

quarters for their company, and within a decade Wilmington's economic focus shifted from industrial manufacturing to corporate management (Hoffecker 1974:157,160).

"The land-use plans and social forms that had evolved in Wilmington under the impact of industrialization were swept away by further economic change. The shift of Wilmington's economic center from the factories along the Christina to uptown office buildings was only one in a series of changes that have shaped 20th-century Wilmington, including the introduction of the automobile, black migration from the south, and the decline of European immigration. The old predominantly blue-collar industrial city with its indigenous upper-middle class leadership was replaced by a city of white-collar workers, many of whom chose to live in the suburbs." (Hoffecker, 1974:160)

By the 1970s, when the environmental assessment for the proposed Wilmington Blvd. was conducted and the State began acquiring the right of way, the project area was densely built up, consisting primarily of semi-rehabilitated and deteriorated 19th-century structures. The majority of the buildings were residential structures built in the late 19th century which contained rooms or walk-up flats occupied by low or no income persons. Most structures were vacant and vandalized. Also in the area were several businesses catering to low-income and transient clientele e.g., a mission, two hotels, a diner, two taverns, two store-front churches, and the Greyhound bus terminal.

PREVIOUS HISTORICAL AND ARCHAEOLOGICAL INVESTIGATIONS

Previous historical and archaeological investigations within the city limits of Wilmington have been restricted to the areas of commercial redevelopment or road building. The projects took place between the period 1974 to the present. Presented

chronologically, earliest to latest, is a summary of the nine previous historical and/or archaeological projects. All projects are located on Map 4.

The initial project within the city limits was undertaken in 1974 at the Dingee Houses, 105 and 107 East Seventh Street, prior to their relocation to the South Market Street historic enclave, Willingtown. This work was supervised and a report submitted by the Bureau of Archaeology and Historic Preservation (Wise 1974). The goal of this archaeological project was to locate and identify original outbuildings and to establish the probable date of occupation. Three features (a privy, a cesspool(?) and a foundation) and an intact deposit identified as a late 18th to early 19th century topsoil were located in the rear yard. The artifactual remains (blue and green shell-edged pearlware most frequent, red earthenware less, and porcelain and creamware the least abundant) were interpreted as being in agreement with the archival data, which indicated occupation of the structure by rentees of a relatively low social class, i.e. tradesmen and laborers of various industries.

In June, 1978, an archaeological reconnaissance of the block bounded by King, Front, and French Streets and the Christiana River, was performed under contract to DeLeuw, Cather/Parsons by the U.S. Department of Transportation, Federal Railroad Administration. The purpose of the study was to assess the probable impact to archaeological resources within a proposed parking facility to be located within the Wilmington Amtrak station property. The reconnaissance survey consisted of a

document search of the historical literature and an archival search of historic maps, etc. Though no excavations took place, the results predicted the project area would contain significant remains of the industrial and commercial development of Wilmington. Recommendations concluded that any disturbance should be preceded by intensive archaeological investigations to determine the significance of any unrecovered resources and to assist in a determination of eligibility to the National Register of Historic Places (DeLeuw, Cather/Parsons 1978:8).

In December, 1978, a historic structure survey was performed by the Wilmington Department of Planning. The project area encompassed a 20-acre area from the intersection of 4th and West Street, north along West Street to 7th Street; south along West Street to 2nd Street and west along 4th Street to Jefferson Street. A total of 119, mainly residential structures dating to the 19th and 20th century were noted and inventoried. Based upon this work, in February, 1979, the Quaker Hill Historical District was nominated to the National Register of Historic Places.

Two blocks north of Front Street, another historic structure survey was performed in August, 1979, by the Wilmington Department of Planning. The project encompassed an area from the middle of the 100 block of Market Street, where buildings were demolished for the proposed Wilmington Boulevard, north to Fourth Street; west along Fourth Street to Shipley; south along the east side of Shipley to the middle of the 100 block; east to King Street along Second Street; and north of Fourth Street. The survey and inventory project recorded 99 attached commercial and commercial/residential structures constructed in the mid-18th to

the early-19th centuries and several areas were identified as containing archaeological resources relevant to Wilmington's urbanization. Based upon this survey, the Lower Market Street Historic District was nominated to the National Register of Historic Places in 1979.

The remaining five projects involved the archaeological program of the Department of Transportation, Division of Highways, Wilmington Boulevard Project, Monroe and Front Streets to 4th and Walnut Streets.

In 1979, a preliminary, location/identification archaeological survey was undertaken by Mid-Atlantic Archaeological Research, Inc. (MAAR) for the blocks north of Front Street from Monroe to King Streets. A Scope of Work was prepared by the Bureau of Archaeology and Historic Preservation which specified three phases of work - Phase I: Document Search; Phase II: Preliminary Evaluation; and Phase III: Test Excavations. To satisfy these requirements historical map and deed research was conducted on each block with a final goal to develop a block- by-block map of the project area for various period of time. A sampling strategy was developed, stratified by time period and function, i.e. residential, industrial, and commercial, to implement Phase II and III. Phase II produced a description and evaluation of present land-use relating to the probable state of the archaeological resources. Field investigations, Phase III consisted of a pedestrian survey of all the project area blocks, surface collection from previously looted features, and limited test excavations, usually around hypothe-

sized wall foundations or suspected features. Four blocks were identified to contain intact subsurface archaeological features such as wells, privies and cellars as well as intact surface deposits, both stratified and unstratified. Intensive excavations were recommended for the following blocks: Justison to Washington; Washington to West; Tatnall to Orange; Orange to Shipley; Shipley to Market; and Market to King Streets. In conjunction with the archaeological data recovery program, further intensive historic documentation was also recommended (Thomas 1980). Based on the results of MAAR's location/identification study the Wilmington Boulevard Historic District was created with boundaries defined by the project right of way.

In 1980 the Division of Highways, Project Planning archaeologists conducted two preliminary archaeological investigations within the Wilmington Boulevard Historic District. First, testing was undertaken in the basements of buildings (parcel lots) 17, 18, 19 and 23 which are situated on the north of 2nd Street between French and Walnut Streets (Cunningham et al 1980). Besides the 20th century material strewn throughout each building, controlled shovel testing uncovered one small feature. Based upon the artifacts recovered (4), the feature was defined as a late 20th century trash pit. Four privy/wells were noted and mapped along the rear property line in buildings 16, 17, 23 and between 18 and 19. All four features had been looted and as a preventive measure, the four privy/wells were backfilled with select fill. It should be noted that the privy located between Lot 18 and 19 was re-excavated during the survey detailed within

this report.

Preliminary investigations were also undertaken in the basements of buildings (parcel lots) 6 and 7 situated at the southwest corner of King and Front Streets. No significant resources were noted following controlled shovel testing (Cunningham 1980). Two previously looted privy/wells were noted behind lot 6 and between lots 6 and 7.

Also in 1980, based upon the recommendations from Thomas (1980), a data recovery program for the Front Street area from Monroe to King Streets was developed by the Bureau of Archaeology and Historic Preservation for DelDOT. The plan called for obtaining a small sample of the overall area (5%) in which to address research questions within a research design concerned with social change through time; settlement location and functional change; and temporal relationships within the processes of urbanization and industrialization. Two levels of fieldwork and analysis were suggested: (1) partially excavate sites of documented age, function, and social classes to isolate relevant indicators; (2) produce auger samples to identify broader patterns of settlement locations, and social and functional site distributions.

Soil Systems, Inc. (SSI) of Marietta, Georgia was retained as the consultant by the DelDOT to carry out the archaeological data recovery program. Fieldwork for the project was initiated in July 1980 and completed on January 1981. The final report on the results of these intensive excavations has been published (Klein and Garrow 1984).

Finally, salvage excavations of a previously looted well were undertaken, by Dr. Bernard Herman of the University of Delaware, College of Urban Affairs, and Dean Nelson, Chief, Delaware Bureau of Museums and Historic Sites. This feature, located within a rear wing of the Thomas Mendenhall House (southeast corner of Walnut and Front Sts.) produced an assemblage of artifacts dating to ca. 1780-1820. An analysis of the materials concluded that the quality and quantity of the materials conflicts with that expected from archival research (Herman 1982).

The locations of the nine historical and/or archaeological projects which have been recorded within the city of Wilmington since 1974 are noted on Map 7. The level and type of work which has taken place by various local and State agencies, as well as by private contracting companies, is a reflection of the federal and state laws which protect our nations historical and archaeological resources. heritage.

METHODOLOGY

The methods employed were developed to satisfy the National Park Service requirements 36 part 66 (Draft), as well as those required by the Delaware Bureau of Archaeology and Historic Preservation for a preliminary archaeological survey. As standard for all DelDOT archaeological investigations, the methodology proceeded along three avenues of investigation: background information and archival research, field investigations, and laboratory processing and report preparation.

Background Information and Archival Research: Background infor-