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ENVIRONMENTAL REVIEW DIV.

ARCHAEOLOGICAL AND HISTORICAL
SENSITIVITY EVALUATION OF THE BENSON STREET
DEMAPPING PROJECT
WESTCHESTER SQUARE, THE BRONX, NEW YORK
CEQR #91-028x

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INTRODUCTION

The purpose of this Archaeological/Historical Sensitivity Evaluation is to document the potential prehistoric and historic sensitivity of the Benson Street Demapping, Westchester Square, the Bronx, New York through a review of existing archival, cartographic and published references. In order to provide a context for evaluating any identified resources within the parcel itself, this survey shall include a synthesis of published and unpublished data on prehistoric sites in the immediate locality surrounding the project area and a synthesis of the history of the parcel and its vicinity. See Figure 1 for the location of the project area.

GEOGRAPHY AND PHYSICAL SETTING

The project area is located within the New England Upland Physiographic Province, which has three subdivisions within New York State. The Benson Street Demapping project area lies within the Manhattan Hills Subdivision, which consists of Manhattan Island and most of the adjacent Bronx and Westchester Counties. The remaining two subdivisions, the Taconic Mountains and the Hudson Hills, lie to the north and east (Thompson 1966:28, Figure 9).

Information regarding the depth to bedrock, the nature of the rock and the overlying soil deposits was obtained at the Subsurface Exploration Section of the New York City Department of General Services. Job Number 1361 included ten borings to the south side of Westchester Square, all within 1130 feet of the project area. The closest boring, Number 1, is just over 110 feet south of the project parcel. This boring shows mica schist bedrock at twenty feet below grade. Depth to bedrock ranged from 15 to 25 feet below grade for the six borings. Above the bedrock in Boring 1 are two layers of sand and silt with some gravel. The lower layer is identified as till. Above the sand is a miscellaneous fill deposit that included bricks (Subsurface Exploration Section 1982).

The Benson Street Demapping project area consists of a lot that is approximately 50 feet east-west by 100 feet north-south. The Principal Investigator visited the project location during August 1991. It is currently paved with asphalt and surrounded by the existing park. Present development plans call for the removal of Benson Street within Westchester Square and the expansion of the adjacent park to cover the present street. See Plate 1 for a view of the project area.

PREHISTORIC SENSITIVITY

As part of the project evaluation process, this sensitivity study has surveyed published and unpublished sources in the files of the New York State Museum Division of



Figure 1 Location of Project Area shown on portion of U.S.G.S 7.5 minute series Flushing, N.Y. quadrangle map.



Figure 2 Known prehistoric sites within two miles of the project area.

Table 1 Prehistoric Sites in the Vicinity of Benson Street, Westchester Square, the Bronx

	Site Name	NYSM#	Parker#	Other	Reference	Period(s)	Description
A	---	5327	ACP-BRNX	---	Parker 1922:Pl. 147	---	Traces of occupation
B	---	2830	ACP-BRNX	---	Parker 1922:490	---	Camp, shell middens
C	Bear Swamp Road	---	---	Bolton #13	Bolton 1975:81 Bolton 1934:139	---	Traces of occupation
D	---	5325	ACP-BRNX	---	Parker 1922:Pl. 147	---	Traces of occupation
E	Weir Creek Schley Avenue	714	---	HAR-6-4	Skinner 1919:51-74	Archaic, Transitional, Woodland, Contact	Shell middens, pits, and burials



Historical and Anthropological Services, the Research Branch of the New York Public Library, and the Historic Preservation Field Services Bureau of the New York State Office of Parks, Recreation and Historic Preservation.

A total of five prehistoric sites are located within two miles of the Benson Street Demapping area. Three of these sites were reported by former New York State Archaeologist Arthur C. Parker, although only one is described in his text. All of these sites appear on Parker's Plate 147 with symbols indicating shell middens, camps and traces of occupation. Unfortunately, no description of the artifacts recovered is included, so assignment of date range or cultural affiliation is not possible (Parker 1922:488-498, Plate 147). The locations of these sites are presented in Figure 2 with letter code identifiers which correspond to those in Table 1 (see "A", "B", and "D"). The remaining two sites are also known to us through the work of archaeologists and historians of the late nineteenth and early twentieth centuries. The Bear Swamp Road site, designated "C" in Table 1 and Figure 2, was first reported by Robert Bolton in the second edition of his *History of the County of Westchester* (Bolton 1881:264). Reginald P. Bolton also mentions this site in two of his publications, describing it as "slight traces of Indian occupation" located at Bear Swamp Road (now Bronxdale Avenue) near Downing's Brook (Bolton 1934:137; Bolton 1975:81). The Weir Creek site, also known as the Schley Avenue Shellheap, was originally reported and explored by Alanson Skinner and M.R. Harrington, who were archaeologists working for the Museum of the American Indian, Heye Foundation. They explored an extensive shell midden up to five feet thick and located several burials and other features. Skinner's description of this site includes mention of "fishtail" and triangular projectile points, pottery and some trade goods (Skinner 1919) which suggests a cultural range including the Archaic, Transitional, Woodland and Contact periods. The Weir Creek site is designated "E" in Table 1 and Figure 2.

At least one aboriginal place name has survived for part of what is now known as the Bronx. Achqueegenom was evidently the name for a tract of land somewhere along the lower reaches of the Bronx River. This name appears in a colonial land transaction dating to March 1669 (Grumet 1981:1).

In terms of potential prehistoric sensitivity, the project impact area was evaluated from two points of view:

1. the proximity of known prehistoric sites in or near the project area; and
2. the presence of freshwater drainage courses in general, and particularly the identification of river or stream confluence situations, where two or more drainages come together, providing access to both water and food supplies of both systems.



This report has documented the reported and/or published locations of five prehistoric sites within a two mile radius of Benson Street in Westchester Square, the Bronx. The nearest site, New York State Museum Number 5327, is located approximately 0.8 miles to the south. This site is along the banks of Westchester Creek. Although no sites reported include the project area, Westchester Creek formerly passed within 600 feet of this location. The creek was brackish and could not have served as a fresh water source, but may have served to provide fish and shellfish. Two smaller streams formerly fed into Westchester Creek both north and south of Westchester Square. The nearer of these, Stony Brook, had its confluence with Westchester Creek somewhat to the north of the Benson Street project area. Stony Brook would have passed within approximately 1100 feet of the project area, providing a possible source of fresh water. While the most sensitive location would be adjacent to this confluence, the possibility of prehistoric use of the Benson Street project area cannot be ruled out.

HISTORIC SENSITIVITY

Seventeenth and Eighteenth Centuries

The section of the Bronx now known as Westchester Square was formerly the village of Westchester. This village was the heart of the old town of Westchester. The town of Westchester, like the adjoining lands, was originally purchased by the Dutch West India Company in 1640 from the Monegan sachems and other Indians who claimed it (Bolton 1881 II:263). On November 14, 1654 Thomas Pell of Fairfield, Connecticut, obtained a second grant from the aboriginal proprietors, which also embraced the present town (ibid.). Records show that thirty years later the sachems (chiefs) Maminepoe and Wampage conveyed to the inhabitants of Westchester "all that tract of land on the east side of the Bronckses river" (ibid.).

The town of Westchester "was probably first settled in 1642, by a Mr. John Throckmorton and thirty-five associates, who came from New England, with approbation of the Dutch authorities" (Bolton 1881 II:264). The Dutch named this area "Vredeland," or "Land of Peace," an appropriate title for a place that offered refuge for those seeking freedom to practice their religion (ibid.). Throckmorton received his patent for the land during 1643. Throgs Neck, which was included in his patent is derived from a variation of his name (Skinner 1919:52). It appears likely that Throckmorton's settlement was on the neck and not within the village of Westchester. Regardless, it was destroyed during Governor's Kieft's war with the Indians in 1643 (ibid.).

Under the subsequent British colonial administration, the County of Westchester was formed on 1 November 1683. At this time the county consisted of six manors and the Borough-Town of Westchester. This meant that the village of Westchester was authorized to have a borough government consisting of a mayor and aldermen, the only location in the county permitted to do so. At this time the village was also



made the shire-town or county seat, which meant that the courts, jail and county government were located there. This situation continued until 1759 when the county seat was moved to White Plains. During May of 1693 the New York legislature decreed that a "public and open market" was to be held in Westchester village every Wednesday, and that an annual fair was to be held there during early May. The village remained quite small during this time period. The population of the Town of Westchester, including the surrounding farms as well as the village, was only 572 in 1712 (French 1925:47, 176; Shonnard and Spooner 1900:229; Wells 1927:335).

At some time during the eighteenth century prior to the Revolutionary War, a tidal mill was set up on Westchester Creek adjacent to the village. This mill, owned by Col. Caleb Heathcote, included a dam which also served as a bridge (Wells 1927:335).

During the Revolutionary War, the village of Westchester saw action twice. The first instance occurred in October 1776. In late September 1776 British forces were preparing to land in Westchester County to pursue the Americans and to cut off their retreat from northern Manhattan Island. The best landing place available to them was Throgs Neck. A road led from there to King's Bridge, passing over the dam at Westchester village. The importance of this crossing at Westchester Creek was recognized by General Heath and Colonel Hand of the American forces on 3 October 1776. The bridge and dam had two openings, one for the main course of the creek and another for the sluiceway to the mill, both covered with planks. A large pile of cordwood was found parallel to the creek on the western or village side. This formed an excellent protection for the twenty riflemen who were posted there with orders to take up the planks over the openings should the enemy approach. A second force was dispatched to the northeast to defend a second crossing point on the creek, a ford near the present location of Pelham Parkway.

The command of the force at the Westchester woodpile was given to Major William S. Smith at his request. He had been wounded during the previous month at the Battle of Harlem Heights and had been convalescing in Westchester. On the morning of 12 October 1776, under cover of fog, the British landed 4000 men in the cove on the south side of Throgs Neck. They quickly formed into regiments and marched up the Throgs Neck Road. They split into two detachments with one progressing towards the dam and bridge at Westchester and the other along the road that led over the ford towards Eastchester. They were confident since they had been unopposed to this point. The force heading towards Westchester rapidly marched down the hill towards the bridge to find the planks removed. They were met by a volley from the riflemen concealed in the woodpile. This threw the British front ranks into confusion and caused their entire force to retreat back up to the top of the hill. They built a substantial earthwork on the hill and began firing at the Americans. Some of the cannon fire hit Westchester village including St. Peter's



Church, where a bell in the tower was cracked and a number of villagers taking shelter there were wounded. The Americans at the ford on the Eastchester Road also offered determined resistance which compelled the second British detachment to retreat to high ground. As soon as General Heath heard of the British landing, he ordered both crossings reinforced and soon had 1500 to 1800 men with artillery facing the British, who also had brought up more men and guns. It was the detention of several thousand British troops with ample artillery by about two dozen American riflemen behind piles of loose cordwood that effectively stopped the British from cutting off the American army's route of escape. Even had Washington reached King's Bridge before the British, he would have had large British forces to his rear and his flank.

As it happened, the British stayed east of Westchester Creek until 18 October when they decided to land again, this time at Pell's Point to the northeast which was undefended. On the 16th of October Washington had made a reconnaissance of Pell's Point where British deserters told him General Howe would land. He decided to begin his retreat on the next day. The Americans had already begun to leave King's Bridge on their way towards the north when Howe landed at Pell's Point on the 18th. The British were therefore unable to destroy or capture Washington and his forces on Manhattan, which could have changed the outcome of the war (Hufeland 1926:110-115). The actions described above are illustrated in Figure 3 (ibid.:opposite page 102) depicting Westchester County, including the project area in 1776. This map appears to show one structure within the project area, but the scale of the map makes its location uncertain.

In the second instance, Westchester village was the scene of a minor skirmish during 1781. After a raid in Morrisania, an American force had retreated to Delancey's Bridge in West Farms Village, where they destroyed a British blockhouse. They then continued to Westchester village when a British detachment fired on them from the windows of St. Peter's Church and the old stone jail. The Americans drove them off and freed 32 prisoners from the jail (Hufeland 1926:375-376).

Around the time of the Revolutionary War, Sidney B. Bowne, a respected Quaker of the Town of Westchester, operated a sloop between Westchester and New York City. After the Revolution he opened a store in the village, which became the most famous of the three or four stores there. It was said that "Syd" Bowne always had what was asked for (Wells 1927:335).

During 1788 all the counties of New York were subdivided into towns or townships. The boundaries of the Town of Westchester were drawn to include about half of the present Borough of the Bronx. The size of the town was further increased by accession of Morrisania during February 1791. The town then remained intact until May 1846 when the Town of West Farms was created out of its territory (Jenkins 1912:5).

Nineteenth and Twentieth Centuries

At the beginning of the nineteenth century Westchester village was still the small community discussed above, but by the end of the century it had become the neighborhood of Westchester Square in the Borough of the Bronx, New York City. During the 1830s the part of the village that would become Westchester Square itself was owned by Benjamin Ferris. He sold at least part of his holdings to the Westchester Village School Board in 1839 (McNamara 1984:104). The location of the school house built on this property is shown in Figure 4, , the Hutschler Map, the earliest map found that shows the village in detail. This map, surveyed in 1851, by Andrew Findlay, shows the project area as vacant with the exception of the north-western corner which is within the road forming the southern boundary of the future Westchester Square. The nearest building to the south is the house of one Captain Ferris.

The next available map is the Beers Atlas of 1872, presented here as Figure 5. This map shows one significant difference from Figure 4. A rectangular structure has been added within the western end of the project area, within a property evidently owned by a Mrs. Ferris. This structure is labelled "T Sh. O Mrs. Ferris" which could indicate that it served as a shop or shed. The house noted in Figure 4 above still stands to the southeast of the new structure with the label "Mrs. Ferris." The streets within the central part of the village show no changes over this 21 year period.

The next available map, Figure 6, is taken from Bromley's 1881 Atlas of Westchester County. This map shows only one significant change from Figure 5 which was drawn nine years earlier. The Ferris property is labelled and still includes the same two structures. The streets within the village have changed however. Several new streets have been added within the former W. Adee Estate seen in Figure 5, as well as property to the east of the central section of the village. Both areas have been divided into lots. Most significant is the addition of Madison Avenue to the west and northwest of the project area. This street, which first appears in Figure 6 will later be renamed Benson Street.

The next map included here is Figure 7, which was drawn by Robert Waters during 1894 to subdivide the Ferris estate after the death of Captain Cornell Ferris. This map included the entire Ferris property seen in Figures 5 and 6, but only the northern section is reproduced here. The estate is shown subdivided into 53 lots with a new street, Ferris Place, beginning at the northwestern boundary of the estate between lots 22 and 23. This map confirms that there is still only one structure within the project area. This map provides much greater detail than Figures 5 and 6 which also show a structure in this location. Although the building shown is still rectangular, it is now depicted as a rectangle with the long axis running north-south and not east-west as in Figure 5 and 6. Since the earlier maps are much smaller, this distinction may not be important, and all three maps may be showing the same

JACOB V. HUTSCHLER

situated in the Town & county of

WESTCHESTER

N.Y.



12	102.5	61.6
21	102.5	61.6
22	102.5	61.6
23	102.5	61.6
24	102.5	61.6
25	102.5	61.6
26	102.5	61.6
F	102.5	61.6
Male Boarding School	102.5	61.6
DWELLING	102.5	61.6

LAND OF THE HEI.

FROM HARLEM BRIDGE TO NEW ROCHELLE



Scale $\frac{3}{4}$ inch to 100 feet

Westchest May 1st 1851.

Andrew Findlay Surveyor

VILLAGE OF WESTCHESTER

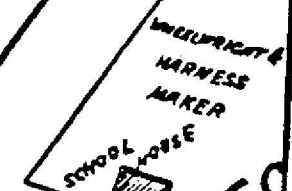
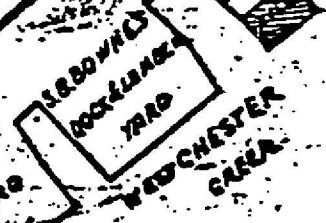
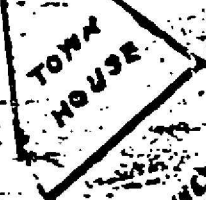
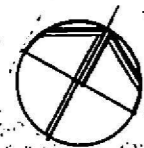
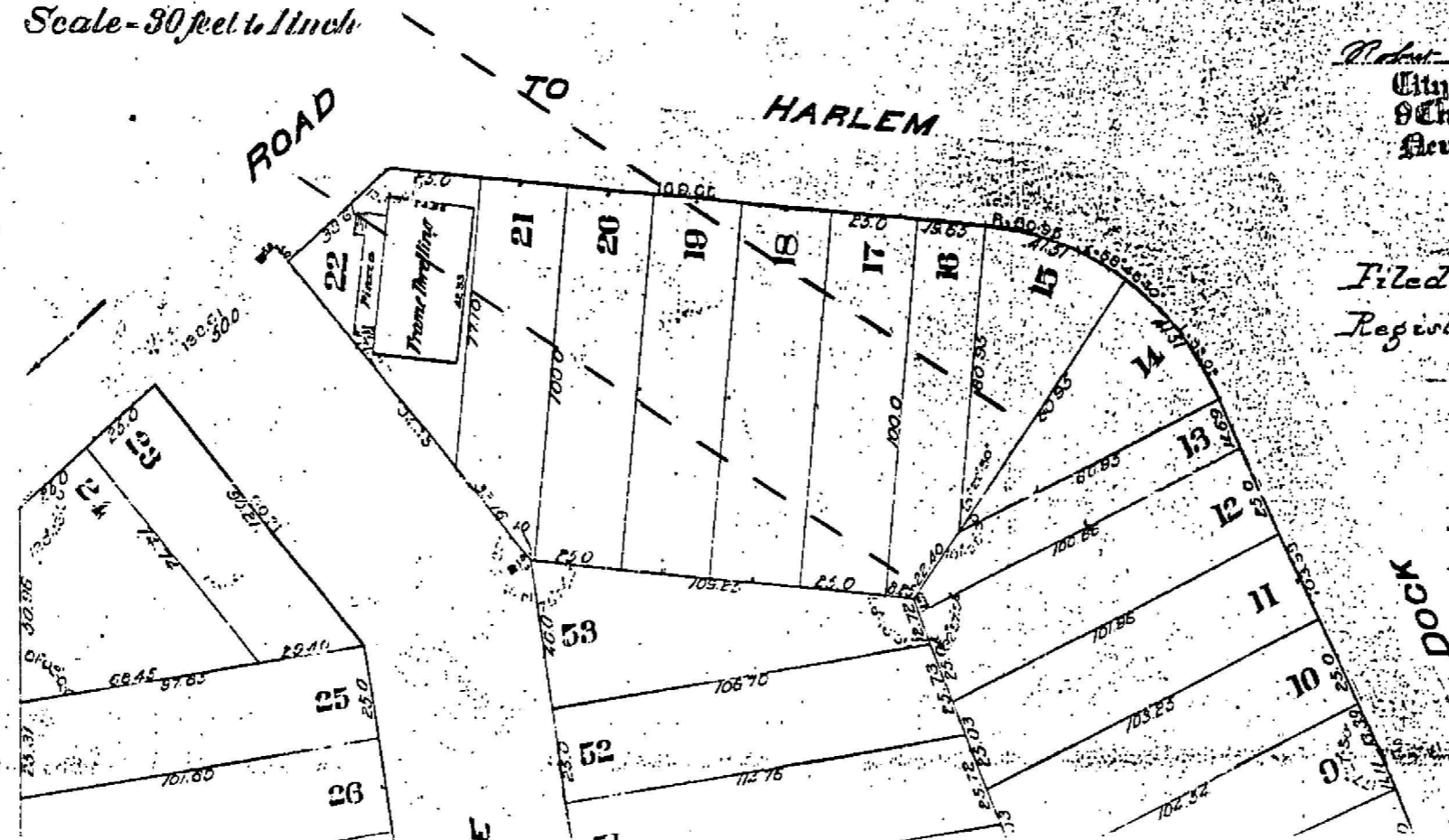


Figure 4 A Map of land Belonging to Jacob V. Hutschler situated in the Town & county of Westchester. Surveyed by Andrew Findlay 1 May 1851. Project area indicated by grey shading.



**MAP IN PARTITION
OF LANDS**
SITUATE IN THE TOWN AND COUNTY OF
WESTCHESTER
STATE OF NEW YORK
belonging to the heirs of
CAPT. CORNELL FERRIS DEC'D
attached to the judgement in partition
action between Benjamin Ferris Plaintiff and
Charles Ferris & others Defendants

Scale - 30 feet to 1 inch



Robert L. Waters
City Surveyor
9 Chambers St.
New York,
May 12th 1894

*Filed in Westchester County
Registers Office June 9th 1894
Wm. J. Stanley, Register*

Figure 7 From the Map in Partition of Lands Situate in the Town and County of Westchester belonging to the heirs of Capt. Cornell Ferris Dec'd. Surveyed by Robert L. Waters 12 May 1894. Dashed line indicates project area.

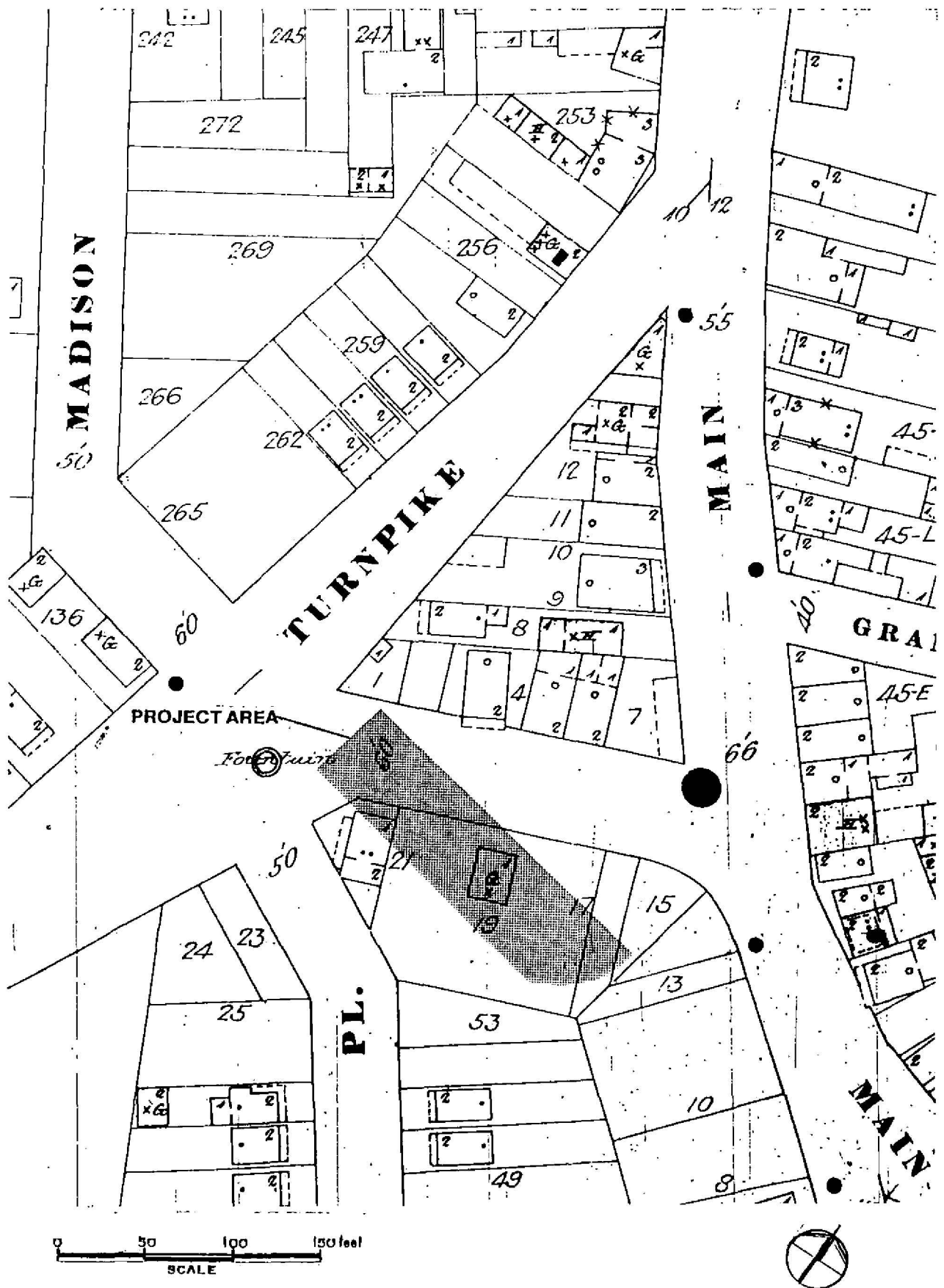


Figure 8 From the 1898 Sanborn-Perris Insurance Maps,



structure. In Figure 7, the 1894 Partition Map of the Lands of Captain Cornell Ferris, the structure is labelled as a frame dwelling. The main section is just over 24 feet by 42 feet and has a "Piazza" along its west side. This is probably an entrance porch. This map provides clear evidence of the owner of the property prior to 1894, a Captain Cornell Ferris. Since the village of Westchester was still a part of Westchester County at this time, property transaction records were sought in White Plains.

It was known from the Ferris Partition Map, Figure 7, that the estate passed to Captain Cornell Ferris' heirs including Benjamin and Charles Ferris during 1894. A deed registered 2 March 1847 transferred the property, including the project area, from William Bowne to Cornell Ferris (County of Westchester, Liber 118:328). William Bowne was a member of the family that owned the Bowne Brothers store to the southeast of the Ferris property, as shown in Figures 4, 5, and 6. An earlier deed was found transferring the property from Benjamin Ferris to William Bowne, registered 13 April 1820 (County of Westchester, Liber U:222). This must be the same Benjamin Ferris mentioned as selling the school house plot to the northwest of the project area to the village during the 1830s. Two of the deeds examined provided details regarding the Ferris family. Cornell Ferris was the son of David and Elizabeth Ferris. David Ferris had at least two brothers, Benjamin and Sands Ferris (County of Westchester, Liber 109:117 and Liber 207:459). Another deed provides evidence that Benjamin and Sands Ferris had another brother named Cornel, and that their parents were Benjamin and Sarah Ferris (County of Westchester, Liber V:93). The deed references could not be traced any earlier than this because there was no system of Block and Lot numbering for the Town of Westchester. Any additional work on this would require reading the text of all possible deeds and drawing the properties described where this is possible. This might determine which of numerous possible references deals with the Ferris estate. Even this process may not produce more evidence since many property descriptions refer to landmarks which are no longer extant.

During November of 1894, the question of whether to become part of New York City was placed before the voters of the Towns of Westchester, Eastchester and Pelham, and the City of Mount Vernon. Westchester voted against consolidation 621 to 620. Despite this vote, the town was consolidated into New York City since the Towns of Eastchester and Lower Pelham situated to the north voted in favor, thus cutting the Town of Westchester off from the remainder of Westchester County. On 1 July 1895 the portion of the present Borough of the Bronx lying east of the Bronx River became the 24th ward of New York City, a part of New York County (Martin 1984:97; Jenkins 1912:7).

The population of the Town of Westchester increased dramatically between 1712 when it was 572 and the late nineteenth century. The population of the town was



6015 in 1870 and 6789 in 1880, an increase of nearly twelvefold in 168 years (French 1925:176, 193).

The next map presented here, Figure 8, is taken from the Sanborn-Perris Insurance Maps of 1898. This map shows one major difference from Figure 7 which was drawn four years earlier. A second structure has been erected within the project area east of the two story frame dwelling that formerly belonged to the Ferris family. This is a one story frame structure without a basement that was used for a purpose categorized as a special hazard. The construction of the building was equivalent to a first class frame store or dwelling. Uses in the category of special hazard included: bakeries with ovens in the building, cooperages, dyeing establishments, fur dressers, laundries, tobacco sellers, photographers, smoke-houses, tanneries, etc. Since the structure is not otherwise labelled, the only fact that can be stated was that it housed a business such as those mentioned above. This is the first map to illustrate fire hydrant locations, which provides evidence that water mains had been installed prior to 1898. The nearest hydrants are opposite lot 13 of the subdivided Ferris estate, and at the corner of the Turnpike and Madison Avenue. A fountain has also been installed near this second hydrant.

Figure 9, the next map included, is taken from the Topographic Survey of the Bronx, Section 46, dating to 1903. This map shows both the existing streets and structures as well as proposed new streets. Within the project area the proposed course of Benson Street is shown cutting across the frame dwelling formerly of the Ferris family and including the entire location of the one story frame shop described above. The only other changes seen are that several streets have been renamed including Madison Avenue which is now Benson Street.

Figure 10, taken from the Sanborn Insurance Maps of 1908, shows that several changes have taken place within the five years since the Topographic Survey was completed. The one story frame shop has been removed, and three new frame structures have been erected within the project area. The street forming the southeastern side of Westchester Square has been put through leaving the old Ferris lots 14 through 24 as two small blocks within the square. The new structures include a two story frame structure with a one story extension in the rear used as a store and dwelling, a one story frame structure with a one story shed in the rear and an open sided shed on its east side, and a two story frame shop and dwelling with a two story extension in the rear. The porch or "piazza" has been removed from the old Ferris dwelling and this is now used as a shop and dwelling.

Figure 11, the final map presented here shows that Benson Street has been put through and that the two triangular blocks within Westchester Square have become a park. An elevated railway has been constructed over Westchester Avenue and the southeastern side of the square. All of the buildings on the old blocks within the square have been demolished including the old Ferris dwelling and the three frame

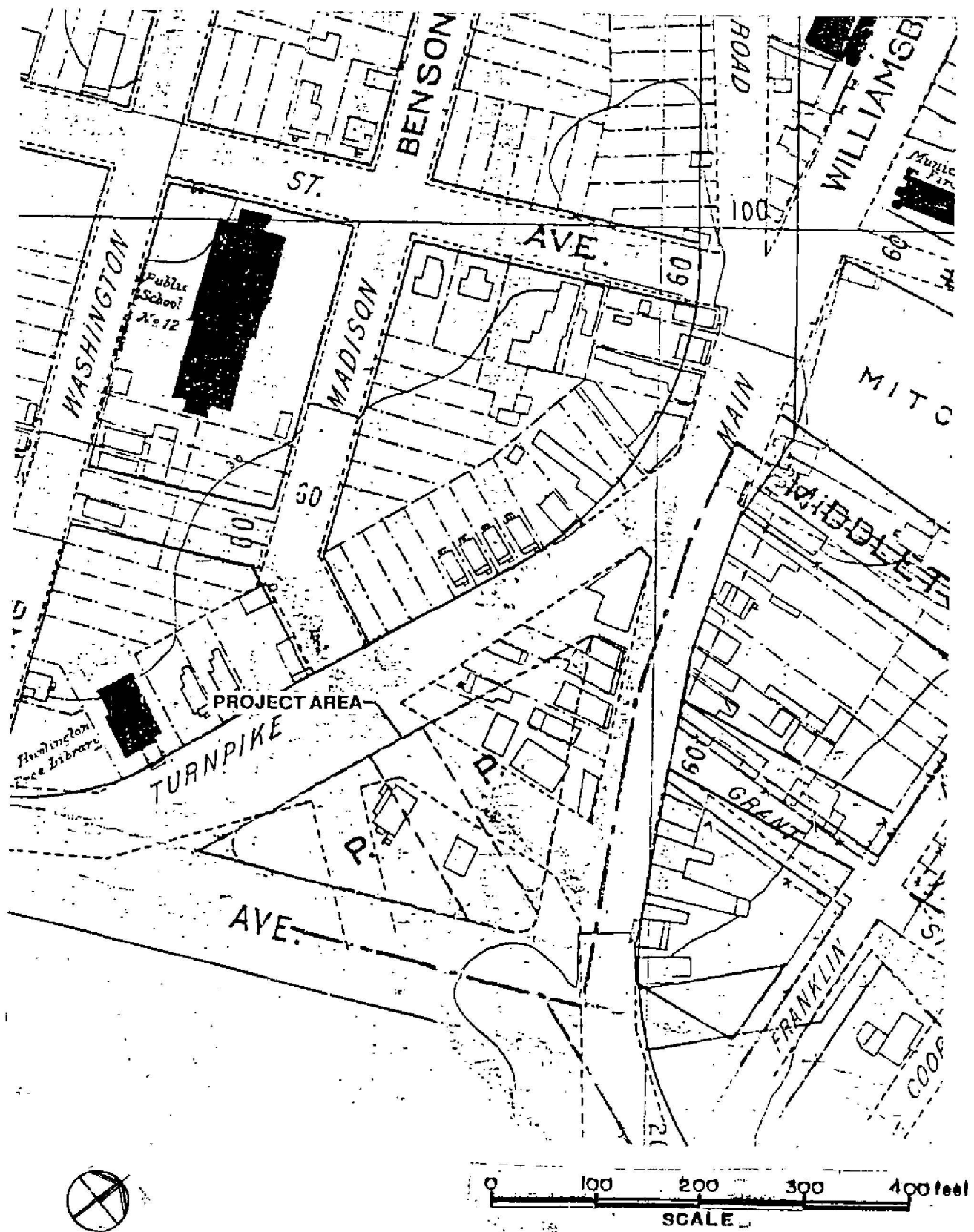


Figure 9 From the 1903 Topographical Survey of the Borough of the Bronx.

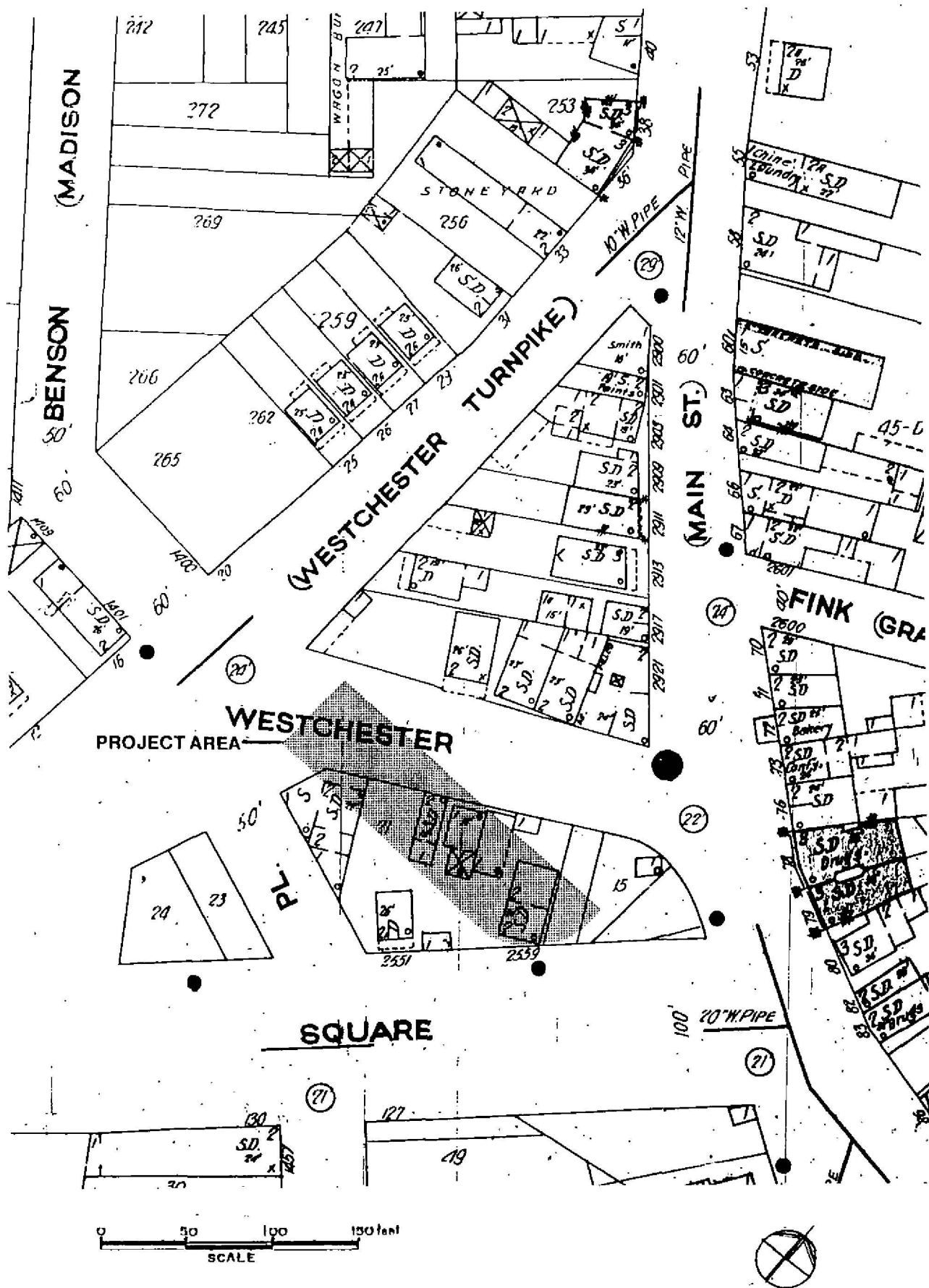


Figure 10 From the 1908 Sanborn Insurance Maps.

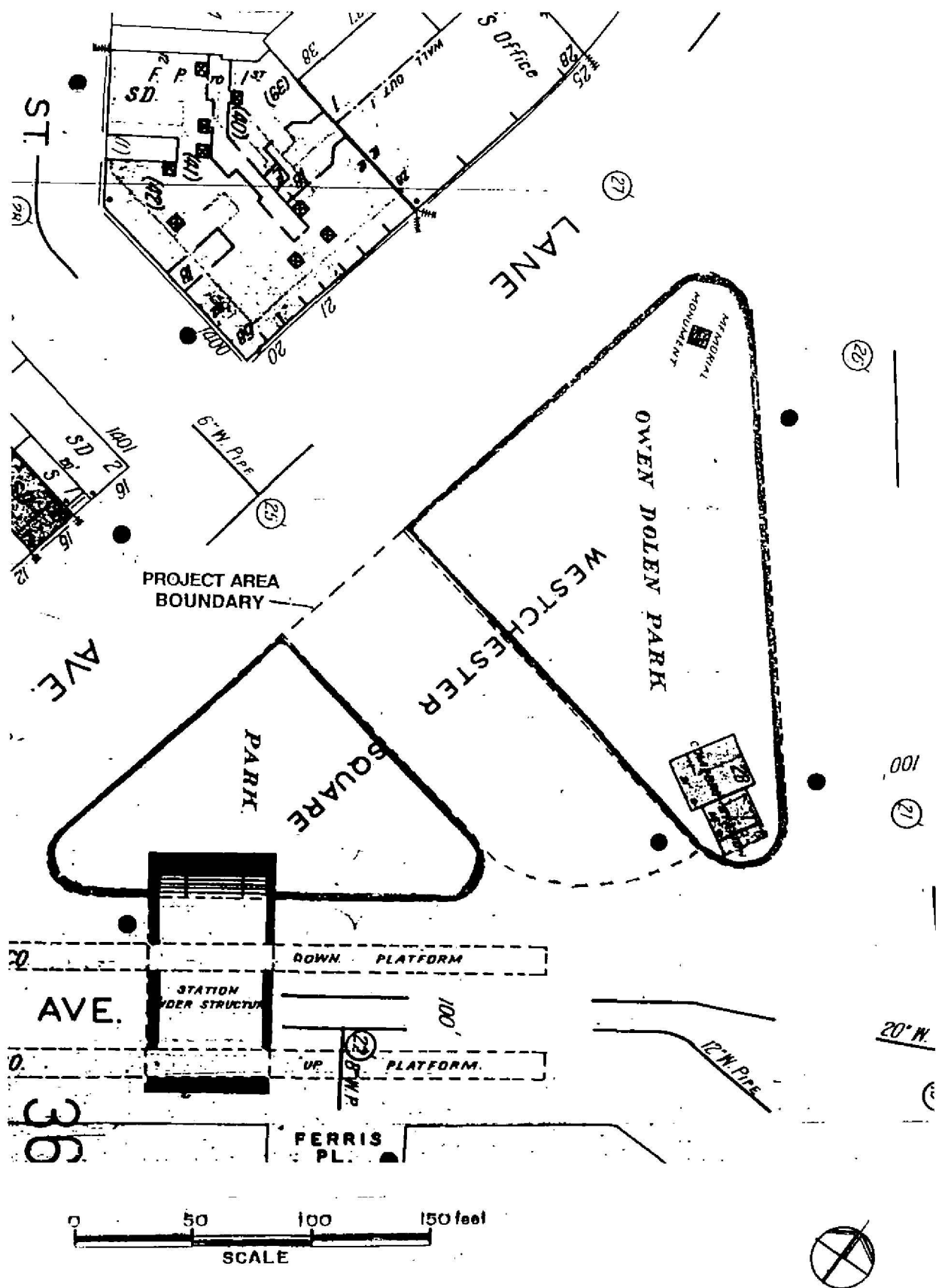


Figure 11 From the 1929 Sanborn Insurance Maps.



structures that appeared on the 1908 Sanborn Map. This is the same as the present appearance of the project area. Information on file with the Bronx Sewer Department indicates that sewers were installed under the western side of Westchester Square during 1910 and that they already existed under the southeastern side by this time. The section of Benson Street within the project area has no sewers under it (Bronx Sewer Department 1910). There is evidently no water main under Benson Street within the project area (Sanborn 1929 Volume 19:Plate 27).

CONCLUSIONS AND RECOMMENDATIONS

The purpose of this sensitivity evaluation was to determine the potential of the Benson Street project area within Westchester Square, Borough of the Bronx for preserving archaeological evidence beneath the surface of the street. A review of the prehistory of this section of the Bronx indicated that the project area has a fair potential for preserving evidence from the prehistoric period.

Research into the history of this location indicates that during the Revolutionary War two skirmishes took place nearby. The more significant of these was during October 1776 when the advance of British forces was stopped at the old tidal dam and bridge over Westchester Creek. This action allowed the American troops to escape to White Plains but would not have left any archaeological remains within the project area except for possible stray musket or cannon balls. Between 1851 and 1908 at least five frame structures were built within the project area. The earliest of these is the dwelling at the northwestern end of the project area built by the Ferris family. Only the northern end of the structure lies within the project area. This does not include the rear of the lot, so the location of any privies would likely be outside the area under study. Since the only open space within the lot and inside the project area was adjacent to a previously existing street it also appears unlikely that any wells or cisterns would lie within the present bed of Benson Street. This structure had no basement, so the only remains from it that could survive would be parts of the foundation of the northern end. The next oldest structure was a one story frame building built between 1894 and 1898, and demolished prior to 1908. This housed a business judged by insurance companies as a special hazard. The entire footprint of this building and the space just behind it and along both sides lie under the locations of two frame structures evidently built between 1903 and 1908. One housed a shop and dwelling and the other probably a business. Neither had a basement, and water mains were definitely installed here by the time these structures are first depicted, so no wells, cisterns or cellar deposits associated with these buildings could survive beneath Benson Street. Sewers were available by 1910 and possibly earlier, so there is only a chance that these structures had privies. If so, at least half of their open yards lie outside the project area so there is an equally good possibility that privies lie outside the project area, should they exist. Both of these structures and the final one built within the project area at this time are shown



within one large lot as of 1908, so they may have shared a privy should one have been necessary. Once again more open yard existed outside the project area rather than within, so there is a better chance that this resource would lie within the present park than under Benson Street, if it exists at all. The final structure constructed between 1903 and 1908 was a two story frame shop and dwelling with no basement, so once again the only remains that could be under Benson Street would be parts of the foundations. All of these structures were probably demolished by 1911 when Benson Street was put through. Construction of the street itself would likely have included removal of any soil deposits above subsoil and the laying of a gravel base with a stone, concrete or asphalt pavement above this. This would likely have obliterated any archaeological deposits except features cut into the subsoil. The planned removal of this section of Benson Street would require removal of the pavement and gravel street bed, but if done carefully could leave any underlying deposits undisturbed.

It is our conclusion that the Benson Street project area within Westchester Square may have been utilized during the prehistoric period. It is also possible that privies, cisterns and wells were constructed here during the last half of the nineteenth century or that privies were installed here during 1903 to 1908, but there is a greater possibility that these features would lie outside the project area. Any surviving prehistoric remains may well have been removed or disturbed by the construction of five buildings from 1851 through 1908. The subsequent demolition of these structures and installation of this block of Benson Street could also have removed or disturbed potential archaeological deposits. We therefore recommend that no archaeological testing is necessary, and that this block of Benson Street can be removed without further delay. It appears unlikely that any potentially significant archaeological deposits exist here, and if they do exist they could be left undisturbed when the pavement and street bed are removed.

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Plate 1 · View of the project area
looking west.



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