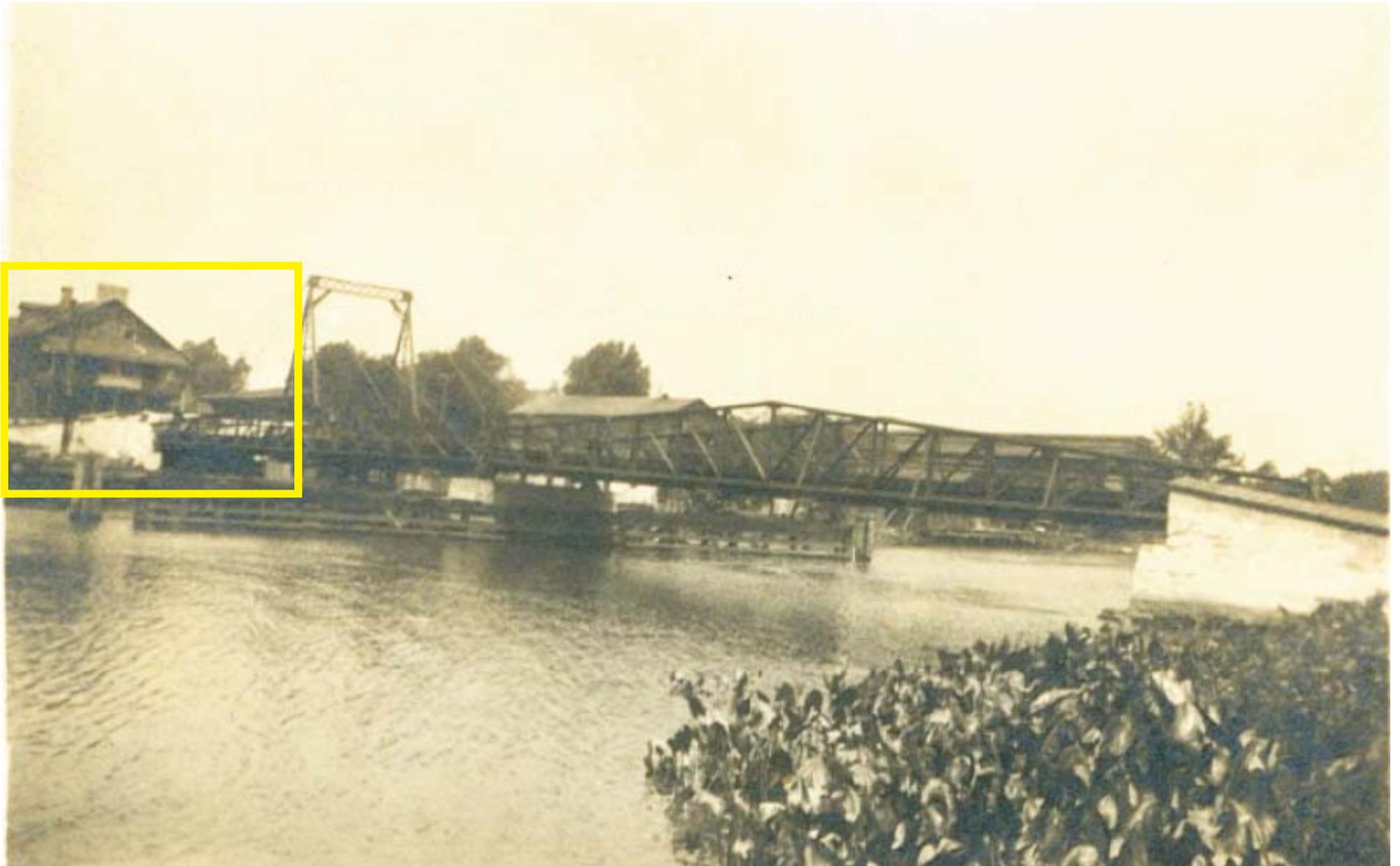


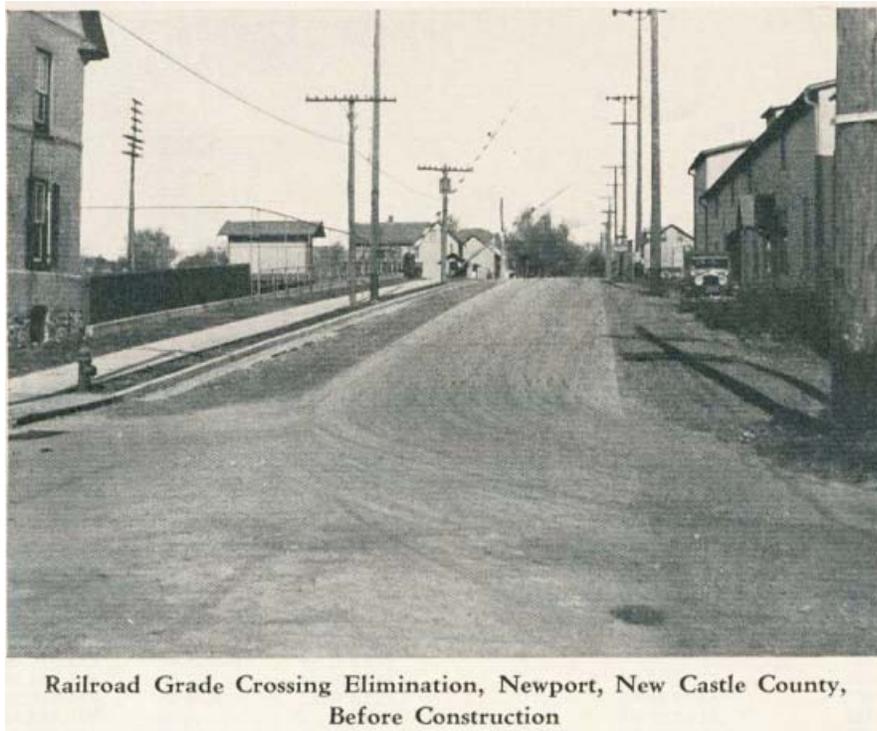
APPENDIX I

Historic Photographs

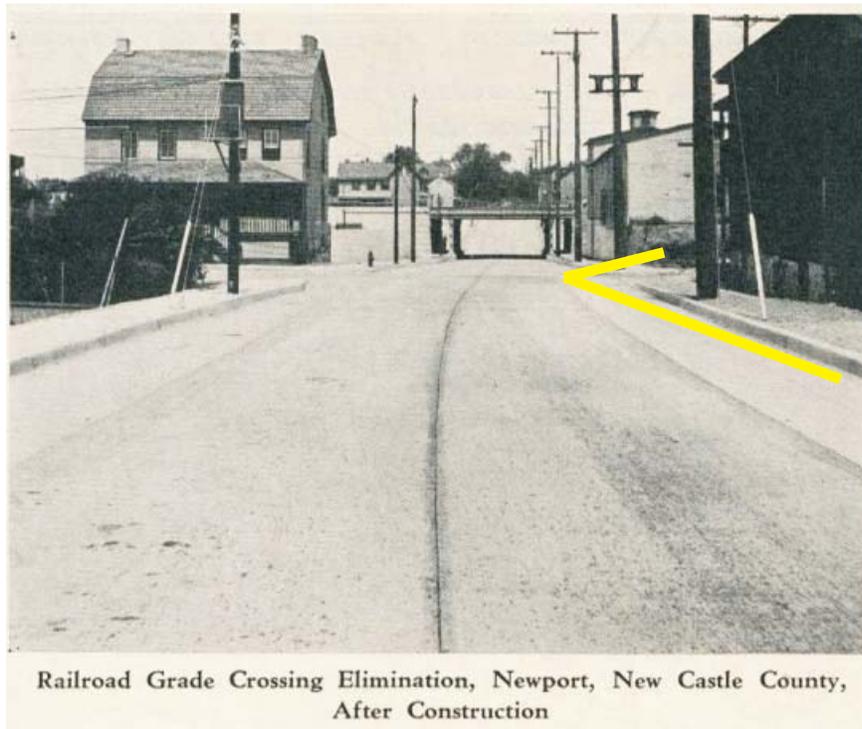
- I-1: 1929 view of archaeological survey area with brick house (outlined in photograph).
- I-2: View of the S. James and Water Street Intersection in 1930 before elimination of the at grade railroad crossing.
- I-3: Partial view of the archaeological survey area and the brick house on the southeast corner of S. James Street and Water Street.
- I-4: Circa 1930s view of the archaeological survey area with brick house.
- I-5: Circa 1930s view of the archaeological survey area with clear view of the south elevation of the brick house.
- I-6: View of no longer extant brick house of archaeological survey area.
- I-7: View of the of the archaeological survey area showing the no longer extant brick house and billboard.
- I-8: View looking south at the archaeological survey area (outlined in photograph).
- I-9: Aerial view of project area.
- I-10: Aerial view of general project area with archaeological survey area.
- I-11: Circa mid-1920s aerial view of the general project area from Krebs (1926).



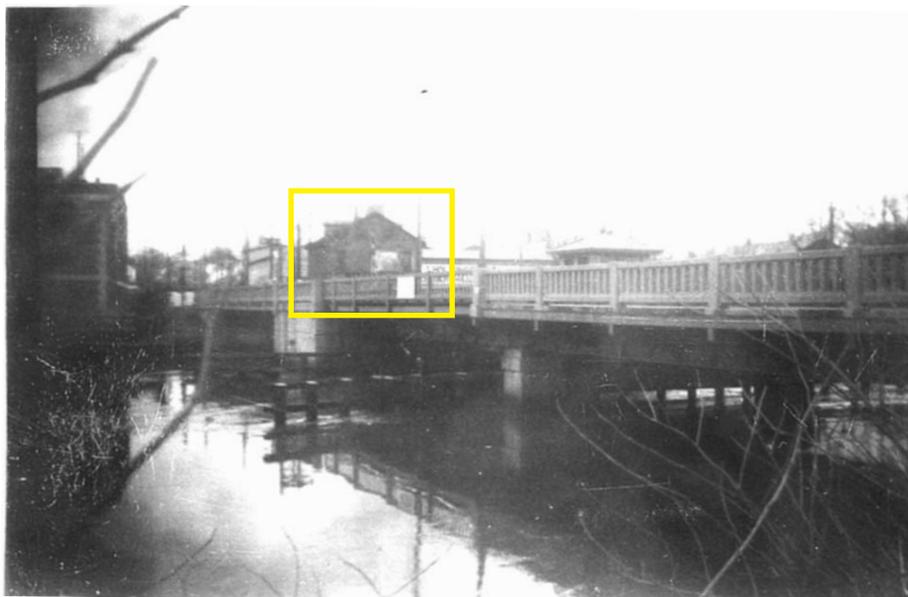
I-1: 1929 view of archaeological survey area with brick house (outlined in photograph). Photograph also shows pre-1929 movable bridge that was replaced by the existing BR 159. Photograph taken facing northeast from the south side of the Christina River (State Highway Department of Delaware 1929; http://deldot.gov/archaeology/historic_pres/historic_gallery/)



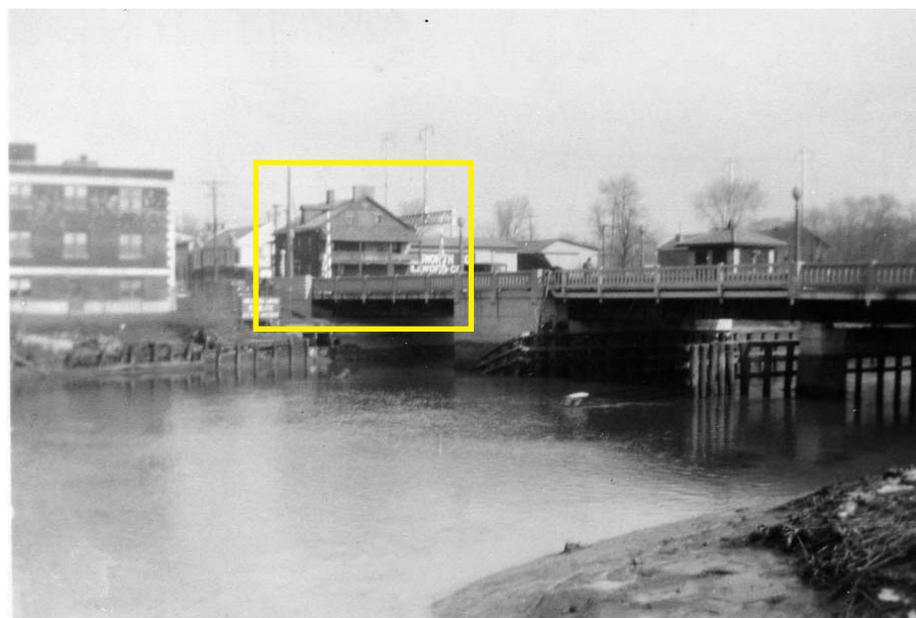
I-2: View of the S. James and Water Street Intersection in 1930 before elimination of the at grade railroad crossing. Photograph taken in 1930 facing north from the northwest corner of the archaeological survey area (State Highway Department of Delaware 1930; http://deldot.gov/archaeology/historic_pres/historic_gallery/)



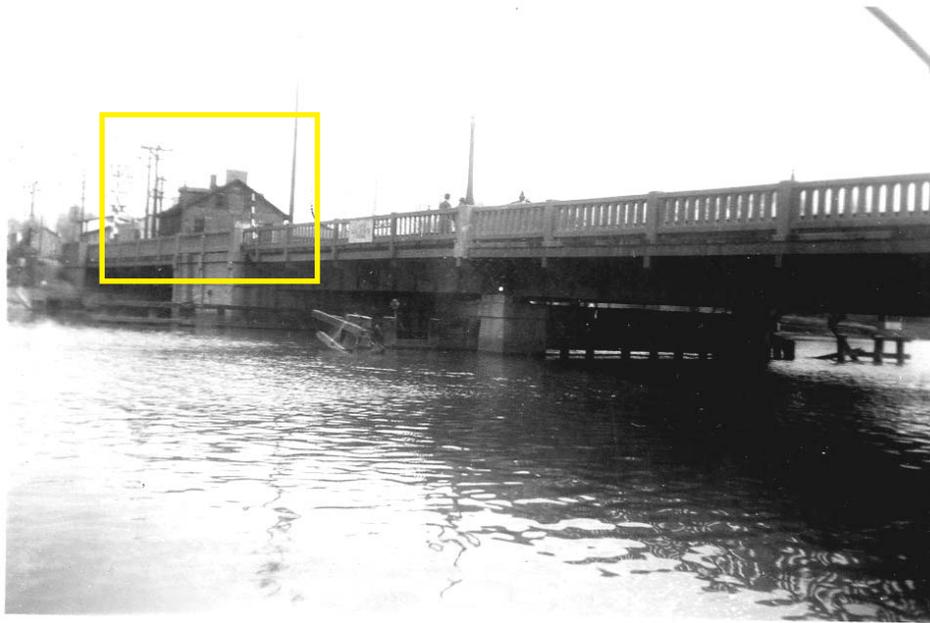
I-3: Partial view of the archaeological survey area and the brick house (outlined on photograph) on the southeast corner of S. James Street and Water Street. Photograph taken facing north in 1930 after elimination of at grade railroad crossing. (State Highway Department of Delaware 1930; http://deldot.gov/archaeology/historic_pres/historic_gallery/)



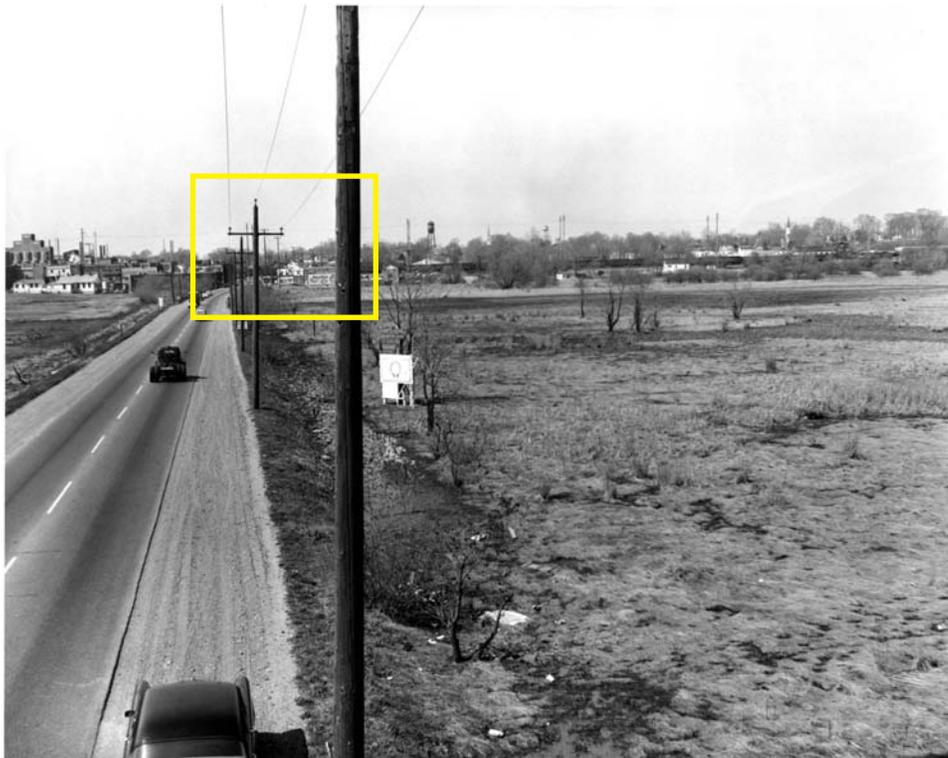
I-4: Circa 1930s view of the archaeological survey area with brick house (outlined on photograph). The photograph was taken from the south side of the Christina River. Photograph provided by the Delaware Department of Transportation.



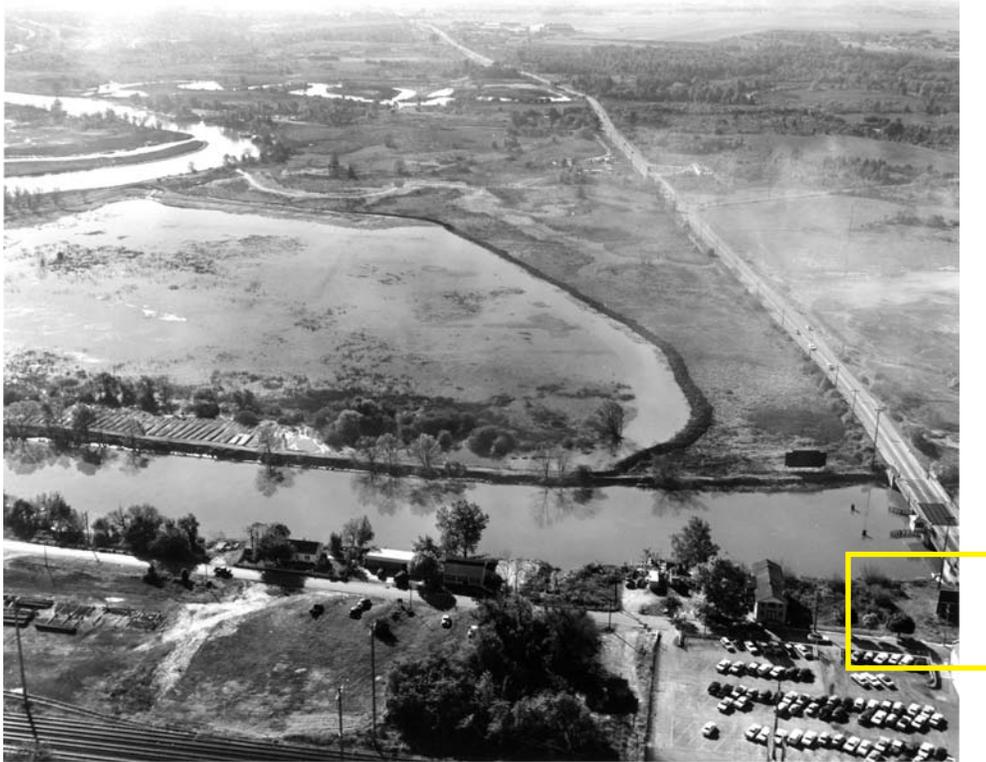
I-5: Circa 1930s view of the archaeological survey area with clear view of the south elevation of the brick house. The photograph taken from south side of the Christina River. Photograph provided by the Delaware Department of Transportation.



I-6: View of no longer extant brick house of archaeological survey area (outlined). Photograph taken from south side of Christina River in February 1947. Photograph is from the Contract 103 New Port Bridge, Bridge Bumped Form. Photograph provided by the Delaware Department of Transportation.



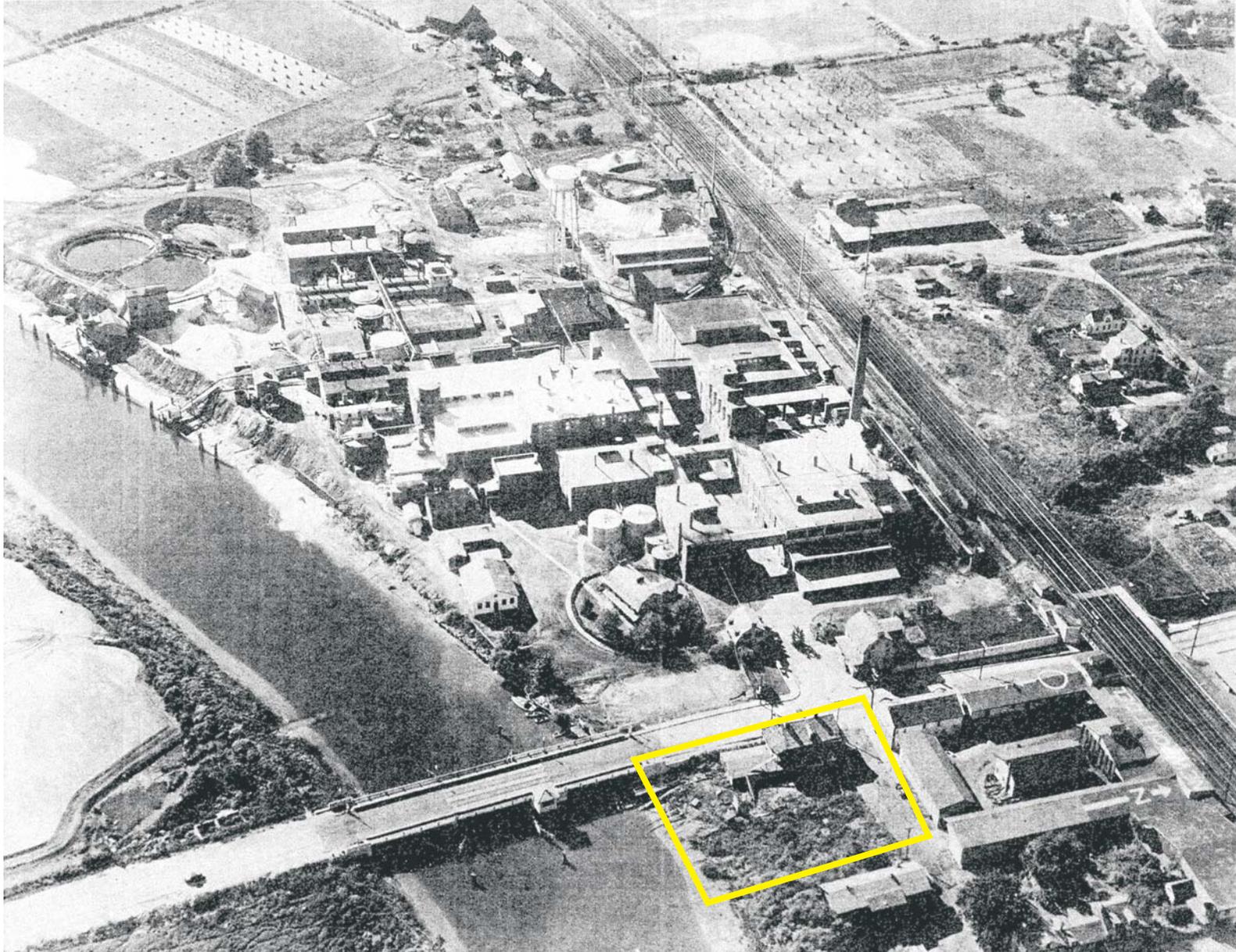
I-7 View of the of the archaeological survey area showing the no longer extant brick house and billboard. Photograph taken from the south side of the Christina River on April 4, 1959. Photograph provided by the Delaware Department of Transportation.



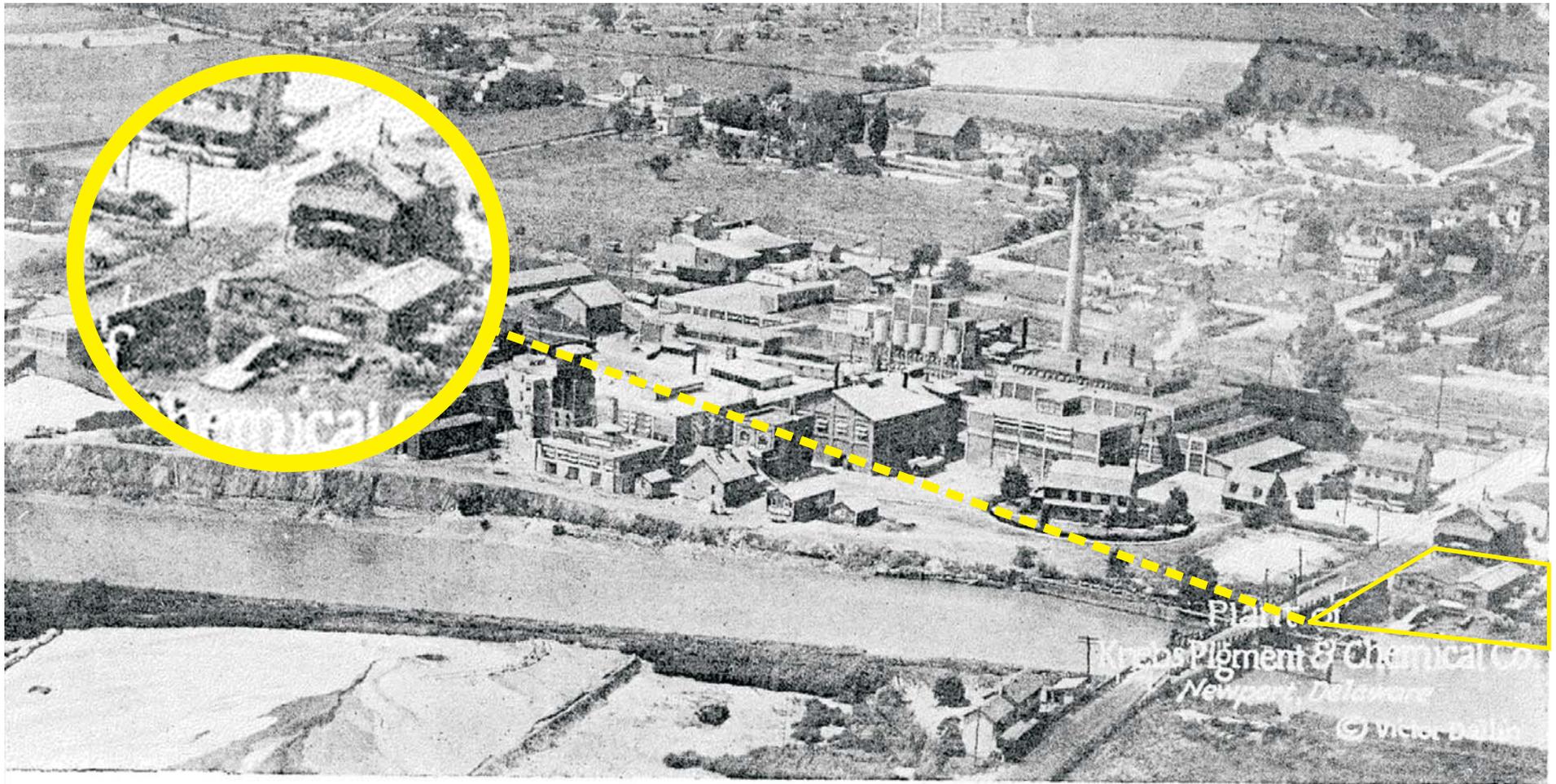
I-8: View looking south at the archaeological survey area (outlined in photograph). Former billboard is visible along right side of the photograph. Photo taken on September 17, 1961. (State Highway Department of Delaware 1961; http://deldot.gov/archaeology/historic_pres/historic_gallery/)



I-9: Aerial view of project area. Archaeological survey area is highlighted on photograph. Photograph taken on April 4, 1964. Photograph provided by the Delaware Department of Transportation.



I-10: Aerial view of general project area with archaeological survey area outlined. Photograph is from the Sanborn Collection of Prints from Nitrate Negatives., ca. 1920-1945 of the Delaware Historical Society.



THE KREBS PIGMENT AND CHEMICAL COMPANY FACTORY, NEWPORT, DELAWARE
Christiana River in the foreground.

I-11: Circa mid-1920s aerial view of the general project area from Krebs (1926). Archaeological survey area with extant buildings is visible in lower right of photograph (see outline and inset).