Inclines in 1876. The Fairview Incline was added in 1890. By 1880, the city of 1850, which encompassed six square miles, had expanded through annexation to over 22 square miles. Thus, poverty and slums grew in the vacuum created by this residential shift towards the outer margins of the city.

The departure of the wealthy and middle class from the Basin in the latter half of the nineteenth century left the heart of the city greatly changed. Railroads, warehouses, battered saloons and flophouses fought a losing battle with the frequent flooding of the riverfront. The two greatest floods in the nineteenth century occurred in 1883 and 1884. On February 15, 1883, the Ohio River crested at 66.4 feet and partially submerged some 15,000 businesses and residences. The flood also submerged the Cincinnati Gas Works, resulting in a series of gas explosions. In 1884, the river crested at 71.1 feet. Four hundred residences were

completely submerged and most of the waterfront factories lost stock and machinery. The gas works again was submerged and more gas explosions took place. Afterwards, factories moved out to the Mill Creek Valley and the banks and insurance companies edged further north to Fourth Street. The street railways from the various suburbs met on Fifth Street, so it was natural that commercial development would expand into the ten-block area around Fountain Square (Silberstein 1982:123–124).

Many black levee workers (stevedores, dock workers, porters, riverboat firemen, or deckhands) lived in the river area of the city. Although there “were many Negro establishments in the alleys and rows east of the public landing” (Hearn n.d.:2), most were located in “Bucktown” east of Broadway between Sixth and Seventh Streets. During this period, Cincinnati was flush with river traffic; there were often as many as 50 boats along the levee at any one time. By 1870, the city “had become notorious...for its wide open waterfront” (Hearn n.d.:2). This scene was to change, however, as river traffic diminished and railways became the prime mode of bulk transport.

During the 1880s and 1890s, changes in the city included the first use of electric lights and electric streetcars; the rapid growth of labor unions and rise of semi- or unskilled labor; hilltop water reservoirs and an improved sewer system; expansion of industry in the Mill Creek Valley; increased municipal annexation; and a significant decline in population growth from almost 35% in the 1870s to less than 16% in the 1890s.

Information provided from reports of the Chamber of Commerce and Census Bulletin No. 154 (as cited in Greve 1904:1017–1018) document a 97% increase of commodities between 1897 and 1902. The increase for the same period in manufacturing was 34%, bank clearings 72%, production of leather 67%, boots and shoes 60%, soap 67%, harness and saddlery 41%, machinery 67%, vehicles 33%, clothing 30%, groceries 25%, pig iron 118%, petroleum 81%, lumber 196%, shipments of meat 22%. Large gains also were made in the output of electrical equipment, machine tools, pianos, etc.

Cincinnati continued as the leading center of pork packing until the raising of hogs moved further west and the packing houses followed. In 1832, the number of hogs packed was 85,000; by 1852, this figure had risen to 310,000 and peaked in 1878–1879 with a record number of 778,000. In the early years, pork packing was a seasonal business, carried out only in the winter months when the cold temperatures would retard spoilage. However, in 1872, artificial refrigeration made meat packing a year-round business, thus delaying the decline of the industry in Cincinnati until 1879. To illustrate the decline in the number of hogs packed per year, the total for 1903 was 498,000, a figure 280,000 less than the number posted for the peak of the industry in 1879.

During this period, Cincinnati became the nation's leading producer of soap while continuing to hold the country's first position in the sale of pig iron. The city was not only a leading manufacturer of the product, but also was a major transshipment center between the furnaces and points of destination. Indicative of the future decline of the riverfront as the focus of

shipment in the city, lumber and coal, both major raw material commodities, were beginning to be transported by rail at this point.

3.1.5 The Modern City: 1914 to Present

Of greater consequence to Cincinnati than the growth of industry was the wholesale trade which, between World War I and World War II, was fast becoming one of Cincinnati's leading trades. Because of its unique location between southern growers and northern consumers, the city attracted an unusual concentration of fresh fruit and vegetable wholesalers. During the period that preceded sales from cars on team tracks (ca. 1890), produce dealers were confined to an area along Sixth Street between Elm and Central Avenue. From this location, however, produce activities migrated to the riverfront where they could take advantage of direct access to the railways. By 1939, more than 15,000 persons were employed by wholesale firms that generated a payroll of over \$27 million (Cincinnati Planning Commission 1939). As city planning gained greater control over shaping future developments in the central riverfront region, wholesale businesses became the preferred land use and the area was comprised primarily of wholesale produce outlets and tenements. Nevertheless, even with out-migration continuing, the Basin still had about 100,000 people living in tenements during the early 1920s (Cincinnati Historical Society 1988).

The lack of planned space in the city's West End and riverfront and the increasing demands of the automobile were two factors that stimulated interest in city planning and zoning. In 1925, Cincinnati was the first large city to adopt a comprehensive plan and in this plan was the notion that tenements in the Basin should be eliminated to make room for business and industry. The City Planning Commission conducted a study of the central riverfront in 1946. Their study area comprised a parcel of 157 acres bounded on the north by Third Street and on the east and west by Butler Street and Central Avenue. The study found land use to be 35% streets, alleys, public landing; 21% wholesale houses; 14% unused land; 10% transportation facilities; 7% residences; 7% parking lots; and 6% manufacturing. Less than one third of the acreage had buildings erected on them. Most of the area was in a state of decay and slum with significantly undervalued estate. The bottoms, in particular, had lost its prestige, as well as commercial and industrial importance (Cincinnati Planning Commission 1946).

The Cincinnati Planning Commission (1946) called for future development of the central riverfront area, including land use devoted to a public buildings group, a stadium, a convention center, parking structures, apartment houses, and parks. However, the concept was changed with the advent of the interstate highway program and because the design of the plan required that construction of its various elements be carried out simultaneously. In later plans, the link between Cincinnati's historical development and its association with the river was stressed as an important consideration for future uses of the area (Cincinnati Planning Commission 1961).

One of the major points established in the 1940s Master Plan (Cincinnati Planning Commission 1946) was the need for a Millcreek Expressway (Interstate 75) and a Third Street Distributor to facilitate traffic flow. The implementation of these plans, in tandem with

the West End redevelopment, involved the relocation of 18,800 families and would eventually mean the largest demolition and rebuilding project the City had ever witnessed. The construction of the Third Street Distributor (Fort Washington Way) had a profound effect on the area. Regarded as a progressive move at the time, the route of the distributor eliminated all businesses and residences that stood between the south side of Third Street and the north side of Second Street. Construction began in 1957 and it was dedicated for use in 1961. In 1967, further demolition was carried out, both east and west of the John A. Roebling Suspension Bridge, in conjunction with the construction of Riverfront Stadium, associated parking facilities, and new or improved streets to facilitate access to the wholesale produce houses (*Cincinnati Enquirer* 1967a, 1967b).

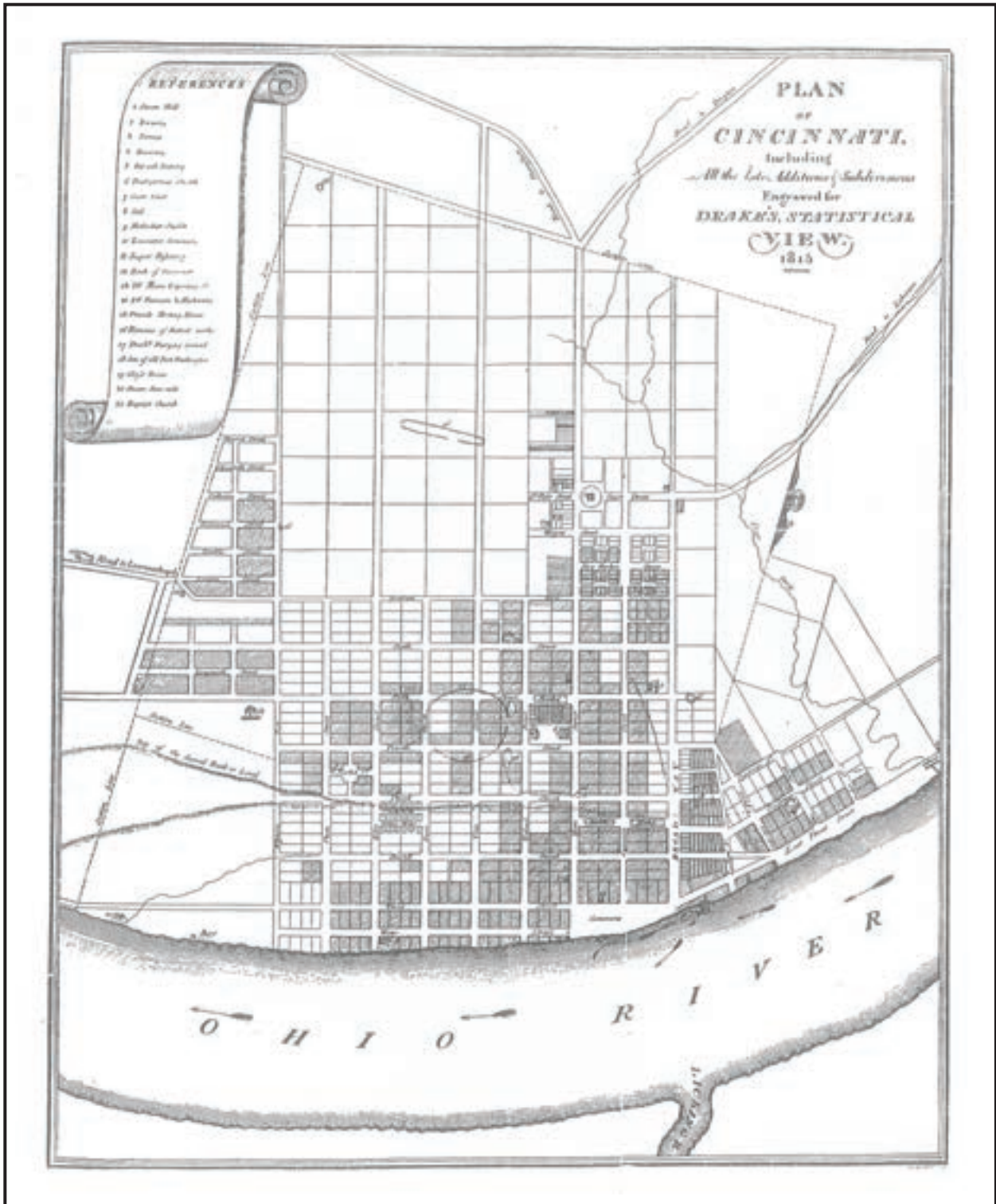
3.2 Cincinnati Riverfront and Property Specific Histories

Cincinnati's riverfront has undergone a long series of reconfigurations dating to the initial founding of the settlement in the eighteenth century. The following is an overview of the changing street pattern in effect along the riverfront area of Cincinnati.

Cincinnati was laid out on two major terraces of the Ohio River, an upper terrace and a lower terrace. The edge of the upper terrace lies about where Third Street now runs (Figure 7). An abrupt slope runs down to the lower terrace south of Third Street. The lower terrace was not flat, but instead had a natural levee running along its southern edge, north of which was a backwater swamp dammed by beaver ponds (Drake 1852:31). The location of the deepest part of the swamp corresponds roughly with the location of modern Fort Washington Way south to current Pete Rose Way. Another abrupt slope led from the lower terrace down to the Ohio River, effectively making the southern edge of practical urban development.

Much of the settlement history of early Cincinnati was guided by the constraints of this natural topography. The settlers referred to the lower terrace as "the Bottoms," and the upper terrace as "the Hill" (Cist 1841:18). In the late nineteenth and early twentieth centuries the Bottoms were known as "the Basin." As expected, every major flood inundated the Bottoms. According to one early chronicler, "the great flood of 1832 laid it [the Bottoms] under water to such a depth that steam boats actually passed down some of its streets and its western borders were overflowed from eight to twelve feet" (Cist 1841:18). Figure 8 shows the impact of the Flood of 1884 at Race and Front Streets, which was one block north of the project area.

The original Ludlow survey of 1788 created the familiar Cincinnati street grid based upon Philadelphia's street plan. Although Ludlow's original survey went only as far west as Main Street, his boundaries quickly increased from the river to Seventh Street (then called Northern Row), and from Broadway (then Western Row) to Central Avenue (then Western Row) (Hamilton County Recorder's Office Book D-1:74). Moving west from Broadway, the street names of the north-south streets include Sycamore, Main, Walnut, Vine, Race, Elm, Plum, and Western Row. Moving south and riverward from the edge of the upper terrace at Third Street, the east-west streets originally were named Columbia, Front, and Water streets. Within a year after the 1788 survey, Columbia had already been renamed Second Street



1815 Plan of Cincinnati (Greve 1904)



Figure 8. View of the 1884 Flood and Buildings in the Riverfront Area

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ARCHAEOLOGY - HISTORY - HISTORIC PRESERVATION

(Williams 1789). Most of the modern street alignments no longer correspond with the historic east–west alignments of Columbia/Second, Front, and Water streets.

In accord with ancient European practice, Cincinnati originally was surveyed into a series of relatively small urban properties called “inlots,” surrounded by a series of larger “outlot” to be used for farming or locally undesirable industries, such as tanneries. The Bottoms were divided into inlots during the original survey of the city. The inlots probably began to be subdivided almost as soon as settlement began, although such subdivision is not evident on maps until after the mid-nineteenth century. Atlases from the period indicate the original inlots often were subdivided into three to 14 separate properties.

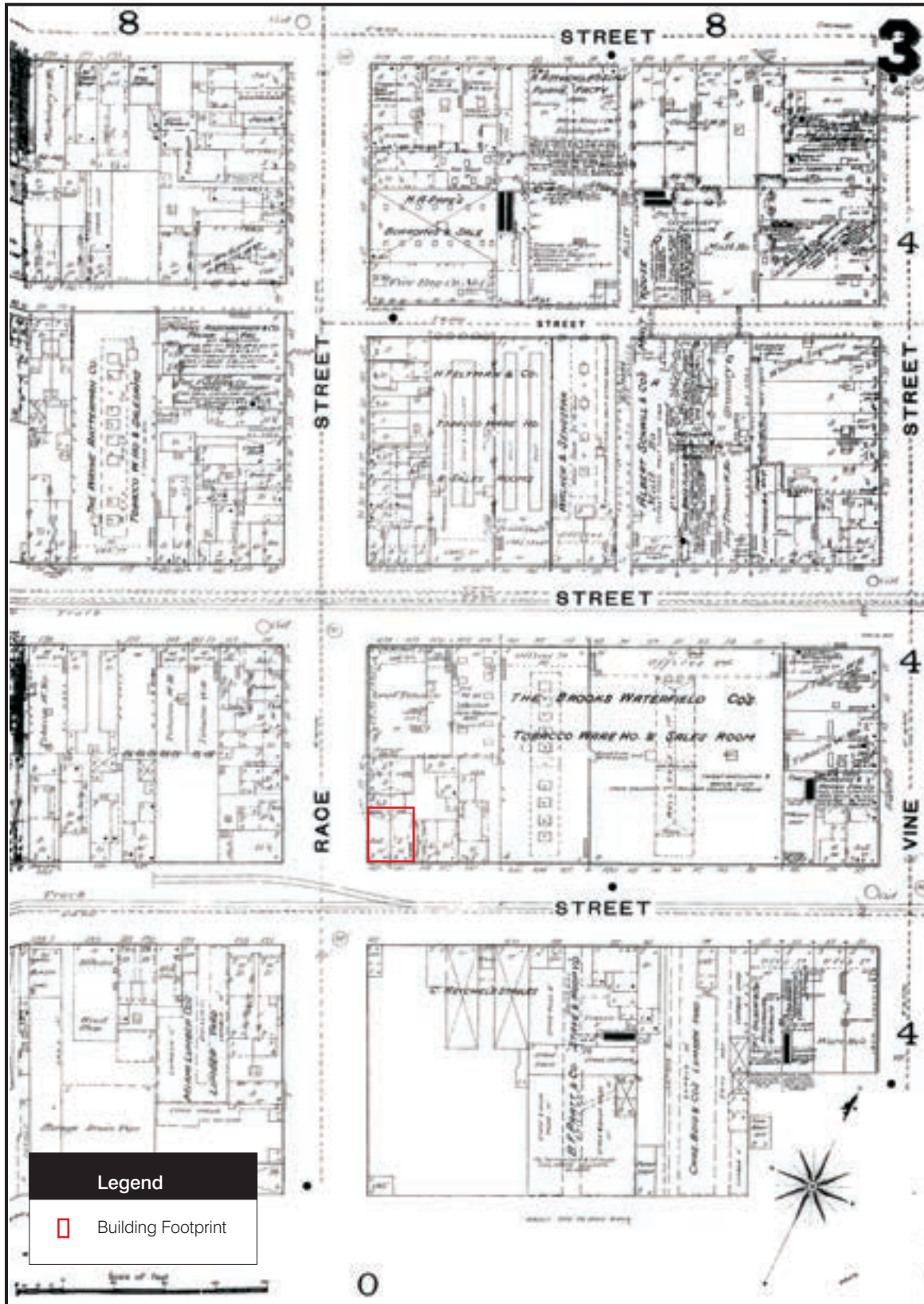
The riverfront area housed mostly industrial concerns and commercial/residential mixed-use buildings. Numerous warehouses were located in this area due to the close proximity to the Ohio River, which was the main form of transportation during the early nineteenth century. Being located near the banks of the river allowed goods to be more easily moved from steamboats to warehouses and factories and vice versa. In the mid-nineteenth century railroads came to replace river transportation as railroads were less dependent on favorable weather, were able to reach areas further inland, and were able to move goods faster. The “Cincinnati Panorama of 1848” exhibit at the Public Library of Cincinnati and Hamilton County provides a detailed view of the riverfront area at this date. The exhibit is available for exploration at the Library and at this web address: <http://1848.cincinnati.library.org>.

The project area consists of the former northeastern corner of the Water and Race Street intersection and in particular 116 and 118 Water Streets. As originally laid out by Ludlow in 1788, this location occupies the southeast portion of Inlot 412. Inlots, 409, 410, and 411, together with Inlot 412, comprised the city block formerly bounded on the west by Race Street, on the north by Front Street, on the east by Vine Street, and on the south by Water Street. Each inlot measured approximately 100 feet in width, extending from Water Street to Front Street.

Some of the earliest development within Cincinnati occurred along Water Street. In 1805, Cincinnati consisted of 172 buildings. Four of the buildings were made of stone, two of which were located on Water Street (Greve 1904:415). Water Street also was notable for having the first jail and tavern in the city (Greve 1904: 339, 347). Although the exact corner is not specified, the first recorded residents for the intersection of Water and Race Streets, according to the 1819 city directory, were Edward Marsh and William Pettiet, a brick maker (Farnsworth 1819).

Buildings at the northeastern corner of Water and Race Streets, specifically 116 and 118 Water Streets, first appear in detail on the 1887 Sanborn Fire Insurance map (Figure 9). These were three-storied buildings with pitched roofs and footprints measuring approximately 16 by 40 feet. The ground floor consisted of commercial space, with families and individuals living in the upper stories. A covered passage ran between 116 Water Street and 114 Water Street to the east. The passageway, sometimes referred to as a grocer's alley, connected Water Street to a small courtyard within the interior of the block. Grocer's alley passages still are common features of buildings in the Over-the-Rhine area. It is likely that the buildings were constructed by the early 1850s since 116 and 118 Water Street are called out as residences and business locations within city directories by this time. Prior to the 1850s, there would have been simple, frame structures located at the intersection that likely did not have basements, or at least not full basement spaces.

A 1903 photograph shows the buildings at 116 and 118 Water Street in detail (Figures 10 and 11). The buildings exhibited sparse details, including a slightly pitched roof with exposed rafter tails on the west façade, multiple chimney stacks, two-over-two double-hung windows, and unadorned window lintels and sills. A seam in the Race Street brick wall near the corner of Water and Race Streets suggests this portion of the wall was rebuilt at some period. Two people, possibly a mother and young child, are somewhat visible in the third floor window nearest the corner of Water and Race Streets. Another child is visible sitting on the stoop next to the grocer's alley. A search of the 1902 and 1903 Cincinnati City Directories did not yield any information regarding the identity of these people (Williams 1902, 1903). The storefront entry of 118 Water Street sits at an angle so that it is visible from Water and Race Streets. The signs in the door and windows of 118 Water Street are not legible. The grocer's alley between 114 and 116 Water Street also is visible in the photograph. The Brooks Waterfield Company's tobacco warehouses and showroom also are shown in the photograph. The ornate five-story building north of 118 Water Street was part of the Brooks Waterfield Company complex. Their company offices were located on the second floor of this building (Sanborn 1887).



1887 Sanborn Fire insurance Map Showing the Buildings at 116 and 118 Water Street



1903 Photograph of the Northeast Corner of Water and Race Streets Showing the Buildings at 116 and 118 Water Street. Photograph from the Rombach & Groene Collection and used with permission from the Cincinnati Historical Society.



1903 Photograph Detail of the Northeast Corner of Water and Race Streets Showing the Buildings at 116 and 118 Water Street. Photograph from the Rombach & Groene Collection and used with permission from the Cincinnati Historical Society.

Three other photographs of the area, also taken in 1903, provide a clearer understanding of life along the riverfront at the turn of the twentieth century (Figures 12 through 14). All show the configuration of the streets, which appear to have not been paved at this date. However, railroad tracks are visible running down the center of the streets. Cobblestone gutters are shown. These gutters along with limestone or granite curbstones would have helped to prevent street erosion by funneling storm water into storm drains. The sidewalks were paved with brick laid in a herringbone formation. Fire hydrants, wooden electricity poles, and metal light poles are located along the edges of the sidewalks.

Figure 12 is of the northwest corner of Water and Race Streets, across Race Street from 116 and 118 Water Street. This photograph shows spurs of the Pittsburgh, Cleveland, Cincinnati, & St. Louis (P.C.C. & St. L.) Railroad leading to the Union Grain & Hay and the William Glenny Glass Companies where the products could be easily loaded onto boxcars. Sacks of grain are visible through the doorway of the Union Grain & Hay Company at the corner of Water and Race Streets.

Figure 13 was taken one block west of the project location at the northwest corner of Elm and Water Streets. According to the 1891 Sanborn Fire Insurance map, the three-story building on the corner was used as commercial space on the first story and the upper stories contained living quarters (Sanborn 1891). A woman is visible in the third story window at the corner of Elm and Water Streets and a man is visible in the Elm Street doorway of the building. A search of the 1902 and 1903 Cincinnati City Directories did not yield information regarding the identities of these people (Williams 1902, 1903). The series of one-story buildings west of the corner building housed the Randall Machinery Company. Presumably, the metal parts in front of the buildings were products the company was fabricating.

Figure 14 was taken one block east of the project location at the northwest corner of Water and Vine Streets. According to the 1887 Sanborn Fire Insurance map, the building on the corner was a saloon and the signage above the entry door read "The Columbia" (Sanborn 1887). The signs on the sides of the building advertise the saloon was offering "D. Boggiano Liquors of All Kinds." The 1902 Cincinnati City Directory lists Dominick Boggiano as owning a saloon on this northwest corner of Water and Vine Streets (Williams 1902). The sign on the small frame building behind the saloon reads "Ladies Sitting Room," which was the place where women were able to get a drink from the saloon. Posters on either side of the saloon are advertising cigars, furniture, and upcoming theatrical performances. Two of these posters are advertising the upcoming performance of Mrs. Fiske in *Mary of Magdala*. Mrs. Minnie Maddern Fiske was a well-known actress, director, and theatrical manager of the period (Turney 2011). The six-story building was the Brooks Waterfield Company's tobacco warehouse and sales room. The barrels being transported on the street were probably from B.F. Pratt & Company stave and hoop yard, which was located across Water Street from the tobacco warehouse.



View of the Northwest Corner of Water and Race Streets Taken in 1903.
Photograph from the Rombach & Greene Collection and used with permission
from the Cincinnati Historical Society.



View of the Northwest Corner of Water and Elm Streets Taken in 1903.
Photograph from the Rombach & Groene Collection and used with permission
from the Cincinnati Historical Society.



View of the Northwest Corner of Water and Vine Streets Taken in 1903.
Photograph from the Rombach & Groene Collection and used with permission
from the Cincinnati Historical Society.

Shortly after these photographs were taken, 116 and 118 Water Street were demolished as part of the expansion of the Louisville and Nashville Railroad. Nicknamed “The Old Reliable”, the Louisville & Nashville Railroad connected Cincinnati with New Orleans via Louisville, Nashville, Birmingham, and Mobile as well as with Atlanta, St. Louis, Memphis, and hundreds of cities and towns in between. At its zenith, the Louisville & Nashville rail system had over 6000 miles of track serving 13 states. A railroad depot, depicted on the 1904 Sanborn Fire Insurance map (see Figure 3), was built on top of the former intersection of Water and Race Streets. The depot, which opened for service in 1906, existed into the 1960s, when it was removed for stadium construction and parking lots (Condit 1977:145).

The railroad’s purchase of numerous parcels in the area makes it difficult to determine ownership of 116 and 118 Water Street in the 1800s. Research consisted of a search of Cincinnati City Directory listings from 1819 to 1904; however, the addresses 116 and 118 Water Street are found only up to 1895. Names of those residing at 116 and 118 Water Street also were cross-checked with Deed Indexes from the corresponding periods. No names from the City Directories were found in the Deed Indexes and it is likely that the properties were not owner-occupied, but served as rental units. Overall, the majority of the residents listed in the City Directories worked as laborers, or in other working-class professions, and were likely a transient population. The following city directory information provides a glimpse into the households of those who lived and worked at the intersection of Water and Race Streets; Table 2, at the end of the discussion provides a summary of the data.

In 1829, James G. Harrison and Richard Turney, a cooper, lived at the corner of Water and Race Streets (Robinson and Fairbank 1829). The following year, Dr. William Price founded the Cincinnati Brewery, also located at the corner (which corner is not specified). By 1834, the brewery was producing about 50 barrels of beer per week. Although the brewery employed up to ten workers, it was out of business by 1842 (Wimberg 1997). In 1846, individuals living at the northwest corner of Water and Race included John Atkinson (a bootmaker), John Tassel (a shoemaker), John Wilson (a wheelwright), while John Sullivan ran a beer shop at this location. A lumber merchant (Benjamin B. Vandergrift) also lived at the southwest corner and Daniel Hallam, a wheelwright, lived at the southeast corner (Robinson and Jones 1846).

Between 1849 and 1850, several people are listed as residing at the southwest corner of Water and Race Streets. These include: S.S. Ashcraft, a founder; Henry M’Donald, a teamster; and B.B. Vandergrift (Williams 1849–1850). However, none of these names are listed in the 1850–1851 directory; there is only one reference to this corner, that being John S.S. Littleford, who operated a bakery there (Williams 1850–1851). John Henry Wesling owned a grocery located on the northwest corner and there was horseshoeing company, Bellew and Byarl, on the southeast corner of Water and Race Streets (Williams 1849–1850). A blacksmith, Michael Byar, also is listed for the southeast corner in the Williams’ 1850–1851 directory.

In 1853, the John D’Homergue & Co., a French distiller, was located at the southwest corner of Water and Race Streets. An advertisement for the distillery was found in the 1850

for the buildings, but a saloon, run by John Caden, was open across the street on the northwest corner of Water and Race (Williams 1873).

In the early 1880s, Ann Maloy ran a grocery store in 116 Water Street. J.C. Canaday had a saloon in 118 Water Street, which was later operated by Samuel Goldsborough (Williams 1883). P. Hoban sold cooper's stuff from the southeast corner building. Residents of 116 Water in 1883 include Michael Foy, Dennis McAvoy, Martin McAvoy (plumber), Frank Tembone (fireman), and Katie Walsh (ironer). The people living at 118 Water Street included: a molder named George Beckman; A. Galinari, who ran a fruit stand at the southwest corner of 3rd and Plum Streets; Daniel Galinari, a clerk working at 183 Vine Street; and John Stanley, a laborer (Williams 1883). The saloon across the street on the northwest was owned by Mary Trainer by this time. By 1887, the saloon in 118 Water Street was run by Edward Kinney through at least 1895 (Williams 1887, 1895). Table 2 provides a summary of the City Directory Information.

Table 2. Summary of City Directory Listings for the Intersection of Water and Race Streets, 1819-1895		
Year	Name/Occupation or Type of Business	Address
1819	Edward Marsh	Corner
	William Pettiet, brickmaker	
1829	James G. Harrison	Corner
	Richard Turney, cooper	
1846	John Atkinson, bootmaker	Northwest Corner
	John Sullivan, beer shop owner	
	John Tassel, shoemaker	
	John Wilson, wheelwright	
	Benjamin B. Vandergrift, lumber merchant	Southwest Corner
1849-1850	Daniel Hallam, wheelwright	Southeast Corner
	S.S. Ashcraft, founder	Southwest Corner
	Henry M'Donald, teamster	
	B.B. Vandergrift	
	Bellew and Byarl, horse shoers	Southeast Corner
John Henry Wesling, grocery	Northwest Corner	
1850-1851	Michael Byar, blacksmith	Southeast Corner
	S.S. Littleford, bakery	Southwest Corner
1853	William Dickson	116 Water Street
	Joseph Henderson	118 Water Street
	John D'Homergue & Co., French distillers	Southwest Corner
1855	M.E. Mochring	116 Water Street
	Abraham Palmonter	118 Water Street
	John Bishop, trader	118 Water Street
	Myers & French, grocery	Corner
1862	George Hinken	118 Water Street
	John Hinken	118 Water Street
	Patrick O'Brien, laborer	118 Water Street
	J&G Hinken, grocery	Northeast Corner
	Patrick Gorian	Northwest Corner
	Michael Boden, blacksmith	Southeast Corner
	Jerome Tennian, blacksmith	
	Thomas Whalen, blacksmith	
Robert Sling, barber	Corner	
1873	John S. Botts, teamster	116 Water Street
	Mary Botts	
	John Leonard, grocer	

Table 2. Summary of City Directory Listings for the Intersection of Water and Race Streets, 1819-1895		
Year	Name/Occupation or Type of Business	Address
	Dennis McVay	Northeast Corner
	Patrick Nilan, laborer	
	Henry Tilford, laborer	
	Rhoda Johnson, servant	
	Frank Crist, musician	
	Joseph Froneger, tobacconist	
	Mary Froneger, widow	
	Franklin Hanks, shoemaker	
	Joseph Roach, porter	
	Morris Simon, tailor	
	Sarah E. Thomason, widow	
	John Caden, saloon	Northwest Corner
1880	John Caden, porter	Northeast Corner
	Anna Maloy, grocery	116 Water Street
	J.C. Canaday, saloon	118 Water Street
1883	P. Hoban, cooper's stuff	Southeast Corner
	Michael Foy	116 Water Street
	Dennis McAvoy	
	Martin McAvoy, plumber	
	Frank Tembone, fireman	
	Katie Walsh, ironer	
	Anna Maloy, grocery	118 Water Street
	A. Galinari, fruitman	
	Daniel Galinari, clerk	
	John Stanley, laborer	
	George Beckman, molder	
	Samual S. Goldborough, saloon	
	Mary Trainer, saloon	Northwest Corner
1887	Edward Kinney, saloon	118 Water Street
1895	Edward Kinney, saloon	118 Water Street
	Peter Kinney, laborer	
	Edward Jennings, laborer	
	Frank McCormick, teamster	
	Andrew Flaherty, laborer	116 Water Street
	May Foy, widower	
	Edward O'Hara, laborer	

4.0 EXCAVATIONS

Gray & Pape conducted excavations at Site 33HA780 from April 19 through May 11, 2010. The excavations consisted of a large block at the former northeastern corner of Water and Race Streets and in particular 116 and 118 Water Street. The archaeological work combined elements of a Phase II/III level of effort and was completed in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (36CFR800).

4.1 Methods

The northeastern corner of Water and Race Streets was excavated using a combination of hand and mechanical methods. Per the ODOT Scope of Work, the excavation block initially measured 45 by 45 feet, with a stepped-up perimeter extending out to 75 feet in order to comply with OSHA regulations. The excavation block later was expanded to the north and northeast to further explore the courtyard area, eventually encompassing a total area of 3520 square feet (see Figure 3). The initial fill layers directly underneath the asphalt parking surface were removed using a large trackhoe. Once the uppermost layers had been removed, the excavation then proceeded using a mini excavator with rubber tracks (Plate 1).



Plate 1. Excavation block showing large trackhoe and mini excavator, facing north.

Subsurface architectural features, which included the tops of stone walls, were delineated using flat shovels and trowels (Plate 2). Once fully delineated and clearly visible, the surrounding fill was removed using the mini excavator. Excavation layers identified as fill were not screened for artifacts, although diagnostic artifacts were collected from the layers when present. Other contexts, including brick floors, coal chutes, and a sump (Feature 1), were examined by hand, principally using sharp trowels.



Plate 2. The excavation block showing the shovel skimming of cultural features, facing east.

Feature 1 was bisected to identify external shape and internal structure, and to recover contents at the micro and macro levels. The feature first was divided in half, with one half of the fill excavated to the base of the feature following the contour of its shape and by distinct fill layers. All fill removed from Feature 1 was screened for artifacts using 0.25-inch gauge hardware cloth. With the exception of brick, all artifacts were collected from the feature. The bisected feature profile was described, photographed, and drawn in detail. The remaining half of the feature then was excavated in the same manner.

Gray & Pape contracted Berding Surveying of Milford, Ohio, to conduct laser mapping of the entire excavation block at 0.5-inch accuracy. The resulting laser-collected data provided the precise dimensions and depths below ground surface of the structure. Figures 16 and 17 provide images of the mapping; for reference, the elevation of the site datum was 489.05 feet above mean sea level (a.m.s.l.).



Plan View of 116 and 118 Water Street Foundations
Showing General Elevation Data

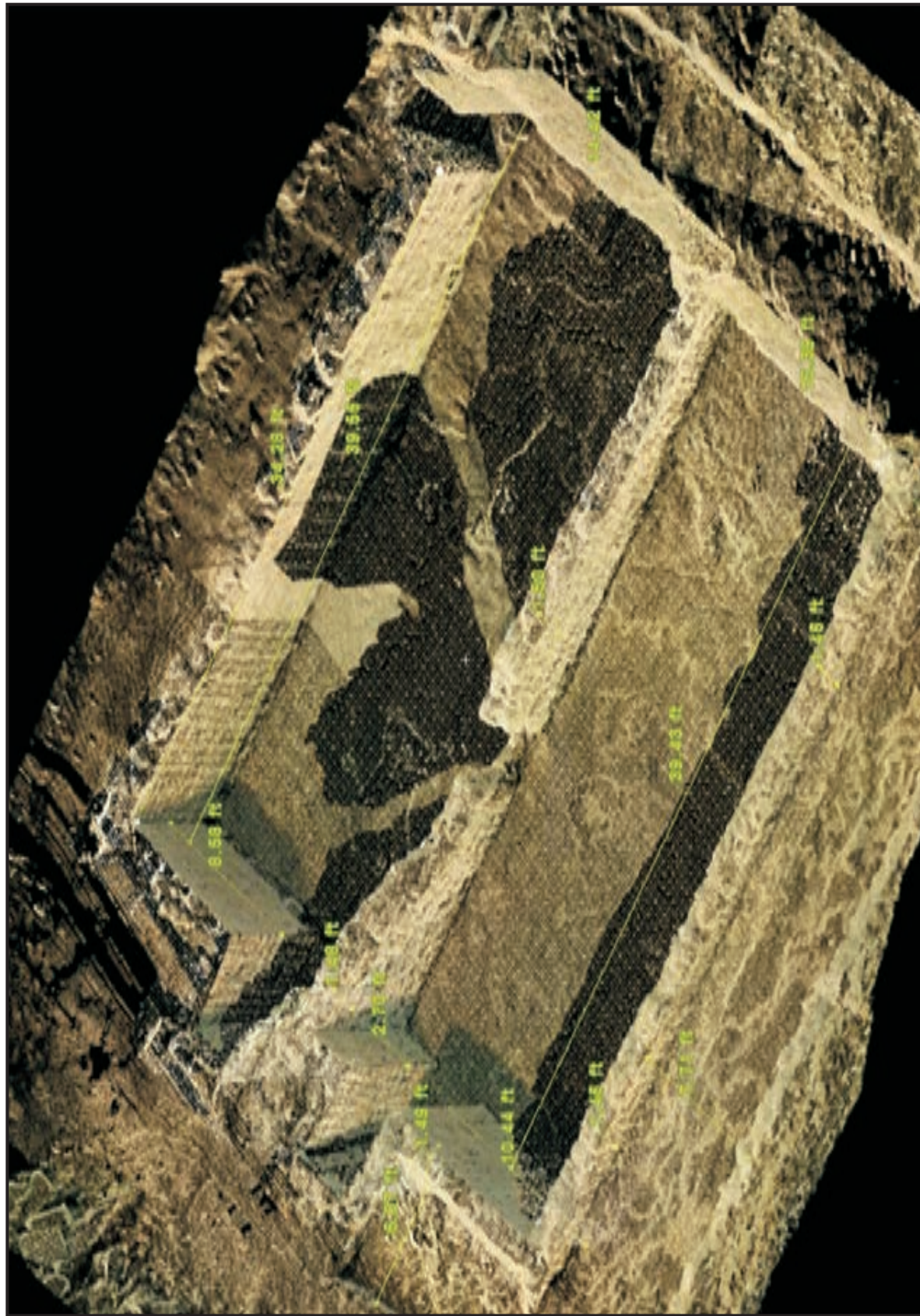


Image of the Excavation Block Showing the Foundation Remains of 118 and 116 Water Street,
Facing Southwest

4.2 Excavation Results

The fill layers extended to a depth of 2.5 to three feet below the current asphalt parking lot before the foundation walls belonging to 118 and 116 Water Street were encountered (see Plate 2). This is only slightly deeper than the initial fill layers encountered by BHE at Water and Vine Streets near the John A. Roebling Suspension Bridge, which ranged from 1.7 to 2.5 feet below surface (Bergman et al. 2002).

The fill overlying and surrounding the foundation remains consisted of structural debris—mostly brick—and was notable for the near absence of wood and roof remnants. Coal ash also was noted. Excavations conducted within urban settings typically produce high quantities of artifacts; however the fill removed at this location was relatively “clean” in this respect. Considering the large size of the excavation block, only a very small quantity of glass, ceramic, metal, and faunal artifacts was recovered. This quantity (n=605) suggests that the contents of 118 and 116 Water Street were mostly gutted prior to demolition. Section 5.0 provides the results of the artifact analysis.

The remains uncovered at 116 and 118 Water Street consisted of cut limestone foundation walls measuring 1.4 to 1.5 feet thick, and brick basement floors (see Figures 16 and 17) (Plate 3). Both buildings measured 39 feet long, but 116 Water Street was slightly wider (16.3 feet versus 14.4 feet, respectively). This difference stems from where the dividing wall was constructed within what is essentially a single building foundation. The foundations match what is shown on the 1887 Sanborn Fire Insurance Map (see Figure 9).

The brick basement floors were located at an average depth of 9.5 feet below surface. The brick was mostly intact throughout each basement with the exception of the northern end of 118 Water Street. At this location, the brick had been torn up and used to half-fill a sump (Feature 1). This feature is discussed in further detail below.

Two coal chutes were found at the south end of the basements, facing Water Street (see Plate 3). The coal chute for 116 Water Street was 3.2 feet wide and extended 4.5 feet southward from the basement while the chute for 118 Water Street was wider (4.3 feet) and extended 4.8 feet southward.

A smaller opening also was uncovered in the northwestern corner of 118 Water Street. This opening measured 2.9 feet wide. The outermost wall of the opening sloped more than the two coal chutes, extending 1.7 feet outward from the basement interior at its bottom and 3.43 feet outward from the remaining top portion (Plates 4 and 5). This opening probably was used to access the street level from the basement, but whether it was used for people or for moving goods up and down—or both—is not clear. Examination of the walls did not reveal that there had ever been wooden planks across the opening used as steps; however, it is possible that a ladder simply was leaned against the opening to provide easy access in and out of the building.



Plate 3. Excavation block, facing southeast.



Plate 4. Northwest corner of 118 Water Street foundation remains, facing west.



Plate 5. Top view of the opening uncovered in the northwest corner of 118 Water Street, facing down.

The interiors of 116 and 118 Water Street were fully excavated to their brick floors. An opening was found in the dividing wall from 116 to 118 Water Street. The irregular or jagged nature of this passage indicates that it was created after construction of the two buildings and was not part of their original design (Plate 6). This type of structural change is not something that would typically be found in archival records.



Plate 6. Opening between 116 and 118 Water Street, facing east-southeast.

To explore whether earlier cultural deposits lie beneath the basement floors, six trenches were excavated by backhoe (Plate 7). The trenches were two feet wide and five feet in length. The underlying soil consisted of 12 to 15 inches of yellowish brown clay followed by yellowish brown sand (Plate 8). No cultural remains were encountered. Again, this is consistent with the natural subsoil encountered by BHE during their 2001 excavations near the John A. Roebling Suspension Bridge (Bergman et al. 2002).



Plate 7. Exploratory trenches excavated beneath the basements of 116 and 118 Water Street, facing north.



Plate 8. Sample profile from an exploratory trench excavated beneath the brick basement floor in 118 Water Street, facing east.

The passage along the east side of 116 Water Street also was excavated to culturally sterile clay subsoil. No evidence was found to suggest that this passageway had been paved with brick and/or stone (Plate 9). Unfortunately, due to the camera angle, the 1903 photograph does not provide a clear view of its interior details (see Figure 10).



Plate 9. Remains of the passageway between 116 and 114 Water Street, facing north.

Additional remains examined include the original Water Street curb, remnants of the Race Street sidewalk, and the foundations of 114 Water Street and 10–12 Race Street. All of these remains were identified within the outermost, stepped up portion of the excavation block. In order to comply with OSHA guidelines, these remains could not be fully excavated. The Water Street curb was uncovered 13 feet from the fronts of 116 and 118 Water Street within the southern wall of the excavation block's stepped up portion (Plates 10 and 11). The curb consisted of somewhat irregularly cut limestone blocks. As shown in the 1903 photographs of the neighborhood, these curbstones originally bounded cobblestone gutters designed to funnel storm water into storm drains (see Figures 12 through 14).



Plate 10. Remains of the Water Street curb, facing south-southwest.



Plate 11. Close-up of the Water Street curb remnants, facing south.

The remains of the Race Street sidewalk were found within the western wall of the excavation block's stepped up portion (Plates 12 and 13). The sidewalk consisted of a single course of unmarked bricks arranged in a herringbone pattern. The bricks were underlain by a layer of dark yellowish brown sand. These sidewalks are visible in the 1903 photographs of the neighborhood (see Figures 12 through 14).



Plate 12. Remains of the Race Street sidewalk within the western wall of the excavation block, facing west.



Plate 13. Close-up of the Race Street sidewalk remnants, facing west.

The foundation remnants of 114 Water Street (see Plate 9) and 10–12 Race Street (Plate 14) were uncovered during the course of the excavations. As with 116 and 118 Water Street, the remains consisted of cut limestone walls and matched the configuration depicted on the historical Sanborn Fire Insurance maps (see Figures 3 and 9).



Plate 14. The remains of 10–12 Race Street, facing west.

4.2.1 Feature 1

Other than the building foundations, curb, and sidewalk remains, only one additional cultural feature (Feature 1) was identified during the course of the excavations at Site 33HA780. Feature 1 was located in the north end of 118 Water Street. The bricks in this portion of the basement had been removed prior to the early twentieth century demolition of the building. This observation was based on the fact that small limestone blocks had been placed in the floor to line the edge where the brick floor still was intact (Plate 15).



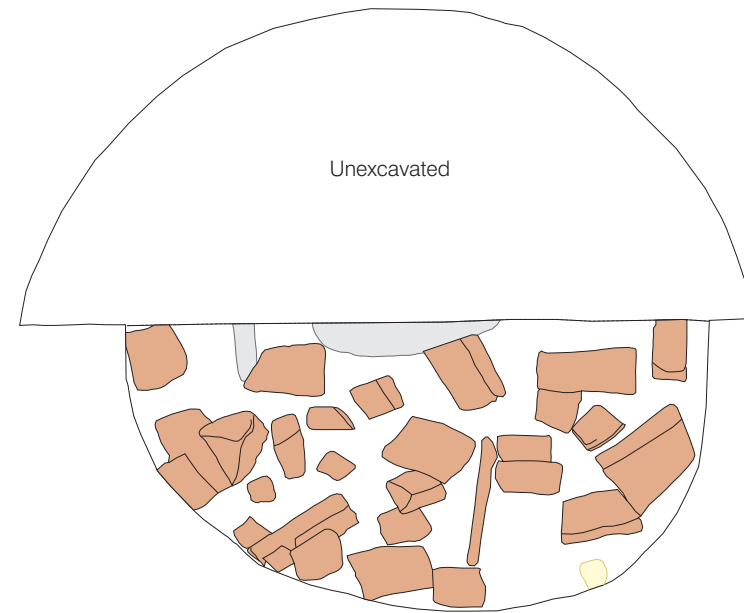
Plate 15. North end of 118 Water Street with Feature 1 in center, facing south.

Feature 1 was basin-shaped with straight walls measuring 43.3 inches across, 44.0 inches deep, and extending into natural sandy subsoil (Figure 18). It was excavated by hand in three levels, corresponding to different fill layers. All feature fill was screened using 0.25-inch gauge hardware cloth. A significant portion of the feature fill consisted of jumbled bricks, possibly some of the missing bricks from the basement floor. Level 1 reached the top of a layer of jumbled bricks (0 to 7.8 inches) and consisted of a dark grayish brown, ashy fill mixed with yellowish brown clayey sand. Level 2 (7.8 to 19.6 inches) consisted mostly of jumbled bricks. Level 3 (19.6 to 31.4 inches) extended beneath the jumbled brick level to the bottom of the feature. This level consisted of heavy coal concentrations and a layer of yellowish brown sand. A wooden plank also was encountered lying horizontally across the bottom of the feature.



Close-up of partially excavated Feature 1, facing south and down.

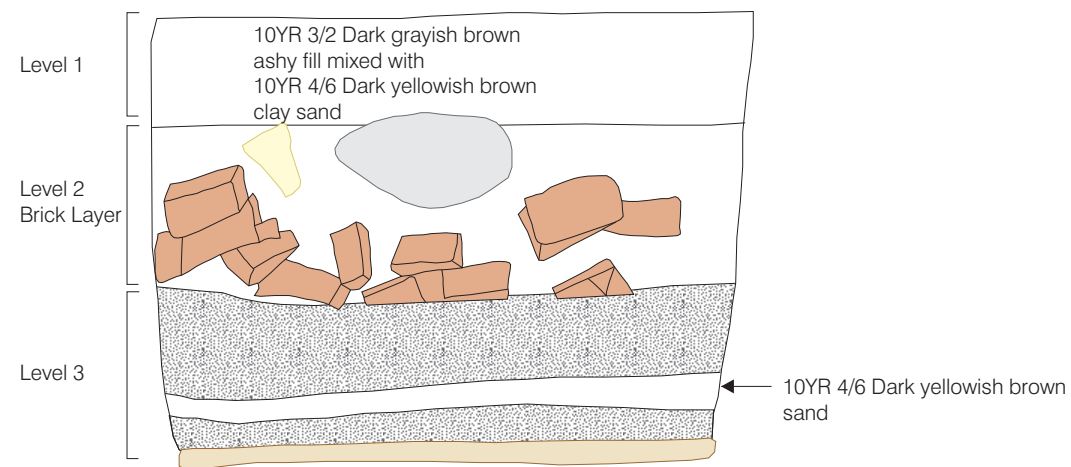
**Feature 1
Plan View at Top of Bricks**



Partially excavated view of Feature 1, facing south.



**Feature 1
South Wall Profile**



Plan view of Feature 1 prior to excavation.



South profile of Feature 1. Note wooden plank at bottom of feature.

Plan View and South Profile of Feature 1

There was no evidence that Feature 1 had ever been lined with brick, stone, metal, or wood. The sandy soil at the bottom of the feature also would have allowed excess water to drain out. As such, it was not considered as something used to collect or hold water, such as a cistern or well. It was classified as a sump and presumably used to aid in the drainage of 118 Water Street during the frequent flooding of the late 1800s. As previously noted, the largest floods of the nineteenth century occurred in 1883 and 1884 (Silberstein 1982). Although we cannot know for sure, either of these events may have been significant enough in the lives of those residing and working at 118 Water Street to trigger the construction of the sump.

The fill layers excavated in Feature 1 were different than the general fill removed from the remainder of the basement. The ashy material present within Level 1, in particular, was finer than the coal ash that characterized the general basement fill. Based on this difference, it appears very likely that Feature 1 was filled in at some point prior to the demolition of the buildings.

5.0 ARTIFACT ANALYSIS AND DISCUSSION

Artifacts can provide information about human behavior in a variety of ways. Discussing artifacts in terms of function can provide information about the types of activities that people performed. The artifacts recovered from particular contexts can provide information about the integrity of the deposits that constitute that context. Certain artifacts, such as ceramics, can give an indication about socio-economic status. Artifacts that are known to have been manufactured at a particular point in time and space can provide information about human interactions in terms of local, regional, national, and international markets. Artifacts for which a point of manufacture can be identified include ceramics, glass vessels, and any other artifact bearing a maker's mark or other indication of manufacturer. When considering such data, one must take into account what it was that a person was purchasing and how it came into their possession. In the case of ceramics, the ceramic vessel itself is generally the item being purchased. While ceramics were most likely purchased from a local retailer or from a catalog supply house, the point of manufacture is an indication of regional, national, or international trade networks. With the exception of glass tableware, glass vessels, such as bottles, serve to contain the item being purchased and, therefore, it is necessary to classify bottles according to their contents. In these cases, a label indicating the manufacturer of the contents of the bottle (a brewery, for example) is relevant, while the manufacturer of the bottle itself is not.



Plate 16. Circa 1970 7-Up bottle recovered during the excavations.

A total of 605 glass, ceramic, metal, and faunal artifacts were recovered during these investigations. Nearly all of the artifacts date circa 1850 to 1900. This is somewhat later than the assemblage recovered during BHE's Phase I and II-III excavations, which mostly dates to before 1860 (Bergman et al. 2002). In addition, several items from the mid-late twentieth century also were discovered, mixed in with the fill. These include a 12-ounce 7-Up bottle, circa 1970, and two railroad spikes (remnants from the railroad tracks once at this location) (Plate 16).

In this section, we will discuss the methods used for the cataloging and analysis of the collected artifacts, the artifacts themselves, and the information that can be gleaned from them. A full artifact inventory is provided in Appendix A.

5.1 Methods

Gray & Pape analyzes historical artifacts according to parallel classificatory schemes: a *descriptive classification* and a *functional classification*, as well as assessing the function of the artifacts when possible. Although varying levels of information are required for the descriptive classification of different artifacts, this information is arranged in tabular form, permitting the presentation of data for all artifact types in a single table. Because it is set up in this system as a parallel analysis, the functional classification can be changed independently of the descriptive classification, should changes in information concerning the context of the artifacts change the interpretation of their function.

Descriptive classification requires one to make increasingly restrictive decisions concerning the attributes of a particular artifact, or lot of artifacts. Varying types and levels of information are required for different artifacts. The attributes and their organization are biased towards the most commonly recovered artifacts, particularly ceramics and glass. It is important to bear in mind that this is a generalized system and is not intended to provide information necessary for detailed analysis of particular artifact types. A detailed analysis of buckle types, for instance, is not provided for.

The first attribute for the descriptive classification is *material*. In order to keep like attributes together in subsequent levels of the analysis and to limit the levels within the database, material must be broken down beyond simply ceramic versus glass. The following material categories are used: bone, ivory, shell, and horn; botanical; ceramic, vessel; ceramic, brick; ceramic, other; glass, flat; glass, vessel; glass, tableware; glass, other; faunal; metal; mineral; synthetics; textiles; wood; and other.

The second level of descriptive classification is *form* (e.g. aglet, carafe, chamberpot, pipkin). The forms that are included in the classification are based on descriptions provided by various sources, most prominently including: Aultman et al. (2003), Gurcke (1987), Jones and Sullivan (1989), Lindsey (2006), Magid (1984), Nelson (1968), Noël-Hume (1970), and Rock (1987). Whenever possible, these were based on forms established in the expert literature cited above.

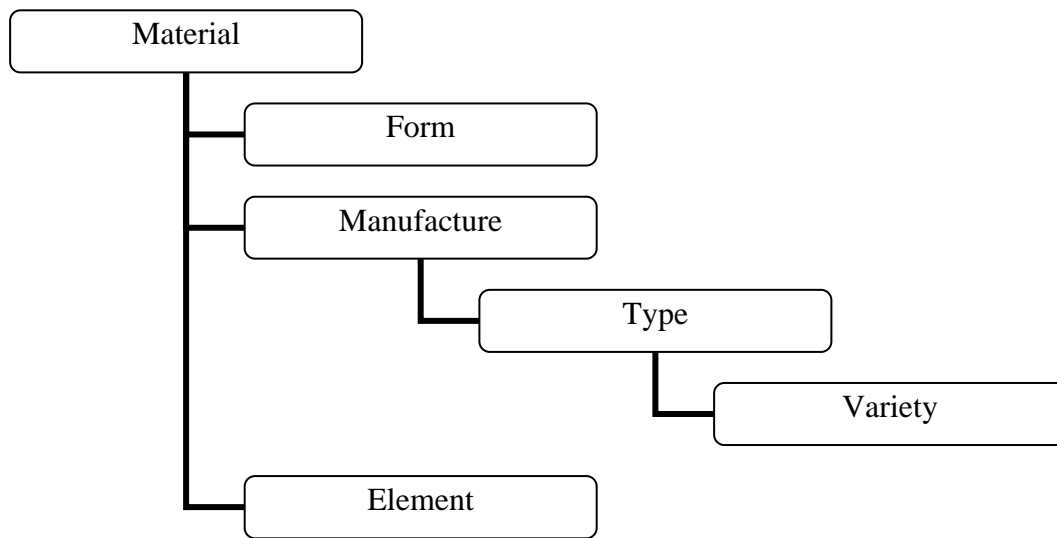
For some artifact types, such as an aglet or a battery rod, this may be the limit of the descriptive classification, in which case the artifacts would be listed as: Metal, aglet; and Mineral, battery rod. In other cases, such as with ceramics, additional data is necessary. The subsequent categories are manufacture, type, and variety. It must be stated here that the use of the terms *type* and *variety* are for convenience only, and their use should not be construed as meaning that this classification is a type-variety classification as described by Gifford (1960), although it could be interpreted as such.

The term *manufacture* has a slightly different meaning depending upon the material type being analyzed. In ceramic vessels, manufacture refers to paste (coarse earthenware, refined earthenware, stoneware), whereas in glass it refers to true manufacture (free-blown versus mold-blown). For cans, the term manufacture refers to the shape of the can (rectangular, cone

top, cylindrical). Terms used under the heading manufacture are based on established references, including Association of Historical Archaeologists of the Pacific Northwest (1998), Aultman et al. (2003), Gurcke (1987), Jones and Sullivan (1986), Magid (1984), Nelson (1968), Rock (1987), and Stelle (2001).

The terms *type* and *variety* are likewise used to refer to various attributes of different material types that are linked only by their placement at this level of analysis in this particular system. For ceramics, type refers to ware type (whiteware, pearlware, redware), for glass and for cans it refers to closure. Variety is the least-used term. For ceramics, variety refers to decoration and surface treatment. The term also is used for buttons, in which case it refers to the method of attachment. The final descriptive term applied in the classification is *element*, which refers to the portion of a whole artifact represented by a broken artifact.

As the above discussion indicates, there is a hierarchical relationship among these categories; that is to say that certain of these categories are subgroups of other categories. These hierarchical relationships vary depending upon the artifact type in question; however, the general relationships can be expressed as follows.



Included within the description classification are various artifact attributes that are chronological indicators. For ceramic vessels, type and variety are chronologically sensitive. For vessel glass, manufacture and type are chronologically sensitive. References used to date specific artifacts or artifact types are listed in the artifact inventory provided as Appendix A.

Functional classification of the artifacts was conducted following South (1977). This system was selected because it is the most widely used system of functional classification for historical artifacts and facilitates the comparison of the data presented here with that from other projects and other investigators.

5.2 Artifact Analysis

As noted, 605 glass, ceramic, metal, and faunal artifacts were recovered during these investigations. Provenience information is limited for the artifacts and can be divided into two groups: items recovered from Feature 1 and artifacts collected during the general excavation of the basements and adjacent areas. Feature 1 was classified as a sump and presumably helped drain 118 Water Street during the frequent flooding of the late 1800s. As previously noted, the feature was filled at some point prior to the demolition of the building. The basements contained fill and there was no intact context that could be used to more precisely provenience the remaining artifacts.

5.2.1 Feature 1 Artifacts

Feature 1, a sump, is the only feature encountered during these investigations. The feature was excavated in three levels, corresponding to different fill layers: (1) Level 1 (above jumbled bricks); (2) Level 2, the layer of jumbled bricks; and (3) Level 3 (below the bricks). In total, 177 artifacts were recovered from the feature, the majority of which (n=107/59%) were found at the bottom of Level 3. Level 1 contained 24 artifacts and Level 2 contained 46 artifacts. As a whole, the assemblage can only be generally dated from circa 1850 to the early 1900s, when 118 Water Street was demolished. Figure 19 shows the percentages of functional groups present within Feature 1, while Table 3 provides a summary of the artifacts recovered by functional group and level.

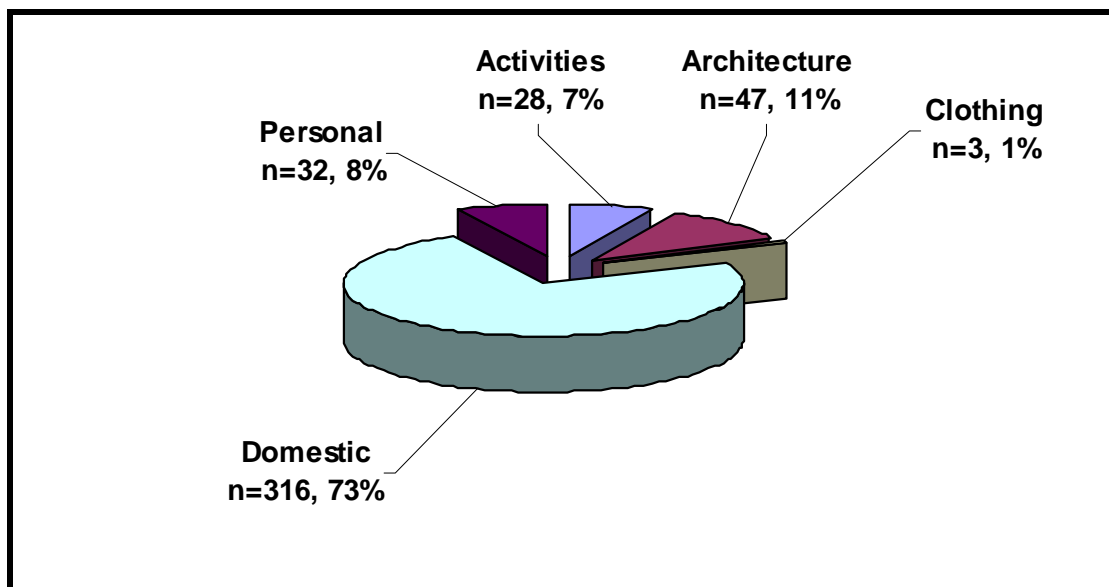


Figure 19. Number and Percentage of Functional Groups from Feature 1

Functional Group	Artifact Type	Level			Total
		1	2	3	
Activities	Ceramic, other			1	1
	Faunal remains			3	3
	Metal	3	2		5
	Mineral	3	1		4
Subtotal		6	3	4	13
Architecture	Glass, flat	3	1	16	20
	Metal	4		22	26
Subtotal		7	1	38	46
Clothing	Leather			1	1
Subtotal				1	1
Domestic	Ceramic, vessel	3	6	9	18
	Faunal remains	3	3	30	36
	Glass, other		1		1
	Glass, vessel	4	26	23	53
	Metal			1	1
	Mineral	1			1
Subtotal		11	36	63	110
Personal	Ceramic, other	1	1	1	3
	Glass, vessel		5		5
Subtotal			6	1	8
Total		24	46	107	177

The Domestic Group is most heavily represented, consisting of 62% (n=110) of the total feature assemblage (see Figure 19). This group includes such items as ceramics, glassware and other household goods used in cooking, eating, and other day-to-day activities. Items assigned to this group include a small fragment of mica (probably from an old stove front), a metal spoon handle, and a variety of pig and cow bones with butcher cut marks (Plate 17).



Plate 17. Sample of pig and cow bones with butcher cut marks.

Ceramics (n=18) in the Domestic Group consisted of whiteware, redware, porcelain, ironstone, yellowware, and stoneware fragments, most of which were undecorated. The exceptions were three pieces of slipped banded yellowware (Plate 18). The ceramic fragments represent a wide variety of types for such a small space, which indicates a gradual accumulation of debris in the feature and/or redeposition of trash from another context as opposed to rapid deposition during an activity like cleaning.



Plate 18. Slipped banded yellowware rim fragment

Glass items recovered from Feature 1 were very fragmentary. Most of the glass was classified as unidentifiable vessel pieces, which also suggests a gradual accumulation or redeposition versus a rapid deposition of items (see Table 3). A rapid deposition would probably result in a more intact assemblage of glass remains.

Smaller quantities of artifacts were assigned to the remaining functional groups (see Figure 11). Only one item was assigned to the Clothing Group: a piece of leather heel from a man's shoe encountered in Level. 3. Items in the Personal Group (n=8/4.5%) included a ceramic toy doll's foot; one ceramic marble; a small colorless glass medicine bottle; a fragment of a kaolin pipe bowl (Plate 19); and several liquor bottle fragments with no distinguishing features, labels, or maker's marks. Thirteen miscellaneous artifacts were put into the Activities Group. These consist of unidentifiable animal bones, a piece of ceramic sewer tile, unidentifiable metal fragments, and coal. Remains assigned to the Architectural Group (n=46/26%) consist of window glass and nail fragments (see Table 3). The window glass and nail fragments from the feature are in addition to the brick fragments comprising Level 2, which were not collected.



Plate 19. Kaolin pipe bowl fragment.

During excavation, it was thought that Level 3 represented an intact, pre-demolition context. However, although Level 3 contained the most artifacts, the distribution of artifacts across functional groups is fairly consistent. Level 3 also lacks any unique artifacts types that might allow for additional insight into the activities or behaviors of the buildings' occupants. While ceramic types from Level 3 include ironstone, whiteware, yellowware, and porcelain, these same types also were recovered from Levels 1 and 2. Glass artifacts are also rather fragmentary with no significant differences apparent between the various levels of the feature. One exception is the recovery of 16 faunal fragments identified as snapping turtle from Level 3. Many of the fragments could be refitted (Plate 20), which also suggested the remains represent a single turtle with a shell width of about 10 inches



Plate 20. Refitted remains of a snapping turtle.

It is unclear how the turtle ended up in the bottom of Feature 1. The turtle may have been eaten, and its remains dumped into the sump. It could have gotten into the feature on its own accord—perhaps during flooding—or, it may have been purposively put into the sump while alive by the building’s residents. Whether as a pet or incidental, it is interesting to note that, because snapping turtles have a varied diet, they are colloquially considered to make good “garbage disposals”.

The artifacts recovered from Feature 1 suggest a gradual accumulation of debris in the feature or redeposition of trash from another context. Because there are no individual strata that can be linked to individual resident families, the assemblage is of limited use for interpreting the behavior of the building’s residents. As previously noted, the fill layers within the feature were different than the general fill removed from the remainder of the basement, suggesting that Feature 1 was filled in before demolition of the building.

5.2.2 General Provenience Artifacts

In total, 426 artifacts considered to be general provenience were collected during these investigations. Figure 20 shows the number and percentage of functional groups represented by the artifacts. The majority of artifacts belong to the Domestic group, followed by the Architecture, Personal, Activities, and Clothing groups.

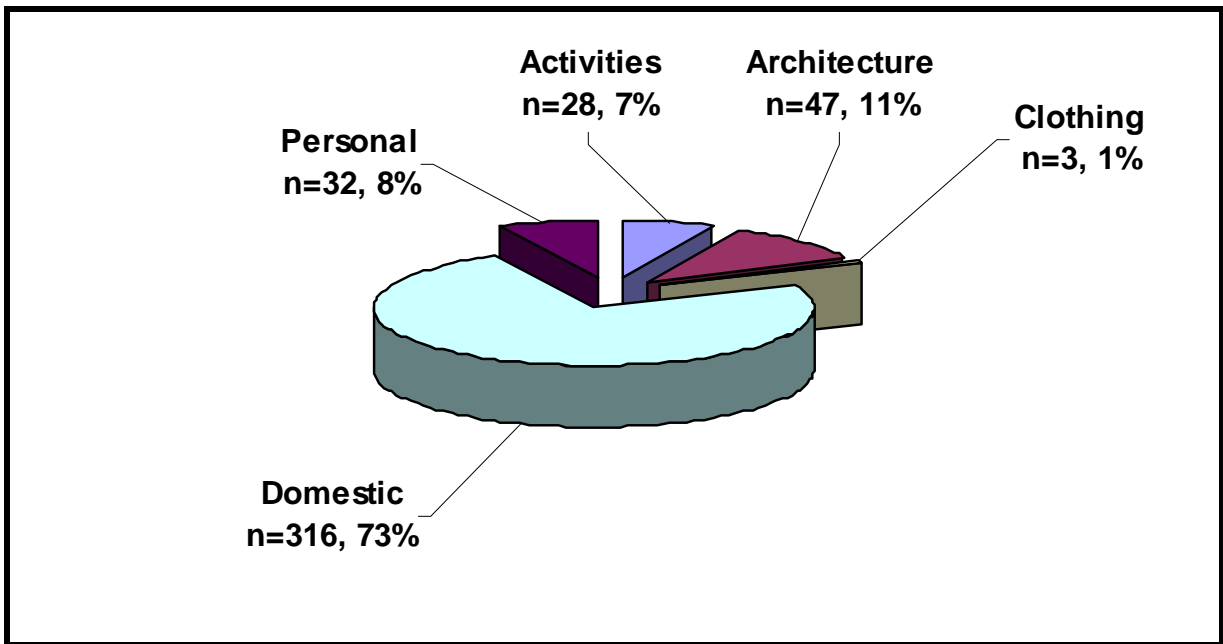


Figure 20. Number and Percentage of Functional Groups in the General Provenience Assemblage

Domestic items recovered include ceramic vessel fragments, faunal remains, glass, and metal (Figure 21). The two metal fragments consist of a cap from an unknown bottle and the bowl of a copper spoon (Plate 21). Faunal remains (n=48) recovered include pork and beef bones with butcher cut marks, six turkey bones, one oyster shell, and 10 freshwater mussel shells. The turkey bones were boiled and perhaps used in a soup. The oyster shell represents imported food debris, but the mussel shells could be the result of a flood episode rather than something used for human consumption. The flavor of river mussels has actually been likened to stagnant, pond water!

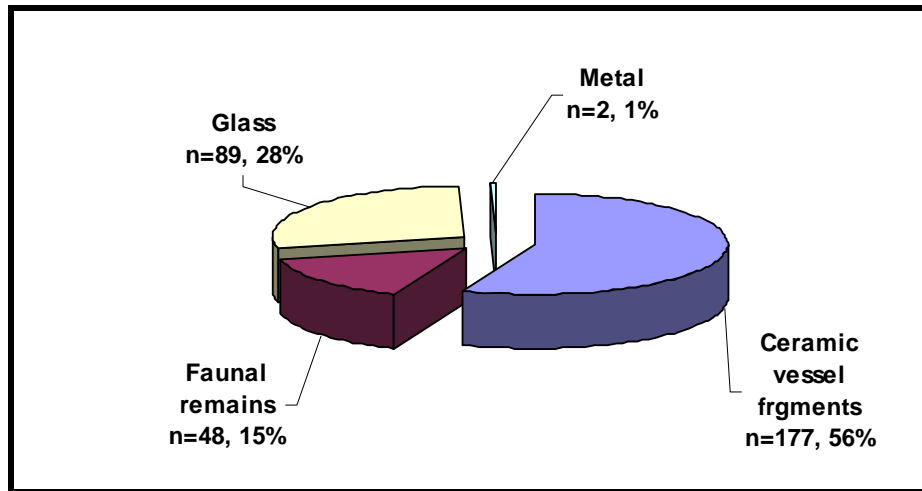


Figure 21. Number and Percentage of Domestic Items by Subgroup in the General Provenience Assemblage

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Plate 21. Copper spoon fragment.

Recovered domestic glass (n=89) mostly was classified as fragments of various bottles and jars (n=81). Specific bottle or jar types identified are typical of what one can expect to find in a residential setting, or at a grocery store. Likewise, at least some of the bottle types also are to be expected at a saloon. These include beer bottles, soda/mineral water bottles, condiment or wine bottles, canning jars, jelly/preserve jars, medicine bottles, extract bottles (contents unknown), and milk bottles (Plates 22 and 23). Additional types of domestic glass include fragments of drinking glasses, a glass lid fragment, and the bottom of a vase.



Plate 22. Sample of bottle types. From left to right: two condiment bottles; base of a soda/ mineral water bottle; medicine bottle; and milk bottle fragment (no distinguishing marks or labels).



Plate 23. Sample of beer and wine bottles. Labels from left to right: The Jung Brewing Co., Cincinnati; Unmarked bottle; Florida Wine Co., Philadelphia; and H. Niehaus & Co., Cincinnati.

The majority of the ceramics (n=177) assigned to the Domestic Group are categorized as refined earthenware and include whiteware, ironstone, yellowware, and pearlware. Other ceramic types include stoneware, porcelain, and redware (Figure 22). Plates 24 through 31 provide a sample of ceramics assigned in the Domestic Group.

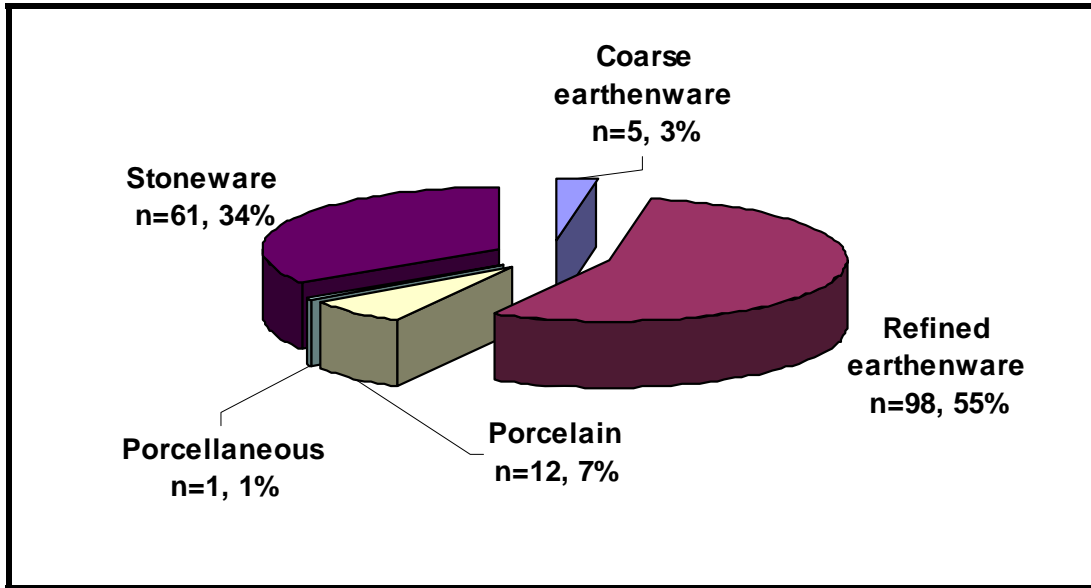


Figure 22. Number and Percentage of Ceramic Pastes in the General Provenience Assemblage

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Plate 24. Yellowware crock fragment.



Plate 25. Undecorated ironstone plate fragments.

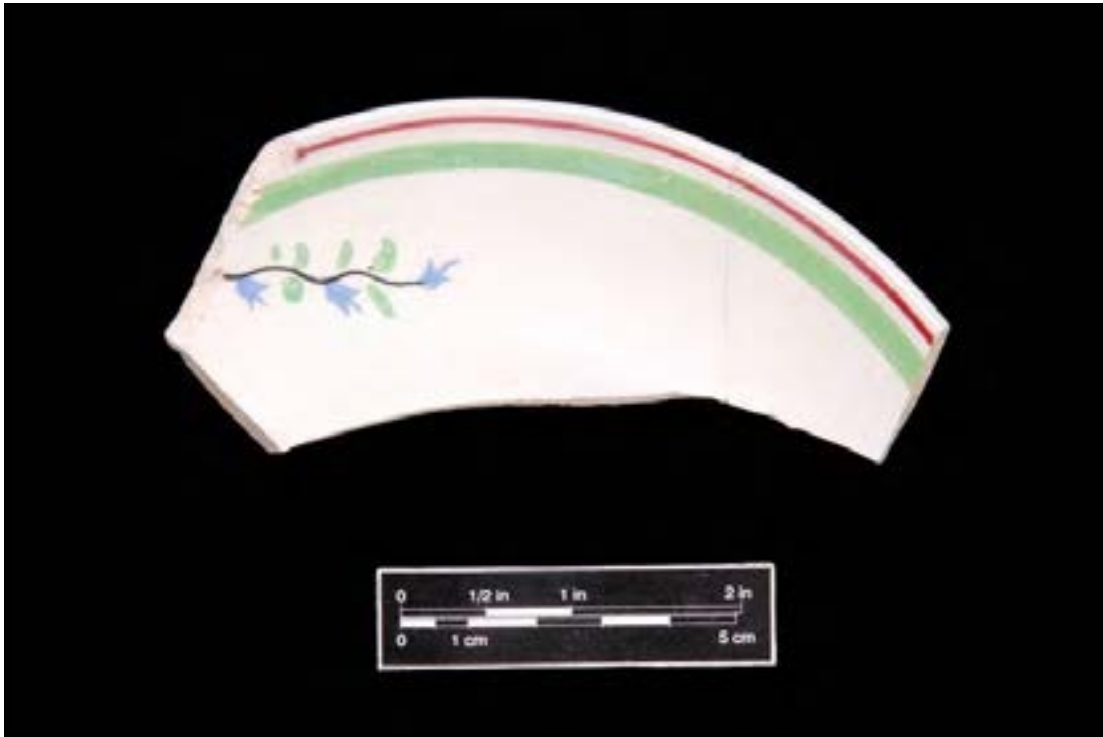


Plate 26. Hand-painted ironstone bowl fragment.

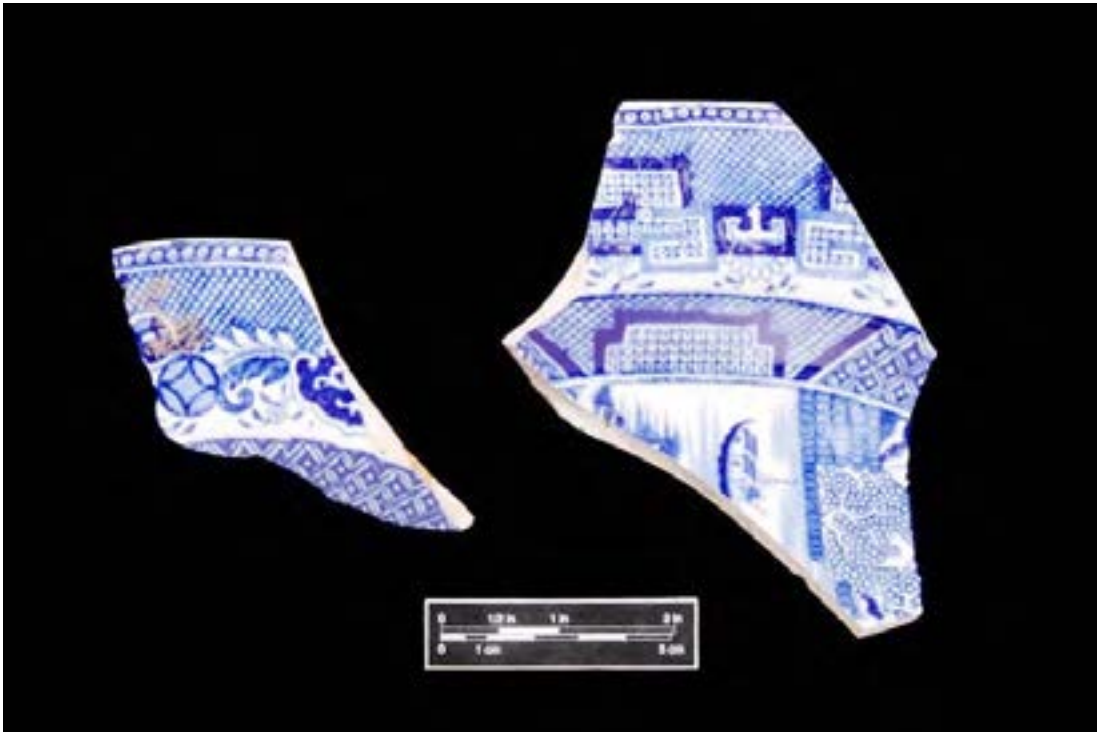


Plate 27. Blue transferprint platter fragments.



Plate 28. Undecorated ironstone cup fragments.



Plate 29. Salt-glazed stoneware fragments.

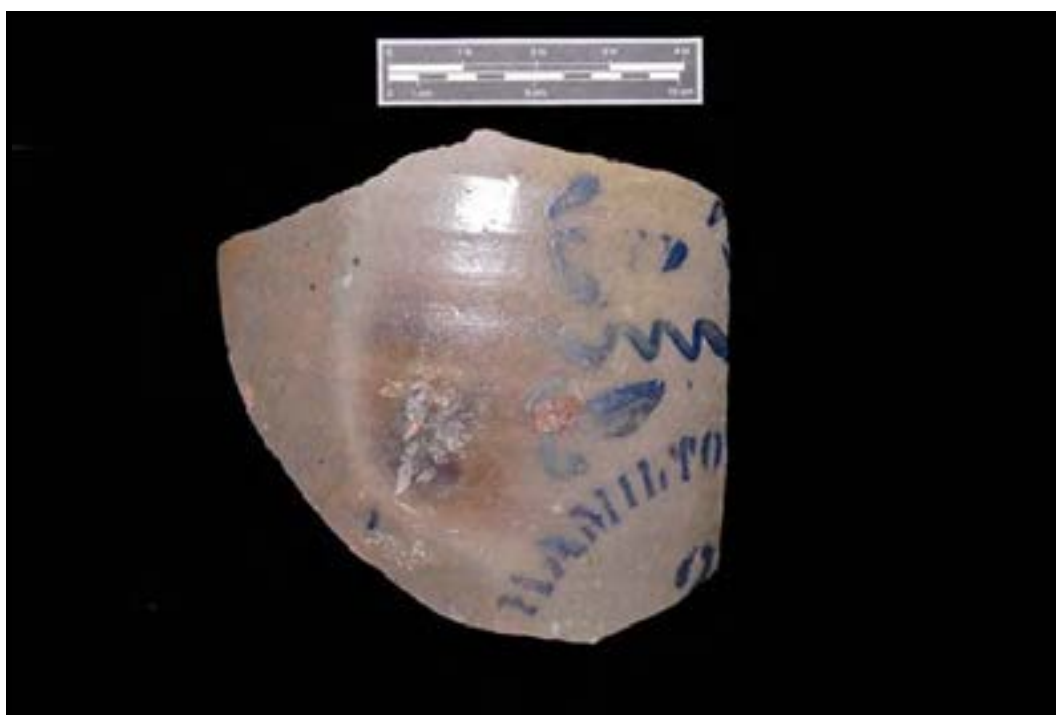


Plate 30. Salt-glazed stoneware jar fragment with cobalt decoration.



Plate 31. Brown-glazed redware jar fragments.

Table 4 lists the identifiable ceramic types and varieties collected. There are 29 different ceramic varieties, not including the seven unidentifiable ceramic fragments that may or may not represent additional types. Like the ceramics collected from Feature 1, this wide range of types does not indicate a sudden deposition of an intact collection of items. Instead, it probably reflects the scattered belongings left behind in any of the three stories of 116 and 118 Water Street prior to demolition.

Table 4. Ceramic Types and Varieties in the General Provenience Assemblage		
Ceramic Type	Ceramic Variety	Total
	Stoneware	61
	Subtotal	61
Porcelain	Decalcomania	3
	Molded	2
	Undecorated	6
	Subtotal	11
Ironstone	Hand-painted, overglaze	3
	Hand-painted, underglaze	1
	Molded	8
	Transferprint, green, underglaze	4
	Undecorated	24
	Subtotal	40
Pearlware	Hand-painted, underglaze	1
	Transferprint, blue	2
	Transferprint, flow blue	4
	Undecorated	1
	Subtotal	8
Redware	Yellow to Red	1
	Unglazed	1
	Subtotal	2
	Unidentified	7
	Subtotal	7
Whiteware	Hand-painted, overglaze	1
	Hand-painted, underglaze	1
	Molded	4
	Sponge	3
	Transferprint, underglaze, blue	1
	Transferprint, underglaze, brown	1
	Transferprint, underglaze, flow blue	1
	Transferprint, underglaze, magenta	1
	Undecorated	24
	Subtotal	37
Yellowware	Bennington/Rockingham	1
	Hand-painted, underglaze	1
	Yellow Glaze	6
	Undecorated	1
	Slip banded	2
	Subtotal	11
Total = 177		

The next most common artifact group after Domestic Items is Architecture. Forty-seven architectural artifacts were collected, most of which consisted of window glass, nails, and a sample of mortar, plaster, and lime (Figure 23).

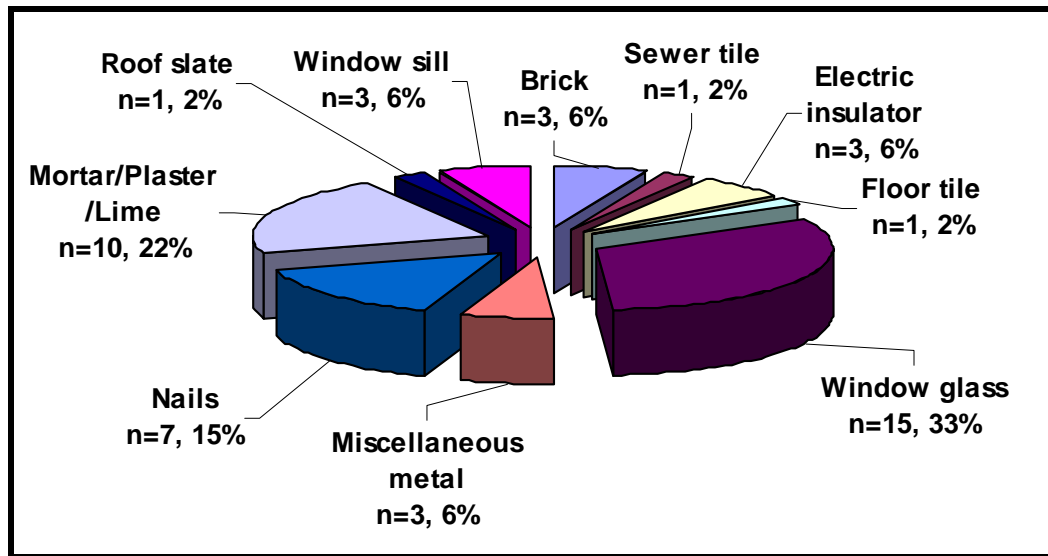


Figure 23. Number and Percentage of Architectural Items by Subgroup in the General Provenience Assemblage

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Plate 32 shows the ceramic floor tiles recovered during the excavations. The 3/4-inch ceramic tiles are attached to concrete, suggesting that they probably decorated an entryway rather than an interior floor.



Plate 32. Ceramic floor tiles attached to concrete.

As already noted, the fill overlying and surrounding the foundation remains of 116 and 118 Water Street was comprised mostly brick. This brick was either unmarked or incised with the word “Blair” and made by the J.M. Blair Company of Cincinnati, Ohio (Windsor and Kenfield 1903). The majority of marked bricks observed during the excavations had been cut out of sync with the stamp during production such as shown in Plate 33.



Plate 33. Brick incised with the word "Blair".

Activities, Clothing, and Personal Items comprise the remainder of the general provenience assemblage. A wide range of different types of artifacts were assigned to these functional groups; none of were present in large quantities (Table 5). Some of these items, such as the penny, eyeglass lens, and pocketknife, probably represent accidental losses. The penny is dated 1880 and was collected from the basement floor of 118 Water Street. Plates 34 through 38 show select artifacts from these groups.

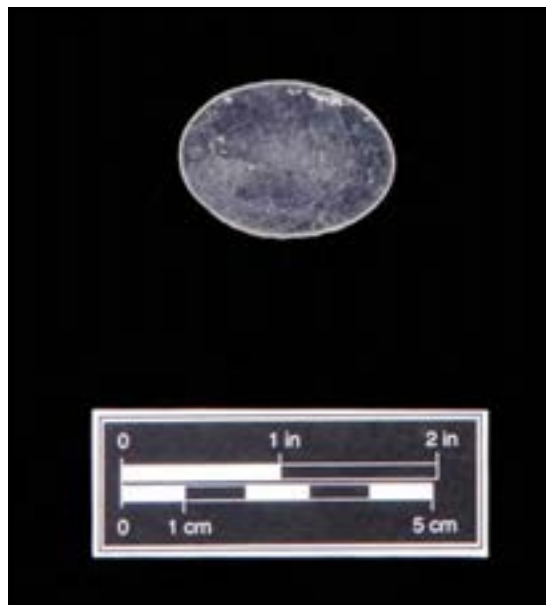


Plate 34. Eyeglass lens.



Plate 35. Metal pocket knife.



Plate 36. Porcelain doll hand.



Plate 37. Glass bottle stopper.



Plate 38. Paving brick incised with the word "McManigal" made by Garrett & McManigal & Company in Middleport, Ohio.

Table 5. Artifacts Assigned to the Activities, Clothing, and Personal Groups in the General Provenience Assemblage

Artifact Group	Artifact Type	Total
Activities	Glass bottle stopper	1
	Glass electrical insulator	1
	Lamp globe fragment	3
	Unidentifiable glass	4
	Copper door hinge pin	1
	Iron railroad spike	2
	Unidentifiable metal	7
	Copper light base fragment	2
	Unidentifiable iron plumbing fixture	1
	Copper penny	1
	Carbon battery rod	1
	Coal	1
	Slag	1
	Ceramic paver	1
	Unknown porcelain fragment	1
	Subtotal	28
Clothing	Metal button	2
	Metal buckle	1
	Subtotal	3
Personal	Glass ink bottle	1
	Glass liquor bottle	8
	Glass medicine bottle	1
	Glass cold cream jar	1
	Porcelain doll fragments	3
	Glass eye lens	1

Table 5. Artifacts Assigned to the Activities, Clothing, and Personal Groups in the General Provenience Assemblage		
Artifact Group	Artifact Type	Total
	Stoneware jug fragment	16
	Metal pocket knife	1
Subtotal		32
TOTAL = 63		

In conclusion, the relative percentages of functional groups present within the artifact assemblage are typical of what can be expected based on the historically documented uses of the buildings despite the fact that 116 and 118 Water Street appear to have been gutted prior to demolition. While it is easy to say that the assemblage reflects a residential context, at the same time, the same artifact types could just as easily been found in Hinkens’ grocery store or Samuel Goldsborough’s saloon. However, it is assumed that these artifacts do, in fact, represent the remains of items left behind or lost by the buildings’ occupants. They were likely left inside the buildings themselves or in the areas immediately adjacent to them (discarded or lost items from the alley or courtyard, for example).

5.3 Artifact Origins

Of the entire assemblage, a very small number of artifacts could be traced to their point of manufacture, including ceramics, beer and liquor bottles, soda/mineral water bottles, and a couple of personal items. The companies that produced these goods are discussed below, organized by categories: ceramics, beer and liquor, soda and mineral water, and miscellaneous.

Artifact origin is significant in that it provides information concerning the markets to which the residents of the riverfront neighborhood were tied. Some artifacts, such as beer bottles and soda/mineral water bottles probably were purchased locally, from a distributor rather than the actual manufacturer, while ceramics and other items might have been purchased from a local retailer, or via mail order. While each of these artifact types might have arrived in different ways, they nevertheless provide data concerning the markets to which residents had access, as well as preferences for local versus exotic (non-local) goods. A discussion of these topics follows the information concerning individual artifact manufacturers.

5.3.1 Ceramics

Recovered ceramics were manufactured locally in Cincinnati, as well as abroad, in Staffordshire, England. Five specific companies have been identified and are discussed below.

Locally made ceramics identified in the assemblage include that of George Scott Pottery (Figure 24) (Plate 39). Scott, who was a potter in Europe, emigrated to Cincinnati in 1846, where he began to sell goods for William Bromley. He opened his own pottery in 1853 or 1854, in an old tavern on Front Street, where he began making Rockingham and yellowware. In 1901, the George Scott Pottery was described as manufacturing white granite and common china dinner sets, toilet sets, and odd dishes, some decorated (Lehner 1988). At this time, the pottery was owned by Sarah A. Waite. It is not clear when they stopped manufacturing pottery (Lehner 1988:411–412). In 1890, the business was located at 662 West Front Street.



Figure 24. George Scott Pottery Mark (from Birks 2004)

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Plate 39. Ironstone saucer fragment with partial George Scott mark.

Another local pottery manufacturer that is probably represented in the ceramic assemblage is the Brockmann Pottery Company (only a partial maker's mark was noted on an undecorated ironstone plate fragment). Various incarnations of the Brockmann Pottery Company were in operation from 1854—when the pottery originated as Brewer and Tempest—through 1912. From 1856 to 1859, the pottery was operated by Tunis Brewer. It was known as Tempest, Brockmann & Company between 1862 and 1881, and as the Tempest, Brockman, & Sampson Pottery Company from 1881 to 1887. Finally, in 1887, C. E. Brockmann organized the Brockmann Pottery Company, which existed until 1912. In 1902, the company was described as manufacturing white granite and porcelain dinner sets, toilet sets, and short sets of odd dishes (Lehner 1988). The company was located on Richmond Street, in what is now called the West End.

The earliest Brockmann mark was the English lion and unicorn with “T. B. & Co” beneath (Figure 25). Since 1887, the same mark has been employed, but with the letters “B. P. Co”. On white granite, the same device is used with the addition of words “Warranted Best Ironstone China” (Barber 1904).



**Figure 25. Tempest, Brockmann & Company Pottery Mark
(from Birks 2004)**

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Three companies from the famous potteries at Stoke-on-Trent, Staffordshire, England, are represented in the ceramic assemblage. Stoke-on-Trent officially was created in 1910, when the boroughs of Hanley, Burslem, Longton, and Stoke, and the districts of Tunstall and Fenton confederated (Birks 2000). The history of ceramics in Staffordshire dates to at least 1467, at which date pottery is known to have been made in the area that would become Stoke-on-Trent. During the seventeenth century, potters around Burslem began to use coal as a fuel, which seems to have given them an economic advantage over their competitors, who were still dependent upon timber for firing their kilns. The region came to national

prominence in 1762 when Queen Charlotte appointed Josiah Wedgwood royal supplier of dinnerware. The connection of the towns to railways in the 1840s gave the potters of the region access to international markets. The ceramic industry was, and continues to be, of such significance that the towns are known simply as “The Potteries”. At the turn of the millennium, there were more than 250 potteries in the area employing more than 20,000 people, down considerably from the 79,000 employed in 1948, but still nearly 10% of the population (Birks 2000).

Stoke-on-Trent potteries represented in the assemblage include J. & G. Meakin, John Edwards & Company, and J. W. Pankhurst & Company. James Meakin, whose father and 3 brothers were all famous potters, operated a pottery in Stoke-on-Trent as early as 1846. In 1851, he was joined by his brother George, and they began to operate out of Hanley, Stoke-on-Trent. The company was well-known for its inexpensive export tablewares made primarily for the U.S. market. The company continues to operate today, although primarily in the British market (Birks 2000). Figure 26 provides an example of the pottery mark.



Figure 26 J. & G. Meakin Pottery Mark (from Birks 2002a)

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John Edwards began his business at Longton, Stoke-On-Trent in 1847, manufacturing china and earthenware (Birks 2000). In 1853, the works were moved to Fenton and the “& Co” was added in 1873. The pottery mark identified within the ceramic assemblage was used between 1880 and 1890 (Plate 40).



Plate 40. Ironstone plate fragment with John Edwards & Company pottery mark.

J.W. Pankhurst & Company operated of the Charles Street Works, one of the oldest manufactories in Hanley, Stoke-On-Trent, producing earthenware and ironstone. In the 1780s, this pottery was owned and worked by Charles Mellor, who made Egyptian black ware for Dutch markets, as did his successors, Toft & Keeling, who also produced other varieties of earthenware. Toft & May operated from 1825 to 1833, followed by Robert May, who was, in turn, succeeded by William Ridgway, who changed the manufacturer to that of white granite goods for the American markets. J W Pankhurst & Co. came in about 1850 and continued (at Old Hall Street) until 1883 (Birks 2000). The Pankhurst mark used the royal arms and name, printed in black on the ware; the “& Co” was added in 1852 (Figure 27) (Plate 41).



Figure 27. J. W. Pankhurst Pottery Mark (Without “& Co”) (from Birks 2002b)



Plate 41. Ironstone saucer fragment with J. W. Pankhurst & Company pottery mark.

5.3.2 Beer and Liquor Bottles

Identifiable breweries represented in the assemblage include H. Niehaus & Company and The Jung Brewing Company, both of which were located in Cincinnati.

In 1854, Daniel Jung and Peter Weyand started a brewery named Weyand and Jung on the site of Jung's blacksmith shop on Central Avenue (Figure 28). In the beginning, they brewed only obergährbier or “common beer”. The business grew rapidly and, after 3 years, they began brewing lager beer. In 1866, they built a new brewery called The Western Brewery on Freeman Avenue with a 30,000 barrel capacity (Wimberg 1997).



Figure 28. Daniel Jung, Co-founder of Weyan and Jung Brewery (from Wimberg 1997)

In 1885, after the deaths of Peter Weyand and Daniel Jung, Jung's son-in-law Philipp Krug reorganized the brewery as the Jung Brewing Company. Krug, who was president of the brewery, added a bottling plant in 1887, but then sold the company to an English syndicate in 1890. In the late 1890s, the brewery produced an average of 175,000 barrels annually. The company closed in 1919 and never reopened (Wimberg 1997). The beer bottle recovered during these investigations was embossed with "THE JUNG BREWING CO. CINCINNATI, OHIO" and dates from 1885 to 1906 (see Plate 23).



**Figure 29. Park Brewery Located at the Corner of Race and 13th Streets
(from Wimberg 1997)**

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In 1850, Joseph Niehaus started an ale brewery on Woodward Street. The brewery then was moved to the southwest corner of Race and 13th Streets in 1861 (Figure 29) and Heinrich Klinckhamer became Niehaus' partner. By 1871, the brewery was the ninth largest in Cincinnati. The company closed in 1896 (Wimberg 1997). The maker's mark on the bottom of the complete bottle recovered during these investigations, "D O C", indicates that the bottle was manufactured by the D. (Dominick) O. Cunningham Glass Co., located in Pittsburgh, Pennsylvania (Plate 42; see Plate 23). This bottle-making company was in business from 1882 to 1937 (Toulouse 1971).



Plate 42. Beer bottle from H. Niehaus & Company.

Only four additional liquor bottle remains provided information on their manufacture and origin. A complete wine bottle was collected, embossed with “FLORIDA WINE CO., PHILADA, PA, U.S.A.” (see Plate 23). No further information could be found.

An aqua piece of bottle glass with fluted sides, quart sized, and marked with “STAR WORKS CIN O”, was recovered. This likely was made by the Star Lager Beer Bottling Company, listed at 120 and 122 West Second Street in the 1875 City Directory (Williams 1875) (Figure 30). This company entered into contracts with individual breweries that sent their beer in kegs and paid to have it packaged. In 1875, 40 to 50 workers filled beer into quart- and pint-size glass bottles and shipped them to all parts of the country, and ultimately as far away as the West Indies and South America (Holian 2000). The brewery that contracted with the Star Lager Beer Bottling Company is unknown for this artifact.

An amber bottle base was recovered marked with “MBBG CO 162” and embossed on the remaining portion of the bottle’s lower side with “...WING CO CINCINNATI”. Although the Cincinnati brewery is unknown, the bottle was made by the North Baltimore Bottle Glass Company, which was in operation from 1885 and 1930 (Toulouse 1971). Another bottle base fragment was marked “C&CB” and “X” on the bottom and embossed with “EXCELSIOR BOTTLING WORKS DAYTON. O.”, a beer-bottling company in Dayton, Ohio. No further information could be found.

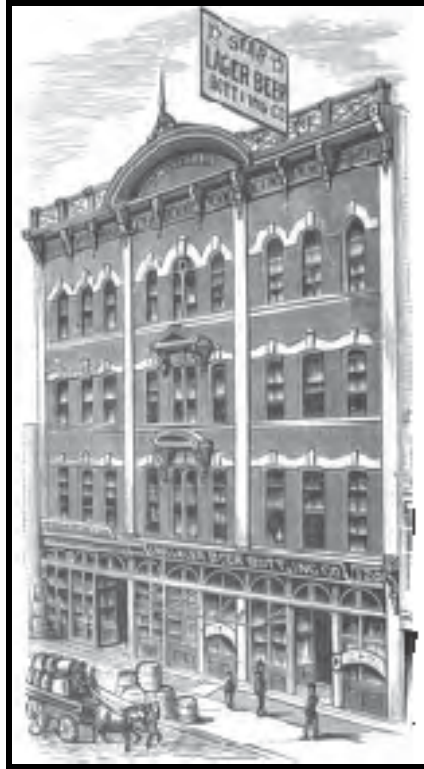


Figure 30. Star Lager Beer Bottling Company, 120-122 West Second Street (from Kenny 1875)

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5.3.3 Soft Drinks

Four local mineral-water bottling companies are represented in the assemblage: H. Meinhardt; Anchor Bottling Works; Cincinnati Soda & Mineral Works; and The Cincinnati Soda & Ginger Ale Company (Plate 43). The first three are represented by a single, whole bottle, each of which also has a Hutchinson spring stopper, thus dating after 1879, the year the stopper was invented (Jones and Sullivan 1989:162). The Cincinnati Soda & Ginger Ale Company is represented by a bottle base with a portion of the bottling company name remaining. Additional information is available about the last two bottling companies:

The Cincinnati Soda & Mineral Water Works was owned by Herman Knuwener and Henry Vergage, but it was Herman Knewener who managed the business. The firm began operations at 270–272 Sycamore Street in 1876 and, during the 1880s, was the largest soda-water business within Ohio. Herman and Henry’s partnership lasted exactly 10 years. In 1886, the partnership dissolved and Henry took over the operation, which he renamed The Cincinnati Soda & Ginger Ale Company with himself as president and treasurer (Jones and Sullivan 1989).



Plate 43. Soda Mineral Water Bottles recovered during excavations.

5.3.4 Miscellaneous

Only two personal items fall within this category, both of which would have been available at local retailers within the city or via mail order. These include a small, glass ink bottle marked with "CARTER'S MADE IN U.S." (Plate 44). Carter's Ink Company was founded in 1858 by Boston stationer, William Carter, and was once the largest ink manufacturer in the world (Figure 31). Carter's manufacturing factory was located in Boston until 1909, when a new factory was built at First Street in East Cambridge, Massachusetts (Faulkner 2003).



Plate 44. Carter's ink bottle recovered during these investigations.

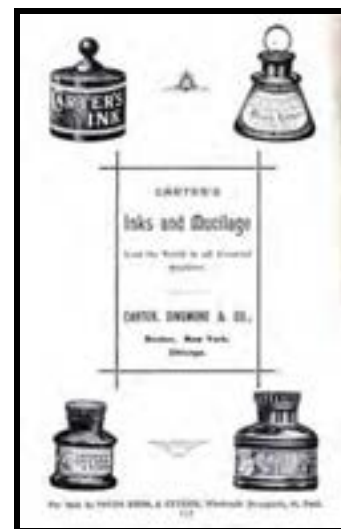


Figure 31. Carter's Ink Company Advertisement from 1892 (Odell Publications 2007)

A Pond's Cold Cream jar also was recovered, made by the T.T. Pond Company. The maker's mark is "POND'S PAT. APPL'D FOR" "6". Pond's Cream was invented in 1846 by Theron T. Pond, a pharmacist from New York. It was first introduced as Pond's Golden Treasure and then re-released in 1886 as Pond's Extract and again in 1905 as Pond's Cold Cream (Plate 32). During this time, the cold cream was manufactured in Connecticut, and sales offices were located in New York City (Peiss 1988).

After the Bath
Pond's Extract
 Company's
Vanishing Cream

should be gently applied with the tips of the fingers. Some kinds of cream require violent massage, which temporarily seems to benefit—but ultimately injures the tissues. Vanishing Cream immediately sinks into the skin—vanishes—and nourishes it.

Vanishing Cream is the purest, most efficacious and most delightfully fragrant cream made. It conforms to the same peerless standard of quality which characterizes all the Pond's Extract Company's Products.

In order that you may
Test these Products
 at Our Expense

we will be very glad to send upon receipt of your name and address, and the name and address of your dealer, a sample of the Vanishing Cream or Pond's Extract. If you wish an extra large sample of Vanishing Cream, it will be sent upon receipt of 4 cents in stamps.

Why not try the other Pond's Extract Company Products—Tooth Paste, Talcum Powder, Cold Cream, Soap, etc.?

Pond's Extract
"The Standard for 60 Years"

The oldest product of the Pond's Extract Company, first produced in 1846, should be in every household for use in emergency, particularly for those everyday injuries, such as cuts, bruises, burns, etc.

The Pond's Extract Company
 Dept. A, 131 Hudson St., New York

Figure 32. Pond's Extract Company Advertisement from 1910 (from Duke University Libraries 2008)

5.3.5 Discussion

Ceramics

Recovered ceramics that could be linked to a specific manufacturer were limited to ironstone. Ironstone first was patented in 1813 by Charles James Mason in Staffordshire, England. It was an improved china harder than earthenware and stronger than porcelain. England began exporting ironstone to American markets during the 1840s and it was also during this decade that potters—such as George Scott in Cincinnati—began producing these wares domestically (Gates and Ormerod 1982:9-10; Ketchum 1983:10). It was not until the 1880s, when tariffs were placed on imported ceramics, that American potteries were able to compete effectively with the English wares. Even after competition became economically feasible, American consumers preferred English ceramics to American (Gates and Ormerod 1982:9). During this time, many American manufacturers left their ceramics unmarked, or used imitations of English marks, resulting in the ubiquitous use of the lion and unicorn on white earthenwares. Beginning in the late 1870s and early 1880s, American manufacturers began to assert that their goods were superior to the English product, and began to use imagery such as eagles and bison in their marks (Gates and Ormerod 1982:10). Although American potteries obtained a strong share of the market in the late nineteenth and early twentieth centuries, English wares continued to be considered more prestigious.

Of the pottery companies represented within the assemblage from Site 33HA780, two are local and three are English. Due to the very small sample size—there are five artifacts in total—there is no clear variation in patterns of ceramic origins, and discussion of the relationship between the ceramic assemblage and the socioeconomic status of anyone residing at 116 and 118 Water Street is mostly conjecture. However, the fact that late nineteenth century English ceramics are present does suggest at least some affluence. Unfortunately, BHE's Phase I and II-III nearby investigations at the site did not yield pottery with origins data aside from the presence of soft-paste English whitewares dating to first half of the nineteenth century (Bergman et al. 2002:41).

It is notable that data from other archaeological work in Cincinnati does follow the general trends outlined above from the early to late nineteenth century. Two projects that provide comparative data are the Queensgate II Urban Archaeology project (Cinadr and Genheimer 1983) and the River Road Improvement Project (Striker et al. 2007). The neighborhood of Queensgate, situated at the end of the Cincinnati's Mill Creek valley, first was developed in the 1830s and 1840s (Cinadr and Genheimer 1983:6). Investigators reported that most of the whiteware recovered was from Staffordshire, England, with the majority of local wares being yellowware, rockingham, redware, and stoneware. Whiteware from East Liverpool, Ohio—located about 50 miles south of Youngstown—began to appear in the late nineteenth century, and ironstone from the George Scott Company was noted in the assemblage (Cinadr and Genheimer 1983:168–169).

The River Road Improvement Project, located in the Cincinnati neighborhood of Sedamsville along the Ohio River, entailed the excavation of residential features—specifically a cistern and several privies—in use between roughly 1860 and 1920, with artifacts clustering towards

the end of that period (Striker et al. 2007). The ceramic assemblage from the project revealed that American potteries, and Ohio potteries in particular, held a substantial share of the market at this time. The George Scott pottery accounted for approximately 30% of the identifiable ceramic makers marks, followed by the Brockman Pottery Company, which accounted for approximately 15%. The potteries of the East Liverpool Pottery District account for only 13% of the assemblage. English potteries, all of which are located in Staffordshire, account for approximately 21% of the assemblage. The River Road artifacts correspond to a time when American companies were making inroads into the white earthenware market, and the period after tariffs were imposed upon English ceramics. While the relatively high variety of manufacture locations for the ceramics reflects an increase in available consumer choice for Cincinnatians, it may also be a result of restrictive trade practices imposed by the federal government, and a resulting decrease in consumer choice. While the preferred English-made ceramics still were available, government policy had resulted in increased prices, leading less affluent consumers to purchase less expensive products produced domestically (Striker et al. 2007).

Beer

Before Prohibition, beer was predominantly locally produced. This was particularly the case in Cincinnati, where local beer production in 1896 amounted to 1,179,771 barrels, 493,966 of which were exported to other cities, while beer imports amounted to only 20,507 barrels (Holian 2000:209–211). Before 1890, the majority of beer was consumed in saloons or beer gardens, of which there were over 1,800 establishments in Cincinnati by the year 1883 (Holian 2000:231). Around 1890 the federal government began to tax beer by the barrel, making it necessary for beer to leave the brewery building in barrels rather than another container. This made it impossible for brewers to brew and bottle their beer in the same building (Polak 2002:65), and so beer was sold in barrels to saloons or to bottling companies, such as the Star Lager Beer Bottling Company at 120–122 West Second Street represented within the artifact assemblage.

Even after bottled beer became available for home consumption, the saloon remained a center of social life and most imbibing occurred there. Data from the River Road Improvement Project, for example, indicates only a small amount of in-home consumption of beer: features typically contained one or two artifacts linked to a specific brewery, too small of a number to investigate consumer preference among local brands (Striker et al. 2007). The beer bottle assemblage recovered during the current investigations is also quite small. As such, it is not possible to say whether they were associated with the saloon once located at 118 Water Street, or a result of in-home consumption on any of the floors above it.

Soda and Mineral Water

Previous archaeological research has documented an increase in the popularity of bottled non-alcoholic beverages near the beginning of the twentieth century (Stottman 1996:122). Soda water, in particular, began to be consumed in the 1850s as a medicinal drink at soda fountains (Paul and Parmalee 1973:1–3; Stottman 1996:123). Eventually, these drinks were flavored and bottled, and they enjoyed increasing popularity from 1885 onwards. This trend

coincided with an increase in the practice of visiting mineral springs for their medicinal value, which led to the bottling of the water from these springs for home consumption (Lears 1983; Paul and Parmalee 1973). According to Stottman (1996:125), this trend was related to an increasing concern for sanitation among the general public who had become aware of the dangers of contaminated wells and cisterns. Of course, mineral water cost money, while well water did not, so mineral waters, like imported ceramics, are generally associated with higher socioeconomic status.

The assemblage from Site 33HA780 contains a total of seven mineral water bottles and bottle fragments representing at least four local mineral water bottling companies. When imported ceramics are added to this mix, it would appear that someone residing at 116 and/or 118 Water Street had adequate financial means to acquire luxury goods of both the comestible and durable types.

Summary of General Patterns of Consumerism

Although there is some diversity in the consumer behavior reflected in the assemblage of artifacts for which place of origin can be determined, there are also some general patterns. Comestibles, including beer and mineral water, were obtained from local producers. Given the size of the brewery industry in Cincinnati, it is also not surprising that Cincinnati breweries are represented in the assemblage despite the heavy flow of commerce on the Ohio River bringing goods from other regions. The lack of mineral water bottles from non-local sources may represent a preference for local products or a lack of access to goods from outside. It also is possible, however, that the product was bottled in Cincinnati, but brought to the city from sources elsewhere. None of the bottles recovered retained paper labels that might provide additional information.

Other consumables, represented in the assemblage by the Pond's Cold Cream jar and (unmarked) medicine bottles and bottle fragments, would have been obtained through local, regional, and national markets. While the Pond's jar is definitely a national product, it is not known whether some medicines could not be obtained within the neighborhood, or whether certain pharmacies might have been frequented for particular preparations. Patent medicines were both regionally and nationally distributed, although the market appears to have been dominated by producers from the northeastern United States.

Durable goods, such as ceramics, show the greatest range in place of origin. Ceramics were available from local, regional, national, and international markets. The overall preference probably would have been for local ceramics—a majority of which were unmarked, perhaps undecorated—followed by those produced in England.

The artifact assemblage indicates that the residents of 116 and 118 Water Streets had access to a variety of markets. While it is likely that individual agency played a strong role, it is also important to recognize that the choices of the residents were constrained by national and international politics in the form of tariffs on foreign goods. Involvement in a larger system of trade, therefore, can restrict choice as well as permit it.

6.0 SUMMARY AND CONCLUSIONS

These investigations focused on the excavation of the former northeast corner of Water and Race Streets and in particular 116 and 118 Water Street. The buildings at this corner first appear in detail on the 1887 Sanborn Fire Insurance map as three-storied buildings with pitched roofs and footprints measuring approximately 16 by 40 feet. The ground floor consisted of commercial space, with families and individuals living in the upper stories. A saloon and grocery store once were located on the ground floor. A covered passage, or grocer's alley, ran between 116 Water Street and 114 Water Street to the east. The passageway connected Water Street to a small courtyard within the interior of the city block. It is likely that the buildings were constructed by the early 1850s as their addresses are called out within city directories by this time. At the turn of the twentieth century, 116 and 118 Water Street were demolished as part of the construction of the Louisville and Nashville Railroad. A railroad depot sat at this location until the 1960s, when it was removed for stadium construction and parking lots. While construction of the railroad depot in this area makes it difficult to determine past owners of 116 and 118 Water Street, it is likely that the properties were not owner-occupied, but were rental units. Most residents listed in the City Directories during the late 1800s worked as laborers, or in other working-class professions, and were likely a transient population.

Gray & Pape excavated the basement remains of 116 and 118 Water Street as well as portions of the alley to the east and courtyard in the interior of the block. The building fill was characterized by the near absence of artifacts, which suggest the contents of the two buildings were mostly gutted prior to demolition. Relative to the total excavation area (3,520 square feet), only a small quantity (n=605) of glass, ceramic, metal, and faunal artifacts were recovered. Most of the artifacts date circa 1850 to 1900; however, some items from the twentieth century were discovered, mixed in with the fill.

The interpretation of the artifact assemblage focused on the participation of the buildings' inhabitants in local, regional, and international markets. The results show that the residents of 116 and 118 Water Street were engaged in all three markets as well as the cultural developments that were local, regional, national, and international in scale. This is reflective of nineteenth-century Cincinnati itself, which had reached its zenith as a national center of production and distribution. The excavation of this portion of a remnant of what once was the heart of Cincinnati supports and enhances our knowledge of events in Cincinnati's history.

We sincerely hope that the results of our work at Site 33HA780 will be of use to future archaeological and historical researchers concerned with the development of Cincinnati during the late nineteenth and early twentieth centuries. We ourselves will endeavor to continue to incorporate the results of this research into future work, both within Cincinnati and throughout the region.

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APPENDIX A
ARTIFACT INVENTORY

**State Site 33Ha780 Historical Artifact Inventory from the Archaeological Investigations for the
HAM-The Banks Street Grid Project, City of Cincinnati, Hamilton County, Ohio**

Cat #	Collection Type	Fea #	Level	Fea Quad	Prov Comments	Material	Manufacture	Type	Variety	Form	Element	Pcs Mended	Analysis Comments	Ct
1	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip and Bristol glaze	crook	base, partial	5	18" diameter crock. Probable same vessel as cat # 2, 3, & 6	1
2	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip and Bristol glaze	crook	rim/body sherd		18" diameter crock. Probable same vessel as cat # 1, 3, & 6	1
3	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip and Bristol glaze	crook	rim/body sherd		18" diameter crock with lug handle. Probable same vessel as cat # 1, 2, & 6	1
4	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip and Bristol glaze	jug	base, partial		6 1/2" diameter base. 2 separate vessels Probable 1 gallon jug	2
5	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip and Bristol glaze	jug	body sherd			1
6	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip and Bristol glaze	unidentifiable fragment	rim/body sherd		Probable same vessel as cat # 1, 2, & 3	1
7	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip and Bristol glaze	unidentifiable fragment	body sherd	2	Probable jug fragments	1
8	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip and Bristol glaze	unidentifiable fragment	body sherd		Probable jug fragments	2
9	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip and salt glaze	crook	base/body sherd	4	9 3/4" diameter straight sided crock or possible jug. Possible 2 or 3 gallon capacity. Probable same vessel as cat # 21 based on paste and the Albany slip	1
10	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip and salt glaze	crook	rim sherd		10" diameter crock	1
11	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip and salt glaze	crook	rim/body sherd	2	10" diameter crock with cupped lug handle. Glaze is very glassy and even	1
12	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip and salt glaze	jar	rim sherd		8" diameter wide mouthed jar with flat unglazed lip and straight sides. Probable preserve jar	1
13	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip and salt glaze	jug	base, partial		8 1/2" diameter. Possible 2 gallon jugs. Probable 3 separate vessels	3
14	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip and salt glaze	jug	base, partial		7" diameter base with crude interior partially slipped. Probable 1 gallon jug.	1

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15	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip and salt glaze	jug	base/body sherd	3	8" diameter vessel with straight sides; probable 2 gallon jug based on wall thinning towards the top and course interior	1
16	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip and salt glaze	jug	base/body sherd	6	7" diameter base. Probable 1 gallon jug; based on thinning wall and course interior	1
17	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip and salt glaze	jug	base/body sherd	2	7 1/4" diameter base. Probable 1 gallon jug	1
18	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip and salt glaze	jug	body sherd	2	Strap handle broken off	1
19	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip and salt glaze	jug	rim sherd		8-9" diameter jug with 1 1/2" mouth opening and strap handle. Probable 2 gallon jug.	1
20	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip and salt glaze	unidentifiable fragment	body sherd		Some frags may be from jugs	8
21	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip and salt glaze	unidentifiable fragment	body sherd		Probable same vessel as cat # 9 based on paste and the Albany slip	4
22	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip glaze	jug	base, partial	2	6 1/2" diameter base. Probable 1 gallon jug	1
23	General Surf.					Ceramic, vessel	stoneware	buff paste	Albany slip glaze	jug	rim sherd		1 1/4" diameter mouth opening with strap handle broken	1
24	General Surf.					Ceramic, vessel	stoneware	buff paste	alkaline glazed	jar	rim sherd		8" diameter wide mouth straight sided jar; probable preserve jar	1
25	General Surf.					Ceramic, vessel	stoneware	buff paste	alkaline glazed	jug	rim/body sherd		1" diameter mouth with straight conical neck	1
26	General Surf.					Ceramic, vessel	stoneware	buff paste	alkaline glazed	unidentifiable fragment	rim sherd		6" diameter rim. Probable small mouth jar	1
27	General Surf.					Ceramic, vessel	stoneware	buff paste	Bristol glaze	unidentifiable fragment	body sherd		Probable jug fragment	1
28	General Surf.					Ceramic, vessel	stoneware	buff paste	salt glazed	jug	body sherd		Jug with strap handle fragment and base of mouth. Partial brown interior slip	1
29	General Surf.					Ceramic, vessel	stoneware	buff paste	salt glazed	jug	body sherd	2	Pink interior slip. Trace of an attached handle with 2 annular incised lines above the bottom of the handle. Probable same jug as cat # 30	1
30	General Surf.					Ceramic, vessel	stoneware	buff paste	salt glazed	unidentifiable fragment	body sherd	2	9" diameter vessel with pink interior slip. Probable same jug as cat # 29	1
31	General Surf.					Ceramic, vessel	stoneware	buff paste	salt glazed	unidentifiable fragment	body sherd		Some with brown slipped interior	5

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32	General Surf.					Ceramic, vessel	stoneware	gray paste	Albany slip and salt glaze	crook	rim sherd		11" diameter crook with 3 incised bands on a rounded side with a lug handle and an unglazed lip	1
33	General Surf.					Ceramic, vessel	stoneware	gray paste	Albany slip and salt glaze	crook	base/body sherd		8 1/2" diameter Same crock as cat # 34 & 35	1
34	General Surf.					Ceramic, vessel	stoneware	gray paste	Albany slip and salt glaze	crook	rim/body sherd	2	8 1/2" diameter Same crock as cat # 33 & 35	1
35	General Surf.					Ceramic, vessel	stoneware	gray paste	Albany slip and salt glaze	crook	rim/body/basal sherd	6	8 1/2" diameter & 6" high. With straight sides. Same crock as cat # 33 & 34	1
36	General Surf.					Ceramic, vessel	stoneware	gray paste	Albany slip and salt glaze	handle	handle		Strap handle. Probably attached to a 8-9" jug	1
37	General Surf.					Ceramic, vessel	stoneware	gray paste	Albany slip and salt glaze	jar	base, partial		6" diameter base; probable preserve jar. Probable same vessel as cat # 38	1
38	General Surf.					Ceramic, vessel	stoneware	gray paste	Albany slip and salt glaze	jar	rim/body sherd	2	5" diameter small mouthed jar; probable preserve jar. Probable same vessel as cat # 37	1
39	General Surf.					Ceramic, vessel	stoneware	gray paste	Albany slip and salt glaze	jar	rim sherd		8 1/2" diameter wide mouth jar with "1 1/2" incised on the top of the unglazed lip; probable 1 1/2 gallon preserve jar. Probable same vessel as cat # 41	1
40	General Surf.					Ceramic, vessel	stoneware	gray paste	Albany slip and salt glaze	jug	rim sherd		1 1/4" diameter mouth opening with partial strap handle	1
41	General Surf.					Ceramic, vessel	stoneware	gray paste	Albany slip and salt glaze	unidentifiable fragment	body sherd		Probable same vessel as cat # 39	1
42	General Surf.					Ceramic, vessel	stoneware	gray paste	Albany slip and salt glaze	unidentifiable fragment	body sherd		Some frags may be from jugs	8
43	General Surf.					Ceramic, vessel	stoneware	gray paste	Albany slip and salt glaze	unidentifiable fragment	base, partial		7-8" diameter base. Possible gallon jug	1
44	General Surf.					Ceramic, vessel	stoneware	gray paste	Albany slip and salt glaze	unidentifiable fragment	body sherd		Same as cat # 33, 34 & 35	1
45	General Surf.					Ceramic, vessel	stoneware	gray paste	Albany slip and salt glaze	bottle, jar	rim/body sherd		2 1/2" diameter mouth opening; small mouth bottle or jar. Likely not a jug	1
46	General Surf.					Ceramic, vessel	stoneware	gray paste	Albany slip and salt glaze	jug	body sherd		Exterior appears unglazed, but likely the back side of a salt glazed vessel. Sm indication of mouth section	1
47	General Surf.					Ceramic, vessel	stoneware	gray paste	Albany slip and salt glaze	lid	lid		8" diameter hanging two-process lid	1
48	General Surf.					Ceramic, vessel	stoneware	gray paste	salt glazed, cobalt decoration	unidentifiable fragment	body sherd		Heavy salt glazing and unknown cobalt motif. Probable jug or ovoid jar	1

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49	General Surf.					Ceramic, vessel	stoneware	gray paste	salt glazed, cobalt decoration	unidentifiable fragment	body sherd		Sherd has bottom of a strap handle. Probable jug or ovoid jar	1
50	General Surf.					Ceramic, vessel	stoneware	red paste	salt glazed, cobalt decoration	jar	body sherd		Cobalt decorated with "HAMILTO. . ." & a partial "2". Probable 2 gallon jar. Interior Albany slip. Curved body may indicate an earlier vessel than most in the assemblage. Refits with cat # 51 & likely same vessel as cat # 52	1
51	General Surf.					Ceramic, vessel	stoneware	red paste	salt glazed, cobalt decoration	jar	body sherd		Cobalt decorated exterior with interior Albany slip. Refits with cat # 50 & likely same vessel as cat # 52	1
52	General Surf.					Ceramic, vessel	stoneware	red paste	salt glazed, cobalt decoration	jar	body sherd		Cobalt decorated exterior with interior Albany slip. Likely same vessel as cat # 50 & 51	1
53	General Surf.					Ceramic, vessel	earthenware, coarse	redware	unglazed	flowerpot	rim/body/basal sherd		2. 3/4" diameter small flowerpot	1
54	General Surf.					Ceramic, vessel	earthenware, coarse	redware	slip, yellow to red	unidentifiable fragment	body sherd		Red base slip with light yellow slip applied in part	1
55	General Surf.					Ceramic, vessel	earthenware, coarse	redware	unglazed	flowerpot	base/body sherd	2	3" diameter base of flowerpot. Hand-thrown; not molded	1
56	General Surf.					Ceramic, vessel	earthenware, coarse	redware	unglazed	vase	rim sherd		8" diameter unglazed vase or flowerpot rim	1
57	General Surf.					Ceramic, vessel	earthenware, coarse	unknown	color glaze	unidentifiable fragment	body sherd		Unglazed exterior with albany like interior glaze. Thick vessel.	1
58	General Surf.					Ceramic, vessel	earthenware, refined	yellow ware	slip banded	bowl	rim sherd		14" diameter bowl with a blue band above a white band	1
59	General Surf.					Ceramic, vessel	earthenware, refined	yellow ware	undecorated, yellow glaze	bowl	base, partial		4" diameter foot on bowl base	1
60	General Surf.					Ceramic, vessel	earthenware, refined	yellow ware	undecorated, yellow glaze	crock	base, partial	3	5" diameter base with straight sides. Small crock.	1
61	General Surf.					Ceramic, vessel	earthenware, refined	yellow ware	undecorated, yellow glaze	handle	handle		Fragment indicates a handle for a large vessel. i.e. bowl or chamberpot	1
62	General Surf.					Ceramic, vessel	earthenware, refined	yellow ware	undecorated, yellow glaze	unidentifiable fragment	base, partial		Possible plate or platter frag	1
63	General Surf.					Ceramic, vessel	earthenware, refined	yellow ware	undecorated, yellow glaze	unidentifiable fragment	base, partial			1
64	General Surf.					Ceramic, vessel	earthenware, refined	yellow ware	Bennington/Rockingham	unidentifiable fragment	body sherd			1
65	General Surf.					Ceramic, vessel	earthenware, refined	yellow ware	hand-painted, underglaze	unidentifiable fragment	body sherd		Brown and yellow glaze. Floral motif. Probable bowl	1

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66	General Surf.					Ceramic, vessel	earthenware, refined	pearlware	hand-painted, underglaze	unidentifiable fragment	rim sherd		Monochrome blue with rim edge also painted	1
67	General Surf.					Ceramic, vessel	earthenware, refined	pearlware	transferprint, blue	plate	base, partial		Small plate. Probable fit with cat # 68	1
68	General Surf.					Ceramic, vessel	earthenware, refined	pearlware	transferprint, blue	plate	rim sherd		Probable fit with cat # 67	1
69	General Surf.					Ceramic, vessel	earthenware, refined	pearlware	transferprint, flow blue	unidentifiable fragment	base, partial			2
70	General Surf.					Ceramic, vessel	earthenware, refined	pearlware	transferprint, flow blue	unidentifiable fragment	body sherd			2
71	General Surf.					Ceramic, vessel	earthenware, refined	pearlware	undecorated	bowl	base, partial			1
72	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	hand-painted, overglaze	bowl	rim/body sherd		Small bowl vessel; possible sugar bowl or creamer	1
73	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	hand-painted, underglaze	unidentifiable fragment	rim sherd		Floral/leaf motif in red green and blue. Probable saucer	1
74	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	molded	saucer	rim/body/basal sherd		6" diameter saucer with molded floral and leaf motif Similar (but not identical to) cat # 304	3
75	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	molded, hand-painted, underglaze	saucer	body sherd		Molded feather edge painted cobalt blue. Glaze is light blue to create a "pearlware" look	1
76	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	sponge	saucer	rim sherd	2	Sponge décor 3/4" around rim	1
77	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	sponge	unidentifiable fragment	body sherd		Very thin, possible cup	1
78	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	sponge	unidentifiable fragment	rim sherd			1
79	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	transferprint, underglaze, blue	platter	rim/body/basal sherd	2	Oriental landscape with lake and boat	1
80	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	transferprint, underglaze, brown	unidentifiable fragment	rim sherd	2	Small lattice floral motif. Probable saucer	1
81	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	transferprint, underglaze, flow blue	unidentifiable fragment	body sherd			1
82	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	transferprint, underglaze, magenta	unidentifiable fragment	base, partial		Probable plate	1

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83	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	undecorated	bowl	rim sherd	9	10" diameter shallow soup bowl	1
84	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	undecorated	cup	base/body sherd			1
85	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	undecorated	plate	base, partial	2		1
86	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	undecorated	plate	rim/body/basal sherd		8" diameter plate	1
87	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	undecorated	saucer	base, partial		3" diameter base; probable 6" diameter saucer	1
88	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	undecorated	serving dish	rim/body/basal sherd		Small heavy oval serving dish; probable hotel/dinner ware	1
89	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	undecorated	unidentifiable fragment	base, partial		Probable plate	1
90	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	undecorated	unidentifiable fragment	base, partial		Probable plate	1
91	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	undecorated	unidentifiable fragment	body sherd			1
92	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	undecorated	unidentifiable fragment	body sherd			2
93	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	undecorated	unidentifiable fragment	body sherd		Possible serving bowl or bowl lid	1
94	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	undecorated	unidentifiable fragment	body sherd	2		1
95	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	undecorated	unidentifiable fragment	body sherd			1
96	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	undecorated	unidentifiable fragment	body sherd			1
97	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	undecorated	unidentifiable fragment	rim sherd		6" diameter; probable saucer	1
98	General Surf.					Ceramic, vessel	earthenware, refined	whiteware	undecorated	unidentifiable fragment	rim sherd			3
99	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	hand-painted, overglaze	bowl	rim/body sherd		6" diameter sm bowl with thick green and thin red annular bands on rim. Likely same vessel as cat # 100	1
100	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	hand-painted, overglaze	bowl	rim/body sherd	2	6" diameter sm bowl with thick green and thin red annular bands on rim and blue, green and black floral & leaf motif. Likely same vessel as cat # 99	1
101	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	hand-painted, overglaze	unidentifiable fragment	rim sherd	2	Green, black & blue leaf motif. Same motif as cat # 100. Probable cup rim	1

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102	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	hand-painted, underglaze	unidentifiable fragment	rim sherd		Gray/green & white swirls over blue base. Probable cup	1
103	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	transferprint green, underglaze	unidentifiable fragment	body sherd		Marked with ". . .DROIT & ES". Possible large storage vessel. Same vessel as cat # 104	1
104	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	transferprint green, underglaze	unidentifiable fragment	rim sherd		13" diameter rim with a flat smooth unglazed rim. Marked with ". . .HEAD.MOOR. . ." & ". . .INTMENT". Possible large storage vessel. Same vessel as cat # 103	1
105	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	transferprint green, underglaze	unidentifiable fragment	rim sherd		Large vessel with scalloped rim; possible pitcher	2
106	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	molded	plate	rim sherd		9" plate with molded leaf and floral motif on rim	2
107	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	molded	plate	rim/body/basal sherd		Maker's Mark: impress partial imperial seal. Possibly English mark. 8" plate with molded leaf and floral motif on rim.	1
108	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	molded	cup	rim/body sherd		Light mold along rim. Handle missing	1
109	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	molded	unidentifiable fragment	rim sherd		Molded rim	1
110	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	molded	unidentifiable fragment	rim sherd			2
111	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	undecorated	plate	base, partial		Small plate	1
112	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	undecorated	plate	base, partial			1
113	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	undecorated	plate	base, partial		Maker's Mark: ". . .RANTED BEST IRONST. . ." & imperial seal Likely The Brockmann Pottery Co. of Cincinnati which is marked with "B. P. Co." and "Warranted Best Ironstone China." after 1887	1
114	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	undecorated	plate	rim sherd		8" diameter plate rim frag	1
115	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	undecorated	plate	rim/body/basal sherd	2	8" diameter plate	1
116	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	undecorated	plate	rim/body/basal sherd	2	7" diameter plate	1

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117	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	undecorated	plate	rim/body/basal sherd		Maker's Mark: "PORCELAINE DE TERRE" above shield with "JOHN EDWARDS" below. John Edwards (& Co) Fenton, Staffordshire, England ca 1880-1900)	1
118	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	undecorated	saucer	rim/body/basal sherd		Maker's Mark: ". . . CHINA" above imperial seal with ". . . RGE SCOTT" below. George Scott Pottery, Cincinnati Ohio 1846-1900. 6" diameter saucer.	1
119	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	undecorated	saucer	rim/body/basal sherd		Maker's Mark: "STONECHINA J.W.PANKHURST & Co" below imperial seal. Pottery operating at the Charles Street Works (to 1883) and the Old Hall Street works, Hanley, Stoke-on-Trent. The " & CO" was added from 1852.	1
120	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	undecorated	dish	nearly complete vessel		Maker's Mark: " J & G MEAKIN IRONSTONE CHINA" impressed mark. Small dish.	1
121	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	undecorated	lid	rim sherd		3 1/2" diameter lid. Possible sugar bowl or teapot lid	1
122	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	undecorated	bowl	base, partial			1
123	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	undecorated	cup	rim/body/basal sherd		Heavy cup; probable hotel/dinner ware	1
124	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	undecorated	cup	rim sherd		3" diameter cup	1
125	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	undecorated	unidentifiable fragment	base, partial		5" diameter base	1
126	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	undecorated	unidentifiable fragment	base, partial		Probable plate	1
127	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	undecorated	unidentifiable fragment	base, partial		Probable cup	1
128	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	undecorated	unidentifiable fragment	base, partial			1
129	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	undecorated	unidentifiable fragment	body sherd		1 pcs is a possible cup frag	3
130	General Surf.					Ceramic, vessel	earthenware, refined	ironstone	undecorated	unidentifiable fragment	rim sherd			3

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131	General Surf.					Ceramic, vessel	earthenware, refined	unidentified	undecorated, clear glaze	mug	rim/body/basal sherd	5	Maker's Mark: "...BY...S SONS, ...TI...O." Undecipherable mark but likely from Cincinnati Brown paste with clear glaze on exterior and white glaze on interior. Drinking mug has handle. Same vessel as cat # 132 & 133	1
132	General Surf.					Ceramic, vessel	earthenware, refined	unidentified	undecorated, clear glaze	mug	base, partial		Brown paste with clear glaze on exterior and white glaze on interior. Same vessel as cat # 131 & 133	1
133	General Surf.					Ceramic, vessel	earthenware, refined	unidentified	undecorated, clear glaze	mug	body sherd		Brown paste with clear glaze on exterior and white glaze on interior. Same vessel as cat # 131 & 132	1
134	General Surf.					Ceramic, vessel	porcelain	hard paste	decalcomania	serving bowl	base, partial		Leaf motif	1
135	General Surf.					Ceramic, vessel	porcelain	hard paste	decalcomania	unidentifiable fragment	body sherd		Red rose motif	1
136	General Surf.					Ceramic, vessel	porcelain	hard paste	decalcomania	unidentifiable fragment	rim sherd		Ribbon like molding with floral decalcomania.	1
137	General Surf.					Ceramic, vessel	porcelain	hard paste	molded, hand-painted or gilt	bowl	base, partial		Very light silver gilt along base	1
138	General Surf.					Ceramic, vessel	porcelain	hard paste	molded	bowl	rim sherd		Light ribbon molded motif	1
139	General Surf.					Ceramic, vessel	porcelain	hard paste	molded	unidentifiable fragment	base, partial		3 1/2" diameter base. Possible pitcher or vase	1
140	General Surf.					Ceramic, vessel	porcelain	hard paste	undecorated	bowl	base, partial		Small bowl vessel; possible sugar bowl or creamer	1
141	General Surf.					Ceramic, vessel	porcelain	hard paste	undecorated	plate	base, partial			1
142	General Surf.					Ceramic, vessel	porcelain	hard paste	undecorated	unidentifiable fragment	base, partial			1
143	General Surf.					Ceramic, vessel	porcelain	hard paste	undecorated	unidentifiable fragment	body sherd			1
144	General Surf.					Ceramic, vessel	porcelain	hard paste	undecorated	unidentifiable fragment	body sherd		1 pc is a probable bowl	2
145	General Surf.					Ceramic, vessel	porcellaneous	hard paste	undecorated	bowl	rim/body/basal sherd		6 1/2" diameter bowl. Diner or hotel ware grade.	1
146	General Surf.					Ceramic, other	porcelain	bisque	molded	doll/figurine	head		Fragments likely from the same doll but do not mend.	2
147	General Surf.					Ceramic, other	porcelain	hard paste	clear glaze	doll/figurine	hand		Doll hand	1

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148	General Surf.					Ceramic, other	porcelain	bisque		unidentifiable fragment	fragment		Unknown porcelain fragment.	1
149	General Surf.					Ceramic, other	porcellaneous	institutional	molded	insulator, electric transmission	partial		Embossed with: ". . . UNT". Insulator for house wiring.	1
150	General Surf.					Ceramic, other	unidentified		3/4" tiles	tile, flat	frag		3/4" floor tiling attached to concrete; possibly entryway or bathroom tiling	1
151	General Surf.					Ceramic, other	earthenware, coarse	unknown	lead glaze	insulator, electric transmission	complete		Glazed insulator sleeve to insulate wires traveling through floor joist	2
152	General Surf.					Ceramic, brick	Stiff mud process	Paver	vitriified	straight	complete		Vitriified paving brick incised with "McMANIGA. . ." Poss Garret & McManigal & Co; Middleport, OH. Also a reference to MCManigal in Logan OH.	1
153	General Surf.					Ceramic, brick	extruded	hard		straight	complete		Embossed with "BLAIR". J. M. Blair Co. Blairsville OH erected in 1876	1
154	General Surf.					Ceramic, brick	extruded	hard		straight	complete		Incised with "BLAIR", J. M. Blair Co. Blairsville OH erected in 1876. Wire has cut both bricks out of sync with the stamp. Both brick read "R * BLAI"	2
155	General Surf.					Glass, other	machine-made	opaque white		lid	rim		Embossed with: ". . . L. . ."	1
156	General Surf.					Glass, other	machine-made	opaque white		lid liner	rim		Embossed with an undecipherable letter	1
157	General Surf.					Glass, other	machine-made	translucent white		lid liner	partial			1
158	General Surf.					Glass, other	molded	colorless		unidentifiable fragment	rim		4" diameter opening; possible flower vase	1
159	General Surf.					Glass, other	molded	colorless	glass stopper, disk	stopper	complete			1
160	General Surf.					Glass, other	molded	green, light		electrical, insulator, transmission	partial		Threaded interior	1
161	General Surf.					Glass, other	molded	opaque white		unidentifiable fragment	fragment		Curtain molded fragment. Possible light globe frag	1
162	General Surf.					Glass, other	molded	opaque white		unidentifiable fragment	rim		Possible lamp globe	1
163	General Surf.					Glass, other	unidentified	colorless		eye lens	complete		Lens for eye glasses	1
164	General Surf.					Glass, other	unidentified	opaque white		unidentifiable fragment	fragment		Unknown frag	1

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165	General Surf.					Glass, other	unidentified	opaque white		unidentifiable fragment	fragment			1
166	General Surf.					Glass, other	unidentified	opaque white		unidentifiable fragment	fragment		Probable same vessel as cat # 167	1
167	General Surf.					Glass, other	unidentified	opaque white		unidentifiable fragment	partial		Unknown form. Possible light globe. Probable same vessel as cat # 166	1
168	General Surf.					Glass, tableware	pattern mold	colorless		bowl	base, partial	2		1
169	General Surf.					Glass, tableware	molded	colorless		unidentified	base, partial		Stemware base	1
170	General Surf.					Glass, tableware	pattern mold	colorless		stemware, drinking glass	cup		Only cup portion; base and stem missing. Small vessel; probable use as a liqueur glass	1
171	General Surf.					Glass, tableware	press mold	colorless		stemware, indeterminate	base, partial		Thick stem. Possible stemmed desert bowl or small serving bowl	1
172	General Surf.					Glass, tableware	molded	colorless		stemware, indeterminate	stem		Probable drinking vessel	1
173	General Surf.					Glass, vessel	embossed, lettering	aqua	Hutchinson spring stopper	bottle, mineral water	complete		Makers Mark: "H" Embossed with "H. MEINHARDT CINCINNATI, O" also embossed with: "THIS BOTTLE IS NEVER SOLD"	1
174	General Surf.					Glass, vessel	embossed, lettering	aqua	Hutchinson spring stopper	bottle, mineral water	complete		Makers Mark: "D" Embossed with "ANCHOR BOTTLING WORKS CINCINNATI, O" with anchor and rope motif. Also embossed with "REGISTERED BOTTLE NEVER SOLD"	1
175	General Surf.					Glass, vessel	embossed, lettering	aqua, light	Hutchinson spring stopper	bottle, soft drink/mineral water	complete		Embossed with: "CINCINNATI SODA & MINERAL WATER WORKS THIS BOTTLE IS NEVER SOLD" & "CHOICE" within a Star of David. "Herman KNUWENER, head of the prosperous firm of Knawener & Verhage, owning and managing the Cincinnati soda and mineral water works"	1
176	General Surf.					Glass, vessel	embossed, lettering	aqua, light		bottle, soft drink/mineral water	base		Embossed with: "H.&J. ALWES MINERAL WATER CINCINNATI, O" Alwes, Henry, s.s. Pearl b. Vine & Race See Williams Cincinnati Directory pg 312	1

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177	General Surf.					Glass, vessel	embossed, lettering	aqua, light		bottle, soft drink/mineral water	base		Embossed w/: "...NNATI SODA WATER & GINGER ALE CO. THIS BOTTLE IS NEER SOLD" & "CHOICE" embossed within a Star of David motif. The Cincinnati Soda Water & Ginger Ale Co., H. Verhage, Pres't, 270 & 272 Sycamore St. Bottle likely had Hutchinsonson finish	1
178	General Surf.					Glass, vessel	embossed, lettering	aqua, light		bottle/jar	body sherd		Embossed with: "...ATENT ...OV 30T... 1858" Pobably "Patent Nov 30th 1858"	1
179	General Surf.					Glass, vessel	embossed, lettering	aqua, light	bead finish	bottle, ink/mucilage	complete		Maker's Mark: "CARTER'S MADE IN U.S.A." Carter's Ink Company. Founded in 1858 by Boston stationer, William Carter. Also see http://www.fohbc.com/PDF_Files/Ink_Sp2003.pdf	1
180	General Surf.					Glass, vessel	embossed, lettering	amber	crown finish	bottle, liquor	base, neck, finish		Embossed with: "...CO ...INNATI OHIO" Beer bottle, unknown (Cincinnati) brewery	1
181	General Surf.					Glass, vessel	embossed, lettering	amber		bottle, liquor	base, neck		Maker's Mark: "C&CB" with "X" on bottom and embossed with "EXCELSIOR BOTTLING WORKS DAYTON, O." a beer bottling co.	1
182	General Surf.					Glass, vessel	embossed, lettering	amber		bottle, liquor	base, neck		Makers Mark: "226" over "H" & lower side embossed with "THE JUNG BREWING CO. CINCINNATI, OHIO" In 1885, after the deaths of Peter Weyand and Daniel Jung, The Western Brewery at 2011/2055 Freeman and Bank Streets was reorganized as the Jung Brewing Co.	1
183	General Surf.					Glass, vessel	embossed, lettering	amber		bottle, liquor	base		Maker's Mark: "MBBG CO 162" Also embossed on lower side with "...WING CO CINCINNATI. North Baltimore Bottle Glass Co 1885-1930. Bottle made for unknown Cincinnati brewery.	1
184	General Surf.					Glass, vessel	embossed, lettering	colorless	champagne finish	bottle, liquor	complete		Embossed with: "FLORIDA WINE CO PHILADA, PA. U.S.A."	1
185	General Surf.					Glass, vessel	empointilled	colorless		bottle/jar	base		6" diameter base. Probable gallon bottle.	1

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186	General Surf.					Glass, vessel	empointilled	olive green, dark		bottle/jar	base		Large bottle with push up base; probable beverage (wine) bottle.	1
187	General Surf.					Glass, vessel	applied color label	green	crown finish	bottle, soft-drink	complete		Label: "7 UP" a 12oz 7UP bottle	1
188	General Surf.					Glass, vessel	machine-made	colorless	brandy/wine finish, straight	bottle/jar, food	complete		Condiment bottle or possible small wine bottle	1
189	General Surf.					Glass, vessel	machine-made	colorless	flat	bottle/jar, food	nearly complete		Condiment bottle or possible small liquor bottle with flared base	1
190	General Surf.					Glass, vessel	machine-made	colorless	bead finish	bottle/jar	finish		Small bottle; possible in or toiletries bottle	1
191	General Surf.					Glass, vessel	machine-made	colorless	cap seat finish	bottle, milk	finish		Quart milk bottle	1
192	General Surf.					Glass, vessel	machine-made	colorless	continuous threaded finish, external	bottle	finish			1
193	General Surf.					Glass, vessel	machine-made	colorless	continuous threaded finish, external	bottle/jar	finish		Possible household bottle	1
194	General Surf.					Glass, vessel	machine-made	colorless	extract/patent finish	bottle	finish		Probable extract bottle. Seam continues through the finish	1
195	General Surf.					Glass, vessel	machine-made	opaque white	continuous threaded finish, external	bottle/jar, toiletries	complete		Maker's Mark: "POND'S PAT. APPL'D FOR" "6". From the "T.T. Pond Company" founded in 1846. http://en.wikipedia.org/wiki/Pond%27s_Creams	1
196	General Surf.					Glass, vessel	machine-made, Owens	aqua		bottle/jar	base		Possible canning jar base	1
197	General Surf.					Glass, vessel	machine-made, Owens	aqua		bottle/jar	base		Maker's Mark: "E" Unknown mark	1
198	General Surf.					Glass, vessel	mold-blown	aqua		bottle/jar	base		Probable beverage bottle	1
199	General Surf.					Glass, vessel	mold-blown	aqua, light	ring finish, oil	bottle/jar	finish		Applied finish	1
200	General Surf.					Glass, vessel	mold-blown	green, light	ring finish, collared	bottle/jar	finish		Applied collared finish	1
201	General Surf.					Glass, vessel	molded	amber		bottle/jar	base		Probable beverage bottle (beer)	1

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202	General Surf.					Glass, vessel	molded	amber		bottle/jar	base		Oval base	1
203	General Surf.					Glass, vessel	molded	amber		bottle/jar	body sherd		Probable beverage bottle	1
204	General Surf.					Glass, vessel	molded	amber		bottle/jar	body sherd		Paneled bottle frag	1
205	General Surf.					Glass, vessel	molded	amber		unidentified	base			1
206	General Surf.					Glass, vessel	molded	aqua		bottle/jar	base		Maker's Mark: ". . D" Unknown mark; possible medicine bottle	1
207	General Surf.					Glass, vessel	molded	aqua		bottle/jar	base		French square base.	1
208	General Surf.					Glass, vessel	molded	aqua		bottle/jar	body sherd			1
209	General Surf.					Glass, vessel	molded	aqua		bottle/jar	body sherd		French square bottle	1
210	General Surf.					Glass, vessel	molded	aqua		bottle/jar	neck			1
211	General Surf.					Glass, vessel	molded	aqua, light	blob finish	bottle, soft drink/mineral water	finish		Probable mineral water bottle. Blob finish is likely for a Hutchinson spring stopper	1
212	General Surf.					Glass, vessel	molded	aqua, light	Hutchinson spring stopper	bottle, soft drink/mineral water	finish		With blob finish	1
213	General Surf.					Glass, vessel	molded	colorless		bottle	base	2	Maker's Mark: "W.T. & Co 541 O". Probable 12 oz. bottle	1
214	General Surf.					Glass, vessel	molded	colorless		bottle/jar	base		Maker's Mark: "F" within diamond. Quart size. Same vessel shape as cat # 329 & 346. Possible household or liquor bottle.	1
215	General Surf.					Glass, vessel	molded	colorless		bottle/jar	body sherd	2		1
216	General Surf.					Glass, vessel	molded	colorless		bottle/jar	base		Probable beverage bottle	1
217	General Surf.					Glass, vessel	molded	colorless		bottle/jar, food	base, neck, finish	3	Jelly/perserve jar	1
218	General Surf.					Glass, vessel	molded	colorless		bottle/jar, food	base, neck, finish	2	Jelly/perserve jar	1
219	General Surf.					Glass, vessel	molded	colorless	brandy/wine finish, straight	bottle, liquor	finish			1

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220	General Surf.					Glass, vessel	molded	colorless	ring finish, collared	bottle/jar, medicine	finish			1
221	General Surf.					Glass, vessel	molded	colorless		lid	partial		Probable assoc. with candy dish cat #232	1
222	General Surf.					Glass, vessel	molded	colorless		unidentified	body sherd		Probable pcs assoc. with candy dish cat #232	10
223	General Surf.					Glass, vessel	molded	colorless		unidentified	body sherd			1
224	General Surf.					Glass, vessel	molded	olive green, dark		bottle/jar	base		Possible beverage bottle (wine)	1
225	General Surf.					Glass, vessel	molded	olive green, dark		bottle/jar	base		Rounded base with flat bottom. Usually Mineral bottles. Base referred to as "club" or "tenpin" in shape, "semi-round", or "egg-shaped" (McKearin & Wilson 1978, Elliot & Gould 1988, Jones & Sullivan 1989)	1
226	General Surf.					Glass, vessel	molded	olive green		bottle/jar	body sherd		Probable beverage bottle; possible wine bottle	1
227	General Surf.					Glass, vessel	molded base	olive green		bottle/jar	base		Possible beverage bottle (wine)	1
228	General Surf.					Glass, vessel	molded	green, light	extract/patent finish	bottle	finish		Tooled extract finish. Probable extract bottle	1
229	General Surf.					Glass, vessel	molded	solarized amethyst	brandy/wine finish, tapered	bottle, liquor	finish			1
230	General Surf.					Glass, vessel	molded, separate base part	colorless	bead finish	bottle/jar, undiagnostic	complete		Maker's Mark: "AMPT" Unknown mark. Possibly German. Sm bottle; possible medicine bottle	1
231	General Surf.					Glass, vessel	molded, separate base part	colorless		bottle/jar, food	complete		Maker's Mark: "D. B. MFG CO" "3". Unknown maker. The cap seat finish likely used with a spring top closure. Jar is possibly a pickle jar	1
232	General Surf.					Glass, vessel	press mold	colorless		candy dish	base	3		1
233	General Surf.					Glass, vessel	press mold	colorless		bottle/jar	body sherd		Octahedral bottle; probable beverage bottle	1
234	General Surf.					Glass, vessel	press mold	colorless		bottle/jar	base	2	Octahedral bottle; probable beverage bottle	1
235	General Surf.					Glass, vessel	three-piece mold	colorless		bottle/jar	base	5	Probable beverage bottle	1

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236	General Surf.					Glass, vessel	unidentifiable fragment	amber		unidentified	body sherd			2
237	General Surf.					Glass, vessel	unidentifiable fragment	aqua		unidentified	body sherd			2
238	General Surf.					Glass, vessel	unidentifiable fragment	aqua, light		unidentified	body sherd			1
239	General Surf.					Glass, vessel	unidentifiable fragment	colorless		unidentified	body sherd			2
240	General Surf.					Glass, vessel	unidentifiable fragment	colorless		unidentified	body sherd			3
241	General Surf.					Glass, vessel	unidentifiable fragment	colorless		unidentified	body sherd			2
242	General Surf.					Glass, vessel	unidentifiable fragment	green		unidentified	body sherd			1
243	General Surf.					Glass, vessel	unidentifiable fragment	olive green		bottle/jar	body sherd			1
244	General Surf.					Glass, vessel	unidentifiable fragment	olive green		unidentified	body sherd		Possible beverage bottle	1
245	General Surf.					Glass, vessel	unidentifiable fragment	olive green		unidentified	body sherd		Probable beverage bottle (wine)	1
246	General Surf.					Glass, vessel	unidentifiable fragment	olive green, light		bottle/jar	body sherd			1
247	General Surf.					Glass, flat	unidentifiable fragment			non-silvered, plate	fragment		Plate glass; possible shelf glass	1
248	General Surf.					Glass, flat	unidentifiable fragment			non-silvered, unidentified	fragment		Plate glass; possible shelf glass	1
249	General Surf.					Glass, flat	unidentifiable fragment			non-silvered, window	fragment			4
250	General Surf.					Glass, flat	unidentifiable fragment			non-silvered, window	fragment			6
251	General Surf.					Glass, flat	unidentifiable fragment			non-silvered, window	fragment		Thick glass frags; possible lg window i.e. picture window or display front	3
252	General Surf.					Glass, flat	unidentifiable fragment			non-silvered, window	fragment			1
253	General Surf.					Faunal remains	natural	Mammalia	Bos	bone	clavical		Cut/Sawn	1
254	General Surf.					Faunal remains	natural	Mammalia	Bos	bone	lone bone		Cut/Sawn	3
255	General Surf.					Faunal remains	natural	Mammalia	Bos	bone	lone bone		Cut/Sawn	2

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256	General Surf.					Faunal remains	natural	Mammalia	Bos	bone	lone bone			1
257	General Surf.					Faunal remains	natural	Mammalia	Bos	bone	rib		Cut/Sawn	1
258	General Surf.					Faunal remains	natural	Mammalia	Bos	bone	rib		Cut/Sawn	2
259	General Surf.					Faunal remains	natural	Mammalia	Bos	bone	rib		Cut/Sawn	1
260	General Surf.					Faunal remains	natural	Mammalia	Bos	bone	scapula		Cut/Sawn	1
261	General Surf.					Faunal remains	natural	Mammalia	Bos	bone	wrist/hand/a nkle/feet		Hock, Cut/Sawn	1
262	General Surf.					Faunal remains	natural	Mammalia	Bos	bone	wrist/hand/a nkle/feet		Cut/Sawn, Numerous cut marks	1
263	General Surf.					Faunal remains	natural	Mammalia	Sus	bone	rib			1
264	General Surf.					Faunal remains	natural	Mammalia	unidentified	bone	lone bone			2
265	General Surf.					Faunal remains	natural	Mammalia	unidentified	bone	unidentified			5
266	General Surf.					Faunal remains	natural	Mammalia	unidentified	bone	vertebra		Burned/melted	1
267	General Surf.					Faunal remains	natural	Mammalia	unidentified	bone	vertebra			3
268	General Surf.					Faunal remains	natural	Aves	Gallus	bone	lone bone			1
269	General Surf.					Faunal remains	natural	Aves	unidentified	bone	lone bone		Large bird; possibly turkey	2
270	General Surf.					Faunal remains	natural	Aves	unidentified	bone	lone bone		Possible turkey. One appears boiled. Possibly used in soup	2
271	General Surf.					Faunal remains	natural	Aves	unidentified	bone	wrist/hand/a nkle/feet		Tarsometatarsus. Large bird; possibly turkey	2
272	General Surf.					Faunal remains	natural	mussel, freshwater	Ohio Pigtoe - Pleurobema cordatum	shell, bivalve	shell		http://www.marietta.edu/~bio/mussels/pondhorn.html	4
273	General Surf.					Faunal remains	natural	mussel, freshwater	Pondhorn - Uniomorus tetralasmus	shell, bivalve	shell		http://www.marietta.edu/~bio/mussels/pondhorn.html	1
274	General Surf.					Faunal remains	natural	mussel, freshwater	unidentified	shell, bivalve	shell		Probable Ohio pigtoe mussels, but shells are fragmentary.	5

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275	General Surf.					Faunal remains	natural	oyster		shell, bivalve	shell			1
276	General Surf.					Metal	machine-made	cupric		knife	partial		Pocket knife	1
277	General Surf.					Metal	machine-made	cupric		unidentifiable fragment	fragment		Cylindrical form	1
278	General Surf.					Metal	stamped	cupric		band	partial			2
279	General Surf.					Metal	stamped	cupric		fixture	partial		Possible light base	1
280	General Surf.				118 Water Street basement floor	Metal	stamped	cupric	penny	coin	complete		1880 penny	1
281	General Surf.					Metal	stamped	cupric	shank	button	complete		Eagle stamped on 3/4" button. Possible military button	1
282	General Surf.					Metal	stamped	cupric	shank	button	complete		7/8" diameter button	1
283	General Surf.					Metal	stamped	cupric		unidentified	partial		Possible part of plumbing fixture	1
284	General Surf.					Metal	wire-drawn	cupric		buckle; strap adjustor	complete			1
285	General Surf.					Metal	cast	cupric		pin	partial		Possible hinge pin i.e. door hinge pin	1
286	General Surf.					Metal	cut	ferrous		eye	partial		Large spiked eye hook. Possible for attachment to brick building	1
287	General Surf.					Metal	cut	ferrous		spike, railroad	complete			1
288	General Surf.					Metal	cut	ferrous		spike, railroad	partial			1
289	General Surf.					Metal	cut	ferrous		staple	partial		Large construction staple	1
290	General Surf.					Metal	cut	ferrous	3"	nail	complete			1
291	General Surf.					Metal	cut	ferrous		unidentifiable fragment	partial		11 1/2" long pc. Possible skate fragment	1
292	General Surf.					Metal	unknown	ferrous		nail	partial			5
293	General Surf.					Metal	unknown	ferrous		nail	partial			1

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294	General Surf.					Metal	unknown	ferrous		spike	partial			1
295	General Surf.					Metal	wire-drawn	ferrous		wire	fragment			1
296	General Surf.					Mineral				carbon	fragment		Often described as "battery rod" object	1
297	General Surf.					Mineral		roofing slate		shingle	fragment			1
298	General Surf.					Mineral	cut			granite	fragment		Probable sill	3
299	General Surf.					Mineral				mortar, lime	fragment			6
300	General Surf.					Mineral				plaster, lime	fragment			4
301	General Surf.				Courtyard test extension	Ceramic, vessel	earthenware, refined	yellow ware	slip banded	bowl	shoulder		Pale yellow slip glaze with darker yellow glaze	1
302	General Surf.				Courtyard test extension	Ceramic, vessel	earthenware, refined	yellow ware	undecorated, yellow glaze	bowl	base, partial			1
303	General Surf.				Courtyard test extension	Ceramic, vessel	earthenware, refined	whiteware	undecorated	unidentifiable fragment	base, partial			1
304	General Surf.				Courtyard test extension	Ceramic, vessel	earthenware, refined	ironstone	molded	saucer	rim/body sherd	2	Leaf and vine motif similar (but not identical to) pcs from cat# 74	1
305	General Surf.				Courtyard test extension	Glass, flat	unidentifiable fragment			non-silvered, unidentified	fragment		Chicken wire embedded within glass. Probable reinforced window for a low (or basement) area.	1
306	General Surf.				Courtyard test extension	Faunal remains	natural	Mammalia	Bos	bone	scapula		Cut/Sawn	1
307	General Surf.				Courtyard test extension	Faunal remains	natural	Mammalia	Sus	bone	rib		Cut/Sawn	1
308	General Surf.				Courtyard test extension	Faunal remains	natural	Mammalia	unidentified	bone	lone bone		Cut/Sawn, Probable Bos or Sus	1
309	General Surf.				Northern-most structure North of structures 1 & 2	Glass, vessel	embossed, lettering	amber	ring finish, oil	bottle, liquor	complete		Embossed with: "H NIEHAUS & CO CINCINNATI O" and Maker's Mark "D O C" D, O Cunningham Glass Co., Pittsburgh Pa., 1882-1937. Also see http://archiver.rootsweb.ancestry.com/th/read/NIEHAUS/2003-01/1041815634 and http://www.studhauspress.com/modernized.html	1

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Cat #	Collection Type	Fea #	Level	Fea Quad	Prov Comments	Material	Manufacture	Type	Variety	Form	Element	Pes Mended	Analysis Comments	Ct
310	General Surf.				Northern-most structure North of structures 1 & 2	Glass, vessel	molded	green, light		bottle, soft drink/mineral water	base		Round bottom base. The typical rounded base bottle was made of thick heavy glass and used for carbonated soda, mineral water, and in particular, ginger ale (Munsey 1971)	1
311	General Surf.				Northern-most structure North of structures 1 & 2	Metal	stamped	cupric		spoon	partial		Possible fit with handle cat # 388	1
312	General Surf.				NE corner of Structure 2 at base of fill	Ceramic, vessel	earthenware, refined	unidentified	colored glaze, opaque	jar	body sherd		Redish-brown high-fired paste with a redish brown opaque glaze. Mold decorated preserve jar. Cat # 313 is from same vessel. See Greer pg 92 for similar forms	2
313	General Surf.				NE corner of Structure 2 at base of fill	Ceramic, vessel	earthenware, refined	unidentified	colored glaze, opaque	jar	rim sherd	2	Redish-brown high-fired paste with a redish brown opaque glaze. Mold decorated preserve jar with hole in the side for a handle or spring metal closure. Cat # 312 is from same vessel. See Greer pg 92 for similar forms	1
314	General Surf.				NE corner of Structure 2 at base of fill	Ceramic, vessel	earthenware, refined	whiteware	undecorated	bowl	rim sherd		7" rim fragment	1
315	General Surf.				NE corner of Structure 2 at base of fill	Faunal remains	natural	Mammalia	unidentified	bone	pelvis/sacrum			1
	General Surf.					Ceramic, other	earthenware, coarse	unknown	vitrified	sewer tile	body		Deaccessioned	1
	General Surf.					Metal	stamped	unidentified		cap/lid, bottle	partial		Deaccessioned	1
	General Surf.					Metal	unknown	ferrous		unidentifiable fragment	fragment		Deaccessioned	1
	General Surf.					Metal	unknown	ferrous		unidentifiable fragment	partial		Unknown form. Deaccessioned	1
	General Surf.					Mineral				coal	fragment		Deaccessioned	1
	General Surf.					Synthetics	by-product			slag	fragment		Deaccessioned	1

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Cat #	Collection Type	Fea #	Level	Fea Quad	Prov Comments	Material	Manufacture	Type	Variety	Form	Element	Pcs Mended	Analysis Comments	Ct
316	Fea.	1	1	N 1/2	Cistern/well, level above brick rubble	Ceramic, other	kaolin	white paste	molded	pipe	bowl			1
317	Fea.	1	1	N 1/2		Glass, vessel	mold-blown	aqua	blob finish	bottle, soft drink/mineral water	finish		Applied Blob finish. Blob finishes are most commonly found on soda and mineral water bottles from the 1840s through the end of the mouth-blown era (1920 or so) and beer bottles from the 1870s into the 1910s.	1
318	Fea.	1	1	N 1/2		Glass, vessel	molded	aqua		bottle/jar	base		Curtian sides	1
319	Fea.	1	1	N 1/2		Glass, vessel	unidentifiable fragment	olive green		unidentified	body sherd			1
320	Fea.	1	1	N 1/2		Glass, flat	unidentifiable fragment			non-silvered, window	fragment			1
321	Fea.	1	1	N 1/2		Faunal remains	natural	Mammalia	unidentified	bone	scapula		Cut/Sawn, Probable Sus or Bos	1
322	Fea.	1	1	N 1/2		Faunal remains	natural	Aves	Gallus	bone	long bone			1
323	Fea.	1	1	N 1/2		Faunal remains	natural	Mammalia	Rodentia	bone	jaw		Probable rat, no functional groups recorded	1
324	Fea.	1	1	N 1/2		Metal	unknown	ferrous		nail	fragment			4
325	Fea.	1	1	N 1/2	Cistern/well, level above brick rubble	Mineral				mica	fragment		Probable mica from a stove front	1
326	Fea.	1	1	N 1/2		Metal	unknown	ferrous		unidentifiable fragment	fragment			1
327	Fea.	1	1	S 1/2		Ceramic, vessel	earthenware, refined	ironstone	molded	bowl	rim sherd		6" diameter bowl	1
328	Fea.	1	1	S 1/2		Ceramic, vessel	earthenware, refined	whiteware	undecorated	plate	rim/body/basal sherd	5	8" diameter plate	1
329	Fea.	1	1	S 1/2		Ceramic, vessel	porcelain	hard paste	undecorated	plate	rim/body/basal sherd	2	7" diameter plate	1
330	Fea.	1	1	S 1/2		Glass, vessel	molded, separate base part	solarized amethyst		bottle, jar	base		Maker's Mark: "F" Unknown bottle mark. Quart size. Likely household or liquor bottle. Same vessel shape as Cat # 346 & 214	1
331	Fea.	1	1	S 1/2		Glass, flat	unidentifiable fragment			non-silvered, window	fragment			2
331	Fea.	1	1	S 1/2		Faunal remains	natural	Mammalia	Bos	bone	rib			1

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Cat #	Collection Type	Fea #	Level	Fea Quad	Prov Comments	Material	Manufacture	Type	Variety	Form	Element	Pcs Mended	Analysis Comments	Ct
332	Fea.	1	1	S 1/2		Metal	unknown	ferrous		unidentifiable fragment	fragment		Possible nails	2
	Fea.	1	1	S 1/2		Mineral				coal	fragment			3
333	Fea.	1	2	N 1/2	brick rubble layer	Ceramic, vessel	earthenware, refined	yellow ware	slip banded	unidentifiable fragment	rim sherd	10	3 white annular bands on a yellow vessel; probable bowl. Both pcs probably from the same vessel	2
334	Fea.	1	2	N 1/2	brick rubble layer	Ceramic, vessel	earthenware, refined	yellow ware	undecorated, yellow glaze	unidentifiable fragment	rim sherd		Probable bowl	1
335	Fea.	1	2	N 1/2	brick rubble layer	Ceramic, vessel	earthenware, coarse	redware	brown glaze	jar	rim/body/basal sherd		4 1/2" diameter base with 4" diameter mouth. Small mouth preserve jar	1
336	Fea.	1	2	N 1/2	brick rubble layer	Ceramic, vessel	earthenware, refined	whiteware	undecorated	unidentifiable fragment	body sherd			1
337	Fea.	1	2	N 1/2	brick rubble layer	Ceramic, vessel	earthenware, refined	ironstone	undecorated	cup	rim/body/basal sherd	4	3 3/4" rim diameter cup. Restaurant/hotel grade	1
338	Fea.	1	2	N 1/2	brick rubble layer	Ceramic, other	earthenware, refined	whiteware	glazed	doll/figurine	foot			1
339	Fea.	1	2	N 1/2	brick rubble layer	Glass, vessel	embossed, lettering	colorless		bottle/jar, medicine	base	2	Embossed with: "MHS" and "25 C.C." Unknown mark. Small thin square bottle Probable same vessel as cat # 340	1
340	Fea.	1	2	N 1/2	brick rubble layer	Glass, vessel	molded	colorless		bottle/jar	body sherd		Probably same vessel as cat # 339	2
341	Fea.	1	2	N 1/2	brick rubble layer	Glass, vessel	molded	colorless	brandy/wine finish, tapered	bottle, liquor	finish		Probable quart bottle	1
342	Fea.	1	2	N 1/2	brick rubble layer	Glass, vessel	molded	blue, dark	brandy/wine finish, tapered	bottle, liquor	finish		Very dark brown neck with applied finish	1
343	Fea.	1	2	N 1/2	brick rubble layer	Glass, vessel	molded	colorless		bottle/jar	body sherd		Probable fragments from cat # 346 bottle	8
344	Fea.	1	2	N 1/2	brick rubble layer	Glass, vessel	molded	olive green solarized amethyst	ring finish, double	bottle/jar	finish		The double ring finish sits below the top of the bottle, similar to a champagne finish. Bottle is likely either liquor bottle or medicinal/bitters bottle. Remnants of a paper label still on neck of bottle.	1
345	Fea.	1	2	N 1/2	brick rubble layer	Glass, vessel	molded			unidentified	body sherd		Maker's Mark. "F" within a diamond. Unknown maker. Quart size. Possible household or liquor bottle. Same vessel shape as Cat # 118 & 214	1
346	Fea.	1	2	N 1/2	brick rubble layer	Glass, vessel	molded, separate base part	colorless		bottle/jar	base			1

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Collection Cat #	Fea #	Level	Fea Quad	Prov Comments	Material	Manufacture	Type	Variety	Form	Element	Pcs Mended	Analysis Comments	Ct
347	1	2	N 1/2	brick rubble layer	Glass, vessel	unidentifiable fragment	amber		unidentified	body sherd			1
348	1	2	N 1/2	brick rubble layer	Glass, vessel	unidentifiable fragment	aqua, light		unidentified	body sherd			1
349	1	2	N 1/2	brick rubble layer	Glass, vessel	unidentifiable fragment	aqua, light		unidentified	body sherd			1
350	1	2	N 1/2	brick rubble layer	Glass, vessel	unidentifiable fragment	colorless		unidentified	body sherd			3
351	1	2	N 1/2	brick rubble layer	Glass, vessel	unidentifiable fragment	colorless		unidentified	body sherd			6
352	1	2	N 1/2	brick rubble layer	Glass, vessel	unidentifiable fragment	olive green		unidentified	body sherd			1
353	1	2	N 1/2	brick rubble layer	Glass, vessel	unidentifiable fragment	olive green		unidentified	body sherd			1
354	1	2	N 1/2	brick rubble layer	Glass, vessel	unidentifiable fragment	solarized amethyst		unidentified	body sherd			1
355	1	2	N 1/2	brick rubble layer	Glass, other	molded	solarized amethyst		unidentifiable fragment	partial		Possible glass base for a light	1
356	1	2	N 1/2	brick rubble layer	Glass, flat	unidentifiable fragment			non-silvered, window	fragment			1
357	1	2	N 1/2	brick rubble layer	Faunal remains	natural	Mammalia	Bos	bone	lone bone		Cut/Sawn, Sawn long bone	1
358	1	2	N 1/2	brick rubble layer	Faunal remains	natural	Mammalia	Sus	bone	rib			1
359	1	2	N 1/2	brick rubble layer	Faunal remains	natural	Mammalia	unidentified	bone	lone bone		Cut/Sawn, Probable Sus; with saw marks	1
	1	2	N 1/2	brick rubble layer	Metal	unknown	ferrous		unidentifiable fragment	fragment		Deaccessioned	2
	1	2	N 1/2	brick rubble layer	Mineral				coal	fragment		Deaccessioned	1
360	1	3	N 1/2	below brick rubble layer	Ceramic, vessel	earthenware, refined	yellow ware	slip banded	unidentifiable fragment	body sherd		White annular band on yellow slip	1
361	1	3	N 1/2	below brick rubble layer	Ceramic, vessel	earthenware, refined	whiteware	undecorated	plate	rim/body/basal sherd		8" diameter plate	1
362	1	3	N 1/2	below brick rubble layer	Ceramic, vessel	earthenware, refined	ironstone	molded	unidentifiable fragment	rim sherd			1
363	1	3	N 1/2	below brick rubble layer	Ceramic, vessel	stoneware	gray paste	Albany slip and salt glaze	unidentifiable fragment	body sherd			1
364	1	3	N 1/2	below brick rubble layer	Ceramic, vessel	porcelain	hard paste	undecorated	unidentifiable fragment	rim sherd			1

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365	Fea.	1	3	N 1/2	below brick rubble layer	Ceramic, vessel	porcelain	hard paste	undecorated	unidentifiable fragment	body sherd			2
366	Fea.	1	3	N 1/2	below brick rubble layer	Glass, vessel	machine-made	aqua		bottle/jar	base		Maker's Mark: "STAR WORKS CIN O" Fluted sides. Probable quart size. Possibly Star Lager Beer Bottling Company.	1
367	Fea.	1	3	N 1/2	below brick rubble layer	Glass, vessel	molded	colorless		unidentified	body sherd			1
368	Fea.	1	3	N 1/2	below brick rubble layer	Glass, vessel	unidentifiable fragment	amber		unidentified	body sherd			1
369	Fea.	1	3	N 1/2	below brick rubble layer	Glass, vessel	unidentifiable fragment	aqua, light		unidentified	body sherd			3
370	Fea.	1	3	N 1/2	below brick rubble layer	Glass, vessel	unidentifiable fragment	colorless		unidentified	body sherd			12
371	Fea.	1	3	N 1/2	below brick rubble layer	Glass, vessel	unidentifiable fragment	olive green		unidentified	body sherd		Probable bottle	1
372	Fea.	1	3	N 1/2	below brick rubble layer	Glass, flat	unidentifiable fragment			non-silvered, window	fragment			7
373	Fea.	1	3	N 1/2	below brick rubble layer	Glass, flat	unidentifiable fragment			non-silvered, window	fragment			6
374	Fea.	1	3	N 1/2	below brick rubble layer	Faunal remains	natural	Mammalia	Bos	bone	lone bone			1
375	Fea.	1	3	N 1/2	below brick rubble layer	Faunal remains	natural	Mammalia	Bos	bone	rib		Cut/Sawn	1
376	Fea.	1	3	N 1/2	below brick rubble layer	Faunal remains	natural	Mammalia	Bos	bone	vertebra		Cut/Sawn	1
377	Fea.	1	3	N 1/2	below brick rubble layer	Faunal remains	natural	Mammalia	Sus	bone	lone bone			1
378	Fea.	1	3	N 1/2	below brick rubble layer	Faunal remains	natural	Mammalia	Sus	bone	rib			1
379	Fea.	1	3	N 1/2	below brick rubble layer	Faunal remains	natural	Mammalia	unidentified	bone	unidentified			2
380	Fea.	1	3	N 1/2	below brick rubble layer	Faunal remains	natural	Mammalia	unidentified	bone	unidentified			2
381	Fea.	1	3	N 1/2	below brick rubble layer	Faunal remains	natural	Aves	Gallus	bone	lone bone			1
382	Fea.	1	3	N 1/2	below brick rubble layer	Faunal remains	natural	Aves	Gallus	bone	lone bone		Chicken wing	1
383	Fea.	1	3	N 1/2	below brick rubble layer	Faunal remains	natural	Reptilia	Chelydridae	shell, turtle	Carapax		Probable snapping turtle. A number of shell elements are refitted. 17 pcs mend to 10.	10

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Collection Cat #	Fea #	Level	Fea Quad	Prov Comments	Material	Manufacture	Type	Variety	Form	Element	Pcs Mended	Analysis Comments	Ct
384	1	3	N 1/2	below brick rubble layer	Faunal remains	natural	Reptilia	Chelydridae	shell, turtle	plastron		Probable snapping turtle. A number of plastron elements are refitted. 12 pcs mend to 5.	5
385	1	3	N 1/2	below brick rubble layer	Faunal remains	natural	Reptilia	unidentified	bone	pectoral girdle		Probable pectoral girdle of turtle	1
386	1	3	N 1/2	below brick rubble layer	Faunal remains	natural			bone	unidentified			3
387	1	3	N 1/2	below brick rubble layer	Leather	cut/carved			shoe/boot, men's heel	heel			1
388	1	3	N 1/2	below brick rubble layer	Metal	stamped	cupric		utensil	handle		Possible handle of spoon cat # 311	1
389	1	3	N 1/2	below brick rubble layer	Metal	cut	ferrous		nail	partial			2
390	1	3	N 1/2	below brick rubble layer	Metal	unknown	ferrous		nail	partial			2
391	1	3	N 1/2	below brick rubble layer	Ceramic, other	earthenware, coarse	unknown	virrified	sewer tile	body		Deaccessioned	1
392	1	3	N 1/2	below brick rubble layer	Metal	unknown	ferrous		nail	fragment		Deaccessioned	5
393	1	3	N 1/2	below brick rubble layer	Metal	unknown	ferrous		unidentifiable fragment	fragment		Probable nails, Deaccessioned	13
394	1	3	S 1/2	below brick rubble layer	Ceramic, vessel	earthenware, refined	ironstone	molded	plate	rim sherd		8" diameter plate	1
395	1	3	S 1/2	below brick rubble layer	Ceramic, vessel	earthenware, refined	ironstone	undecorated	unidentifiable fragment	base, partial		Probable plate or platter	1
396	1	3	S 1/2	below brick rubble layer	Ceramic, other	unidentified	white paste		marble	complete			1
397	1	3	S 1/2	below brick rubble layer	Glass, vessel	embossed, lettering	aqua		bottle/jar	body sherd		Embossed with: "(P)OST".	1
398	1	3	S 1/2	below brick rubble layer	Glass, vessel	empointilled	aqua		bottle/jar	base		2 1/4" diameter base with paneled sides. Probable beverage bottle	1
399	1	3	S 1/2	below brick rubble layer	Glass, vessel	molded	aqua, light		unidentified	body sherd		Blake style corner on panel bottle	1
400	1	3	S 1/2	below brick rubble layer	Glass, flat	molded	colorless		unidentified	body sherd			1
	1	3	S 1/2	below brick rubble layer	Faunal remains	natural	Mammalia	Bos	bone	rib		Cut/Sawn, Sawn on two ends	1
	1	3	S 1/2	below brick rubble layer	Faunal remains	natural	Mammalia	Sus	bone	rib			2
	1	3	S 1/2	below brick rubble layer	Glass, flat	unidentifiable fragment			non-silvered, window	fragment		3 aqua pcs	3

APPENDIX B
ODOT ARCHAEOLOGY SCOPE OF WORK

SECTION 106 CORDINATION AS IT RELATES TO THE HAM-THE BANKS STREETGRID PROJECT AND SITE 33HA780

The Section 106 consultation regarding the HAM-The Banks Street Grid (PID 80629) is intertwined with two other projects: the Cincinnati Central Riverfront Park (CCRP) development (which is ongoing, see Figure 1) and the HAM-The Banks Intermodal project (PID 77164). All of these projects are guided by the Cincinnati Central Riverfront Urban Design Master Plan referred to as The Banks and are designed to support and unify several public works projects in the downtown Cincinnati riverfront area; specifically the Paul Brown Stadium, the Great American Ballpark, and the National Underground Railroad Museum. Although spatial overlap occurs, the CCRP and the other two projects are defined as separate undertakings specific to the Federal funding source or Federal permit requirements. At the Federal Highway Administration's (FHWA) direction, the Ohio Department of Transportation (ODOT) is initiating Section 106 consultation for the only two projects with FHWA funding: HAM-The Banks Intermodal (PID 77164) and HAM-The Banks Street Grid (PID 80629). These are two construction projects under the same Federal action but for management purposes are addressed separately. The HAM-The Banks Intermodal (PID 77164) project has been coordinated with the Ohio Historic Preservation Office (OHPO) resulting in a finding of "no historic properties affected" on May 14, 2008. However, it is anticipated that the HAM-The Banks Street Grid project will impact archaeological deposits associated with the National Register of Historic Places (NRHP) eligible site 33HA780.



Figure 1: Concept image of the Cincinnati Riverfront Park

As a result of excavations in 2002 conducted by BHE Environmental, Inc on behalf of the city of Cincinnati for the CCRP undertaking, site 33HA780 was determined eligible for listing on the NRHP under Criteria A and D. The intent of the 2002 excavations was to further determine the nature and extent of the archaeological deposits and, assuming they

were eligible, conduct an appropriate level of investigation which would be considered sufficient to mitigate the effect that the proposed CCRP would have on the site. Coordination of the archaeological results with the OHPO also outlined commitments which in part suggest active monitoring during construction of Mehring Way where disturbance would take place at grade or slightly below grade (0 to 3 feet). The report further states "...any further impacts in the area of the parking lot (the location of site 33HA780), beyond that described in this report, should consider the strong potential for encountering NRHP eligible historic period deposits" (Bergmen et al. 2002: 43).

At the on site meeting between ODOT, OHPO, project consultants, and the City on August 7, 2008, ODOT proposed a testing methodology as an alternative to monitoring. This builds upon prior coordination and ongoing consultation between the OHPO, ODOT, FHWA, and the City. This reasoning behind this suggestion is twofold: it will be a more efficient way of investigating the area and will allow such investigation to be conducted in a timely manner. The impacts to site 33HA780 will be the result of water and telephone utility line relocation, minor grading (no more that three feet deep as Mehring Way approaches the Covington and Cincinnati Suspension Bridge) for road clearance, and excavations for pile caps to accommodate the extension of Race Street above the existing grade. The utility relocations will essentially be long and relatively deep (with a maximum of five feet) but also narrow (no more than three feet in width). These utilities will cut across the entire site. Most of Mehring Way will be built above existing grade, however to accommodate a 16-foot clearance for the roadway as it crosses under the northern approach of the bridge a maximum of two to three feet of grading will be necessary. This grading will begin approximately 240 feet to the west of the bridge's piers. As proposed, Race Street will be built on structure above existing grade using cast in place augered drilled shaft piles and cast in place pile caps approximately twenty feet square and three feet deep. Impacts to the site, in other words, are many and varied and archaeological testing will eliminate the confusion that would inevitably arise with monitoring as to which areas require archaeological supervision and when. In terms of timeliness, testing rather than monitoring helps eliminate potential construction delay as deposits are encountered and recorded by archaeologists. The August 7, 2008 meeting resulted in a commitment by all parties to develop an appropriate research strategy that would build upon prior research and archaeological excavations, be commensurable to the project's impact, and be acceptable to ODOT and OHPO.

RESEARCH DESIGN

Archaeological deposits found within an urban setting can seem small and insignificant in isolation but when placed into the broader context a clearer understanding of its relevance can be obtained. The broader context can begin small in scale such as an urban block or district but the context can be enlarged to the entire city or geographical region. Issues such as ethnicity and immigration, health and sanitation, daily life and consumerism, reuse and rebuilding of architectural/landscape features, and access to global markets should be explored on the scale from the household to the neighborhood to the city. The research design proposed first attempts to extract from the historical record an appropriate location in which to begin the archaeological excavations. From this initial

step the archaeological contractor is expected to ascertain the level of integrity and variability of the deposits then link the archaeological and historic records together so that the broader research issues can be addressed.

The archival documentation for Cincinnati's central riverfront area is extensive, including plat maps, fire insurance maps, photographs, post cards, daguerreotypes, engravings, deeds, tax evaluations, and census rolls (Bergman et al. 2002:29). Most of this information has been examined and provided in various forms within at least three separate Section 106 documents:

- *Preliminary Archaeological Assessment of the Proposed Cincinnati Riverfront Park, Hamilton County, Ohio* (Miller & Miller 2000)
- *Phase I and II/III Cultural Resource Investigations at the Cincinnati Central Riverfront Park Site (33HA780)* (Bergman et al. 2002)
- *The Banks: Phase I History/Architecture Survey and Preliminary Assessment of Archeological Potential for the Cincinnati Central Riverfront Development Project (PID 77164)* (Thursby et al. 2007)

Historic map review as provided in these documents shows a general trend in the development of the central riverfront area of Cincinnati from a 19th century mixed commercial/domestic waterfront district addressing the needs of commerce along the Ohio River to modern revitalization efforts that focus on constructing large scale entertainment/cultural facilities to draw people from outside of the area to the downtown. These changes occurred not only because of changes to the way Americans transport themselves and their commercial goods but as a reaction to periodic flood events. It is these economic and environmental changes which have led to the encapsulation of 19th century deposits as illustrated by 33HA780.

The area of proposed excavation for this scope of work is located in the High Probability area of Block 11A as defined by Thursby et al. 2007 (Figure 2). The High Probability area is the former northeastern corner at the intersection of Race Street and Water Street. The following cursory examination of the archival literature regarding a portion of this intersection, specifically 118 and 116 Water Street or In Lot 412, is provided as context for the archaeological contractor and is the area that should be the subject of the excavations if it can be relocated. The proximity of Water Street to the Ohio River made it, naturally, prime real estate for early settlement. While not as accurately documented as later establishments, it should be noted that the area along Water Street consisted of some of the earliest development in Cincinnati. In 1805 only four out of the total 172 buildings that comprised Cincinnati were made of stone, and two of these were on Water Street (Greve 1904: 415). The first jail and tavern were both located here, as well as an early private mayoral office (Greve 1904: 339, 347, 508). County directories and Sanborn Fire Insurance Company maps of the 19th century appear to show that the intersection was an area of mixed residential and commercial buildings. Occupations of the residences living at or near the intersection range from laborers to at least one City Mayor (Issac G. Burnet, listed in 1831). The City directory for 1846 lists two individuals living at the northwest corner of Water and Race; John Atkins a boot maker and John

Wilson a wheelwright. Four years later, the building is being used as a second hand store by E. Brook. In 1862 a grocery store is in this same location owned by John and George Hinkle. John and George Hinkle are also listed as owning a flour and grist mill. By the 1880's the corner was converted into a saloon with an adjacent grocery both housing tenants. In 1883 there are two owners, the saloon being owned by Samuel S. Goldsborough and the grocery owned by Annie Mallory; however, just a few years later Edward Kinney is listed as owning both. The early 20th century saw major changes to the whole riverfront area with the expansion of the railroad yard and tracks. A railroad depot (HAM-5534-44) was built on top of the former intersection of Race and Front Streets and just south of the depot was the Fruit Exchange Building (HAM-5535-44). The area remained a railroad yard throughout the first half of the 20th century until the early 1960's when the area saw major revitalization. The railroad tracks and most of the 19th century warehouses were removed for parking lots and stadium construction. The railroad depot underwent renovation to become a produce warehouse. In 1998 the former depot and the Sanzone-Palmisano fruit and vegetable company (former Fruit Exchange Building) were removed for football stadium construction and parking lot expansion.

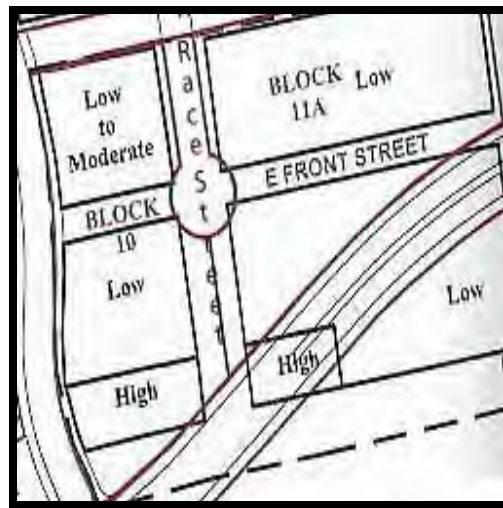


Figure 2: High Probability Area Block 11A (Thursby et al. 2007:146)

Sanborn Fire Insurance Company maps further reveal the general design and construction of the buildings within the area of proposed excavation. The 1887 Sanborn map shows two adjacent three-story structures approximately 35 foot in height. Both buildings are made of masonry with a single masonry wall separating the structures. There are no basements indicated. Additional three-story stores lie immediately to the north and domestic structures are to the east but separated by a passageway (Figure 3).

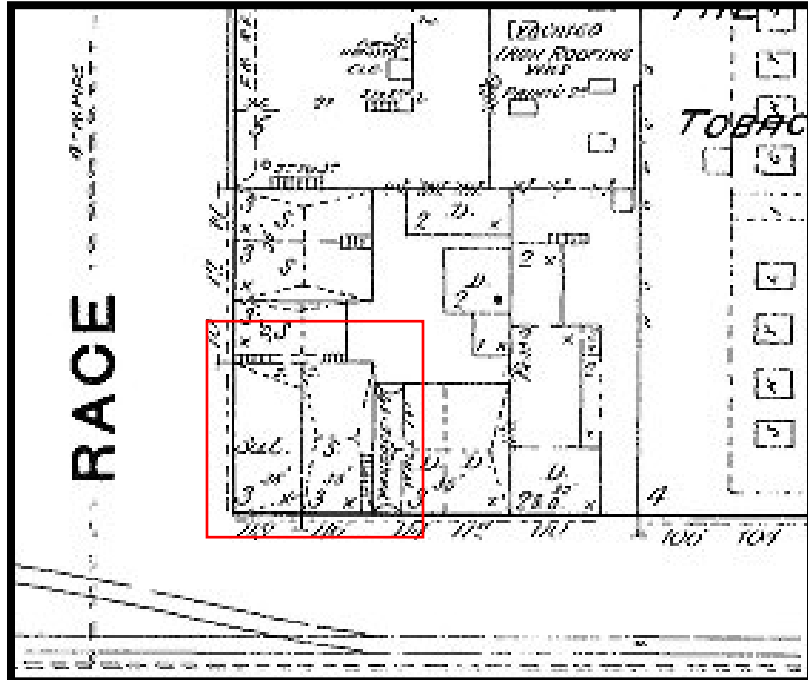


Figure 3: Northeast corner of the intersection of Race and Water Streets as depicted on the 1887 Sanborn map, area outlined in red is 118 & 166 Water Street

Based upon this cursory overview of the area and the previous archaeological work conducted by BHE a number of research questions/topics can be asked:

- What is the nature of the archaeological remains present?
- Do foundation remains reflect the archival/mapping information for this area?
- Is there evidence of rebuilding or structural/street grid alteration that can be linked to known flood events in the 19th and 20th centuries?
- Can the archaeological deposits be linked to former inhabitants, their occupations, their economic status, or their ethnic affiliation?
- Do the archaeological deposits reflect the changing use of the structure/s.
- Is the change in economic class of the residents from early settlement to the 20th century manifest in the archaeological record?
- Is the change in the economic importance (in terms of business and transportation) of the Riverfront area manifest in the archaeological record?
- How do the results of this excavation compare to previous excavations such as those done by BHE in 2001?

This is not an exhaustive list of research questions, nor do all of these research questions need to be addressed if the deposits are limited and insufficient to provide the necessary information. New research questions may be posed by ODOT, OHPO, and/or the archaeological contractor as the nature and extent of the deposits become clear.

RESEARCH METHODOLOGY

Site 33HA780 which is buried underneath the parking lot located between the Covington and Cincinnati Suspension Bridge and the Paul Brown Stadium consists of intact 19th century historic deposits including architectural remains, artifacts, and features. Excavations conducted by BHE, Inc. in 2002 clearly illustrated that historic flooding and episodic construction activities have resulted in the sealing of various layers of historic 19th century deposits; however, just as those forces cited preserved deposits they have also contributed to their destruction. Hence, it is not clear to what degree of preservation will exist in the area chosen for excavation. A systematic approach is therefore suggested. (Figure 4)



Figure 4: Area of Proposed Excavation outlined in red

Soil borings in the vicinity of the area of proposed excavation show brick fragments and cinders to a depth of 7 to 8 feet below surface. To more accurately describe the depth of deposits and their composition we suggest the placement of one to two slit trenches. These trenches will also help guide the investigators to the location of the former northeast corner of the intersection of Race and Water Streets. If intact structural remains are not encountered one additional slit trench may be excavated.

Assuming intact structural remains are recovered the slit trench(s) will be expanded to encompass an area approximately 1800 sq foot; orientation and exact dimension of this trench is at the discretion of the archaeological contractor. Excavations will continue down to the base of the structural remains or until OSHA compliance can not be maintained. Standard recordation practices and excavation methods are assumed. If possible all features encountered should be excavated and recorded.

During the excavations the area must be fenced off with appropriate warning signs and secured. Waste dirt piles must be secured with appropriate erosion control.

All archaeological fieldwork and report preparation shall be conducted by an archaeological contractor meeting the professional requirements under the ODOT prequalification standards, as well as the OSHPO qualification standards as set forth in their *Archaeology Guidelines*, dated 1994. The archaeological consultant will provide trained and experienced specialists for any and all tasks requiring technical expertise.

REPORTING

As agreed upon by ODOT, the City, and OHPO at the August 7, 2008 meeting, the fieldwork and reporting will combine elements of Phase I, II, and III level of excavation and reporting as necessary for completion of this scope of work (see attached guidelines derived from the ODOT/OES *Cultural Resources Manual*, dated 2004). The archaeological contractor will not make an eligibility determination or effect finding, the report is solely a detailed account of the implementation of this scope of work. This report will be titled *Addendum Detailed Archaeological Report for Phase I and II/III Cultural Resource Investigations at the Cincinnati Central Riverfront Park Site (33HA780)*.

Within ten days after ODOT and OHPO concur to end excavations, the archaeological contractor will submit for approval to ODOT six hard copies and an electronic copy of a management summary outlining the work conducted. Six copies of the final report detailing the excavations and their results is required within 180-days after termination of fieldwork. The final report will conform to the OSHPO reporting standards as set forth in their *Archaeology Guidelines*, dated 1994, as well as the ACHP reporting standards as set forth in their *Treatment of Archaeological Properties: A Handbook*, dated 1980, and the ODOT reporting standards as set forth in their *Cultural Resources Manual*, dated 2004. In addition to hard copies of the final report, an electronic version shall also be provided for distribution to researchers and institutions as determined by ODOT and OHPO.

PROJECT SCHEDULE

Construction of the project will not commence until the archaeological fieldwork is completed, and a management summary is submitted and approved by the ODOT and the OSHPO. The schedule for the implementation of the scope of work will be determined by the City. Prior to commencement of fieldwork, a meeting to discuss the execution of the scope of work is required between the selected archaeological contractor, ODOT, OHPO, and the City.

ODOT/OES should be contacted at least one week before commencement of fieldwork to begin scheduling weekly site visits to monitor the progress of the excavation.

In terms of deliverables, as noted above, the archaeological contractor must submit a management summary within ten days after ODOT and OHPO concur on termination of

fieldwork. The final report detailing the excavations and their results is required within 180-days after termination of fieldwork.

PROJECT CONSIDERATIONS/LIMITATIONS

There are a number of assumptions built into the scope of work; mainly that historic-era deposits will be uncovered in the area of proposed excavation. If this assumption proves inaccurate due to historic or modern disturbance then no further archaeological work is necessary for the HAM-The Banks Street Grid (PID 80629) project. Termination of fieldwork is at the discretion of ODOT in consultation with OHPO.

The parking lot in which the work is to be conducted provides parking for downtown commuters and for the stadiums during sporting and entertainment events. The excavations will remove a number of parking spaces and possibly block a secondary entrance into the lot. Beyond the exposed trench there will be an equally large area devoted to heavy machinery and the back dirt pile, the exact dimension of the entire area is not clear but should parallel BHE's 2002 excavations. Excavations should be scheduled appropriately to avoid interfering with football and baseball seasons.

Based upon prior excavations it is assumed that OSHA regulations will require four-foot step-downs. This will limit the area exposed at the base of the trench and place further constraints on the excavators to fully expose subsurface features. Expansion of the trench is at the discretion of ODOT in consultation with the City and OHPO.

It does not appear that active underground utility lines are within the area of proposed excavation but the archaeological contractor shall notify the Ohio Utilities Protection Service (O.U.P.S.) at 1-800-362-2764 prior to scheduled excavation.

Flooding of the excavation block may occur at any point during the excavation so the archaeological contractor shall record structural elements and features as exposed. Termination of the excavation may be necessary if there is a fear of wall collapse and/or standing water within the trench. Termination of fieldwork due to saturation is at the discretion of ODOT in consultation with OHPO.

If there are any questions regarding this scope of work, please contact Megan Shaeffer, Staff Archaeologist, ODOT/OES at megan.shaeffer@dot.state.oh.us or 614 752 8279 or Thomas Grooms, Archaeology Transportation Reviews Manager, OHPO at tgrooms@ohiohistory.org or 614 298-2017.

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