

**APPENDIX XI**  
**PUBLIC INFORMATION HANDOUTS**



STATE OF DELAWARE  
DEPARTMENT OF TRANSPORTATION  
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GOVERNOR

## PUBLIC INFORMATION HANDOUT

### CULTURAL RESOURCE PROJECT INTERSECTION OF U.S. ROUTE 13 AND STATE ROUTE 72

A prehistoric and historic cultural resources survey of the Route 13 and Route 72 intersection is being conducted by the Delaware Department of Transportation, Division of Highways, and the Federal Highway Administration, in conjunction with the University of Delaware Center for Archaeological Research. Proposed improvements of the Route 13 and Route 72 intersection necessitated the cultural resources survey, providing an opportunity to study the lifeways of prehistoric and historic peoples of Delaware.

The history of the Route 13 and 72 intersection includes both old and important prehistoric and historic settlement areas in the High Coastal Plain of Red Lion Hundred, New Castle County Delaware. The earliest known human occupation in Delaware was during the Paleo-Indian Period, from about 12,000 B.C. - 6,500 B.C. These people probably led a nomadic existence, collecting foods and hunting now extinct large game animals. The Archaic Period (6,500 B.C. - 3,000 B.C.) saw the establishment of oak and hemlock forests over the landscape, with people adapting to present-day plant and animal forms. The settlement pattern for this period consisted of large base camps and outlying hunting sites. The Woodland I Period (3,000 B.C. - A.D. 1,000) saw a flourishing of stone tool types and an increase in the number of large sedentary base camps located near water sources such as the present-day Christiana Creek, Leipsic River, and Silver Run, a tributary of Dragon Creek located one mile from the project area. Woven baskets and stone and ceramic vessels were used for cooking and storing harvested wild plant foods. An increase on plant reliance and shellfish utilization during the years between A.D. 1,000 and A.D. 1,600 is characteristic of the Woodland II Period. The Contact Period (1650 -1750) is the time when European settlers (Dutch, Swedes, and English) entered the region.

Present-day Route 13, once referred to as the "King's Road", was established by at least the 1680's. The road served as the major transportation route between Philadelphia, Wilmington, Dover, and Lewes. Rural development of the central portions of Red Lion Hundred during the late eighteenth century was centered around the "King's Road" to Dover (also called the "State Road"). The origins of present-day Route 72 began in 1804 when a group of landowners petitioned the Court of New Castle County for a road leading from the State Road beginning at the head of Dragon Neck to the Road from Bear to Glasgow (present-day U.S. Route 40). In 1812, Alexander Bowers bought a one acre parcel of land on the northwest corner of the intersection where he established a house and smith shop. Bowers continued to purchase parcels near the area and by 1832, when the eastern portion of present-day Route 72 was constructed, the small community centered around the intersection was known as "Bowersville".

Through the years many changes have taken place at the Bowersville crossroads. Today, travelers who pass by the busy intersection of Route 13 and Route 72 may know this area as Wrangle Hill and may see the extant brick dwelling situated on the southwest corner of the intersection that was once owned by a neighbor of Alexander Bowers. Through systematic archaeological excavation, examination of deeds, wills, maps, aerial photographs, and interviewing local residents the prehistoric and historic cultural development of the area can begin to unfold.

If you have any questions or request further information, please contact Kevin Cunningham, DelDOT archaeologist at 739- 3826.

**PUBLIC INFORMATION HANDOUT:  
ARCHAEOLOGICAL RESEARCH PROGRAM  
OF THE SCOTT'S RUN PROJECT AREA**

A historical and prehistoric cultural resource survey is being conducted by the Delaware Department of Transportation, Division of Highways, and the Federal Highway Administration in Conjunction with the University of Delaware, Center for Archaeological Research. The survey is necessitated by the construction of Delaware Route 1 and the replacement St. Georges bridge.

The setting of the Scott's Run Project Area makes it a likely location for prehistoric sites from the **Archaic, Woodland I and Woodland II Cultural Periods**. The Scott's Run project area lies within an area that archaeologists refer to as the Interior Zone. A possible "bay/basin" feature near the northern edge of the area and the close proximity of Scott's Run increases the probability of prehistoric utilization of this site.

Prehistoric site location predictions are most accurate when they are made for specific time periods because human adaptations and settlement patterns change through time in Delaware. Management plans for prehistoric cultural resources in Delaware indicate the potential for specific archaeological resources for each time period. During the **Archaic Periods (6500 B.C. - 3000 B.C.)** settlement focus on resource-rich settings such as bay/basin features and poorly-drained swamp settings. Given the environmental setting of the project area, with its poorly drained soils, bay/basin feature and proximity to a low order creek, the potential for Archaic sites are high.

Management plans for prehistoric cultural resources in Delaware indicate that the project area had a low potential for containing large, complex **Woodland I (3000 B.C. - A.D. 1000)** and **Woodland II (A.D. 1000 - A.D. 1650)** archaeological sites but high probabilities of small procurement or hunting camp sites. Procurement site locations during this time period are expected to be in swampy flood plains of major and minor drainages and on alluvial fans associated with swamps, bogs, and near sources of stone suitable for making stone tools. The Scott's Run project area is located on poorly drained terraces overlooking the low order stream of Scott's Run which drains into the Delaware Bay. The Snapp Site (7NC-G-101), a Woodland I base camp and possible ceremonial site, is located 0.8 miles or 1.28 kilometers to the north of the project area.

Archival research indicates that this area also contains the Bennett-Thomas Mill Site, a small, fulling, grist, clover, and saw mill with associated dwellings and outbuildings. The site was occupied from ca. 1770 until ca. 1852. An earlier occupation, beginning as early as 1753, is suggested by nineteenth century county histories including Scharf (1888: 987).

The first deed reference to the mill is a 1793 deed from the heirs of William Bennett to David and Lydia McWhorter. The mill was located on an 87 acre parcel bounded on the east by the road from Smyrna to Dover (present Route 13), and on the north and west by Scott's Run and a millpond. Upon his death ca. 1792, William Bennett's land passed to his three children: son John Bennett and daughters Lydia McWhorter and Mary Burchard. The 1793 deed between these heirs describes a large "Fulling Mill Pond" indicating that the mill was operating at least that early.

By 1852 the mill and its associated structures are gone and the area is bought by G. W. Townsend who built one farm house and possibly two tenant houses on this property. The G. W. Townsend farm, known as "Ingleside," appears on the 1868 Beer's and the 1893 Baist's Atlases of Delaware. The farm passes out of the Townsend family in 1896 and it is then operated by a series of owners and tenants until 1960 when it was purchased by the Department of Transportation.

The archaeological investigations of the Bennett-Thomas Mill and the G. W. Townsend Farm sites could help answer many questions about the what life was like in St. Georges Hundred during the late eighteenth and nineteenth centuries.

For Further information contact the University of Delaware, Center for Archaeological Research (302) 831-6590 or Kevin Cunningham (302) 739-3826.