Appendix B.1

THE EXCAVATIONS AT THE MILL SITE, AND TWO SUPPLEMENTARY INVESTIGATIONS: THE PHILLIPS/MITCHELL BLACKSMITH SHOP SITE AND A TERRACE AREA 500 FEET WEST OF THE SPRINGER/LITTLE FARM

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A. DESCRIPTION OF THE EXCAVATIONS

Phase II excavations of the mill site had indicated that there were probably multi-phase components of the waterpower system surviving immediately east of the main mill building. The primary research objective of the data recovery investigations was to contribute to the understanding of Piedmont textile mills through the examination of the waterpower system and its development through the period of significance, and to establish possible links to the products being made and to wider changes in technology (e.g. the introduction of turbines). The plan was to fully elucidate the waterpower system and its relation to the mill building in order to test the hypothesis that observed changes in the waterpower system are related to the introduction of new technology to this rural mill environment.

Six backhoe trenches (Trenches 1 to 4, 6 and 7) were dug to further investigate the interior and exterior of the western building identified during the Phase II study (Figure B1.1). The remains of a rebuilt rubble schist and lime mortar footing was located, measuring 68 feet long by 1.5 feet thick, and extending down an average of two feet into the B and C Horizons. Historic artifacts of window glass, push pins, pearlware, and whiteware were found mortared up inside the wall. This wall appears to be a rebuild and reuse of an earlier structure at this location. No builders' trench was located along the northern or exterior sections of the footing. The footing was placed up against a cut made from the south. The remains of a brick foundation were found atop sections of the stone footing.

The southern or interior of the structure was filled in with building rubble and historic artifacts of plaster, cut nails, and ceramics dating to the third quarter of the 19th century. The basement fill was observed to a depth of four feet below ground surface at which point excavation was terminated due to the proximity of the foundation to the private property lines to the south (Plate B1.1).

The exterior around this structure was investigated with three trenches (Trench 4, 6 and 7). The soil profile to the east (Trench 4, Plate B1.2) was characterized by 1 to 1.5 feet of 20th century fill over a thin silt loam 19th century buried A Horizon. Below this was a silty clay with schist layer possibly associated with the original building phase of the structure. The remainder of the profile was a silty clay B Horizon over C Horizons of mottled silty clay and decayed schist levels. The western end of the site, Trenches 6 and 7, contained similar profiles to the eastern area except that they seemed to lack any cultural deposition. Both trenches contained a thin root mat layer over one to two feet of clayey silt B Horizon over mottled silty clay C Horizons excavated to an average depth of four feet below ground surface. The decayed schist levels were not reached in these two trenches. Trench 6 appeared to have approximately one foot of the B Horizon stripped from its top level. No historic or prehistoric features or artifacts were noted in Trenches 6 and 7. It is possible that the raceways that were known to be in this area are located to the west of Trench 6.

The area to the east of the first building was more complicated to identify and understand, interpretation being complicated by the need to cover and backfill trenches in order to conform to state highway regula-

Plate B1.l. General view looking east showing footing remains of the Woodward/ Trump/ Broadbent/ Taylor Mill in Trench 3. The backhoe has exposed the stone wall foundation of the northeast corner of the mill building [100], visible to the right of Vivian Braubitz and Michael Lenert, who are removing loose soil from around and beside the wall. The restricted area available for archaeological work between the fence and the road is evident on the photograph. (Photographer: Vincent Maresca, May 1998) [HRI Neg. #98014/3:14].

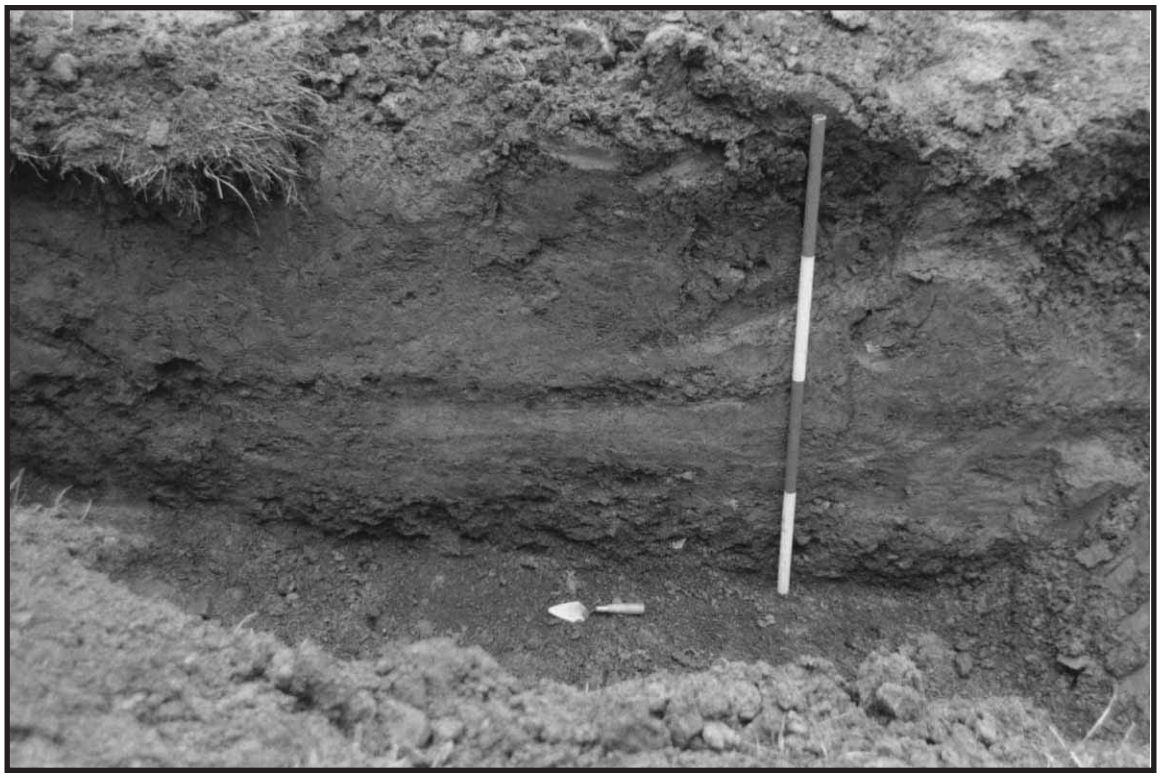

Plate B1.2. View looking east showing East Profile in Trench 4. These are a series of fill deposits against the north wall of the mill [100]. Scale pole is in feet (Photographer: Vincent Maresca, May 1998) [HRI Neg. #98014/3:35].

tions. Nine trenches (Trenches 5-A to 5-I) were dug to investigate an area 20 feet wide by 80 feet long in the area identified during the Phase II study as a possible raceway or power train system.

The main feature identified was the remains of a two foot wide by up to six feet deep schist wall, Feature 400 (Plate B1.3). The wall extended to the southwest for 33 feet to the limit of excavation at the fence line, continuing to the southwest for an indeterminate distance. This wall was interpreted in the Phase II study as a raceway with a stone lining. The data recovery study determined that this is actually a stone footing with the stone lined "channel" being stone rubble accumulated against the south face of the footing. This footing was substantial and well constructed.

Trench 5-A revealed a stone wall (200), which is keyed to Feature 300 revealed in Trench 5-C, and a brick feature (Plate B1.4). This double course of bricks, ½ foot apart, is at least ten feet in length containing sandy clay loam with alternating bands of silt and sand in between. This brick feature could be a possible drain.

Trenches 5-C, 5-E, and Phase II Excavation Unit 8 all located a thin coal, ash, and slag level, a possible floor surface, along the north side of wall 400. The ash/slag feature extended a maximum distance of four feet north of wall Feature 400. Feature 300 was a formal schist wall measuring 1.5 feet wide by 2 feet high (Plate B1.5). This wall was built atop the ash/slag layer and appears to be secondary to wall Feature 400. Its function is unknown at this time. Three smaller and less formal footings were found running perpendicular to Henderson Road abutting both wall features 300 and 400.

Two drainage features were located adjacent to the footing remains. The first was located six feet east of the end of wall 400 in Trenches 5-F and 5-H, and comprised the remains of a V-shaped drainage ditch measuring two feet deep by six feet wide with a cobble stone lining running perpendicular to Henderson Road. The top of the drain was capped with a silty loam with schist rubble layer possibly suggesting that this drain was out of use when the possible structure to the west was constructed. The drainage feature also aligned with the concrete drainage structure located on the north side of Henderson Road. The southern limit of this drain could not be determined. A second drainage feature was located to the west of the wall features on Trench 5-B. The remains of a two course brick field drains with stone caps were recorded draining to the northwest. Phase II testing showed a small stone walling meeting the field drain. It is possible that a rain spout may have come down to this point to deposit its contents into the brick drain. Both drainage features seem to be in position to remove run-off from around this possible building.

The final group of features recorded were located in Trenches 5-H and 5-I. A group of parallel quartzite stone footings and/or piers were located. These supports varied in width from one to two feet but were only one foot thick. It is possible that these are footings for an elevated race. It is known that there were two dams constructed along Pike Creek with the northern dam situated close to the 100 foot contour. It is possible that a race was constructed along this contour, with ownership of this property supported by the Deeds, to bring water power to the eastern side of the possible mill building found in the Trench 5 excavations. The current ground surface at the footing locations is 87 feet, leaving a 13 foot elevation difference. This elevation difference would be enough to construct an elevated race over Henderson Road and still leave at least a 10 foot gap between the road and the bottom of a wooden race system.

The restricted nature of the project area and the fact that the core of the site is located under private property to the south, limited the amount of information that could be retrieved. Although the exact function of

Plate B1.3. View looking west southwest showing wall [400] in Trench 5-E. This wall was apparently part of a poorly-preserved structure, possibly bringing water to the mill from the upper race where it crossed the road a short distance to the east. The remains were fragmentary and confusing and could not be fully understood. Scales in feet (Photographer: Vincent Maresca, May 1998) [HRI Neg. #98014/7:17].

Plate B1.4. View looking east showing stone wall 200 and a linear brick feature in Trench 5-A. These walls also form part of the complex of features lying between the mill building to the west and the upper race to the east. Scales in feet (Photographer: Vincent Maresca, May 1998) [HRI Neg. #98014/4:7].

Plate B1.5. View looking southwest showing the complex and acute-angled intersection of walls 200 (on the right) and 300 in Trench 5-C. Again, these walls appear to be part of complex and perhaps frequently rebuilt structures between the mill building and the upper race. Scales in feet (Photographer: Vincent Maresca, May 1998) [HRI Neg. #98014/4:35].

the structures located can not be answered completely, an overall picture can be attempted. A raceway system drawing water off Pike Creek some distance north of the project area crosses Henderson Road at two or more locations. The western structure appears to be a rebuild of an earlier building at this location, possibly the original mill. The inferior size and construction of this rebuild suggests that it was not used as a mill building but more likely as an ancillary structure for a latter mill. This building was out of use by the last quarter of the 19th century judging from the cultural material that filled its southern basement area. The interpretation of the eastern group of stone footings is more complicated. All features seem to be related to a substantial stone footing (400) running southwest by northeast. It is believed that this footing was part of the mill. The Beers map of 1868 shows two structures at this location labeled as "Woolen Mill" which supports this hypothesis (Figure 6.5). As no terrestrial raceway was found to the east or west of this building, it is believed that the water system was an elevated raceway of wood or possibly steel.

Phase III testing has mitigated all useful information of the areas excavated. It was the intention of Hunter Research to monitor the widening of Henderson Road in hope of obtaining information relating to the mill complex and its power systems. Unfortunately we were not contacted in time to observe this area during construction. A visit to the mill site after the widening and paving of the road did show evidence of the upper raceway. To widen the existing road, a portion of the five to ten foot bank on the north side of Henderson Road was cut away revealing a dark stain approximately 2.5 feet wide and 2 feet deep. This stain is located 405 feet east of the corner of Upper Pike Creek Road and Henderson/Old Coach Road and is the only physical evidence of the upper raceway used to power the Taylor Woolen Mill.

B. SUPPLEMENTARY INVESTIGATIONS:

1. Phillips/Mitchell Blacksmith Shop Site

A blacksmith shop is known to have existed in the area by 1800, and one is specifically mentioned in late-19th century deeds after the division of the mill property in 1873. The shop is shown on the Baist map of 1893 as lying about 1100 feet east of the Pike Creek/Henderson Road intersection and beyond the present project limits. b). Field Investigations
Shovel Tests 1 through 7 were placed on the south side of Pike Creek Road starting at 1100 feet east of the Pike Creek/Henderson Road intersection, running west. Shovel Tests 1 through 5 were placed at 20 foot intervals, and Shovel Tests 6 and 7 were placed at 50 foot intervals.

Shovel tests measured approximately 1.25 feet in diameter, and wherever possible, were excavated to a depth of 2.5 feet terminating at the water table, an impasse, or sterile subsoil. All seven shovel tests revealed deep fill layers and contained modern trash. No features were found. This area was heavily disturbed due to road construction.

2. The Terrace 500 feet west of the Springer/ Little Site

A distinctive leveled terrace feature lies on the south side of Henderson Road, approximately 500 feet west of the Springer/Little Farmstead. There are no known resources associated with this terrace, but it was subjected to Phase II-level shovel testing as it will be affected by the road widening.
Two rows of shovel tests were placed on the terrace, eight feet apart. Shovel Tests A-1 through A-8 were placed at ten foot intervals. Shovel Tests B-2 through B-4 were placed at 20 foot intervals, and Shovel Test B-1 was placed 30 foot east of B-2 due to the location of a group of large yellow poplars. Shovel tests meas-

ured approximately 1.25 feet in diameter, and wherever possible were excavated to a depth of 2.5 feet terminating at the water table, an impasse, or sterile subsoil. All 12 shovel tests revealed silty clays with gravel and decomposed bedrock. No artifacts of cultural value were recovered.

The flat terrace appears to continue on the eastern side of the driveway immediately east of the investigated area, gradually sloping upwards and finally merging with the bluff landform.

Appendix B.2

SUMMARY OF SUBSURFACE TESTING

Note: This appendix is not included in the electronic version of this report. A printed copy is available at the Delaware Department of Transportation and the Delaware State Historic Preservation Office.

Appendix B.3

ARTIFACT INVENTORY

Note: This appendix is not included in the electronic version of this report. A printed copy is available at the Delaware Department of Transportation and the Delaware State Historic Preservation Office.

Appendix B.4

REVISED NATIONAL REGISTER NOMINATION FORM

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