FIELD INVESTIGATIONS

DELAWARE ROUTE 4

The following section is a description of the archaeological field survey and limited archival research for the proposed ROW of a realigned Delaware Route 4, New Castle County. The description includes the results of the vehicular and pedestrian survey, the subsurface testing program and informant data recovery activities, as well as archival data.

Delaware Route 4 is an east-west highway which consists presently of two lanes of traffic for most of its length. From Delaware Route 896, several miles east of the Delaware-Maryland border, the highway runs east to an intersection with Delaware Route 7, about 8.5 miles in all. The route 4 project is designed to extend the existing four lane highway (from Route 7 to the City of Wilmington, west to a new intersection with Delaware Route 2, thus creating a four lane road from Wilmington to the Maryland line.

The highway will cross several major highways necessitating new intersection improvements. One such improvement project at the intersection of Route 4 with Route 273 in Ogletown, is not in the current project plans but was included in the survey conducted for the Department of Transportation by the survey team (MAAR).

Following this brief introduction is a description of eight segments of the Route 4 project, each corresponding to a project plan sheet provided to MAAR by the Department of Transportation. The survey results within each segment will be discussed starting from the western intersection with Delaware Route 2 and continuing in a west to east sequence.

Segment A

Segment A (Sheet 3 of 10 of the Concept and Location Plan - DOT) begins at a proposed intersection with existing Delaware Route 2, west of the City of Newark, and continues to the Chrysler Corporation property just west of Route 896. This segment of the proposed Route 4 project consists primarily of the flood plain of the Christina River. At its western end the highway crosses filled land, the Christina River, the Amtrak railroad ROW, flood plain and heavily disturbed land within the Chrysler Corporation property. The entire ROW of this segment was subjected to a pedestrian survey and subsurface testing was conducted at a single locus within the Chrysler property.

Wetland and heavy vegetation precluded the possibility of finding any exposed ground surface within most of this segment. The presence of fill, standing water, railroad tracks, a county sewer line and heavily graded areas tend to suggest that little in the way of cultural resources would remain within this segment. Locus A-1 was subjected to subsurface testing, designed to verify that the area had been heavily disturbed. Seven post-hole tests were excavated and each was profiled and sifted through 1/4" screen. The profiles supported the contention that the area had been disturbed. No cultural material was found (Fig. III-1).

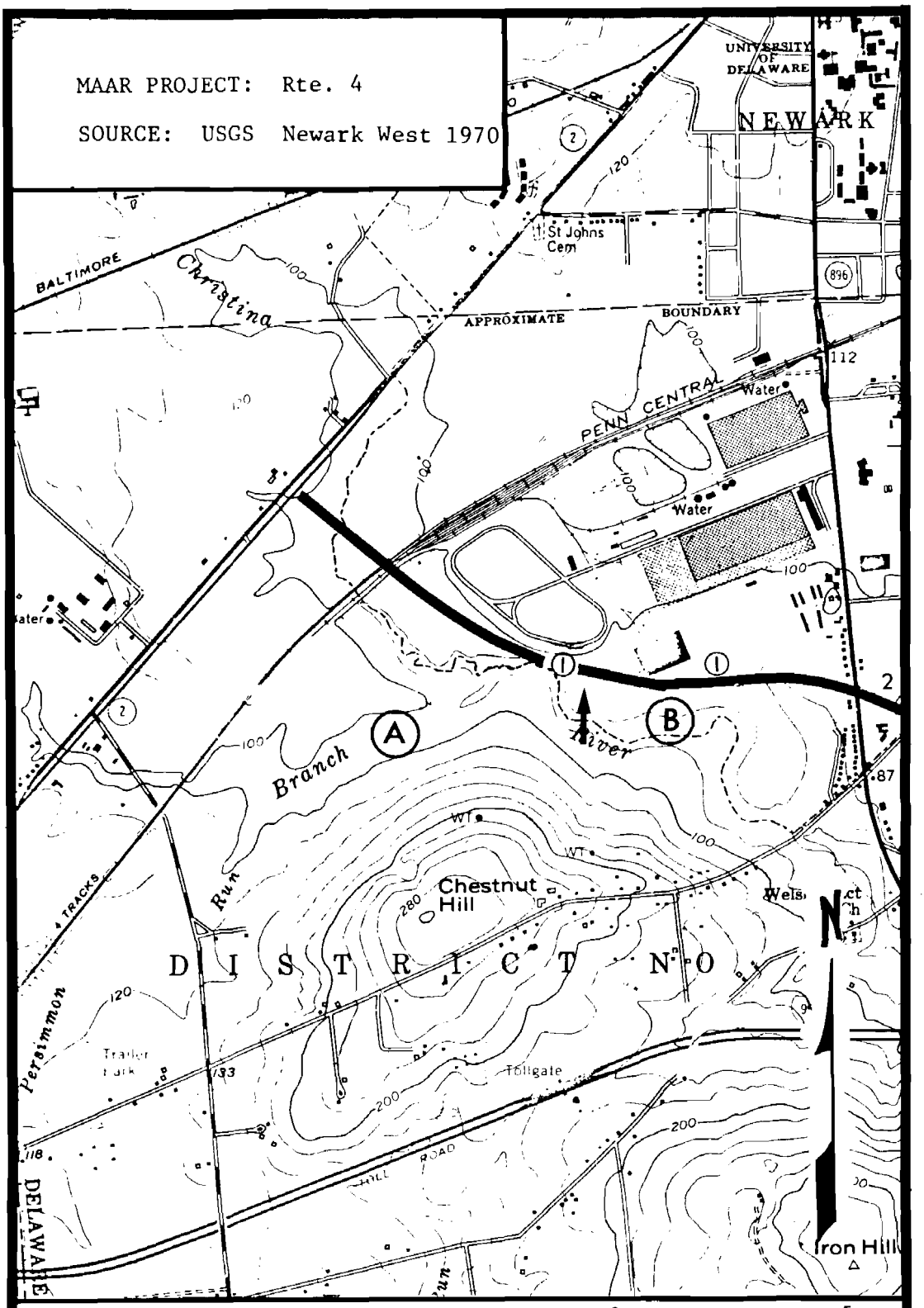

Figure III-1
PROJECT LOCATION-SEGMENTS A&B

Segment B

Segment B begins at the Chrysler Corporation property near Park Drive and continues to just east of the Conrail railroad tracks which cross Route 4 at Robscott Manor Development. The ROW traverses open fields, woods, and some residential areas. For the most part the proposed highway ROW is a realignment of the present roadway. The total distance covered by Segment B is approximately two miles in length.

The topography of this section consists of rolling hills, upland flats, and minor drainage systems. Several swampy areas are traversed. The proposed highway will skirt by several periglacial features which contain standing water for much of the year. Soils consist of Matapeake silt loam, Keyport silt loam, Sassafras sandy loam, Elkton silt loam, Comus silt loam and Codorus silt loam (see Figure II-3 and II-4).

The entire ROW of this section was subjected to a pedestrian survey. Much of the area east of Route 896 was cultivated and surface visibility was good while that west of the highway consisted of wooded wetlands. The following loci were given more intensive examination due to the presence of environmental factors suggesting that they were more highly sensitive to cultural activity or because they had previously been recorded as prehistoric or historic archaeological sites (refer to Section II of this report).

Locus B-1 (Figure III-1) is located on a rise of land overlooking the wooded floodplain of the Christina River and a low wetland zone. This locus is the site of relatively heavy concentrations of both historic and prehistoric artifacts. Surface survey resulted in the finding of material eroding out of exposed road cuts and river banks (refer to Artifact Inventory - Appendix A).

Subsurface testing was conducted on two occasions. In the summer of 1979 a row of six post-holes were excavated. Only one of the tests produced any artifacts - a jasper flake from a depth of 16 inches below the surface. Additional post-hole testing was conducted in February of 1980, both within the Chrysler property and within the adjacent wooded land. At this time ten post-holes tests were excavated without the recovery of any cultural evidence. Surface collecting, however, produced several broken projectile points and lithic debris.

An examination of the profiles of the post-hole tests suggested that the entire area had been extensively disturbed. That area of Locus B-1 lying within Chrysler property had apparently been graded and utilized by the automobile plant as a storage yard. The adjacent property was within the New Castle County sewer ROW and also had been extensively graded and otherwise disturbed.

The conclusion has been made that although Locus B-1 contains prehistoric and early historic (gun flint) cultural material it has lost its integrity as a potential scientific resource. Heavy disturbance resulted in the loss of context and probably the removal of most subsurface archaeological features. Consequently, this archaeological site does not retain any cultural integrity.

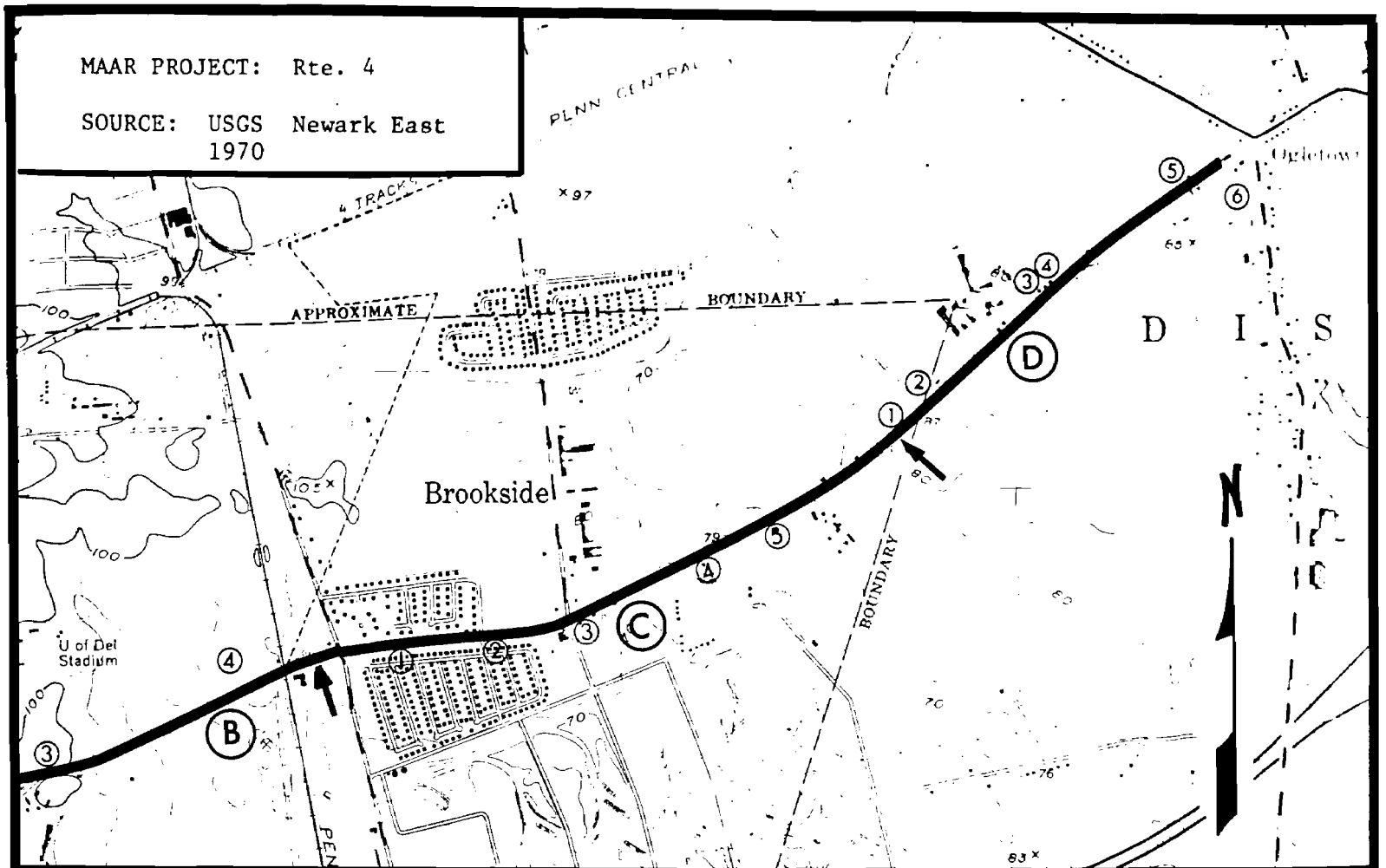

Figure III-2 PROJECT LOCATION - SEGMENTS

Just east of Route 896, a small knoll of cultivated land was surface inspected. Locus B-2 produced two jasper debris flakes, both of which had been subjected to heat. The redish colored jasper flakes were the only two artifacts found within this loci.

Locus B-3 is situated on both sides of the present Route 4 on a knoll of cultivated land. A surface examination resulted in the recovery of numerous quartz flakes and manufacturing debris from the cultivated land and several small flakes from an abandoned home lot on the opposite (south) side of Route 4. No indications of activity areas could be recorded. The construction of the present Route 4 apparently destroyed a major portion of the site (Fig. III-2).

Due to the loss of integrity, and the paucity of distribution data, it has been suggested that Locus B-3 is not of cultural significance and not eligible for inclusion on the National Register of Historic Places (see Artifact Inventory - Appendix A for further information).

Locus B-4 consists of two adjoining prehistoric camp sites that lie north of the proposed Route 4 ROW. The sites were previously collected by a member of the survey team who recovered several Archaic Period projectile points, an artifact belonging to a Woodland Period context, and several non-descript pieces. The pedestrian survey results in the recovery of quartz debitage and a light scatter of historic debris. These have been previously recorded by the Bureau of Archaeology and Historic Preservation and site forms are on file in Dover. Neither of these sites will be impacted by the proposed highway project.

Segment C

This segment begins just east of the Conrail railroad crossing of Route 4 and continues east to Our Lady of Hope Orphanage (Sheet 5 of 10 of the Concept and Location Plan - DOT). The area is very flat terrain, most of which has been disturbed due to residential and commerical development. Segment C traverses Brookside Park, a large housing development; Chestnut Hill Plaza and Castle Mall, two shopping centers; and several open fields.

The topography, as noted above, is flat but well-drained soils prevail (sandy loams). No major stream channels are located within this segment. Historic resources include several standing colonial structures (not impacted by the proposed highway construction) and the original nineteenth century roadway.

Most areas within the ROW of Segment C were subjected to a pedestrian survey and found to have been either extensively graded or barren of cultural resources. Only the following loci were subjected to further investigation.

Locus C-1 was a series of residential gardens located within the highway ROW on a previously graded strip. Several historic ceramic sherds of twentieth century derivation were recovered. No further investigations appear warranted at this locus.

Locus C-2 refers to the location of a circular depression first recorded by the MAAR field team as a potential historic well. Later investigations revealed this depression to be associated with a man hole cover of a New Castle County sewer system. This sewer line parallels the present Route 4 for an unknown distance east of Locus C-2 (Figure III-2).

Locus C-3 is a historical archaeological site of possible mid-nineteenth century derivation. The site lies just south of the present Route 4 pavement in a strip of lawn between the road and the Chestnut Hill Plaza shopping center parking lot. The site has been graded and seeded in grass. It is not an area that, on first impression, would seem likely to contain intact cultural resources.

This locus contains the remains of a brick-lined well, a concrete-capped circular feature, and foundation stones. Post-hole tests resulted in the recovery of some ceramics and glass (refer to Appendix A) of possible mid-nineteenth century derivation. Although the site does appear to have been somewhat modified by modern construction operations, it was decided to conduct historical research to determine if the remains could be those of a significant historical resource. The results of this research are discussed in the following section of this project report (Historical Resources - Route 4).

Just east of the Chestnut Hill Plaza shopping center is the site of a razed house lying near a slight rise of land that has been relatively undisturbed. Investigation of this area, Locus C-4 (Figure III-2), resulted in the finding of only late nineteenth and early twentieth century debris (as well as recent roadside litter). No further excavations are planned for this intensively disturbed house site (Figure III-2).

Locus C-5 is a slight knoll running south from the present ROW of Route 4. The knoll has been recently tilled and surface visibility was excellent. Surface collecting activities resulted in the discovery of a slight brick scatter. The excavation of two post-hole tests was undertaken with negative results.

Segment D

Segment D (Sheet 6 of 10 of the Concept and Location Plan - DOT) runs from the orphanage to a small stream just west of Ogletown. This segment, like Segment C, traverses relatively flat land that has been heavily developed. The highway construction project consists primarily of a widening of the existing Route 4 with some necessary new alignment.

Soils traversed in Segment D include Elkton sandy loam, Sassafras sandy loam, Matapeake silt loam, Keyport silt loam, and the Matapeake-Sassafras-Urban Land complex. The sandy loams are relatively well drained and characterize the area in general. Several small drainage streams are included within the ROW.

Six loci were selected for intensive investigation after a pedestrian survey indicated that all other portions of Segment D were either extensively disturbed or that they were barren of cultural resources. Locus D-1 was intensively investigated due to the potential for both prehistoric and historic resources. Surface examination of surrounding areas did not result in the discovery of cultural material. Ten subsurface post-hole tests were placed on both sides of the present roadway. Again, the results were negative. No further investigations can be recommended for Locus D-1 (Figure III-2).

Locus D-2 consists of a small knoll that appeared likely to contain evidence of a historic structure. Four post-hole tests were excavated with negative results. Surface examination resulted in the discovery of a single redware sherd. No further examinations are recommended for this area.

Locus D-3 is located just west of the Robert Ferguson House, a National Register property. The area was selected for investigation because it was obviously the site of a razed structure (concrete steps rose from the roadway to the site). Six post-hole tests were excavated with negative results. Documentary evidence points to a late date for this house site. No further investigations are recommended (Figure III-2).

The Robert Ferguson House property is designated as Locus D-4. This house, which lies totally within the proposed Route 4 construction ROW, has been determined elibible for listing on the National Register of Historic Places. This locus was intensively investigated during the survey and will be discussed in a further section of this project report (Historical Resources - Route 4).

Locus D-5 was reported to the survey team by the landowners of a house lot within the locus. The locus appears to be the location of a portion of a relatively large aboriginal site. According to members of the Balinski family, who have lived in the area for thirty years and who have cultivated much of the surrounding land, aboriginal projectile points were picked up in the gardens and fields around their residence. That portion of this reported site to be traversed by the proposed Route 4 realignment is located between the Balinski residence and the Newark Christian Church. Due to the reluctance of the Balinski's to allow testing on their property, a series of twelve post hole tests were made within the ROW on the north edge of the present Route 4.

None of the twelve post-hole tests contained any evidence of prehistoric or early historic cultural activity. Surface visibility was not adequate to assess the presence of resources except for the identification of two razed house sites. Each site was marked by a driveway and various architectural features related to walks, steps, etc. These structures, according to information obtained from the Balinski family, were of recent origin and were removed only recently.

Locus D-6 is a rise located adjacent to and lying on the south side of Route 4 approximately one quarter mile west of the intersection of Route 4 with Route 273 (Ogletown). The rise is obviously a home lot and surface examination reveals the presence of a stone cellar hole and foundation. Immediately to the rear of the 20' by 25' cellar hole is a brick-lined well that has been partially capped with concrete. Due to the heavy vegetation on the rise, it was not possible to recover any artifacts. The reluctance of the landowner to allow trespass precluded any subsurface testing within Locus D-6.

In order to properly assess the cultural significance of this historical resource limited archival research was undertaken by MAAR personnel. The data recovered will be discussed in the following section (Historical Resources - Route 4).

Segment E

Segment E (sheet 6A of the Concept and Location Plan - DOT) includes the town of Ogletown and a future highway interchange at the junction of Routes 4 and 273. This segment has been highly modified within the right-of-way of the current highway planned improvements project. That portion of sheet 6A which includes the interchange does contain unmodified land, a part of which was surveyed by the MAAR team.

The Ogletown area is extremely flat with several rises of a few feet above wetland tracts of wooded land. These wetlands appear to be periglacial features which contain water for a greater part of the year. The sandy loams of the few rises provide well drained campsites for aboriginal peoples and investigations confirmed their use as such. The present road ROW and the surrounding area to be included in the Route 4 widening project, however, is devoid of cultural resources (with one notable exception) which contain any integrity. Recent residential and commerical development has destroyed most of the resources which formerly existed within the historical town of Ogletown.

The house site constructed in the 18th century by Thomas Ogle, as well as his tomb and other associated historical features, remains at the northeast corner of the intersection of Routes 4 and 273. Intensive archival research and field investigations were conducted at this site (Locus E-2) and will be discussed in the Historical Resources - Route 4 section of this report.

Locus E-1 refers to a garden site on a slight rise of land southwest of the intersection of Routes 4 and 273 (see Figure III-3). This rise had been reported to the MAAR survey team as an aboriginal site (Informant - Mr. Clifford Lynam). Surface examination was negative and the five post-hole tests placed in the garden also did not provide any indication of aboriginal occupation.

Locus E-3 is a large rise of land overlooking several wetland woods just to the northeast of the Thomas Ogle House site. Visibility was relatively good and subsurface testing was undertaken. In spite of the fact that an informant (Mr. Clifford Lynam) claimed to have found dozens of finished artifacts on this knoll, no artifacts were recovered by the MAAR survey team. Further work is recommended at Locus E-3, however, should this rise of land be incorporated in the future interchange construction program.

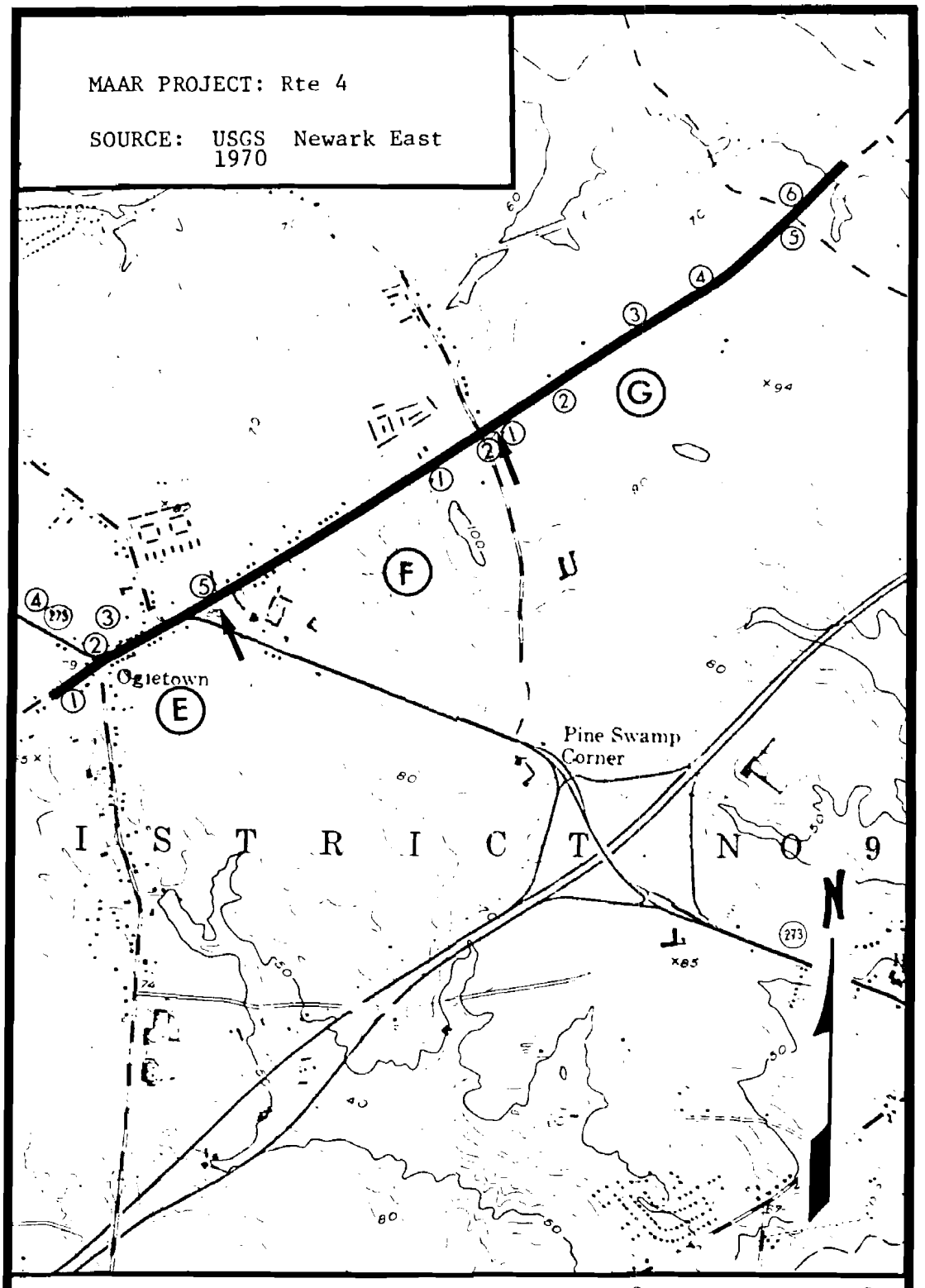

Figure III-3 PROJECT LOCATION-SEGMENTS E,F&G

Locus E-4 is a small rise located along Route 273 and is out of the project area. The locus was subjected to subsurface testing, however, since it was within a planned roadbed of the future interchange. No artifacts were found at this locus. locus. Locus E-5 is on a slight rise elevated over the surround lowlands. A total of eight post-hole tests were excavated with negative results. No cultural resources exist at this locus (refer to Figure III-3).

Segment F

Segment F (Sheet 7 of 10 of the Concept and Location Plan - DOT) begins at the Allendale Apartments and continues to a small drainage stream just east of the intersection of Route 4 and Harmony Road (see Figure III-3). The total distance encompassed within this segment is less than a mile. Segment F is a relatively hilly area with the western portion of the proposed highway project climbing a slight hill and then descending on the other side to the Harmony Road intersection. The area has been developed and lies within several residential developments.

Historic resources located along this segment include the Walnut Lane site, a standing historic structure that has been nominated for the National Register of Historic Places. Walnut Lane sits approximately one hundred feet south of the present Route 4. The Walnut Lane property has been designated as Locus F-1. A surface examination of the entire segment was conducted and more intensive investigations were scheduled at two loci.

Locus F-1 involves the front lawn and an adjacent field at the Walnut Lane Property. Highway construction plans call for the removal of a portion of the front lawn of the structure and subsurface post-hole testing was necessitated. A total of 12 post-hole tests were excavated, one of which contained cultural material. Post hole # 8 revealed that the topsoil of the lawn extended, at that location, to a depth of 20 inches. The post-hole fill contained brown loamy sand and mixed coal and ash. Below this were four inches of brick dust and coal ash. This is interpreted as representing a pathway, possibly leading from the front door of the structure to the highway. Although a walkway is not visible from thr ground surface, probing revealed its existance as indicated. Examination of the slope leading from the lawn to the road resulted in the discovery of an abandoned cast concrete stairway.

No other features were discovered in the highway ROW. An examination of a field fronting on the highway and adjacent to the Walnut Lane lawn did not result in the discovery of any cultural material. The area across Route 4 from the property was also examined and found to have been graded for future use as a shopping center site.

Locus F-2 is located in a cultivated field bordered on the west by Harmony Road, the north by Route 4 and the east by a small stream (see Figure III-3). Surface examination resulted in the discovery of a single scratch-blue stoneware potsherd. In order to assure that the small stream did not cause the silting over of cultural deposits, a series of post-hole tests were excavated within the ROW. The six tests were excavated to subsoil with the average depth reached being 31 inches. Twenty-three inches of natural silt were found to be covering a relict plow zone level. No artifacts, however, were located in the area.

Segment G

Segment G runs from the small stream crossing Route 4 east of Harmony Road eastward for a distance of a little over a mile to a point halfway between New Churchmans Road and Old Churchmans Road (See Figure III-3 and Sheet 8 of 10 of the Concept and Location Plan - DOT). South of Route 4, this segment traverses open fields (most freshly cultivated and offering good surface visibility) for its entire length. North of the road, the segment crosses a residential district (Robscott Manor) before entering open cultivated fields.

Segment G contains gently rolling hills and several small streams with gentle drainage basins. Soils in this segment are highly variable. They include Elsinboro silt loam, Delanco silt loam, Keyport silt loam, Matapeake silt loam, Falsington silt loam, Woodstown silt loam and Elkton silt loam. For the most part these are moderately well-drained. The knolls are generally well drained with poorly drained upland flats and drainage basins.

The investigation of this segment of the Route 4 improvement project consisted of the verification of previously reported aboriginal sites as well as a thorough examination of almost the entire ROW by pedestrian survey. Several loci were selected for subsurface testing. Locus G-1 is situated on a slope with a southwest aspect leading down to the small stream which separates this segment from Segment F. Surface visibility was excellent and several periods of surface collecting resulted in the recovery of a relatively large collection of aboriginal artifacts. Material recovered included finished (but fragmentary) projectile points of the Archaic Period (2), bifacial tools (2) and a roughly pecked and flaked celt (?). Also found were numerous lithic flakes and broken cobbles (cores). The aboriginal material appears to be widely dispersed from the Route 4 roadway to the south for a distance of several hundred feet. Due to the excellent visibility and the erosion channels cut into the subsoil, no subsurface testing was conducted at Locus G-1.

Locus G-2 is situated in an upland flat, approximately one hundred yards east of Locus G-1. Only a few quartz flakes and broken cobbles were found in this poorly drained area. Visibility was good and no additional investigations are considered necessary at this site.

Locus G-3 is situated at the edge of a small stream draining approximately one hundred acres just north of Route 4. This locus is east of the stream in a cultivated field. The area west of the same stream has been converted into a ball field and fill overlies the natural surface of the area. The south side of Route 4 is in pasture and surface visibility is non-existant.

A lithic resource and processing site is located at Locus G-3. Surface collecting of this area resulted in the recovery of hundreds of artifacts attributed to the knapping of cobbles of quartz, quartzite and jasper naturally occurring in this location. Also found were hammerstones, unfinished crude bifaces and a possible anvil, consisting of a large block of stone with possible pecking depressions.

Since the proposed Route 4 construction ROW is primarily south of the existing road, it was felt necessary to confirm the presence of the lithic site in that location and to demonstrate that it had been bisected by the construction of Route 4. Post-hole tests placed parallel to Route 4 demonstrated the presence of about 15 inches of silt overlying a former top soil zone and a natural cobble strata. A one meter square test unit was excavated within the cultivated field north of the road in order to determine if the cobble strata existed there also. A profile of that unit indicated that large cobbles could be found within a plow zone and a 12 inch deep subsurface strata. Below that depth was uncovered a clay-silt layer of apparent Pleistocene derivation.

Locus G-3 is interpreted as an intact lithic reduction station which has been partially destroyed by the construction of Route 4 and which probably exists on both sides of that highway and both sides of the small stream crossing the highway at that location. The cultural material appears to cover an area several acres in size, is relatively evenly distributed throughout the visible area, and appears to be restricted to the plow zone of the locus.

Locus G-4 is situated on a slight knoll bisected by Route 4 on which several quartz and quartzite flakes and broken cobbles were found. Three tests were excavated with no evidence of cultural activity resulting. No further work was scheduled at this locus. Locus G-5 is another slight knoll separated from Locus G-4 by a flat, poorly-drained area. This locus is just west of the intersection of Route 4 with New Churchmans Road and consists of both cultivated fields and horse pasture. Aboriginal artifacts (primarily quartz flakes and broken cobbles) were found on the surface within the ROW and on both sides of the roadway. An informant, Mr. Thomas Jones, reported finding artifacts at Locus G-5.

Eight post-hole tests were placed within Locus G-5, four on each side of Route 4. None of the tests resulted in any additional cultural evidence. The decision was made to terminate the investigations of this site.

Locus G-6 (see Figure III-3) is located just east of the Route 4 and New Churchmans Road intersection on the north side of Route 4. The locus is an aboriginal site reported to the MAAR survey team by Mr. Thomas Jones. Mr. Jones reported (personal communication) that he had collected a quantity of aboriginal material from the site but he was unable to describe the nature of that material. Examination of the locus by the MAAR team resulted in the discovery of a number of lithic artifacts (see Appendix A) including lithic debris, hammerstones, a milling stone and a single Archaic Period projectile point. Surface conditions were good providing surface visibility adequate for an assessment of item distribution and site size. The site appears to occur on a knoll as well as on the down slope (northeast aspect). Erosion is heavy on the aboriginal site.

Segment H

Segment H begins just west of the intersection of Route 4 with Old Churchmans Road, at the point where the proposed highway realignment begins ROW and ends at the point where it intersects Route 7, a length of approximately one mile. The segment crosses a variety of topographical features. The highway ROW crosses knolls, gentle slopes, upland flats, swampy lowland, and several deep drainage channels. The eastern portion of this segment is aligned with an existing transmission line and the surface has been partially disturbed. The major portion, however, is either in fallow fields, cultivated fields, or wooded tracts.

Segment H includes soil types ranging from poorly drained to moderately well-drained. The swampy area near Route 7 is composed of Keyport silt loam while the adjacent fallow fields are Elkton silt loam. Higher slopes and knolls are composed of Delanco silt loam, Glenelg loam and Manor loam.

Figure III-4 shows the following loci, described from west to east. Locus H-1 is a sloping area falling northwestward from a high knoll. The knoll is not located within the ROW but was investigated on the recommendation of an informant, Mr. Thomas Jones. Mr. Jones reported finding a side-notched projectile point (possibly of Early Woodland Period derivation) as well as other quartz debris. The slope (entirely within the ROW) was surface collected on three occasions resulting in the gathering of a relatively large collection of prehistoric artifacts (see Appendix A - Artifact Inventory).

Locus H-2 is located on a knoll across Old Churchmans Road from Locus H-1. This is the site of a former farmstead and contains surface debris relating to a late 19th century occupation. Several prehistoric artifacts, including a fragmentary projectile point, were found during a surface examination of this knoll. Surface visibility allowed an adequate assessment of the intensity of occupation of this knoll. No subsurface testing was conducted at this locus.

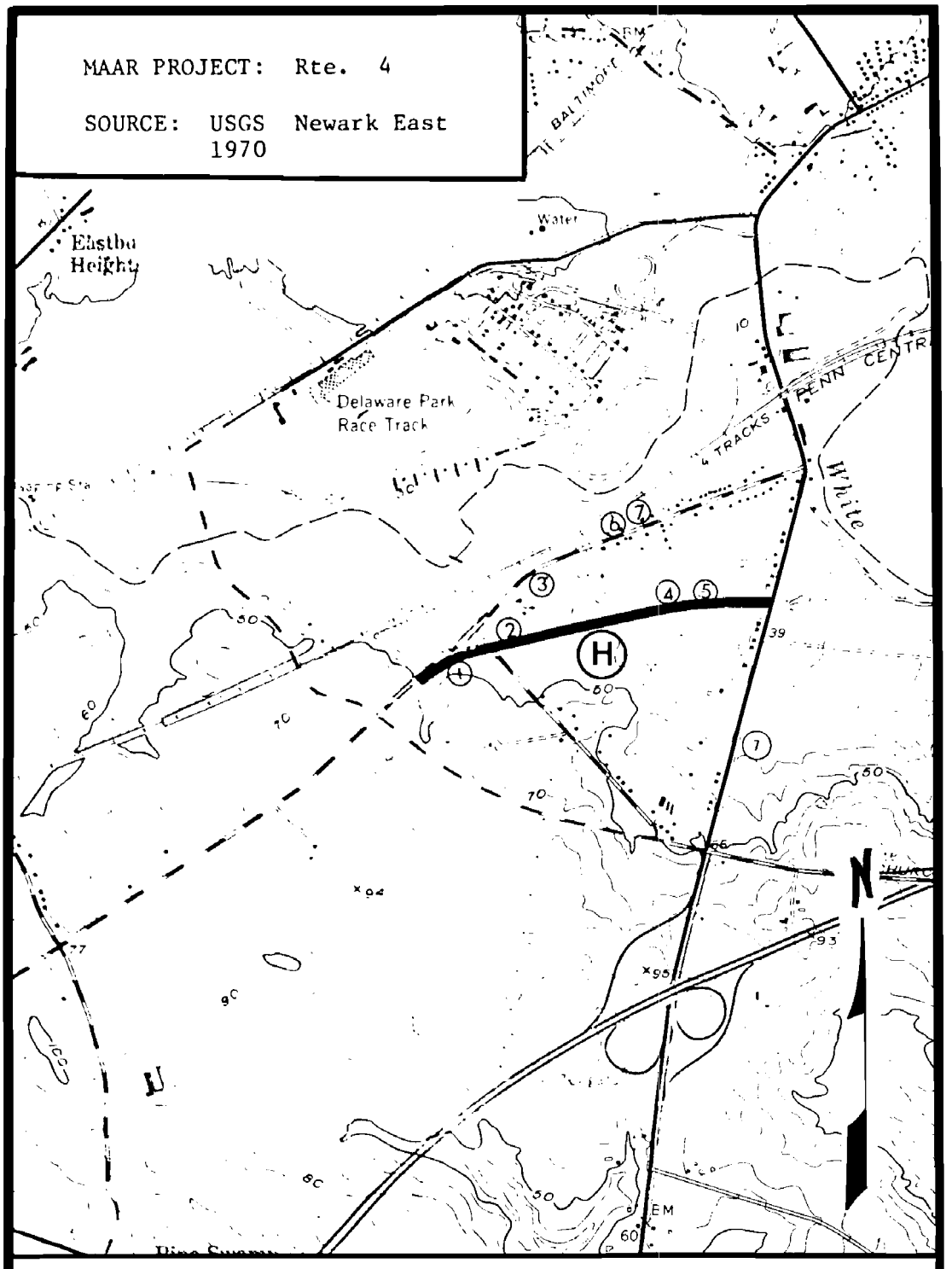

Figure III-4
PROJECT LOCATION- SEGMENT H

Locus H-3, Locus H-6, and Locus H-7 are located outside of the proposed Route 4 project area and are described only as an indication of the high frequency of site occurrance in the general region. Locus H-3 is located at the Green Gable Farm, located just east of the intersection of the present Route 4 and Old Churchmans Road. This site was reported by Mr. Thomas Jones, as were several others within the project ROW, who claims to have found a large number of artifacts on the surface of the cultivated fields near the highway. Locus H-6 and Locus H-7 are garden plots examined by the MAAR team. Only a few flakes are reported from these plots.

Locus H-4 and Locus H-5 are well-drained knolls situated within the proposed Route 4 ROW. Each was subjected to subsurface testing due to the heavy vegetation cover on each knoll. Locus H-4 had six post-hole tests, none of which contained any evidence of cultural activity. Three tests were placed within Locus H-5 with similar negative results. No further investions were considered necessary at these loci.

Historic Resources - Route 4

In the above discussion, four extant and archaeological historic sites were noted. Each of the four had been noted as potentially eligible for nomination to the National Register (one, the Robert Ferguson House, has been nominated thereto). It was noted that the archival and field investigations conducted at these sites would be further dicussed in this section of the report.

Locus C-3 - this locus contains the archaeological remains of a historic complex that may be of significant historical value. A map study was conducted of the property, located at the intersection of Marrows Road and Route 4. An unidentified map of the area, obtained at the Historical Society of Delaware shows the seventeenth century road from Ogletown to Elkton (now Chestnut Hill Road) but does not indicate that Marrows Road was then in existence. No structures are illustrated on this 1739 unidentified map. On the Rea and Price "Historic Map of New Castle County (1849) neither Marrows Road nor a residence at Locus C-3 are to be seen. It does not appear that a structure existed at this location in 1849. Beers Atlas of Pencader Hundred (1868) doesn't show Marrows Road but it does indicate that a residence exists at the location. The residence is identified as that of W. Howard (see Figures III-5 - III-7).

In 1881 (Hopkins) the property apparently was sold to Wm. R. Rees who retained the property at least until 1900. Wm. R. Rees, owner of 13 acres around Locus C-3, was the son of a Welshman who moved into the area from downstate (Streets 1904). It is not known when the structure was removed.

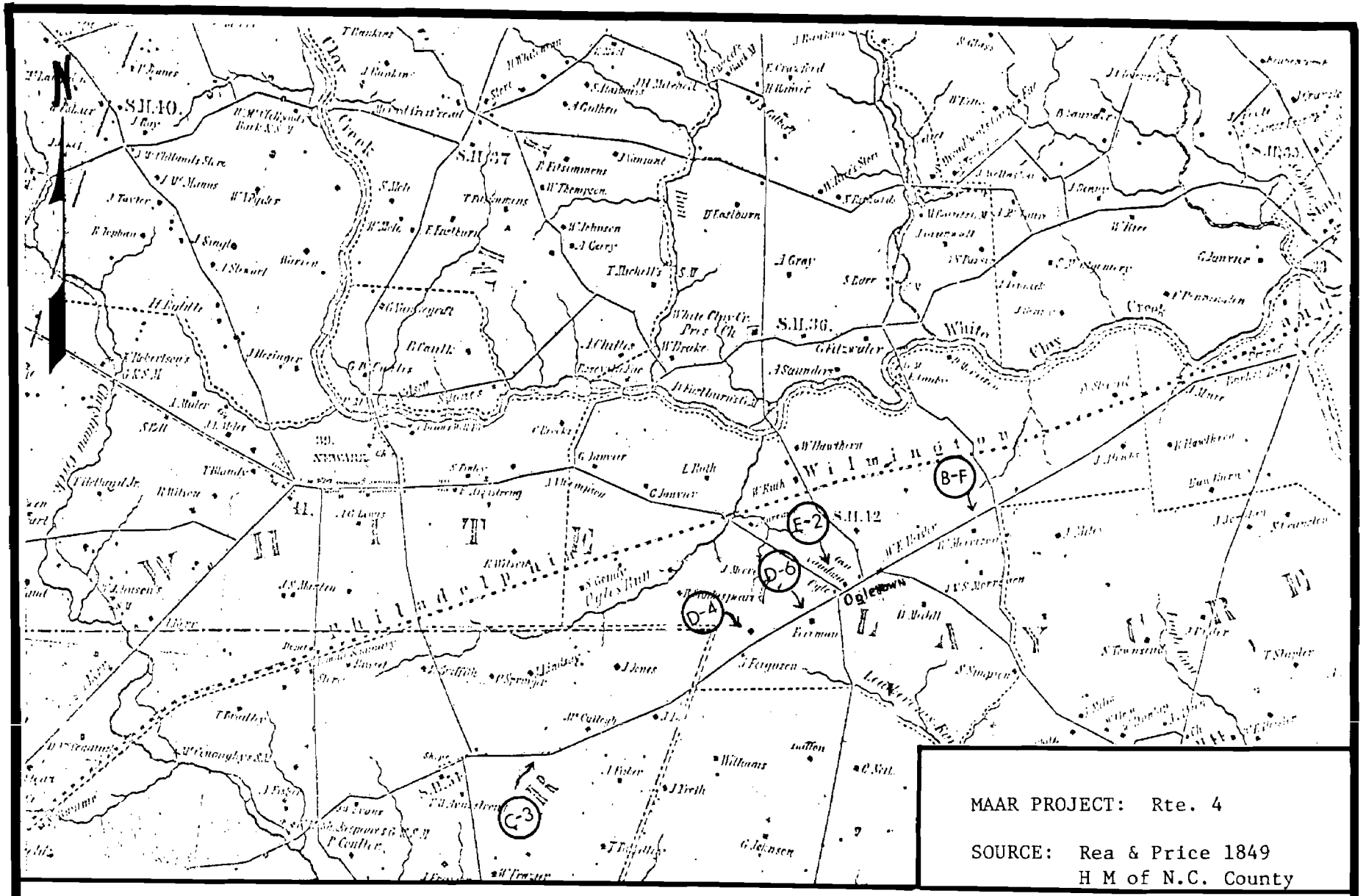

Figure III-5 ROUTE 4 HISTORIC MAP

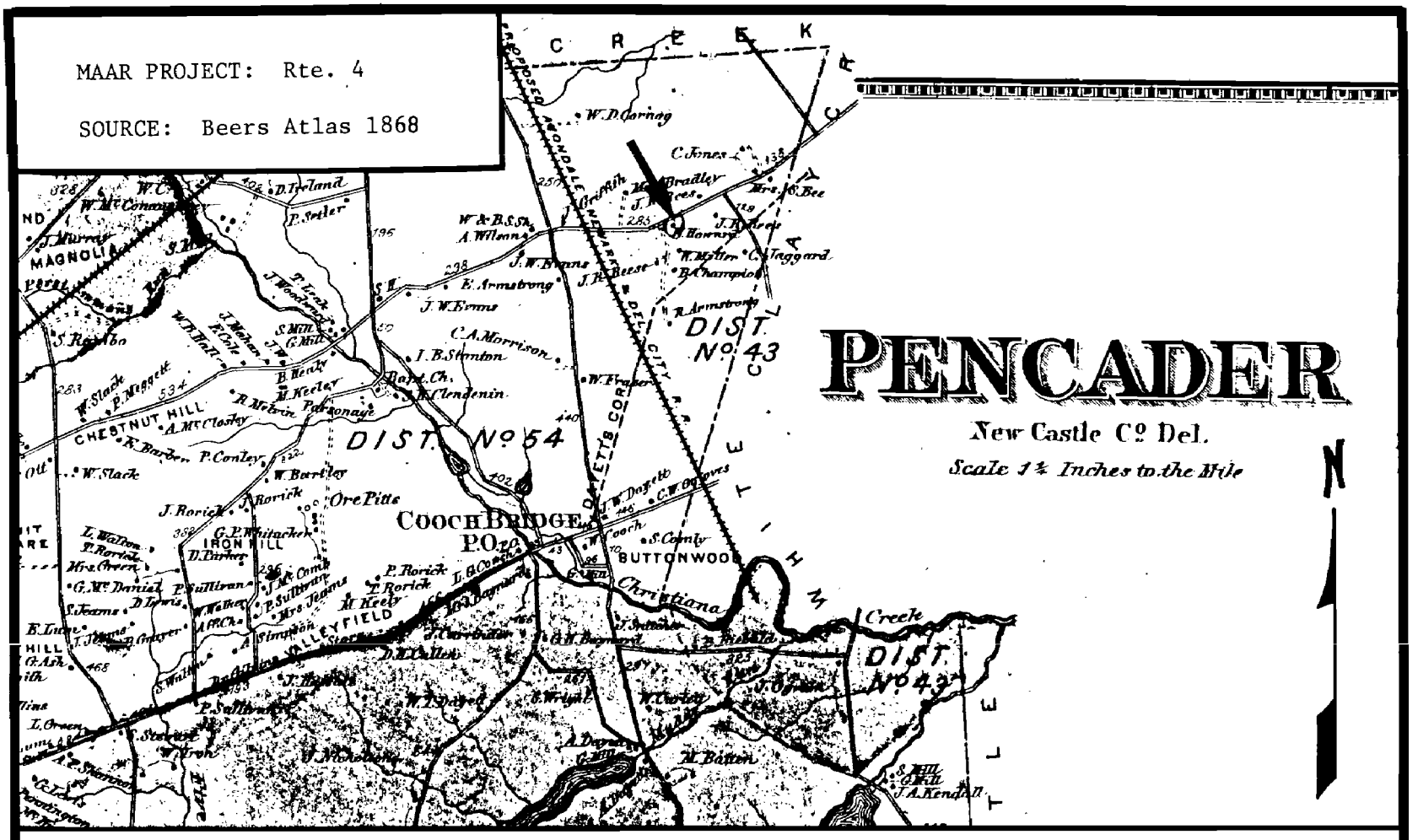

Figure III-6
PENCADER HUNDRED 1868

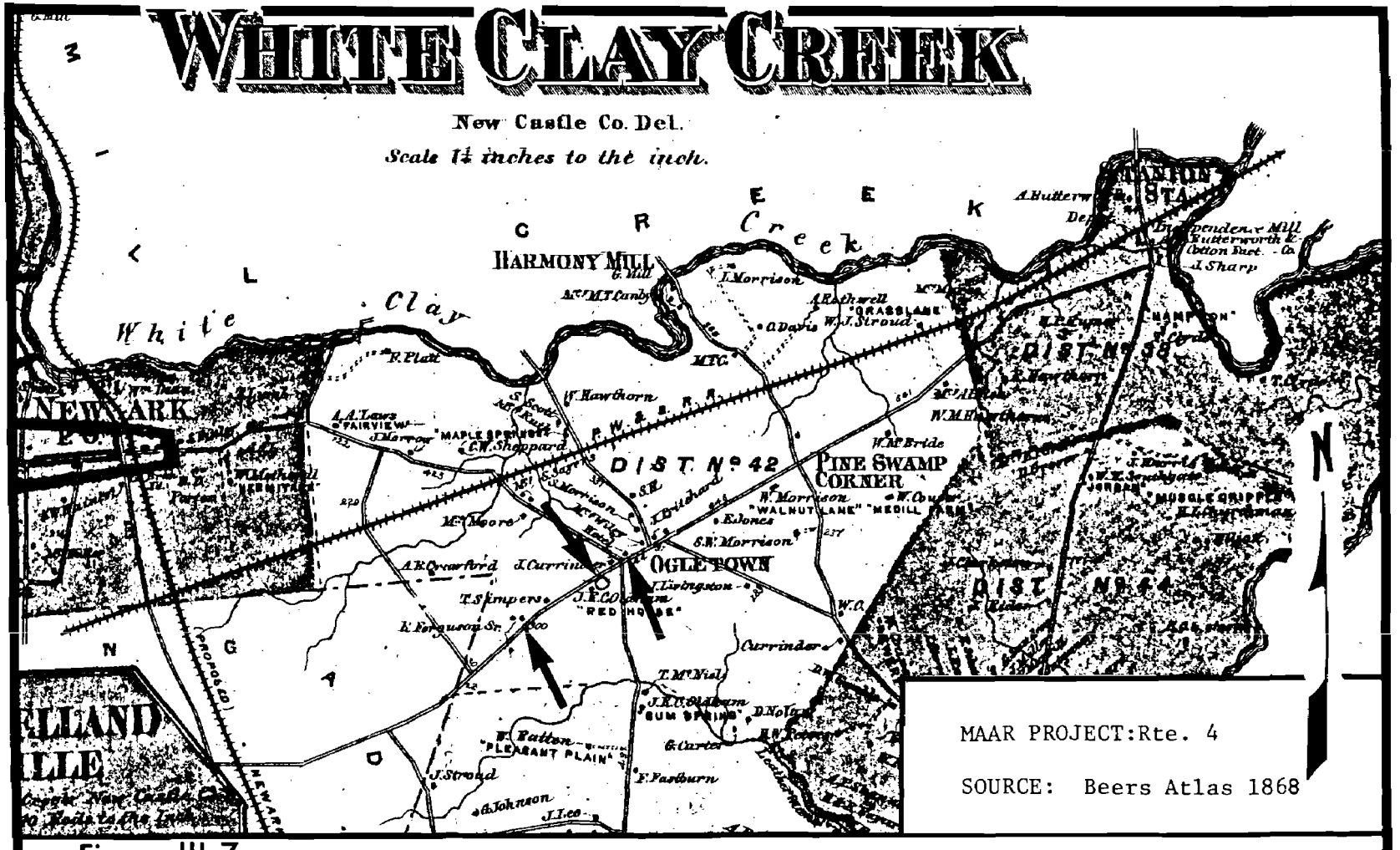

Figure III-7
WHITE CLAY CREEK HUNDRED 1868

It is likely that the Rees property (13 acres) did not contain a residence until shortly before 1868, thus indicating a span of occupation of less than one hundred years. Neither W. Howard nor Wm. Rees appear to have been persons of any great historical significance. The eligibility of Locus C-3, as a historic archaeological site, therefore, appears to be questionable. This lack of obvious historical value, coupled with its probable loss of integrity, tend to suggest that the Rees property (Locus C-3) does not constitute a National Register-eligible site.

Locus D-4 - the Robert Ferguson House, has been determined eligible for inclusion on the National Register. Mitigation activities, therefore, have been recommended. The Location and Identification Survey for the Route 4 highway project included (see Scope of Work) measures for determining if this property contained resources of archaeological value and, if such resources were present, for designing proper archaeological mitigation procedures.

A post-hole testing program was conducted at Locus D-4 and terminated only after all questions of the existence of subsurface features had been answered. The findings indicate that several outbuildings existed behind the structure, a capped well exists under the house itself, and that the house now standing on the property is indeed the structure recorded in early documents as that of Robert Ferguson (see National Register nomination forms).

Post-hole tests were excavated on a 10 foot grid system with a total of 68 in all. An attempt was made to recover a sufficient number of artifacts to allow for a frequency distribution map and to determine activity areas within the property. This was not successful. Only forty one ceramic sherds, about a dozen nails, and very little in the way of other diagnostic material was recovered (see Appendix A - Artifact Inventory). The artifact distribution does not reveal any pattern and can be considered as statistically inadequate for mapping purposes.

Nevertheless, the occurrence of subsurface features within the property indicates that there will be archaeological resources existing in subsurface contexts. These features should provide the potential for producing valuable information concerning the lifeways of rural New Castle County residents of the early 19th century (see Figure III-8).

Locus D-6 - located just west of Ogletown's major intersection (Chestnut Hill Road and Newark-Christiana Road), Locus D-6 is situated in an area of possible historical significance. Locus D-6, the Temple Property, is the site of an archaeological site represented by a cellar hole, a stone foundation and a brick-lined well. The property, which contained a log structure (Personal Communication with Mr. Temple), recently razed, has remained undisturbed since the period of its construction.

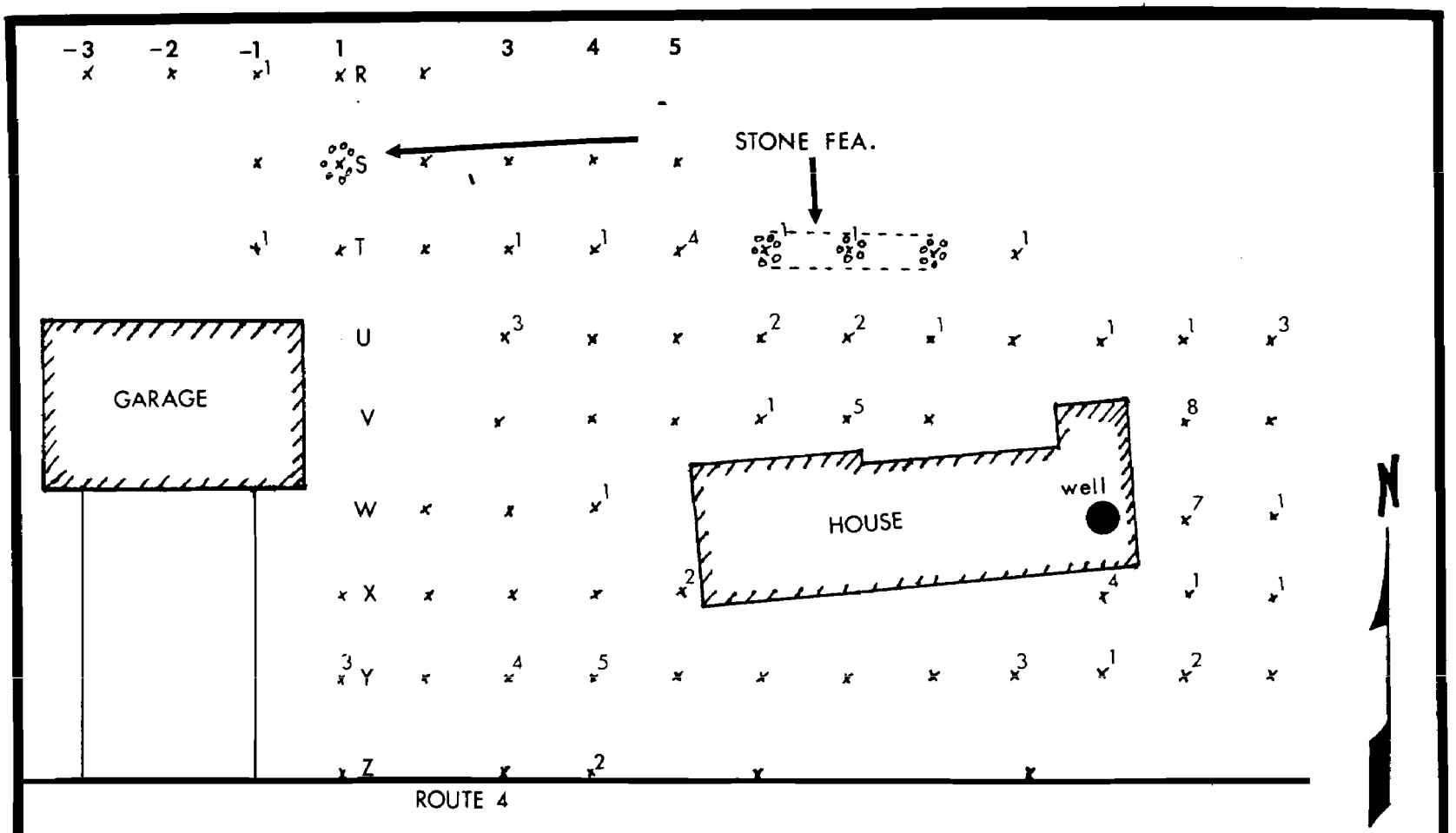

Figure III-8

FERGUSON HOUSE TEST GRID

Surface indications are that no land modification, with the exception of the removal of the log cabin itself, has occurred during Mr. Temples ownership of the structure site. Currently, the site remains fenced and sites on a rise which sharply rises above the road cut of Route 4, a dirt lane which leads to the Temple residence, and a little-used farm lane. There is very little fill in the cellar hole and the well cap appears to be in place. It is strongly suggested that this site retains much of its integrity.

Locus D-6 can be found on the Rea and Price "Historic Map of New Castle County (1849) as the residence of a Mr. Foreman (see Figure III-5). By 1868 (Beers Atlas) the structure had changed hands and belonged to J.R.C. Oldham (it was then apparently known as the "Red House"). Baist's Atlas (1893) lists the owner as L. Bryan.

Locus E-2 - the Thomas Ogle Property is perhaps the most important loci within the general Ogletown area. Not only was it the site of the residence of the founder of Ogletown, but it also was located at the intersection of two of New Castle County's most important colonial Roads (Chestnut Hill Road and the Newark-Ogletown-Christiana- New Castle Road).

The Ogle presence in the area was established as early as 1667 when John Ogle settled in the United States. He lived for a time in New Castle but purchased large tracts of land in the western part of the State. Some members of the family were in the Ogletown vicinity as early as 1684 when records indicate that the "Widow Ogle" sold land to George Talbot of Maryland (Scharf 1888). supposedly in order to construct a "fort" which was eventually manned by six or seven men for a period of several years.

In 1739 (Scharf 1888) records a Thos. Ogle as purchasing land "lying on the fork of the road leading from Ogletown to Newark and Elk River". After his death, James Ogle apparently dwelt in the residence. Thomas Ogle is listed in an 1804 Tax Assessment List and is apparantly the Thomas Ogle who is buried in the tomb. Beers (1868), in his Atlas Sheet of White Clay Creek Hundred, shows the Thomas Ogle residence as a Hotel.

The Scope of Work (Appendix C) for the Route 4 survey required subsurface archaeological testing at the Thomas Ogle property in order to determine if significant archaeological data exists to necessitate archaeological mitigation procedures. Accordingly, the MAAR survey team established a ten foot grid system and proceeded to excavate post-hole tests at each grid intersection. A total of 97 post-hole tests were eventually excavated. All artifacts recovered have been inventoried and totals are to be found in the test grid diagram (refer to Figure III-9).

The results of the testing do not necessarily lend themselves to statistical mapping techniques. However, several factors are clear: 1) subsurface features exist througout the property, and 2) artifacts are to be found in apparent mean-

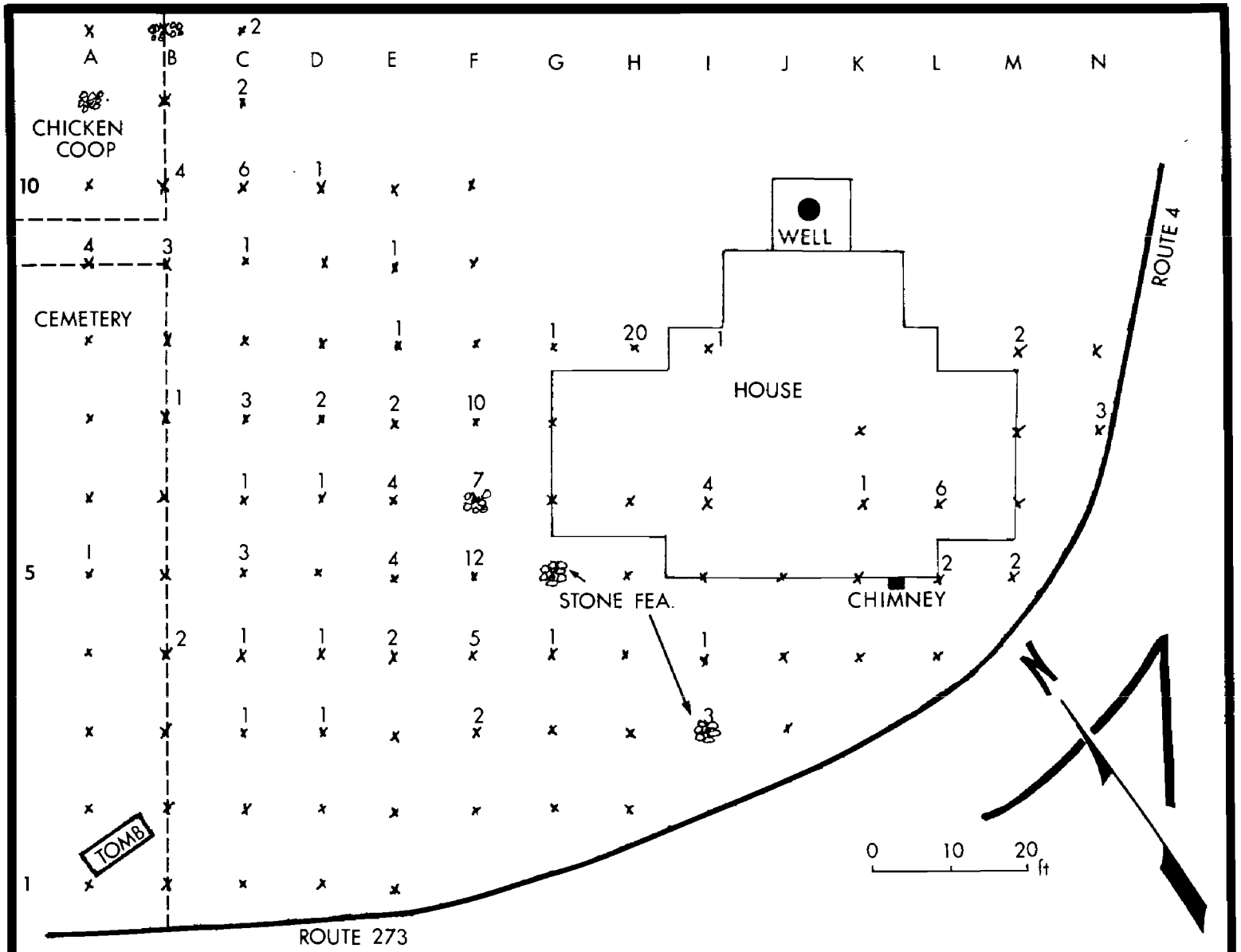

Figure III-9 OGLE HOUSE TEST GRID

ingful distributional patterns. Due to the paucity of artifacts it is not possible to predict the locations of specific activity areas. Based on the observations of informants who have lived in the area for a considerable period of time, however, the possibility exists that numerous features (slave cemetery, blacksmith shop, privies, wells, outbuildings associated with hotel functions, etc.) will be found. Since these potential features have not been sought, most appear to be outside of the Route 4 improvements project ROW, their locations can only be speculated upon. Available information obtained from informants, however, has been included in Figure III-9).

In general, it appears that the Route 4 survey area contains intact historic archaeological sites in Locus D-4, D-6, and E-2. Each of these resources appear to have historical significance and each will be impacted, in part, by the proposed highway construction operations. Further recommendations and discussion will follow.