

Study Methodology

This report is comprised of four major sections that reflect the sequence and methodology by which the study was conducted. Those sections are: Part 1, The Brandywine River Valley in New Castle County (primarily inventories of current land use and existing resources); Part 2, Resource, Land Use, and Traffic Management Issues; Part 3, Priorities for Resource Protection; and Part 4, Achieving Resource Protection Objectives.

The initial portion of the inventory phase documents current conditions with respect to land use, land ownership, and public infrastructure (chiefly transportation, sewage facilities, and water supply). It also presents current and projected population by traffic analysis zone, and calculates the potential consumption of vacant land to accommodate future population. The balance of the inventory is devoted to detailed descriptions -- both narrative and graphic -- of the Valley's resources -- historic, scenic/visual, and natural.

In Part 2, the resources of the study area are analyzed from the standpoint of their public attractiveness and their importance as contributors to the public wellbeing. Such issues as water quality and supply, traffic (vehicular, bicycle, tourism, and recreation-generated), parking, litter, and inter-agency cooperation are addressed.

Part 3 presents the approach to setting protection priorities among the universe of study area resources. This is done first by examining the resource inventories from Part 1 to determine those of highest quality or integrity within the study area. This grouping is refined further into a set of protection targets by eliminating certain "givens" (lands developed or committed to development, public land, and areas under conservation easement), identifying properties under institutional ownership or private recreational use, and evaluating the relative susceptibility to change (and thus potential conversion of undeveloped land) at various locations within the study area.

The outcome of this process is a composite of resources considered first-priority targets for protection, made up of four categories: the Brandywine River corridor; the network of tributary streams of the Brandywine; selected road corridors considered to be "scenic highways"; and areas of unusually high quality natural, historic, and/or scenic resources. This set of resource protection targets is described in Part 3.2 of the report and displayed on Figure 3.5.

In Part 4 of the report, a variety of techniques for accomplishing the desired level of protection are presented and described in relation to the Brandywine Valley. These include: zoning and related County land use controls; site planning and review techniques; private land stewardship actions; historic resource

protection measures; highway planning considerations; and public agency coordination. A concluding section looks at the resources of a "model" sub-area within the Brandywine Valley and suggests specific strategies for their protection.

Products

The Brandywine Valley study has resulted in three major products. This Technical Report is one; in addition to Parts 1-4, its appendices include an Inventory of Historic Sites in the Brandywine Valley and a roster of Visual Accents, Vista Points, and Visual Intrusions. A summary brochure condenses the methodology and major findings of the study and presents several of its key maps. Finally, the entire set of maps developed for the study has been photographed and is available on slides.



THE RED CLAY VALLEY
 SCENIC RIVER AND
 HIGHWAY STUDY

*Illustration by
 J. Harrington Macauld*



New Castle County
 Department of Planning

INTRODUCTION AND EXECUTIVE SUMMARY

Purpose

The Red Clay Valley Scenic River and Highway Study, like its predecessor study of the Brandywine Valley, represents one component of the land use and transportation planning process in New Castle County applied to a localized area. Seen in some ways as a prototype of the County's growth management planning process, the study is aimed at identifying and interrelating, within the Red Clay Valley, many of the resources on which the recently adopted County Comprehensive Plan focuses. It then goes on to suggest a variety of means for protecting those resources - natural, historic, and scenic (including scenic roads). As a consequence, the study produces a strategy for resource protection that can be employed as part of the growth management and transportation planning processes in the Red Clay Valley.

Among its objectives, this study also was designed to, and indeed did, involve those who "manage" the Valley's resources or plan/administer public facilities that can enhance, or jeopardize, those resources. This interactive process and analysis is manifested in a number of the implementation proposals.

The most basic purpose of this study, perhaps, is to acquaint or refamiliarize Red Clay Valley residents, and those elsewhere in the County, with the qualities and character inherent to the Valley which many have long revered. Strong public awareness of the components of that character -- prime among them being the historic, scenic, and natural resources -- should heighten their prospects for sensitive treatment.

Location

The area on which the Red Clay Valley Scenic River and Highway Study is focused takes a roughly wedge-shaped form, with its broadest east/west dimension at the Pa./Del. state line and tapering to its southern boundary along the White Clay Creek and Christina River, south of Bread and Cheese Island. The Red Clay Creek forms a central north-to-south spine until its confluence with the White Clay, just north of the study area's southwest corner. Not surprisingly, the Red Clay stream corridor, and the abundance of resources identified in association with it, emerges as the prime target of the study's protection recommendations.

The eastern boundary is formed by DE 52, thereby providing direct contiguity with the Brandywine Valley study area, and DE 141 south to Newport. On the west, the boundary (from south to north) is a blend of DE 7, the Mill Creek, McKennans Church Rd., Mill Creek Rd., and DE 41. The occasional irregularities are a product of using Traffic Analysis Zones (geographic units

utilized by WILMAPCO, DELDOT. and the County for demographic and transportation planning) for data assemblage and evaluative purposes. The study area boundaries are displayed on Figure i.

Among the more recognizable features of the study area are the villages of Yorklyn and Marshallton, portions of Centreville and Hockessin, the Ashland area (including the Delaware Nature Society's headquarters and the covered bridge), Hoopes Reservoir, the Wilmington and Western Railroad, Tatnall School, Sanford School, Ferris Industrial School, Del Castle Farms Recreation Complex, Brandywine Springs Park, and Valley Garden Park. Lands held by a variety of private institutions, most notably Red Clay Reservation, Inc. and Mount Cuba Center, occupy much of the resource-laden heartland of the study area. The northern part of the study area also retains a road pattern which includes a remarkable number of links that are unquestionably scenic; among the prime examples are DE 82, Old Kennett Rd., Brackenville Mill Rd., Ashland-Clinton School Rd., and Rolling Mill Rd.

Study Methodology

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The initial portion of the inventory phase documents current conditions with respect to land use, land ownership, and public infrastructure (chiefly transportation, sewage facilities, and water supply). It also presents current and projected population by Traffic Zone, and calculates the potential absorption of vacant land to accommodate future population increases.

The balance of Part 1 consists of detailed inventories of the resources -- historic, scenic, and natural -- of the Red Clay Valley. This information forms the foundation for determining resource protection priorities in Part 3. A full description of each class of resource is complemented by maps and tables; additional details on historic and scenic resources are contained in Appendices A and B, respectively.

In Part 2, the concerns and responsibilities of those charged with the management of one or another resource are addressed. With the participation of many of the involved agencies, proposals to improve the handling of "management issues" are offered; where applicable, these are woven into the discussion of implementation measures in Part 4. Issues range from direct resource protection programs -- with a main focus on water quality -- to retention of the scenic qualities of the area's roads, to recreational pursuits within the Valley.

Part 3 lays out the process by which a subset of the area's resources is determined as the target for an immediate protection strategy. Initially, the resource inventories are reviewed to reaffirm those of most importance to protect. This "refined" resource base is then composited to illustrate its overall scope and those areas where more than one type of resource converge.

This set of protection targets is given further focus by eliminating certain "givens" (mainly those lands developed or committed to development, or in public ownership) and identifying properties under institutional ownership or private recreational use. A final factor is the amount and location of vacant land in the study area that could be under development pressure; for the most part, this equates to the area north of DE 48.

The outcome of this process is a composite of resources considered first-priority targets for protection. It is made up of four categories: the Red Clay Creek corridor; the main tributary streams of the Red Clay; selected scenic road corridors; and high quality natural, historic, and/or scenic resource areas. This set of resource protection targets is described in Part 3.6 and displayed on Figure 3.5.

In Part 4 of the report, a variety of techniques for accomplishing the desired level of protection are presented and described in relation to the Red Clay Valley. These include: zoning and related County land use controls; site planning and design review techniques; private land stewardship actions; historic resource protection measures; highway planning considerations; and public agency coordination.

Products

The Red Clay Valley study has resulted in three major products, of which this Technical Report is one. In addition to Parts 1-4, its appendices include a detailed supplement to the inventory of historic sites in the Red Clay Valley; a roster of visual accents, vista points, and visual intrusions; and details of the recommended scenic road network. A summary brochure condenses the methodology and major findings of the study and presents several of its key maps. Finally, the entire set of maps developed for the study, as well as the visual accents/intrusions and vista points, have been photographed and are available on slides.

Control, Jim, Kevin W. Cunningham, Jay I. Costel, David C. Bachman, and Lauralee Rappleye 1983 - Phase I and II Cultural Resource Surveys of the Proposed Dualization of New Churchman's Road, Christiana, New Castle Co. #21

ABSTRACT

Phase I and II archaeological surveys were conducted by Delaware Department of Transportation archaeologists along the proposed right-of-way for the widening of New Churchman's Road, near Christiana, New Castle County, Delaware. The Phase I investigation, conducted in 1981, revealed the location of a cluster of 18th, 19th, and 20th century historic artifacts and associated features which were thought to be the remains of a demolished farmstead. A Phase II survey conducted at this location in 1982 revealed this to be the former W.M. Hawthorn farmstead, in use from at least the early 19th century to the mid 20th century and demolished about 20 years ago. In addition, the Phase II survey disclosed the presence of a partially undisturbed Late Archaic or Woodland I Period (ca. 4000 B.C. - A.D. 1000) prehistoric site with features and associated artifacts. Research was oriented toward placing both components in the context of local and regional cultural development and both were subsequently declared eligible for listing in the National Register of Historic Places. Both components of the site will be partially destroyed by the proposed widening of New Churchman's Road. Research designs and data recovery plans have been developed for each.

Taylor, Randolph K. and Timothy A. Thompson
1986 - Phase I Archaeological Invest. and Proposal for Phase II
Arch. Survey of the Proposed Dualization of Route 141 from Route 100
(Montchanin Road) to U.S. Route 202 (Concord Pike), New Castle County

INTRODUCTION

The purpose of this transmittal is to present a management report presenting the results of Phase I archeological investigations of the proposed dualization of Route 141 from Route 100 (Montchanin Road) to U.S. Route 202 (Concord Pike) in New Castle County, Delaware. Field investigations were conducted by Thunderbird Archeological Associates, Inc. (TAA) between October 16, 1985 and November 24, 1985 for the Delaware Department of Transportation (DELDOT).

Dr. William M. Gardner served as principal investigator, Timothy Thompson served as archival researcher and Randolph Taylor served as field supervisor.

19th C. Ag Sites - of 19 -
1) T. Husband's at Rt. 141 / Rockland Rd. - on numerous large maps
2) Dussanney Hs. - mid 19th c. [on map in New Castle Co. H. B. D.]
3) W. Murphy Hs. - early/mid 19th c. [Pers. ag. St.]
4) E. H. Husband's Hs. - as above

A total of nineteen historic and four prehistoric sites were encountered during the course of the investigations. In this report, each site is designated with an "X" followed by the site field number (eg X-1). Where Cultural Resource Management (CRM) numbers have been assigned by the Bureau of Archeology and Historic Preservation (BAHP), these are given as well. Recommendations are presented for additional field investigations (Phase II) and background research for eight of the historic sites and one prehistoric site. In addition, further background investigations are recommended for two site "areas". These site

areas are extensive and additional background research will be necessary for making subsequent recommendations for Phase II field work of these locations. No Phase I investigations were conducted for the Dupont Diary (X-14) and the Blue Ball Tavern (X-13) since this work has already been performed. A proposal and budget are presented in the appendix which cover these recommendations more thoroughly.

FIELDS METHODS

The project area was divided into eleven linear segments and two areas (Segments 1-11 and Areas 1-2)(Figure 1). Field methods were in accordance with what was outlined in the proposal and included walkover surveys for those areas where ground visibility was good. These were cultivated fields and coverage was at 100 percent with crew members spaced every 15 feet. Subsurface testing in the form of 2.5 X 2.5 feet shovel tests was employed in those areas where ground visibility was poor. Intensity of coverage was governed by the probability for the presence of archeological remains based in part on archival and historic map research, or in the absence of documentary evidence, predictive models for the presence of archeological sites developed and used by Jay Custer (1984) were utilized in determining which areas required subsurface testing. Shovel tests were spaced every 100 feet depending on field conditions and site circumstances. In many instances, shovel tests and surface reconnaissance were

Taylor, Randolph K., Kimberly A. Snyder, Pamela Stephenson,
Timothy A. Thompson and Joan Walker

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1989 - Arch. Invest. of the Proposed Dualization of Route 141 (Centre Road) from Rt. 100 (Montchanin Road) to U.S. Rt 202 (Concord Pike), New Castle Co.

ABSTRACT

During 1985, preliminary Phase I archeological investigations were conducted on 11 segments and 2 areas in connection with the proposed dualization of Route 141, from Route 100 to U.S. Route 202. This work resulted in the discovery of 23 sites and the recommendation that 9 of these be subjected to more extensive investigations. During 1986, extended Phase I investigations were conducted on these sites and 5 were recommended for additional work. These sites are Pigeon Row and Long Row, Dwelling H, Walkers Bank/Keg Factory, T. Husbands and Weldin Plantation. Pigeon Row and Long Row represent the remains of textile workers housing. A Mean Ceramic Date of 1826.94 was obtained for the site. Dwelling H represents the remains of powder mill workers housing. A Mean Ceramic Date of 1846.56 was obtained for this site. Walkers Bank area represents the remains of textile workers housing. A Mean Ceramic Date of 1840.22 was obtained for Walkers Bank area. T. Husbands was a small, owner occupied farm. A Mean Ceramic Date of 1837.25 was obtained for this site. Weldin Plantation was a tenancy from the late 18th century to 1860, at which point it was a large dairy farm until the 20th century. A Mean Ceramic Date of 1842.60 was obtained for this site.

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15. Elementary Notes Administered by State of Delaware, Bureau of Archaeology and Historic Preservation, Division of Historical and Cultural Affairs			14.	
16. Abstract (Limit: 200 words) <p>A cultural resources survey of three highway project ROW's located within the Piedmont/Coastal Plain transitional zone of northern Delaware was conducted. The survey consisted of the development of a predictive subsistence-settlement model for prehistoric periods and the subsequent field testing of that model. Historical documentation and intensive testing of historic archaeological sites was also undertaken.</p> <p>The survey resulted in the location of numerous archaeological resources which tended to substantiate the predictive model. Both prehistoric base camps and transient specialized camp sites were located and interpreted in terms of the settlement model. Recommendations for further survey and/or data recovery are offered in the project report.</p>				
17. Document Analysis a. Descriptors				
18. Identifiers/Open-Ended Terms				
Survey Background and Literature Search Northern Delaware Christina River Basin		Paleo-Indian Archaic Woodland Historic Structures		Historical Archaeology
19. Field/Group		20. Field/Group		
23. Availability Statement		19. Security Class (This Report)	21. No. of Pages	
		20. Security Class (This Page)	22. Price	

ABSTRACT

A cultural resources survey was conducted by Mid-Atlantic Archaeological Research, Inc. along the proposed U.S. Route 202 (Concord Pike) improvements project in New Castle County, Delaware. This survey consisted of historical document research, architectural assessment and archaeological investigations. The survey resulted in the preparation and submission of the following report.

Investigations were restricted to six properties, one of which contained archaeological resources (Blue Ball Tavern). Architectural descriptions and assessments of significance were done for each property. The descriptions focused on building features and emphasized those which were fine and/or typical examples of the building art at the time of construction. Architectural assessments were made by John McKune, A.I.A. His assessments were supplemented by historical documentation conducted by Julia Colflesh.

The archaeological field investigations of the former site of the Blue Ball Tavern were supervised by John P. McCarthy. Test excavations were conducted throughout the property and concentrated efforts were made at the reported tavern (house) site. Archaeological work resulted in the determination that intact archaeological resources remained below the ground surface.

This report concludes that significant cultural resources, both standing and archaeological, exist within the project area. An assessment of the potential impact of the proposed improvements and recommendations for further action are presented.

PHASE I & II ARCHEOLOGICAL INVESTIGATIONS
OF THE
STANTON INTERSECTION, NEW CASTLE COUNTY, DELAWARE
DELDOT PROJECT 82-101-02. ARCHEOLOGY SERIES NO. 32
FHWA FEDERAL AID PROJECT F-1045(15)

By

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Front Royal, Virginia

Submitted To

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

And

DELAWARE DEPARTMENT OF STATE
Division of Historical and Cultural Affairs
Bureau of Archaeology and Historic Preservation

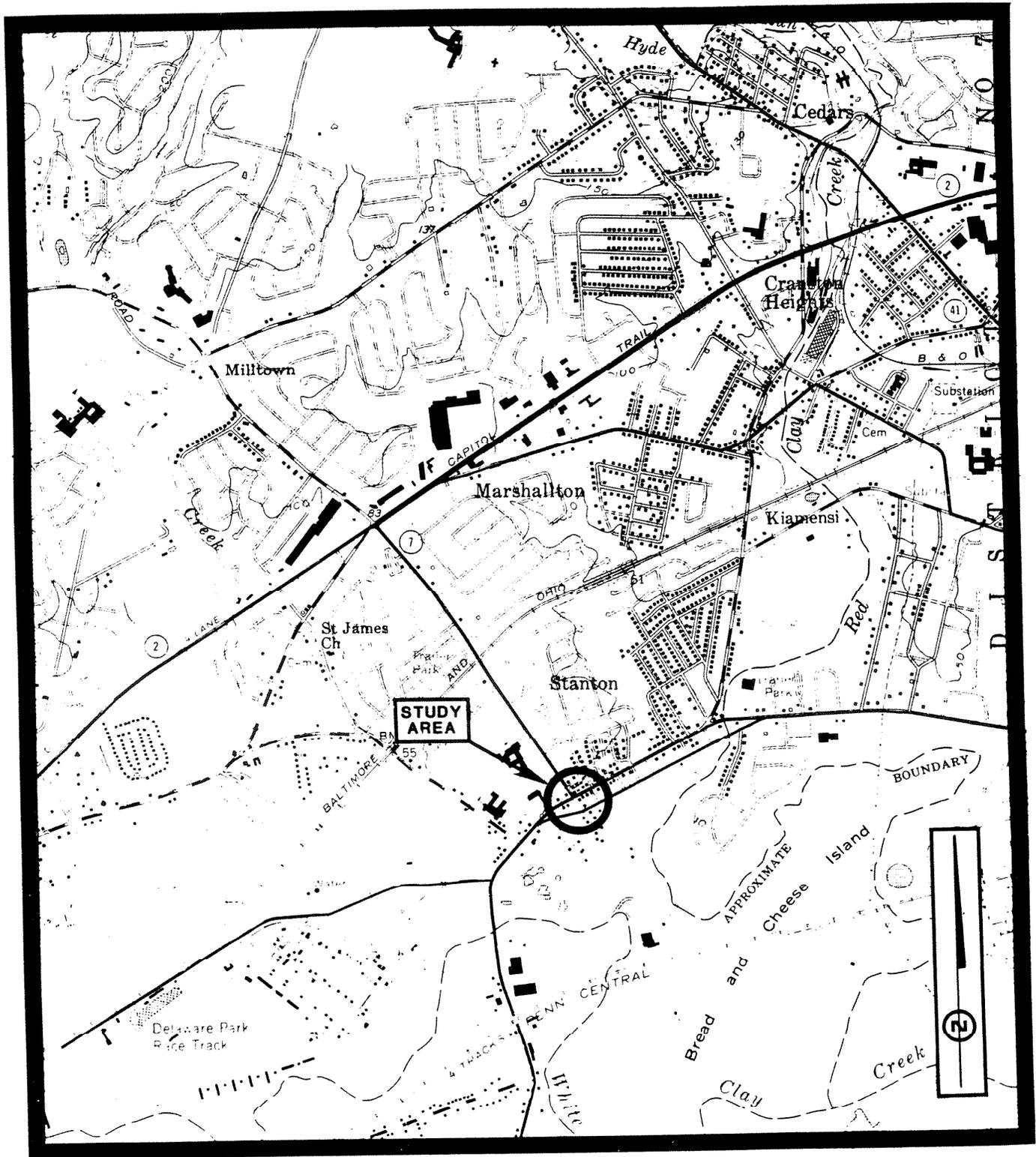
Prepared for

DELAWARE DEPARTMENT OF TRANSPORTATION
Division of Highways
Location and Environmental Studies Offices

John T. Davis
Director
Division of Highways

1984

FIGURE 2
PROJECT LOCATION MAP



BACKGROUND RESEARCH

Environmental Setting

The town of Stanton is located at the base of the Fall Line, southwest of Wilmington, Delaware, between that city and the town of Newark (Figure 1). This location affected a number of aspects of Stanton's growth and development. Stanton is situated near the confluence of Red Clay and White Clay Creeks and the Christina River. The former tributaries served a number of mills which serviced the surrounding agricultural populations from the beginning of European settlement, and the Christina provided a transportation artery delivering their produce to nearby urban markets and abroad. The town was, therefore, in a location to serve as an economic focus for local agricultural production. To the southeast of Stanton lies the drainage of the Christina River which is quite marshy and wet, at least in part a product of progressive inundation by post-Pleistocene sea-level rise as well as siltations from upstream, deforestation, agriculture and other forms of land clearing. To the north and northwest, the Piedmont hills rise, and are strongly dissected by numerous creeks creating a locally rugged topography. Stanton lies on a relatively level strip of land above the marshes which contained only the major tributaries of the local drainages. As a result, Stanton became part of the corridor carrying road traffic from the urban centers of the northeast to and from Baltimore and the southern colonies during colonial times and to the national capital after the American Revolution. Because Stanton was situated favorably for both the local and the continental transportation network, it was a favorable economic position until modern transportation technologies obviated its advantageous topographic position. In particular automotive transport bypassed water routes and shortened travel time to larger nearby markets, and road construction technology allowed more direct routes for inter-regional travel.

Historical Background

In 1679, several farmers living near the junction of White Clay Creek and Red Clay Creek, at Bread and Cheese Island formed a partnership to build a mill on land owned by Charles Rumsey and John Watkins. Half interest in the mill was subsequently purchased by Cornelius and Richard Empson (Scharf 1888:923), and a survey dated 1708 in the map collection at the Delaware Historical Society shows a two acre plot on the north side of Bread and Cheese Island designated "Cornelius Empson". A large undivided tract to the north, which includes the present location of the Town of Stanton, is designated "The Land of Abraham Man" (Figure 4). The plan shows no roads or other development to indicate that the town was present at that time. In 1772, Stephen Stapler and Samuel Smith obtain a condemnation against the mill, which had passed into the hands of Cornelius Empson's daughters, Sarah and Elizabeth (Scharf 1888:923-924). During the daughters' tenure, the mill had been used as a sawmill.

Scharf asserts that Stanton was the oldest village in Mill Creek Hundred, and that it was originally known as "Cuckoldstown" (1888:927). He cites a 1768 petition to the Levy Court for the construction of a road from Newark to Cuckoldstown (1888:922), and no earlier reference to the community was located in this research. It thus appears that, sometime between 1708 and 1768, the town originated at or near its present location. Colles' "A Survey of the Roads of the United States of America, 1789" (Figure 5) shows a few structures at Stanton's location, on his map of the road from Philadelphia to Annapolis, Maryland, although he indicates no town name (Figure 5). Scharf also quotes from an 1802 "Traveler's Directory" which describes Stanton, on the route from Philadelphia to Baltimore, as "a place of little note" (Moore and Jones 1802; quoted in Scharf 1888:422). The same book does note the presence of many flour mills nearby. The map in this book indicates several more houses than appeared on the Colles' map, including structures at all

four corners of what is obviously the intersection of Limestone Road and "The Newport Road" (the project area, Figure 6). The town appears named on all subsequent maps that include the project area.

Weslager provides some additional details about the history of the town, noting that in 1833 "... the once thriving upstream villages -- Newport, Stanton, and Christiana -- were developing a pallor from being neglected by the shippers" as a result of the construction of the New Castle and Frenchtown Railroad (Weslager 1947:135). Stanton's local trade with nearby mills also suffered after the development of steam powered mills, which were not tied to the local watercourses (Weslager 1947:156).

Finally, Scharf notes that Peter Springer obtained a license for a hotel at the town 1797, that it was located in the stone house "now" (in 1888) owned by Soloman Hersey (Scharf 1888:930). The hotel that was in use in Scharf's time was apparently located across the street (to the north) from that location. The Post Office for Stanton was established in 1825 and some of the listed postmasters are also listed as proprietors of the old stone hotel, or the one operating in 1888. At that date, the town contained three churches, a school house, a hotel, three general stores, a millinery store and 400 inhabitants (Scharf 1888:927).

In spite of its economic decline, Stanton remains an identifiable community, although it is in the process of being absorbed by the general urban sprawl taking place in the region. The modernization of the traffic network has had some rather drastic effects on the intersection in the project area, however, and these are described in more detail in the Project Area History Section, which examines the lots in the project impact zone.

Previous Archeological Work

A number of historic period archeological sites have been investigated in New Castle County in connection with impact assessment and mitigation for

ABSTRACT

This report details the data gathered during a Phase III (Data Recovery) archaeological investigation of the Allen Site (7NC-E-78) near the town of Christiana, Delaware. The work was performed by Cultural Heritage Research Services, Incorporated (CHRS, Inc.) of Chester, Pennsylvania for the New Castle County Department of Public Works as part of the environmental process undertaken for the Department's South Christina Relief Interceptor Project (Project PS-85-12). Data Recovery was limited to the undisturbed portions of the project's sixty-foot wide corridor. The data recovery investigation was performed to fulfill Section 106 responsibilities of this EPA funded project. This report is one of three studies performed by CHRS for the South Christina Relief Interceptor project. Reports detailing the Phase I/II study of the project corridor and the Data Recovery investigations of prehistoric remains along the project corridor are on file at the Bureau of Historic Preservation, Dover, Delaware.

The Allen Site is an early nineteenth-century residential property just outside and across the river from the town of Christiana, an early central place in northern Delaware. Archaeological remains unearthed at the Allen Site include the foundations of one house and at least three outbuildings. Artifactual deposits found comprise a wide range of domestic items, ranging in date from the late eighteenth to the early twentieth centuries. While most of the contexts were temporally mixed, at least one large sealed context was encountered within the house foundations.

In general, few discernable patterns in artifact distributions were present within the limited area of study. Nor were there any changes in the pattern of material recovered which could be related to historically documented economic and social changes, although changes in land use were evident.

Few changes in specific artifact classes of various temporal periods were noted, suggesting that the availability of goods as well as the consumption habits of the site's occupants changed little. This implies that the goods and services provided in the Christiana area remained relatively stable during the nineteenth century, and raises questions concerning changing market patterns. Unfortunately, excepting a few early twentieth-century items, few artifacts from the Allen Site were marked as to their place of origin.

Some distinctions were possible between the Allen Site and others in northern Delaware, although data are scanty. The Allen Site appears to be more similar in structural composition to rural farmhouse complexes than to the urban housing in the area, despite its proximity to the village of Christiana and the documentary record of many nonagrarian activities on the property. These distinctions, however, do not seem to extend to the artifactual assemblage. The Allen Site reflects a high economic status, evidenced by ceramic pieces and meat cuts and confirmed by documentary records. Artifactual assemblages from two comparable sites indicate no differences, despite a wide divergence in documented economic status. Whether these distinctions can be explained through the Allen Site's placement just outside Christiana is uncertain. Additional research on a variety of nearby sites would be necessary to test such a hypothesis.

ABSTRACT

Archaeological excavations at the Bernard Glatz House site (7NC-D-102) on Limestone Road (Route 7) in northern New Castle County, Delaware, recovered domestic and commercial artifacts, and identified features associated with a 19th and early 20th century occupation. Archival research indicated that the house site had been occupied by a cordwainer, Bernard Glatz, from 1833 to 1845. Comparisons of Glatz' economic standing with other tradesmen and farmers living in northern New Castle County during that time indicate that Glatz was not a prosperous man and that he ranked among the lower one-third of Mill Creek Hundred residents. Patterns of refuse deposition at the site were similar to those associated with 18th century occupations, even though the vast majority of the artifacts post-dated 1830. The Glatz property was probably part of a single street village which was emerging around the nearby Mermaid Tavern during the early 19th century.

ABSTRACT

Phase III archaeological data recovery excavations were conducted at the Thomas Williams Site (7NC-D-130), a National Register Site in Glasgow, Pencader Hundred, New Castle County, Delaware. The project was funded by the Delaware Department of Transportation prior to the construction and realignment of State Route 896 around the village of Glasgow. Located in a plowed field east of the village, the site contained both prehistoric and historic remains. The prehistoric component was found to be confined to the plowzone, and was the result of intermittent occupation of the site dating from the late Paleo-Indian to Woodland I periods (7,000 B.C. - A.D. 1600). The historic component of the site consisted of over 200 features, including two root cellars, a stone-lined cellar hole, a brick-lined well, privy pits and post holes/molds dating from the late eighteenth through early twentieth centuries. Historic research found that the site was successively occupied by a tenant farmer (1792-1846), a stone mason (1846-1875) and a black laborer (1887-1920s). Archaeological remains were found to be associated with all three of the periods, with the tenant farmer and black laborer occupations the best archaeologically represented. Intra-site and inter-site comparisons were conducted using the soils information and artifact data that was recovered, providing insights into the material remains of rural tenants, mechanics, and black laborers.

* ABSTRACT

Phase I and II archaeological investigations were conducted in 1982 by the Delaware Department of Transportation and in 1986 by the University of Delaware Center for Archaeological Research along the planned realignment of Delaware Route 7 around the town of Christiana. Three sites in close proximity to one another, but representing separate occupations, were identified within the limits of the right-of-way (ROW). They are the Patterson Lane Site (7NC-E-53), the William Dickson Site (7NC-E-82), and the Heisler Tenancy Site (7NC-E-83), collectively known as the Patterson Lane Site Complex.

The Patterson Lane Site (7NC-E-53) was the home of John Read, a prominent merchant and father of George Read, one of Delaware's signers of the Declaration of Independence. The site called by the Reads' "The Place at Christeen", was originally occupied in the early-to-mid eighteenth century by that family, and functioned both as a domestic site, and as the location of an active and important wharf, store, and landing throughout the nineteenth century. The archaeological investigations located the presence of a house foundation and intact eighteenth century land surface. This site is considered eligible for inclusion to the National Register under Criterion D, and because recent ROW plans have shifted, the site will be preserved in place.

The William Dickson Site (7NC-E-82) was occupied originally as a store around 1780, and functioned as a shop until about 1845, when it was removed. A second dwelling was erected on the same site and was occupied as a tenant house, at some period by Afro-Americans, until about 1919, when it was demolished. Archaeological testing identified both of the building phases, and the analysis of artifact assemblages yielded significant information regarding commercial properties in Delaware, and data on black lifeways for the second half of the nineteenth century. This site is considered to be eligible for inclusion to the National Register under Criterion D. However, Phase II investigations at 7NC-E-82 constituted data recovery and no further work at the site is recommended.

The Heisler Tenancy Site (7NC-E-83) was the location of a nineteenth century tenant house and lot. The archaeological testing identified the house foundation, well, and a trash midden containing large amounts of historic artifacts. The recovered artifacts allowed comparison of the Heisler site with other local and regional sites, and provided considerable data about rural tenant lifeways in nineteenth century Delaware. Due to the recent demolition of the tenant house in 1968, and the trash midden character of the feature excavated, this site is not considered eligible for inclusion to the National Register and no further work is recommended.

ABSTRACT

The Robert Ferguson Homestead, 636 East Chestnut Hill Road, Newark, New Castle County, Delaware underwent an intensive archaeological data recovery program. The excavations were conducted June-August 1981 by archaeologists employed by the Delaware Department of Transportation prior to a proposed dualization of Route 4, - Chestnut Hill Road. Utilizing shovel tests, 2 ft. x 2 ft., 3 ft. x 3 ft. and 5 ft. x 5 ft. excavation units and mechanical land stripping, the entire proposed impact area was tested. Historic components related to 19th and 20th century site occupations were identified. Excavation and analysis were directed toward obtaining artifact distributions, feature locations, and non-extant structure locations to answer hypotheses generated by background research. A series of preservation initiatives were employed in conjunction with the data recovery program.

*** ABSTRACT**

A Phase III data recovery program was conducted on 3.4 acres of the 3.5 acre parcel of the William M. Hawthorn Farmstead National Register site, located near Christiana, in White Clay Creek Hundred, New Castle County, Delaware. Fieldwork was undertaken by crews of the Delaware Department of Transportation in 1982. Additional archival research and artifact analysis was undertaken by the University of Delaware Center for Archaeological Research in 1983. Archival research and artifacts recovered from the excavations indicate that the site was occupied from the mid-18th century to 1961. Analyses of artifact disposal patterns show a shift sometime in the late-19th century from activities and trash disposal close to the house to a more dispersed set of activities including the erection of numerous farm support buildings. A re-orientation of the house in 1902 is also noted. Through time shifts in farming activities from grain farming, to diversified farming, to dairy farming are noted. These shifts are seen as related to the proximity of the farm to the urban markets of Wilmington and Philadelphia. Specifically, the shifts in farm production are a response to shifting market demands. Throughout most of the occupation of the site the occupants are in the top 4-12% economic class of the local area, as shown by archival research. However, no clear expressions of this higher status can be seen in the artifacts recovered from the site except to note that through time there is a shift in ceramic use from local red wares to imported English white wares and ironstone.

Coleman, Ellis C., Kevin W. Cunningham, Wade P. Catts, and Jay F. Custer 1985 - Intensive Archaeological Invest. of the Wilson³⁴ /Slack Agricultural Works Complex, Newark, New Castle Co.

ABSTRACT

The Wilson Slack Agricultural Works Complex, 250 Chestnut Hill Road (Route 4), Newark, New Castle County, Delaware was the subject of a final cultural resource survey. Fieldwork was undertaken by crews of the University of Delaware Center for Archaeological Research in 1984. The research was funded by the Delaware Department of Transportation (DelDOT), with the purpose of providing compliance information to satisfy Section 106 of the National Historic Preservation Act in consultation with the State Historic Preservation Officer and the Bureau of Archaeology and Historic Preservation (BAHP). To satisfy this goal a total of 34 measured excavation units, 335 shovel/postholer tests, an Historic American Buildings Survey (HABS), and an intensive analysis of archival material related to the site were undertaken. Archival research and the artifacts recovered from the excavations indicate that the site was occupied from ca. 1845 to 1984. From the initial occupation of the site, the occupants were involved in the blacksmithing and wheelwrighting business. Business records, consisting of day books, account books, and ledger books kept by Alexander Wilson for the period 1852-1878 and kept by John Wilson for the period 1894-1899 were analyzed and allowed a definition of both the business/service area and the catchment area from which A. Wilson purchased and sold his goods. This analysis showed that Wilson performed services regularly for a clientele within a four and one-half mile radius but sold and purchased goods throughout the Middle Atlantic states. Analysis of artifact disposal and activity patterns at the site indicated an increasing degree of spatial segregation through time related to the growth and expansion of this business. In general the artifact content of the site was found not to be significantly different from other rural sites previously excavated in northern New Castle County. This conclusion has important implications for not only the study of sites in New Castle County but also for previously held theoretical assumptions in historical archaeology. This conclusion was especially important as the sites have obviously experienced very different patterns of artifact deposition and were the result of different lifeways according to the archival data. In this specific instance of a rural, manufacturing archaeological site, archival data were found to be much more informative than the archaeological data at the Wilson-Slack site in the socio-economic interpretation of cultural processes operating at the site. No further excavations were recommended because the absence of additional intact archaeological deposits precluded the site's eligibility for listing on the National Register of Historic Places.

ABSTRACT

The A. Temple Site (7NC-D-68, N-5308) is a mid-nineteenth to mid-twentieth century tenant site located along Route 4 in Ogletown, White Clay Creek Hundred, New Castle County, Delaware. The Temple Site was found during Phase I and II testing of the Ogletown Interchange Project Area. Phase III fieldwork was undertaken by the University of Delaware Center for Archaeological Research in 1988. The research was funded by the Delaware Department of Transportation (DelDOT) with the purpose of providing compliance information to satisfy Section 106 of the National Historic Preservation Act in consultation with the State Historic Preservation Officer (SHPO) and Bureau of Archaeology and Historic Preservation (BAHP).

A 25 percent stratified, systematic, unaligned sample of the plowzone was employed to provide a representative sample of artifacts and a reliable view of their distribution. Upon completion of this testing, the remaining portion of the plowzone was mechanically removed and 86 features were excavated, including one stone house foundation, one brick-lined well, six outbuildings, two possible privies, and fencelines.

Archival research and artifacts recovered from the excavations indicate that the site was occupied as a tenant farmstead from ca. 1820 to 1950. Architectural comparisons of house dimensions with other tenant and non-tenant dwellings in the area reveal that the remains of the Temple house reflect the possibility of the farm having been inhabited by farm managers rather than tenants.

Soil analysis was conducted at the site to determine whether any patterns or concentrations of certain soil trace elements could be correlated with the occurrence of particular activities which would reflect site usage or human behavior.

Difference-of-proportion tests conducted on the ceramics recovered from the Temple Site investigations were employed to give an accurate comparison with other sites within the region. Results of these tests showed that social status cannot be determined solely upon ceramics, but must incorporate archival material, documentary data, architectural information and archaeological remains to have a complete understanding of social ranking.

ABSTRACT

The Whitten Road site (7NC-D-100) is a mid-18th to mid-19th century farmstead located on the Christina River in New Castle County, Delaware. Data recovery excavations were funded by the Delaware Department of Transportation. Features from three earthfast structures were found, as well as fencelines and a wood-lined well. Activity areas associated with each of the three structures were also identified. Extensive archival research indicates that the site is related to a series of agricultural tenants from the third quarter of the 18th century until the plowing under of the site in the early 1850s. Numerous historic artifacts were recovered including a large assemblage of locally-produced and imported ceramics. Ceramic vessel reconstruction identified a minimum of 384 ceramic vessels. Chemical analyses of the plowzone and subsoil identified three distinct activity areas that correspond with artifact distribution and feature patterns. Prehistoric artifacts dating to the Woodland I Period (3,000 B.C. to A.D. 1,000) were also recovered, but determined to be from disturbed contexts. The prehistoric artifacts were screened through 1/2" and 1/4" screen mesh to determine the impact of larger screen mesh on artifact recovery rates and site interpretation. The larger screen size was determined to limit the information that can be recovered from a site, although 1/2" screen could be useful in some situations. The analysis of faunal remains indicates that a range of wild and domestic animals were consumed although domestic pig was the most common animal represented. The distribution of faunal remains correlated with known activity areas. The Whitten Road site is significant because it provides a rare picture of rural life in northern Delaware and it is the first evidence of earthfast structures found in northern Delaware.