

3.0 HISTORIC CULTURAL CONTEXT

The historic context prepared for the architectural survey component of the U.S. 301 Project Development (A.D. Marble & Company 2005) was reviewed in an effort to identify likely themes and contexts relevant to the historical archaeological potential within the project area. In addition, Dr. Lu Ann De Cunzo and Charles Fithian were consulted, and their comments are discussed below in regard to the formulation of the criteria for the historic component of the model. Reported historic archaeological sites for which the authors have been able to ascertain periods of affiliation are listed with their appropriate periods. Those that are only generally characterized are not included in the brief discussion below but are included in Table 1.

4.1 1630-1730 – *Exploration and Frontier Settlement*

It is generally held that before the 1680s, when William Penn granted tracts in the Upper Peninsula to landholders from Virginia and Maryland, there was little European presence in Delaware's interior (A.D. Marble & Company 2005). Areas of historic archaeological potential for this period have traditionally been linked to transportation routes (Kellogg 1993). Of particular significance to the earliest period of European settlement within the current project's study area is the location of the cartway constructed by Augustine Herrman in the late seventeenth century (see below). Thematically, sites are likely to be associated with agricultural activities.

Recently, studies undertaken by Charles Fithian in Sussex and Kent Counties suggest that this orthodox perspective may obscure the actual archaeological potential of the period. Fithian (personal communication, 2005) has identified a number of early historic archaeological sites in interior areas of those two counties. At this stage in his research, he is unable to characterize the densities of these sites, and other than an association with high-quality soils, he has not discerned a variable or set of variables that would aid in predicting the location of these sites on the landscape. (He explicitly stated that vicinity to water appears not to be a useful criterion.) These plantation sites would of course have had an associated transportation system, but the reconstruction of this would require a review of property documents from the period. The archaeological signature of these sites is likely to be subtle and difficult to discern, as the

associated structures would most likely have been built using a post-in-ground technique. Lu Ann De Cunzo (personal communication, 2005) echoed the opinion that the archaeological potential of this period would be difficult to model.

Augustine Herrman's Cartway

Because of its prominence in early accounts of the period, and because it could be an indicator of areas with the potential to contain early historic archaeological remains, it is worth taking a closer look at the available references regarding the cartway constructed by Augustine Herrman.

Augustine Herrman, born in Prague, Bohemia, the son of merchant and city councilor Augustine Ephraim Herrman, traveled to New Netherland from Amsterdam in 1643. In 1653, Governor Peter Stuyvesant dispatched Herrman on a diplomatic mission to Maryland to discuss the problematic Maryland-Dutch boundary dispute with Governor Charles Calvert and colonial officials. Observing that no map existed of Lord Baltimore's colony, Herrman prepared a rough sketch of the territory and presented it to Charles Calvert in 1660. Well pleased with the gift, Lord Baltimore conferred upon Herrman the right to become "...a free Denizen of this our Province of Maryland" (as quoted in Bedini 2001:468). During the summer of 1661, Augustine Herrman obtained the first of several land grants for lands bisected by the Elk River. His first parcel comprised 6,000 acres, and he eventually came to own between 20,000 and 25,000 acres (Bedini 2001:469). In an undated letter written to New Netherland South River Vice-Director William Beeckman sometime in 1661, Herrman describes his new lands:

I have been on the Bohemiariver [sic] to visit my Colony and discovered at the same time the best place, to carry on a trade between here and the Southriver [sic]. I am now at work, to encourage people to establish a village there, with which I trust a beginning shall be made next winter and from there we shall be able to reach the Sandhoeck overland in half a day and also have, as it appears to me, a wagon-road. For the Minguaskill and the aforesaid Bohemiariver run there within a league from each other, from where we shall in time have communication with each other by water, which may serve as encouragement to the inhabitants of New-Netherland. (Fernow, ed. 1877:337)

From the text of this letter, it appears Augustine Herrman planned to blaze a wagon road or cartway between the Bohemia River and the Minguaskill, a tributary to the South or Delaware River. J. Thomas Scharf, writing in his 1888 work, *History of Delaware 1609-1888*, noted, "The

earliest road in St. George's Hundred was laid out in 1660 and was known as 'Herrman's cart road.' It extended from Bohemia Manor to the Appoquinimink Creek, near the present site of Odessa" (Scharf 1888:991). While Scharf's writing denotes a date a year too early for the road's construction, based on Herrman's own words in his 1661 letter, nevertheless, Scharf does identify Appoquinimink Creek as being synonymous with the Miquaskill that Herrman mentions. John A.H. Sweeney, in his book, *Grandeur on the Appoquinimink*, states,

The Appoquinimink, like the other streams that twist their way from the center of the peninsula through the marshes into the Delaware River or Bay, provided highland sites that could be developed as small ports, safe from storms and pirates. At the bridge the Creek curves around a hill, forming a sort of promontory; here storehouses were built and wharves constructed. To this landing, shallow-draft vessels made their way up the Appoquinimink, thus establishing a link between the inland farms and the broader avenue of transportation, the river. Being only a few miles from the deep-water points on the Bohemia and Sassafras Rivers [sic], Appoquinimink Bridge, as it was first known, became an important stop on one of the routes between the Chesapeake Bay and Philadelphia. (Sweeney 1989:5).

Evidently Herrman had completed his roadway by September 1661, for in a letter sent to Peter Stuyvesant, William Beeckman states, "The English [of Maryland] offer to deliver yearly 2 to 3,000 hogshead of tobacco at our creek or Apoquenamingh, if we will provide them with negroes and other commodities" (Fernow, ed. 1877:357). Within two years of Herrman building his road, the potential for trade and portage between the two waterways must have grown increasingly attractive, for Vice Director William Beeckman, writing in a letter to Peter Stuyvesant dated 28 December 1663, reported that Dutch Governor Alexander d'Hinojossa planned to establish his residence "...on the Kil of Apoquenamin, where he shall build the principal city and improve the trade with the English" (Fernow, ed. 1877:540).

With the British conquest of New Netherland, Englishmen took over government of the colony. Among these new leaders was a Captain John Carr, who became the commander of the Delaware River. In the spring of 1671, Carr presented a proposal to the English governor and council from residents of Maryland to blaze and

...cleare y^e one halfe of y^e way between M^r. Augustine Harmens Plantacon & y^e Towne of New Castle an Order may be issued forth that those of Delaware should

cleare ye other halfe next to them y^e w^{ch} will be noe great Labour or Charge, & may prove of great use & Benefit for Travelling & Commerce. (Fernow, ed. 1877:481)

The governor and council responded in June 1671 and provided the following direction to Carr:

About clearing y^e way between New Castle & Mr Augustine Hermans Plantacon, if those of Mary Land are willing to doe their parte. The Offic^{rs} at New Castle are here by empowered to enjoyne y^e inhabitants at Delaware likewise to cleare their proporcon. (Fernow, ed. 1877:483)

Scharf states that “This road, which was soon built, was the first across the Peninsula of which any mention is made” (Scharf 1888:413). However, the route of this road merely extended southward, crossing Drayer’s Creek before connecting with Augustine Herrman’s cartway at Appoquinimink Creek. In December 1679, Labadist missionary Jasper Danckaerts, writing in his diary, records a trip on the New Castle-Bohemia Manor Road. In traveling from Kasparus (or Casparus) Herrman’s residence in search of him to deliver a letter from his brother, Ephraim Herrman, Danckaerts notes,

We started at nine o’clock, and followed a large broad wagon road, which Kasparus had made through the woods, from his house to his father’s, who lived in the uppermost part of Maryland, that is, as high up as it is yet inhabited by Christians. This road is about twenty-two miles long and runs almost due west, but a little more northerly than southerly. When we were about half way we met Kasperus on horseback with a cart.... (James and Jameson, eds. 1913:113)

About a week later on a return trip across the peninsula from the Chesapeake Bay to the Delaware River, Danckaerts and his traveling companion sought to find the right road to make the overland crossing. Danckaert writes in his journal:

...about three o’clock in the afternoon we came upon a broad cart road, when we discovered we had kept too far to the right and had gone entirely around Bohemia River. We supposed we were now acquainted with the road, and were upon the one which ran from Casparus Hermans’s to his father’s, not knowing there were other cart roads. We rode along this fine road for about an hour or an hour and a half, in order to reach Augustine Hermans, when we heard some persons calling out to us from the woods, “Hold, where are you riding to?” Certain, as we supposed we were, in our course, we answered, “to Augustine Hermans.” “You should not go that road,” he rejoined, “for you are out of the way.” We therefore learned that we were not upon the road we thought we were, but on the road from

Apoquemene, that is, a cart road made from Apoquemene, a small village situated upon a creek, to Bohemia Creek or river. Upon this road the goods which go from the South River to Maryland by land, are carried, and also those which pass inland from Maryland to the South River, because these two creeks, namely, the Apoquemene and the Bohemia, one running up from Maryland, and the other from the Delaware River, as the English call the South River, come to an end close to each other, and perhaps shoot by each other, although they are not navigable so far; but are navigable for eight miles, that is two Dutch miles of fifteen to a degree. When the Dutch governed the country the distance was less, namely six miles. The digging a canal through was then talked of, the land being so low; which would have afforded great convenience for trade on the South River, seeing that they would have come from Maryland to buy all they had need of, and would have been able to transport their tobacco more easily to that river, than to the great bay of Virginia, as they now have to do, for a large part of Maryland. ...What is now done by land in carts, might then be done by water, for a distance of more than six hundred miles. ...We had now a fine broad car-road to follow, eight miles long, which would lead us to Apoquemene, as it did, and where we arrived about noon. They are almost all Dutch who live here.... (James and Jameson, eds. 1913:127-128, 130)

At the same time as Jasper Danckaerts made his treks through Delaware and Maryland, the Court at New Castle established road districts in the territory. District no. 1 extended south from Appoquinimink Creek to Blackbird Creek. The court ordered Captain Cantwell, the overseer, to clear a road between the two waterways. District no. 2 extended from the north side of Appoquinimink Creek to Drayer's Creek and the court ordered Overseer Roeloff Andries "...to make ye way good from Appoquenemen to a cartway of Casparus Herman [likely the one running south from New Castle] and alsoe from ye cartway of Appoquenemen, as farr as Maryland" (Scharf 1888:414-418). The third district extended north from Casparus Herman's cartway at Drayer's Creek to Saint George's, and the court appointed Casparus Herrman as the overseer for this district. Augustine Herrman died in 1686, but his cartway between Bohemia River and Appoquinimink Creek remained in use. In a 1697 report from Governor Nicholson of the Board of Trade concerning Maryland's commerce and port facilities, Nicholson wrote:

To come to which places I have ordered the Pensilvanians who trade by Land at the Head of the Bay, there being severall good Cart Roads between the Two Countreys, especially one which is between the Head of Bohemia River in this Countrey, and Opoquirang Creek, which runs into Delaware River a few Miles below New Castle, the Land Carriage being only about eight miles, by which they carry Boats and Shalops of 10 or 12 Tuns upon Sleys, or in great Carts; and illegal trade is much practiced that way, especially in carrying tobaccos into Delaware,

from whence I suppose severall hundreds of Hogsheads are carried into Scotland and other places, and I believe that when strict examination is made there, it will be found that the Act of Trade and Navigation &c are oftner broken than kept, especially the late Act. (Browne, ed. 1903:87).

Gabriel Thomas, in his 1698 tract, *An Historical and Geographical Account of Pensilvania and of West New-Jersey*, mentions that the lower Pennsylvania counties in what, today, is Delaware, had numerous navigable streams, including “Apequinemy-River, where their Goods come to be Carted over to Mary-Land” (Myers, ed. 1912:320).

The exact route of Augustine Herrman’s cartway has been the subject of some scholarship. No seventeenth- or eighteenth-century maps have been found that delineate the roadway. In 1972, Louise Heite prepared a map of the Middletown-Odessa area in the seventeenth century. This map shows the cartway bisecting the long lots belonging to the first settlers and landowners at Appoquinimink, but the accompanying report fails to reveal the sources used to establish this routing for the road. Lu Ann De Cunzo further reinforces Heite’s routing concept when she wrote, “Herman’s cart road connected the Bohemia River with the Appoquinimink and points north. It cut through the center of Appoquinimink town, bisecting each long lot” (De Cunzo 1993:26). De Cunzo appears to rely on Heite’s map to draw her conclusions.

Given that a contemporary survey for the cartway has not yet been found and that no one has uncovered an *in situ* archaeological feature composed of the road surface itself, the exact route of Herrman’s cart road can only be approximated. As suggested by Craig Lukezic of the Delaware State Historic Preservation Office (personal communication, 2005), an effort was made to approximate the location of the earliest roads by using the earliest cartographic representation of overland transportation routes within the current project’s study area (in this case, Faden’s 1778 map of New Jersey, which includes Delaware) and assuming that these routes at least in part overlay earlier roads. It is of interest that one of the roads shown on the Faden map, the one that runs from a landing on the Delaware shore across from Reedy Island through Noxontown and, eventually, through Petersons, very closely approximates the route shown by Heite (1972) as that of the Herrman cart road.

One previously reported site within the study area can be attributed (at least in part) to this period. The earliest elements of the Augustine Creek South Site (7NC-G-145), a farmstead located to the east of modern S.R. 1 along Augustine Creek, date to the 1720s. The site was the subject of a data recovery excavation undertaken in association with the construction of S.R. 1 (Bedell et al. 1998).

4.2 1730-1770 – Intensified and Durable Occupation

During the middle of the eighteenth century the density of settlements within the interior of Delaware's Upper Peninsula increased, as the large tracts that had been granted to absentee owners were broken up and sold as smaller farms. Farming intensified, and with this intensification came a focus on production for markets rather than simply for subsistence. Increased demands for farm labor outstripped the supply of indentured servants from Europe, and African-American slaves began to be brought into Delaware at higher rates from about the start of this period. The road network improved as more families settled the area and more farmers shipped goods to market. An associated growth in the construction of mills was also seen during this period (A.D. Marble & Company 2005).

Two archaeological sites within the project area date to this period. Occupation of the Augustine Creek South Site continued until about 1760. A tenant farmstead directly across the creek from it, the Augustine Creek North Site (7NC-G-144), was established around 1750, and it continued to be occupied into the nineteenth century. Part of the site fell within the area of potential effect for the S.R. 1 project and was included in the data recovery excavation undertaken in association with that project (Bedell et al. 1998).

4.3 1770-1830 – Early Industrialization

During this period, agriculture continued as the principal economic activity within the study area. Farm life changed significantly, as socio-economic stratification became more pronounced, and the more successful farmsteads began to evidence more diversity and specialization in their practices. Increases in the population and associated increased economic activity led to the formation of towns in the area, including Middletown, Summit Bridge, and Mount Pleasant. The period saw significant reductions in the number of enslaved African-Americans in New Castle

County, as abolitionist societies and changing economic factors led to large-scale manumissions. The transportation network improved dramatically, as roads were extended, new roads built, and the Chesapeake and Delaware Canal was opened for service. Toward the end of the period, grain farmers in the area experienced a downturn in their economic prospects. Competition from Midwestern farmers, loss of laborers to the cities and to the western frontier, and depleted soils caused more farms to fail (A.D. Marble & Company 2005).

Four sites within the study area date to this period. The farmstead associated with the Augustine Creek North Site continued to be occupied until around 1810 (Bedell et al. 1998). The Bennett-Thomas Mill Site (7NC-G-111), which is located to the west of S.R. 1 along Scott's Run, dates from about 1770. According to the National Register of Historic Places Registration Form for the site on file at the Delaware SHPO office, it was the location of a small fulling, saw and grist mill that was in operation through the middle of the nineteenth century. Another mill site, the Wiggin's Grist Mill Site (7NC-H-98), located northwest of Townsend in Wiggins Mill, also dates to this period. A fourth site, the Thomas Williams Site (7NC-D-130), also dated from this period. The assemblage recovered from it contained a substantial component attributable to a tenant farmer who had inhabited the structure that had once stood on the site between 1792 and 1846 (Catts and Custer 1990).

4.4 1830-1880 – Industrialization and Early Urbanization

New farming techniques, the adoption of new products, and increased reliance on mechanization improved farms' economic viability during this period. Improvements in transportation, particularly the realization of the benefits of the Chesapeake and Delaware Canal and the introduction of railroad service into the area, facilitated marketing to the growing cities in the region. The railroads in particular allowed the shipment of fresh milk to Wilmington, Baltimore, and Philadelphia, making dairy farming profitable on a larger scale than before. Fruit and vegetable production, notably that of peaches, increased during the period. Canneries were established in the towns in the area, which in turn helped stimulate their growth. However, by the end of this period, due to a blight that ruined the peach industry and other setbacks, the farm economy was once more in decline (A.D. Marble & Company 2005).

Most of the historic archaeological sites reported within the study area are attributable in part or entirely to this period. Two previously mentioned mill sites, the Wiggins Grist Mill Site and the Bennett-Thomas Mill Site, continued in use during this period. The house associated with the Thomas Williams Site continued to be inhabited, although in 1846 it was transferred to a stone mason, Thomas Williams, and then, after his death, to an African-American farm laborer, Sidney Stump, in 1875 (Catts and Custer 1990). The Jacob B. Cazier Tenancy Site #2 (7NC-F-64), dates originally to 1844 (Hoseth et al. 1994). The Clarksdale Tenancy Site #1 (7NC-D-111), one of the sites identified during the Route 896 survey, is also attributed to this period (Lothrop et al. 1987). Four sites (7NC-F-95, 7NC-F-97, 7NC-F-98, and 7NC-F-102) identified during the Kise, Straw & Kolodner survey along Choptank Road are attributed to the period. Four sites (the Hutchinson/Weldin Store Site [7NC-G-137], the Hammond Site [7NC-G-138], the Lore Farm Site [7NC-J-209], and the Pine Tree Corners Site [7NC-J-208]), all found by Louis Berger and Associates during a survey associated with the S.R. 1 Corridor project in Appoquinimink Hundred, are also attributed to this period. Two other reported sites are specifically attributed to this period: the Isaac Ratledge Farmstead (7NC-H-96), an agricultural complex that predates 1849, and SR1-SPTC LO-30 (7NC-J-203A), an African-American school house dating from 1863.

4.5 1880-1940 –Urbanization and Early Suburbanization

While agriculture continued to play an important role in the economy of the area, it faced increasing challenges associated with labor shortages, the introduction of corporate farming, and downturns in the national economy in the 1890s and the 1930s. In response to these stresses, farmers in the area increased their reliance on mechanization even more and changed production to take advantage of shifting demand by consumers, for example by putting greater emphasis on dairying and poultry farming. The introduction of the automobile, and with it a modern network of roads, facilitated improved transport of goods to the cities in the region and to even more distant markets. Although to a much lesser extent than cities like Philadelphia and Wilmington, the towns within the study area experienced expansion of their residential neighborhoods, usually along narrow strips of land that fronted on roads at the edges of farm fields. The introduction of the automobile also stimulated the growth of businesses catering to the motoring public, particularly along U.S. 301 and U.S. 13 (A.D. Marble & Company 2005).

Five reported sites are attributed specifically to this period. SR1-SPTC LO-30, the African-American school house, is characterized as dating to 1893. Deposits associated with Sidney Stump's residence at the Thomas Williams site, which extended into the 1920s, were retrieved during the data recovery undertaken at that site (Catts and Custer 1990). The structure associated with the Jacob B. Cazier Tenancy Site #2 housed African-American laborers from 1880 to 1934, and deposits associated with their residence were recovered and studied during the data recovery undertaken at that site (Hoseth et al. 1994). 7NC-F-102, one of the sites identified along Choptank Road, is attributed in part to this period, as is the Clarksdale Tenancy #2 Site (7NC-D-115), which appears not to predate 1906 (Lothrop et al. 1987).

Table 1. Previously Reported Sites within the Study Area

CRS #	Site #	Site Name	Period of Attribution
N-03760	7NC-D-23	(none)	Paleoindian
N-03778	7NC-F-18	(none)	Archaic
N-03779	7NC-F-2	(none)	Archaic, Woodland I and Woodland II
N-03796	7NC-F-14	(none)	Woodland I
N-03797	7NC-F-25	(none)	Undated prehistoric
N-03807	7NC-F-22	(none)	Undated prehistoric
N-03835	7NC-H-7	(none)	Undated prehistoric
N-03926	7NC-F-34	(none)	Undated prehistoric
N-06321	7NC-D-92	(none)	Woodland I
N-07838	7NC-F-39	(none)	Archaic (?)
N-07839	7NC-F-40	(none)	Undated prehistoric
N-07840	7NC-F-41	(none)	18 th -19 th century domestic, undated prehistoric
N-07841	7NC-F-42	(none)	Undated prehistoric
N-09677	7NC-H-11	Hearne	Undated prehistoric
N-09678	7NC-H-12	Washington	Woodland I
N-09679	7NC-H-13	Rholetter	Undated prehistoric
N-09680	7NC-H-14	Carter-A	Woodland I
N-09681	7NC-H-15	Carter-B	Woodland I
N-09682	7NC-H-16	Carter-C	Undated prehistoric
N-09683	7NC-H-17	Carter-D	Undated prehistoric
N-09684	7NC-H-18	Carter-E	Woodland I
N-09685	7NC-H-19	Carter-F	Undated prehistoric
N-09789	7NC-J-50	Clay-L	19 th -20 th century domestic, undated prehistoric
N-09790	7NC-J-51	Clay-M	Undated prehistoric
N-09791	7NC-J-52	Clay-N	Undated prehistoric
N-09793	7NC-J-54	Clay-P	Woodland I, Woodland II
N-10282	7NC-F-66	Brennan Site #2	Woodland II
N-10284	7NC-F-64	Jacob B. Cazier Tenancy Site #2	19 th and 20 th century domestic

CRS #	Site #	Site Name	Period of Attribution
N-10286	7NC-F-67	Brennan Site #3	Woodland I
N-10288	7NC-D-111	Clarksdale Tenancy Site #1	19 th century domestic
N-10290	7NC-F-61	Brennan Site #1 Areas "A" & "B"	Woodland I
N-10291	7NC-F-62	Amelia Graw Site	Undated prehistoric
N-10292	7NC-F-63	Mary Johnson Site Areas "A" and "B"	Woodland I
N-10900	7NC-D-130C	Williams Site, Component C	Undated prehistoric
N-10900	7NC-D-130	Thomas Williams Site Areas "A" & "B"	19 th -20 th century domestic, Woodland I
N-10901	7NC-D-112	Martucelli Site	Undated prehistoric
N-10902	7NC-D-113	Jarmon Site Areas "A" & "B"	Woodland I, possible Paleoindian
N-10903	7NC-D-115	Clarksdale Tenancy Site #2	19 th -20 th century domestic, Archaic, Woodland I
N-10905	7NC-D-108	Iron Hill East Site	Undated prehistoric
N-12116	7NC-G-100	Parkway Gravel Site	Undated prehistoric
N-12786	7NC-G-113	Scott's Run Borrow Pit Loci (<i>sic</i>) F	Undated prehistoric
N-12787	7NC-G-114	Scott's Run Borrow Pit Loci (<i>sic</i>) A	Undated prehistoric
N-12796	7NC-G-111	Bennett-Thomas Mill Site	18 th -19 th century domestic and industrial, undated prehistoric
N-12885	7NC-H-90	SR1-SPTC LO-72	Undated prehistoric
N-12886	7NC-H-91 (A-C)	SR1-SPTC LO-71, LO-28 and LO-29	Undated prehistoric
N-12887	7NC-H-92 (A-E)	SR1 - SPTC LO-55, LO-54, LO-53, LO-52 and LO-75	Undated historic, undated prehistoric
N-12888	7NC-J-197 (A-D)	SR1-SPTC LO-31	19 th -20 th century agricultural, undated prehistoric
N-12889	7NC-H-93 (A+B)	SR1-SPTC LO-51 and LO-50	Undated prehistoric
N-12890	7NC-H-94	SR1-SPTC LO-49	Undated prehistoric
N-12891	7NC-H-95 (A-S)	SR1-SPTC LO-48, LO-47, LO-46, LO-45, LO-44, LO-43, LO-42, LO-41, LO-40, LO-39, LO-38, LO-37, LO-36, LO-35, LO-70, LO-34, LO-32, LO-33 and LO-67	19 th -20 th century domestic, undated prehistoric
N-12896	7NC-J-203 (A+B)	SR1-SPTC LO-30 and LO-65	19 th century educational, 19 th -20 th century agricultural
N-12897	7NC-H-96	SR1-SPTC LO-66 Isaac Ratledge Farmstead	19 th century agricultural
N-12902	7NC-H-97 (A+B)	SR1-SPTC LO-77 and LO-76	Undated historic, undated prehistoric

CRS #	Site #	Site Name	Period of Attribution
N-13376	7NC-D-195	Site 1	19 th -20 th century domestic, possible Woodland II
N-13401	7NC-J-208	Pine Tree Corners (LBA Site #9)	19 th century domestic, Woodland I
N-13402	7NC-J-209	Lore Farm Site (LBA Site #11)	19 th -20 th century domestic
N-13403	7NC-G-137	Hutchinson/Weldin Store Site (LBA Site #8)	19 th century domestic/retailing
N-13404	7NC-G-138	Hammond Site	19 th -20 th century domestic, Woodland II
N-13410	7NC-G-144	Augustine Creek North Site	18 th -19 th century domestic, Woodland I, Woodland II
N-13411	7NC-G-145	Augustine Creek South Site	18 th -19 th century domestic, Archaic, Woodland I, Woodland II
N-13509	7NC-D-197	(none)	Woodland I
N-13513	7NC-J-219	Lynch Wetland 3 Site	Undated prehistoric
N-13548	7NC-H-98	Wiggin's Grist Mill	18 th -19 th century industrial
N-13549	7NC-H-99	Wiggins Prehistoric Site	Undated prehistoric
N-14176	7NC-F-85	(none)	Undated historic, undated prehistoric
N-14203	7NC-F-92	(none)	Undated prehistoric
N-14206	7NC-F-95	(none)	19 th century domestic, undated prehistoric
N-14207	7NC-F-96	(none)	Undated prehistoric
N-14208	7NC-F-97	(none)	18 th -19 th century domestic, undated prehistoric
N-14209	7NC-F-98	(none)	19 th century domestic and industrial, undated prehistoric
N-14213	7NC-F-102	(none)	19 th -20 th century domestic, undated prehistoric
N-14214	7NC-F-103	(none)	Undated prehistoric

Subsequent to the submission of the CRS forms associated with these sites, the boundaries for several within the study corridor associated with the S.R. 1 project were redefined for the purposes of undertaking Phase II studies (Bupp et al. 2003). 7NC-H-95F, 7NC-H-95G, and 7NC-H-95H were combined into a single site, and 7NC-H-95J, 7NC-H-95K, and 7NC-H-95L were combined into another. These and several other sites that fall within the current project's study area, 7NC-H-93B, 7NC-H-95A, 7NC-H-95B, 7NC-H-95D, and 7NC-H-95M, were evaluated and determined not eligible for listing on the National Register.