

Cultural Resources Monitoring for the San Antonio Light and Print Building Project, San Antonio, Bexar County, Texas



by
Jason Brian Perez, Clinton M.M. McKenzie, and Cynthia Munoz

REDACTED

Principal Investigator--Raymond Mauldin
Original Principal Investigator--Paul Shawn Marceaux

Prepared for:
GrayStreet Partners
4515 San Pedro Avenue
San Antonio, Texas 78212



Prepared by:
Center for Archaeological Research
The University of Texas at San Antonio
One UTSA Circle
San Antonio, Texas 78249
Archaeological Report, No. 485

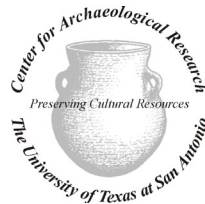
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Abstract:

Over eight days in May and August 2019, and May, June, July, and September 2020 the Center for Archaeological Research (CAR) at the University of Texas at San Antonio conducted archaeological monitoring in advance of the planned construction of a 3,000 square foot, five-story addition for the San Antonio Light and Print Building Project located in downtown San Antonio, Bexar County, Texas. CAR was contracted by GrayStreet Partners to monitor the mechanical excavation of seven holes for piers to support an elevated walkway and mechanical trenching for the installation of utilities and a 6.1 m emergency vehicular ingress and egress easement ramp leading to a future underground parking area. The project is privately funded and located on privately owned property between Broadway Street, McCullough Avenue, N. Alamo Street, and 4th Street in downtown San Antonio. As a result, the project was not subject to regulatory review by the Texas Historical Commission (THC). The project area is within the National Register of Historic Places (NRHP) San Antonio Downtown and River Walk Historic District, which adjoins three other NRHP Historic Districts: Alamo Plaza, Main and Military Plaza, and La Villita. The project is subject to regulatory review by the City of San Antonio (COSA) Office of Historic Preservation (OHP) under the COSA Unified Development Code (Article 6 35-630 to 35-634). Dr. Paul Shawn Marceaux, CAR Director, served as the Principal Investigator and managed the project until his departure from CAR, at which time Dr. Raymond Mauldin took over the Principal Investigator role. Jason Brian Perez served as the Project Archaeologist.

The project area was 0.47 hectare (1.15 acres). CAR monitored the mechanical drilling of the first two pier holes, it was determined that the starting elevation was approximately 4.5 m below the original ground surface, in culturally sterile sediments. The drilling of the remaining five holes was not monitored. The initial trench excavation for the easement ramp was completed without notifying CAR. A nineteenth-century privy/trash pit feature was identified in the trench wall by CAR archaeologists, and diagnostic artifacts, dating from 1870-1900, were recovered from the backfill. The privy/trash pit feature was associated with the property owned by the Hagans family from 1859-1895, and it was designated as site 41BX2362.

CAR recommends that site 41BX2362 is not eligible for NRHP or for listing as a State Antiquities Landmark (SAL). The CAR recommends no additional testing within the project area and that development proceed. In the event that additional construction reveals archaeological deposits, work should cease, and the City Archaeologist of the COSA-OHP should be notified. COSA-OHP concurred with these recommendations. All recovered artifacts were offered to the landowner. Because the landowner failed to respond to several requests, CAR made the decision to curate selected diagnostic artifacts and discard the remainder. All collected artifacts are documented in the CAR's collection management database. Selected diagnostic artifacts collected from the feature and all project documentation, including photographs, field forms, and a copy of this report were prepared for curation according to THC guidelines. The artifacts and records are permanently curated at the CAR repository as accession file 2266.

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Chapter 1: Introduction

by Jason Perez and Cynthia Munoz

In May and August of 2019 and May, June, and July of 2020, the Center for Archaeological Research (CAR) conducted archaeological monitoring in advance of the planned construction of a 3,000 square foot, five-story addition for the San Antonio Light and Print Building Project. GrayStreet Partners contracted the CAR to monitor mechanical excavations of seven pier holes and mechanical trenching for the installation of utilities and a 6.1 m emergency ingress and egress easement ramp to a future underground parking area. The project area, 0.47 hectare (1.15 acres), was located along N. Alamo Street between McCullough Avenue on the northeast and 4th Street on the southwest (Figure 1-1).

The archaeological monitoring was initiated in response to a request from the City of San Antonio (COSA) Office of Historic Preservation (OHP). The project area contains a recorded municipal landmark, the San Antonio Light Building, which is potentially eligible for listing on the National Register of Historic Places (NRHP). It is also within the RIO2 overlay district and subject to regulatory review by the COSA-OHP and, if required, the City Council appointed Historic and Design Review Commission under the COSA Unified Development Code (Article 6 35-630 to 35-634). Because the project is privately funded and is located on privately owned property, it was not subject to regulatory review by the Texas Historical Commission (THC). Dr. Paul Shawn Marceaux, CAR Director, served as the Principal Investigator and managed the project until his departure from CAR, at which time Dr. Raymond Mauldin took over the Principal Investigator role. Jason Brian Perez served as the Project Archaeologist.

After CAR monitored the mechanical drilling of the first two pier holes, it was determined that the starting elevation was approximately 4.5 m below the original ground surface, in culturally sterile sediments. The drilling of the remaining five holes was not monitored. The contractor failed to notify CAR before the mechanical excavation of the easement ramp. CAR was only able to inspect the trench profiles. A privy feature, later used as a trash pit, was documented in the wall of the trench. No artifacts or features were noted during utility trench excavations.

One new site, 41BX2362, was documented during the investigations. The site, consisting of the privy/trash pit feature, was partially documented before the backhoe operator removed it in its entirety. CAR recommends no additional testing within the project area and that development proceed. In the event that additional construction reveals archaeological deposits, work should cease, and the City Archaeologist of the COSA-OHP should be notified.

This report includes seven chapters. Following this introduction, the second chapter provides a brief environmental background and culture history of the San Antonio area that is followed by a review of archaeological sites within 500 m of the APE. Chapter 3 presents a detailed land use history of the project area. Chapter 4 discusses the laboratory and field methods used by the CAR during the completion of this project. Chapter 5 is a discussion of the results of archaeological monitoring, and Chapter 6 provides a descriptive review of the collected artifacts. Chapter 7 presents CAR's recommendations. Appendix A contains photographs of project artifacts curated at CAR.

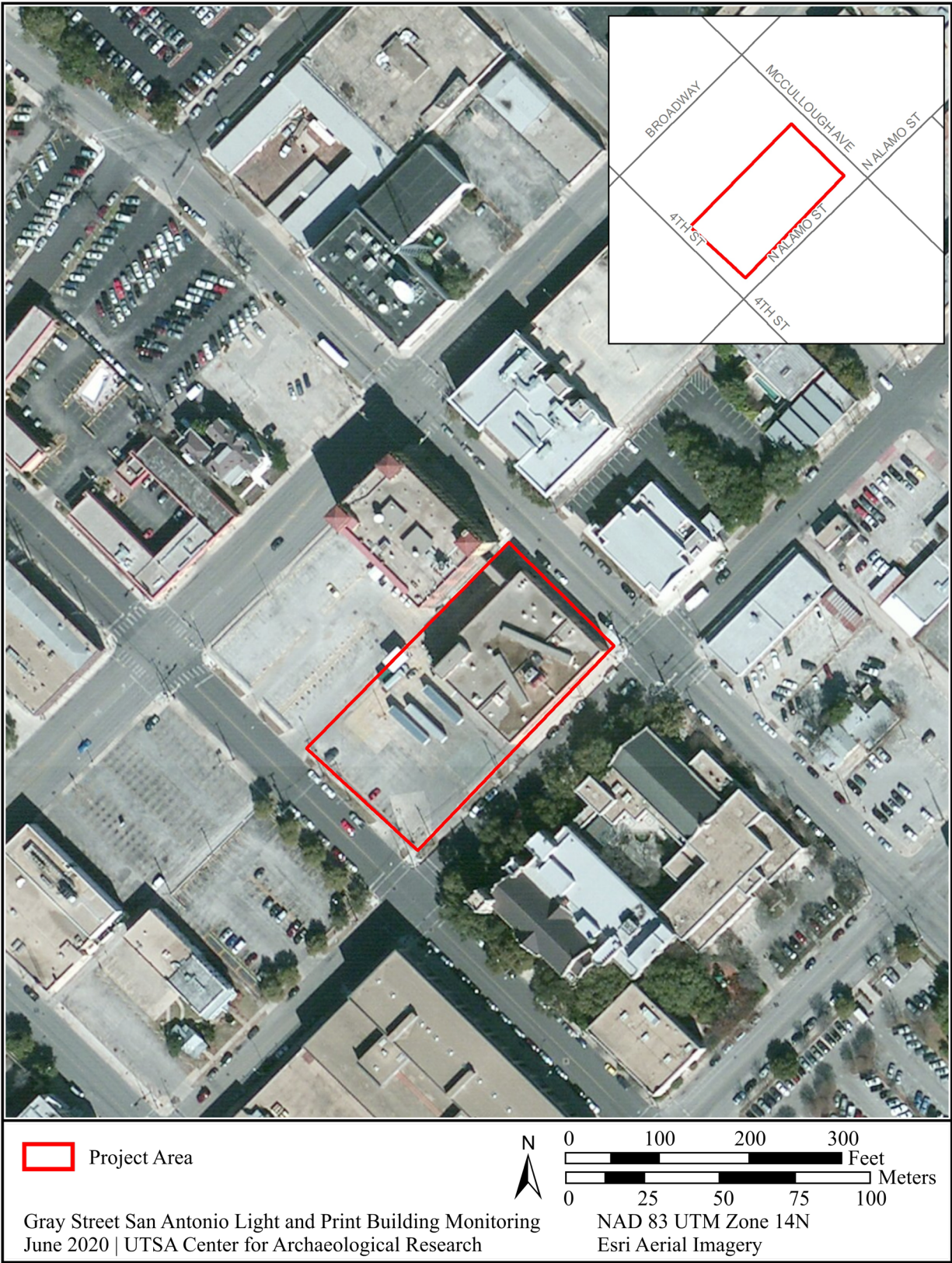


Figure 1-1. Project area on an Esri aerial image.

Chapter 2: Background

by Jason Perez and Cynthia Munoz

This chapter provides a description of the natural environment and culture history of the project area. The chapter concludes with a review of previous archaeology in the area.

Environment

The project area is located in central San Antonio in Bexar County, Texas and is bounded by N. Alamo Street, McCullough Avenue, 4th Street, and Broadway Street. It is approximately 0.35 km east of the San Antonio River and sits 198 m above sea level. The modern area is heavily developed. Historically, it was primarily residential in nature, but currently, there is significant commercial development.

San Antonio is located where the southernmost Great Plains meets the Gulf Coast, demarcated by the Balcones Escarpment. The region's climate is humid subtropical, with tropical maritime air influencing temperatures in the spring, summer, and fall months, while winter months are influenced by Polar Canadian air (Natural Resources Conservation Service [NRCS] 2019a). The growing season lasts 270 days (Petersen 2001). The average annual rainfall is approximately 76.2 cm (30 in.) and peaks in the spring and fall, but it is highly variable both seasonally and annually (Petersen 2001).

The project area is located within the Northern Blackland Prairie ecoregion. Natural vegetation in this ecoregion includes tallgrass species such as big bluestem, Indiangrass, switchgrass, eastern grama grass, and little bluestem; midgrasses, including sideoats grama and Virginia wildye; and a large variety of forbs. Trees include cedar elm, eastern red cedar, honey locust and Prairie Oaks, with junipers as an invasive species. Most of this natural vegetation has been lost, first due to agricultural activities, then to urban development. Less than one percent of the native prairie environment remains (NRCS 2019a).

The soils within the project area are classified as Branyon Clays (85%) with secondary components, Houston Black Clay (5%), Burleson Clay (5%), and Lewisville Silty Clay (5%). Branyon clays have one to three percent slopes, are moderately well drained, and reach depths of more than 2 m. These clays are found on stream terraces and are considered prime farmland (NRCS 2019b).

Culture History

Because the cultural material associated with the archaeological monitoring contained no prehistoric artifacts, the culture history is limited to a brief discussion of the historic period in San Antonio. Several summaries of the prehistoric period are available. For the regional prehistoric sequence, which runs from sometime before 13,000 years before present until around 350 years ago, see Bousman and colleagues (2004), Carpenter (2017), Carpenter and Hartnett (2011), Collins (2004), and Kenmotsu and Boyd (2012).

The region, now known as Texas, was initially claimed by Spain. However, Spain did not focus on the area until the late 1600s when France asserted claims on East Texas and what would become Louisiana (Casteñada 1937; Chipman 1992). The San Antonio area was first explored by General Alonzo de León during expeditions dating between 1686 and 1689. It was located on a major route to Spanish missions that were established in 1690 and 1691 in East Texas to counter the French incursions (Bannon 1974). In 1718, Martín de Alarcón, the commander of Presidio San Francisco de Coahuila and governor of the province of Texas, led an expedition that established the Presidio de Béxar and Villa de Béxar near San Pedro Springs and marked the beginnings of what would eventually become San Antonio (Chipman 1992; de la Teja 1995; Ivey 2018). The first European settlers of San Antonio consisted of Spanish soldiers and civilian families (Chipman 1992). In 1731, families from the Canary Islands arrived in San Antonio and formally chartered Villa San Fernando de Béxar (de la Teja 1995:18-19). In the same year, three missions from East Texas were relocated to San Antonio and renamed Nuestra Señora de la Purísima Concepción de Acuña, San Juan Capistrano, and San Francisco de la Espada (Habig 1968).

Spain's control in the region was greatly diminished at the end of the eighteenth century after the loss of the Louisiana territory to the French (Russell 2011). In 1810, Father Miguel Hidalgo y Costilla issued an edict that initiated the Mexican War of Independence against the Spanish government. Three revolts, the Battle of Rosillo on March 29, 1813, the Battle of Alazan on June 20, 1813, and the Battle of Medina on August 18, 1813, occurred in San Antonio (Bradley 1999; Campbell

2003). Mexico gained its independence from Spain in 1821 and established the Republic of Mexico in 1824. Texas was merged with the state of Coahuila and the provincial capital was moved from San Antonio to Saltillo. Mexican policy towards Texas and increasingly high tariffs led to revolts against the Mexican government. Following multiple sieges and battles with the Mexican army, the Republic of Texas was established and officially recognized by the United States in March 1837 (Campbell 2003).

The Republic of Texas period, a time of internal political struggle, economic debt, and continuing conflict with Mexico and Native Americans, lasted for eight years, at which point, on December 29, 1845, Texas was admitted to the Union as the 28th state (Campbell 2003). Texas underwent rapid population growth prior to the Civil War from both the southern United States and Europe, increasing from approximately 142,000 in 1847 to over 600,000 people by 1860 (Campbell 2003:207; Texas Almanac 2019). Texas joined the Confederate States of America in March 1861 until the state surrendered to the Union in Galveston on June 19, 1865 (Campbell 2003). In 1870, when Texas was readmitted to the United States, San Antonio had a population of 12,255 (U.S. Census 1870). By 1890, it had increased to 37,673, in

1900 it was 53,321, and by 1950 it had increased to 408,442 (Texas Almanac 2019).

Previous Archaeology

Thirteen archaeological sites are recorded within a 500 m radius of the project area (Table 2-1 and Figure 2-1). These consist of one mission, three historic homes, two acequias (irrigation ditch), three structures, a structure with an artifact scatter, two artifact scatters, and one site without any available data.

Site 41BX6, Mission San Antonio de Valero, is located 0.43 km south of the project area. In 1724, it was established on its current site, which is its third location in San Antonio (Chipman 1992). Site 41BX6 operated as a mission until 1792 when it was secularized (Castañeda 1942:35-36). Over the past 50 years, the mission has been the subject of multiple archaeological studies that were recently summarized in a report by Anderson and colleagues (2018:50-67).

Three historic house sites, 41BX436, 41BX438, and 41BX507, are within 500 m of the project area. The Lopez-

Table 2-1. Archaeological Sites within 500 m of the Project Area

Trinomial	Site Name	Time Period	Site Type
41BX6	Mission San Antonio de Valero	Historic	Spanish Mission
41BX8	Acequia Madre de Valero	Historic	<i>acequia</i>
41BX436	Lopez-Losoya Houses	Historic	home
41BX438	Radio Shack, Alamo W. Wall	Historic	home
41BX507	Thielepape House	Historic	home
41BX1818	Lexington Avenue Dam	Historic	dam
41BX1894	No name	Historic	well
41BX2133	No name	Historic, Prehistoric	historic structure, historic and prehistoric scatter
41BX2134	Navarro Acequia	Historic	<i>acequia</i>
41BX2142	No name	Historic, Prehistoric	historic and prehistoric scatter
41BX2169	No name	Historic, Prehistoric	historic and prehistoric scatter
41BX2199	No data	No data	no data
41BX2250	No name	Historic	well



Redacted Image

Figure 2-1. Archaeological sites within 500 m of the Project Area.

Losoya Houses (41BX436), 0.51 km to the southwest of the project area, are historic home foundations that were recorded by CAR in 1979 during a monitoring project. The Losoya family, Miguel and Cipriano, were granted the land after the secularization of the missions in 1793 (Fox and Ivey 1979). Site 41BX438 (Radio Shack/Alamo West Wall), located 0.50 km southwest of the project area, was excavated by CAR in 1979 (Ivey 2005). Among the features encountered and excavated were adobe walls, a stone-lined well, a privy, and a segment of acequia. Numerous artifacts were recovered, including animal bone, ceramics, and artifacts related to the Battle of the Alamo. Based on the features and artifacts, the site dates to between 1720 and 1870 (Ivey 2005). The site was revisited in 2016 by a team of archaeologists from Pape-Dawson, Raba-Kistner, and CAR. Much of this site remains intact and has been recommended for SAL status (Anderson et al. 2018:ii). Site 41BX507 is a historic home foundation recorded by CAR in 1980. The site, 0.48 km south of the project area, sits on the southeast corner of the Alamo grounds (41BX6). Four hand-excavated test units revealed the adobe foundations of the house and kitchen once occupied by Mayor Wilhelm Thielepape, who served in this role from 1867 until 1872 (Nickels 1999:6). The date of construction is not known, but the house is present on Herman Lungkwitz's 1854 drawing of Alamo Plaza (Nickels 1999).

Two acequias, 41BX8 and 41BX2134, are near the project area. Running north-south, approximately 0.35 km to the east of the project area, the Acequia Madre de Valero (41BX8) has been the subject of numerous archaeological investigations (see Cox 1985; Fox 1985; Fox and Cox 1990; Meissner 2001; Schuetz 1970; Thomas et al. 2018; Ulrich 2011; Ulrich et al. 2009; Wigley 2019; Zapata 2018; and Zapata et al. 2019). The open, unlined irrigation ditch was constructed in the 1720s to carry water from the San Antonio River to the fields of Mission San Antonio de Valero (Fox and Cox 1990). Site 41BX2134, 0.29 km southwest of the project area, was identified in 2016 by Pape-Dawson Engineers as a section of the Navarro Acequia. The identification was based on an 1850 F. Giraud plat map. This historic irrigation ditch measured 3.50 m wide and 1.40 m deep, was unlined, and was cut into the bedrock (THC 2020).

Four structure sites, 41BX1818, 41BX1894, 41BX2133, and 41BX2250, are near the project area. Located 0.35 km northwest of the project area, the Lexington Avenue Dam (41BX1818) was recorded by CAR during 2007-2009 archaeological monitoring of the San Antonio River from Josephine Street to Lexington Avenue. The dam was built between 1939 and 1941 to maintain the water level in the unimproved portion of the River. It is at the end of the San Antonio Riverwalk as designed in 1938 (Ulrich et al. 2009). Site 41BX1894 is a historic well recorded in a parking lot

at 608 E. Travis Street, approximately 0.23 km southwest of the project area. It was uncovered in 2011 during archaeological monitoring by Geo-Marine, Inc. in advance of the construction of a parking garage. The well was approximately 1.22 m in diameter and was estimated to be 3.66 m deep. It was constructed of dry-laid stone, concrete, and asphalt (THC 2020). Pape-Dawson Engineers recorded 41BX2133 in 2016 during backhoe trench excavations in advance of the construction of a parking garage. Located 0.20 km northwest of the project area, the site consists of both a prehistoric and historic artifact scatter and brick structure footings that are visible on 1896 and 1912 Sanborn Insurance maps (THC 2020). Site 41BX2250 is located 0.39 km northeast of the project area, and it was documented by Raba-Kistner Environmental in 2018. The site consists of a limestone well approximately 0.91 m wide and 6.10 m deep. Its date of construction could not be determined (THC 2020).

Two artifact scatter sites, 41BX2142 and 41BX2169, are within 500 m of the project area. In 2014, CAR recorded a multi-component site, 41BX2142, during shovel testing excavated in advance of improvements at Travis Park. The site, located 0.46 km southwest of the project area, contained both historic and prehistoric cultural materials, including glass, brick, metal, historic ceramics, burned rock, lithic debitage, and faunal bone (Figueroa 2017). In 2017, Terracon Consultants, Inc. recorded site 41BX2169 during backhoe trenching in advance of the construction of a parking garage. The multi-component site, 0.29 km north of the project area, contained historic debris overlaying a light prehistoric scatter (Yelacic 2017). The site was further explored in 2018 by SWCA Environmental Consultants during additional backhoe trenching. Only historic artifacts were encountered (THC 2020).

The THC Texas Site Atlas includes 41BX2199 on its site map; however, no other information is available. The site is 0.48 km northwest of the project area (THC 2020).

In 1979, the CAR completed a historical, architectural, and archaeological survey of the lands within a quarter mile of either side of the San Antonio River from the Olmos Dam to South Alamo Street, and the San Pedro Creek from San Pedro Park to Guadalupe Street (Fox 1979). The purpose of the project was to compile information on the sites located within the survey area for use in planning future flood control projects. Fox's report included the Sullivan Carriage House. It was built in 1896 and, in 1979, was located on the current project area (Fox 1979:7). In 1987, the San Antonio Conservation Society moved the Sullivan Carriage House to the San Antonio Botanical Center (Fisher 1996:454). Chapter 3 includes a discussion of the Carriage House and its relation to the project area.

Chapter 3: History of the Project Area

by Clinton M. M. McKenzie

This section of the report uses historic archival documents to examine land assembly and land use for the area north and east of the Alamo as well as the specific lot histories for the subject project area. Resources include Bexar County Spanish Archives, Bexar County Deed Records, San Antonio Municipal Records, period historic maps as well as newspaper articles and secondary historical resources. The section begins with the early history of the area that dates back to 1718-1719 and the award of lands east of the San Antonio River to Mission San Antonio de Valero. A particularly important aspect of the research is to emphasize the unique circumstances that in the early 1850s resulted in the platting of this area by private development interests rather than by direct municipal action. The section then addresses the particular land assembly of former City Block 16, later renumbered to the current New City Block (NCB) 432. These lot histories provide the complete abstract of title for each of the 12 lots from the Spanish Colonial period until the entirety of the block came under the control of the Hearst Corporation, variably, from the 1920s to early 1980s. A general summary of the chapter concludes the discussion.

Original Land-use and the History of Land Assembly

The land on which the current project area is located was formerly part of the farmlands for Mission San Antonio de Valero that were watered by the Acequia Madre de Valero constructed between 1719 and 1722. The acequia route lies two blocks to the east and parallel to the alignment of Broadway and Alamo Streets. These lands remained a part of Mission Valero until it was secularized in 1793 (López and Garza 1793). In 1793, the lands returned to the property of the Spanish Crown, which awarded the farmlands to immigrants from the closed presidio and community of Los Adaes in Spanish East Texas (Castañeda 1942:39; Habig 1968:201). The general area north of the Mission Valero, west to the San Antonio River, east to the foot of the hills that start on the near eastside of the city, and northward to the line of what is now Hildebrand Avenue became referred to as the Labor de los Adaesaños and subsequently as the Barrio de los Adaesaños (de la Teja 1995:85-86). It was during the period of the 1830s to 1840s that land investors, chiefly Samuel A. Maverick

and Anthony M. Dignowity, acquired title and controlling interest in these properties (Bexar County Deed Records [BCDR] A2:161-162, March 15, 1839; BCDR A2:470-471, September 24, 1841; BCDR G1:231-232, April 1, 1848).

The project area is located on a block that is oriented in relation to the San Antonio River and to the Spanish irrigation canal some two blocks to the east. The alignment of the street grid in this area to both the river and acequia was intentional. The streets, squares, and alleys north of Houston Street and on the east side of the San Antonio River, south of Jones Avenue and west of Austin Street, were not dedicated by the City of San Antonio; rather, they were designed, but not always platted, by private land developers, chiefly Maverick, Dignowity, and Nathaniel Lewis, among others (BCDR A2:161-162, March 15, 1839; BCDR A2:470-471, September 24, 1841; BCDR G1:231-232, April 1, 1849; BCDR G1:247-248, May 12, 1848). The collective properties were subdivided for sale between 1849 and 1853, with the entire area becoming known as “Alamo City” pursuant to the unrecorded plat of the same name (Agreement of A. M. Dignowity and J. Campbell; BCDR J2:175-176, January 18, 1853). The Alamo City plat and agreement are unique in that they represent land development and the imposition of a street grid solely from the private sector.

The beginning of the land assembly that ultimately became a part of the private sector plats, such as the Lewis Town Tract and the Dignowity Alamo City map, started in the 1830s. Samuel A. Maverick purchased a significant amount of private and public property along the northern edge of Alamo Plaza and northwards in the 1830s and 1840s. He officially platted the portion around the Alamo and Alamo Plaza in 1849 (BCDR A2:415-416, April 28, 1841; BCDR A2:470-471, July 27, 1841; City Engineer Survey Books [CESB] 1:93-95, November 21, 1849; CESB 1:114-115, December 1849). Lewis owned the Zambrano Mill on the San Antonio River as well as an adjoining 20 acres of land that he had acquired in 1848 from Pedro del Toro and Alvino Charlé (BCDR G1:247-248, May 12, 1848). Maverick owned the lands to the south of Lewis in 1848, and Richard Burdsall owned the property to the north (CESB 1:106-107, February 5, 1850). The lands owned by Maverick and Lewis were privately platted sometime around 1851. While the Lewis

Town Tract map was a private document and not filed as an official plat, it was subsequently recorded in municipal records in 1853 (see CESB 1:198). Figure 3-1 juxtaposes the Rullman map (left), which shows the city as it would have appeared in 1837, with the Lewis Town Tract map recorded in 1853 (right). The blue dashed line and light blue acequia on the Rullman panel (right) correspond with the same blue alignments of the 1853 plat (left). The street alignments of both privately developed areas align with one another as was called for in the Dignowity agreement concerning his Alamo City plat. Because the Rullman map shows the old irrigated plot boundaries and irrigation canals, it most closely exhibits the property lines on which the subsequent Lewis Town Tract and Alamo City Plat were imposed.

Dignowity used the grid formed by Maverick's 1849 plat and the earlier circa 1851 Lewis Town Tract map, which abutted the area to the northwest. Dignowity extended the Lewis Town Tract street alignments across the San Antonio River, both northeastward and southeastward, with the Alamo City map of December 6, 1852 (Smyth and Smith 1853, referenced in BCDR J2:175-176, January 18, 1853). Like

the prior Lewis Town Tract map, it is not officially recorded, though it, too, is referred to in deed conveyances as well as newspapers of the period (The Western Texan, 6 January 1853:3; The San Antonio Ledger 13 July 1854:3, 21 March 1857:3; The San Antonio Ledger and Texan, 3 December 1859:4). The collective effort of land speculators and the desire that Maverick's 1849 plat, the Lewis Town Tract map, and the Dignowity Alamo City map should interconnect is stated in a recorded agreement of January 18, 1853:

Know all men by these presents that we the undersigned Land owners on the East side of the San Antonio River and North and West of the Alamo have this day made and entereth into the following agreement to wit: first Whereas there has been an agreement by several of the Land owners interested, some two years ago – "date not recollected" that a street of 30 varas more or less should be laid out and commencing at a point near the contemplated new bridge over the San Antonio River near or north of the Ordinance



Figure 3-1. Rullman map depicting San Antonio in 1837 on the left and the 1853 Lewis Town Tract on the right (yellow dashed lines outline the same geographic space; Upper Labor Acequia is in light blue; project area is in red, north is indicated by the arrow in each map).

[sic] department, and running in a direct line to a place now occupied by Mr. Honeysucker and crossing the Madre ditch there, and uniting with the road leading toward New Braunfels, distance in a direct line over a mile, river as the centre line of the said road, having being [sic] surveyed the sixth day of December 1852 by Messrs. Smyth and Smith as Surveyors. Therefore we, the undersigned agree herewith and bind ourselves to lay out our lands unto these lots assuming this above street as a guide for our surveys, and running the other streets parallel and at right angles with the said principal street, as also to lay out all the other streets eighty feet wide and the squares three hundredth [sic] feet square, divided in the middle by one alley of twenty feet. Second we also agree to select the most suitably [sic] place for a new bridge crossing the San Antonio from the town plat laid out by N. Lewis and others on the west side of the San Antonio River and to select the best street suitable as laid out on their town plat and to lay out a street on the east side of the San Antonio River to close in with the same street on the West, but to lay it out to be at right angles to the first named principal street – and it shall serve as a guide to lay out the other cross streets parallel with it and so make the above named block and squares of the above specified size, also we agree that those cross streets layd [sic] out from the Madre ditch toward the River on the East side should if desired serve to make canals in their centre centre [sic] to conduct water from the Madre ditch to feed mashinery [sic] which may be constructed upon the Banks of said San Antonio River. In Testimony of the above agreement we the undersigned have this

day 18th January A.D. 1853 have affixed [sic] our names and our respective seals by way of record [BCDR J2:175-176].

This agreement documents the active collaboration of landowners, the pre-existence of the Lewis Town Tract map, and that the Alamo City map was the product of collaboration between Dignowity and Maverick who paid for the December 1852 survey of the same. The area that the Alamo City map encompassed included all of the property from the east bank of the San Antonio River to the Alamo Madre Ditch (the former Acequia Madre de Valero), or main irrigation canal of Mission San Antonio de Valero) and northwards for at least one mile. This area is some six city blocks in width and extended to at least the alignment of Tenth Street, or slightly beyond, on the north. This includes the area of the current project area.

Dignowity's role in the design of the Alamo City map is recorded in the numerous deeds for property executed by him and other property owners such as Maverick, Lewis, Burdsall, and Campbell. Many of these deeds specifically state "...by reference to the map of Alamo City planned by Anthony M. Dignowity for a manufacturing town..." (A. M. Dignowity to J. Ferguson; BCDR G2:86-87, February 8, 1855). Dignowity also took out advertising in local newspapers to attract interest (Figure 3-2).

The "principal street" mentioned in the 1853 agreement is not named nor are any of the other streets given names in the agreement itself. The language of the agreement mentions that the principal street began near the Ordnance Department Building where a "new bridge" over the San Antonio River was proposed. It also states that the river was to serve as the center line of the road and that the terminus of the road

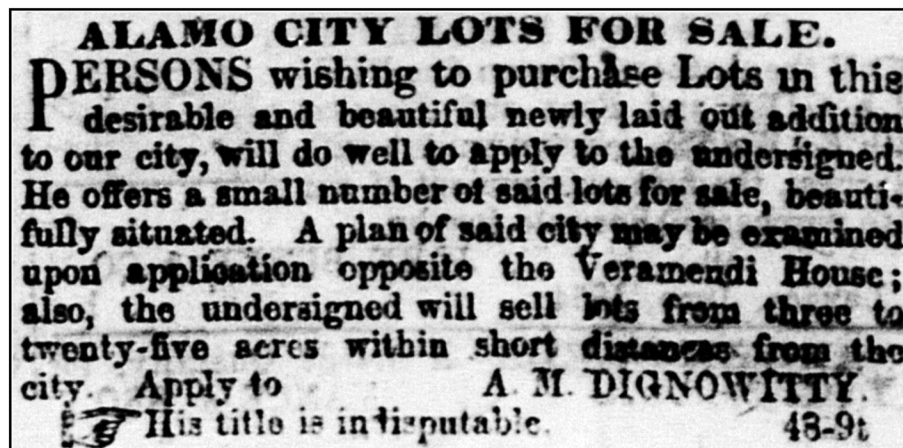


Figure 3-2. Alamo City advertisement in The San Antonio Ledger (13 July 1854:3).

was across the Alamo Madre Ditch where it united with the road to New Braunfels. Some of the landmarks provided in the agreement are known. The Ordnance Department was located on the southeast corner of the intersection of Houston and Soledad Streets (BCDR P1:185-186, June 30, 1857; Mansfield 1861). The new bridge was the Houston Street Bridge, which was not completed until circa 1855. The other clues concerning the principal street are that the cross streets on the Alamo City map that were to join with the streets on the Lewis Town Tract were "...to be at right angles to the first named principal street" indicating that this street ran north-south, rather than east-west. The only street within this area that travels more than one mile and crosses the Alamo Madre Ditch near its terminus is the Losoya-Broadway alignment. This street is centered on the north-south bend of the San Antonio River and is the middle street dividing the six blocks between the east bank of the river and the west bank of the Alamo Madre Ditch. Unfortunately, the Mr. Honeysucker mentioned in the 1853 agreement did not own the property he occupied, so it is not possible to locate exactly where he was in relation to the Alamo Madre Ditch. The end of the mile of the Alamo City principal street would be just across the Alamo Madre Ditch underneath what is now the Interstate 35 and Highway 281/Interstate 37 interchange. The Camino Real de los Texas, the "road to New Braunfels," traversed through this area and is given as the end of the Alamo City principal street.

Maverick and Dignowity's Alamo City map design was driven by the pre-existing land patterns predicated on the routes of the San Antonio River and the Alamo Madre Ditch,

which flowed southwest from near the headwaters of the San Antonio River. These two bodies of water had dictated the award of irrigated farmlands after secularization in 1792 and the landholding patterns of the many speculators who purchased these former tracts from the Adaesaños, who had received them as farmlands in 1793. As a result, the blocks in this area of San Antonio are similarly oriented (such that the north face of the block is oriented west-northwest rather than true north or magnetic north). For purposes of this discussion, the cardinal directions N, S, E and W are used conventionally to describe streets that are oriented NE to SW, SE to NW, and so on.

General Block History

In February 1853, the City Engineer made a formal plat of the particular area outlined in the agreement between Dignowity and Campbell (CESB2:7). The 1853 plat covers eight square blocks and is two blocks wide north-south and four blocks deep east-west. It is bounded by Avenue B on the west, the Alamo Madre Ditch on the east, Sixth Street on the north, and Fourth Street on the south (Figure 3-3). The lighter dashed lines that form the irregular polygons superimposed on the 1853 plat show the outlines of the parcels from which the blocks were formed. The irregular polygon that covers all of Block 10, the majority of Block 16 and 17, and a small portion of Block 11 is the former property of Felipe Elua purchased by Dignowity on April 1, 1848 (BCDR G1:231-232). The irregular polygon that covers the majority of Blocks 11 and 14, all of Blocks 12 and 13, and portions of Blocks 16 and



Figure 3-3. Plat of a portion of Alamo City for February 1853, City Engineer Survey Book 2, Page 7. Block 16 (NCB 432) in blue; project area in red.

15 is the land that was owned by Campbell at the time of the January 1853 agreement. The remaining portions of land in Blocks 11, 14, 15, 16, and 17 belonged to Maverick. The project area is located within Block 16, which is bounded on the north by Avenue C (later Broadway Street); south by Avenue D (later N. Alamo Street); Fourth Street on the west; and Fifth Street (later McCullough Avenue) on the east.

Block 16 consisted of 12 lots (Figure 3-3). Lots 7 through 12 form the current project area (in red on Figure 3-4). Maverick sold his portion of Lot 11 (as well as his portions of Lots 3 and 8) to Dignowity on October 8, 1854, and Campbell sold his irregular portions to Dignowity on October 11, 1854 (BCDR M1:325-326; BCDR M1:342-343). As a result of these transactions, Dignowity controlled Lots 3 through 12 of Block 16, and Maverick controlled Lots 1 and 2.

Lot Histories for Lots 8, 10, and 12

Dignowity sold Lot 8 to Valentine Moritz on February 2, 1857 (BCDR O2:2-3). A year and a half later, Moritz's wife Caroline sold the unimproved property to Nicolas Boubel on October 16, 1858 (BCDR R1:79-80). Boubel carried the property for only 11 months before selling it to James Hagans

(BCDR R1:410-411, September 15, 1859). Hagans sold the property to his wife Katherine Hagans for "love and affection" on May 5, 1886 (BCDR 33:574). Katherine Hagans sold the lot to C. L. Harwood on March 13, 1895 (BCDR 139:449). The only identified archaeological feature during the current project, Feature 1, was located in the rear yard of Lot 8 and was associated with the Hagans family's use of the property. A discussion of the feature, its associations, and artifacts is provided in Chapter 4.

The Sullivan family gained control of the lot in 1895 when Annie Sullivan purchased it from C. L. Harwood (BCDR 154:21-22, September 10, 1895). The Sullivans were a prominent banking family, and Daniel and Annie Sullivan retained architect Alfred Giles to design the Richardsonian Romanesque Sullivan Carriage House that was completed on the lot the following year in 1896. The structure was some 7,000 square feet, rivaling the family's main house for size, and consisted of stable stalls on the ground floor as well as lodging upstairs for the groomsmen (Fisher 1996:454). The Sullivan Carriage House was east across the alley from the stately Daniel Sullivan Home that occupied Lots 1, 2, and 3.

The Daniel Sullivan Home and Carriage House remained in the Sullivan family until the 1960s when both were conveyed to

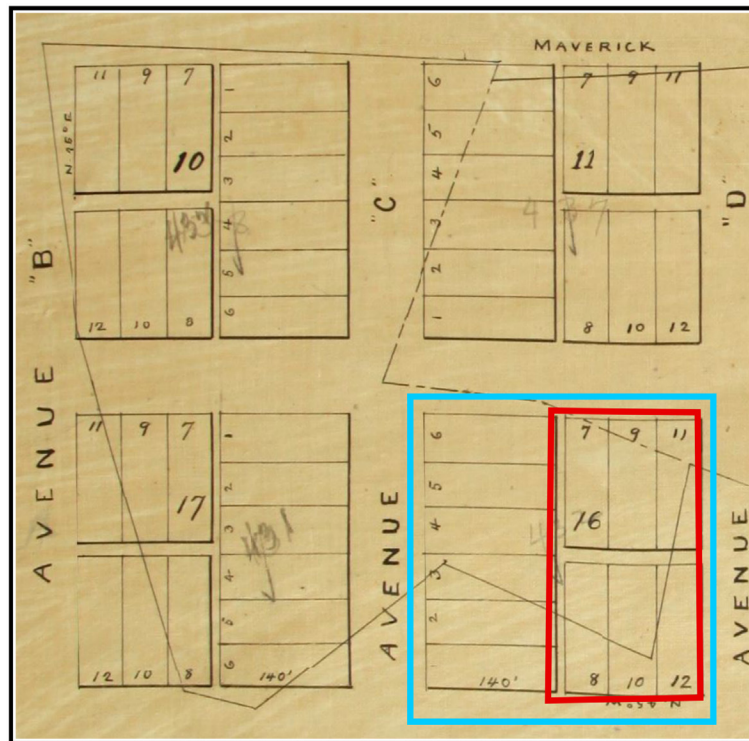


Figure 3-4. City Engineer Survey Book 2, Page 7. February 1853 Plat of a portion of Alamo City. NCB 432 in blue. Project area in red. The dashed-line irregular polygon outlines the former Felipe Elua property owned by Anthony M. Dignowity in 1853 (north is up towards the left corner of the figure).

the Archdiocese of San Antonio. The home was subsequently demolished in 1971 after coming into the control of the Hearst Corporation (Fisher 1996:454). The Carriage House was sold by the Stockman Realty Company to the Hearst Corporation (BCDR 6651:825-826, October 6, 1971). At that time, it was the only remaining nineteenth century historic structure in NCB 432. The San Antonio Conservation Society worked with the Hearst Corporation to save the structure, and in 1987, it was dismantled and reassembled on the grounds of the San Antonio Botanical Garden where it is still in use as a restaurant and visitors center (Fisher 1996:454). Figure 3-5 is a picture of the Sullivan Carriage House in 1971 prior to it being removed from Lot 8.

Dignowity sold his portions of Lots 10 and 12 to Maverick on October 6, 1854, giving Maverick full control of both lots (BCDR M2:299-300). These lots stayed in the Maverick family's control until Mary A. Maverick sold Lot 10 to Patrick Burns on December 3, 1870 (BCDR V2:602-603). Lot 10 subsequently became the property of Patrick's wife, Margaret Burns, following his death in 1881.

Lot 12 was apportioned to William H. Maverick from his father's estate to his control on February 28, 1876 (BCDR 4:357-358). He gained control of Lots 1 and 2 at this same time. William H. Maverick retained title to the property until January 1, 1879, when he sold the lot to Burns, the owner of Lot 10 who had purchased it from Mary A. Maverick in 1870 (BCDR 13:202-203). A year later, Burns sold Lot 10 to his daughter Margaret Burns (BCDR 16:19-20, March 9, 1880). Margaret Burns mortgaged both Lots 10 and 12 to J. S. Wair on March 25, 1895 (BCDR 142:625-627). Ms. Burns satisfied the terms of the mortgage and was released on April 13, 1901 (BCDR 198:179-180). Margaret Burns executed a warranty deed with a transfer of vendor's lien that was converted to a Deed of Trust to Isaac Bledsoe in June of 1928 (BCDR 1031:596, June 20, 1928; BCDR 1036:541-542, June 21, 1928). Upon Mary Burns' death in January of 1931, the title to the property and the Deed of Trust with Bledsoe passed to her heirs, Mary Burns Worden and Corrine Burns (BCDR 1251:253-254, April 28, 1931).

Mr. Bledsoe continued to make payments on the note to the Burns heirs, with a series of extensions, until the deed was fully paid out of his estate in 1951, with the title passing to the Fidelity Realty Company (BCDR 3033:505-506, June 1, 1951). Fidelity immediately conveyed the lot to W. H. Winerich (BCDR 3033:148-149, June 6, 1951). Winerich held the property for five years before conveying it by warranty deed to T. A. Beniteau, Jr. in 1955 and releasing the property upon full payment in 1956 (BCDR 3711:382-

383, July 7, 1955; BCDR 3897:103-104, July 3, 1956). The Beniteau family retained title until selling lots 10 and 12 to the Hearst Corporation in January of 1980 (BCDR 1807:905-907, January 2, 1980).

Lot Histories for Lots 7, 9, and 11

Dignowity sold Lot 7 to Joseph Schmitt on November 13, 1855, for \$250 (BCDR N1:486-487). Schmitt retained title to the property until May 23, 1868, when he sold the property on terms to William Hoeftling for \$480 in United States currency at 12% interest (BCDR U1:444-445). No improvements are listed in the 1868 conveyance; however, Hoeftling already owned the adjacent Lot 9 that he had purchased in 1863 and 1865 (see Lot 9 discussion). With this sale, William and Dorothea Hoeftling controlled Lots 7 and 9 in their entirety. The low price for the 1868 Schmitt to Hoeftling sale, along with no mention of a house in the conveyance, indicates that Lot 7 was vacant in 1868. In 1884, the Hoeftlings entered into a Mechanics and Builder's Lien for \$3,500 with the Bexar Building and Loan Association for the erection of a house on Lot 7, fronting onto Fifth Street (BCDR B:340-343, April 24, 1884).

Lot 7 remained in the control of the Hoeftling family and was used as a primary residence until it was subdivided and the first half sold by Mary Hoeftling to Daniel Sullivan on January 16, 1931 (BCDR 1229:186-187). The second half, containing the Hoeftling residence, was sold on September 15, 1943 to H. H. Ogilvie (BCDR 1987:571). This residential structure is visible on Sanborn-Perris and Sanborn Fire Insurance Maps for the period 1892 through 1938, but it is missing on the 1951 Sanborn map (Figure 3-6; Sanborn 1931, 1951; Sanborn-Perris 1892, 1896). Lot 7 and the adjacent Lot 9 were acquired by the San Antonio Light and then demolished for the construction of the Production Department Building in 1957 BCDR 2995:457-458, March 28, 1931; BCDR 1987:571-572, September 16, 1943).

Dignowity sold Lot 9 to Henry Lager on February 27, 1858, for \$200 (BCDR P1:507-508). Lager sold the property the following year to John McConnell on June 13, 1859, for \$235, indicating that the property had not been improved as of that date (BCDR R1:421-422). McConnell sub-divided Lot 9 into two parcels in 1863, selling the north half of the lot to William and Dorothea Hoeftling on January 2, 1863, for \$770 cash-in-hand (BCDR S2:492-493). The 1863 deed specifies that the parcel includes "a house on it, front on the alley...is the one that Mrs. H. F. Oswald use [sic] to occupy in the summer of 1861" (BCDR S2:493).



Figure 3-5. Sullivan Carriage House on July 27, 1971, view to the southwest towards Fourth Street. Texas Historical Commission Historic Resources Survey Collection.



Figure 3-6. 1951 Sanborn Fire Insurance Map (north is up towards the right corner of the figure).

McConnell sold the second portion of Lot 9 to William Hoefling for \$1,050 on December 9, 1865 (BCDR T2:261-262). It appears that the Hoeflings occupied the house fronting on the alley from 1863 to circa 1884. They moved into the house they had constructed on Lot 7 that fronted onto Fifth Street in 1884-1885. The original house fronting on the alley remained in use as a dwelling until circa 1956 when it and the house fronting onto Fifth Street were demolished for the construction of the San Antonio Light Production Department Building.

Dignowity sold Lot 11 to H. P. Oswald on October 27, 1854, for \$200 (BCDR M1:470-471). The Oswalds erected a structure on the property, and following H. P. Oswald's death, his widow, Wilhelmina Oswald, sold the property to John McConnell for \$300 on November 17, 1860 (BCDR S1:513-514). Nine days later, McConnell obtained \$295 from James Slater using Lot 11 as surety (BCDR S3:68-70). McConnell satisfied the promissory note and obtained a release from Slater on August 28, 1865 (BCDR S3:466-468). McConnell then sold the property that same day to John Mulrey for \$900 in cash (BCDR T1:461-462). The value of the 1865 conveyance to Mulrey does not mention any improvements; however, the sales price likely implies that there was a building/house on the lot at that time. This may be the stone building shown fronting on the corner at the alley and Avenue D in the 1892 Sanborn-Perris map (Figure 3-7).

There is a 31-year gap in the deed history for Lot 11 following Mulrey's purchase in 1865. The property appears in the deed records again when J. E. Adams, a local real estate magnate, sold it as an investment property to George B. Berger of Colorado on February 13, 1896 (BCDR 155:50). Berger held the property for 10 years before selling it to Elizabeth Fitchett on December 11, 1906 (BCDR 289:9-10). Fitchett held the property only briefly before selling to another local real estate broker, C. B. Mullaly, on March 29, 1907 (BCDR 263:311). Shortly following the Mullaly purchase, the old residential properties on Lot 11 were demolished, and a stucco and wire plaster commercial structure was erected along the Avenue D side of the lot.

There is a second gap in the deed history between the Mullaly purchase in 1907 and the next observable conveyance occurring when W. C. Sullivan sold a portion of Lot 11 to Mary Hoefling on September 23, 1929 (BCDR 1209:440). Hoefling sold the same portion of Lot 11 to Daniel Sullivan on January 16, 1931, who then conveyed the property to Hearst Consolidated Publications on March 28, 1931 (BCDR 1229:186-187; BCDR 2995:457-458).



Figure 3-7. 1892 Sanborn-Perris and Sanborn Fire Insurance Map (Sanborn-Perris 1892; project area is red, stone building is green; north is up towards the right corner of the figure).

NCB 432 Property Use Summary

New City Block 432, which was originally referred to as Block 16, is typical of blocks in this area of the city. All of the property north of Houston Street and east of the San Antonio River all the way to Hildebrand Avenue and west of the alignment of the old Acequia Madre de Valero were formerly farmlands of the mission between 1719 and 1792. In 1793, these farmlands were apportioned to the families from Los Adaes. Following the Texas Revolution and into the early Statehood period, circa 1836 to 1850, land speculators, chiefly Anthony M. Dignowity, Samuel A. Maverick, and Nathaniel Lewis, acquired these lands. These men created the first planning maps of this area. It is their gridded street patterns and street names that continue to dominate, though several major streets were changed (e.g., Avenue C is now Broadway Street and Fifth Street is now McCullough Avenue). Dignowity's Alamo City map encompassed the area of NCB 432, and while he had planned for the area to become a "manufacturing town," it was chiefly residential in character along Avenue C (Broadway Street) and east to the Alamo Madre Ditch for the balance of the nineteenth century. Beginning in the early twentieth century, commercial activities begin to encroach on residential use, and by 1975, the area was mostly commercial.

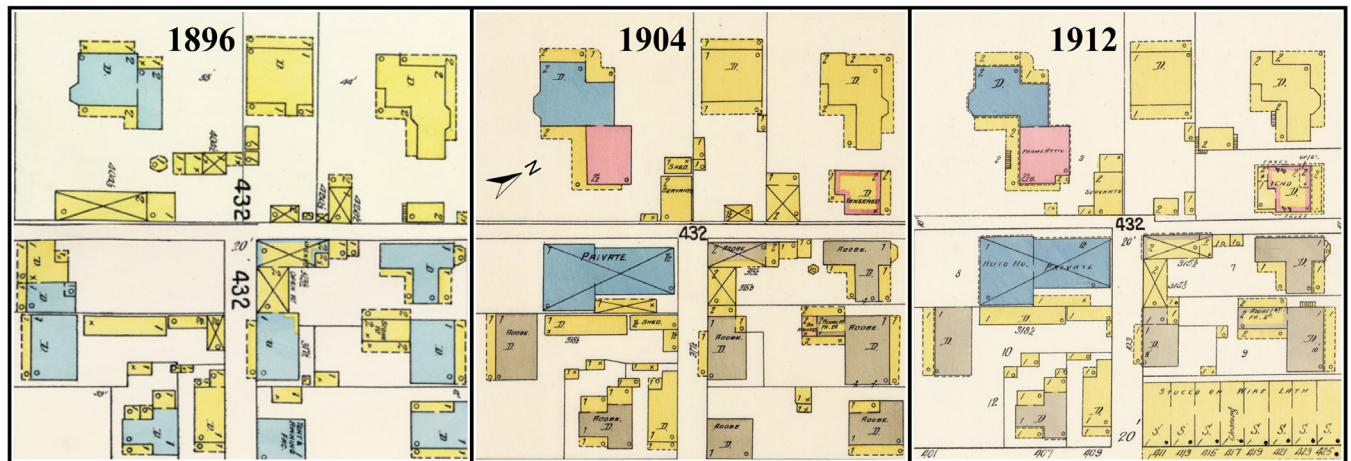


Figure 3-8. Sanborn-Perris and Sanborn Fire Insurance Maps of NCB 432, showing residential structures.

Block 16 was renumbered New City Block 432 in the last decade of the nineteenth century, with the lot numbers retaining their original designations. Figure 3-8 is a collage of Sanborn and Sanborn-Perris Fire Insurance Maps for 1896, 1904, and 1912 showing that the character of the block was residential during this period (Sanborn 1904, 1912; Sanborn-Perris 1896). The majority of the homes built were of stone, and they faced south, towards “town,” such that the early constructions on Lots 7, 8, 9, 10, and 11 fronted to the south onto Fourth Street or the alley rather than north onto Fifth Street. The residences along Avenue C exhibited mixed orientations with the stone Sullivan Home that occupied Lots 1, 2 and 3, facing south onto Fourth Street and the two wooden residences occupying Lots 4, 5, and 6 fronting onto Avenue C. The houses along Avenue C were large residences and were typical of the time because Avenue C was a rather desirable location during this period. Only a handful of homes remain along what is now Broadway Street, and none of the homes in NCB 432 survived to the present day.

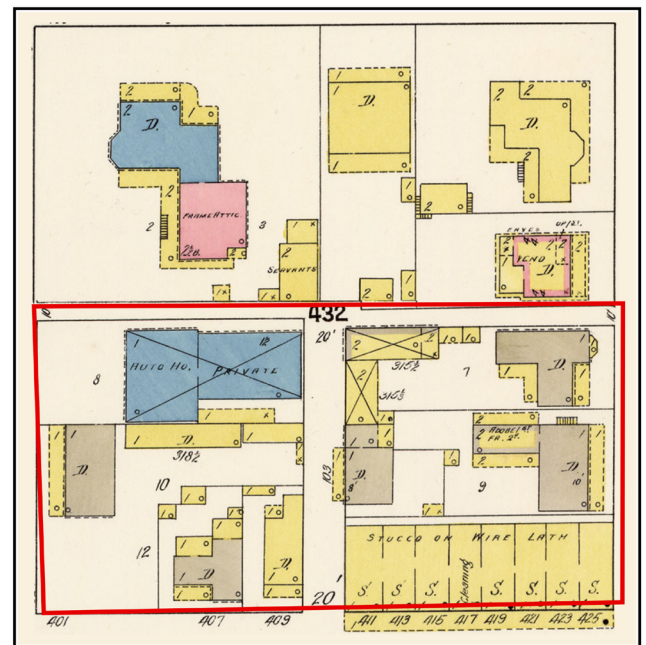


Figure 3-9. NCB 432 on the 1912 Sanborn Map. APE is outlined in red. New stucco on wire lath structure on Lot 11 (Sanborn 1912; north is up towards the right corner of the figure).

The character of NCB 432 began to evolve into mixed commercial and residential use in the first quarter of the twentieth century. By 1912, the residences on Lot 11 had been demolished and replaced with a stucco on wire lath commercial structure fronting onto Avenue D (now North Alamo Street, Figure 3-9). The advent of the Light Building in 1929-1930 replaced the two residential structures on Lots 4, 5 and 6, and further expansion by the San Antonio Light properties between 1950 and 1970 resulted in the demolition of all the residential structures on Lots 7 and 9. Lots 10 and 12 converted from residential to commercial use by 1960 with the three residences on those two lots demolished and replaced with a concrete brick commercial construction.

NCB 432 itself retains none of its nineteenth century buildings. The last of them, the Sullivan Carriage House, was relocated in 1971. The San Antonio Light building, which is a portion of the current redevelopment, is a municipally designated landmark that is 90 years old this year. While nothing remains above ground of the nineteenth century buildings, remnants of these former structures and features, such as wells, trash pits, and privies, remain beneath the subsurface throughout undisturbed areas of the block.

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Chapter 4: Field and Laboratory Methods

by Jason Perez and Cynthia Munoz

This chapter presents the field and laboratory methods used by the CAR during the completion of this project. The discussion includes excavation methods, laboratory processing methodology, and curation standards.

Field Methods

The scope of work prepared for the COSA-OHP proposed to monitor the mechanical excavation of a ramp leading from N. Alamo Street to the basement within the Print Building southeast of the San Antonio Light Building. The ramp excavation dropped roughly 3.66 m (12 ft.) from its start to end point and was approximately 27.13 m (89 ft.) long by 8.53 m (28 ft.) wide. The CAR also monitored the mechanical drilling of two pier holes, 12.19 m (40 ft.) deep, and the excavation of a trench, 32.19 m (105.61 ft.) long and 2 m (6.56 ft.) deep, for utility lines.

A standard monitoring form was completed daily and features were documented. This documentation was supported by digital data, including Trimble Geo XT GPS readings and photographs. A photographic log was maintained. All field forms were completed in pencil. Temporally diagnostic artifacts were collected. Recovered material was transported to the CAR laboratory for processing, analysis, and curation.

For the purposes of this project, an archaeological site was defined as dating prior to 1950 and containing: (1) five or more surface artifacts within a 15 m (49.2 ft.) radius; or (2) a single cultural feature, such as a wall, observed on the surface or exposed in backhoe trenching or pier drilling; or

(3) a positive backhoe trench or pier hole containing at least five artifacts.

Laboratory Methods

All records generated during the project were prepared in accordance with Federal Regulations 36 CFR Part 79 and THC requirements for State Held-in-Trust collections. Field forms were printed on acid-free paper and completed with pencil. Digital photographs were printed on acid-free paper, labeled with archivally appropriate materials, and placed in archival-quality page protectors. All field notes, forms, photographs, and drawings were placed in labeled archival folders.

All cultural materials collected during monitoring were brought to the CAR laboratory, washed, air-dried, and stored in 4 mil zip-locking, archival-quality bags with the corresponding provenience data written in pencil on acid-free tags. All recovered artifacts were offered to the landowner. Because the landowner failed to respond to several requests, CAR made the decision to curate selected diagnostic artifacts and discard the remainder. All collected artifacts are documented in the CAR collection management database. After analysis, acid-free tags containing provenience information and a corresponding lot numbers were produced from the database and placed in the bags of artifacts to be curated. Preprinted labels with lot and site number were affixed to curated artifacts. These artifacts were separated by class and stored in acid-free boxes labeled with standard tags and are permanently curated at the CAR repository along with all project documentation.

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Chapter 5: Results of Monitoring

by Jason Perez and Cynthia Munoz

CAR staff conducted archaeological monitoring of the mechanical drilling of two bore holes within the project area on May 1 and 2 of 2019, documented a trench feature on August 8, 16, and 19 of 2019, and monitored the mechanical excavation of a utility trench on May 20, June 29, and September 21 of 2020 (Figure 5-1). The 0.47 hectare (1.15 acre) project area covers approximately half of NCB 432 in downtown San Antonio between Broadway Street, McCullough Avenue, N Alamo Street, and 4th Street. This chapter discusses this investigation in detail.

Pier Holes

CAR staff were to monitor the mechanical drilling of seven pier holes for the installation of piers to support a future elevated walkway between the San Antonio Light and Print Buildings (see Figure 5-1). The starting surface of the excavation was approximately 4.5 m (14.76 ft.) below the original ground surface, so the sediments to be drilled were determined to be culturally sterile (Figure 5-2). After the completion of the first two holes, it was decided by the CAR Principal Investigator that further monitoring was unnecessary. Pier holes were excavated to an approximate depth of 12.19 m (39.99 ft.) below surface and were approximately 60-80 cm (1.97-2.63 ft.) in diameter. The visible profile portions and the backdirt of the two monitored holes were inspected. Four noticeable soil zones were recorded. The upper zone, 0-76 cmbs, consisted of a limestone gravel caliche. This transitioned to a blocky yellow clay zone from about 76-792 cmbs. The third zone contained a blocky gray clay to approximately 1,097 cmbs overlying a very wet clay that continued to the hole's terminal depth. Due to the depth and width of the holes, all depth measurements are approximate. Figure 5-3 shows representative samples of soil from the four zones present within Pier Hole 1.

Easement Ramp Excavation

CAR was contracted to monitor the mechanical excavation of a trench for the installation of a 6.1 m (20.01 ft.) emergency vehicular ingress and egress easement ramp leading to a future underground parking area. On August 6, 2019, CAR was notified by the contractors that bones had been exposed during the mechanical excavation of the trench. This was the only notification CAR received of the trench excavation. The contractor was told to halt further work. CAR staff arrived on site and verified that the bones were not human remains. At

this point, a feature consisting of dark sediments and historic artifacts was observed in the trench wall (see Figures 5-1 and 5-4). The feature was partially recorded on August 8 by CAR and the City Archaeologist. Due to the depth of the trench, a ramp needed to be cut to allow safe access to complete the documentation. When CAR arrived on the morning of August 16, the day scheduled for the ramp, it was discovered that more mechanical excavation had taken place without a monitor and that the feature was partially removed. CAR and the City Archaeologist collected diagnostic artifacts from the backfill and cleaned up the bottom of the feature (Figure 5-5). The remaining portion of the trench excavation was scheduled for August 19. When CAR arrived at 7 am, the contractors had removed the remainder of the feature.

Site 41BX2362

Using the site definition criteria outlined in Chapter 4, Feature 1, documented in the easement ramp wall, was recorded as site 41BX2362. The feature was located at the rear of Lot 8 on NCB 432. It was approximately 1.70-1.75 m wide and 2.0 m deep, and it presented as rich dark-stained soil slumping down the trench profile. Due to CAR's lack of control during the feature exposure, the measurements were estimated from Figures 5-4 and 5-5. Recovered temporally diagnostic artifacts, dating from 1870-1900 (see artifact analysis in Chapter 6), suggest that the feature was associated with the Hagans family's long tenancy on the property (1859 to 1895; see Chapter 3). The 1892 Sanborn-Perris Map documents the presence of a small out-building at the rear of Lot 8 (Figure 5-6; Sanborn-Perris 1892). The structure is absent on subsequent maps. Based on its size and location, it is likely that the structure originally functioned as a privy and was repurposed as a trash pit. However, there was no indication of the powdered lime that is commonly found in privy sediments (Brown and DeLaO 1997; Geismar 1993:65). The recovery of a pulley wheel suggests that the feature may have been a well before it was used as a privy, but the absence of any type of lining material makes this unlikely (Figure 5-7).

Site 41BX2362 is not associated with important historical events or a person significant in history, and it does not have distinctive characteristics. Although the site contained temporal diagnostics and can be attributed to the Hagan family, the removal of the feature by the property's contractors stopped CAR archaeologists from properly documenting the feature and artifacts within. This eliminated any likelihood



Redacted Image

Figure 5-1. Locations of pier holes, Feature 1, and trenches within the project area.



Figure 5-2. Location of pier hole starting surface; note that it is below the original ground surface.

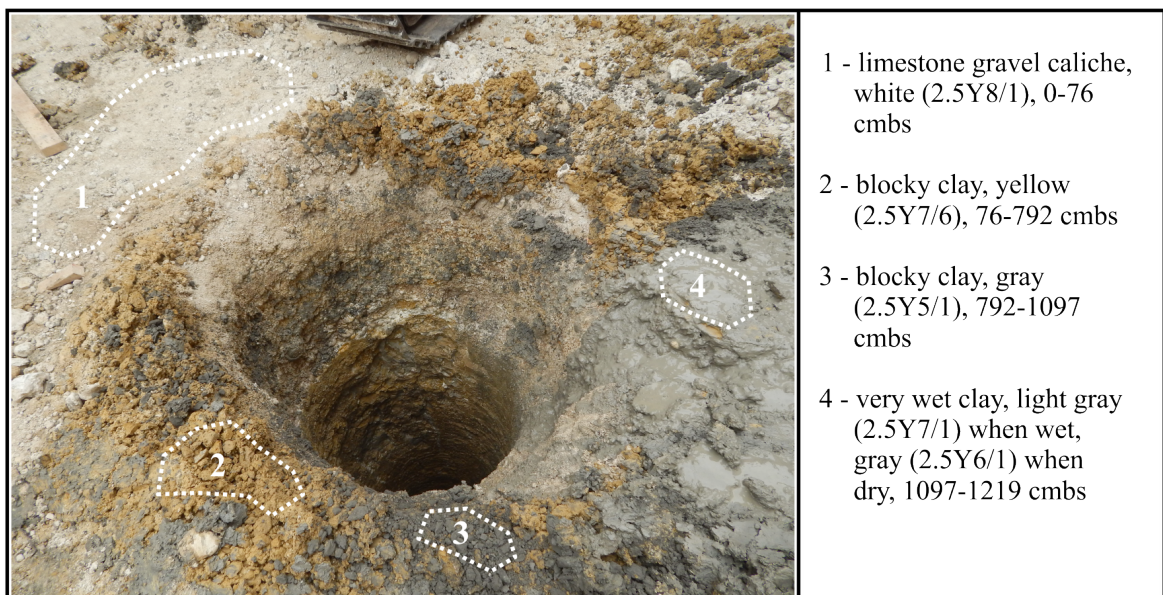


Figure 5-3. Four soil zones present within the pier holes.



Figure 5-4. Feature 1 documented in trench profile (upper half exposed).



Figure 5-5. Feature 1 documented in trench profile (lower half exposed).

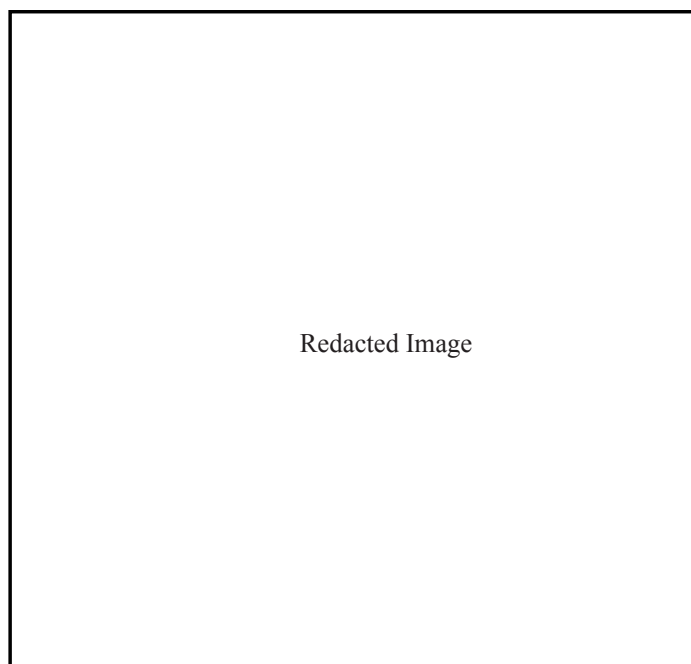


Figure 5-6. Privy on the 1892 Sanborn-Perris Map. APE in red, Feature 1(41BX2362) circled in green.



Figure 5-7. A cast iron armature and pulley wheel from a well recovered from Feature 1.

for the site to yield additional information important to the understanding of San Antonio's history.

Utility Trench Excavation

Over four days in May, June, July, and September of 2020 CAR monitored the mechanical excavation of a utility trench

approximately 32.19 m (105.61 ft.) long by 2 m (6.56 ft.) wide by 2 m (6.56 ft.) deep (see Figures 5-1 and 5-8). The trench profile revealed construction fill to 60 cmbs (1.97 ft.) over dark brown silty clay. The clay transitioned to sandy clay with gravels at 100 cmbs (3.28 ft.). The lower stratum consisted of caliche from 180 cmbs (5.91 ft.) to the termination of the trench. No artifacts or features were recorded.



Figure 5-8. Utility trench profile, note a top zone of construction fill over clay.

Chapter 6: Artifact Identification and Discussion

by Clinton M. M. McKenzie

All potentially temporally diagnostic artifacts encountered during excavations were collected during the course of monitoring. In addition, a small representative sample of non-diagnostic artifacts associated with Feature 1 were collected. These consist of domestic ceramics, glass, metal, and faunal bone. Artifacts were examined for potentially temporally diagnostic features, such as design or indications of methods of manufacture. Appendix A contains photographs of the artifacts curated at CAR.

Ceramics

Of the 59 ceramic artifacts, 57 (97%) were of American or English manufacture. The bulk of the ceramics, late nineteenth century ironstone wares both decorated and non-decorated (n=30), are sherds of English or American manufacture. There are 21 sherds of American stonewares, three yellow ware sherds, a sherd of Mexican earthenware, a German porcelain pipe-bowl fragment, and an intact American (Ohio) earthenware clay pipe.

Temporally diagnostic ceramics (n=14) included five makers' marks stamped household wares, one identifiable transferware pattern, and the Ohio clay pipe with a temporally narrow attribution origin and production period. The collective mean production dates for these artifacts are congruent with the deposition in the period 1885-1900. These are enumerated in Table 6-1.

Two smoking pipes were recovered. The first is the bowl of a German porcelain pipe sheared-off at the connection between the stem and the bowl wall. There are no other identifying marks or features on the German porcelain pipe. The second pipe is a whole Ohio reed stem clay tobacco pipe, which is complete, and exhibits no signs of ever having been used (no burning or charring to the bowl and no wear to the stem). This pipe conforms to the specifications of a Point Pleasant Diagonally Ribbed Reed Stem Clay Tobacco Pipe (Murphy 1976:23-24). These pipes have a documented production range from 1874-1891 (Aument 2011; Murphy 1976:12). Stylistically, these elbow pipes date to the 1850s, though they continued to be produced into the late nineteenth and twentieth century.

Table 6-1. Feature 1 Recovered Diagnostic Ceramics

Feature 1 Temporally Diagnostic Makers Marks and Patterns							
Maker's Mark/ Pattern	Number	Origin	Type	Form	Count	Dates	Mean
Java Pattern Brown Transferware ^a	NA	English	Ironstone	Chamber Pot	3	1870-1900	1885
John Edwards ^a	NA	English	Ironstone	Plate	5	1879-1900	1889.5
Knowles, Taylor and Knowles & Co. ^a	NA	American	Ironstone	Bowl	1	1870-1891	1881.5
Diagonally Ribbed Reed Stem ^b	NA	American	Earthenware	Pipe	1	1874-1891	1882.5
Royal Stone China - Baker and Co ^a	CAD 147/148	English	Ironstone	Plate	1	1893-1928	1910.5
Iron Stone China - Morely & Company ^a	CAD A285	American	Ironstone	Plate	1	1879-1885	1882
Mayer ^a	CAD 254	American	Ironstone	Plate	2	1881-1891	1886
Mean Production Age of Ceramics							1888.14

^aKowalsky and Kowalsky 1999

^bMurphy 1976

Glass

Seventy-six glass artifacts were collected from the interior of Feature 1. The glass was broadly time-diagnostic and typical of late nineteenth-century glass manufacturing, consisting of two and three part blown-in-mold varieties with various finishes. Examples of pressed glass and mouth-blown glass were also present. No machine-made bottles were recovered, indicating a deposition prior to 1906. Several of the recovered glass artifacts were more narrowly time-diagnostic (Table 6-2). These 13 specimens represent 17% of the total collected sample and have a mean production date of 1886.10, closely in line with the calculated mean ceramic production date.

Faunal Bone

Only five fragments of faunal bone were recovered. Four of the five are from cattle (*Bos taurus*). All have saw-cut butcher's marks and represent one rib and three scapula fragments. The fifth bone is a femur from a turkey, most likely a wild turkey (*Meleagris gallopavo*).

Metal

Limited amounts of metal were recovered from Feature 1, and these were only broadly time diagnostic. These included

Table 6-2. Feature 1 Recovered Time-Diagnostic Glass

Diagnostic Glass	Form	Count	Dates	Mean
Unembossed cobalt blue Bromo Seltzer bottle ^d	apothecary	1	1891-1897	1894
F. Kalteyer and Sons Drug Store Military Plaza San Antonio - clear Embossed panel bottles ^f	apothecary	2	1878-1905	1891.5
Reeds Gilt-Edged Tonic -brown embossed panel bottle ^g	apothecary	1	1878-1886	1882
Condiment bottle with June 4, 1878 patent date and Patent No. 10,709 embossed on base ^b	condiment	1	1878-1900	1889
Great Western Glass Works amber bottle - embossed on base ^d	alcohol	1	1878-1889	1883.5
Mississippi Glass Company - brown - embossed MG CO A7 on bottom ^d	alcohol	1	1878-1884	1881
Hood's Sasparilla - Lowell Mass, embossed panel aqua bottle ^c	apothecary	1	1878-1922	1900
Hero's clear embossed jar ^c	canning	3	1868-1875	1871.5
David's "Igloo" aqua bottle ^a	ink	1	1870-1885	1877.5
Frederick Heitz Glass Works - F4CW 34 embossed on base ^d	alcohol	1	1882-1896	1889
Mean Production Age of Diagnostic Glass				1885.9

^aFaulkner and Faulkner 2009

^bGeistodt 1878

^cHoyt and Hoyt 2009

^dLockhart et al. 2020

^eLockhart et al. 2016

^fMcKenzie 2020

^gRing and Ham 1998

a cast iron armature and pulley wheel for a well, several fragments of square nails, and an 8-inch diameter copper plate/bowl. There were no attributable maker's marks or diagnostic characteristics that would allow for a more specific temporal association beyond late nineteenth century.

Summary

The diagnostic ceramics and glass indicate a production, use, and discard period of circa 1887, however, the earliest production of two of the diagnostic artifacts, the Baker and

Co. ironstone maker's mark and the unembossed blue Bromo Seltzer bottle, date from 1891 and 1893. While several of the ceramic artifacts and the canning jars have potentially earlier production dates, they are also items that saw continued use until they were ultimately discarded. Taken as a whole, the diagnostic artifacts are consistent with the period of occupation of the property by the Hagans family (1859-1895). The later date of circa 1887 suggests that this former privy, shown on the 1892 Sanborn-Perris Map, was reused as a trash pit by the Hagans in the years prior to the sale of the property to Harrow and from Harrow to Sullivan in 1895.

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Chapter 7: Summary and Recommendations

by Jason Perez and Cynthia Munoz

Over eight days from May 1, 2019, through September 21 2020, the Center for Archaeological Research (CAR) at the University of Texas at San Antonio conducted archaeological monitoring for the San Antonio Light and Print Building Project located in downtown San Antonio, Bexar County, Texas. CAR monitored the mechanical drilling of two pier holes and the backhoe excavation of one utility trench and documented a feature uncovered in the wall of an easement ramp trench. Because CAR was not notified prior to the excavation of the easement trench, it was not monitored. Based on the 1892 Sanborn-Perris Map and associated artifacts, the feature was likely a privy turned trash pit associated with the Hagans family's occupation of the property from 1859 to 1895. The feature was designated archaeological site 41BX2362.

CAR recommends that site 41BX2362 is not eligible for the NRHP or for listing as a SAL. The site is not associated with important historical events or significant persons, and it lacks distinctive characteristics. Although the site contained temporal diagnostics and can be attributed to the Hagans family, its removal by the property's contractors stopped CAR archaeologists from properly documenting the feature and artifacts. This eliminated any likelihood for the site to yield additional information important for the understanding of San Antonio's history. The CAR recommends no additional testing within the project area and that development proceed. If additional construction reveals archaeological deposits, work should cease, and the COSA-OHP archaeologist should be notified. COSA-OHP concurred with these recommendations and approved this report in December of 2020.

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Year	Date	Instrument	Vol./Page	Grantor	Grantee
1839	Mar. 15	Deed	A2:161-162	M. Tarin	S. A. Maverick
1841	Sept. 24	Deed	A2:470-471	M. Romano	S. A. Maverick
1849	Apr. 1	Deed	G1:231-232	F. Elua	A.M. Dignowity
1853	Jan. 18	Agreement	J2:175-176	A.M. Dignowity	J. Campbell
1854	Oct. 5	Deed	M1:325-326	S. A. Maverick	A.M. Dignowity
1854	Oct. 6	Deed	M2:299-300	A.M. Dignowity	S. A. Maverick
1854	Oct. 27	Deed	M1:470-471	A.M. Dignowity	Oswald
1855	Nov. 13	Deed	N1:486-487	A.M. Dignowity	Schmitt
1857	Feb. 2	Deed	O2:2-3	A.M. Dignowity	V. Moritz
1858	Feb. 27	Deed	P1:507-508	A.M. Dignowity	H. Lager
1858	Oct. 16	Deed	R1:79-80	C. Moritz	N. Boubel
1859	Jun. 13	Deed	R1:421-422	H. Lager	J. McConnell
1859	Sept. 15	Deed	R1:410-411	N. Boubel	J. Hagans
1860	Nov. 17	Deed	S1:573-574	Oswald	J. McConnell
1863	Jan. 2	Deed	S2:492-493	J. McConnell	W. & D. Hoeftling
1865	Aug. 28	Deed	T1:461-462	J. McConnell	Mulrey
1865	Dec. 9	Deed	T2:261-262	J. McConnell	W. & D. Hoeftling
1868	May 23	Deed	U1:444-445	Schmitt	W. Hoeftling
1871	Sept. 21	Warranty Deed	V3:137-138	W. Hoeftling	Coker
1873	Apr. 7	Release	V3:493-494	Coker	W. Hoeftling
1884	Apr. 24	MBL	B:340-343	Bexar Building	D. Hoeftling
1886	May 5	Deed	33:574	J. Hagans	K. Hagans
1895	Mar. 13	Deed	139:449	K. Hagans	C.L. Harwood
1895	Sept. 10	Deed	154:21-22	C.L. Harwood	A. Sullivan
1896	Feb. 13	Deed	155:50:00	J.E. Adams	G. B. Berger
1900	Mar. 26	Judgement	264:150-151	W. Hoeftling Est.	M. Hoeftling
1902	May 17	Deed	201:49:00	D. Hoeftling	M. Hoeftling
1906	Jul. 3	Deed	250:335	G. B. Berger	E. Fitchett
1906	Dec. 11	Transfer V. L.	289:9-10	G. B. Berger	G. Bucklin
1907	Mar. 29	Assumption	263:311	E. Fitchett	C.B. Mullaly
1928	Aug. 16	Deed	140:186	Wm. & D. Hoeftling	M. Hoeftling
1928	Jun. 20	Warranty Deed	1031:596-598	M. Burns	I. Bledsoe

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1928	Jun. 21	Deed of Trust	1036:541-542	M. Burns	I. Bledsoe
1929	Jul. 13	Deed	1123:481	Simpson	S. A. Light Publishing
1929	Sept. 23	Deed	1209:440	W. C. Sullivan	M. Hoefling
1929	Sept. 23	Deed	1209:440	W.C. Sullivan	M. E. Hoefling
1931	Jan. 16	Deed	1229:186-187	M. E. Hoefling	D. Sullivan
1931	Jan. 27	Deed	1267:64	D. Sullivan	D. J. Sullivan
1931	Jan. 16	Deed	1229:186-187	M. E. Hoefling	D. Sullivan
1931	Jan. 27	Deed	1237:64	D. Sullivan	D. J. Sullivan
1931	Mar. 28	Deed	2995:457-458	D. J. Sullivan	Hearst Corporation
1931	Apr. 28	Affidavit	1251:253-254	Worden (Burns Est.)	M. Worden, C. Burns
1943	Sept. 15	Deed	1987:571	M. E. Hoefling	Ogilvie
1943	Sept. 16	Deed	1987:572	Ogilvie	S. A. Light Publishing
1943	Jun. 30	Extension	1984:77-78	Worden (Burns Est.)	I. Bledsoe
1951	Jun. 1	Release	3033:505-506	M. Worden C. Burns	Fidelity Realty
1951	Jun. 6	Deed	3033:148-149	Fidelity Realty	W. H. Winerich
1955	Jul. 7	Warranty Deed	3711:382-383	W. H. Winerich	T. A. Beniteau, Jr.
1956	Jul. 3	Release	3897:103-104	W. H. Winerich	T. A. Beniteau, Jr.
1971	Oct. 6	Deed	6651:825-826	Stockman Realty Co.	Hearst Corporation
1980	Jan. 2	Deed	1807:905-907	T. A. Beniteau, Jr.	Hearst Corporation

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1849 City Archives Materials. City Engineer Survey Books (CESB). 1849 December (no day given). Plat for Samuel Maverick, CESB1:114-115.

1850 City Archives Materials. City Engineer Survey Books (CESB). 1850 February 5. Plat for R. Burdsall, CESB1:106-107.

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Appendix A: Project Artifacts Curated at CAR

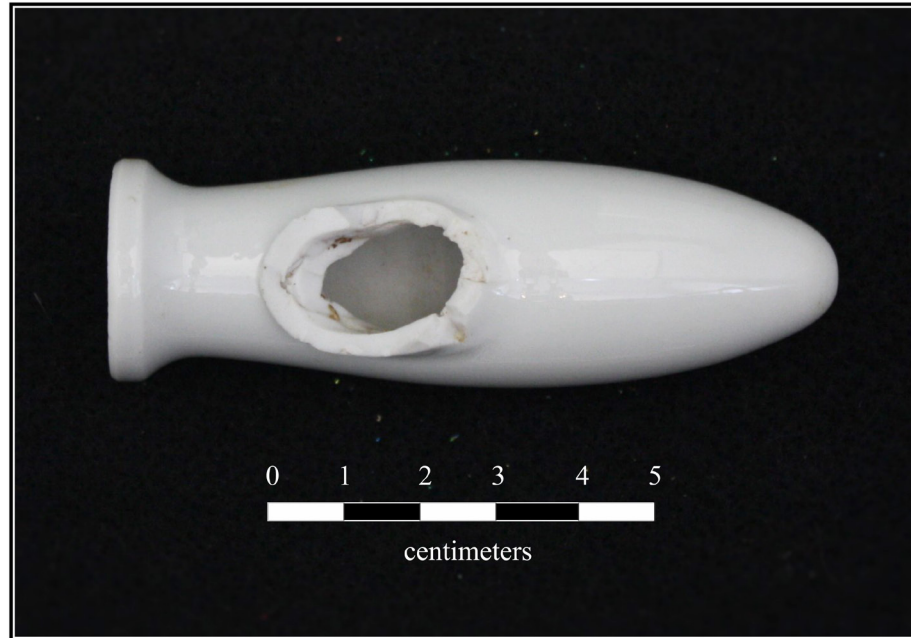


Figure A-1. German style porcelain pipe bowl.



Figure A-2. Ohio reed stem clay tobacco pipe (1874-1891; Murphy 1976).



Figure A-3. Complete stoneware jar.

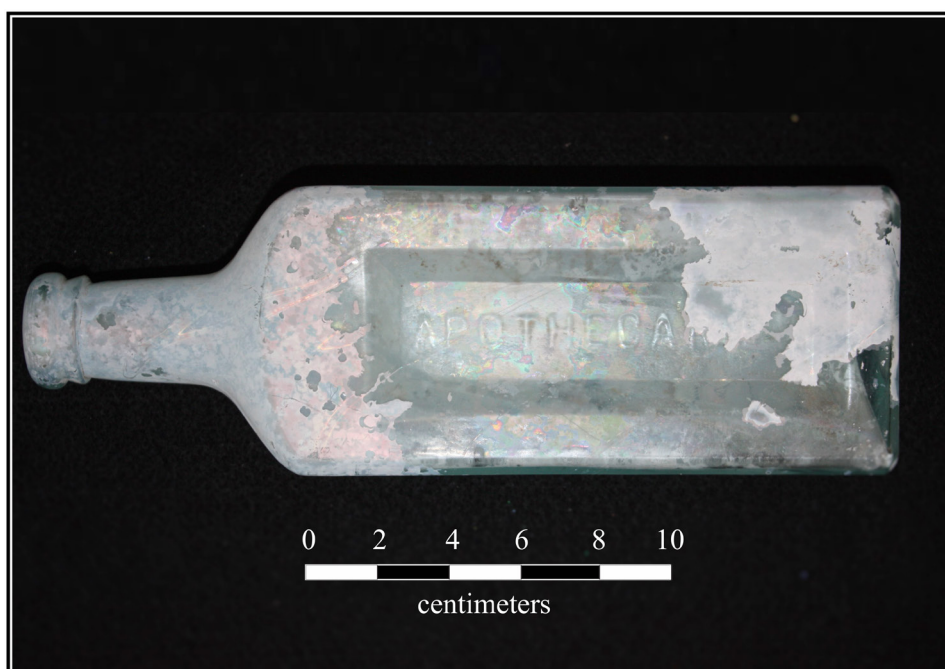


Figure A-4. Hood's Sasparilla apothecary bottle (Lowell Mass., circa 1878-1922; Hoyt and Hoyt 2009).



Figure A-5. Possible cruet (Patent no. 10,709 - June 4, 1878; Geistodt 1878).



Figure A-6. Esser, blob-top bottle.



Figure A-7. Possible poison bottle with a two-part tooled prescription finish.

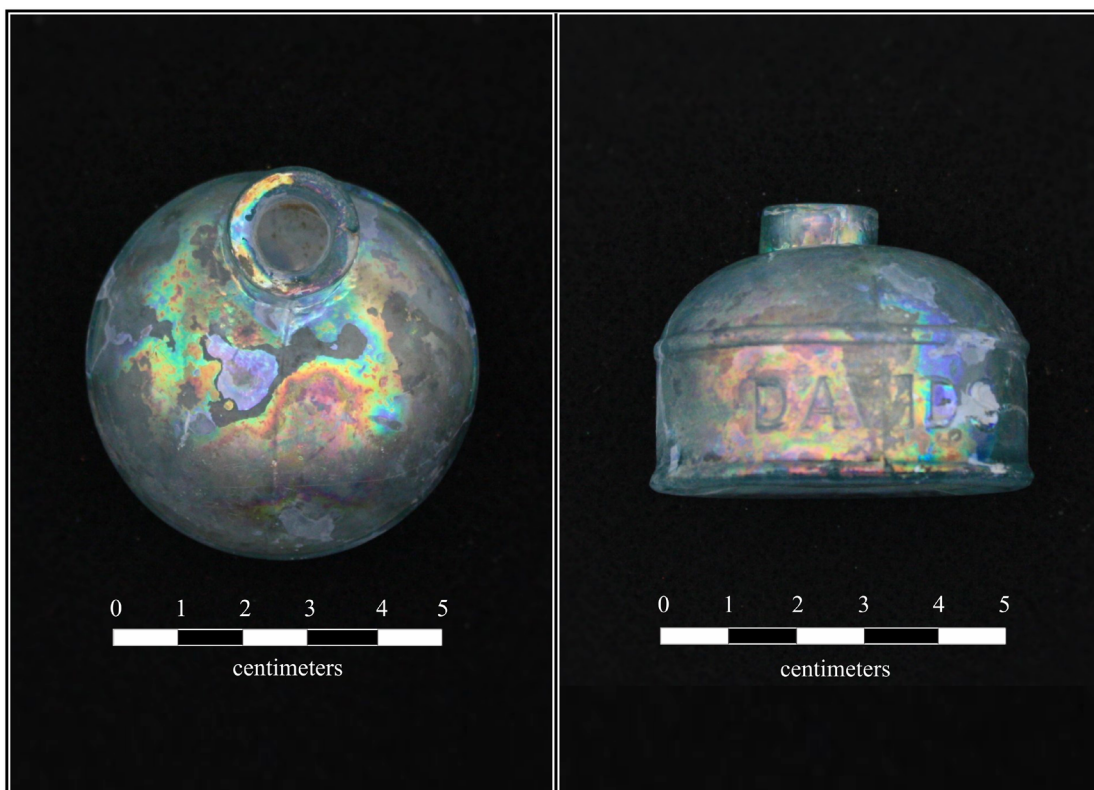


Figure A-8. David's "Igloo" Ink bottle (1840-1885; Faulkner and Faulkner 2009).



Figure A-9. F. Kalteyer & Son Drug Store Military Plaza San Antonio embossed panel apothecary bottle (McKenzie 2020).



Figure A-10. F. Kalteyer & Son Drug Store Military Plaza San Antonio embossed panel apothecary bottle (McKenzie 2020).