

V. National Register Evaluation

Two archaeological sites, 7NC-B-67, the Elliott Site, and 7NC-B-68, the Smyth Site, were identified within the APE for this project. The sites were evaluated for eligibility in the National Register of Historic Places. Any historic property, including archaeological resources, is eligible for listing in the National Register of Historic Places if it possesses integrity of location, design, setting, materials, workmanship, feeling, and association as well as meeting at least one of the following National Register Criteria:

Criterion A: association with events that have made a significant contribution to the broad patterns of our history;

Criterion B: association with the lives of persons significant in our past;

Criterion C: embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components may lack individual distinction;

Criterion D: has yielded, or may be likely to yield, information important in prehistory or history (Townsend *et al.* 1999).

A. 7NC-B-67, the Elliott Site

7NC-B-67, the Elliott Site, is a historic domestic site located in the northwestern quadrant of the APE within the existing cloverleaf off ramp accessing SR 202 (*Photographs 28 and 29*). The portion of the APE containing the site consists of a heavily overgrown and variably disturbed area along the outer fringes of the cloverleaf infield. This location appears to be associated with a nineteenth century property that is depicted on historic maps. A stone dwelling was known to exist on the Elliott Property by 1817 and was likely demolished prior to 1957. Shovel Test Pits 1-10 were placed in a relatively flat area on the top of the cut slope, while the remainder of the tests were placed on a very narrow bench on the top of the cut slope overlooking the I-95 off ramp. The size of the site within the archaeological APE for this project is ~2.20 acres (~0.89 hectare).

7NC-B-67, the Elliott Site, was occupied during the Early Industrialization (1770-1830), the Industrialization and Capitalization (1830-1880), and the Urbanization and Suburbanization periods (1880-1940) periods.

Cloud Elliott purchased the property in 1817, at which time there was already a stone dwelling located on the property. It is unknown how long the property had been occupied prior to that time. During this first quarter of the nineteenth century, local farms, which were dependent primarily on exporting wheat, were undergoing a financial crisis. Many agricultural fields were deleted, eroded, and exhausted, and failed to yield crops to support the farmers.

Around the time the farm was first occupied the agricultural industry in northern Delaware was beginning to undergo dramatic shifts in focus during the Industrialization and Capitalization period. After the first quarter of the nineteenth century, the industry was abandoning its market reliance on wheat exports to Philadelphia and was restructuring itself around a diversified and locally consumed produce base, which included fruits, meat, and dairy. Progressive farming



Photograph 28: 7NC-B-67, the Elliot Site, facing north.



Photograph 29: 7NC-B-67, the Elliot Site, facing west.

techniques were being established, with the incorporation of modern farm machinery, fertilization, and drainage measures. The Elliott property would likely have been involved in these exciting changes from time it was established.

The Elliott property also was typical for the area during the Urbanization and Suburbanization period. While some of the property apparently continued to be farmed, some of the property was undergoing development. A portion of the property was sold to build to the Baltimore & Philadelphia Railroad and the Concord Station was built on land which was formerly part of the property. Much of the property was subdivided and developed by various entities. The Rock Manor development and the Wilmington Friends School were built on property previously associated with the farm. In addition, portions of the property were purchased by various DuPont family corporations.

The archaeological data suggests that the integrity of the deposits associated with the site were compromised during the construction of the existing interchange. The soil type in this portion of the APE is Neshaminy-Talleyville-Urban land complex, 0-8% slopes (NtB); a disturbed soil type. The STP profiles supported that this area is mostly disturbed, as many exhibited evidence of grading and filling. The site consists of STPs 1, 2, 4-8, 10, 15-17, and 19-26. Of the 16 STPs from which artifacts were recovered from this site, 11 of the soil profiles (STPs 2, 4, 5, 6, 7, 8, 10, 15, 16, 21, and 24) exhibited evidence of severe disturbance, indicating that the artifacts had likely been redeposited during ground moving activities.

A total of 120 modern and historic artifacts were recovered from the 16 STPs which contained artifacts. With the exception of the single piece of creamware or pearlware, all TPQ dates were provided by artifacts with manufacturing periods extending to the twentieth century or twenty-first century. No artifact concentrations discretely dating to Early Industrialization (1770-1830), the Industrialization and Capitalization (1830-1880), and the Urbanization and Suburbanization periods (1880-1940) could be identified. Therefore, the portion of the site within the APE does not appear to be able to provide any significant information about any of these three cultural periods.

Though a relatively high concentration of artifacts was found in STPs 6, 7, 8 and 10, these artifacts provided little information about past lifeways at the site. The majority of the artifacts from these STPs were architectural remains (n=15) and heating by-products (n=26). The small number of domestic (n=11) and personal artifacts (n=5) possessed extended manufacturing periods and lacked maker's marks. No cultural features were identified during pedestrian reconnaissance or through the excavation of the STPs.

The site may extend into portions of the cloverleaf that were not within the archaeological APE for this project and were therefore not tested archaeologically. However, the portion of 7NC-B-67, the Elliott Site, within the APE lacks integrity and contains artifacts that offer little likelihood of yielding significant data regarding the lifestyles or livelihoods of the site's inhabitants. Therefore, the portion of 7NC-B-67, the Elliott Site, located within the APE is recommended as not eligible for inclusion in the National Register of Historic Places.

B. 7NC-B-68, the Smyth Site

7NC-B-68, the Smyth Site, is a domestic historic site that appears to be associated with a nineteenth century property once located in the northeast quadrant of the I-95/SR 202 interchange (*Photograph 30*). 7NC-B-68, the Smyth Site, contained a dwelling by 1849, which was demolished in 1965 when Route 202 was improved. The site is located in an isolated variably disturbed area to the west of SR 202 just north of the I-95 on ramp and just south of a recently constructed storm water retention basin. As evidenced by the 1965 engineering plan of the proposed I-95 ramp (*Figure 13*) and aerial photographs from the 1937 (*Figure 11*) and 1957 (*Figure 12*), the property was known to contain a stone dwelling, a stone tower, and its associated driveways. The stone tower and the northwest corner of the stone dwelling fell within the right-of-way of the original I-95/SR 202 project, which resulted in the demolition of the features. A pedestrian reconnaissance was performed outside the APE in the wooded area inside the cloverleaf to investigate the presence of this potential resource. No evidence of the stone dwelling or its associated features, such as the driveway, were noted on the ground surface of this landform, indicating the high level of disturbance inside the cloverleaf at the time the ramp was constructed.

7NC-B-68, the Smyth Site, was occupied during the Industrialization and Capitalization (1830-1880) and the Urbanization and Suburbanization periods (1880-1940), and possibly also the Early Industrialization (1770-1830).

Historic mapping from 1849 depicts a house on the property owned by J. McKee. It is unknown how long the property had been occupied prior to that time; deed transfers prior to that time do not indicate if there were structures on the property. During the middle of the nineteenth century, the agricultural industry in northern Delaware was undergoing dramatic shifts in focus during the Industrialization and Capitalization period. After the first quarter of the nineteenth century, the industry was abandoning its market reliance on wheat exports to Philadelphia and was restructuring itself around a diversified and locally consumed produce base, which included fruits, meat, and dairy. Progressive farming techniques were being established, with the incorporation of modern farm machinery, fertilization, and drainage measures. The McKee property would likely have been involved in these exciting changes from time it was established.

The McKee property also was typical for the area during the Urbanization and Suburbanization period. It was acquired by Alfred I. DuPont in 1918 from the Sweeney family, who had owned it since 1878 and rented it to a tenant farmer since at least 1892. After that time, the property was subdivided and sold numerous times to various developers. It was likely occupied during by individuals associated with the corporations during this period. It was demolished for the construction of the I-95/202 Interchange.

The artifact assemblage recovered from 7NC-B-68, the Smyth Site, consisted of 60 historic artifacts recovered from 10 STPs. Of the 10 STPs from which artifacts were recovered, 4 of the soil profiles (STPs 56, 59, 60, and 61) exhibited severe disturbance, indicating that the artifacts had likely been redeposited during ground moving activities. The size of the site within the archaeological APE for this project is ~0.70 acre (~0.28 hectare).



Photograph 30: 7NC-B-68, the Smyth Site, facing east.

The portion of the site identified within the APE lies approximately 200 feet from the location of the former the domestic structure associated with it. As a result, it is relatively far removed from the areas that would likely contain more significant artifacts deposits and features associated with the occupants of the site, but these areas were heavily disturbed during the construction of the existing ramp. No artifact concentrations discretely dating to Early Industrialization (1770-1830), the Industrialization and Capitalization (1830-1880), and the Urbanization and Suburbanization periods (1880-1940) could be identified. Therefore, the portion of the site within the APE does not appear to be able to provide any significant information about any of these three cultural periods.

The site may extend into portions of the cloverleaf that were not within the archaeological APE for this project and were therefore not tested archaeologically. However, because the portion of 7NC-B-68, the Smyth Site, within the APE contains relatively low artifacts densities located in an isolated variably disturbed area relatively far removed from the disturbed domestic structures it is associated with, it is unlikely to yield information that is important in history. Therefore the portion of 7NC-B-68, the Smyth Site, located within the APE is recommended as not eligible for inclusion in the National Register of Historic Places.