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**A PRELIMINARY CULTURAL RESOURCE SURVEY**  
**OF THE**  
**DELAWARE RT. 92 - NAAMANS' ROAD CORRIDOR**  
**U.S. RT. 202 - CONCORD PIKE TO U.S. RT. 13 PHILA. PIKE**  
**NEW CASTLE COUNTY, DELAWARE**

**BY**  
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Delaware Department of Transportation

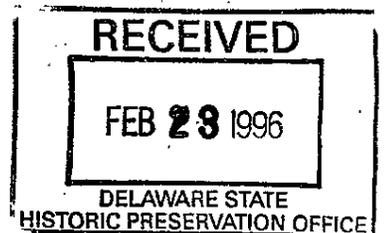


U.S. Department  
of Transportation  
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**DELDOT ARCHAEOLOGICAL SERIES**

**JOHN T. DAVIS**  
**DIRECTOR**  
**DIVISION OF HIGHWAYS**  
**1986**

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A PRELIMINARY CULTURAL RESOURCE SURVEY  
OF THE  
DELAWARE RT. 92 - NAAMAN'S ROAD CORRIDOR  
U.S. RT. 202 (CONCORD PIKE) TO  
U.S. RT. 13 (PHILADELPHIA PIKE)  
NEW CASTLE COUNTY, DELAWARE

DELDOT CONTRACT 78-102-01

ARCHEOLOGY SERIES NO. <sup>70</sup>~~49~~

FHWA FEDERAL AID PROJECT M-1194(1)

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

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## ABSTRACT

An archaeological field reconnaissance and preliminary testing of the proposed Naaman's Road corridor (Delaware Route 92) from U.S. Routes 202 to 13 (Concord Pike to Philadelphia Pike) was undertaken by archaeologists of the Location and Environmental Studies Office of the Delaware Department of Transportation, Division of Highways, between August and October 1981. Additional archival research was undertaken by the University of Delaware Center for Archaeological Research between July and December 1985. The surface and subsurface testing was conducted to locate, identify, and assess all cultural resources in and adjacent to the proposed construction corridor. The goal of the investigations was to determine whether any cultural resources listed on or eligible to the National Register of Historic Places were located within the proposed right-of-way and to what extent the proposed construction would affect them. Of the thirty-seven cultural resources identified, three were determined to have a no adverse effect. Two of these, the Ivyside Farm and Robinson House, are already listed on the National Register. In June 1985, the Morrison House was determined eligible for listing on the National Register. In agreement with the suggestions made by the State Historic Preservation Office that a retaining wall be erected at the Morrison House and appropriate landscaping be installed for all three residences to keep the integrity of the sites intact, there will be no adverse effect by the proposed dualization of Naaman's Road. While the Graham House was located well outside of the proposed roadway, the gatestone, at the entrance to the house, was situated within the proposed limits of construction. It has been recommended that the gatestone be acquired by the state at the time of construction and eventually returned to the property upon completion of the new road.



## LIST OF FIGURES

1. Project Area and Location of Cultural Resources
2. New Castle County 1751 Road Petition Map
3. Rea and Price, Map of New Castle County 1849
4. Beer's 1868 Atlas, New Castle County
5. Archaeological Testing (17 sheets)
6. Baist's 1893 Atlas, New Castle County
7. 1839 Orphan's Court Plat of Curtis Talley's Land to E.B. and T. L. Talley
8. 400 Acre Isaac Warner Tract as drawn by Isaac Taylor in 1683
9. William Talley Tract as drawn by George Talley, ca. 1850
10. 1845 Orphan's Court Plat showing partitioning of John Hanby's land
11. Location of Excavations at A.R. Hanby, Survey Number 22
12. Location of Excavations at the H. Hanby House, Survey Number 24
13. 1829 Orphan's Court Plat of Samuel Carpenter's Land
14. Location of Excavations at the Carpenter Site, Survey Number 19
15. Plan of Shed Area Excavations, Carpenter Site, Parcel 436
16. Typical Profiles of Shed Area Excavations, Carpenter Site
17. Plan of Barn Area Excavation, Carpenter Site, Parcel 443
18. Typical Profile of Shed Area Excavations, Unit 12, South Wall, Carpenter Site

## LIST OF TABLES

1. Site Specific Summary
2. Summary of Deed Transactions for Perry's Tavern, 1760-1886
3. Summary of Deed Transactions for the Talley Schoolhouse Site, 1760-1836
4. Summary of Deed Transactions for the E. B. Talley Site, 1760-1952
5. Summary of Deed Transactions for the T. L. Talley Site, 1760-1952
6. Summary of Deed Transactions for the Morrison House, 1792-1960
7. Summary of Deed Transactions for the Hanby Schoolhouse No. 4, 1753-1941
8. Summary of Deed Transactions for the John Hanby Site 1753-1954
9. Summary of Deed Transactions for the A. R. Hanby Site, 1753-1924
10. Summary of Deed Transactions for the Carpenter Site, 1681-1919

## LIST OF PLATES

1. Portion of the Eastern End of Naamans Road, ca. 1920
2. E. B. Talley House
3. J. A. B. Smith Site
4. T. L. Talley House
5. T. L. Talley Barn
6. Point Breeze School, ca. 1920
7. Morrison House
8. Voyton House
9. Graham House
10. Graham House, Gatestone
11. Grover Hanby Site, West
12. Grover Hanby Site, East
13. Old Schoolhouse No. 4, ca. 1920
14. Renovated Hanby Schoolhouse
15. John Hanby House located at Alison's Restaurant, ca. 1920
16. Ivyside Farm
17. Prehistoric Site 7NC-C-4
18. Looking East on Naaman's Road at Carpenter's Station
19. 1919 Delaware DOT Construction Photograph Showing Carpenter House and Barn
20. Carpenter Site, ca. 1971
21. Robinson House

Plates 1, 6, 13, 15, 18, 19, 20 & Cover, Courtesy of Delaware State Archives, Dover, DE.

## INTRODUCTION

The purpose of this report is to present the results and recommendations resulting from an archaeological field reconnaissance and preliminary testing of the Naamans Road Corridor. The project area is located in northeastern New Castle County, Delaware (Figure 1). The reconnaissance was undertaken by archaeologists of the Location and Environmental Studies Office of the Delaware Department of Transportation, Division of Highways.

The proposed Naamans Road corridor is intended to eliminate safety and capacity deficiencies of the existing two lane road. The corridor is located north of Wilmington and extends eastward from the Concord Pike (U.S. 202) to the Philadelphia Pike (U.S. 13), a distance of 5.76 miles, and serves an extensively developed suburban area. Adjacent land use consists primarily of residential developments with some commercial properties and community service facilities.

Alternative proposals for improvements to Naamans Road range in scope from minor reconstruction within the existing right of way (+/- 60 feet) to major reconstruction of the roadway to create a four lane divided highway with an anticipated right-of-way requirement of up to 160 feet. Because of this right-of-way requirement, the cultural resource survey spanned an area 80 feet from the anticipated centerline of proposed improvements in order to locate, identify, and assess the significance of all cultural resources which might be affected by construction in accordance with federal regulation 36 CFR 800.4, "Federal Agency Responsibilities for the Protection of Historic and Cultural Properties."

Initial archaeological investigations were carried about by Delaware DOT archaeologists between May and October 1, 1981. Artifact analysis, data collation, and draft report preparation were accomplished during September through December 1981. Additional archival research and final report preparation were conducted by the University of Delaware, Center for Archaeological Research between July and December, 1985. All notes, artifacts, and other pertinent data are on repository with the Delaware Bureau of Archaeology and Historic Preservation at the Island Field Museum and Research Center, South Bowers, Delaware.

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## Environmental Setting

The Naamans Road project area is located in the Piedmont Upland physiographic province of northern New Castle County, Delaware and consists of a corridor extending east from Route 202 (Concord Pike) to the intersection of Naamans Creek and Route 13 (Philadelphia Pike) (Figure 1). Elevations range from 30 to 435 feet above sea level and defines the transition from the Piedmont physiographic province at the western terminus to the floodplain/coastal plain setting at the eastern terminus. Most of the corridor is occupied by single family residential units and their supporting cultural (educational and religious) and recreational (parkland) centers. Commercial development is interspersed among the residential areas of Naamans Road, especially at major north/south arteries which pass through the area. The 1.5 mile-long section between the Penn Central and Baltimore and Ohio railroad tracks is considered to be one of the remaining most desirable commercial areas in New Castle County (Kendall n.d.). Industrial development has been concentrated at the eastern end of the corridor since the late 18th century.

Numerous environmental changes have taken place in the study area during the course of human habitation of the study area. During the Late Pleistocene Period, more than 10,000 years ago, sea level was significantly lower than at present and coastal areas were located near the margins of the Outer Continental Shelf. During this time, the Naaman's Road project area would have been an upland setting characterized by spruce forests. Deer would have been the dominant fauna in this habitat. The Early to Middle Holocene period (8000 BC - 3000 BC) was

**KEY FOR FIGURE 1  
NAAMAN'S ROAD CORRIDOR  
CURRENT STATUS OF CULTURAL RESOURCES**

CULTURAL RESOURCE NAME	CRS NO.	A	B	C	D	E	F	G	H	I	J	K	L	M
<b>AREA A</b>														
PERRY'S TAVERN	N-493	1		•	•	•	•	•			•		•	•
TALLEY SCHOOLHOUSE		34		•	•							•		
E.B. TALLEY HOUSE	N-489	2		•	•	•						•	•	
J.A.B. SMITH SITE	N-490	3		•	•	•		•				•	•	•
T.J. TALLEY HOUSE	N-488	4		•	•	•						•	•	
<b>AREA B</b>														
POINT BREEZE SCHOOLHOUSE		23						•				•	•	
COMEGY SITE	N-487	5		•	•	•		•					•	
J. FREIL SITE	N-1168	6		•	•	•		•					•	
MORRISON HOUSE	N-486	7		•	•	•	•	•		•			•	
VOYTON HOUSE (ROBERT TALLEY HOUSE)	N-492	8		•	•	•	•	•			•		•	
PENNINGTON HOUSE	N-483	9		•	•	•		•					•	
HIGH ACRES	N-485	11			•	•						•	•	
GRAHAM HOUSE	N-477	10			•	•	•	•		•			•	
FOULK HOUSE	N-482	12		•	•	•	•	•		•			•	
<b>AREA C</b>														
A. PIERCE SITE		36		•	•	•		•					•	•
CATHOLIC DIOCESE HOUSE	N-461	13			•	•	•	•		•			•	
BELL HOUSE	N-459	14		•	•	•	•	•		•			•	
GROVER HANBY HOUSE (WEST)	N-7641	26						•					•	
JOHN HANBY SITE		37				•						•		•
GROVER HANBY HOUSE (EAST)	N-7642	25						•					•	
OLD SCHOOLHOUSE NO. 4	N-457	15		•	•	•	•	•			•		•	
A.R. HANBY HOUSE	N-7639	22			•	•		•						
R.J. HANBY SITE	N-7640	27		•	•	•		•					•	
NAAMAN'S CORNER	N-458	16				•		•					•	
IVYSIDE FARM	N-464	17	•	•	•	•	•	•	•				•	
ARCHAEOLOGICAL SITE	N-3669	18	•										•	
W. PIERCE HOUSE	N-454	30			•	•	•	•		•			•	

**KEY**

- A - SURVEY NUMBER
- B - PREHISTORIC SITE
- C - ON REA & PRICE (1849) MAP
- D - ON BEER'S ATLAS (1868)
- E - ON BAIST'S ATLAS (1893)
- F - STANDING STRUCTURE
- G - HISTORIC ARCHAEOLOGICAL SITE

- H - NATIONAL REGISTER
- I - POTENTIALLY NATIONAL REGISTER ELIGIBLE
- J - NOT ELIGIBLE AS A STRUCTURE
- K - SITE DESTROYED
- L - OUT OF PROJECT R.O.W.
- M - NOT FIELD CHECKED

**KEY FOR FIGURE 1 CONTINUED  
 NAAMAN'S ROAD CORRIDOR  
 CURRENT STATUS OF CULTURAL RESOURCES**

CULTURAL RESOURCE NAME	CRS NO.	A	B	C	D	E	F	G	H	I	J	K	L	M
<b>AREA D</b>														
CARPENTER STATION		35						•			•		•	•
H. HANBY SITE	N-7643	24										•	•	
SAMUEL CARPENTER SITE	N-465	19			•	•		•						
T.L. GOODLEY SITE	N-7644	28			•	•						•	•	•
ARCHAEOLOGICAL SITE	7NC-C-1	N-3672	20	•							•		•	
NAAMAN'S CREEK BRIDGE		32			•	•					•			
PHILADELPHIA PIKE BRIDGE		31		•	•	•							•	
THOMAS CLYDE HOUSE	N-7645	29			•	•	•	•					•	
NAAMAN'S CREEK RAILROAD BRIDGE	N-3654	33												
ROBINSON HOUSE (NAAMAN'S TEA HOUSE)	N-450	21			•	•	•	•	•				•	

*7NC-C-11*

characterized by widespread biotic changes which were caused by post-glacial climatic amelioration. Deer and elk populations would have adapted to the deciduous oak-hemlock forests. The rising sea level caused the intrusion of estuarine and tidal waters across the continental shelf. This warm, dry climate regime which peaked about 5,000 years ago, caused the formation of densely forested regions except in areas where other factors such as bedrock, lack of soil development, etc. controlled the development of vegetational patterns. In the project area, outcrops of bedrock in the uplands may have had some limiting effect on the development of dense mixed-hardwood stands. The net effect of this pattern was that deer, elk and smaller mammals were reduced in number as forests approached the climax stage, and the number and variety of edge zones were reduced. Both seasonal changes and vertical zonation became marked. The rising sea level continued to cause the expansion of broad areas of marshland in a westerly direction, making marine and estuarine resources available for subsistence exploitation. More recent climatic trends, characterized by late prehistoric cooling, combined with Euro-American settlement and deforestation increased the number and variety of edge environments. Mammal populations expanded so that a significant number of species shared the same habitat and the increased number of edge environments caused a wide variety of floral species to proliferate.

Modern settlement has significantly reduced the number of pristine environments in the Naaman's Road corridor area. Very

little natural vegetation remains in the Naamans Road area although some natural areas and parklands, such as the Darley Swim Club, Bechtel Park, Hanby Park, Brandywood Park, Harvey Mill Park, Naaman's Run East, and South Branch Naaman's Creek do exist. Many of the remaining natural areas exist along border streams and consist of a combination of water tolerant deciduous and herbaceous species. Native vegetation in the wooded areas consists of mixed hardwoods with yellow poplar and various species of oak predominating in areas of moderate to good drainage. The residential areas have been heavily landscaped, so domesticated species predominate these areas. Roadside vegetation consists of domesticated and wild herbaceous species.

As with the natural vegetation, much of the natural fauna of the area has been eliminated by intensive urbanization. Parks and wooded areas and, infrequently, large yards probably provide refuges for a number of common upland mammals such as rabbit, squirrel, skunk, raccoon, and a variety of birds. Additionally, because the area is close to the tidal influences of the Delaware Bay and the local surface water quality is poor, aquatic populations are severely limited in size and species variety.

Streams which drain the Naaman's Road corridor are all tributaries of Naaman's Creek, one of the secondary drainage systems of New Castle County. Although this drainage system has less impact on the surrounding area than primary systems such as the Christina River, its area consists of 15,692.3 acres covering a large wedge of the northeastern portion of New Castle County, Delaware, and parts of Delaware County, Pennsylvania (Coghlan, 1981). The south branch of Naaman's Creek which is the main

hydrologic feature in the Naaman's Road Corridor, has its headwaters in this portion of New Castle County. The main branch, whose headwaters originate in southern Delaware County, Pennsylvania and which is tidal only to a point just upstream of the U.S. Route 13 bridge, affects only the eastern end of the project area. The south branch of Naamans Creek and its tributaries, which have been heavily influenced by the increased runoff resulting from the urbanization of the region, intersect the Naamans corridor in four places (see Figure 1):

- 1) A perennial tributary of the south branch flowing northwest to southeast crosses the project area east of Foulk Road.
- 2) An intermittent or seasonal tributary of the south branch flowing northeast to southwest bisects the corridor west of Hanby's Corner.
- 3) A seasonal tributary known locally as Log Run flows from the northwest just east of Carpenter Road.
- 4) The main branch of Naamans Creek flowing southward crosses the Naamans Road corridor east of Interstate 95 and west of U.S. Route 13 at the Piedmont-Coastal Plain/floodplain transition.

In addition to these drainages, other low-order, seasonal drainage which are discernible in the field help to accommodate periods of intensive water flow resulting from increased runoff.

The natural topography of the area is largely dictated by the underlying geologic formations has created an area characterized generally by gently rolling hills with relatively

steep slopes, steeply incised stream valleys, and a general absence of upland plains. Hydrologic patterns include both main streams, which flow in a southerly direction roughly perpendicular to the strike of the geologic structures, and tributaries, which flow southeast or northwest following the strike. The lack of well-developed floodplains and the high gradient of the stream channels limit the sediment load of the stream thus creating few broad floodplain settings suitable for archaeological sites.

The topography of the Coastal Plain sections of the eastern end of the Naamans Road corridor differs significantly from that of the western end. Studies of sediments in the vicinity of Holly Oak, Delaware (Kraft 1977, Kraft and Thomas 1976, Kraft et al. 1976) indicate that they consist of natural Delaware River tidal marsh lying on a narrow coastal plain abutting the rocky fill of the Penn Central Railroad alignment (Kraft et al. 1976). The narrow coastal plain near the eastern terminus of the Naamans Road corridor contains sediments deposited during fluvial episodes and colluvial debris washed down from the Piedmont. The current tidal marsh represents the natural Holocene shoreline which has been encroaching westward across the Piedmont margins for the past 2,700 years. Narrow sand deposits are present in limited areas along the current marsh margins of the Delaware River. In the vicinity of Naamans Creek these low-lying marshy areas are relatively broad, although industrial activities appear to have significantly altered the amount and configuration of natural sediments.

Throughout the study area soils are similarly reflective of underlying lithologies or parent materials. The predominating soil associations present in the Naamans Road corridor are the Neshaminy-Aldino-Watchung and Neshaminy-Talleyville-Urban Land associations. Secondary deposits of Aldino-Fallsington-Urban Land and Tidal Marsh are evident in the coastal areas. These primary soils range in aspect from level to steeply sloping and drainage characteristics from well to poorly drained. Both associations are comprised of medium-textured soils which are formed by in situ weathering of gabbroic rocks in the uplands. The following soil series are present in the corridor:

Aldino Silt Loam	0-3% Slope
Chester Loam	0-3% and 3-8% Slope
Neshaminy and Montalto Silt Loams	0-3% and 3-8% Slope
Neshaminy-Talleyville-Urban Land	0-8% Slope
Talleyville Silt Loam	2-5% Slope
Watchung and Calvert Silt Loams	0-3% Slope

All of these soils are presently conducive to human occupation, although the more level, better drained soils were better suited to utilization by prehistoric and early historic populations.

**Regional Prehistory\***

The prehistoric archaeological record of northern Delaware can be divided into four large blocks of time: The Paleo-Indian Period (ca 12,000 B.C. - 6500 B.C.), The Archaic Period (6500 B.C. - 3000 B.C.), the Woodland I Period (3000 B.C. - A.D. 000), and the Woodland II Period (A.D. 1000 - A.D. 1650). A fifth time period, the Contact Period, may also be considered and spans from

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\*This summary of the regional prehistory is abstracted from Custer (1983).

A.D. 1650 to A.D. 1750, the approximate date of the final Indian habitation of northern Delaware in anything resembling their pre-European Contact form. Each of these periods is described below.

Paleo-Indian Period (12,000 B.C. - 6500 B.C.) - The Paleo-Indian Period encompasses the time period of the final retreat of Pleistocene glacial conditions from eastern North America and the establishment of more modern Holocene environments. The distinctive feature of the Paleo-Indian Period is an adaptation to the cold, and alternately wet and dry, conditions at the end of the Pleistocene and the beginning of the Holocene. This adaptation was primarily based on hunting and gathering with hunting providing a large portion of the diet. Hunted animals may have included now extinct megafauna and moose. A mosaic of deciduous, boreal, and grasslands environments would have provided a large number of productive habitats for these game animals in northern Delaware and watering areas would have been particularly good hunting settings.

Tool kits of the people who lived at this time were oriented toward the procurement and processing of hunted animal resources. A preference for high quality lithic materials is noted in the stone tool kits, and careful resharpening and maintenance of tools was common. A lifestyle of moving among the game attractive environments is hypothesized with the social organizations being based upon single and multiple family bands. Throughout the 5500 year time span of the period, the basic adaptation remained relatively constant with some modifications being seen as Holocene environments appeared at the end of the Paleo-Indian Period.

Paleo-Indian sites are noted for northern Delaware including a hunting and processing site near Hockessin, possible quarry sites near Iron Hill, and isolated point finds.

Archaic Period (6500 B.C. - 3000 B.C.) - The Archaic Period is characterized by a series of adaptations to the newly emerged, full Holocene environments. These environments differed from earlier ones and were dominated by mesic forests of oak and hemlock. A reduction in open grasslands in the face of warm and wet conditions caused the extinction of many of the grazing animals hunted during Paleo-Indian times; however, browsing species such as deer would have flourished. Sea level rise is also associated with the beginning of the Holocene in northern Delaware. The major effect of the sea level rise would have been to raise the water table, which helped to create a number of large swamps such as Churchmans Marsh. Adaptations changed from the hunting focus of the Paleo-Indians to a more generalized foraging pattern in which plant food resources would have played a more important role. Large swamp settings such as Churchmans Marsh apparently supported large base camps as indicated by the remains at the Clyde Farm Site. A number of small procurement sites in favorable hunting and gathering locales are also known in northern Delaware.

Tool kits were more generalized than earlier Paleo-Indian tool kits and showed a wider array of plant processing tools such as grinding stones, mortars, and pestles. A mobile lifestyle was probably common with a wide range of resources and settings being utilized on a seasonal basis. A shifting band-level organization

which saw the waxing and waning of group size in relation to resource availability is evident. Known sites include large base camps (Clyde Farm and Delaware Park Site) and smaller processing sites located at a variety of locations.

Woodland I Period (3000 B.C.-A.D. 1000) - The Woodland I Period can be correlated with a dramatic change in local climates and environments that seem to be a part of events occurring throughout the Middle Atlantic region. A pronounced warm and dry period set in and lasted from ca. 3000 B.C. to 1000 B.C. Mesic forests were replaced by xeric forests of oak and hickory and grasslands again became common. Some interior streams dried up, but the overall effect of the environmental change was one of alteration, not degradation. Continued sea level rise also made many areas of the Delaware River shore the sites of large brackish water marshes which were especially high in productivity. The major changes in environment and resource distributions meant radical adaptations for prehistoric groups. Important areas for settlements included the major river floodplains and estuarine swamp areas. Large base camps with fairly large numbers of people are evident in many areas of northern New Castle County such as the Clyde Farm site, the Crane Hook Site, and the Naamans Creek Site, which has been destroyed by modern development. These sites seem to have supported many more people than previous base camp sites and may have been occupied on a year-round basis. The overall tendency was toward a more sedentary lifestyle.

Tool kits from this period showed some minor variations as well as some major additions from previous Archaic tool kits.

Plant processing tools became increasingly common and seem to indicate an intensive harvesting of wild plant foods that may have approached the efficiency of agriculture by the end of the Woodland I Period. Chipped stone tools changed little from the preceding Archaic Period; however, more broad-blade knife like processing tools became prevalent. Also, the presence of a number of non-local lithic raw materials indicates that trade and exchange systems with other groups were beginning to develop. The addition of stone, and then ceramic, containers is also seen. These items allowed the more efficient cooking of certain types of food and may also have functioned for storage of certain surplus plant foods. Storage pits and house features are also known for northern Delaware during this period from the Delaware Park Site (Thomas 1981). The social organizations seem to have undergone radical changes during this period. With the onset of relatively sedentary lifestyles and intensified food production, which might have produced occasional surpluses, incipient ranked societies may have begun to develop as indicated by the presence of extensive trade and exchange and some caching of special artifact forms. In any event, by the end of the Woodland I Period a relatively sedentary lifestyle is evident in northern Delaware.

Woodland II Period (A.D. 1000 - A.D. 1650) - In many areas of the Middle Atlantic the Woodland II Period is marked by the appearance of agricultural food production systems; however, in northern Delaware there are no indications of such a shift. The settlements of the Woodland I Period, especially the large base

camps, were also occupied during the Woodland II Period and very few changes in basic lifestyles and artifact assemblages are evident. Intensive plant utilization and hunting remained the major subsistence activities up to European Contact. Similarly, no major changes are seen in social organization for the Woodland II Period of northern Delaware.

Contact Period (A.D. 1650 - A.D. 1750) - The Contact Period is an enigmatic period of the archaeological record of northern Delaware which began with the arrival of the first substantial numbers of Europeans in Delaware. The time period is enigmatic because no Native American archaeological sites that clearly date to this period have yet been discovered in Delaware. A number of sites from the Contact period are known in surrounding areas such as southeastern Pennsylvania, Virginia and Maryland. It seems clear that the Native American groups of Delaware did not participate in much interaction with Europeans and were under the virtual domination of the Susquehannock Indians of southern Lancaster County, Pennsylvania. The Contact Period ended with the virtual extinction of Native American lifeways in the Middle Atlantic area except for a few remnant groups.

### Regional History

It is important to consider the historic sites and archeological remains of Naamans Road from a regional context. A discussion of the regional history, provided below, includes a summary of the chronological development of the Naaman's Road area. More detailed histories of specific sites will be included in the discussion of each Survey Number in the Phase I and II Survey Results section. Sources for this section, when not

stated, include previous Delaware DOT reports (Coleman et al 1985, Catts et al 1983, Beidleman et al 1986), New Castle County Deeds (hereafter cited NCD), Orphans Court and Probate records, Brandywine Hundred Tax Assessments (1798 - 1901), Tavern Licenses, Road Petitions, oral interviews, contemporary newspapers, contemporary publications and historic maps.

The earliest historic settlement in what is now Delaware was a whaling station established by the Dutch West India Company in 1630 near the present town of Lewes. However, this post was destroyed by the Indians in 1631 and no settlement in that area was attempted again until 1659. A Swedish colony was established in 1638 at Fort Christina, near the present site of Wilmington, by the New Sweden Company. Although the land was claimed by the Dutch, it was little used and was unsettled when the Swedes arrived. By 1654 a small village, Christinahamm, existed behind the fort, and approximately 400 Swedish, Finnish, and Dutch settlers resided in the area.

Naamans Creek and thereby Naamans Road (formerly Naamans Creek Road) were originally named after a friendly Indian chief who met with the Swedish explorer Peter Lindstrom in 1654 (Johnson 1925:128). Johnson (1927:128) also reports that "Naamans Kill" was a "serviceable little waterfall for a sawmill" in the mid-17th century. Dunlap (1956) notes that on a circa 1654 Lindstrom map the falls were labeled "Naamansfallet", a combination of Indian and Swedish elements.

In 1655, the uneasy coexistence between the Swedes and the Dutch was abruptly ended when the Dutch seized control of New

Sweden. Dutch Fort Casimir, established in 1651, and the town of New Amstel (modern New Castle) became the economic and commercial center for the lower Delaware Valley. Ownership of the Delaware region changed hands again in 1664, when the English took control of all Dutch possessions in the New World. In 1682, the granting of proprietary rights to William Penn and his representatives by the Duke of York essentially gave economic and political control of the Delaware region to Philadelphia, the new seat of government (Munroe 1978).

By 1683 the cultivated areas of the region consisted of the three lower counties, New Castle, Kent, and Sussex in addition to three Pennsylvania counties, Philadelphia, Buckingham (Bucks), and Chester. The total population of all six counties in 1683 has been estimated to have been about four thousand people (Myers 1912:239). In New Castle County five tax districts, called Hundreds, had already been established by 1687. Brandywine Hundred, in which Naamans Road is located, was one of these first five. While not always called Brandywine Hundred for many years, the area did have several local names such as the Bocht, Naamans Creek lands, and Rockland Manor.

The settlement pattern for this early period was one of dispersed farmsteads located along the Delaware and its tributaries, such as the Christiana, Brandywine, and Naamans Creek, where land possessed good agricultural qualities (Hoffecker 1977). The Swedish and Dutch settlers had pushed their settlement far up the valley of the Christiana toward the Elk River.

With the arrival of Penn in the 1680s, an individualistic

system of land settlement, the granting of the proprietary tracts or parcels of land to settlers, was pursued. Penn usually granted land to families, the standard size tract being about 500 acres (Myers 1912:263). The lands around Naamans Road were distributed in several tracts by Penn throughout the period in 1676-1699. One of the earliest being Charles Jansen in partnership with others received a patent for a 1,000-acre tract from the proprietors in 1676. This tract contained the future location of the town of Claymont situated south of the project area. In 1677, a large tract was granted to Johannes DeHaes, and 500 acres were sold by Penn to William Cloud in 1681. The tract known as Rockland Manor, from which most of the properties in the project area were divided, was originally created by William Penn in 1682, and embraced all of the lands in Brandywine Hundred. In 1695, William Talley purchased 200 acres from Isaac Warner, located above and below Naaman's Creek Road (in the area of present-day Foulk Road). In 1699, Penn granted 2,000 acres in Rockland Manor, situated in the western portion of the project area, to the Pennsylvania Land Company, a land-speculation business based in London.

In the New Castle County region water transportation was the major mode of travel and commerce in the late seventeenth century. Most of the farmstead tracts and land grants included a stream or water course to ensure that communication and the moving of produce to local markets could be accomplished (Hoffecker 1977). In a country that was heavily wooded with a mixture of oaks, walnut, hickory, chestnut, and maple, water

travel was the easiest, safest and most effective means of transportation. Generally, the roads in the area were simply intra-regional connectors to coastal towns, though overland travel was extremely difficult because the roads were few and in very poor condition. The major roads intersecting with Naaman's Road were all early transportation routes of northern Delaware. For example, Scharf (1888:904) states that current U.S. Route 13, known earliest as the King's Road and later as the Wilmington and Philadelphia Turnpike, was "the second well-defined highway" in Delaware and that it was established by 1680.

Brandywine Hundred and New Castle County were part of a broader regional economy that was centered in Philadelphia. This city, in the last quarter of the seventeenth century, quickly began to dominate the economic scene in the lower Delaware Valley. New Castle County was part of Philadelphia's agricultural and commercial hinterland. Farmers in the region sent their grains to the local milling centers, where the wheat flour and bread were then shipped to Philadelphia for export to the West Indies, other American colonies, and southern European Countries. The farmers of New Castle County quickly adapted to this market system of agriculture. It is estimated that over one-half of the farmers in the area were situated within eight miles (or a half-day's journey) of a mill or shipping wharf.

Swedish settlers to the region grew rye and barley on their farms, but these grains were quickly replaced by wheat when it was found that wheat could be grown more easily. More importantly, it was realized that it was a marketable commodity, and the farmers and settlers in the area soon shifted from a

subsistence oriented to market oriented agriculture. Wheat, and to a lesser extent corn, were grown and then shipped by water to local milling sites. The transportation of grains to milling sites supported an extensive coast-wide trade employing shallops and other small boats. These milling sites were among the earliest manufacturing complexes in the region.

Settlement in New Castle County during the eighteenth century continued much as it had in the previous century. As the transportation network improved, colonists began to move inland away from the navigable rivers and streams. Good productive land was first settled, but as the population began to grow, marginal property was also occupied. The median size of land warrants granted in 1735 in New Castle County was between 200 and 300 acres, with the typical grant close to 200 acres (Penn. archives 1891:193-202). For example, many relatives of the early families in the Naaman's Road area were buying smaller pieces of land from the Pennsylvania Land company. In the 1750s and 1760s, the following purchases were made: William Robinson 100, Samuel Stewart 240, Samuel Grubb 100, William Talley 195, Samuel Talley 175, and Richard Hanby 125 (Scharf 1888:901). This decline in size, from the seventeenth century, was due to a tendency for the large tracts to be divided and subdivided by sale and inheritance (Munroe 1954:19). Lemon (1972) substantiates this trend in noting that by 1750 it appears that the density of rural settlement in southeastern Pennsylvania and New Castle County was approximately five households per square mile.

Farming in the eighteenth century in New Castle County

continued to be a system of mixed husbandry, combining the cultivation of grains with the raising of livestock. Farming was the most important occupation for between 80 and 90 percent of the area's population. Wheat remained as the primary grain produced, followed by rye, corn, barley, oats, and garden vegetables. The importance of the land and animals to the settlers in this area even in the first half of the eighteenth century is revealed by the hiring of a ranger for protection of their property from poachers, in 1734 by John, Thomas and Richard Penn. The "Ranger of Rockland Manor", Richard Sanderson, was given "full authority and power to range, oversee, and take care of all the timber, trees and woods." In addition, his duties included the retrieval of horses, cattle, and any stray animals. The Ranger's payment for successful cases was one-third of any lumber, horses or strays with the exception of cattle (NCD K-1-287).

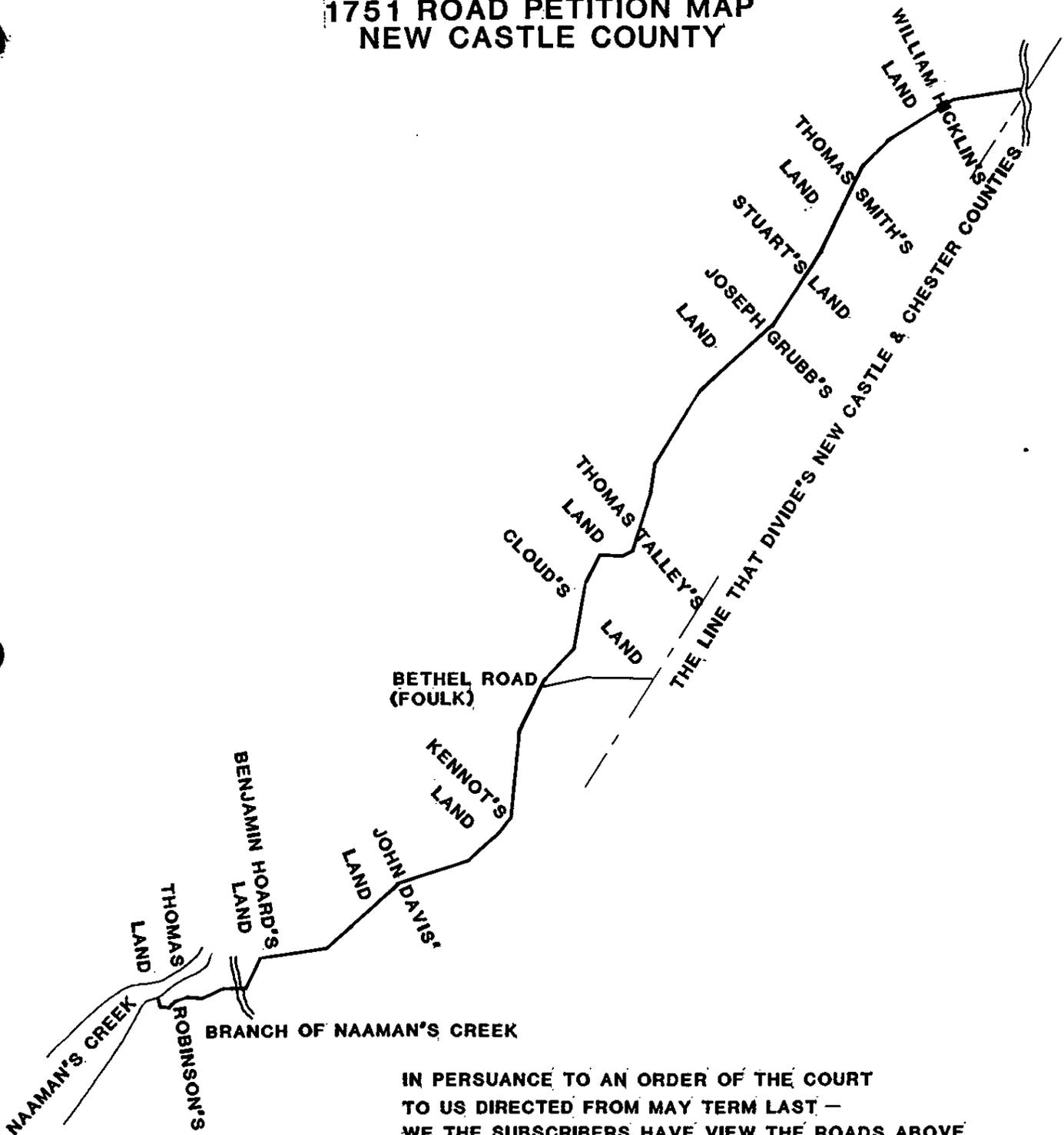
Delaware's manufacturing capacity in this century began to become realized. During the eighteenth century, the iron industry, lumber products, and grain milling enterprises continued to grow and prosper. Two small manufacturing centers were located within the Naaman's Road vicinity. William Talley, owning property in the central portion of the project area, maintained a saw mill with additional business ventures being the spinning of flax, blacksmithing, shoemaking, and carpentry. The large quantities of finished lumber were hauled to Marcus Hook and Grubb's Landing, and even shipped to foreign countries. The mill flourished until the quantity of lumber in the area began to dwindle (Talley 1899:23). The second manufacturing center was

located on the Robinson House property. A 1701 survey map, shows a grist mill and house owned by Jasper Yeates (Appendix VI). During the next 80 years this property not only saw the change of hands into the Robinson family but also the development of a business that included the addition of an oil mill, saw mill and cooper's shop as evident in a 1787 advertisement (Heite 1971). As an example of distribution of goods after manufacture, Robinson's flour was loaded onto sloops waiting in the tide-water to sail up to Philadelphia. By the end of the century, Delaware was one of the leading manufacturing states and Wilmington and its environs constitute one of America's leading industrial areas.

The road network in north-central New Castle County improved considerably over the course of the eighteenth century due both to population growth and inter-regional trade. Scharf (1888:904) notes that the Concord Pike, Foulk Road, Grubb Road, and Naaman's Road, were all established "very much earlier (than 1789), possibly in the seventeenth century". The first documented evidence of Naaman's Road came in a 1751 road petition (Figure 2). It also includes an agreement that it be laid out "as Near the first Laying out as Possible", supporting Scharf's statement that the road existed before 1751. The 1798 requests that Naaman's Road be straightened and improved, suggests the importance of the road to the local community.

In the northern Delaware area, the nineteenth century was marked by rapid industrial and urban growth, population expansion, and was accompanied by a noticeable decline in the

**FIGURE 2  
1751 ROAD PETITION MAP  
NEW CASTLE COUNTY**



IN PERSUANCE TO AN ORDER OF THE COURT  
TO US DIRECTED FROM MAY TERM LAST —  
WE THE SUBSCRIBERS HAVE VIEW THE ROADS ABOVE  
MENTION AND RUN THEM OUT BY COURSE AND DISTANCE  
AGREEABLE TO THE ABOVE DRAUGHT AND AS NEAR THE  
FIRST LAYING OUT AS POSSIBLE FOR THE ADVANTAGE OF THE  
PUBLICK AND CASE OF THE INHABITANT GIVEN UNDER OUR HANDS  
THIS 20TH DAY OF AUGUST, 1751.

THOMAS ROBINSON  
THOMAS CARTMILL  
BENJAMIN FORD  
DANIEL SHARPTEY

(THE ABOVE RETURN IS APPROVED & CONFIRMED  
BY THE COURT AUGUST-SEPTEMBER 1751)

number of people engaged in agriculture. The rapid growth of the population during the early decades of the century forced many new farmers in the Middle Atlantic area to clear and farm lands of poor or marginal quality. Many of these farmers were hard-pressed to turn a profit from their farmsteads, and this resulted in an out-migration of a large portion of the population during the 1820s and 1830s to better lands to the west particularly in the Ohio River Valley. It has been noted by one author that between 1810 and 1840 the population of Delaware remained stationary and only increased after 1840 (Hancock 1947:374). The loss of jobs related to agriculture was partly offset by the development of new sources of income and employment, particularly in urban and industrial contexts. Thus much of the surplus population that had in previous centuries been farm laborers, tenants, or unemployed, moved into urban and industrial centers where jobs were more plentiful. These trends occurred over the first half of the nineteenth century, and by 1869 were well established.

In the first half of the nineteenth century, methods and routes of transportation underwent substantial changes in New Castle County. Improved transportation was the key to urban, agricultural, and industrial development, the first being turnpikes, then canals, and finally railroads as part of the Industrial Revolution that occurred throughout nineteenth century America. Two major roads associated with Naaman's Road were incorporated at this time though they had been in existence for some time. The Wilmington and Philadelphia Turnpike (Route 13) was incorporated in 1808. General Robinson (at one time owner of

the Robinson House) was among the Commissioners that incorporated this road. The Wilmington and Great Valley Turnpike (Concord Pike or U.S. Route 202) was incorporated in 1811 linking Wilmington and West Chester, Pennsylvania. These two roads marked the west and east limits of Naaman's Roads providing by the turn of the century major access to Wilmington. Further road improvements did not occur until the 1920's when Naaman's Road was paved (Plate 1).

**PLATE 1**

**PORTION OF THE EASTERN END OF NAAMAN'S RD., CA. 1919**

Though railroads had been built linking Wilmington with Baltimore and Philadelphia since the 1830s, their impact on

Plate 1

SAME as COVER

Portion of <sup>the</sup> Eastern End of Naaman's Rd, ca. 1920

Naaman's Road was not felt until the end of the nineteenth century. The Pennsylvania and Baltimore Railroad bought three acres in 1883. By 1897 ownership had been turned over to the Baltimore and Ohio Railroad and a station and small store was in existence. Reminiscences of early passengers state that the station was no more than the front room of a house built for the station master. It was located on the west side of the tracks (southbound) with a small hut standing on the east side (northbound). The station was also used as a mail drop and loading dock for milk to go to market. One informant was a substitute ticket agent and recalls travelling to Wilmington and Chester for shopping, as did other informants. The people living in the western portion of the project area still tended to use Naaman's Road as a preferred route to Wilmington.

New Castle continued to be predominantly agricultural throughout much of the nineteenth century. At the start of the century, agriculture in New Castle County was in a dismal situation. Farming practices continued much as they had during the previous century including the use of the four field system of cropping, wheat still being the dominant crop, the infrequent use of fertilizers and the large number of tenant farmers working the land. Production was, on the whole, quite low during the first quarter of the century. Livestock production in New Castle County continued to be a major farm occupation in the first half of the nineteenth century. The importance of horses to several local farmers was shown in the establishment of the Brandywine Hundred Association for the Recovery of Stolen Horses in 1858.

Prior to 1850, the area of eastern Pennsylvania, New Jersey, and northern Delaware had been known for its cattle feeding industry. However, it was dairy farming that began to predominate in New Castle County, particularly because of the need for fresh butter and milk in urban centers of Wilmington and Philadelphia. By 1847, dairies of from fifteen to 100 cows were common in northern New Castle County (Bidwell and Falconer 1941:427).

Tenant farming, which had been quite common in the eighteenth century, became even more prevalent during the nineteenth century. Large land owners, having acquired much of their holdings during the hard times of the 1820s and 1830s, leased their lands to tenants. Most land owners were white farmers, while the tenants and farm laborers were predominantly black. In other cases, the tenant was a member of the land owner's family. By 1900 over 50% of all farmers in Delaware were tenants or share croppers.

The nineteenth century was a time of growth and aggregation for the residents of Naaman's Road. During this time a tavern, several churches, societies, and schools were established. The only tavern located on Naamans's Road was Perry's Tavern (Survey Number 1). The earliest record of this site was a Tavern Petition submitted by Thomas L. Smith in 1812. According to informants, the activities that occurred there included dancing, drinking, horse racing (in the back lot), public auctions which were held on the front stairs, and the weighing of farm produce for market. The Church located on Foulk Road north of Naaman's Road founded by the Methodist Society in the 1780s, originally called Cloud's Chapel, is now known as Chester Bethel (Zebley

1947). The Grace Episcopal Church was established in the old alley school house (Survey Number 2) in 1836. It remained active until 1874 when the church bought a larger piece of property and moved to Concord Pike where it stands today. The Star of Bethel Lodge #19 IOOF was instituted in the House of John Foulk, John Freel, Samuel Hanby, and Benjamin F. Hanby who were residents of Naaman's Road. Three one room schoolhouses were founded on Naaman's Road in the nineteenth century; the Talley Schoolhouse, Point Breeze, and Hanby's Corner. The Talley Schoolhouse property was first donated in 1806 by Curtis Talley (NCD H-3-81), and remained as such only until 1836 when it became the Grace Episcopal Church (see above). The Point Breeze School was not established until 1884 (NCD F-14-432) and remained active for only 46 years. The Hanby School was built shortly after John Hanby deeded the property in 1810 to the trustees of the school (NCD I-3-475). This one room schoolhouse was active until the 1920s when it became a part of the A.I. DuPont School District.

Education in Brandywine Hundred was rudimentary at best prior to 1829. Beginning with the arrival of the Swedes, church ministers were responsible for the education of the young and this resulted in inconsistencies in the quality and quantity of education (Munroe 1979:111). In regions where there was no church school, neighbors would often rent or build a structure for use as a one-room schoolhouse, and hire a teacher. "Lay teachers" would sometimes rent a private room from a friend and set up for tuition-paying pupils. These institutions were usually run by a staff and board of trustees (Munroe 1979:111),

and throughout the 18th and into the 19th century there were no state-supported public schools.

The Delaware state constitution of 1792 laid the foundation for public schools to be established, but it was not until February 1817 that the first step towards public education was taken by the State legislature. At that time a school fund of \$1,000 for each county was created for the education of poor children. Each school was to receive an allotment from its respective county fund. Four years later, in February 1821, a "Sunday School" fund was established which granted twenty cents to the school for each child taught. These were not religious schools, but schools for children who worked on farms six days a week (Mowrey 1974:3,4).

In 1829 Judge Willard Hall's "Free School Act", which divided the state into a large number of districts, was passed by legislature. A district's radius was approximately 2 miles from the center of a given area of high population density. New districts could be created if there were an adequate number of pupils, usually about 35. A one-room schoolhouse could then be constructed within the district boundaries. In effect, the single, one-room schoolhouse was the district (Mowrey 1974:4). Each district could receive up to \$300 from the state, provided that it matched that amount with local taxes or private funds. The people within the district were free to decide how much money they wished to raise for education, or if they would raise any at all. Thus, schools were loosely organized and heavily dependent on private contributions. In 1833 there were 133 school districts in Delaware, 61 in New Castle County (State Department of Public

Instruction 1969:15). The "Free School Act" was amended several times, but it formed the basis of the Delaware educational system for the next fifty years.

The growth of non-agricultural businesses in the northern Delaware area coincided with the decline in agricultural pursuits, which was caused by population expansion and out-migration, poor agricultural production in the early years of the nineteenth century, and urban and industrial expansion. In New Castle County, these changes had brought an end to export crop production, and areal specialization began to occur. New Castle County became an area that specialized in the production of corn, dairy products, fruits and vegetables, and lumber while producing much less wheat and livestock. By the middle of the century, the county produced goods that were desired by the urban communities it was in close proximity to, supplying perishables such as milk, butter, fruits, and vegetables. This shift from cereal farming to market gardening would continue into the next century.

#### Previous Archeological Investigations

The Naaman's Road area has been the subject of study and artifact collection by a number of professional and avocational archeologists since the mid-19th century. Prehistoric archeological remains were collected from the Holly Oak vicinity (extending from the confluence of Naaman's Creek and the Delaware River to the B & O Railroad cut near Darley Road and Crane Hook) by Hillbone T. Cresson between 1864 and 1889. His collections are on repository at the National Museum of Natural History in

Washington, D.C. Historic cultural resources were largely ignored until the Junior League of Wilmington attempted to identify historic structures in the early 1960s. They identified those structures in the Brandywine and Christina Hundreds which were depicted on the Rea and Price (1849) (Figure 3) and Beer's (1868) (Figure 4) Atlases. This inventory included extant historic structures that were unchanged, altered, or incorporated into later structures (C. L. Wise: personal communication, 1982).

Two agencies, the Division of Historical and Cultural Affairs and Mid-Atlantic Archaeological Research, Inc., have been involved in the location, identification, and analysis of both historic and prehistoric cultural resources within the Naaman's Road area since the early 1970s.

The Naaman's Tea House or Robinson House and "Blockhouse" complex, at the east end of Naaman's Road, was recognized during the Junior League inventory. This National Register house was subjected to archaeological testing in 1971, 1972, and 1974. The investigations by Heite (1971) focused on the verification of a block house structure, the identification of building stages, and the compilation of a cultural history of the site. During this investigation, systematic subsurface testing was conducted using large, block excavation units. Both documentary and archaeological investigations carried out in 1971 concluded that the site was first occupied in the late 18th century rather than in 1674 as local legend stated. The 1972 excavations were conducted by avocational archaeologists under the auspices of the Division of Historical and Cultural Affairs primarily because of



FIGURE 4  
 BEER'S 1868 ATLAS  
 NEW CASTLE COUNTY

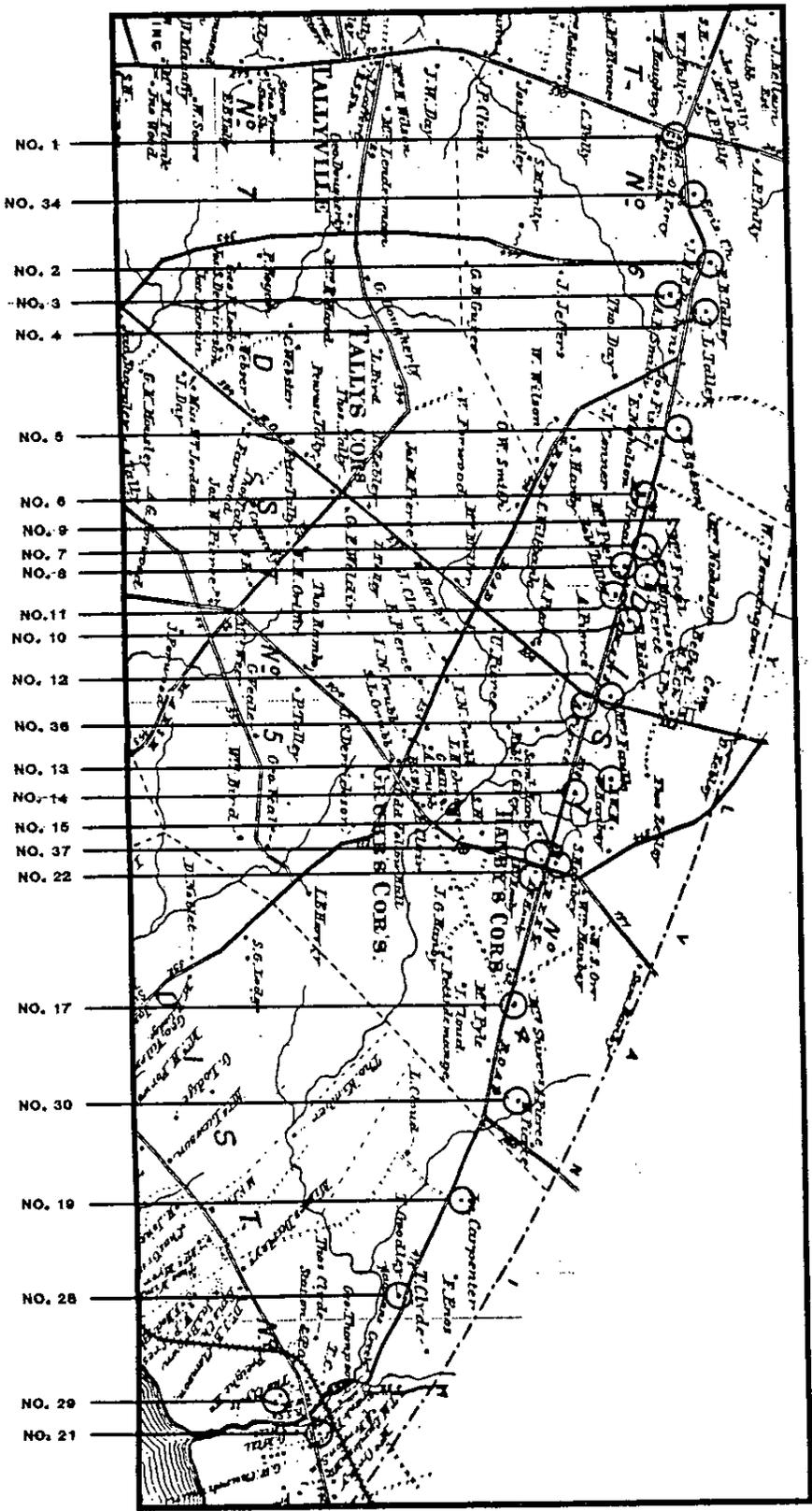


Fig. 4

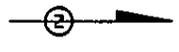


FIGURE 4  
 BEER'S 1868 ATLAS  
 NEW CASTLE COUNTY

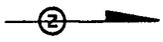
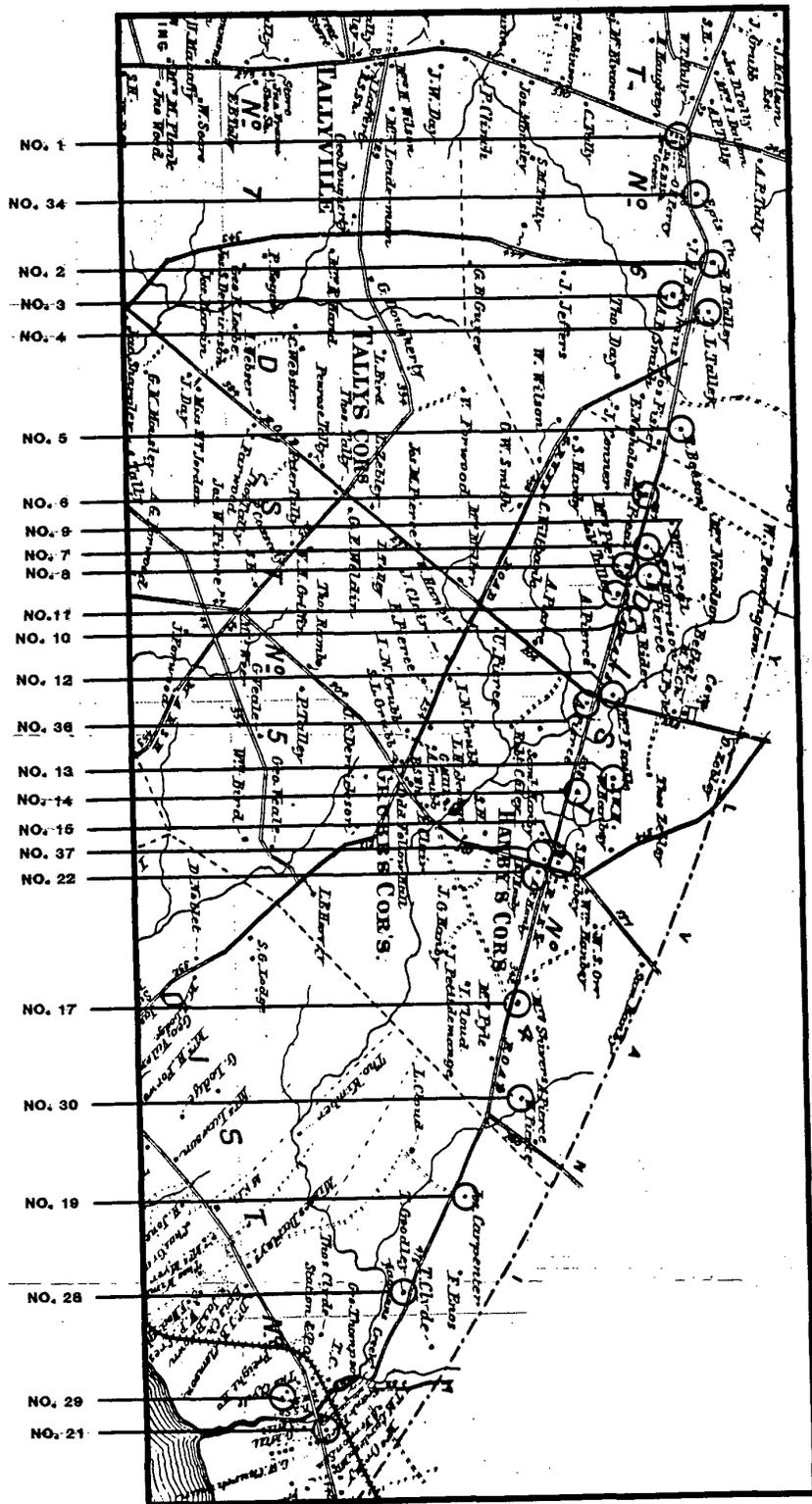


Fig. 4

widespread dissatisfaction with the interpretations resulting from the 1971 testing (Wise 1975). After the removal of 20th-century additions, subsequent investigations in 1974, under the direction of Cara L. Wise, were designed to obtain information about the "blockhouse" or smoke house, the wall which separated the Robinson property from the late 18th-century position of Naaman's Road, and the ground level at the time the Robinson House was built. The 1974 field season confirmed the results of the 1971 investigations.

Another cultural resource management project was undertaken by Mid-Atlantic Archaeological Research Inc. for the Delaware Department of Transportation. The study, taken the Concord Pike corridor which intersects the western end of the current project, was designed to determine the "historicity, architectural significance and archaeological potential" of seven properties, one being Perry's Tavern (Thomas 1980). On the recommendation of the Delaware Bureau of Archaeology and Historic Preservation, it had been decided that no further investigations were required where Concord Pike intersects the Naaman's Road corridor.

Archaeological site files maintained by the Bureau of Archaeology and Historic Preservation (BAHP) also contain a significant amount of data pertaining to prehistoric and historic cultural resources in the Naaman's Road area. Cultural resources identified as numbers 1 to 21 (Figure 1) in this report had been identified before this present survey. The reader is referred to the cultural resource inventory records on file at the Delaware Bureau of Archaeology and Historic Preservation, Dover, for more

detailed information.

## RESEARCH METHODS

Investigations pertaining to the location and identification of cultural resources along the Naaman's Road corridor from U.S. Route 202 to U.S. Route 13 consisted of three phases: background and archival research, field investigations, and laboratory analysis and report preparation.

Background and archival research was designed to meet the requirements of Phase I & II investigations. Among the items reviewed were: historic and Delaware Department of Transportation project maps; general texts pertaining to the history, development, and environmental setting of the area; notes on the distribution of artifacts and sites in this portion of New Castle County as indicated by collections on repository at the Smithsonian Institution, Washington, D.C. (Galasso, 1981) and the Island Field Museum; National Register of Historic Places documentation; State of Delaware site files; University of Delaware files; and Delaware Department of Transportation project files. Examination of aerial photos of the project area and the background research helped to plan field testing strategies. In addition, professional archaeologists and other individuals knowledgeable about the cultural resources in and around the project area were consulted in order to provide contextual data for the investigations. Finally, in order to more fully understand the local history, all available property owners were consulted at the onset of field investigations about the history of their property and the region in general.

Field investigations began with the attempt to locate the 21

cultural resources previously identified in the Cultural Resource Survey files of the Delaware Bureau of Archaeology and Historic Preservation in Dover. Above ground resources which had not been previously identified were also sought out at this stage. Archaeological testing was conducted throughout the 5.76 mile corridor except where extensive filling or landscaping had been done, where large bedrock outcrops were present, where subsurface disturbance was evident or where access to property was denied. To locate subsurface resources, shovel tests were excavated, generally at a depth of 1' to 2' below ground surface. Strata cuts were excavated at stream banks and railroad cuts to allow examination of large profiles for interpretation. When a site was believed to be present within the proposed limits of construction, a combination of shovel tests and 2'x2', 3'x3', and 5'x5' test squares were excavated to identify the limits and integrity of the site. Arbitrary levels were only used in test squares when natural levels exceeded 0.4' in depth. Test squares thereby allowed controlled excavation and hence reliable data for analysis. Notes and photographs were kept throughout the field investigations.

The analytical phase consisted of artifact processing; analysis of locational, environmental, and artifactual data; oral history about the project area; and report preparation. All artifacts recovered during the field phase were washed and were marked with provenience numbers. All artifacts were sorted and cataloged by material types, attributes, and function. All were prepared for accession to the State collections. Soil profiles

were examined for contextual information.

Additional archival research was conducted in order to expand upon the history of the Naaman's Road area. Emphasis being upon sites located at or near the intersections of Naaman's Road (Delaware Route 92) and Concord Pike (U.S. Route 202), Shipley Road, Foulk Road (Delaware Route 261), Marsh Road, B & O Railroad and Philadelphia Pike (U.S. Route 13). The primary historic sources utilized included New Castle County Road Petitions, New Castle County Orphans Court Records (NCOC), New Castle County Deed Records (NCD), New Castle County Wills (NCW), Brandywine Hundred Tax Assessment Lists, New Castle County Tavern Petitions, and original survey maps. These records are located at the Delaware State Archives, Hall of Records, Dover. Supplementary information was obtained from local land owners and photographs taken by Delaware DOT during their 1920s road construction and the Junior League of Wilmington.

#### PHASE I AND II SURVEY RESULTS

To facilitate the discussion of the Phase I and II testing, the project area was divided into Four "Areas": A) from Concord Pike to Grubb Road; B) from Grubb Road to Foulk Road; C) from Foulk Road to Carpenter Road; and D) from Carpenter Road to Philadelphia Pike. The cultural resources located during field investigations will be discussed within the areas, beginning at the western end of the project area and proceeding eastwardly, and in relation to other resources with which they are believed to be associated (Figure 1). An introduction to each area discusses the extent of modern developments, archaeological

testing conducted, and a summary of those artifacts recovered from shovel tests excluded from designated site areas. Each cultural resource or site (identified by its DelDOT Survey Number and name) is then discussed, even if there were no archaeological investigations conducted and/or no artifacts recovered. Presented in each discussion, when possible, the site description is augmented by background history, results of map investigations, informant interviews, and related archaeological testing. An assessment and criteria of effect will also be addressed. Complete artifact counts recovered during field testing are presented in Appendices II through V as keyed by numbers listed in Appendix I. Table 1 presents a summary of information on the specific sites.

#### **AREA A CONCORD PIKE TO GRUBB ROAD**

This Area of the Naaman's Road corridor has been extensively developed with the construction of the Brandywine Racetrack, single family dwellings, and the Stratford and Londonderry Apartment complexes (Figure 1). Testing was further limited by extensive landscaping at both apartment complexes and the inability to receive permission to excavate on several private properties. Generally these properties have also been extensively landscaped. In total, 39 shovel tests were excavated in Area A (Figure 5, Sheets 1-4). Of these, 25 were not located at designated sites, and only one unglazed stoneware fragment was recovered. Therefore, no intact subsurface sites were interpreted as being present in the area of these shovel tests.

Survey Number 1: Perry's Tavern (Figure 5, Sheet 1)

TABLE 1

## SITE SPECIFIC SUMMARY

Survey No.	CRS No.	Address	Name	Figure No.	Location to R.O.W.	
					I	II
1	N-493	Concord Pike	Perry's Tavern	5-1		X
2	N-489	3101 Naaman's Rd.	E.B. Talley Houe	5-3		X
3	N-490	3000 Naaman's Rd.	J.A.B. Smith Site	5-3		X
4	N-488	3001 Naaman's Rd.	B.R.A.I. President's House	5-3		X
5	*N-487	2711 Naaman's Rd.	Comegy Site (7NC-C- )	5-5		X
6	N-1168	unknown	J. Friel Site	5-5		X
7	N-486	2417 Naaman's Rd.	Morrison House	5-6		X
8	N-492	2412 Magnolia Dr.	Voyton House (Robert Talley House)	5-6		X
9	N-483	2313 Naaman's Rd.	Pennington House	5-6		X
10	N-477	2223 Naaman's Rd.	Graham House	5-7		X
11	N-485	2220 Naaman's Rd.	High Acres	5-7		X
12	N-482	2507 Foulk Rd.	Foulk House	5-8		X
13	N-461	1917 Naaman's Rd.	Catholic Diocese House	5-9		X
14	N-459	1901 Naaman's Rd.	Bell House	5-9		X
15	N-457	2502 Marsh Rd.	Old School House No. 4	5-10		X
16	N-458	Darley Rd.	Naaman's Corner	5-11		X
17	+N-464	1301 Naaman's Rd.	Ivyside Farm	5-11		X
18	N-3669	none	Archaeological Site (7NC-C-4)	5-12		X
19	N-465	729 Naaman's Rd.	Samuel Carpenter Site	5-14	X	
20	N-3672	none	Archaeological Site (7NC-C-1)	5-16		
21	+N-450	Naaman's Rd./ Rte. 13	Robinson House (Naaman's Tea House)	5-17		X
22	*N-7639	Naaman's/Marsh Rds.	A.R. Hanby House (7NC-C-9)	5-10	X	
23	none	none	Point Breeze Schoolhouse	5-4		X
24	*N-7643	745 Naaman's Rd.	H. Hanby Site	5-14	X	
25	*N-7642	1703 Naaman's Rd.	Grover Hanby House (East)	5-10		X
26	*N-7641	1803 Naaman's Rd.	Grover Hanby House (West)	5-10		X
27	*N-7640	Marsh Rd.	R.J. Hanby Site (7NC-C-10)	5-10		X
28	*N-7644	I-95 Interchange	T. Goodley House	5-15		X
29	*N-7645	Phoenix Steel	Thos. Clyde House	5-17		X
30	N-454	1002 Woodstream Dr.	W. Pierce House	5-12		X
31		Philadelphia Pike	Philadelphia Pike Bridge	5-17		X
32		Naaman's Road	Naaman's Creek Bridge	5-16		X
33	N-3654	Phoenix Steel	Naaman's Creek Railroad Bridge	5-17		X
34		Naaman's Road	Talley School House	5-22	X	
35			Carpenter Station	5-13		X
36		Naaman's Road	A. Pierce Site	5-8		X
37		Naaman's Road				

Note: Survey numbers 1-21 were on file at the Bureau of Archaeology and Historic Preservation.

Key for Table 1

Survey No.: DelDOT Survey Number of Cultural Resource.

CRS No.: Cultural Resource Survey Number, Delaware Bureau of Archaeology and Historic Preservation Files.  
\* Cultural Resource Survey Form completed as part of this survey; see Appendix VI.  
+ National Register Eligible Cultural Resource

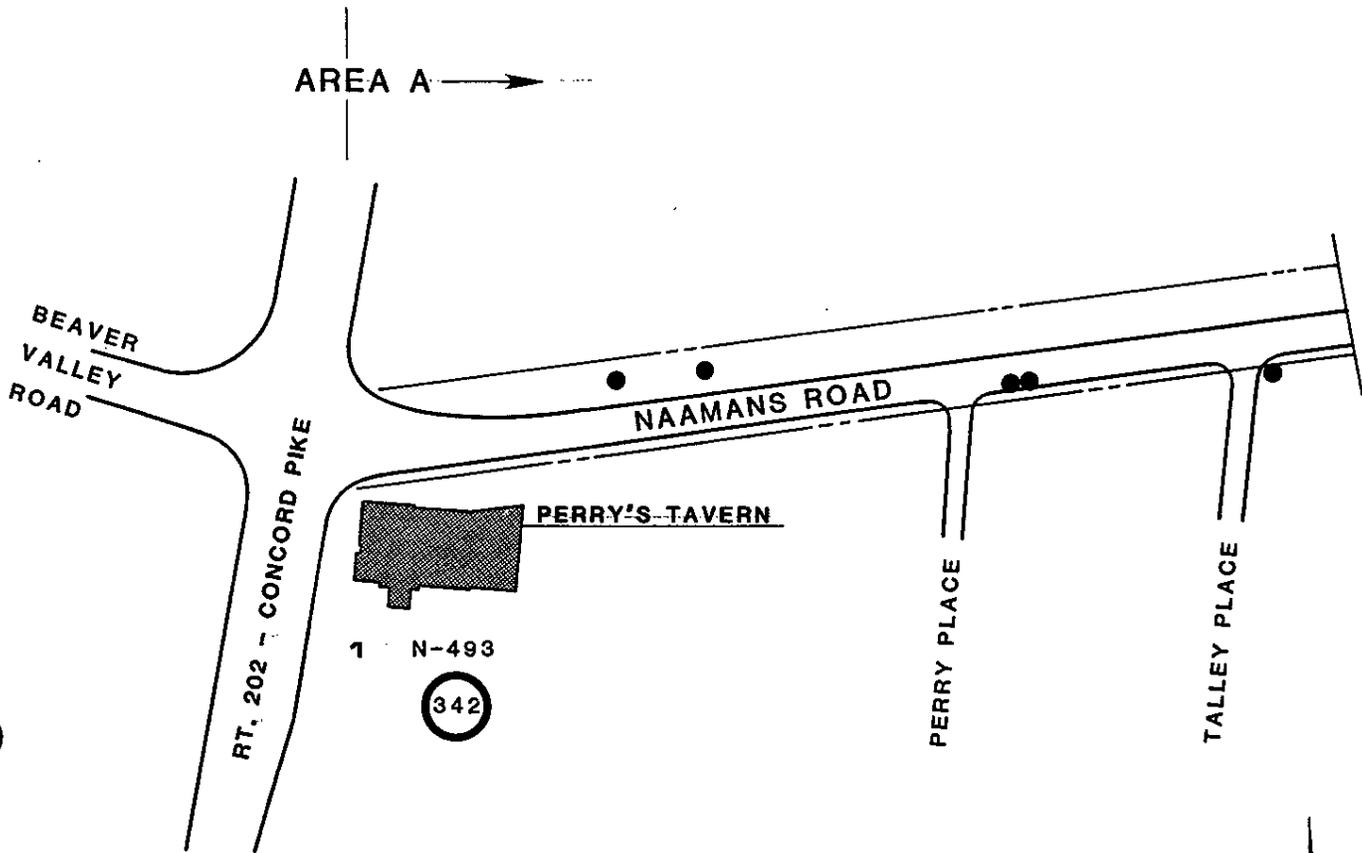
Address: Address, when known, of structure

Name: Name of Cultural Resource  
(Note that when no name previously provided, a name was given from DelDOT construction map (see Appendix VI))  
( ) Archaeological Site Number, Delaware Bureau of Archaeology and Historic Preservation Files

Map No.: Map Number within this report showing Cultural Resource and locations of excavations at it

Location to R.O.W. Location of Cultural Resource in relation to the proposed construction  
I A portion of the resource was located in the proposed right-of-way during this survey  
II No cultural resource was located in the proposed right-of-way during this survey

# FIGURE 5 (1 OF 17) ARCHAEOLOGICAL TESTING



**KEY:**



- EXTANT STRUCTURE - CULTURAL RESOURCE



- STREAM BANK CUT



- SHOVEL TEST



- LOT PARCEL NUMBER



- DELDOT SURVEY NUMBER

N-000 - CULTURAL RESOURCE SURVEY NUMBER



- NATIONAL REGISTER SITE

----- - LIMITS OF PROPOSED ROW



"Perry's Tavern" was located on the southwest corner of the Concord Pike and Naaman's Road intersection. The history of Perry's Tavern began in 1760 when William Smith bought this property from the Pennsylvania Land Company (Table 2). After dying intestate, William Smith's land is awarded by the New Castle County Orphan's Court to his children who, in 1804, sold their shares to their brother, Thomas C. Smith. A tavern petition dated 1806 was applied for by Elihu Talley for a tavern at the corner of Grubb and Foulk Roads and indicated that there was no tavern existing within an eleven mile radius. The first mention of a tavern at this site appears in an 1812 New Castle County Tavern Petition submitted by Thomas C. Smith who reported that it would be used by those people conducting cattle drives to West Chester and that no other public house was located within five miles on the Naaman's Road. It is under his name that evidence of the tavern also appears in the 1816 Tax Assessments: "60 acres with one wooden dwelling and stable occupied as a tavern with a wooden barn and stone stable."

The tavern was purchased by John Foulk who within a year sold the land to Eli B. Talley. In 1859 Eli B. Talley (entitled an inn-keeper) sold the property to Oliver H. Perry which included a tavern house. Further evidence includes an 1861 Tax Assessment that lists under Perry's name a "Hotel, frame tenement, frame barn, and shops" and a hotel was located at this intersection on Pomeroy and Beer's 1868 Atlas (Fig. 4). After Perry's death, the property is sold at public auction in 1887 at "Perry's Hotel". Though ownership of this property was questionable for the remainder of the 19th century, a building

called the "Washington Hotel" is marked on Baist's 1893 Atlas (Figure 6).

These cultural resources, now superseded by or incorporated within the I. Goldberg Army Navy store has been demolished or so extensively altered that little remains of historical or architectural merit. No archeological testing was conducted because the site is located outside of the proposed ROW and is completely covered by a parking lot. However, buried intact features from main structures and associated outbuildings, could very well exist under the pavement outside of the proposed ROW. This is the case in numerous DelDOT projects. (Cunningham et al 1984; Klein & Garrow 1984; Thompson 1984; Beidleman et al 1986 and Coleman et al 1986).

#### Introduction to Talley History:

Three of the sites located in the Area, the Talley Schoolhouse Site (Survey Number 34), the E. B. Talley Site (Survey Number 2) and the T. L. Talley Site (Survey Number 4) were owned by Curtis Talley in 1805. The lands which comprised his holdings were originally part of the Pennsylvania Land Company tract of 5000 acres in Rockland Manor (Tables 3, 4 & 5). Two of their adjacent tracts were bought in 1760 by Samuel Stewart and Samuel Talley (Grandson of William Talley (Survey Number 12)). By 1783 Eli and Elizabeth Baldwin (nephew of Samuel Stewart) owned part of the above 421 acres. After having willed this land (183 acres) in two pieces to their sons, Eli and Samuel, the sons reconsolidated the two into one tract which was sold to Curtis Talley (a great nephew of Samuel Talley) in 1805.

TABLE 2  
SUMMARY OF DEED TRANSACTIONS FOR  
PERRY'S TAVERN, 1760-1886

Mary Perry et al to Edward Kelly	1886	Y-13-58
Oliver Perry dies intestate	1886	OC G-Z-298
Eli B. Talley to Oliver H. Perry	1859	E-7-122
John Foulk to Eli B. Talley	1850	E-6-103
Jacob Caulk Shff. to John Foulk	1846	Delaware Gazette
Thomas Smith to Jacob Caulk Shff.		
Jacob Smith et al to Thomas Smith	1804	B-3-209
Wm. Smith dies intestate		
PA Land Co. to William Smith	1760	W-1-515

TABLE 3

SUMMARY OF DEED TRANSACTIONS FOR THE TALLEY SCHOOLHOUSE,  
1760-1836

Eli Baldwin Talley and Mary Jane (wf.)	to	Thomas Robinson, et al Trustees of the Religious Society	2/20/1836	NCD V-4-306
Curtis Talley	to	Eli Baldwin Talley	7/7/1835	NCD W-4-437
Harry Williamson, Thomas Robinson and Abner Cloud	to	Curtis Talley	7/7/1835	NCD W-4-438
Curtis Talley and Mary (wf.)	to	Amer Talley, et al Trustees of & for a school of the other part	11/7/1806	NCD H-3-81
Eli Baldwin and Samuel Baldwin	to	Curtis Talley and Mary	10/1/1805	NCD D-3-161
Eli Baldwin Sr. and Elizabeth	to	Eli Baldwin and Samuel Baldwin	-	Will -
Samuel Stewart	to	Eli Baldwin and Elizabeth	-	Will -
Penn Land Co.	to	Samuel Stewart	4/13/1760	NCD T-1-216

**TABLE 4**  
**SUMMARY OF DEED TRANSACTIONS FOR THE E. B. TALLEY SITE,**  
**1760-1952**

Elbie T. Talley and Ethel E.	to	Brandywine Raceway Assoc.	12/13/1952	D-53-61
Lawrence P. Talley	to	Elbie T. Talley and Ethel E.	3/28/1944	F-44-409
Elbie T. Talley and Ethel E.	to	Lawrence P. Talley	10/24/1939	Q-41-263
All Children of Isabella Talley	to	Elbie T. Talley and Ethel E.	5/19/1920	S-29-500
Isabella Talley	to	All Children of Isabella Talley		
John Kirkman	to	Isabella Talley	6/11/1881	Y-11-366
Philip R. Clark, Sheriff and John Pyle, Esq.	to	John Kirkman	12/20/1879	Z-11-88
Thomas Lea Talley	to	Philip R. Clark, Sheriff and John Pyle, Esq.	?	?
E. B. Talley	to	Thomas Lea Talley	?	?
Elihu Talley	to	E. B. Talley	12/26/1842	K-4-450
Curtis Talley (Eli B. Talley and Thomas L. Talley)	to	Elihu Talley	?	?
Eli Baldwin and Samuel Baldwin	to	Curtis Talley	10/1/1805	D-3-161
Eli Baldwin, Sr. and Elizabeth	to	Eli Baldwin and Samuel Baldwin		Will
Samuel Stewart	to	Eli Baldwin, Sr. and Elizabeth		Will
Penn Land Co.	to	Samuel Stewart	4/13/1760	T-1-216

Table 5

SUMMARY OF DEED TRANSACTIONS FOR THE T. L. TALLEY SITE,  
1760-1952

Edwin S. Hineman & Anna	to	Brandywine Raceway Assoc.	10/8/1953	X-53-582
Curtis L. Talley & Adeline V. Talley	to	Edwin S. Hineman & Anna	5/23/1944	E-44-488
William W. Talley & Rachel Emma Talley (Parcel #1)	to	Curtis L. Talley & Adeline V. Talley	3/17/1914	Y-24-166
John Cloud Elliot (Parcel #1)	to	William W. Talley & Rachel Emma Talley	6/17/1880	R-11-403
John Pyle (Parcel #1)	to	John Cloud Elliot	4/17/1880	R-11-213
Thomas Lea Talley	to	John Pyle	-	-
Elihu Talley	to	Thomas Lea Talley	12/26/1842	K-5-453
Curtis Talley	to	Elihu Talley	Died intestate in 1839	
Eli Baldwin & Samuel Baldwin	to	Curtis Talley	10/1/1805	D-3-161
Eli Baldwin Sr. & Elizabeth	to	Eli Baldwin & Samuel Baldwin	- Will -	
Samuel Stewart	to	Eli Baldwin Sr. & Elizabeth	- Will -	
William Talley & Judith	to	Eli Baldwin Sr. & Elizabeth	3/22/1783	O-3-395
Penn Land Co.	to	Samuel Stewart	5/13/1760	T-1-216
Samuel Talley & Margaret	to	William Talley & Judith	5/23/1770	B-2-226
Penn Land Co.	to	Samuel Talley & Margaret	5/14/1760	T-1-249

By 1821, he enlarged his holdings to 192 acres which encompassed all three sites. Evidence of this is seen in the Brandywine Hundred 1828-34 tax assessments listing for Curtis Talley. Seven buildings including houses, barns, a wagon house and half ownership of a saw mill. When Curtis Talley died intestate in 1839 his property was divided into two parcels and sold at public auction. Elihu Talley, acting as an agent for T. L. and E. B. Talley, bought the two parcels. In 1842 he sold Parcel #2 to E. B. Talley and Parcel #1 to T. L. Talley (Figure 7).

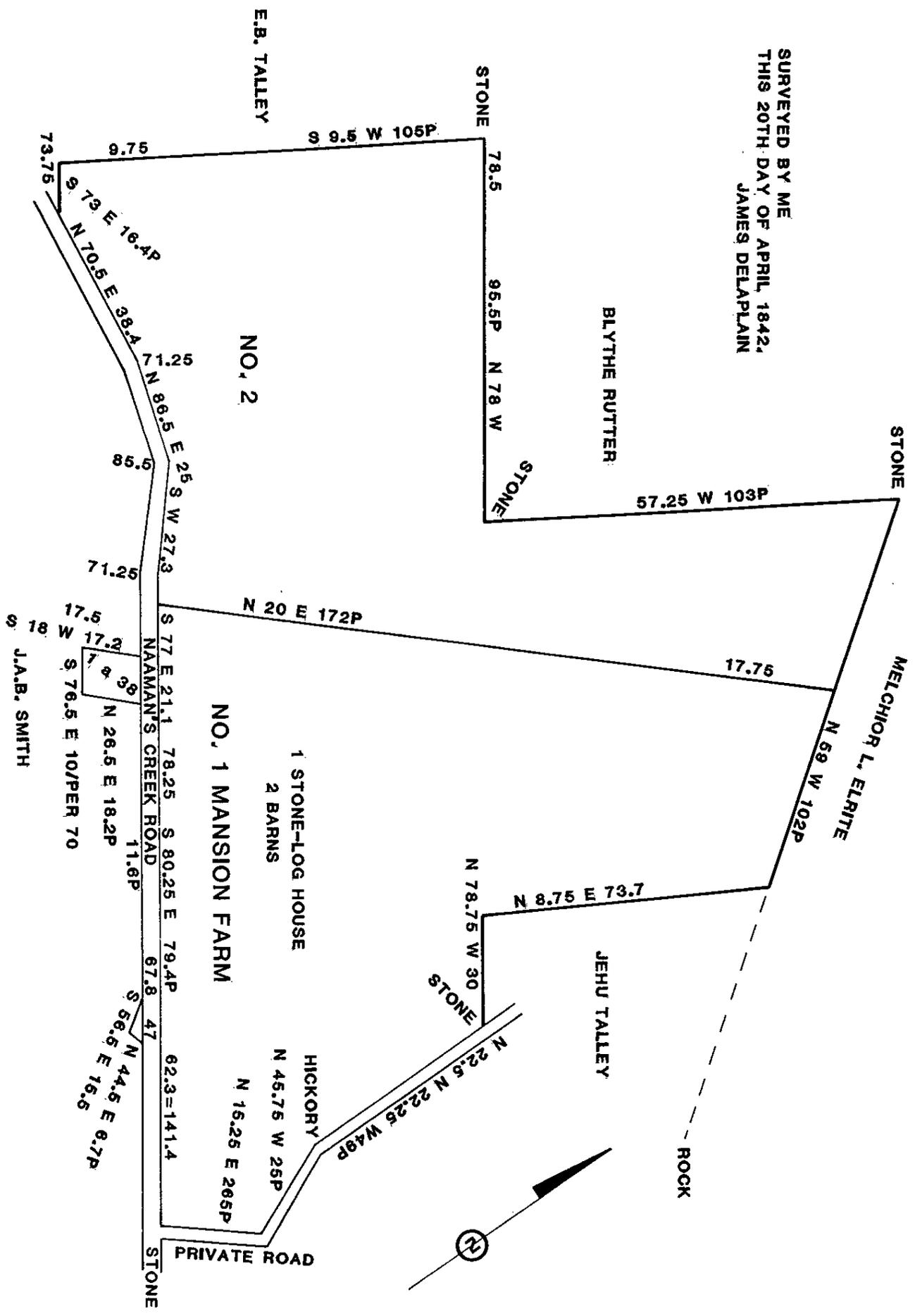
**Survey Number 34: Talley Schoolhouse (Figure 5, Sheet 2)**

Being part of the Curtis Talley tract, this lot was donated to the trustees in 1805 for the purpose of becoming a schoolhouse (Table 3). A schoolhouse was built and used for the next 30 years. Then on Dec. 30, 1835, a meeting was held to organize a committee that would establish the Grace Episcopal Church within the walls of the schoolhouse. Among those in attendance were the heads of the Talley, Smith, Robinson, and Grubb families. J.A.B. Smith (Survey Number 3) was the presiding secretary. As a result, the use of the building was discontinued as a school, and became a house of worship. Over the next 25 years services were held in the Grace Episcopal Church with a decrease in interest towards 1860. However, in 1861 new life was instilled in the chapel as several structural improvements were made, including a replacement of the high alter (Zebley, 1947:122). Evidence of the Grace Episcopal Church appears on two maps: Rea and Price of 1849 (Figure 3) and Beer's Atlas of 1868 (Figure 4). Neither shows the presence of a cemetery in association with the church.

The period of the Grace Episcopal Church being located on

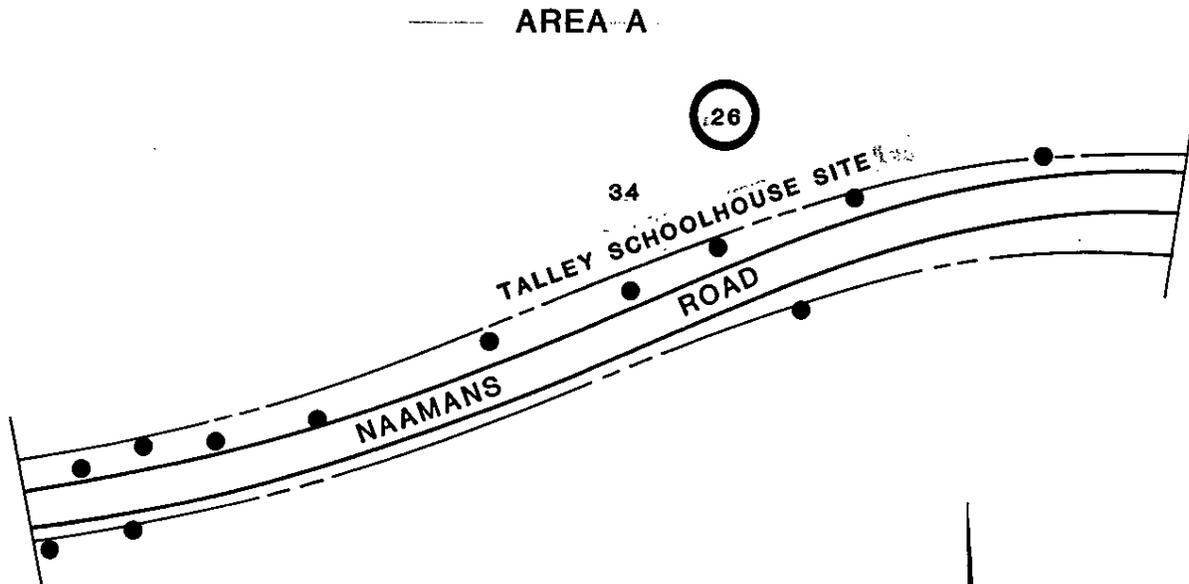
**FIGURE 7**  
**1839 ORPHAN'S COURT**  
**PLAT OF CURTIS TALLEY'S LAND**  
**TO E.B. AND T.L. TALLEY**

SURVEYED BY ME  
 THIS 20TH DAY OF APRIL, 1842,  
 JAMES DELAPLAIN



J.A.B. SMITH

FIGURE 5  
(2 OF 17)  
ARCHAEOLOGICAL TESTING



Naaman's Road ended when the church moved to Talleyville on Concord Pike in 1875 after having purchased land there three years before (see Baist's map of 1893; Figure 6) (Zebley, 1947 and Scharf, 1888). A photograph taken in the late 19th century shows the extensive deterioration of the church/schoolhouse (Talley, 1899;237). By the 1930s a new home had been built on the remaining stone foundation.

Therefore, it is clear that there is no structural integrity to the site. Also, based upon the report of Catts et al. (1983) one room schoolhouse sites are expected to have few associated activity areas. Based upon this information, only three shovel tests were conducted on this site and did not contain any cultural materials (Figure 5, Sheet 2).

**Survey Number 2: E. B. Talley House (Figure 5, Sheet 3)**

After purchasing this site in 1842, E. B. Talley is noted as owning the property up to 1868 (Figures 3 & 4 and Table 4). By will, the land passed to Thomas Lea Talley who by 1879 had financial difficulties and lost the land. It was mentioned in a later deed (NCD Z-11-88) that the property included a stone dwelling house, kitchen, stone barn, a wagon house, and other buildings. His wife, Isabella, was later able to repurchase the land as verified in the Brandywine Hundred 1881-1901 tax assessment and the 1893 Baist Atlas (Figure 6). Upon Isabella's death in 1919, the children sold the property to their brother Elble T. Talley. It was purchased by the Brandywine Raceway Association in 1952. In August, 1985 the stone house was demolished by the Raceway for expansion (Plate 2).

**FIGURE 5**  
**(3 OF 17)**  
**ARCHAEOLOGICAL TESTING**

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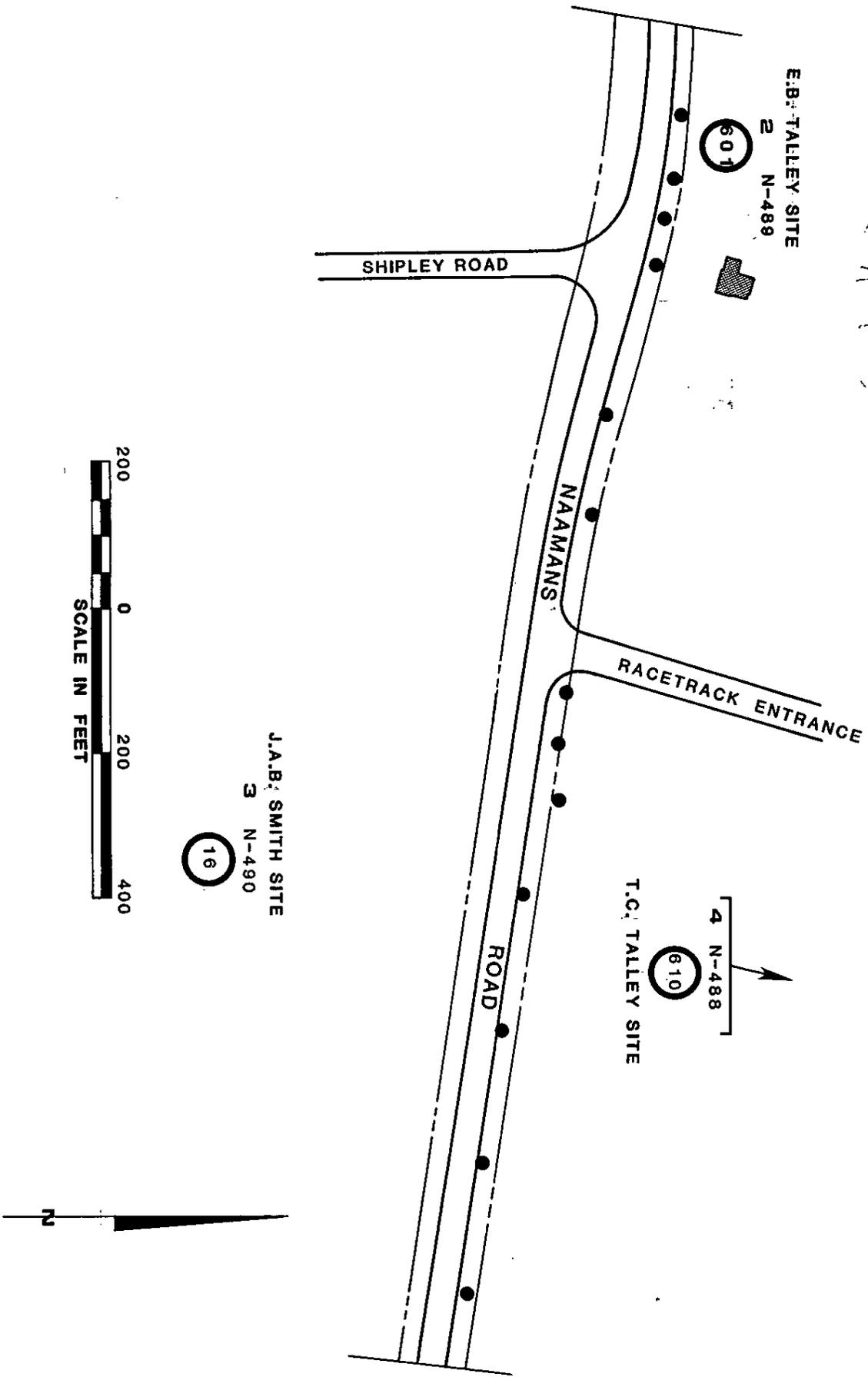


Plate 2

E. B. Talley House



## PLATE 2

### E. B. TALLEY HOUSE

Four shovel tests within the ROW did not locate any cultural materials at this site though one informant stated that her father had collected arrowheads "around the Racetrack area".

#### Survey Number 3: J. A. B. Smith Site (Figure 5, Sheet 3)

This site first appeared as the J.A.B. Smith farmstead on the Rea and Price 1849 Atlas (Figure 3) and then on Beer's Atlas of 1868 (Figure 4). By 1893 ownership had changed to E. B. Talley as marked on Baist's Atlas (Figure 6). This is the same E. B. Talley who had previously owned the property to the

west of this site on Naaman's Road (see Survey Number 2). Photographs of the stone house were taken by the Junior League of Wilmington in the 1960s and are located at the Historical Society of Delaware. The barn was present in a deteriorated condition at the time of a 1976 cultural resource survey (Bureau of Archeology and Historic Preservation Files, Dover).

Though all structures have since fallen or been demolished by construction related to the Londonderry Apartment complex, the archeological site has been left intact (Plate 3). This occurrence is a result of the building contractors deciding to leave this site an open park in order to fulfill apartment complex regulations. No testing was done at this site because it was located well outside of the proposed ROW, however, an Archeological Site form was completed and is included in Appendix VI).

### PLATE 3

Plate 3

J.A.B. Smith Site



J.A.B. SMITH SITE

Survey Number 4: T. L. Talley House (Figure 5, Sheet 3)

Thomas Lea Talley bought this site in 1842 and is associated with the property until 1868 as seen on Rea & Price's and Beer's Atlases (Figures 3 & 4). By 1880 he had run into financial difficulties and lost the property. It was then owned by John Cloud Elliot until 1914 when it was purchaed by William W. Talley. After several changing of hands the property became the ownership of the Brandywine Raceway Association who demolished the house in August of 1985. The stone barn is the only intact historic structure still standing on the site (Plate 5).

PLATE 4

T. L. TALLEY HOUSE

Plate 4

T. L. Talley House



## PLATE 5

### T. L. TALLEY BARN

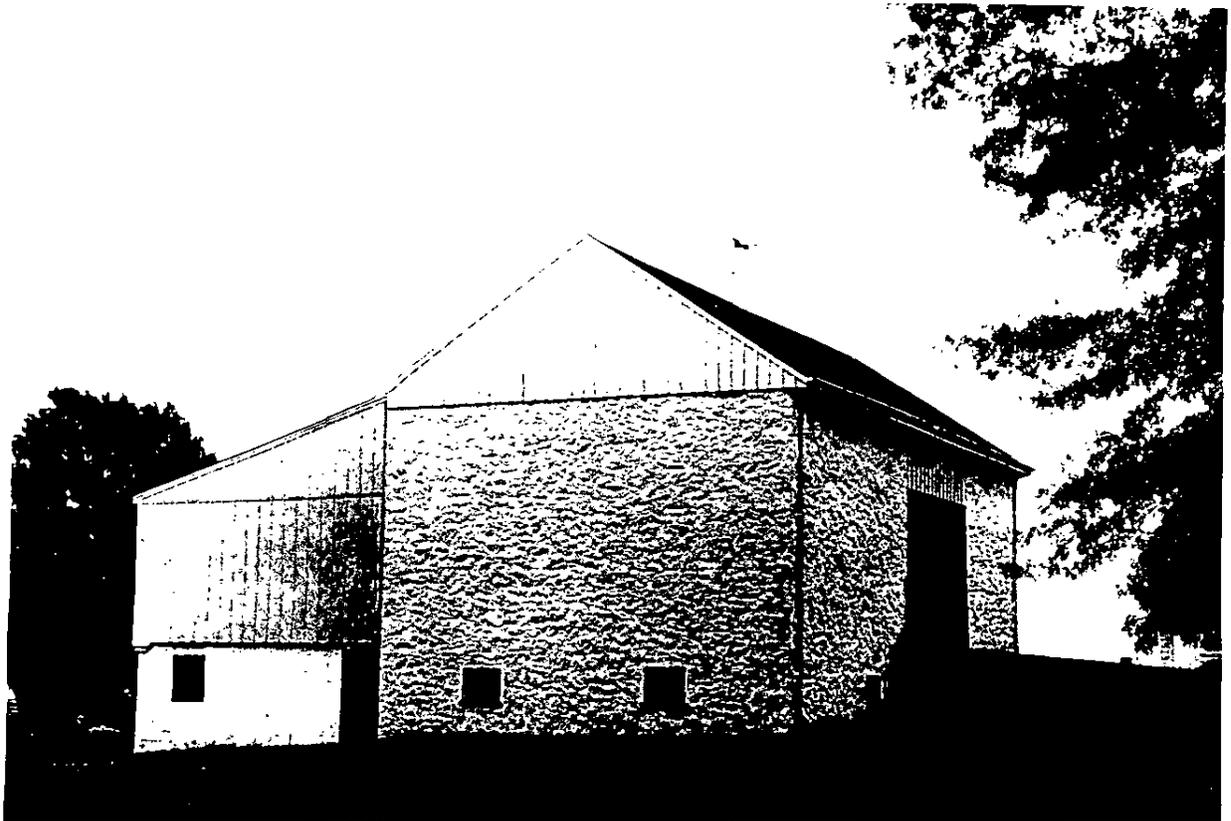
The site is located more than 500 feet outside the proposed ROW. Only one whiteware sherd and one piece of clear, modern, bottle glass were recovered from the 7 shovel tests excavated on this property. Shovel tests confirmed that the property has long been used for agricultural purposes.

#### Summary of Area A:

Four cultural resources were previously identified by the BAHP and one was found during this survey. Of the five sites located within Area A, only one (Survey Number 34 - Talley School House Site) was discovered to be within the limits of the proposed ROW. It was determined that there would be no adverse

Plate 5

T.L. Talley Barn



effect to the site by the widening of Naaman's Road (Figure 5, Sheet 2).

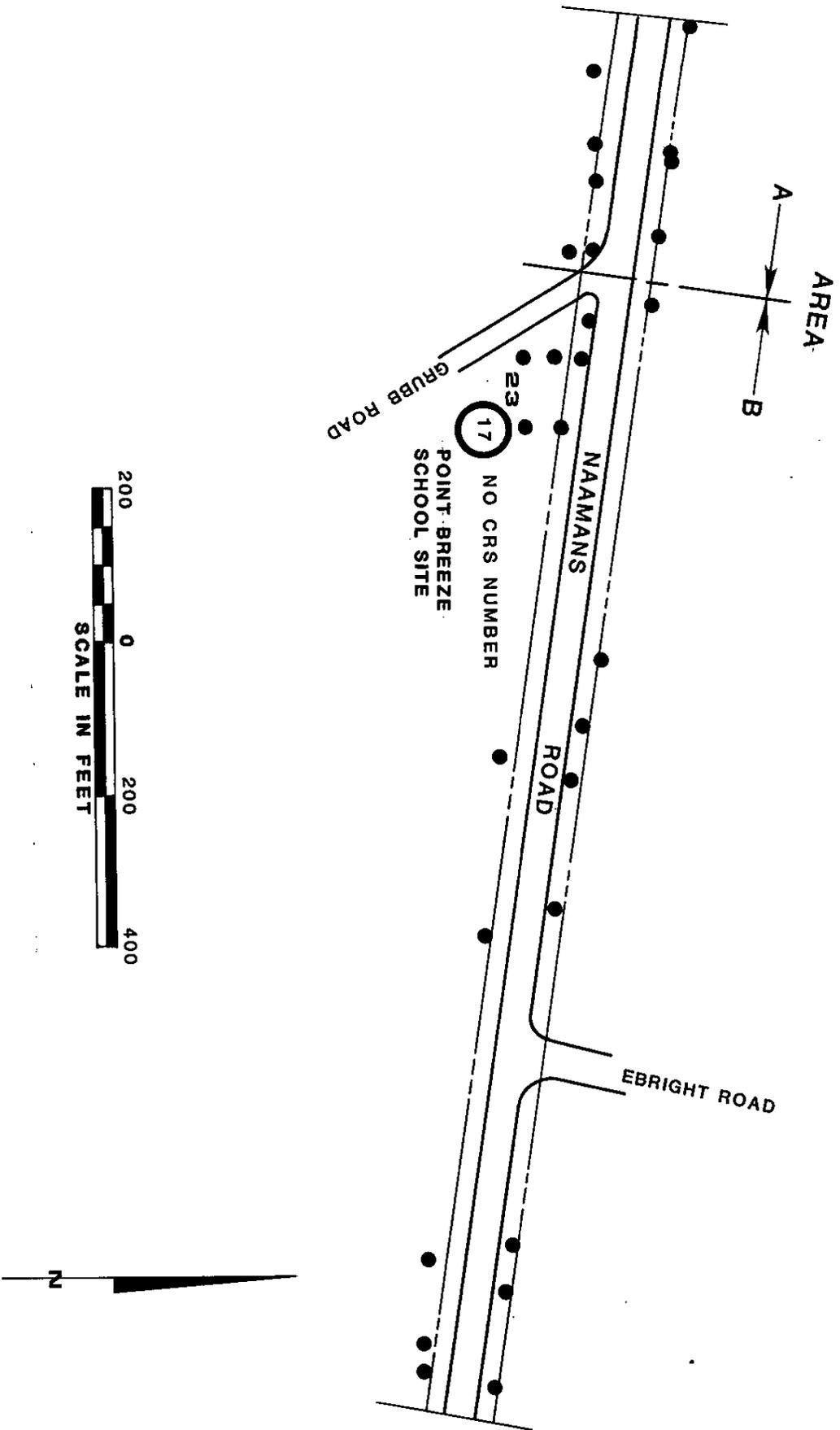
**AREA B GRUBB ROAD TO FOULK ROAD**

Development within Area B (Figure 1) consists primarily of single family dwellings along the Naaman's Road corridor. Excavations were not conducted at some residences along the corridor where permission was not granted. A total of 131 shovel tests were excavated in this Area (Figure 5, Sheets 4-8) of which 28 were located on the properties of identified cultural resources. Of the remaining shovel tests, only 8 contained any artifacts. Those that produced artifacts, contained no more than three fragments. All of these artifacts were products of road scatter; no clusters were present and no significant archeological sites were located within the proposed ROW.

**SURVEY NUMBER 23: POINT BREEZE SCHOOL (FIGURE 5, SHEET 4)**

This site was once part of a 16 acre lot owned by a teacher, Milton Barlow, from 1840 to 1857 (Figure 3). The friendship between him and his neighbor Curtis Talley, son of E. B. Talley (Survey Number 2), can be seen in a poem Milton Barlow wrote upon Curtis' death in 1851 (Talley 1899:236). In 1857 Milton sold the property to Lydia Nicholson. Though the transactions are uncertain from this point on, the land eventually came into the possession of J.A.B. Smith who on May 12, 1877 transferred ownership of the lot to E. B. Talley. Seven years later he sold 8 perches to the Commissioners of School District #98, thus establishing the Point Breeze School. According to a local informant, the one room schoolhouse, with a pot belly stove,

FIGURE 5  
(4 OF 17)  
ARCHAEOLOGICAL TESTING



burned down at the turn of the century after which a two room schoolhouse was erected. The school was in use until 1930 when the State Board of Education sold the property to William G. Barlow who renovated the schoolhouse into a private residence. The building was demolished after the State of Delaware bought in the property in 1970.

#### PLATE 6

#### POINT BREEZE SCHOOL, CA. 1920

Initial testing was done to locate any possible subsurface features which may still remain intact, though there existed a low probability of locating any. This was not only due to the extensive alteration of the landscape, but also based upon the results of previous testing done at similar sites (Catts et al. 1983, and Custer et al. 1986). Of the six shovel tests excavated

Plate 6



(ca. 1920, Dover Archives)

within a one acre lot, only one (located outside of the ROW) contained artifacts which consisted of one bottle glass fragment, two window pane fragments, one bone fragment, and one horseshoe.

Survey Number 5: Comegy House (Figure 5, Sheet 5)

This pre 1868 house (identified on the Rea and Price Atlas (Figure 3) as being owned by "R. Beeson") was first identified during a 1962 survey and again in 1976 (Bureau of Archeology and Historic Preservation Files, Dover). Though the house has since fallen or been demolished, a visual inspection of the area shows surface irregularities and domestic shubbery indicating that possible subsurface remains are intact. No excavations were conducted at the site which is well outside of the proposed ROW. Two shovel tests within the ROW recovered no cultural material. However, an Archaeological Site form has been completed and is included in Appendix VI.

Survey Number 6: J. Friel Site (Figure 5, Sheet 5)

Though the exact location of this pre 1849 house (Figure 3) was not pinpointed during field investigations, cursory archival research was able to narrow the possible location to the two properties just east of 2610 Naaman's Road.

Testing done at these properties within the ROW recovered only one brick fragment and four window pane fragments in two of the seven shovel tests. This lends credence to the interpretation that the Friel site, wherever it may be, lies outside of the ROW.

Survey Number 7: Morrison House (Figure 5, Sheet 6)

The following history is a summary of the previous research

FIGURE 5  
(5 OF 17)  
ARCHAEOLOGICAL TESTING

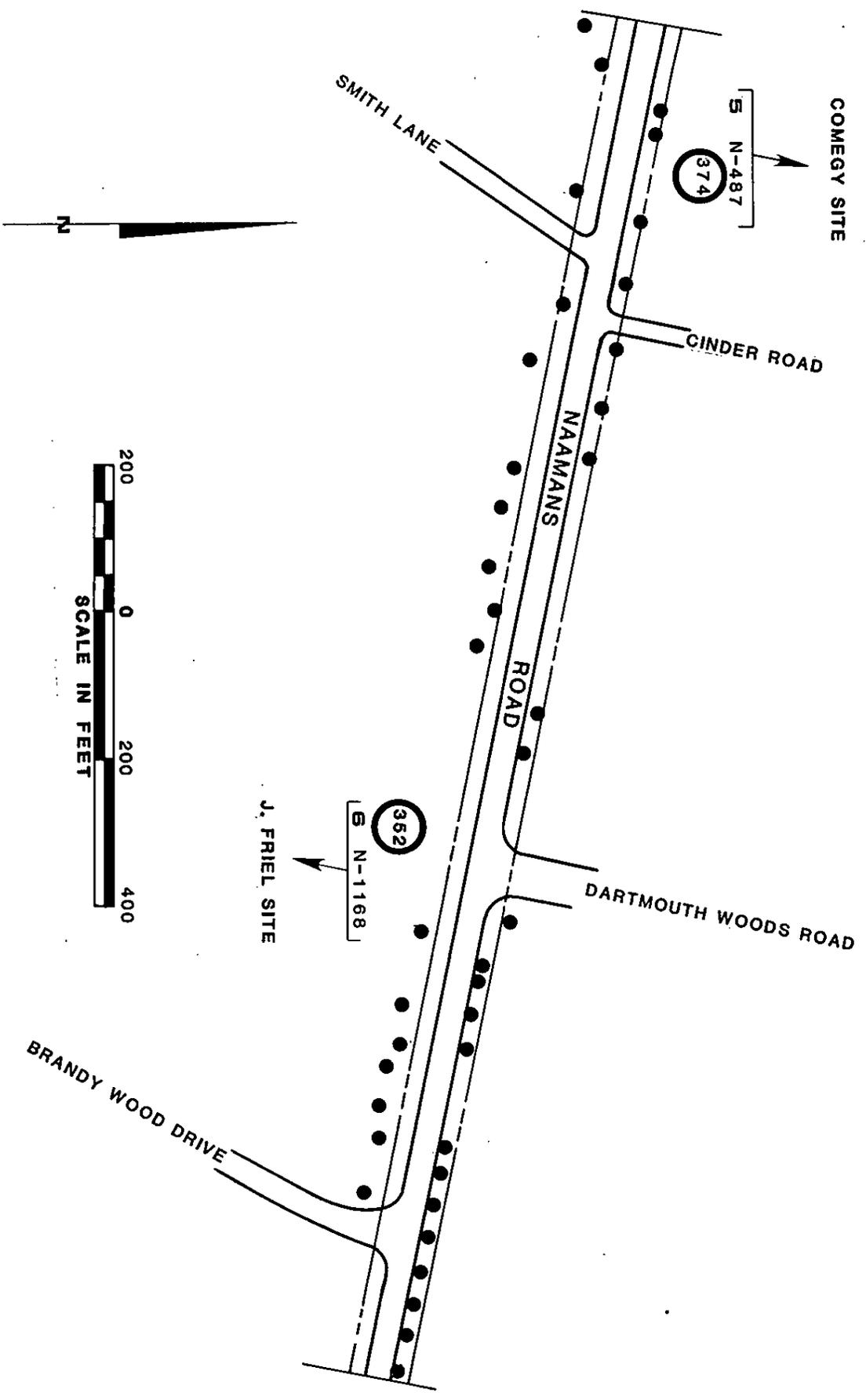
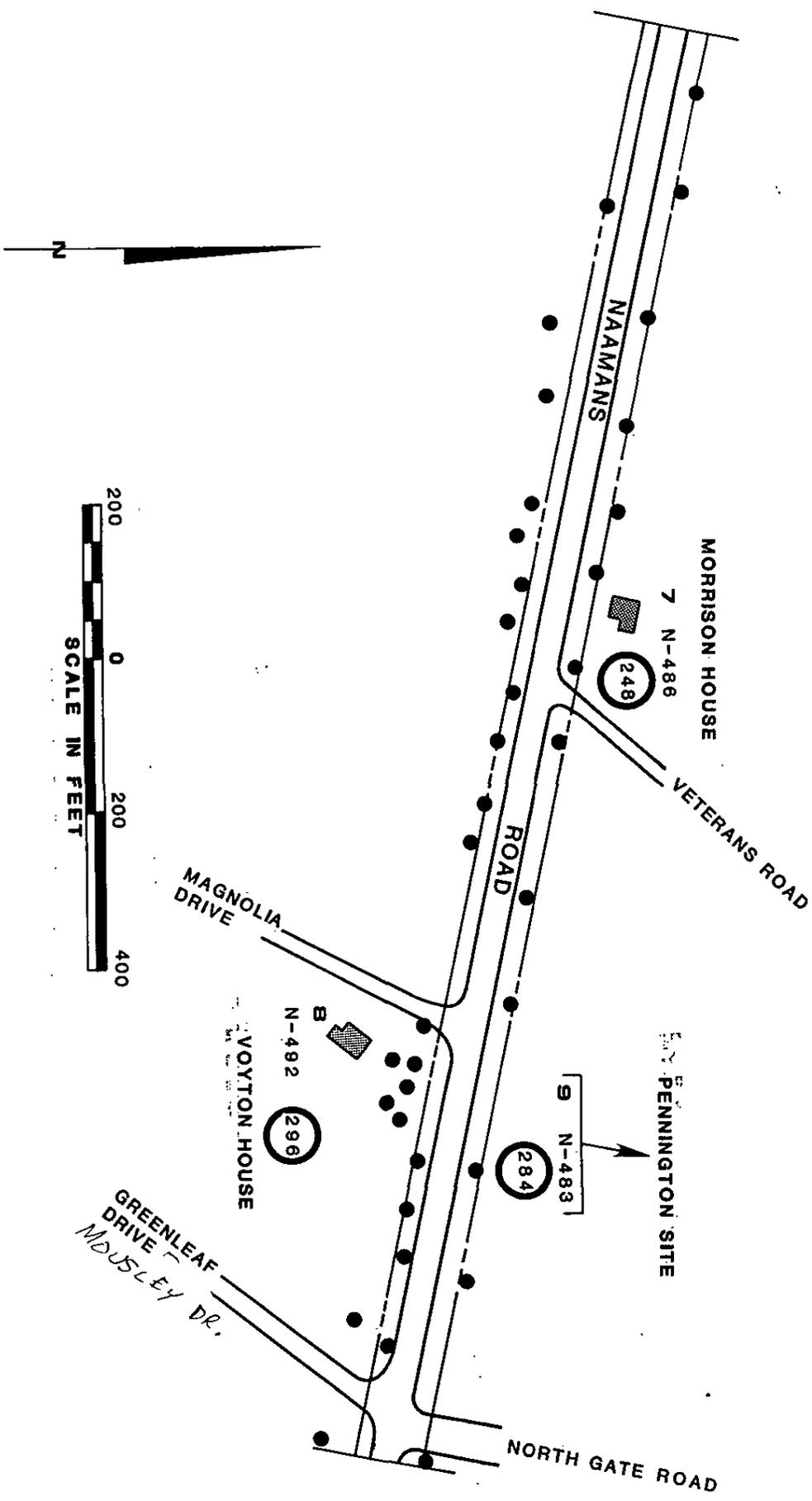


FIGURE 5  
(6 OF 17)  
ARCHAEOLOGICAL TESTING



conducted by Ellis Coleman for the Determination of Eligibility Form. The earliest evidence of this site is noted in the 1792 will of a prominent Brandywine Hundred citizen, Timothy Pierce (Table 6). Among other things, this will stipulated that his plantation and farm (containing 79 acres, two log dwellings, and a barn) was to be equally divided among his two sons, Timothy Jr. and William. William Pierce inherited the 40 acre parcel of land and log dwelling, where the present house stands, and resided there until 1820 when the property was sold to Hugh Robinson. Twelve years later he sold the parcel to George Trainer who in turn sold it in 1834 to Robert Morrison. Morrison lived in the original log house until 1852 (Figure 3) when he replaced it with the existing stone structure (Brandywine Hundred Tax Assessments 1837-40 and 1852-53). After Morrison's death in 1865, the 40 acre lot remained intact through several changes of ownership until the late 1950s. This historic structure, now standing on a 7/8 acre lot, was purchased by the present owners in 1961.

Though the Morrison House site is located outside of the proposed ROW, two shovel tests were excavated on the property and no cultural materials were recovered. However, its architectural integrity warranted the completion of the Determination of Eligibility Form (Appendix VII). On June 11, 1985 this site was determined eligible for nomination to the National Register under criteria C and D. In agreement with the conclusions reached by DelDOT and SHPO, the proposed construction of the widening of Naaman's Road will have an indirect effect on the Morrison site in two different ways. The first being an alteration of the property's surrounding environment and second, an introduction of

Table 6

SUMMARY OF DEED TRANSACTIONS FOR THE MORRISON HOUSE,  
1792-1960

Joseph Griffith	to	Joseph P. Lynch	1960	W-65-231
Wm. J. Leonald	to	Joseph Griffith		
L. Corliss Talley	to	Wm. J. Leonald	1924	A-33-269
Wm. A. Talley	to	L. Corliss Talley	1922	WR. S-4-156
Martin Bennett	to	Wm. A. Talley	1873	E-10-105
Agnes Morrison	to	Martin Bennett	1871	K-9-71
Robert Morrison	to	Agnes Morrison	1864	WR. Z-1-3
George Trainer	to	Robert Morrison	1834	R-4-449
Hugh Robinson	to	George Trainer	1832	P-4-97
Wm. Pierce	to	Hugh Robinson	1820	I-4-421
Timothy Pierce	to	Wm. Pierce	1792	WR. N-1-240

visual elements that will potentially change the characteristics of the site that could conceivably enable it to be listed on the National Register (Appendix VII).

PLATE 7

MORRISON HOUSE

Survey Number 8: Voyton House (Figure 5, Sheet 6)

This extensively remodeled 1844 fieldstone house (Plate 8) (existing date stone on the north wall) and dilapidated barn are located on the east side of Magnolia Drive (identified as J. Pierce & Mrs. Pierce on Figures 3 & 4). Though the site is situated well outside of the proposed ROW, nine shovel tests were conducted on the property to locate possible features. No cultural materials were recovered from the testing. The additions, modernizations, and major changes to the interior and

Plate 7

Morrison House

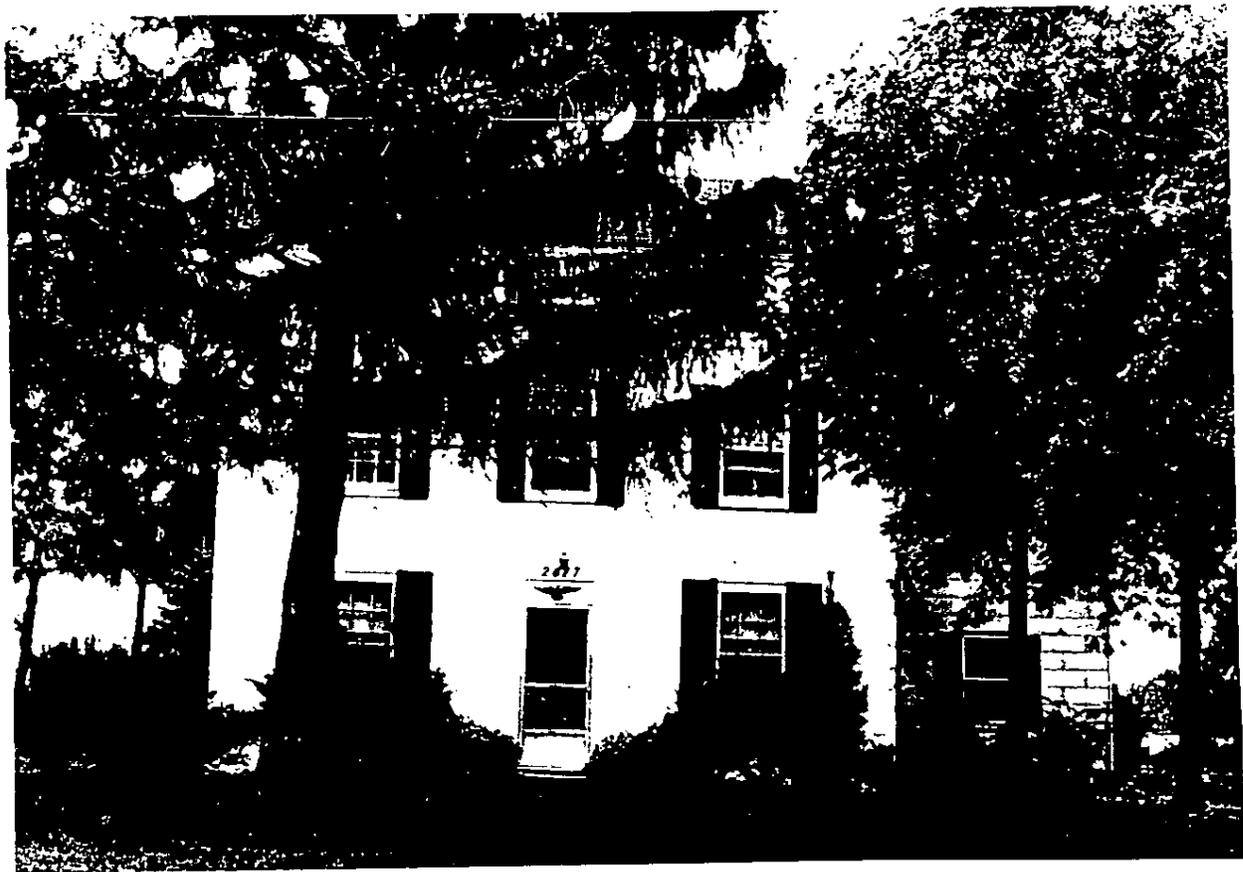


Plate 8

Vayton House



exterior of the house make this site ineligible for nomination on the National Register. Therefore, the construction of the project will have no effect on the archeological or architectural components of this site.

#### PLATE 8

#### VOYTON HOUSE

##### Survey Number 9: Pennington House (Figure 5, Sheet 6)

This structure, first appearing on Beer's 1868 Atlas (Figure 4), was originally located and recorded during a 1971 survey (Bureau of Archeology and Historic Preservation Files, Dover). The structure has since been destroyed and the land used for part of a housing development. No cultural materials were recovered from the two shovel tests along Naaman's Road at this property.

Survey Number 10: Graham House (Figure 5, Sheet 7)

This mid-18th century fieldstone house and barn (Plate 9), is located well outside of the proposed ROW. The Delaware State Historic Preservation Office has requested that the "gate stone" (Plate 10) at the entrance to the lane, located within the proposed ROW, be saved. The two shovel tests conducted in the proposed ROW near this property contained no artifacts.

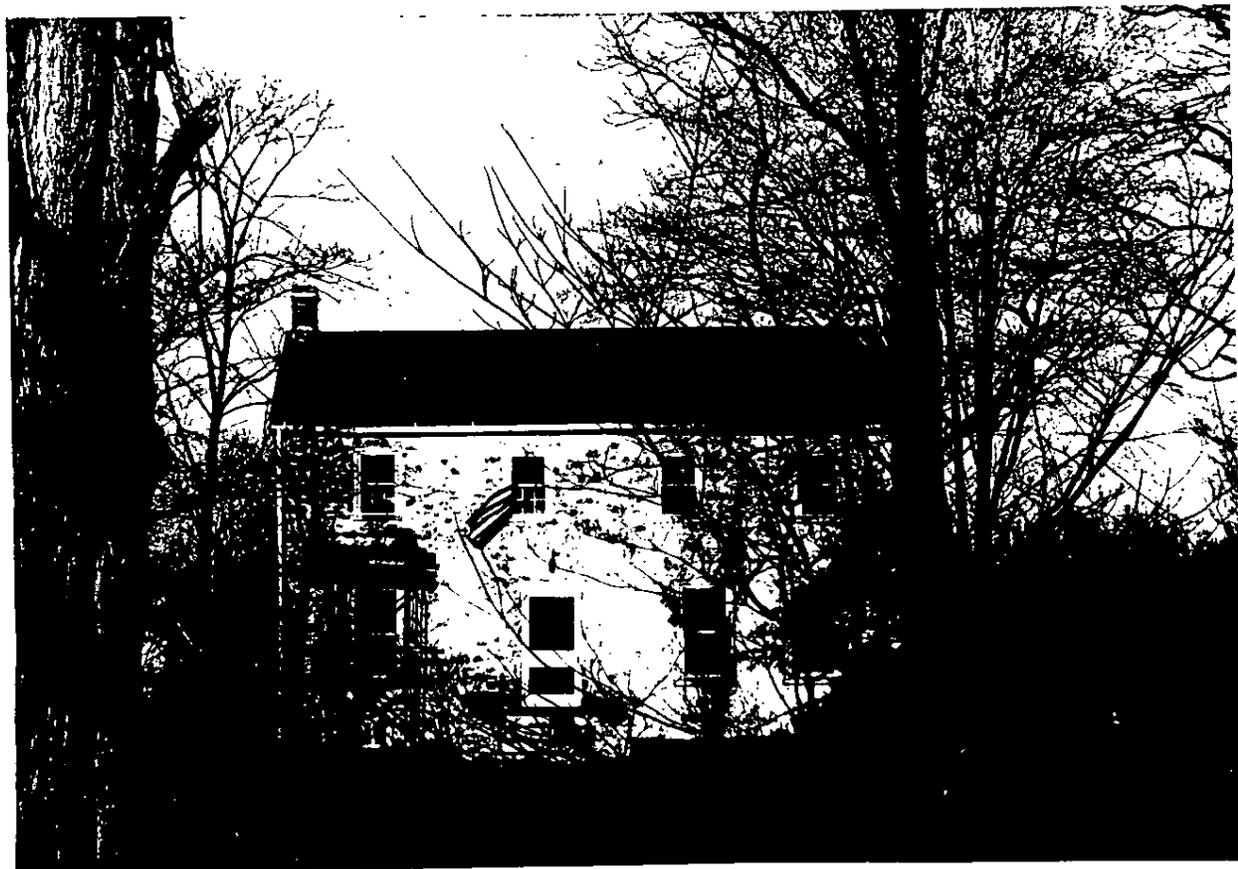
PLATE 9

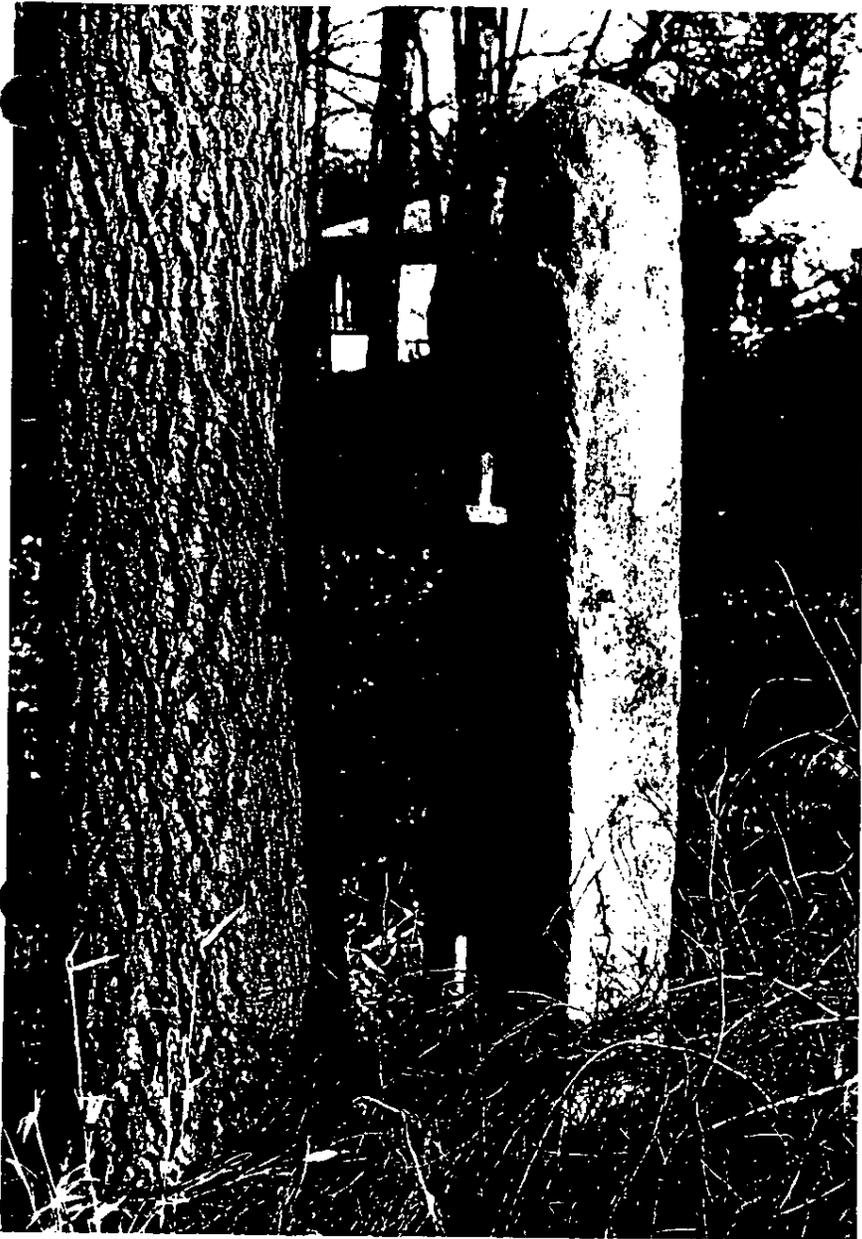
GRAHAM HOUSE

PLATE 10

Plate 9

Graham House





10

Graham House, Gate Stone

## GRAHAM HOUSE, GATE STONE

### Survey Number 11: High Acres (Figure 5, Sheet 7)

Visible in a 1967 aerial photograph, the extensive pre 1868 house complex (Figure 4) has since been destroyed by the construction for the Beacon Hill Apartments. Though seven shovel tests placed within the proposed ROW recovered no cultural materials, the stratigraphy indicated long term agricultural use and recent clearing and filling.

### Survey Number 12: Foulk House (Figure 5, Sheet 8)

This site included a renovated 18th century dwelling, saw mill and cemetery. Though it is located well outside of the proposed ROW, cursory research indicated that the Foulk House site is important to the history of Naaman's Road. Sources indicated that the American forefathers of the Talley and Foulk families resided here. In 1695 William Talley purchased the southern half of a 400 acre tract from Isaac Warner which was

FIGURE 5  
(7 OF 17)  
ARCHAEOLOGICAL TESTING

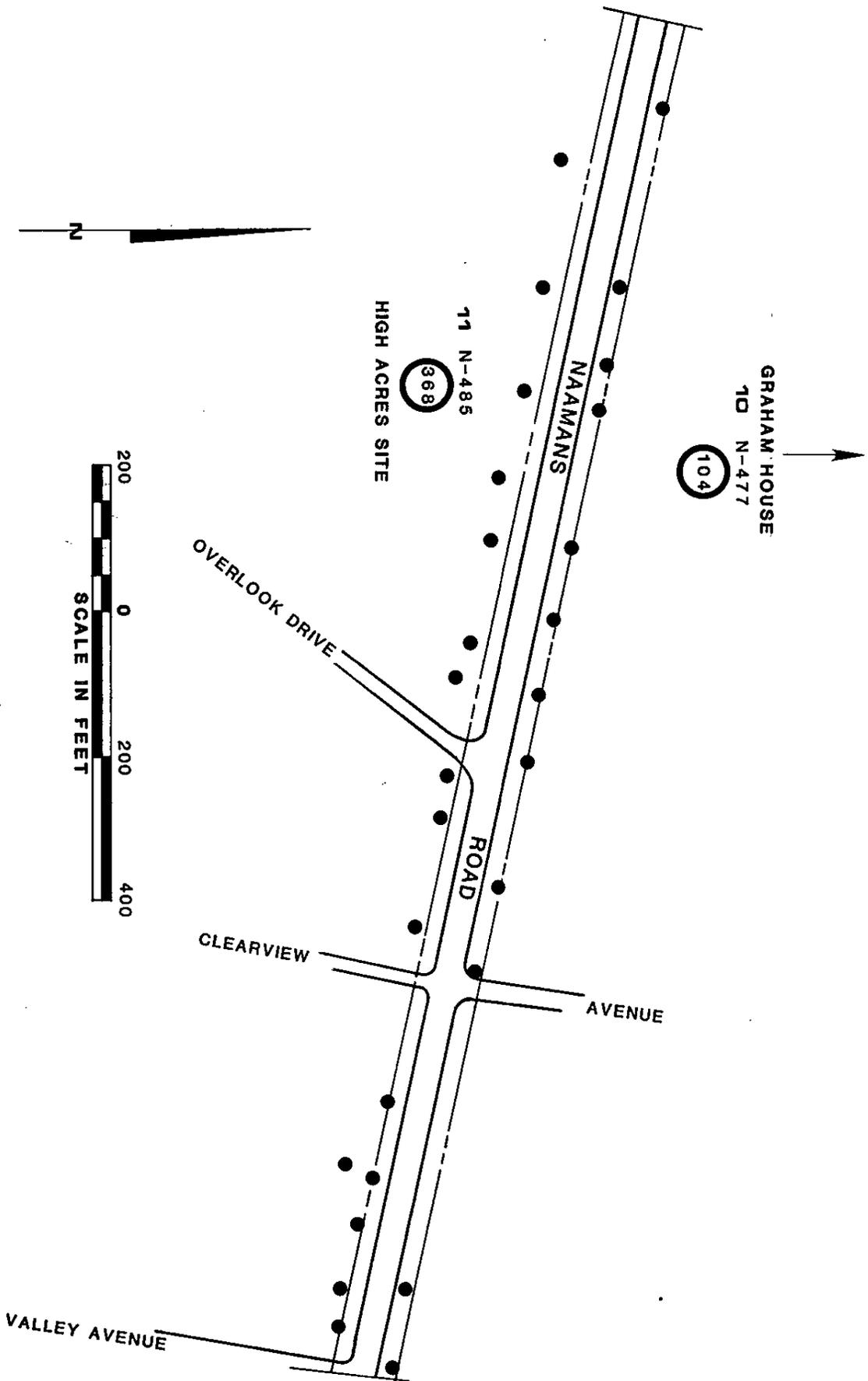
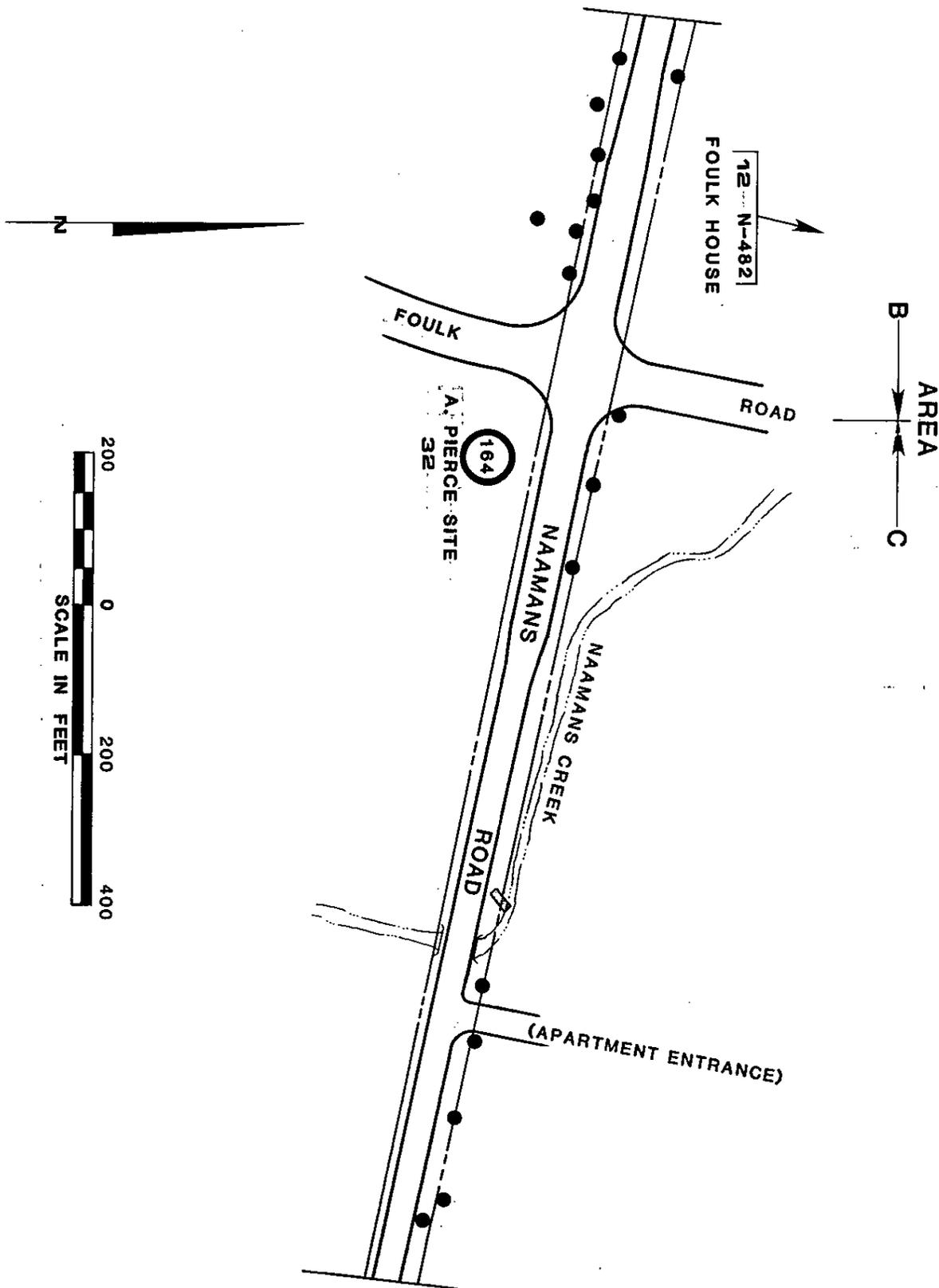


FIGURE 5  
(8 OF 17)

ARCHAEOLOGICAL TESTING



originally known as "Partner's Adventure" (NCD T-1-484)(Figures 8 & 9). After his death, the land was divided and subdivided among Talley family descendants through deeds and wills. Over a succession of purchases, beginning in 1799, John Foulk became owner of a major portion of the original Talley tract which included a stone dwelling and saw mill. This mill was one of two established along Naaman's Road during the 1700s. This is verified by the 1779 deed (NCD I-2-90) and 1798 Brandywine Hundred Tax Assessment of John Foulk. Utilization of the saw mill is thought to have ended by 1816 due to its absence on the Brandywine Hundred Tax Assessment for that year when other standing structures were noted. The house remained within the Foulk family through the late 19th century (Figures 4 and 6). The Talley cemetery (Figure 9), established in the early 18th century, has remained within that family up to the present day (NCD L-2-590, 1789 and NCD D-42-155, 1940). A local landowner (who is a direct descendant of William Talley) informed us that the deceased Lawrence P. Talley in the 1940s had planned to put a memorial to his ancestors and in doing so, removed some if not all of the tombstones. The existing condition of the cemetery is one of overgrowth and deterioration.

Due to its considerable distance from the proposed ROW, no testing was conducted at this site. An Archeological Site Form has been completed for the cemetery (Appendix VI).

#### Summary of Area B:

Out of the nine cultural resources located within this Area, eight had been previously identified by the BAHP. The Graham

FIGURE 8  
400 ACRE ISAAC WARNER TRACT  
AS DRAWN BY  
ISAAC TAYLOR IN 1683

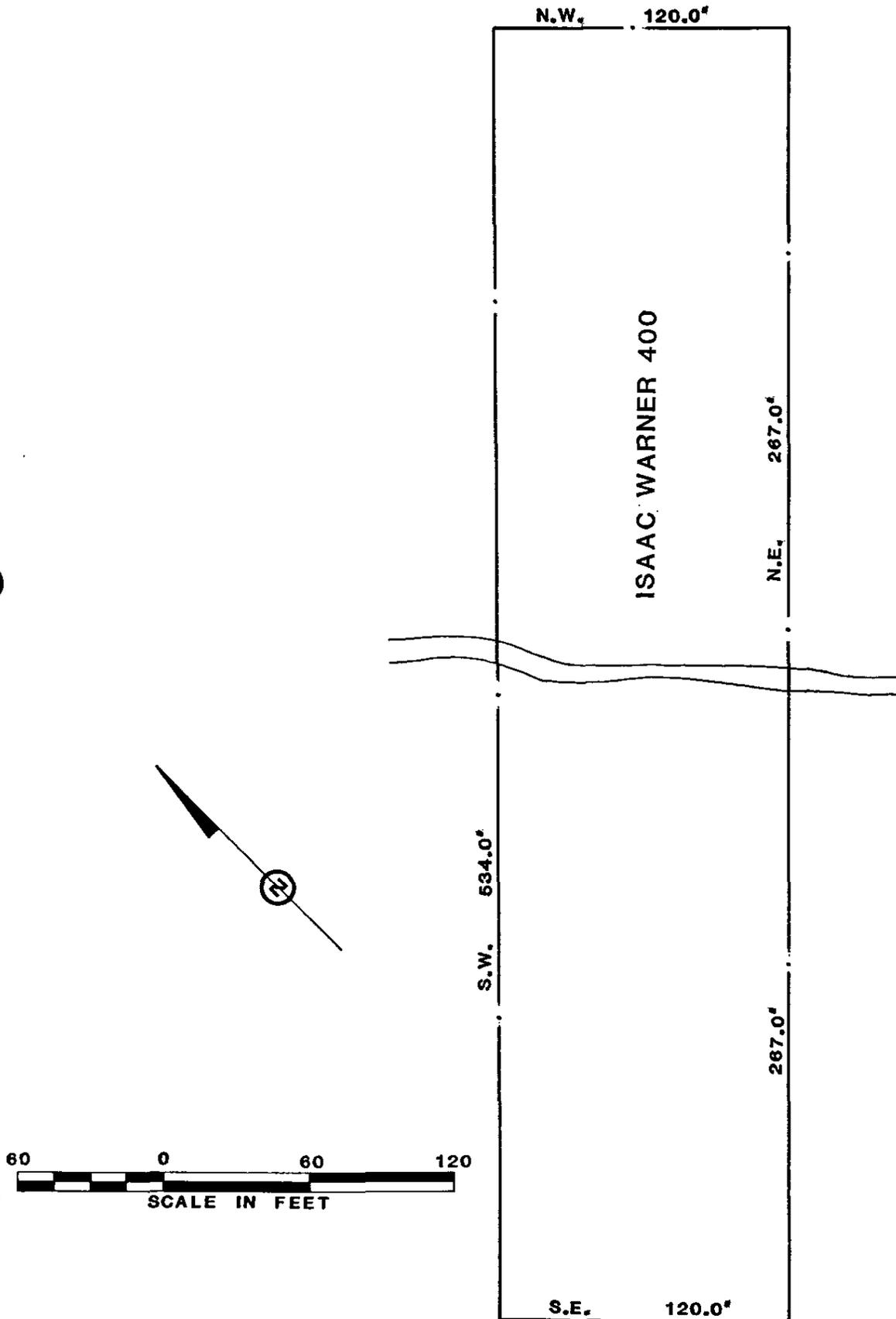
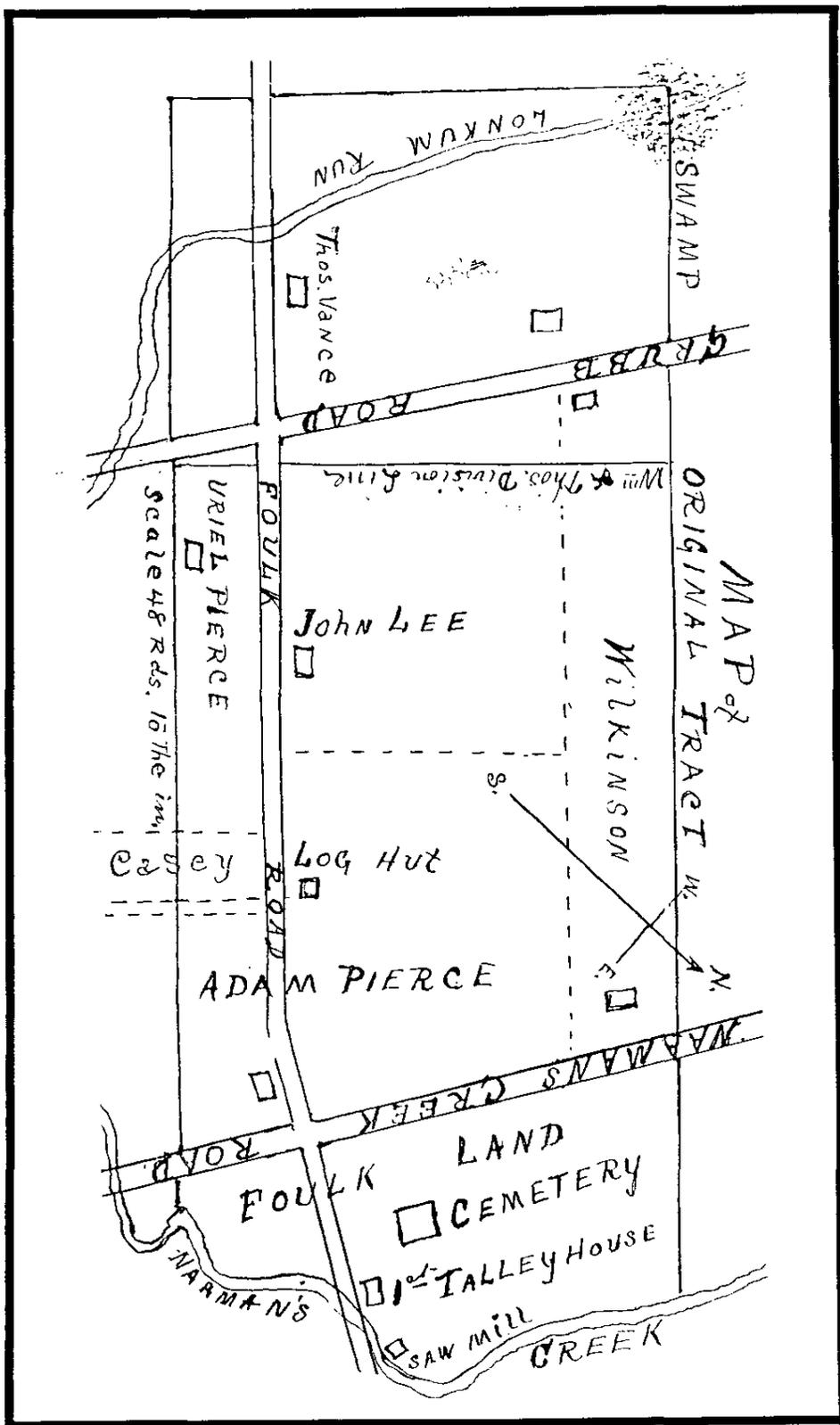


FIGURE 9  
 WILLIAM TALLEY TRACT  
 AS DRAWN BY GEORGE TALLEY,  
 Ca. 1850.



(SOURCE: TALLEY, 1899: 20)

house gate stone was the only feature determined to have a direct effect by the proposed ROW. A no adverse indirect effect was determined for the Morrison House.

#### **AREA C FOULK ROAD TO CARPENTER ROAD**

Although less developed than the rest of the Naaman's Road corridor, Area C nonetheless has been extensively altered (Figure 1). This included two apartment complexes, a shopping center, an elementary school, and single family dwellings. The shopping center parking lot prevented excavations at the western end of the area along Naaman's Road. Single family residential developments are situated on both sides of Naaman's Road at the eastern end of Area C. Throughout Area C, small commercial properties are present along the road.

A total of 223 shovel tests, one stream bank cut, and one 2'x2' test square were excavated within this Area (Figure 5, Sheets 8-13). The stream bank cut and 191 shovel tests were not located at designated sites. Of these, only six contained artifacts, which were products of road scatter.

#### **Survey Number 36: A. Pierce Site (Figure 5, Sheet 8)**

This site was part of the original tract bought by William Talley in 1695 (Survey Number 12). David Talley, William Talley's grandson, obtained ownership of this property through his father Thomas in 1781. This deed stipulated that the parcel would include "said tract so that the house where he (David Talley) at present dwells..." (NCD E-2-426). Isaac Grubb Sr. purchased the property in 1790 and in 1827 sold it to Adam Pierce, a Brandywine Hundred stone mason (NCD F-4-6). The 1849 Rea and Price Atlas (Figure 3) and Beer's 1868 Atlas (Figure 4)

both have his name associated with the farmstead. In June of 1868 he bequeathed to his wife a 13 acre farm which included a mansion house. After her death in 1874, the land was sold to her son Alexis D. Pierce, and the money equally divided among the children (NCD N-10-203). As stated in the Orphan's Court records (D-2-495, 497, 498), a large stone dwelling and outbuildings were included on the property which Mrs. Alexis D. Pierce received when her husband died intestate in 1879. Verification of this fact was found in the Brandywine Hundred Tax Assessments of 1881-85 and 1893-97 as well as the 1893 Baist Map (Figure 6).

The A. Pierce site is presently located under an Acme parking lot. Based upon recent DelDOT reports (Cunningham et al 1985, Beidleman et al 1986, and Coleman et al 1986) that have recovered intact features below modern development, there is a high probability that remains of this site are still present. This site is located outside of the proposed ROW and no testing was conducted.

**Survey Number 13: Catholic Diocese House (Figure 5, Sheet 9)**

A farm lane heading northwest from Naaman's Road leads to this pre 1868 three bay stuccoed fieldstone house with modern additions on the front and rear (Figure 4). The structure is well outside the area of direct impact, and the two shovel tests conducted within the proposed ROW of this property did not yield any cultural material.

**Introduction to Hanby's Corner:**

Hanby's Corner refers to an area surrounding the intersection of Marsh and Naaman's Roads that was primarily owned

FIGURE 6  
 BAIST'S 1893 ATLAS,  
 NEW CASTLE COUNTY

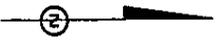
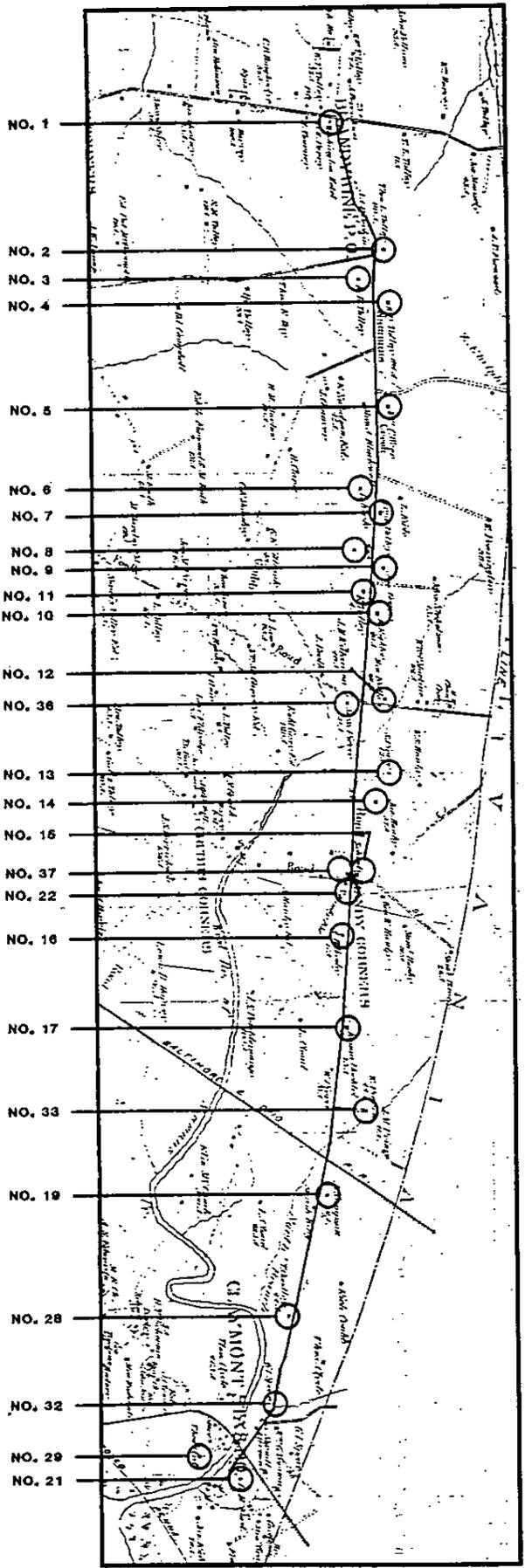


FIG. 6

FIGURE 6  
 BAIST'S 1893 ATLAS,  
 NEW CASTLE COUNTY

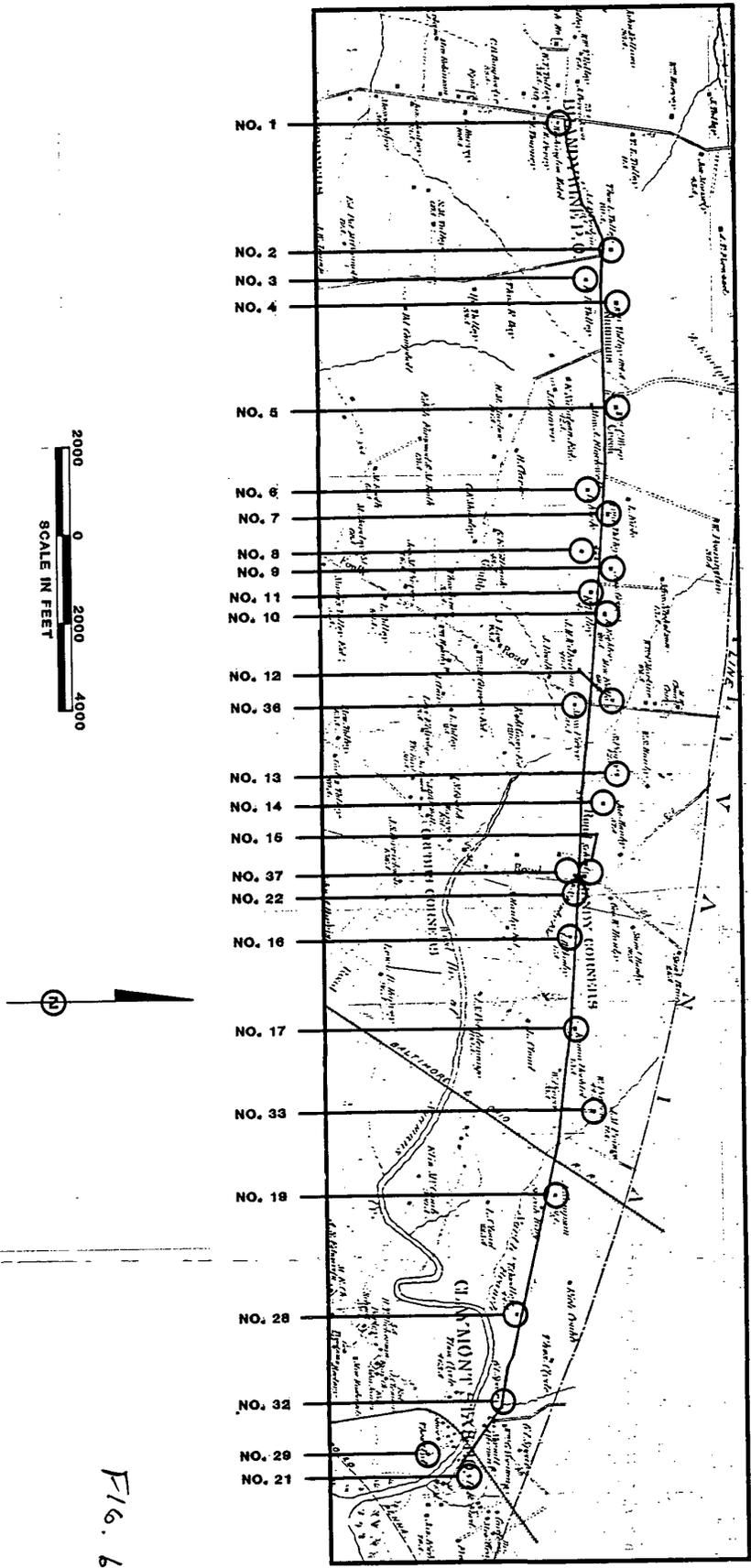
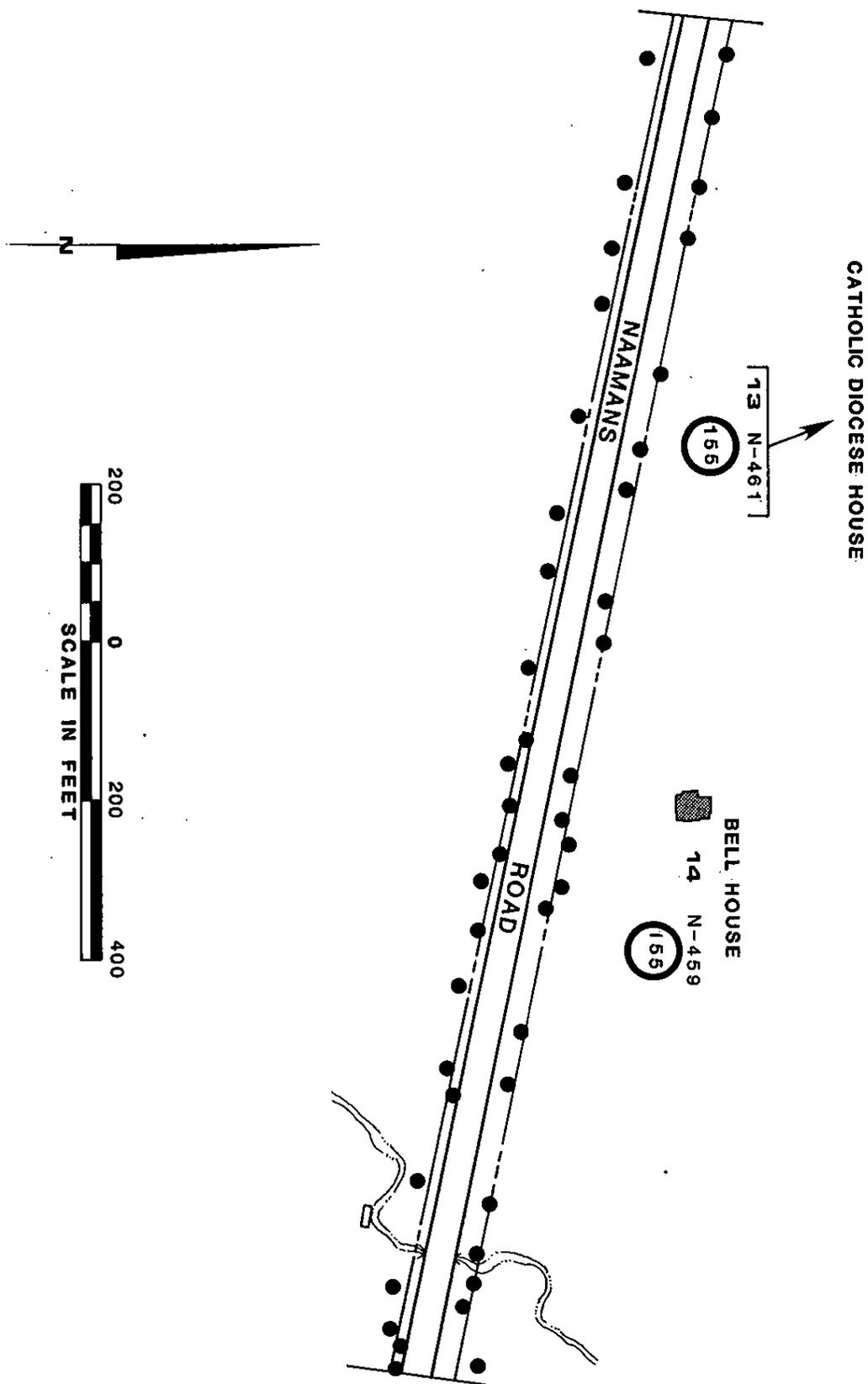


FIG. 6

FIGURE 5  
(9 OF 17)  
ARCHAEOLOGICAL TESTING



by members of the Hanby family. In this report, the area includes Survey Numbers 26, 25, 15, 37, 22, and 27 (Figure 5, Sheets 9-10). Those sites closest to the intersection were more fully researched with special attention to the Hanby School House since it is the only original building still standing.

The land encompassing Hanby's corner first appeared in the deed in which Thomas and Richard Penn sold 125 acres to Richard Hanby in 1753 (Table 7). Upon the death of his father in 1803, John Hanby inherited the entire property. It is during John Hanby's lifetime and at his death that the land is distributed to several family members. Marsh and Naaman's Roads were long in existence and so the land was partitioned using their intersection (Figure 10).

**Survey Number 14: The Bell House (Figure 5, Sheet 9)**

Named after its present owners, this house and its outbuildings are in poor condition. Though it is believed that this house was built in 1735, the earliest archival record of this site does not appear until 1849 on the Rea & Price Atlas (Figure 3). Its relationship to the Hanby history is unknown, but we do know that two of their descendants lived there in the early part of the 20th century.

The Bell House is located well outside of the proposed ROW. No cultural material was recovered from the ten shovel tests excavated on this property.

**Survey Number 26: Grover Hanby Site, West (Figure 5, Sheet 10)**

Approximately 340 feet northwest of the intersection of Marsh and Naaman's Roads was a dilapidated late 19th or 20th century house (Plate 11). It does not appear on any of the 19th

**FIGURE 5**  
**(10 OF 17)**  
**ARCHAEOLOGICAL TESTING**

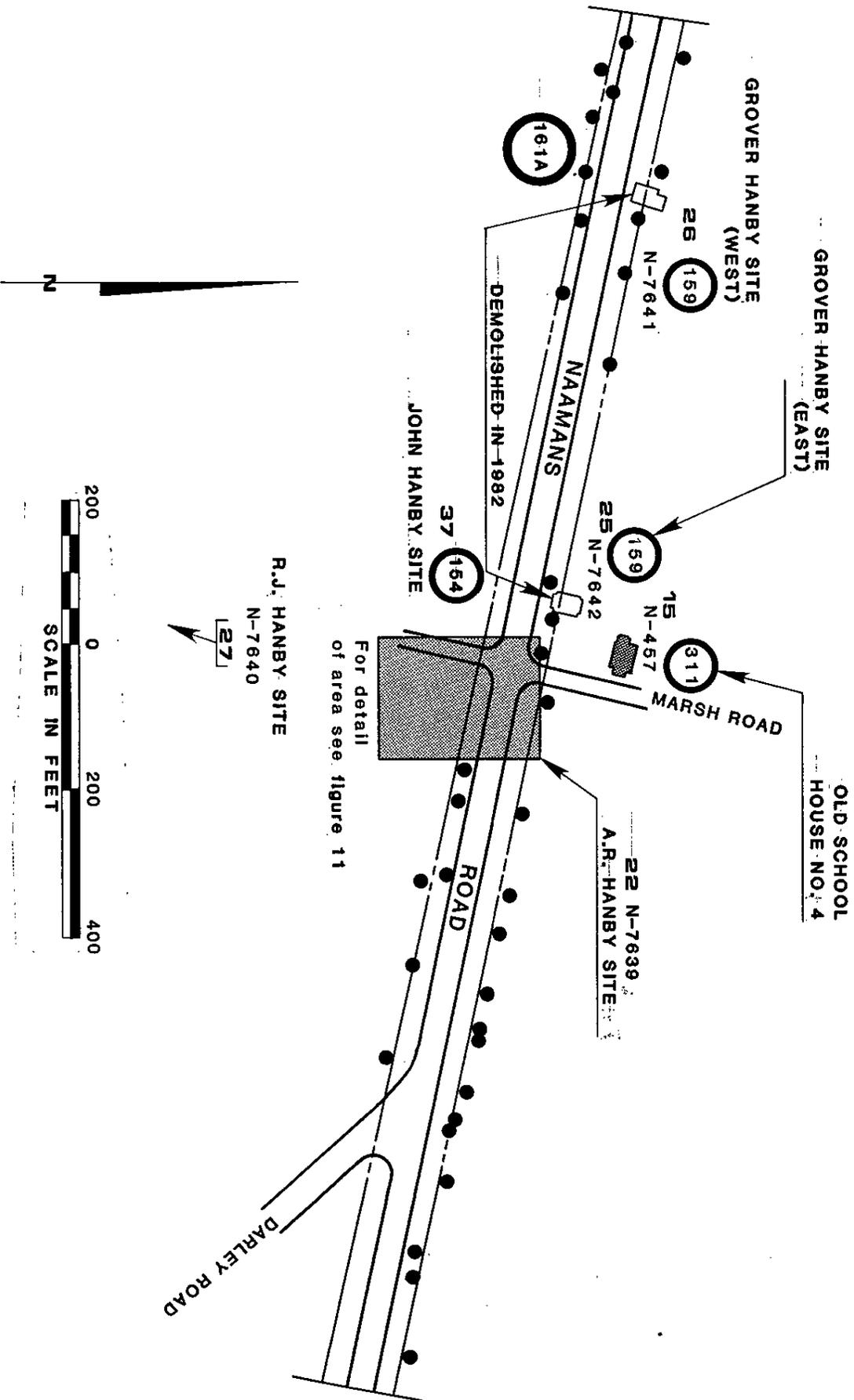


Plate II

Grover Hanby site, west



does not appear on any maps investigated until the 1919 Delaware Department of Transportation roadway construction plans (Plate 12). This house was later demolished in 1982.

#### PLATE 12

#### GROVER HANBY SITE, EAST

This site is located outside of the proposed ROW and three shovel tests excavated on the property yielded no artifacts. Locus Identification and Structural Data forms have been completed for this resource (Appendix VI).

#### Survey Number 15: Old School House No. 4 (Figure 5, Sheet 10)

The popularly known Hanby Schoolhouse dated back to 1810 when John Hanby turned the half acre lot over to a group of trustees "for the purpose of having a schoolhouse erected" (NCD I-3-475)(Table 7 and Figure 10). One local informant remembered

Plate 12

Grover Hanby Site, East



Table 7

SUMMARY OF DEED TRANSACTIONS FOR THE HANBY SCHOOLHOUSE NO. 4,  
1753-1941

Frank Gwiazdoski	to	Curtis D. Trump	1941	Q-42-406
Anthony D. Fillipo	to	F. Gwiazdoski	1940	X-41-468
Howard Wilson	to	Curtis Trump	1935	K-39-326
St. Bd. of Ed of Del.	to	Howard Wilson	1932	K-38-472
John Hanby	to	Trustees	1810	I-3-475
Richard Hanby	to	John Hanby	1803	WR Q-1-96
Thos. & Rich. Penn	to	Richard Hanby	1753	PA A-17-342

1845 ORPHAN'S COURT PLAT  
 SHOWING PARTITIONING OF  
 JOHN HANBY'S LAND

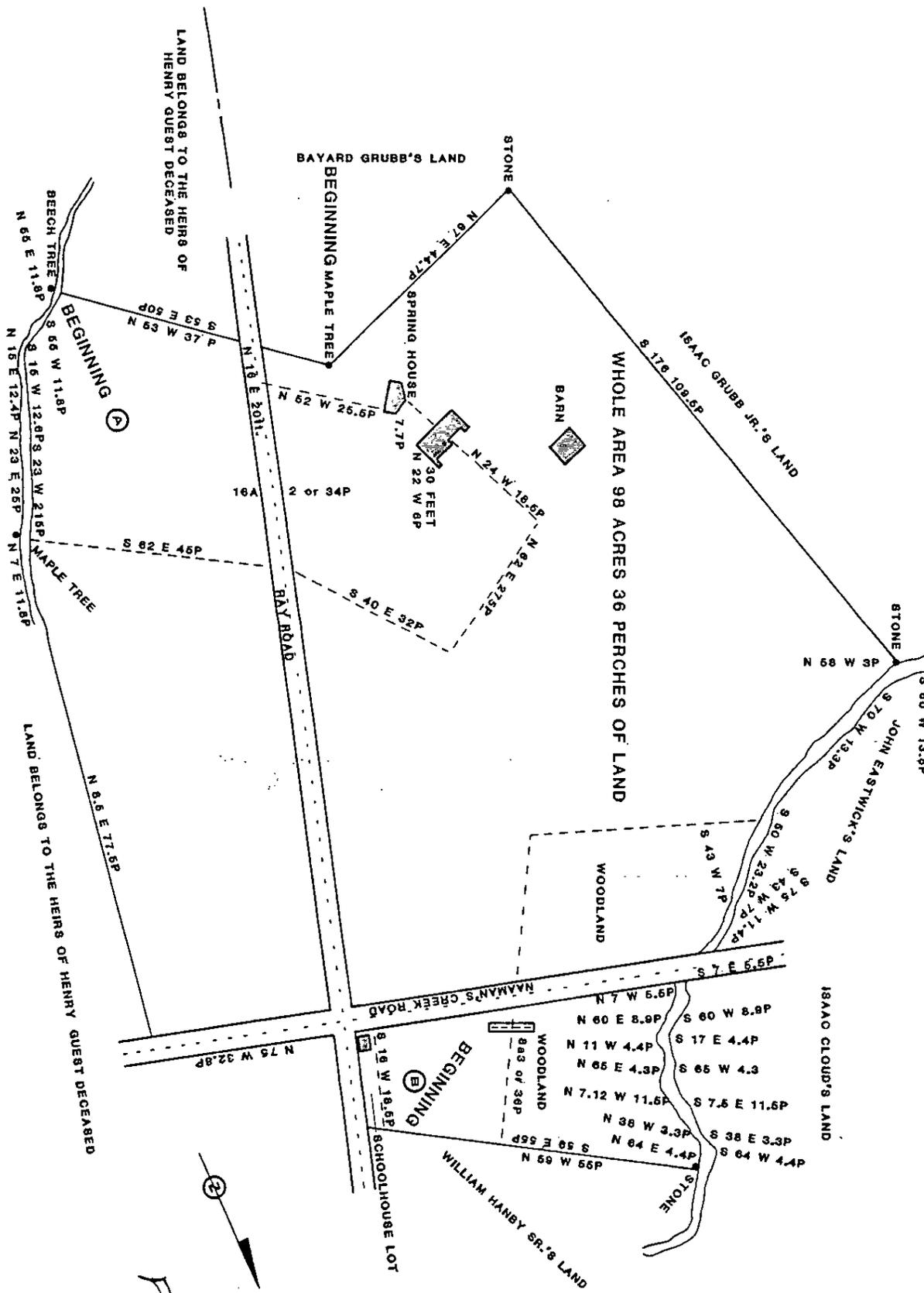


FIG 1D

**FIGURE 10**  
**1845 ORPHAN'S COURT PLAT**  
**SHOWING PARTITIONING OF**  
**JOHN HANBY'S LAND**

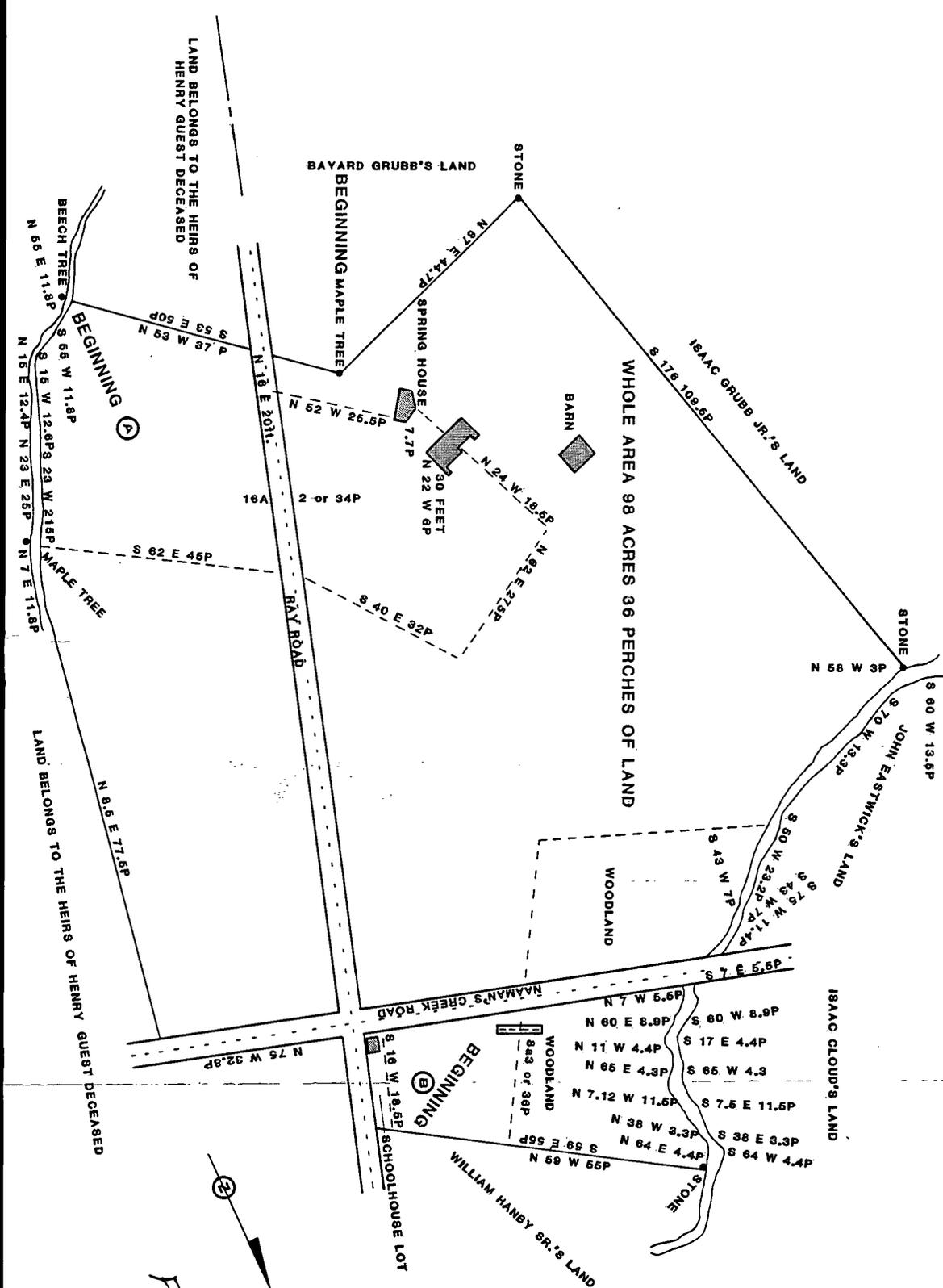


FIG 10

teaching there in the early 20th century. She stated that the classroom was crowded as the children came from as far away as Arden. This one room schoolhouse (Plate 13) remained in the school system until 1932 when the State Board of Education of Delaware sold the land to Howard Wilson. The present owners of the property then bought the schoolhouse and renovated it into a residence (Plate 14).

PLATE 13

OLD SCHOOLHOUSE NO. 4, CA. 1920

PLATE 14

Plate 13

Old Schoolhouse No. 4, ca. 1920

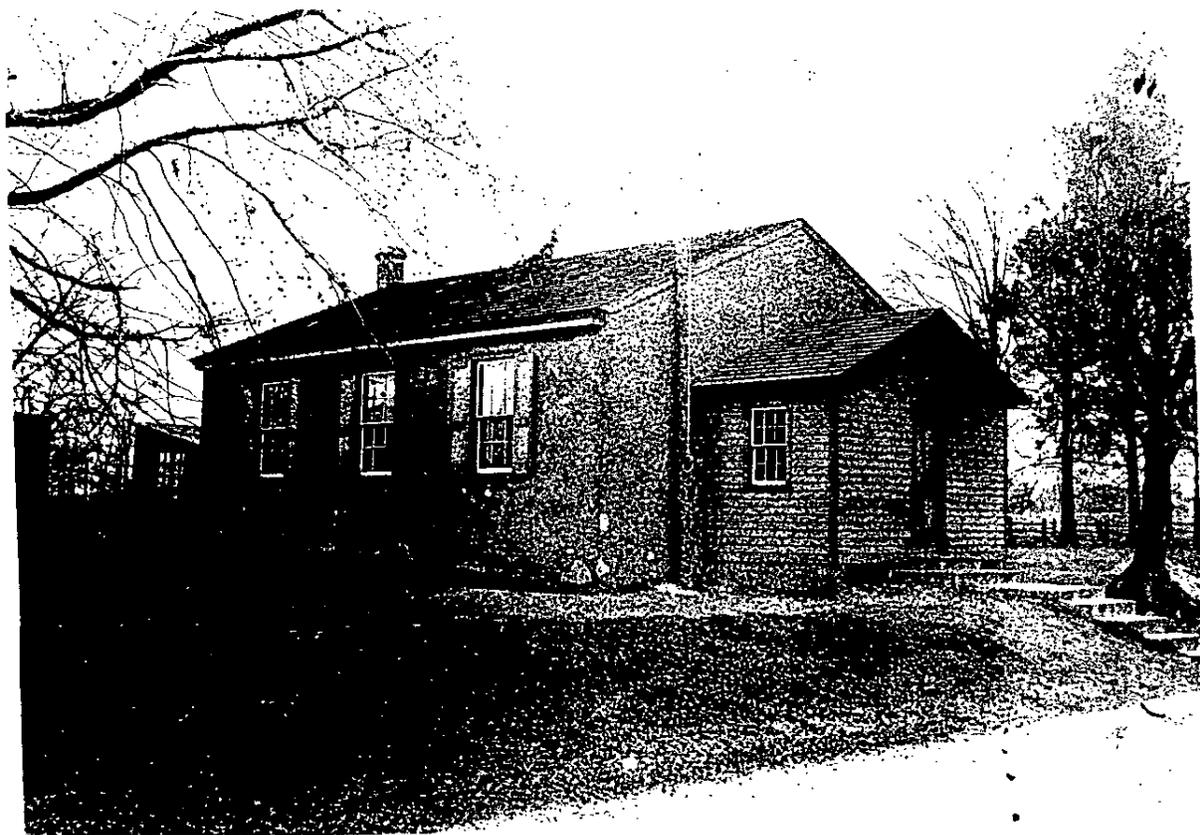


Plate 14

Renovated Hanby Schoolhouse,



### RENOVATED HANBY SCHOOLHOUSE

Though it is the only remaining early schoolhouse on Naaman's Road, several factors substantiate its ineligibility for nomination to the National Register under any criteria. The schoolhouse has been extensively altered architecturally and there is a low probability for any archeological features existing (Catts 1983). Therefore, construction of the proposed ROW on this property will have no effect on the Old Schoolhouse No. 4. Shovel testing in the area of the construction within the front yard did not locate any cultural materials.

#### Survey Number 37: John Hanby Site (Figure 5, Sheet 10)

This site is located on the southwest corner of the intersection under what is now an ARCO gas station. Upon John Hanby's death in 1832, the land went to Richard G. Hanby (Figure 10 and Table 8). The land remained in the Hanby family as it passed through Samuel Hanby and eventually to Grover C. Hanby. The site holds meaning in that, as told by informants, at the turn of the century the house used to also be a small grocery

Table 8

SUMMARY OF DEED TRANSACTIONS FOR JOHN HANBY SITE,  
1753-1954

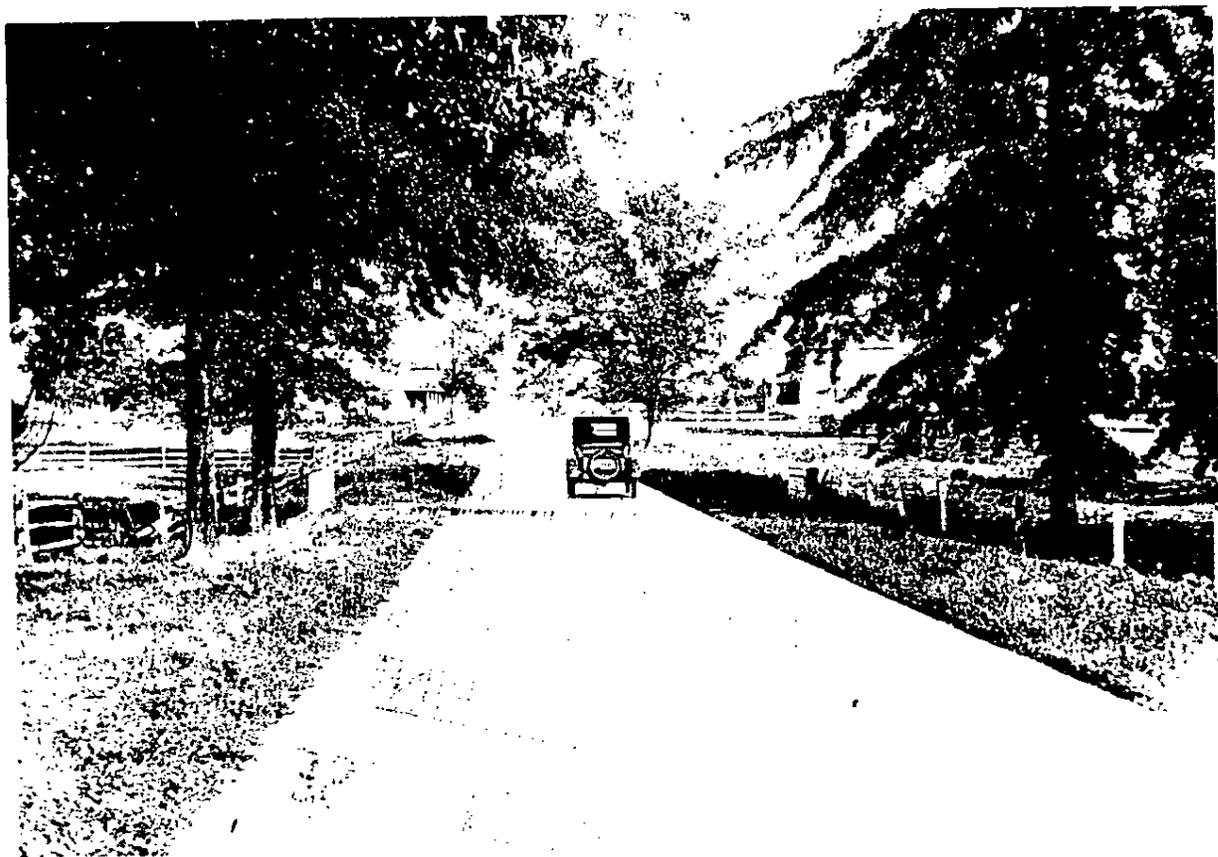
Lawrence P. Talley	to	ARCO	1954	P-54-69
Grover C. Hanby	to	L. P. Talley	1954	L-54-331
Adam Prince	to	Samuel Hanby	1858	E-7-322
John Hanby heirs	to	Samuel Hanby	1848	X-5-259
John's Kids	to	Joseph Hanby	1845	O-5-264
John's Kids	to	Joseph Hanby	1844	M-5-406
Rich. G. Hanby	to	Joseph Hanby	1843	L-5-398
John Hanby	to	Richard G. Hanby	1832	AC O-1-376
Richard Hanby	to	John Hanby	1803	WR Q-1-96
Thos. & Rich. Penn	to	Richard Hanby	1753	PADR A-17-342

store. Later the house was moved west to the site that was to become Alice's Restaurant (Figure 5, Sheet 10, Parcel #161A). The house at this site was identified in a 1919 De1DOT construction photograph (Plate 15). All that remains there now is a stone wall outlining the past property.

**PLATE 15**

**JOHN HANBY HOUSE LOCATED AT ALICE'S RESTAURANT CA. 1920**  
(House on the left is the Grover Hanby House, West)

Both sites are located outside the proposed ROW. There is a low probability of finding any intact subsurface features at the ARCO Station due to the extensive disturbance caused by the installation of the gas tanks (Coleman et al., 1986). Since the history of Alice's Restaurant site begins in the 20th century, no early intact remains would be present at this site.



John Hanby House located at Alice's  
Restaurant, ca. 1920

Pl. 15

(House on the left is the Grover Hanby House, West)

(ca. 1929, DelDOT Construction Photograph, Dover Archive)

Consequently, no testing was conducted at either of these sites.

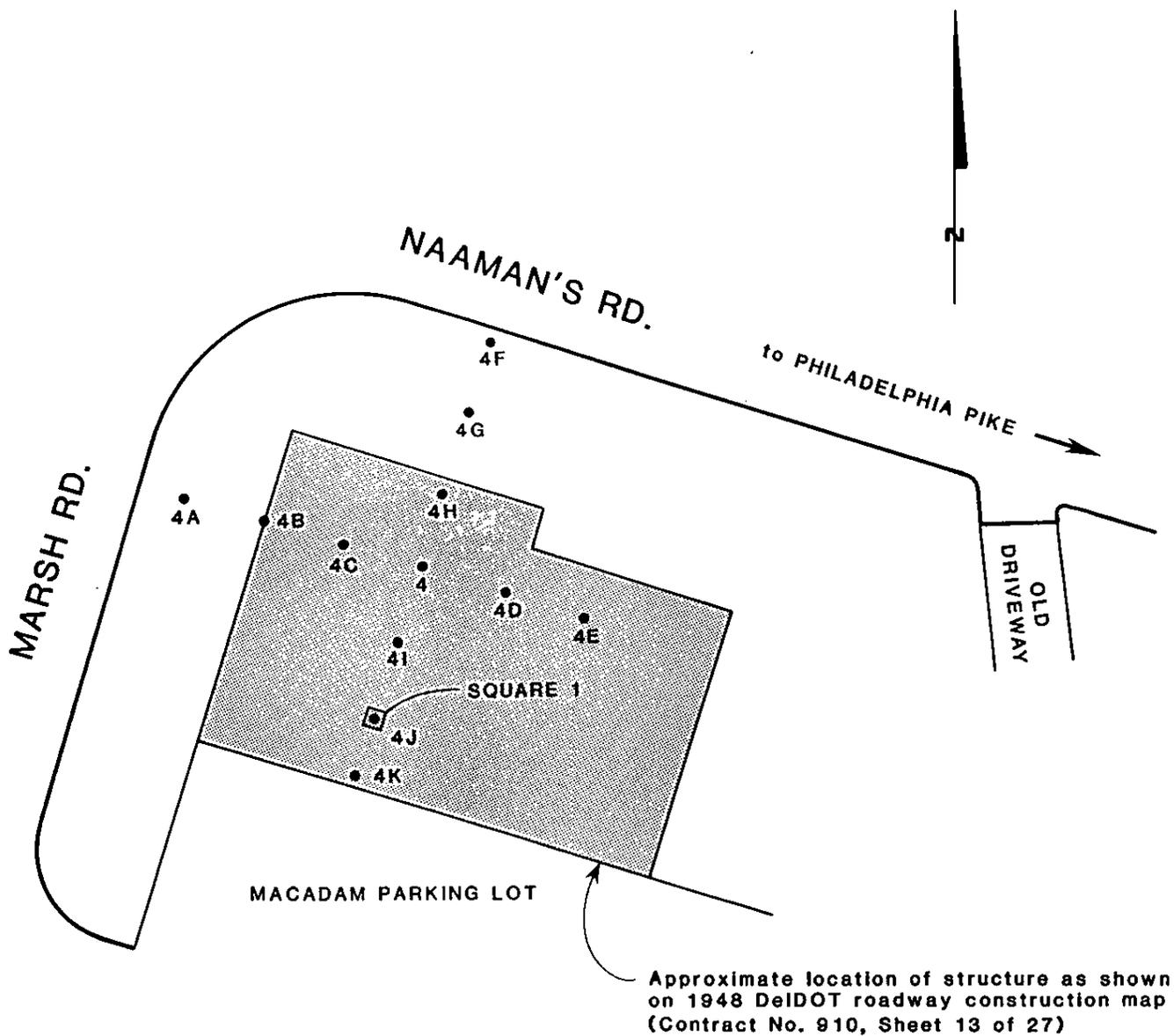
Survey Number 22: A. R. Hanby Site (Figure 5, Sheet 10)

When John Hanby died in 1832 leaving no will, the Orphan's Court awarded to his son James G. Hanby the portion of the estate on the southeast corner of the intersection as seen on the associated plot (Figure 10 and Table 9). A house is noted on this site on Beer's 1868 Atlas (Figure 4) and by 1893, it was part of the S. Hanby estate (Figure 6). After passing in and out of the family for many years, Alfred J. Hanby purchased the land in 1924. A building was reported to have been demolished 18 years ago as part of a training program for firemen (Claymont Deputy Fire Chief: pers. comm. 1981).

As the location of the site is still partially visible by an uneven ground configuration, additional testing was conducted. Fourteen shovel tests and one 2'x2' test square were placed in and around the buried rubble (Figure 11). Of the shovel tests, only the northernmost (Shovel Test 4F) and southernmost (Shovel Test 4K) contained no artifacts. With the exception of Shovel Test 4J and Test Square 1, which was placed over S.T. 4J, the artifacts tended to be nondescript late 19th and 20th century household items (Appendix II). These artifacts included redwares, whitewares, one porcelain fragment, bottle glass, window glass, and metal household objects (e.g. crown bottle top, spark plug). Shovel Test 4J and Test Square 1 contained 16 sherds of redware, aqua colored bottle glass, and milk glass fragments. The redware is apparently from one or more cream pans. The aqua glass is from various late 19th century patent medicine, storage, and soda bottles (e.g. one whole bottle

# FIGURE 11

## LOCATION OF EXCAVATIONS AT A.R. HANBY SITE SURVEY NO. 22



Approximate location of structure as shown on 1948 DeIDOT roadway construction map (Contract No. 910, Sheet 13 of 27)



Table 9

SUMMARY OF DEED TRANSACTIONS FOR THE A. R. HANBY SITE,  
1753-1924

Samuel Hanby Kids	to	Albert J. Hanby	1924	N-32-330
Lindley C. Kent	to	Samuel Hanby	1886	T-13-295
Ed. H. Gregg	to	Lindley C. Kent	1886	O-13-450
Armon Chaytor	to	Ed. H. Gregg	1884	D-13-121
Armina Chaytor Kids	to	Armon	1884	W-12-304
Osborn Chaytor	to	Armina Chaytor	1879	O-11-122
Alfred D. Hanby	to	Osborn Chaytor	1879	N-11-31
Alfred D. Chaytor	to	Alfred D. Hanby	-	-
James G. Hanby	to	Alfred D. Chaytor	1879	D-9-292
James G. Hanby	to	Alfred C. Chaytor	1865	D-9-290
John Hanby	to	James G. Hanby	1832	OC O-1-376
Richard Hanby	to	John Hanby	1803	WR Q-1-96
Thos. & Rich. Penn	to	Richard Hanby	1753	PADR A-17-342

embossed "Citrate of Magnesia," patent medicine bottle fragments from "Walnut St., Phila.," and a canning jar patented November 30, 1858). The milk glass is probably from a single lamp globe, but it is too fragmented to mend. Archeological evidence can only confirm a mid to late 19th century utilization of the site, and the relatively high count of ceramic and glass containers suggests a residence. The effects of the structure's demolition and subsequent landscaping, confirm the absence of any features and the presence of a subsurface disturbance as shown by the inconsistent scatter of the late 19th and 20th century artifacts. Thus supporting the evidence that the archeological resources are disturbed within the proposed ROW. An Archeological Site form has been prepared and is presented in Appendix VI.

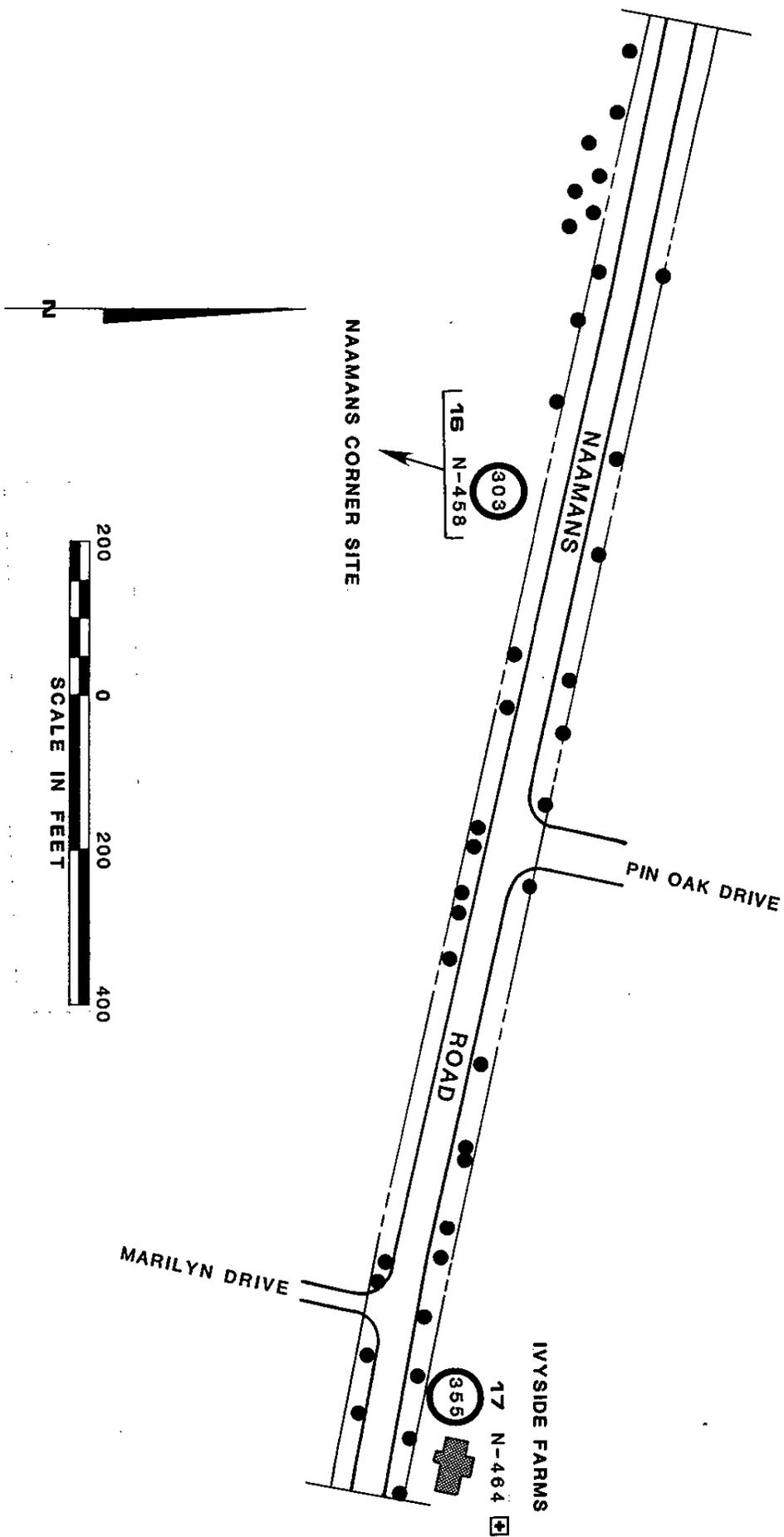
**Survey Number 27: R. J. Hanby Site (Figure 5, Sheet 10)**

On the east side of Marsh Road approximately 0.1 miles south of the Claymont Fire House at Hanby's Corner, the Deputy Fire Chief showed the crew where the foundation of a house, and its associated well, existed. This house, which may have been shown on Beer's 1868 Atlas (Figure 4), was demolished along with the A. R. Hanby House (Survey Number 22) approximately 18 years ago as a training exercise for the firemen. The site is well out of the proposed ROW thus, no investigations were conducted on the property. However, an Archeological Site form was completed and appears in Appendix VI.

**Survey Number 16: Naaman's Corner (Figure 5, Sheet 11)**

On the Trinity Presbyterian Church property east of Darley Road and approximately 750 feet south of Naaman's Road is the

FIGURE 5  
(11 OF 17)  
ARCHAEOLOGICAL TESTING



site of the late 19th century clapboard farm house. An informant reported that the house had been used for church services until it was demolished six or seven years ago following the construction of the new sanctuary and Sunday School building in 1969. He also stated that there has been an orchard in the immediate vicinity of the demolished structure and that the associated springhouse, located on the property of 1418 Naaman's Road, had been hit by lightning and fell into disuse.

Testing at this site was limited to the proposed ROW area and recovered no artifacts.

**Survey Number 17: Ivyside Farm (Figure 5, Sheet 11)**

A complete history of this site is included in a National Register Form (B.A.H.P. Files). This special structure (Plate 16) is listed on the National Register of Historic Places and is currently part of the Bechtel (County) Park. As stated in a DelDOT and SHPO report, the project designs purposefully avoided and pulled the proposed roadway further away from the site resulting in an indirect no adverse effect. Factors under consideration were the alteration of the property's surrounding environment and an introduction of visual elements that will potentially change the characteristics that qualified the Ivyside Farm to meet the criteria of the National Register (Appendix VII). Taking into account the importance of this site, eight shovel tests were excavated on the property near the existing ROW. No cultural material were recovered.

PLATE 16

Plate 16

Lyonside Farm



#### IVYSIDE FARM

#### Survey Number 18: Archeological Site 7NC-C-4 (Figure 5, Sheet 12)

Although identified as a site (7NC-C-4) in the Bureau of Archeology and Historic Preservation Files, Dover, no information is recorded on this resource. A number of boulders on the schoolhouse property east of Ivyside Farm (Plate 17) may be the "rock shelter" identified and photographed by H. T. Cresson in 1866 (Weslager 1908:40). However, no artifacts were recovered from the nine shovel tests excavated in this area. If a site exists here, it is outside of the proposed ROW.

PLATE 17

Plate 17

Pre-historic Site 7NC-C-4



## PRE-HISTORIC SITE 7NC-C-4

### Survey Number 30: W. Pierce House (Figure 5, Sheet 12)

This remodeled fieldstone house which predates Beer's 1868 Atlas (Figure 3), is situated on Woodstream Drive and is surrounded by a modern residential development. Although it was noted during the survey, the structure is well outside of the proposed ROW and no testing was conducted at this location.

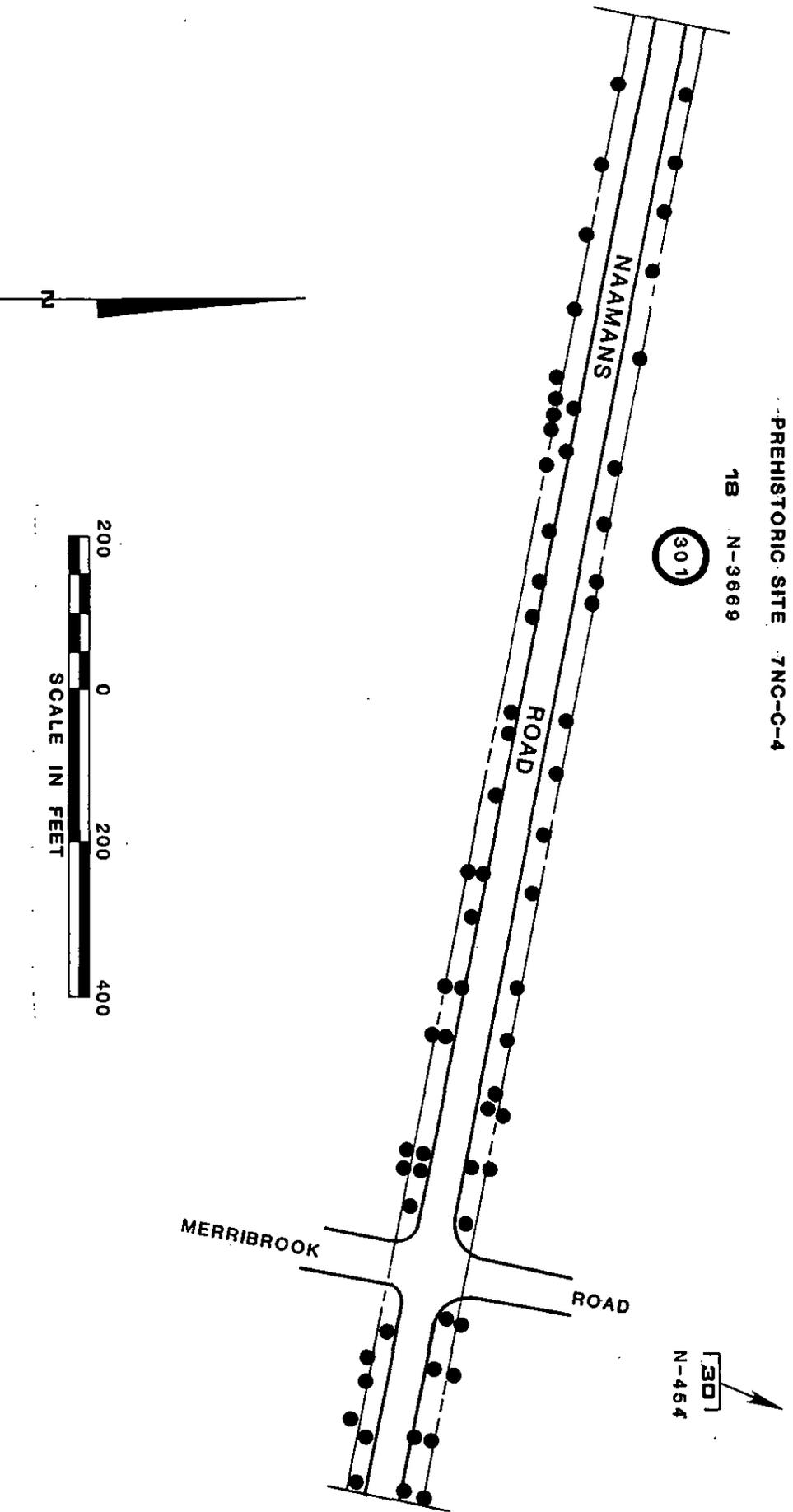
### Summary of Area C

Six cultural resources had been previously identified in Area C of the Naaman's Road corridor. Seven additional ones were located during this survey. The Ivyside Farm is the only site within this Area that will have an indirect effect from the widening of Naaman's Road. For those sites located within the proposed ROW, it has been determined that there will be no adverse effect from the proposed construction.

### **AREA D CARPENTER ROAD TO U.S. RT. 13, PHILADELPHIA PIKE**

Area D has been extensively altered with the development of the B & O Railroad, Interstate I-95, commercial and industrial complexes, an apartment complex, and single family dwellings.

FIGURE 5  
(12 OF 17)  
ARCHAEOLOGICAL TESTING



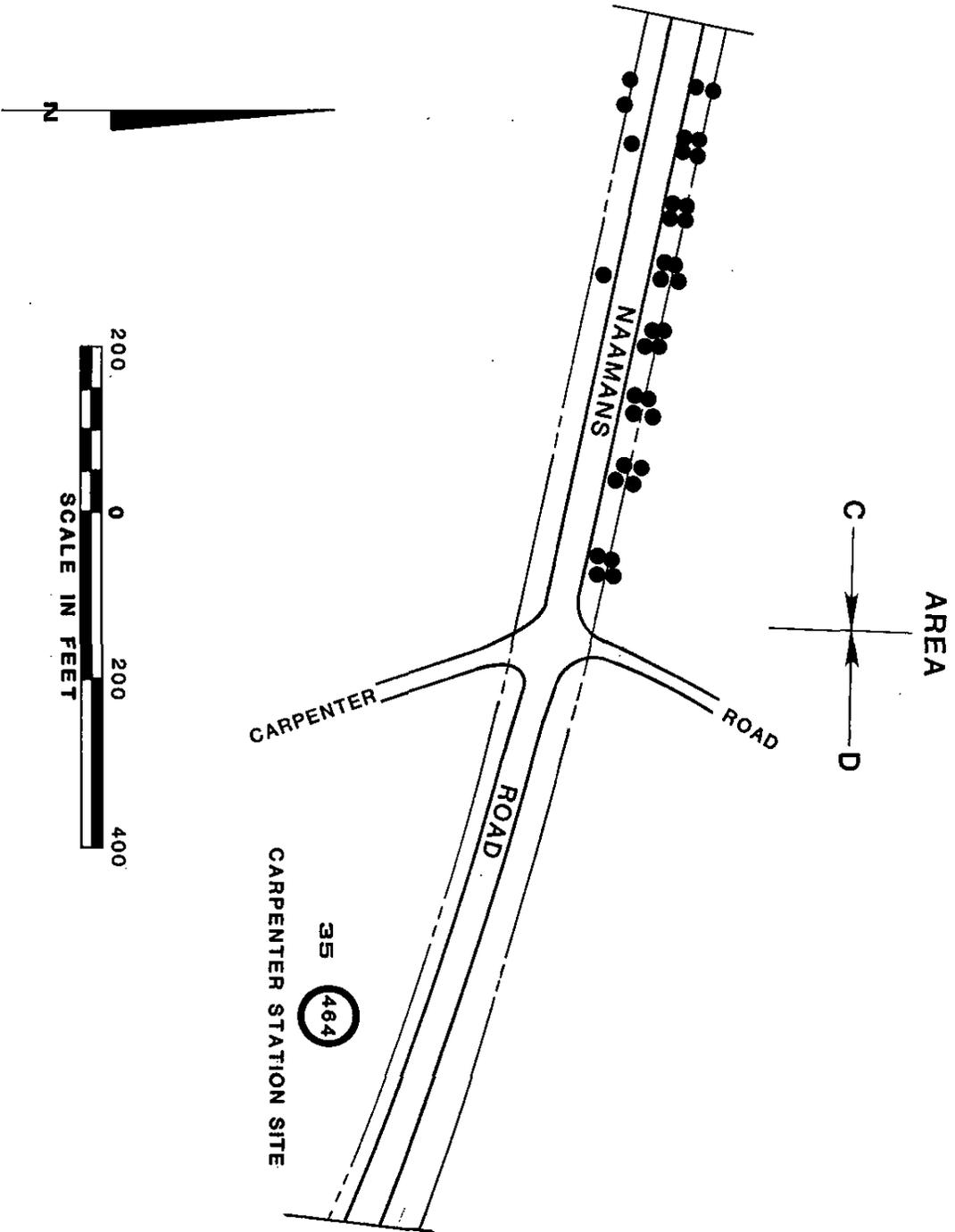
Aside from excavations at two of the sites (Survey Numbers 24 and 19; described below), 58 shovel tests and two stream bank cuts were excavated (Figure 5, Sheets 13-17). Twenty-two shovel tests were excavated near the east end of Naaman's Road (Figure 5, Sheet 17), in order to test the area on which three late 19th century dwellings had been situated (Figure 6). This area had been extensively disturbed by the installation of a railroad spur and present use as a trash deposit by Phoenix Steel. 15 of the 60 units excavated recovered only artifacts consisting of roadside scatter.

Survey Number 35: Carpenter Station Site (Figure 5, Sheet 13)

This site was not established until very late in the 19th century. It was part of the Carpenter Site (Survey Number 19) up to 1883. At this time, the Philadelphia and Baltimore Railroad purchased 3 acres from Joseph and Julia Carpenter (NCD Q-12-289) as verified on the 1883 Brandywine Hundred Tax Assessment. However, the 1893-97 Brandywine Hundred Tax Assessment showed that the property had changed hands and was bought by the Baltimore and Ohio Railroad Company which, by that time, included a station and dwelling (Plate 18). Informants remembered this site as a milk pick up for the dairy farms, post office, and commuter station for the residents along Naaman's Road.

PLATE 18

FIGURE 5  
(13 OF 17)  
ARCHAEOLOGICAL TESTING



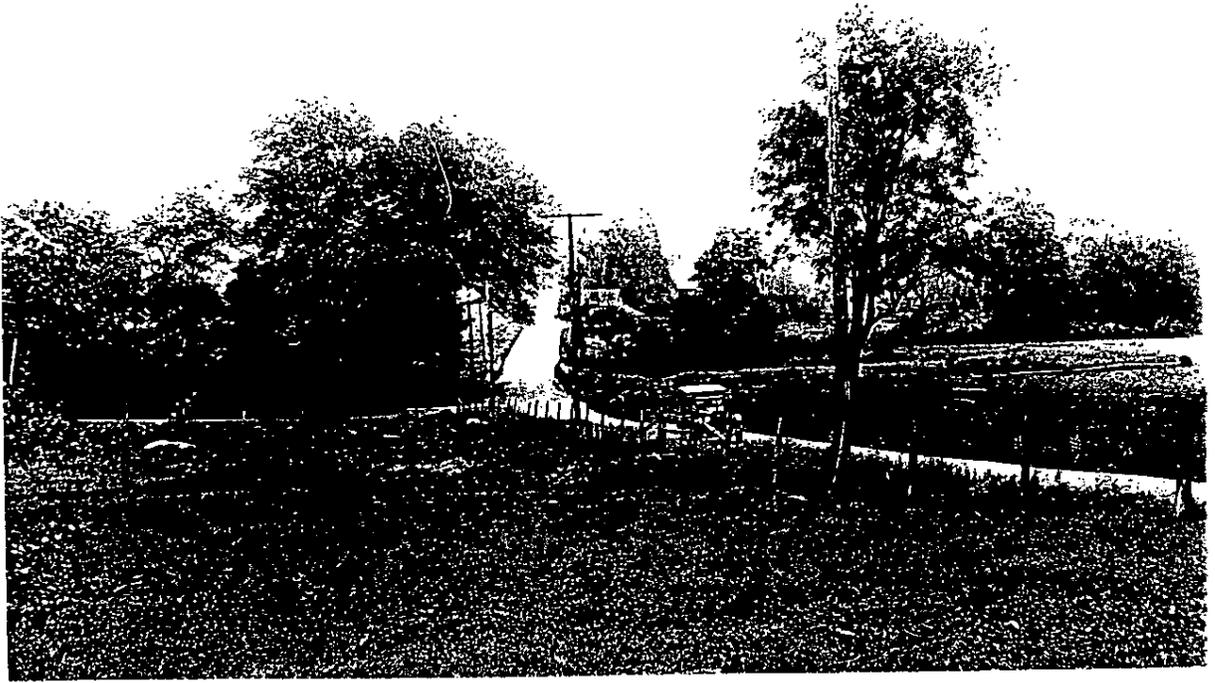
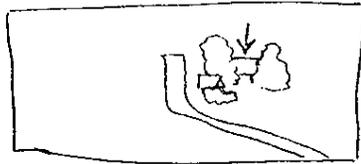


Plate 18

Looking East on Naaman's Road at  
Carpenter's Station.

Put arrow over roof of house on far right



### LOOKING EAST ON NAAMAN'S ROAD AT CARPENTER'S STATION

This archeological site is located well outside of the proposed ROW, thus no testing was conducted.

#### Survey Number 24: H. Hanby Site (Figure 5, Sheet 14)

Though this site is only noted on the 1919 Delaware DOT construction map, intensive surface collecting and several test squares were conducted (Figure 12). The artifacts recovered from the surface collection included redware, whiteware, stoneware, porcelain, sewer pipe, window and bottle glass, brick, asbestos tile, and nails. These were modern in date and showed no discernible spatial patterning. The entire site was graded and the plowzone was removed from most of the site. Artifacts recovered from the four 2'x2' test units yielded late 19th and 20th century materials (e.g. clear bottle and window glass, asbestos shingle tile fragments, and plastic fragments). In addition, portions of the concrete block foundation were visible in the squares. This information, combined with the fact that no structure is present on 19th century maps, suggest that the site was probably utilized in the 20th century. The test units also

# FIGURE 5 (14 OF 17)

## ARCHAEOLOGICAL TESTING

For detail  
of area see figure 12

For detail  
of area see figure 14

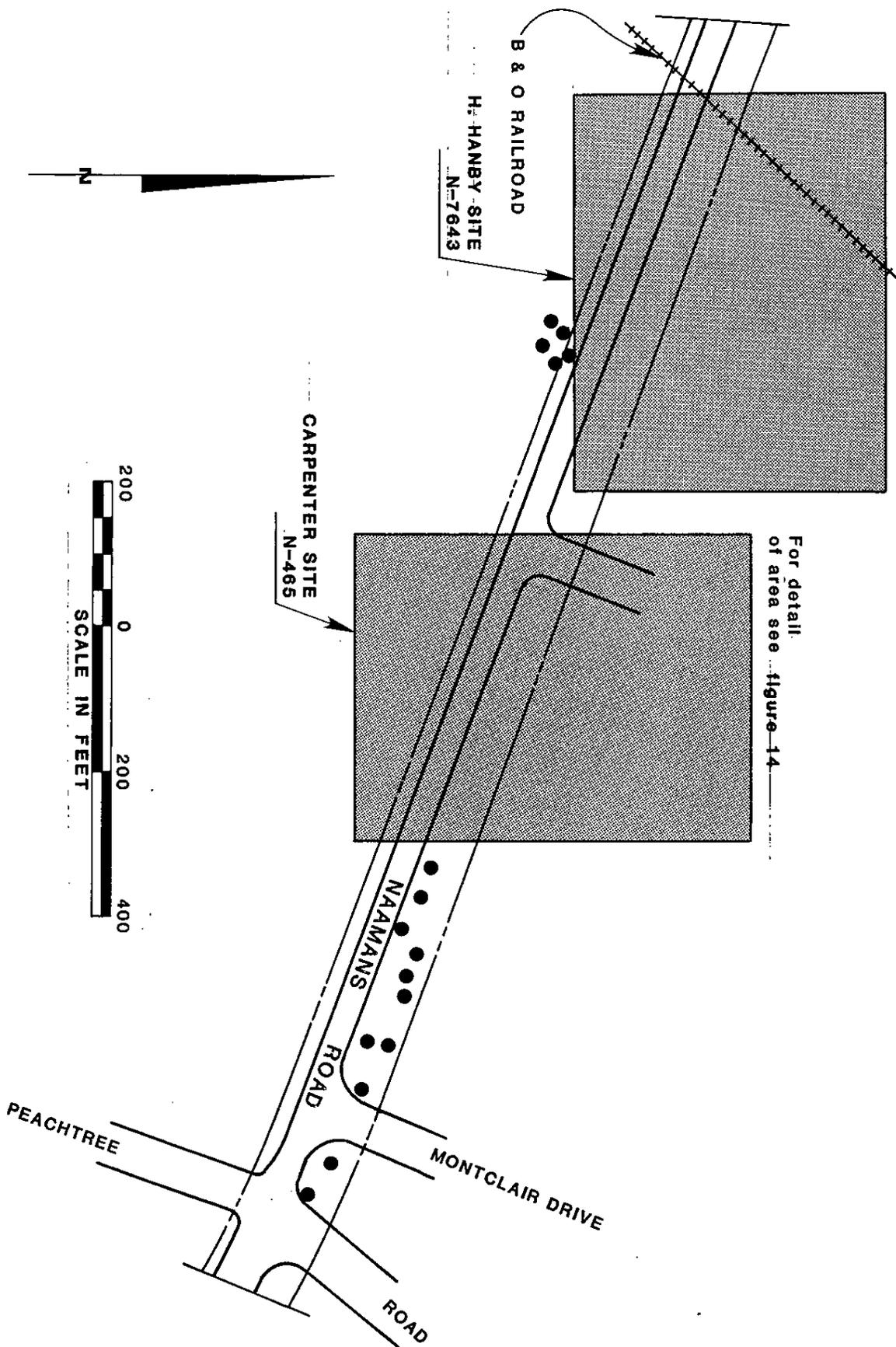
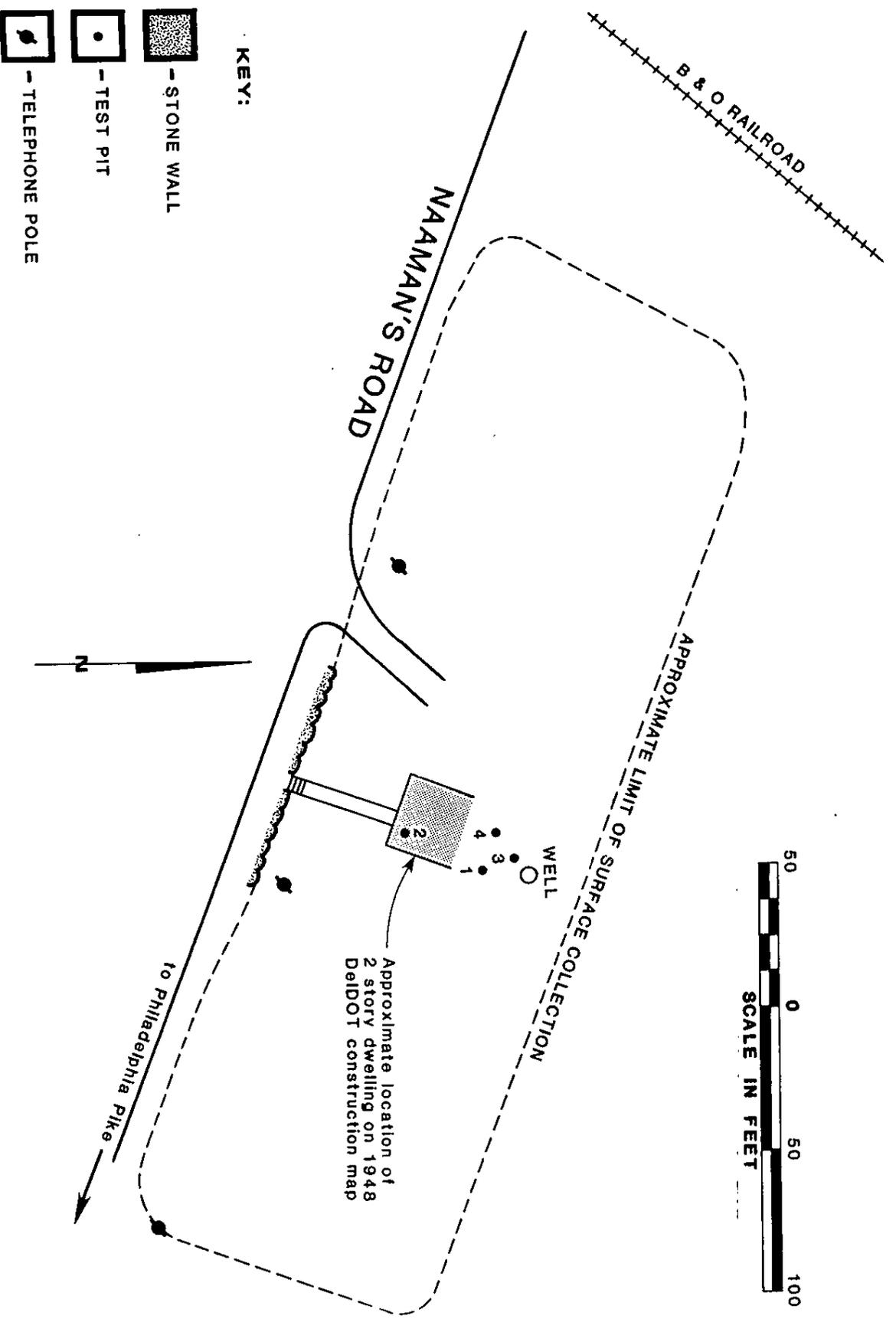


FIGURE 12  
 LOCATION OF EXCAVATIONS AT THE H. HANBY HOUSE  
 SURVEY NO. 24



KEY:

— STONE WALL

— TEST PIT

— TELEPHONE POLE

revealed that the site has been heavily disturbed by previous grading and removal of topsoil. Thus, no further testing is necessary at this site and there will be no effect upon the destruction of the site by the widening of Naaman's Road. Appendices I and III contain the catalog data and Appendix VI includes the completed Archeological Site form.

**Survey Number 19: Carpenter Site (Figure 5, Sheet 14)**

The history of this site began with the sale of 500 acres from William Penn to William Cloud in 1681 (Table 10). The land remained in the Cloud family for several generations, but was partitioned among family members. By 1783 Samuel Carpenter (a tanner by trade) bought 100 acres of the original plot. A plat drawn at the time of his death in 1829 shows on his property a two story house, a barn across the street, and two tanning houses by a tributary of the Naaman's Creek (Figure 13 and Plate 19). This is verified by the listing in the 1828-34 Tax Assessment which described a stone house, frame barn, and tanyard. Eventually, the fifty acres on which the house and outbuildings stood was owned by Joseph and Julia Carpenter (brother and sister). During the 20th century the house and barn lot changed ownership several times until it was demolished in 1972 (Kendall, n.d.) in preparation for the roadway construction. At that time, it was not determined eligible for inclusion on the National Register of Historic Places.

**PLATE 19**

Table 10

SUMMARY OF DEED TRANSACTIONS FOR THE CARPENTER SITE,  
1681-1919

Nils Kwick & wf.	to	Homer T. Wilmot	8/17/1919	S-28-586
Bridget Miller & Louis	to	Nils Kwick & wf.	4/7/1913	K-24-127
George Thompson	to	Bridget Miller & Louis	8/28/1897	L-17-168
Ethan B. King & Sarah E.	to	George Thompson	1/18/1897	L-17-93
George Thompson	to	Ethan B. King & Sarah E.	12/12/1893	G-16-484
George Broomall & Sarah C. King (Executor-Executrix of Joseph Carpenter)	to	George Thompson	6/14/1893	E-16-248
George Broomall (Executor of Julia A. Carpenter)	to	Joseph Carpenter	4/5/1888	Z-14-356
Charles B. Lose (trustee of Wilm. on behalf of Jacob Carpenter)	to	Joseph Carpenter	9/16/1865	C-8-150
Charles B. Lose (trustee of Wilm. on behalf of Jacob Carpenter)	to	Julia A. Carpenter	9/10/1865	C-8-150
Estate of Samuel Carpenter	to	Jacob Carpenter	7/13/1829	OC N-257
Suzanne Doane (Admin. of Ephram Doane decd.)	to	Samuel Carpenter	4/28/1783	B-3-322
Benjamin Wyn Koup & Sarah	to	Ephram Doane	4/27/1779	?
John Cloud	to	Benjamin Wyn Koup & Sarah	12/20/1778	D-2-175
Edward Cloud	to	John Cloud	4/20/1762	OC D-57
John Cloud	to	Edward Cloud	12/10/12	D-2-175

Jeremiah Cloud

to John Cloud

7/20/1713

D-4-125  
Chester



U.S.C.

Plate 19

~~Carpenter Site~~

1919 Del DOT Construction Photograph showing  
Carpenter House and Barn

**DELDOT CONSTRUCTION PHOTOGRAPH SHOWING CARPENTER HOUSE AND BARN**

In addition to the house, several outbuildings existed on this site. According to an informant who had previously lived on this site, a shed had stood on the southwest corner of Parcel 736. Adjacent to this structure was a privy, which was cleaned out regularly. She also stated that the frame garage on Parcel 437 used to be a chicken house. Furthermore, an earlier shed was moved and incorporated into the existing brick dwelling located on Parcel 437. A 2-story Pennsylvania bank barn, which housed hay in the top and a few cows and a horse on the first floor, was located across Naaman's Road on Parcel 443. According to the informant, the outline of the foundations can be seen during dry weather.

The house and barn were demolished in 1972 (Kendall, n.d.) in preparation for roadway construction. At that time, it was not considered eligible for inclusion in the National Register

for Historic Places. Yet, because of the early 19th century date of the dwelling (see earlier reference to the Tax Assessments) and the proposed effect to the site within the ROW, intensive test excavations at this site were conducted (Figure 14 and Appendix IV). The results of the investigations will be presented first for the north side of Naaman's Road and then for the south side. A total of 15 excavation units and 28 shovel tests were excavated.

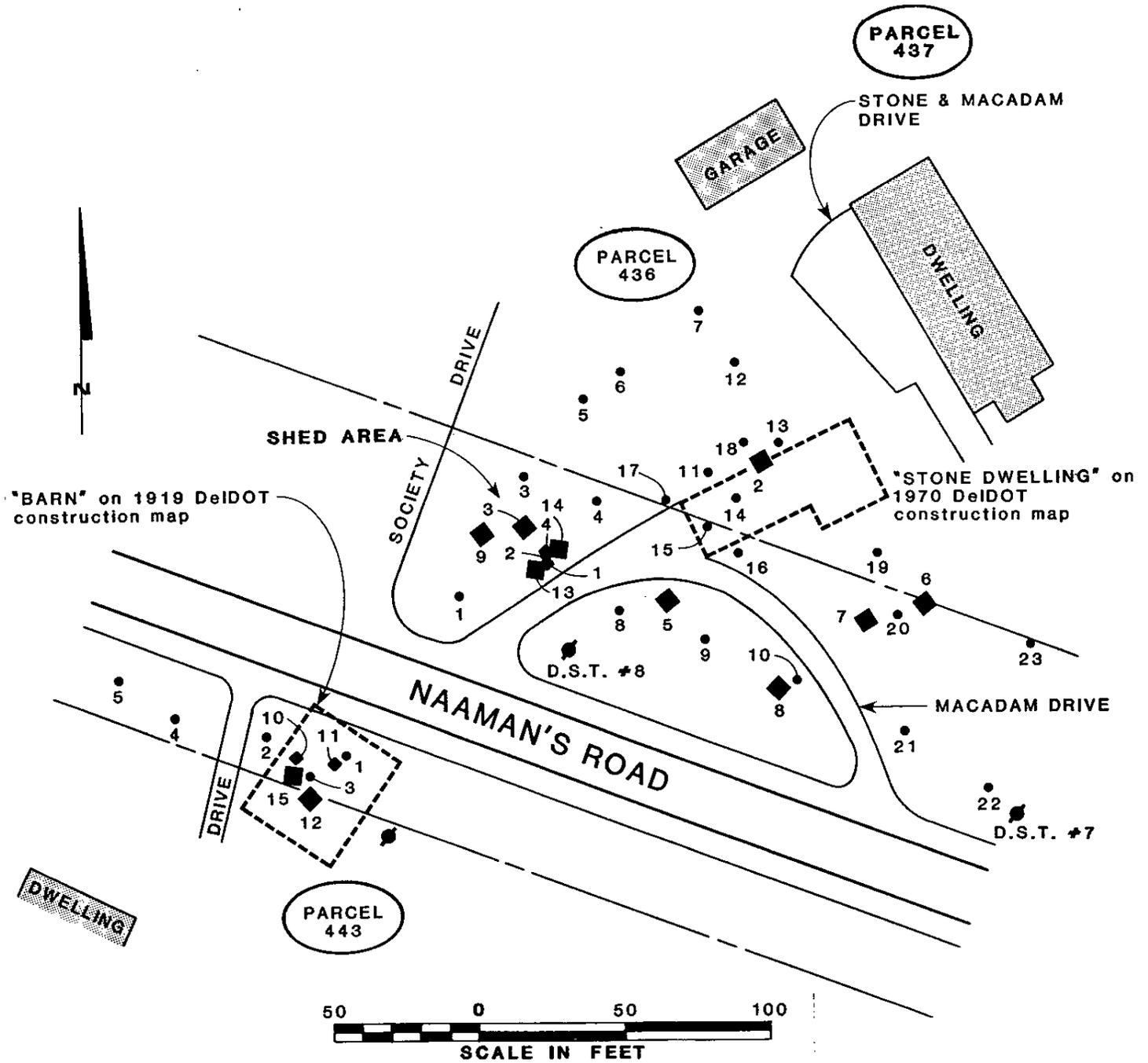
#### North of Naaman's Road, Carpenter Site Dwelling Area

The 11 excavation units and 23 shovel tests excavated in this area revealed that most of the site had been heavily disturbed by the destruction of the house (Figure 14). Of the small area left intact most of the shovel tests (9, 10, 19, 21, 22 and 23) and Test Unit #8 contained few nondescript artifacts such as clear bottle glass and unidentified metal. A garden area, located in the area of test units 6 & 7 and shovel test 20, was the only place where 18th century artifacts were recovered. But these 18th century artifacts were stratigraphically associated with late 19th century ceramics and thus lacking contextual integrity. Several shovel tests conducted around the house showed such extensive disturbance that few remains were present. Test Unit #2 located the house foundation at .81 B.G.S. (Below Ground Surface) and shovel tests 14 and 15 were located in the cellar hole which had been filled with demolition debris. Since there was only one deeply buried intact feature (described in detail below) it can be concluded that any associated features with the house were probably destroyed in 1972.

Shovel Test 2 (Figure 9) contained several redware fragments

# FIGURE 14

## LOCATION OF EXCAVATIONS AT THE CARPENTER SITE



### KEY:

- |                                                                                     |                         |                                                                                     |                               |
|-------------------------------------------------------------------------------------|-------------------------|-------------------------------------------------------------------------------------|-------------------------------|
|  | - STANDING STRUCTURE    |  | - TELEPHONE POLE (Datum)      |
|  | - SHOVEL TEST/POST HOLE |  | - TEST SQUARE/EXCAVATION UNIT |
|  | - DEMOLISHED STRUCTURE  |                                                                                     | 0 - IDENTIFICATION NO.        |

of which four were slip-decorated, and nine glass fragments. Because of the unusually high quantity of artifacts and proximity of this shovel test to the location of the demolished shed described by the informant, four test squares were placed around it with the following results.

Unit 1, 3'x3' test square (Figures 15 & 16)

Levels A, B, B1, and C, excavated to a total depth of 1.5' B.G.S., contained a mixture of 19th and 20th century artifacts. These were primarily undiagnostic ceramics, bottle and window glass, and unidentifiable metal fragments. Under a layer of rocks approximately 1.25' B.G.S., 100 ceramic sherds were recovered. They primarily consisted of glazed redware fragments of one chamber pot and a bowl, and fragments of one hand painted, one transfer printed, and two whiteware vessels. These materials date the feature to the early to mid 19th century.

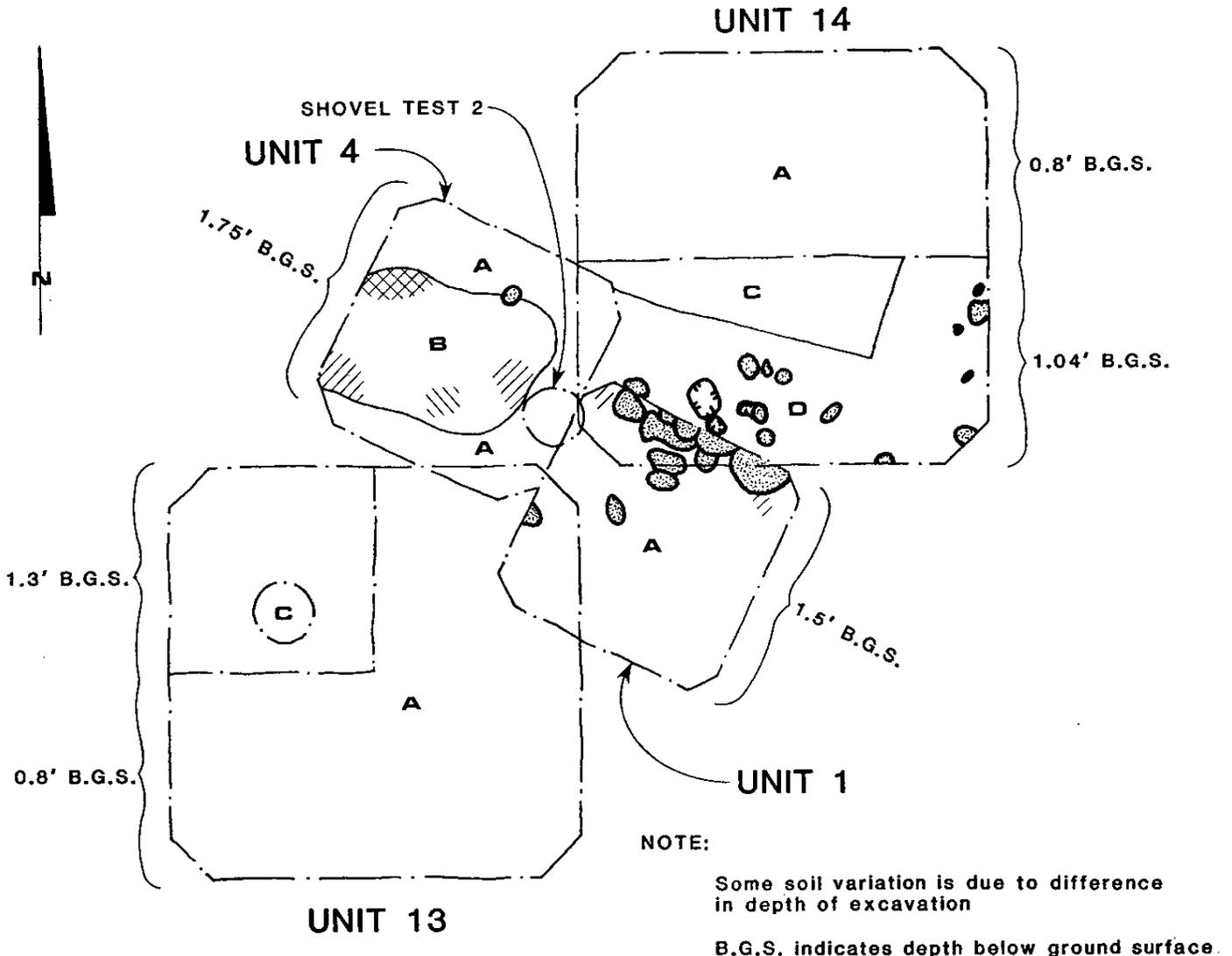
Unit 4, 3'x3' test square (Figures 15 & 16)

Located on the north edge of Unit 1, this test square was excavated to determine the extent of Feature 1 located by Unit 1. The first three levels were excavated to a depth of 1.0' B.G.S. Fragments recovered from the uppermost level. Within Level D approximately 1.0' to 1.5' B.G.S., Feature 2, a roughly rectangular area, was found to contain the same types of materials although with a greater proportion (to total artifact counts) of redware ceramics and clear bottle glass fragments. The artifacts recovered throughout the vertical and horizontal extent are a mixture of mid 19th to 20th century materials.

Unit 13, 5'x5' test square (Figure 15).

# FIGURE 15

## PLAN OF SHED AREA EXCAVATIONS CARPENTER SITE, PARCEL 436



KEY:



- COAL/CHARCOAL



- STONE



- BRICK



- WHITEWARE SHERDS



- REDWARE SHERDS



- REDWARE & WHITEWARE SHERDS

A - YELLOWISH BROWN SILTY CLAY

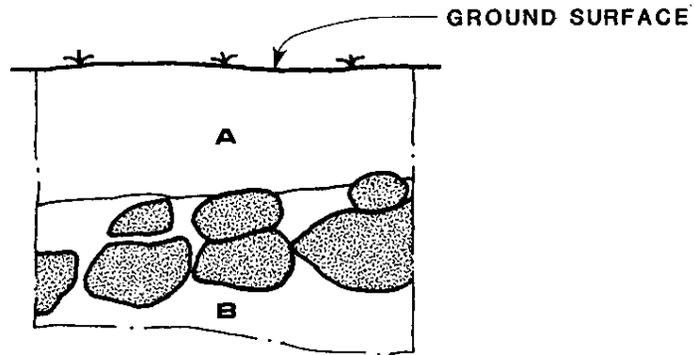
B - DARK YELLOWISH BROWN SILTY CLAY

C - YELLOWISH BROWN CLAY

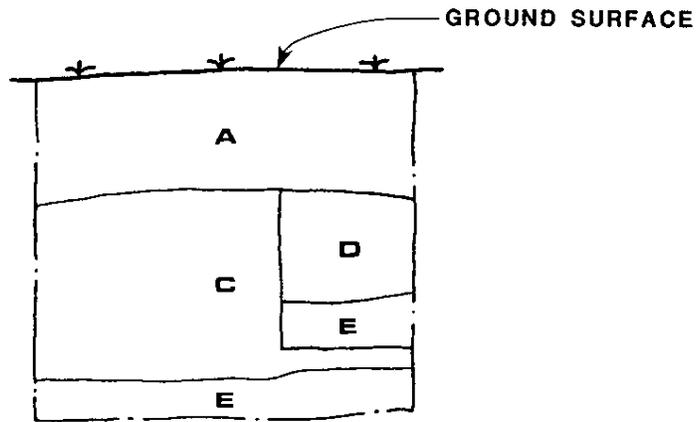
□ - BROWN to DARK BROWN LOAM

# FIGURE 16

## TYPICAL PROFILES OF SHED AREA EXCAVATIONS CARPENTER SITE



TEST SQUARE 1 - NORTHWEST WALL



TEST SQUARE 4 - NORTHWEST WALL



**KEY:**



**A - BROWN SILTY LOAM**

**B - YELLOWISH BROWN SILTY LOAM**

**C - BROWN SILTY LOAM WITH SUBSTANTIAL AMOUNT OF ARTIFACTS**

**D - BROWN YELLOW SILTY CLAY**

**E - BROWN TO DARK BROWN SILTY CLAY**

This unit was excavated on the western edge of Units 1 and 4, to further define the artifacts found in Unit 4 to a depth of approx. 0.6' B.G.S. Recovered were several porcelain and ironstone ceramics and a larger amount of aqua-colored glass. Below this level the amount of artifacts dropped off significantly, with only one pearlware sherd and one bone fragment being found in the northwest quadrant of Level C, approximately 0.6' B.G.S. to 1.0' B.G.S. in depth. It was also noted during excavation that charcoal fragments increased with depth to approximately 1.0' B.G.S., possibly indicating that a fire had occurred in the area.

#### Unit 14, 5'x5' test square (Figure 15)

This test square was placed on the eastern edge of Units 1 and 4. The materials recovered from this square were mixed mid-19th century to 20th-century redware, porcelain, and ironstone; amber, aqua, and clear bottle glass; window glass, brick fragments; unidentifiable metal; and two marbles, one clay and one glass. Only the southern half of this square, which appeared to be a feature, was excavated from about 0.6' to 0.90' B.G.S. The northern half of the square, which appeared to be sterile soil, was not excavated. A well-defined soil discoloration was noted and mapped, and interpreted as being a builder's trench.

#### Shed Excavations, Summary

The four test units and 1 shovel test, set adjacent to and in some cases incorporating each other, were placed where an informant said a small shed had been located since at least the early 20th century. The brick fragments, nails, and window glass all attest to the fact that some type of structure was located

there. The builder's trench and the insubstantial nature of the rock layer (which probably was the foundation of a small wooden structure verifies this fact. The ceamics and glass recovered establish the date range as beginning in the mid to late 19th century and ending well into the 20th century.

South of Naaman's Road, Carpenter Site, Barn Area

The informant stated that the barn for the Carpenter farm had been located south of Naaman's Road, a site now on her property (Figure 14). This structure is shown as standing on the 1919 Delaware Department of Transportation roadway construction maps, (Plate 20) but not on the 1948 maps which also show the house currently on this property. The informant noted that a well was located near the west side of the barn, but it was out of use 59 years ago and had been filled in by the State during roadway construction. Four test squares and 5 shovel tests were placed on this parcel in order to delineate the barn and determine the integrity of its remains.

PLATE 20



Plate 20

Carpenter Site, ca. 1971

### CARPENTER SITE, CA. 1971

Unit 10, 3'x3' test square (Figures 14 & 17)

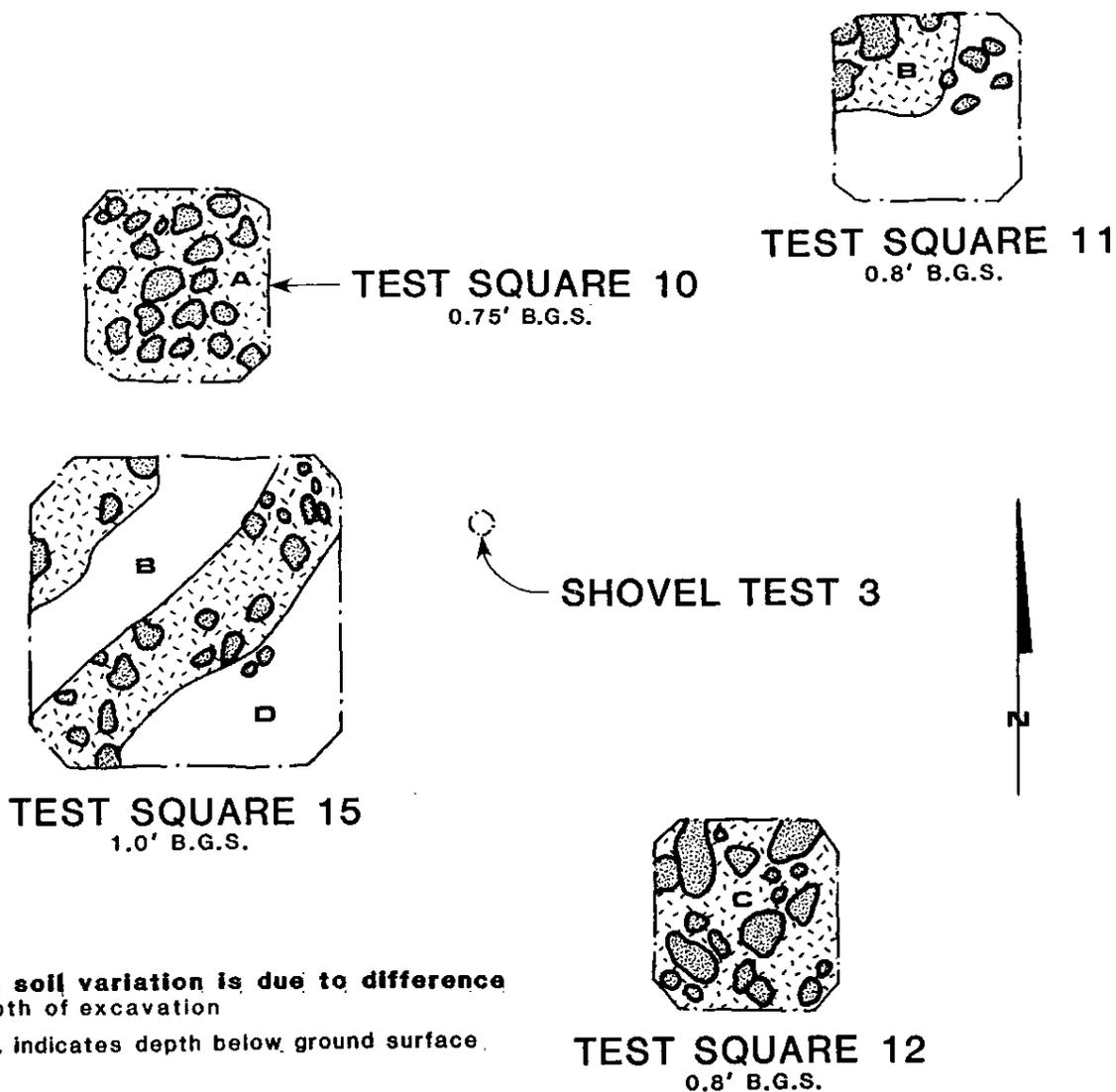
This test square was located well within the barn foundation area. A layer of modern fill, which was probably brought in to cover the demolished barn, extended approximately 0.5' B.G.S. and contained only clear, modern bottle glass fragments, an ironstone sherd, unidentifiable metal fragments, and 1 piece of leather. Below this a layer of rocks was recorded and removed so that the excavation could continue to approximately 1' B.G.S. This level (Level C) consisted of a very dark grayish brown silty soil mixed with burned wood and mortar surrounding the rocks, and contained whiteware, modern bottle glass and a few nails and ended on top of sterile soil.

Unit 11, 3'x3' test square (Figures 14 & 17)

Also within the barn area, Unit 11 stratigraphy was nearly identical to that of Unit 10. The materials recovered were also very similar to those from Unit 10 except that over sixty aqua glass fragments were recovered. However, the soil was very disturbed and the potentially early materials were intermixed with later materials, e.g. a ca. 1921 (date not fully legible) penny. Although two features (Feature 3 and 4) were delimited above the layer of rocks, they appeared to have been natural soil discolorations or a variation in the type of fill used to cover the demolished barn.

# FIGURE 17

## PLAN OF BARN AREA EXCAVATION CARPENTER SITE, PARCEL 443



**NOTE:**

Some soil variation is due to difference in depth of excavation

B.G.S. indicates depth below ground surface.



**KEY:**



- STONE



- LOOSE MORTAR

**B** - LIGHT YELLOW CLAY WITH BROWN LOAM

**C** - MEDIUM BROWN SANDY CLAY LOAM

**A** - VERY DARK GRAYISH BROWN LOAM

**D** - YELLOW BROWN LOAMY CLAY

Unit 12, 3'x3' test square (Figures 14, 17 & 18)

This unit, located about ten feet southwest of Unit 11, had much the same stratigraphy as the two previously described units except that the top of the rock layer sloped down on the eastern side of the square, where it was approximately one foot below the ground surface. There was a scarcity of artifacts throughout the square, although over thirty fragments of 19th-century aqua bottle glass were recovered in a shallow (less than 0.1' thick) cap over the layer of rocks. This small layer was an immediate association with the rocks, and two nails dating post 1850 were also recovered in this layer, indicating that the placement of the stones was probably mid-to late 19th century in origin.

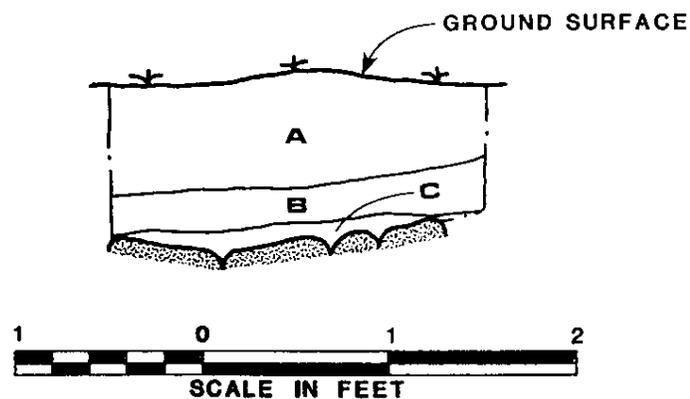
Unit 15, 5'x5' test square (Figure 17)

Unit 15 was more complexly developed than any other unit in this parcel. Coal, nail, and bottle glass fragments were recovered to a depth of 0.5' B.G.S. Below this to a depth of about 0.75' B.G.S., the artifacts recovered were similar to those in the upper level although more nails and some shoe leather were located. The fill within this unit was homogeneous to the top of the rock layer.

Carpenter Site, Barn Excavations, Summary

The four test squares placed in this parcel (Units 10, 11, 12, and 15) located a rock layer roughly 0.5' to 1.0' B.G.S. under a topsoil fill layer. Although some possible early to mid-19th-century materials were recovered, they were not stratigraphically separate from late 19th- and early 20th-century artifacts. Also, the materials recovered were generally

**FIGURE 18**  
**TYPICAL PROFILE OF SHED AREA EXCAVATIONS**  
**UNIT 12, SOUTH WALL**  
**CARPENTER SITE**



**KEY:**



- STONE

**A** - YELLOWISH BROWN SILTY LOAM

**B** - BROWNISH YELLOW SILTY CLAY

**C** - YELLOWISH BROWN STRUCTURE FILL

household items and therefore no specific function can be assigned to the area. Several auger holes, done in some of the test units (11, 12, and 15) through the dense rock layer, revealed a thin lense of very dark grayish brown silty loam mixed with burned wood and mortar overlying sterile subsoil. The same results occurring in the augering and Unit 10, show that when the barn was demolished the building debris was removed from the site and a crusher run fill used to level the area before topping it off with sterile fill.

None of the materials recovered indicate that there are any significant cultural resources remaining within the proposed right-of-way at this survey location.

Survey Number 28: T. Goodley Site (Figure 5, Sheet 15)

A structure which is identified on Beer's 1868 Atlas (Figure 3) and Baist's 1893 Atlas (Figure 6) as belonging to "T. Goodley", was situated in what is now the I-95 interchange. Since it was destroyed during the construction of the interstate highway, no investigations were conducted although a Delaware Cultural Resource Survey form was completed (see Appendix VI).

Survey Number 20: Prehistoric Site 7NC-C-1 (Figure 5, Sheet 16)

Although a prehistoric site (7NC-C-1) had been reported south of Naaman's Road and 1/4 mile west of Route 13 in 1977, no artifacts were recovered from the 6 shovel tests excavated within the proposed ROW. The defining characteristic of this resource was a single contracting stem projectile point found on the surface. This area of the corridor has long been used as an industrial waste dump, and if the site did exist, it would be outside of the proposed ROW and may have been either destroyed or

FIGURE 5  
(15 OF 17)  
ARCHAEOLOGICAL TESTING

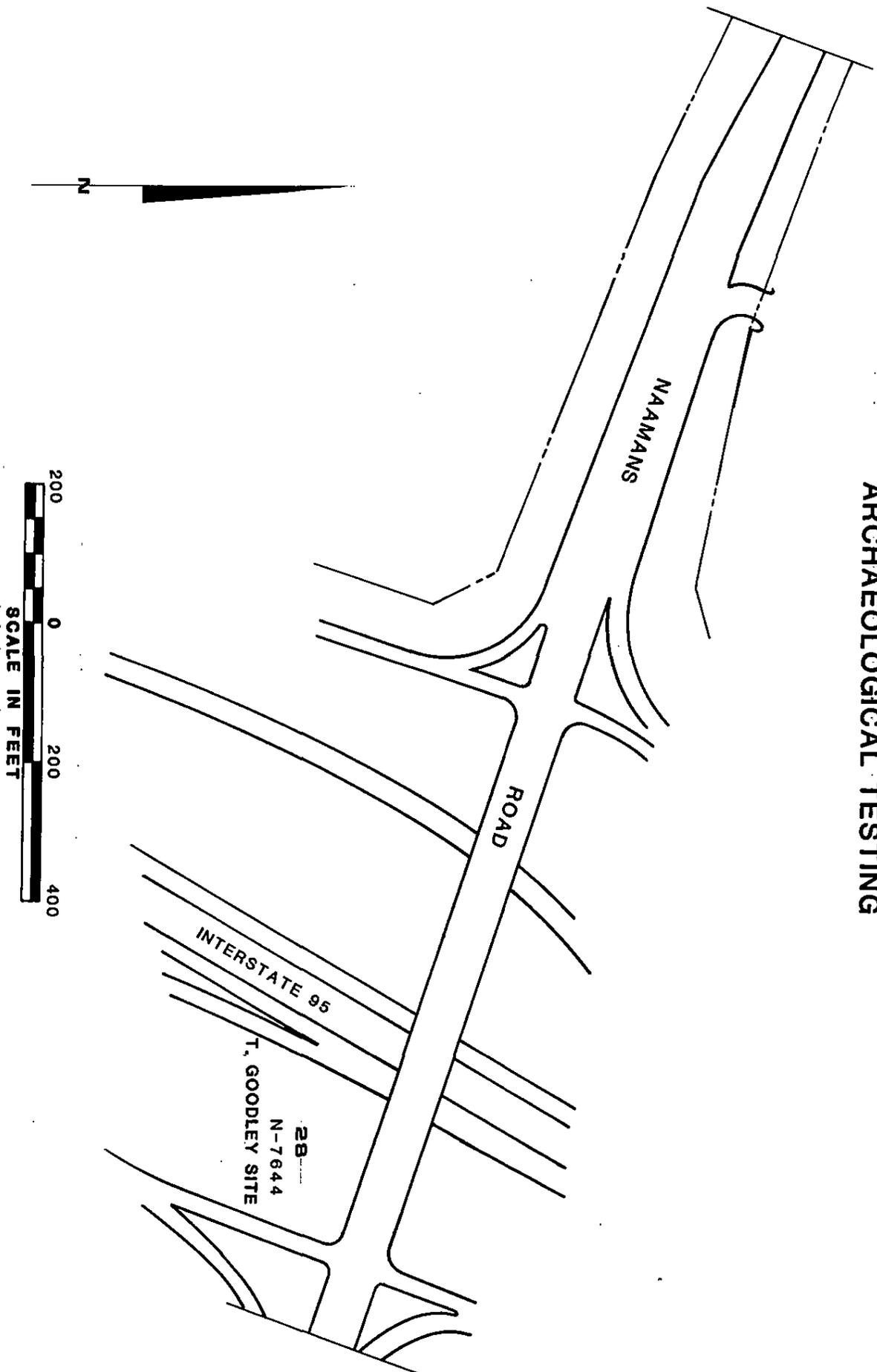
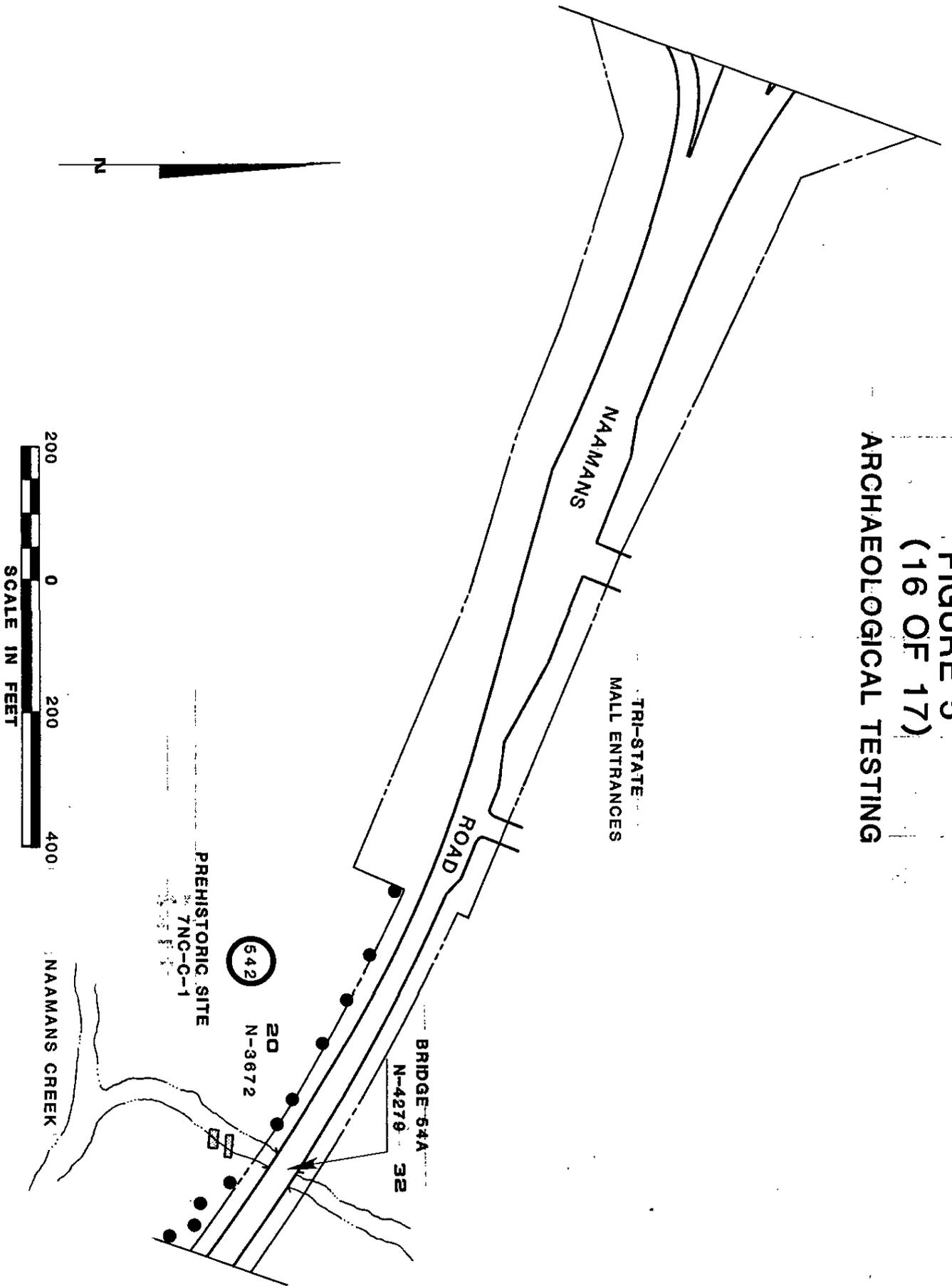


FIGURE 5  
(16 OF 17)  
ARCHAEOLOGICAL TESTING



buried.

Survey Number 32: Naaman's Creek Bridge (Figure 5, Sheet 17)

The earliest mention of this bridge was in an 1836 New Castle County road petition that stated that the construction cost would not exceed 1,000 dollars. The present bridge was constructed in 1920. It was a single span, reinforced, and concrete filled arch bridge. The arch had a clear span of 36 feet and a rise of approximately 4 feet. The entire length of the structure was 42 feet. In 1947 the bridge was widened to 38 feet. Although the handsome concrete parapets are deteriorated, the arch is in fair condition.

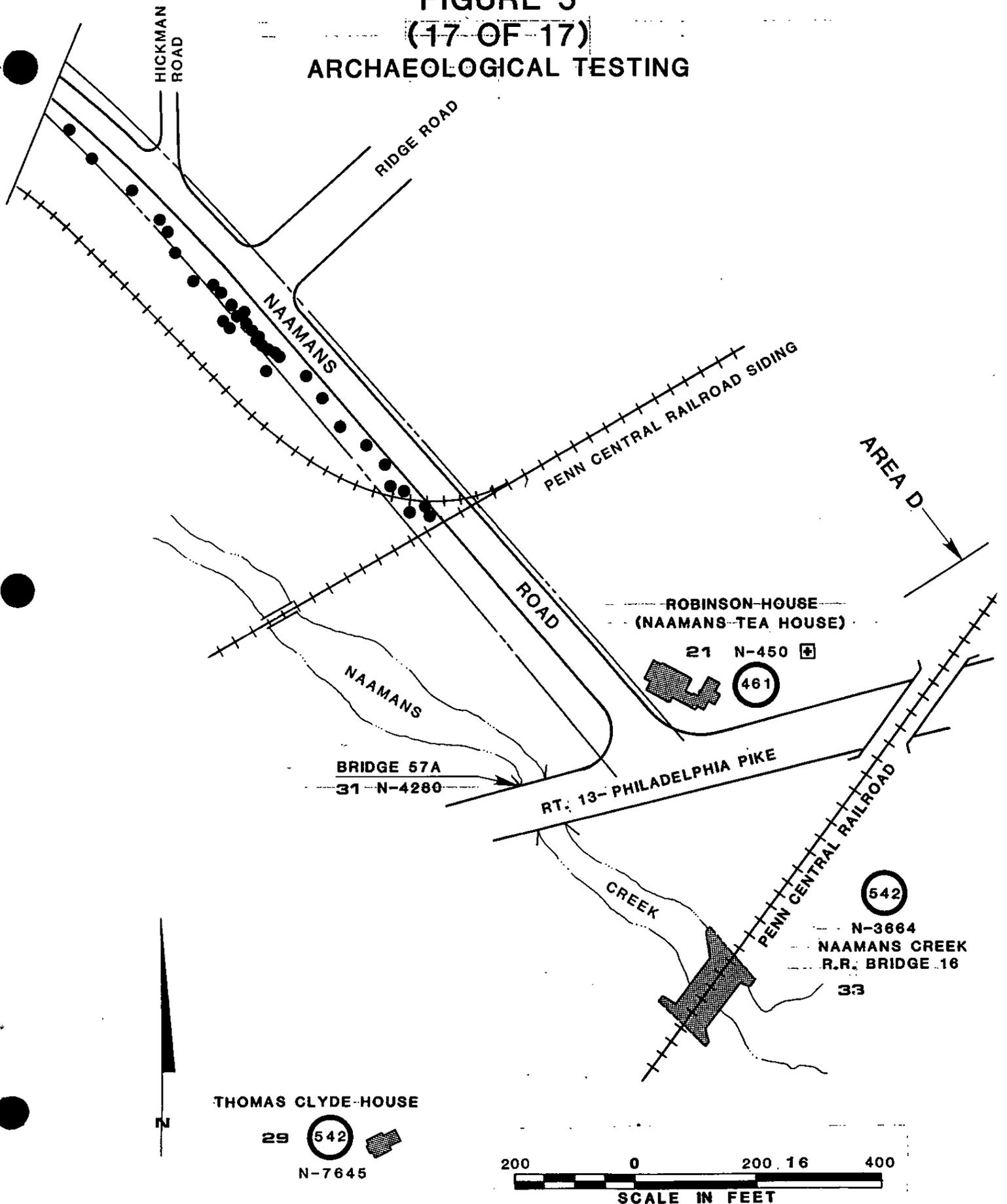
Since the Naaman's Creek Bridge has undergone sufficient modifications to compromise the original fabric and integrity, it is not eligible for listing on the National Register for Historic Places.

Survey Number 31: Philadelphia Pike Bridge (Figure 5, Sheet 17)

According to the historic marker, this was the site of a bridge built before 1682 which was used by the Swedes, Dutch, and English even before the arrival of William Penn. The second bridge was built in 1800 by the Levy Court and used as a toll bridge until 1832 when the Philadelphia and Wilmington Turnpike opened.

The present bridge has as its understructure the 1800 masonry arch which has since been widened and reinforced two times. The first improvement was in 1919 when it was reinforced with a concrete filled arch that simply encased the original arch. Then in 1955 the bridge was again widened and reinforced

**FIGURE 5**  
**(17 OF 17)**  
**ARCHAEOLOGICAL TESTING**



with precast concrete I-beams.

Because the Philadelphia Pike Bridge has undergone sufficient modifications to compromise the original fabric and integrity, it is not eligible for listing on the National Register for Historic Places.

**Survey Number 29: Thomas Clyde House (Figure 5, Sheet 17)**

Located among the factory buildings of Phoenix Steel is a 2-1/2 story stone and brick structure which may be the "Thos. Clyde" structure shown on both the 1868 Beer's and the 1893 Baist's Atlases (Figures 4 & 6). Except for a frame addition, the exterior appears original and in good shape. An informant reported that the interior had been renovated by Phoenix Steel in order to utilize the structure as offices. Though the house is located well outside of the proposed ROW, a Delaware Cultural Resource Survey form was completed for this site (Appendix VI).

**Survey Number 33: Railroad Bridge (Figure 5, Sheet 17)**

The Conrail Railroad bridge over Naaman's Creek, located about 800 feet east of U.S. Route 13, is a double span stone arch bridge with a date stone of 1901. Since it is located well outside of the proposed ROW it will not be affected by the widening of Naaman's Road.

**Survey Number 21: Robinson House (Figure 5, Sheet 17)**

The history of this site has been researched by Edward P. Heite and is included in his report entitled "Report of Excavations at Naaman's, Brandywine Hundred, New Castle County, Delaware". The following information is a condensed version of this report focusing on issues important to this survey.

The date of the original grant, containing this site, owned

by Charles Jansen and his partners is unknown. However, it is known that Andros confirmed it in the 1670s (Duke of York Record: 1646-1679). Andros purchased a parcel that extended from Naaman's Creek to Marrietes Creek (today called Marcus Hook). The first mention of a mill being present on this site was in a 1697 deed where Jasper Yeates bought several acres from one of Jansen's partners (NCD A-1-110). Thomas Robinson purchased the deed to this plot from Yeates' heirs in 1750 (NCD Q-1-324) and upon his death, left the mill property to his son Abraham in 1772. Abraham obtained full title to the land in 1776 (NCD C-2-146). His brother Thomas Robinson II, later Major General, acquired the lot to the north of the mill (NCD D-1-447). An excellent description of the structures situated on the site was in an advertisement to rent the mill and tenements by Sarah Robinson, Abraham's wife, and Thomas II after Abraham's death in 1787. The list included: a mill, tenements, a gristmill at a landing, 2 pair of stones, a saw mill, a new oil mill, a large brick bake house, a cooper's shop, a brick mansion house with garden, a smokehouse, stables, and a house for the miller or manager ("Mirror of the Times and General Advertiser", March 26, 1787).

The property remained in the Robinson family until 1851 and then changed hands several times during the next twelve years. Franklin Ford bought the property in 1863 and became its sole owner for the rest of the 19th century (Abstract of title in the Lion Collection; Delaware Archives). Then in 1901 Mr. and Mrs. Charles W. Robinson (no relation to the previous Robinsons)

bought the lot and restored and renovated the house to become Naaman's Tea House ("Wilmington Morning News"; March 20, 1964: 21) (Plate 21).

#### PLATE 21

#### ROBINSON HOUSE

Since the Robinson House was listed in the National Register of Historic Places on June 21, 1971, the project designs purposefully avoided and pulled the proposed roadway away from this site. Thus, no archeological investigations were conducted considering the close proximity of the proposed roadway. However, an indirect effect, similar to the Ivyside Farm House and the Morrison House, will occur to this property. The indirect effect will include an alteration of the property's surrounding environment and an introduction of visual elements

Plate 21

Robinson House



which will partially alter the attributes that qualified this site for listing on the National Register (Appendix VII).

Summary of Area D

Area D of the Naaman's Road survey contains 3 cultural resources previously identified and 7 identified during this survey. The rest of the Area has been substantially disturbed. Only one resource, the Robinson House (Survey Number 21), will have a no adverse indirect effect by the proposed widening of Naaman's Road.

## CONCLUSIONS AND RECOMMENDATIONS

Out of the thirty-seven sites examined during this survey, twenty-nine were located outside of the proposed ROW. Five sites, located partially within the proposed roadway, include the Talley Schoolhouse Site (S.N. #2), A.R. Hanby Site (S.N. #22), H. Hanby Site (S.N. #24), Carpenter Site (S.N. #19), and Naaman's Creek Bridge (S.N. #32). Due to their lack of archaeological and architectural integrity these sites do not possess sufficient significance to be considered eligible for inclusion in the National Register of Historic Places. Thus, there will be no effect to these sites by the proposed construction.

Three sites will have a no adverse indirect effect. The Ivyside Farm and Robinson House have been listed in the National Register and the Morrison House has been determined eligible for listing in the National Register. In agreement with suggestions made by the SHPO, a retaining wall should be built at the Morrison House and appropriate landscaping be installed for all three sites as a means of retaining their integrity (App. VII). Thus, these sites will suffer a no adverse effect as a result of the proposed dualization of Naaman's Road.

A direct effect will occur to the Graham House (S.N. #10) gatestone. It is recommended that prior to beginning the undertaking, the Delaware Bureau of Archaeology and Historic Preservation should be notified, as it has been requested that the gatestone be retained and eventually returned to the property at the completion of the new road. Therefore, we recommend that no further archaeological investigations be conducted in relation

to the proposed Naamans Road upgrading.

## PERSONNEL

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Donald R. Manchester, Jr.

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Thomas W. Nickerson

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James Wiles

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## SOURCES CONSULTED

### A. Individuals and Agencies

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Edward F. Heite, Archaeologist, Dover, Delaware  
John Meyers, Manager, Energy and Environmental Control, Phoenix Steel Corporation, Claymont, Delaware  
Pamela Nichols, Public Relations Office, Phoenix Steel Corporation, Claymont, Delaware  
Cara L. Wise, Archaeologist, Delaware Department of Parks and Recreation

The following property owners along with others provided valuable information about properties and histories of the project area.

Mr. Bechtel, Ivyside Farm, Naamans Road, Claymont, Delaware  
Mrs. Melvin Bedford, Naamans Road, Claymont, Delaware  
Mr. and Mrs. Sam Bell, Naamans Road, Claymont, Delaware  
Deputy Fire Chief, Claymont, Volunteer Fire Department Substation, Naamans and Marsh Road, Claymont, Delaware  
Mrs. Viola Hanby, Hanby's Corner, Claymont, Delaware  
Mr. Kopcho, Naaman's Road, Claymont, Delaware  
Pat McCarthy, Principal, Lancashire School, Claymont, Delaware  
Mrs. Donald Peterson, Naamans Road, Claymont, Delaware  
Mrs. A. K. Rowles (Formerly Miss Kwick) Naamans Road, Claymont, Delaware  
Mrs. Lula Trump, Hanby's Corner, Claymont, Delaware  
Mr. Evan Hanby, Naaman's Road, Claymont, Delaware  
Mr. Elbie R. Talley, Naaman's Road, Claymont, Delaware

### B. Maps

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APPENDIX 1

Provenience Numbers List

**A. R. HANBY SITE**  
(Island Field Accession No. 81/36)

001 -	Unit 1, Level A	008 -	S.T. No. 4E
002 -	Unit 1, Level B	009 -	S.T. No. 4G
003 -	S.T. No. 4	010 -	S.T. No. 4H
004 -	S.T. No. 4A	011 -	S.T. No. 4T
005 -	S.T. No. 4B	012 -	S.T. No. 4J
006 -	S.T. No. 4C	013 -	S.T. No. 4J
007 -	S.T. No. 4D		

**H. HANBY SITE**  
(Island Field Accession No. 81/37)

001 -	Unit 1, Level A	005 -	Unit 2, Level B
002 -	Unit 1, Level B	006 -	Unit 3, Level A
003 -	Unit 1, Level C	007 -	Unit 4, Level A
004 -	Unit 2, Level A	008 -	Surface Collection

**NAAMAN'S ROAD SURVEY**  
(Island Field Accession No. 81/38)

001 -	Parcel 17, S.T. No. 12	019 -	Parcel 542, S.T. No. 25
002 -	Parcel 103, S.T. No. 9	020 -	Parcel 542, S.T. No. 10
003 -	Parcel 112, S.T. No. 1	021 -	Parcel 465A, S.T. No. 1
004 -	Parcel 152, S.T. No. 1	022 -	Parcel 465A, S.T. No. 2
005 -	Parcel 152, S.T. No. 12	023 -	Parcel 465A, S.T. No. 3
006 -	Parcel 158, S.T. No. 1	024 -	Parcel 465A, S.T. No. 5
007 -	Parcel 158, S.T. No. 4	025 -	Parcel 465A, S.T. No. 6
008 -	Parcel 207, S.T. No. 167	026 -	Parcel 465A, S.T. No. 7
009 -	Parcel 236, S.T. No. 31	027 -	Parcel 465B, S.T. No. 1
010 -	Parcel 237, S.T. No. 25	028 -	Parcel 465B, S.T. No. 2
011 -	Parcel 247, S.T. No. 30	029 -	Parcel 465B, S.T. No. 3
012 -	Parcel 253, S.T. No. 3	030 -	Parcel 465B, S.T. No. 4
013 -	Parcel 263, S.T. No. 200	031 -	Parcel 465, S.T. No. 1
014 -	Parcel 274, S.T. No. 1	032 -	Parcel 542, S.T. No. 6
015 -	Parcel 331, S.T. No. 33	033 -	Parcel 542, S.T. No. 8
016 -	Parcel 338, S.T. No. 20	034 -	Parcel 610, S.T. No. 174
017 -	Parcel 404, S.T. No. 2	035 -	Parcel 610, S.T. No. 177
018 -	Parcel 447, S.T. No. 28		

**CARPENTER SITE**  
**North of Naaman's Road**

(Island Field Accession Number: 81/35)

001 - Unit 1, Level A	026 - Unit 8, Level A
002 - Unit 1, Level B	027 - Unit 8, Level B
003 - Unit 1, Level B1	028 - Unit 9, Level A
004 - Unit 1, Level C	029 - Unit 13, Level A
005 - Unit 1, Level C, under rocks	030 - Unit 13, Level B
006 - Unit 1, Level D	031 - Unit 13, Level C
007 - Unit 1, Feature 1	032 - Unit 13, Level C, NW quad
008 - Unit 2, Level A	033 - Unit 13, Level D, NW quad
009 - Unit 2, Level B	034 - Unit 13, Level E, NW quad
010 - Unit 2, Level C	035 - Unit 13, Posthole, NW quad
011 - Unit 2, Level D	036 - Unit 14, Level A
012 - Unit 3, Level A	037 - Unit 14, Level B
013 - Unit 3, Level B	038 - Unit 14, B/C transition
014 - Unit 3, Level C	039 - Unit 14, Level C
015 - Unit 4, Level A	040 - Units 1 & 4 Baulk Wall
016 - Unit 4, Level B	041 - S.T. No. 2
017 - Unit 4, Level C	042 - S.T. No. 3
018 - Unit 4, Feature 2	043 - S.T. No. 4
019 - Unit 5, Level A	044 - S.T. No. 8
020 - Unit 5, Level B	045 - S.T. No. 9
021 - Unit 5, Level C	046 - S.T. No. 10
022 - Unit 6, Level A	047 - S.T. No. 15
023 - Unit 6, Level B	048 - S.T. No. 18
024 - Unit 7, Level A	049 - S.T. No. 20
025 - Unit 7, Level B	050 - S.T. No. 21
	051 - S.T. No. 22

**CARPENTER SITE**  
**South of Naaman's Road**

(Island Field Accession Number: 81/35)

052 - Unit 10, Level A	059 - Unit 12, Level A
053 - Unit 10, Level B	060 - Unit 12, Level B
054 - Unit 10, Level C	061 - Unit 12, Level B1
055 - Unit 11, Level A	062 - Unit 12, Level C
056 - Unit 11, Level B	063 - Unit 15, Level A
057 - Unit 11, Feature 3	064 - Unit 15, Level B
058 - Unit 11, Feature 4	065 - S.T. No. 3

APPENDIX II

General Artifact Inventory

A. R. Hanby House (81/36)



APPENDIX III

General Artifact Inventory

H. Hanby Site (81/37)



APPENDIX IV

General Artifact Inventory

Carpenter Site (81/35)

(North and South of Road)









GENERAL ARTIFACT INVENTORY

Site No. 81/35

Site Name Carpenter Site  
South of Road

Provenience No.		051	052	053	054	055	056	057	058	059	060	061	062	063	064		
CERAMICS	Redwr	Glzd							1							(1)	
		Ungl														(2)	
	White	Deco					1	1									(3)
		Undc				1	1									2	(4)
	Stone	Deco															(5)
		Undc					9	7		4							(6)
	Prcln	Deco					3									8	(7)
		Undc														1	(8)
		Creamware															(9)
		Yellowware															(10)
		Pearlware													2		(11)
		Ironstone															(12)
		Other			1			1		1							(13)
		Total	0	0	1	1	14	9	0	6	0	0	0	0	2	11	(14)
	GLASS	Bottle	Green				1	2	30	1							
Amber						1	2									2	(17)
Aqua						1	16	19	15	13		6		33			(18)
Clear			1	4	28	26	50	61	17	4		1	2				(19)
		Tableware															(20)
		Storage															(21)
		Milk Glass															(22)
		Other					2		2	81					34	14	(23)
		Total	1	4	28	28	71	82	64	99	0	7	2	33	34	16	(24)
		Melted															(25)
	Window													2		(26)	
METAL	Nail	Wrgt															(27)
		Cut				9	2	17	2			3	7		26		(28)
		Wire				16	2	2	3	1			2		3		(29)
		Architectural				1										1	(30)
		Furniture															(31)
		Household															(32)
		Clothing															(33)
		Tools															(34)
		Arms															(35)
		Other				5	2									11	(36)
	Unidentified		1	59	56		14	11			3		4	7	161	(37)	
MISC	Leather Frags.						9								15	(38)	
																(39)	
																(40)	
																(41)	
																(42)	
																(43)	
	PIPES															(44)	
	BONE															(45)	
	FLORA						1									(46)	
	DIETARY					1										(47)	
	ABORIGINAL														1	(48)	



APPENDIX V  
General Artifact Inventory  
Naaman's Road General Survey (81/38)





