

placed at the rear of Lots 56 (Strata Cut 1) and 57 (Strata Cut 2) (Figure 31) identified natural soil horizons which remain in the center & rear yard portions of the block. No features were noted and no artifacts were present.

Lots 40 & 39 Trenches:

Backhoe Trench #1 in the rear of lot 40 encountered cultural horizons and natural soil stratigraphy (Figure 32). This profile is consistent with Strata Cuts 1 & 2. Backhoe Trench #2 in the rear of Lot 39, however, was placed in an area that had been subject to severe demolition and revealed 3.0' of sterile select fill (Figure 33). No artifacts were present in either trench.

Block Synopsis

Maps 5, 7, 8, and 15 show the settlement in this block in 1868, 1876, 1884, and 1901, respectively. During the 19th century this portion of Walnut Street was occupied primarily by skilled craftsmen employed by the factories and the railroad (Wilmington City Directories 1863, 1872, 1881, 1885, 1890). Several of the dwellings functioned as boardinghouses during this period.

The two looted features within Lots 38 and 56 (Map 15) are locations of where features were located prior to demolition.

No further excavations are necessary within the proposed roadway nor the survey limits. The project area is cleared of any impact to significant cultural resources.

BLOCK 1102, THIRD TO FOURTH STREET: (Maps 2 & 21-23 ; Plates 19 & 20; Figures 34-36; Appendices 1 -5; and Plates 19 & 30)

Excavations

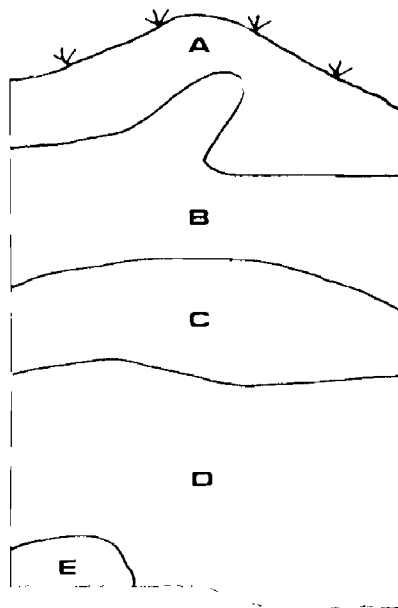
Block 1102 within the project right-of-way in the central

FIGURE 31

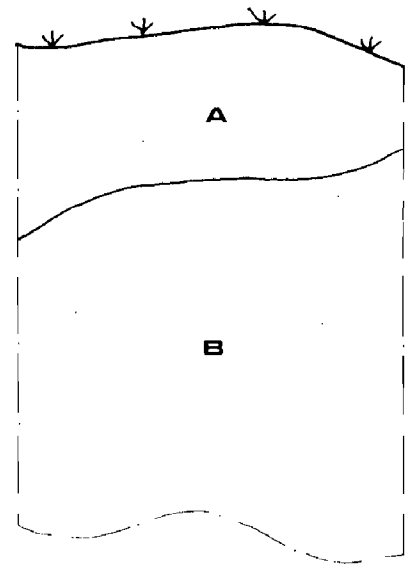
WILMINGTON BLVD. BLK. 1183

PROFILE OF THE WEST WALL

STRATA CUT NO. 1



STRATA CUT NO. 2



KEY:

A - 10YR 4/2 DARK GRAYISH BROWN LOAM MIXED WITH SOME CHARCOAL, CRUSHED SHELL, BRICK

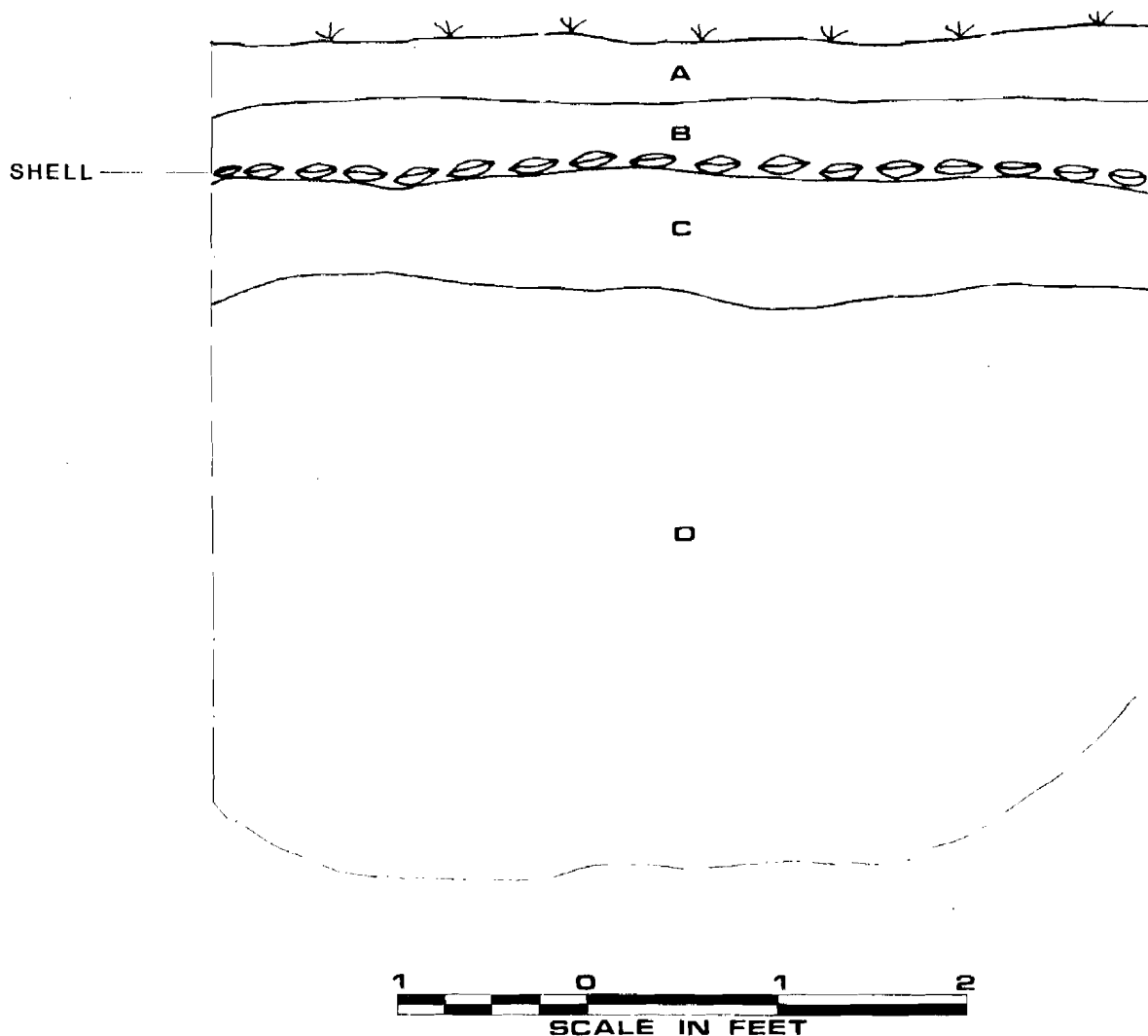
B - 10YR 5/8 YELLOWISH BROWN CLAY LOAM

C - 10YR 4/6 DARK YELLOWISH BROWN SANDY LOAM

D - 10YR 4/6 DARK YELLOWISH BROWN SAND WITH SOME SILT

E - 5YR 5/8 YELLOWISH RED SANDY CLAY

FIGURE 32
WILMINGTON BLVD. BLK. 1183
TRENCH NO. 1
PROFILE OF THE NORTH WALL



KEY:

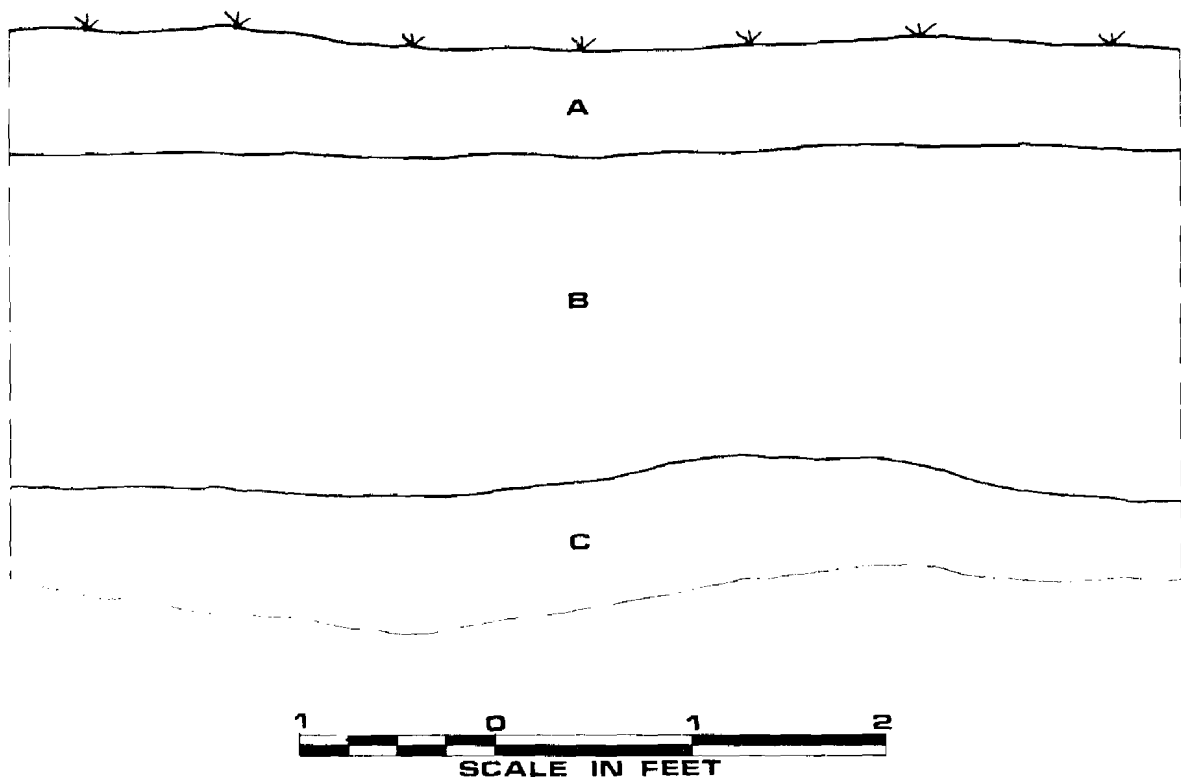
A - 10YR 3/2 DARK GRAYISH BROWN TOPSOIL, SILT LOAM WITH ARTIFACTS

B - 10YR 5/6 YELLOWISH BROWN LOAM, BRICK FRAGMENTS, GLASS, CHARCOAL

C - 10YR 4/4 DARK YELLOWISH BROWN LOAM, BRICK FLECKS, POSSIBLY BROUGHT DOWN BY ROOT ACTION OF CULTURAL MATERIALS, SHELL

D - 10YR 5/8 YELLOWISH BROWN STERILE CLAY

FIGURE 33
WILMINGTON BLVD. BLK. 1183
TRENCH NO. 2
PROFILE OF THE EAST WALL

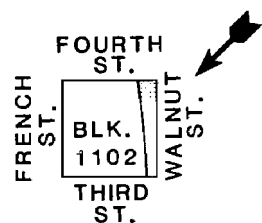
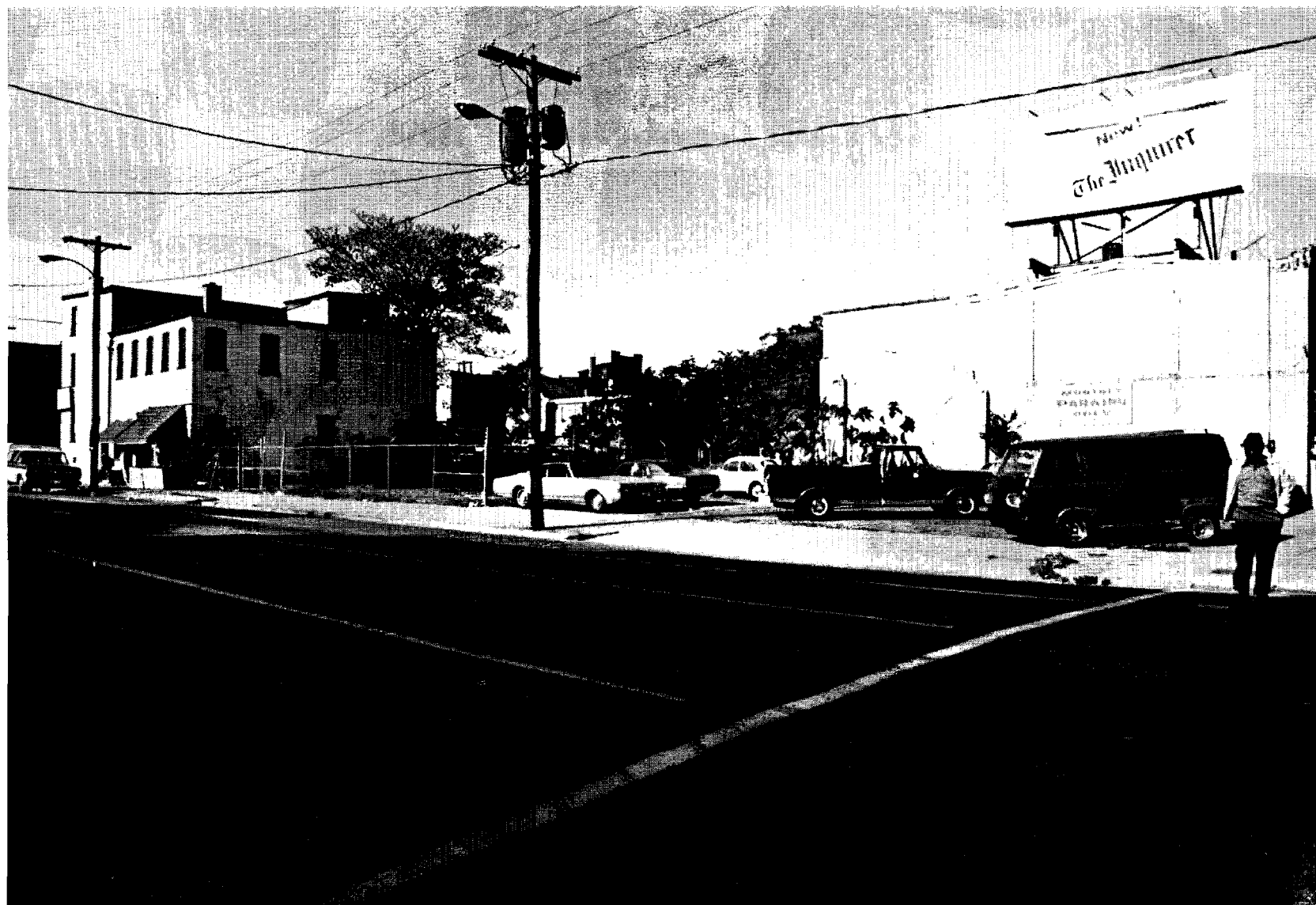


KEY:

A - 7.5YR 5/8 STRONG BROWN SELECT FILL

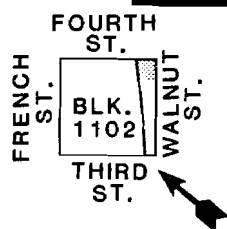
B - 10YR 4/6 DARK YELLOWISH BROWN SILTY LOAM WITH MOTTLING OF 10YR 5/4
YELLOWISH BROWN, STERILE

C - 7.5YR 5/8 STRONG BROWN CLAY STREAKED WITH 10YR 5/2 GRAYISH BROWN CLAY



WILMINGTON BLVD.
PLATE 19
 # 163B-26





WILMINGTON BLVD.
PLATE 20
 # 178-2-26



and northern section (Lot 37) was covered with asphalt associated with a demolished gas station. The southern section of (Lot 37) and Lots 35 & 36 were covered with select fill.

Lot 34, Strata Cuts:

Two strata cuts were placed against an existing three foot bank cut on Lot 34 (Map 20). Figure 34 shows the stratigraphic profiles encountered, which were interpreted as natural soil horizons. No occupation levels or features were identified and no artifacts were present. This location corresponds with the rear yard of the structure on the east of the Wagon Manufactory in 1884 (Map 18).

Lots 35 & 36 Trench #1:

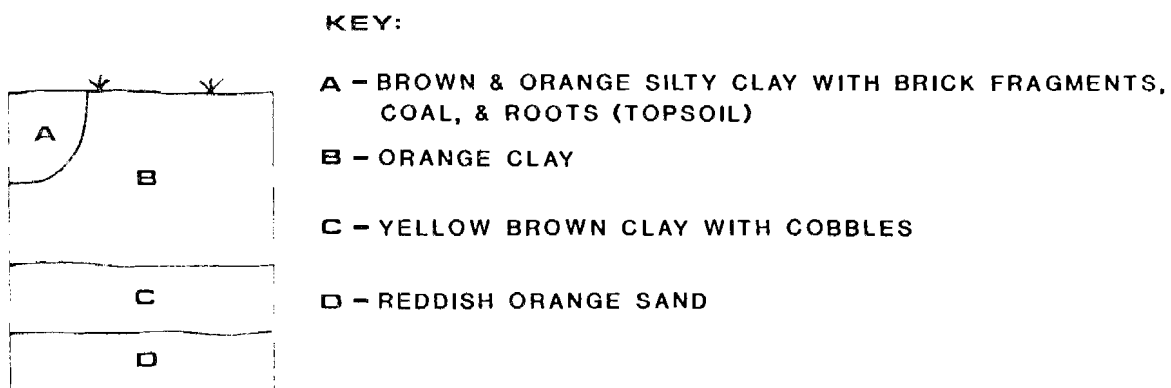
The stratigraphic profile of Trench #1, which bisected the property line between the two lots and should have encountered building foundations (Map 20), uncovered approximately 4.0' of select fill (Figure 35). Structural demolition on these two lots removed all cultural materials. No artifacts were present.

Lot 37 Trench #2:

Trench #2 was placed in order to locate the presence of features and deposits relating to the 18th-century occupation and to 19th-century schoolyard activities. Figure 36 illustrates that the school foundation was encountered (Map 18). The trench was excavated in what was apparently the cellar, only brick demolition rubble was encountered. No artifacts were present. Since the school building had a cellar, all evidence of the 18th-century occupation near Walnut Street cannot be expected to remain. Eighteenth century yard features may be intact in the

FIGURE 34 **WILMINGTON BLVD. BLK. 1102** **PROFILE OF THE WEST WALL**

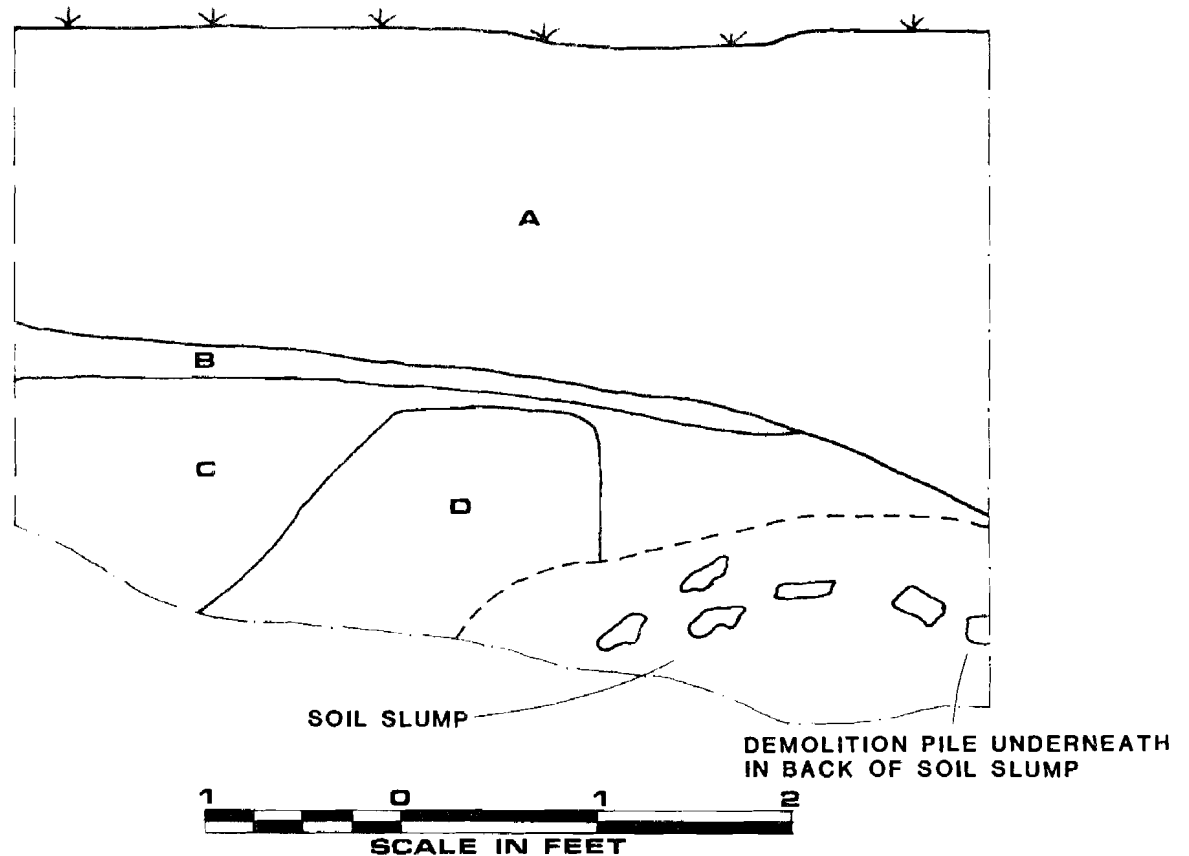
STRATA CUT NO. 1



STRATA CUT NO. 2



FIGURE 35
WILMINGTON BLVD. BLK. 1102
TRENCH NO. 1
PROFILE OF THE EAST WALL



KEY

A - 10YR 5/8 YELLOWISH BROWN SELECT FILL

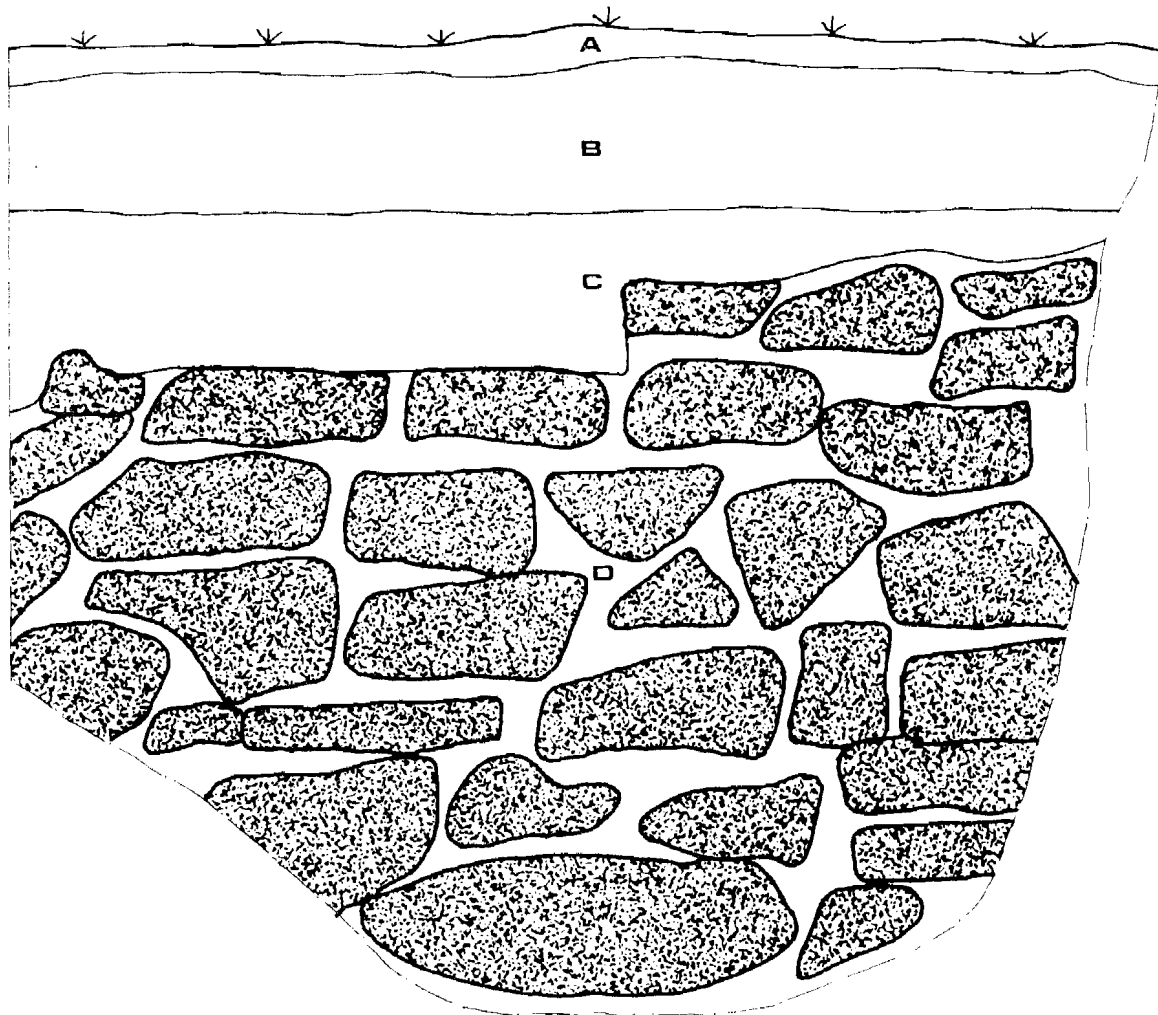
B - 7.5YR 5/8 STRONG BROWN BAND OF SAND

C - 7.5YR 5/8 STRONG BROWN SAND STREAKED WITH MOTTLING OF 5YR 4/6 RED & 10YR 6/8 BROWN YELLOW

D - 2.5YR 4/6 RED CLAY

NOTE: NO CULTURAL MATERIAL EVIDENT, APPEARS TO BE FILL ALL THE WAY TO THE BOTTOM WITH A POCKET OF DEMOLITION MATERIAL AT BOTTOM OF THE SOUTH END OF THE PIT

FIGURE 36
WILMINGTON BLVD. BLK. 1102
TRENCH NO. 2
PROFILE OF THE SOUTH WALL



KEY:

A - ASPHALT PAVEMENT

B - TRAP ROCK

C - 10YR 5/6 YELLOWISH BROWN SAND FILL WITH SOME BRICKS, RUBBLE, MORTAR

D - 7.5YR 6/8 REDDISH YELLOW, STONE FOUNDATION, MORTAR

rear of the lot, however, as the school building extended only 80' into the 135' lot. In the rear of the lot, the school privy was pointed out by one of the individuals who participated in looting the feature. The privy reportedly contained a wide variety of 19th century toys and school-related items such as slates, slate pencils and marbles.

Block Synopsis

The 1736 map (Map 3) recorded a structure facing Walnut Street between Third and High (now Fourth) Streets. In 1853 the Wilmington Board of Education contracted to erect School-house No. 6, "on a lot on the west side of Walnut between Third and Fourth." "which was to seat two hundred and forty scholars" (Scharf 1888:693-694). Six years later the Board requested funds from the city council to raise School No. 6 to two stories (Scharf 1888:695). The school building was shown on maps for the latter half of the 19th century (Maps 5, 7, 8, and 20); the building was probably demolished before the 1930's when a gas station was constructed at the corner of Walnut and Fourth (American Oil Company purchased the property in 1929, New Castle County Deed Record F Vol. 31 Page 419). Lots 35 and 36 at the corner of E. Third and Walnut contained the residence and business of a coffeeroaster in the 1850s and 1860s (Wilmington City Directory 1853, 1862) and, after 1862, the Gatta and Kaiser wagon manufactory, which produced "all kinds of heavy hauling and business wagons" (Scharf 1888:802). Just prior to building demolition, structures on these two lots were used as a store-front church and a seafood retailing business.

No further excavations are necessary within the proposed

roadway nor the survey limits. The project area is cleared of any impact to significant cultural resources.

Discussion

To conclude, in an anecdotal history of late 19th-century Wilmington, Montgomery (1872) provided several glimpses of the project area and its general vicinity during this time period. Montgomery (1872) described an area only slightly more densely settled than depicted in the 1736 map (Map 3). Dwelling houses are set on large lots which also contain outbuildings, gardens, and orchards surrounded by open spaces (Montgomery 1872:145, 188, 190). There appear to have been a few small clusters of tenements where poorer individuals resided (Montgomery 1872:189, 197). Occupations of individuals residing in the project area were primarily associated with mercantile and shipping pursuits (e.g., ships' captains, merchants, sailmakers) (Montgomery 1872:145-230). Figure 1 graphically portrays the changing socio-economic composition of the project area through the 19th century. Data from which the graph was prepared were obtained from the occupations recorded for individuals listed in Wilmington City Directories from 1814 to 1890 (Appendix 1, Tables 2-8 present a compilation of the occupations listed for the project area). Occupation has been shown to be a major (although one of many) factor which determines an individuals' socio-economic standing in the community (Katz 1972:63). The occupational categories employed are based on the occupational ranking scale developed by the Philadelphia Social History Project (Hershberg and Dockhorn 1976). The graph suggests the