

## 4. INTERPRETATION AND RECOMMENDATIONS

The first settlers lived along the river, more frequently near the many landings that figure so prominently in early property descriptions along the St. Jones. Each farmer needed a landing to serve his commercial needs, for the river was the main artery of trade.

In the Lisbon tract, two eighteenth-century landing locations are known. A typical farmer's house would have been located near a landing, if he owned one. If a farmer did not own a landing, he would locate his house near a road leading to one.

Abraham Barber, one of the first Lisbon tract settlers, lived in a known location in the present base housing complex. John Ware, who later owned a share in his estate, lived on the road to Barber's house, now the Lebanon Road.

On the northwest side of Lebanon Road, the story was similar. Griffith Gordon, who may have been the first resident owner, lived somewhere on the northwest part of his farm, probably near the river side.

The Bay Road ran through the two tracts since the early eighteenth century, but it was not a focus of settlement until the nineteenth century. Holcomb's tenants, like Edward Barber before them, lived west of the Bay Road.

The adjacent Dickinson (1858) and Kimmey (1851) surveys exhibit a pattern of farmsteads centered on tracts, far back from roads, oftentimes not obviously associated with roads.

When Asa Lofland bought his farm from Abigail Davis in 1845, the traditional Barber homesite was on the part sold to

Bolitha Wharton. It is reasonable to assume that Lofland established the farmstead that later was occupied by the Paradees. This two-story frame house was oriented toward the Bay Road, and stood close to the roadway. There is no evidence that any of the farm's owners kept houses on the east side of the Bay Road.

Raughley's farm became a separate entity in 1868, when it was divided from the former Barber farm. This probably was the occasion for construction of the farmstead that stood on the main gate site in 1942. It, too, was relatively close to the Bay Road.

Trends and known facts about settlement patterns in the area argue against the existence of any sites on the project property from any period before the middle of the nineteenth century. Only the Raughley and Paradee house sites should be expected to have existed in the project area between the Civil War and World War II.

### THE DAMES & MOORE STUDY

A map issued with the Dames and Moore Phase Ia study attempted to correlate existing map evidence, but failed to interpret map data in historical context. The result was confusion, rather than clarification, with the same resource represented by several different numbers and symbols, and virtually nothing in the right place.

Early in the present study, it became necessary to ignore the Dames and Moore findings, which in their published form were more confusing than useful. Now that historical research has provided a solid background of tenure data, it is possible to evaluate Dames and Moore map entries against the evidence.

## SUMMARY OF RESOURCES

Known or suspected sites in and near the project area as outlined on the accompanying maps

<i>Description</i>	<i>Location</i>	<i>Interpretation</i>	<i>Eligibility Issues</i>
Raughley Farmstead, Dames and Moore site 60	Adjacent to the original main gate	The farmstead does not appear on the 1868 map, which means that it probably was built after this tract was divided from the Holcomb farm.	Later base construction probably has destroyed any integrity this farmstead might have possessed.
Paradee farmstead site, Dames and Moore site 42	Parcel #2 of the Paradee purchase (Figure 9), containing the farmhouse	The two-story frame farmhouse was demolished in 1942; then the tract became a borrow pit. A house was present in 1868 here, probably built after 1845.	Virtually the whole area southeast of the Lebanon Road was a borrow pit, including the present golf course, BOQ, and Officers Club areas.
Holcomb-Draper-Lane tenant house site, Dames and Moore sites 41, 12, and 36	Outside the project area north of Lebanon Road and west of Rt. 113. An Orphans Court survey locates this toft	A two-story frame house occupied "Parcel C" of the Air Force Base, for about a century or more before it became government property. It may have been built as early as the tenure of owner-occupant Edward Barber (1825-1843).	Significance of this resource is not material to the present study.
Site of John Ware's house	South side of Lebanon Road	A corner of Ware's property was described as being near his house.	Ware's house stood on the northeast corner of his fifty-acre tract, near the edge of the project area. Its site probably was destroyed by the gravel pit.
Original Abraham Barber house site, Dames and Moore site 48	Near St. Jones River, south of Lebanon Road in a documented location outside project area	The Lebanon Road was once described as the road to Barber's house; a sketch survives from the eighteenth century. In 1868 there was one house on or near the early site and another inland	It is reasonable to suggest that the eighteenth-century homestead site of Abraham Barber I might survive in the area of the dependent school.
Gordon farmstead	Probably near St. Jones River, known to have stood on the northwest half of the plantation north of the project area	The site later occupied by the DAFB sewage disposal plant was the landing area of the original farm. Houses were located near the landing in 1868, but these could not have been the Gordon house.	It is reasonable to suggest that the known farmsteads on the Gordon (north) side of Lebanon road were historically outside the project area.
Strip development	Opposite the main gate and northwest of Lebanon Road, entirely within study area.	A miscellany of diners, night clubs, motorcycle salvage and other businesses catering to Air Force personnel developed as the farmer sold off pieces of frontage over a period of several years.	Strip development opposite the main gate was similar to other such developments worldwide. There is no reason to suppose that it might be found significant within the meaning of the Register.
Original Army Air Corps hospital site	Opposite intersection of Lebanon Road with Route 113	Soon after the base was established, a hospital complex was built opposite the Lebanon Road. Substantial masonry buildings were included, but most were temporary.	The potential significance of the archæological remains of the base hospital of 1943 would be a proper subject for further analytical discussion, but significance is not self-evident.

#### *42 Asa Lofland house site*

Asa Lofland owned the parcel known as the Paradee tract in 1859, when Byles showed a house that probably was the same as one demolished for the gravel pit around 1942. Other symbols surrounding this location on the Dames and Moore map also indicate the same resource.

#### *60 "Unlabelled" (Raughley Farm)*

This number and the associated marks indicate the Raughley farm, identified on the USGS 1899 and 1936 maps.

#### *41, 12, 36 Holcomb-Draper-Lane farm*

These three numbers refer to the farmstead where Holcomb's tenants lived, and possibly where Edward Barber had lived, on Lisbon.

#### *48 Possible Abraham Barber House site*

According to Dames and Moore, a resource at this location was indicated on the Byles map. The original survey of Barber's marsh shows his house at the head of a gut in this approximate location. The relationship between the house and Jackson's Gut is clearly shown in the eighteenth-century survey, and should be fairly simple to correlate with later maps.

#### *8 Possible Bolitha Wharton House site*

Bolitha Wharton's house stood here.

#### *10, 11 Landing and fishery*

These two resources belong to a small settlement, the last vestige of which was still present when the Dover Air Force Base was established, around the landing. This was probably the original terminus of the Lebanon road, before the causeway and bridge were built during the middle years of the nineteenth century.

### PHASE IB ALTERNATIVES

Three alternative survey techniques are available to test for presence of known or suspected resources. These three techniques are test squares, shovel test pits, and walkover.

Test squares are preferred where a site's location is relatively precisely known, and one seeks to identify subsurface features, to assess integrity, and to collect a useful sample for analysis.

Shovel test pits can be arrayed across a known site to define limits and activity areas. They can also be used to test a relatively small project area in the vicinity of a known resource, to determine if the known resource extends into a project impact area.

Walkover survey of a plowed field provides the researcher with a sample of all areas. Very small sites that would be missed by interval testing, or sites containing few artifacts, can best be found by walkover. While this is at all times the preferred method for locating cultural resources, it is not always available.

No survey method will identify all the resources, but it is possible to reduce the danger of missing resources to an acceptable level. It is therefore the responsibility of the archaeologist to recommend a survey method that will detect the largest possible number of sites.

### RECOMMENDED ACTION

The purpose of this report is to suggest a course of action for future stages of the cultural resource investigation in the project footprint identified in figure 3, above.

From the property history, it is evident that there are four distinct subject areas:

1. Military cultural resources;
2. Pre-military features east of Rt. 113;
3. Features southeast of Road 357;
4. Features northwest of Road 357.

Each area is unique, and will dictate different approaches to Phase IB survey, if any are contemplated.

#### *1. Military cultural resources*

Exact locations are known for military features that have existed since 1942, the beginning of Dover Air Force Base institutional history. The 1937 aerial photographs and the early highway construction drawings can help determine

exactly what existed on the Base immediately before the Corps of Engineers began converting the town airport into a military base.

Even such transient features as the sewage holding pit and the covered boardwalks around the first hospital are documented in the Base engineering files. Because their former locations are known with such precision, there is no need for subsurface testing to locate these features.

If it should be determined that these features potentially are significant, their integrity will become an issue. Integrity and significance are Phase II issues, outside the scope of the present project

Archæological testing will be necessary when the time comes to assess the integrity of these resources. This testing should take the form of precisely positioned test units, designed to uncover known features for examination.

#### *2. Pre-military features east of Rt. 113*

Before the Base was built, the present main gate area was the seat of an extensive fruit farm. The original main gate was established at the farm's entrance, and the farm buildings survived long enough to be recorded on the December 1942 site plan (Figure 10).

These buildings were demolished to make way for a runway that formerly terminated just short of the fence along Route 113. The location was later covered by a row of barracks and mess halls.

Construction of these military structures is likely to have destroyed any meaningful remains of the farm complex. The archæological integrity of the site certainly would have been compromised.

The extent and integrity of any surviving farm remains could be assessed by sinking controlled shovel test pits into known locations. This is not, however, recommended.

#### *3. Features southeast of Road 357*

The Dewitt Paradee house site, which probably dated as early as 1845, was destroyed by the government gravel pit. The

only other known resource in this area was the site of the Ware house, which stood near the intersection during the eighteenth century, would have been obliterated in the same gravel operation, if not by the dualization of Route 113.

Archæological potential of the Air Force property along Route 113 south of the Lebanon Road is slim to nonexistent, and no further work is recommended.

#### *4. Features northwest of Road 357*

Strip development along Route 113 and the Lebanon Road has been destroyed in clearance for the present project. This could have been regarded as a representative of a broad category of property types, explored elsewhere by DeIDOT cultural resource studies.

Since all the roadside development was less than fifty years old, it would require special circumstances to be adjudged significant within the meaning of the National Register. No further investigation is indicated.

### ADEQUACY OF DATA AND METHODS

From 1937 to the present, the physical history of the project area is an open book. The documentary resources are superb.

Before 1937, information is spotty and it is sometimes necessary to employ predictive models to fill holes in the hard data. When the project area is strictly confined, as in this case, the researcher can depend upon the judicious use of modelling to supplement research. In this case, a high level of confidence is possible, and there is no reason to suspect that major resources have gone undetected.