4. Description of Cultural Resources

THE PROPOSED HIGHWAY PROJECT lies in the vicinity of several historic structures (FIGURE 4, PLATE 4), some of which already have been identified in cultural resource surveys. Most significant are features associated with water power on Isaac's Branch.

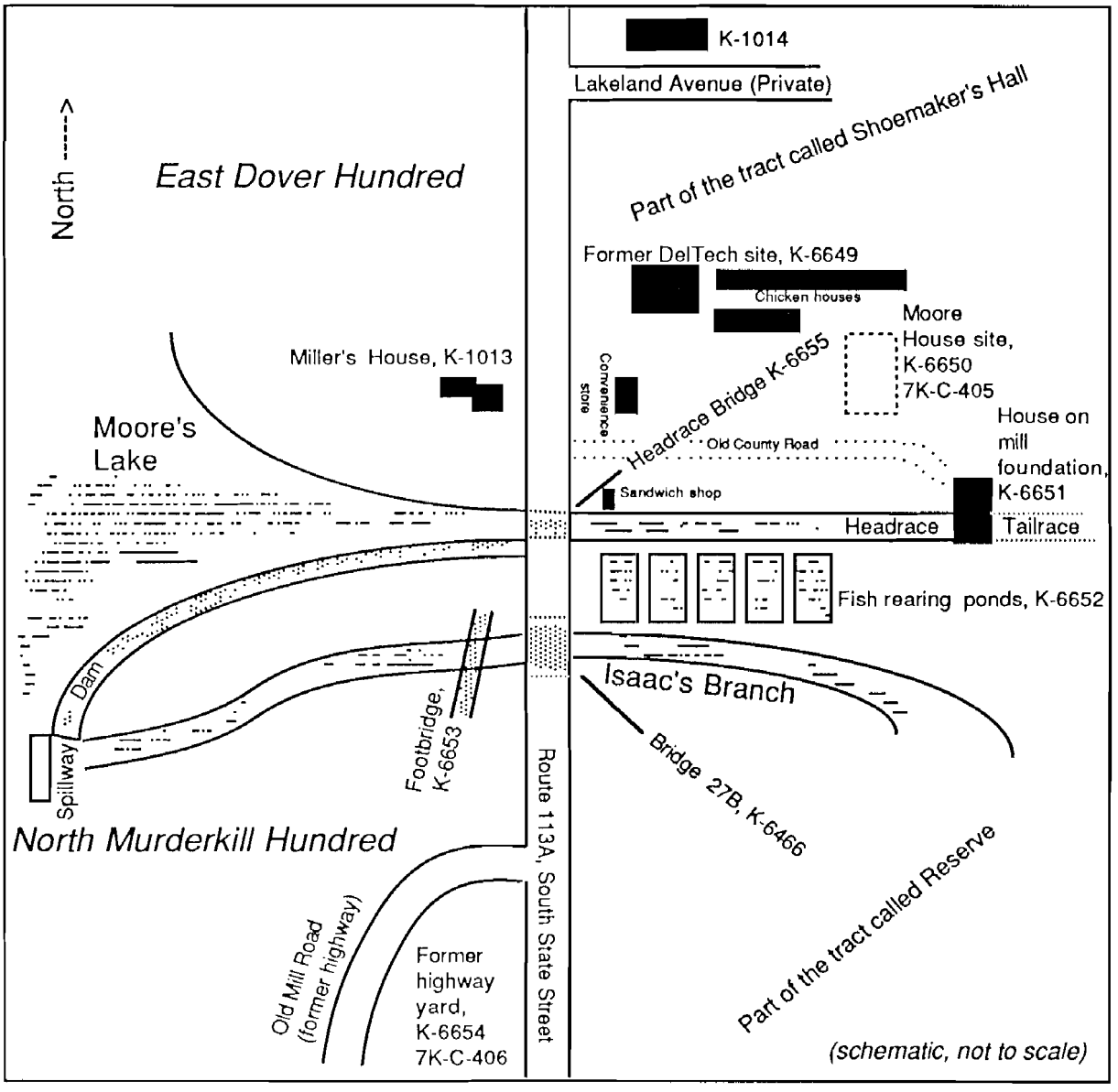
Although the valley has been occupied for thousands of years, prior construction has certainly removed any archæological features that might have existed in the roadway itself. There is, therefore, no probability that the project will affect prehistoric resources.

OLD BRIDGE ABUTMENTS, K-6653

Inside the park is a footbridge that rests on the abutments of a nineteenth-century highway bridge that was replaced by the present Bridge 27B. The original bridge here was a girder structure.

Figure 4

Cultural resources in the project area



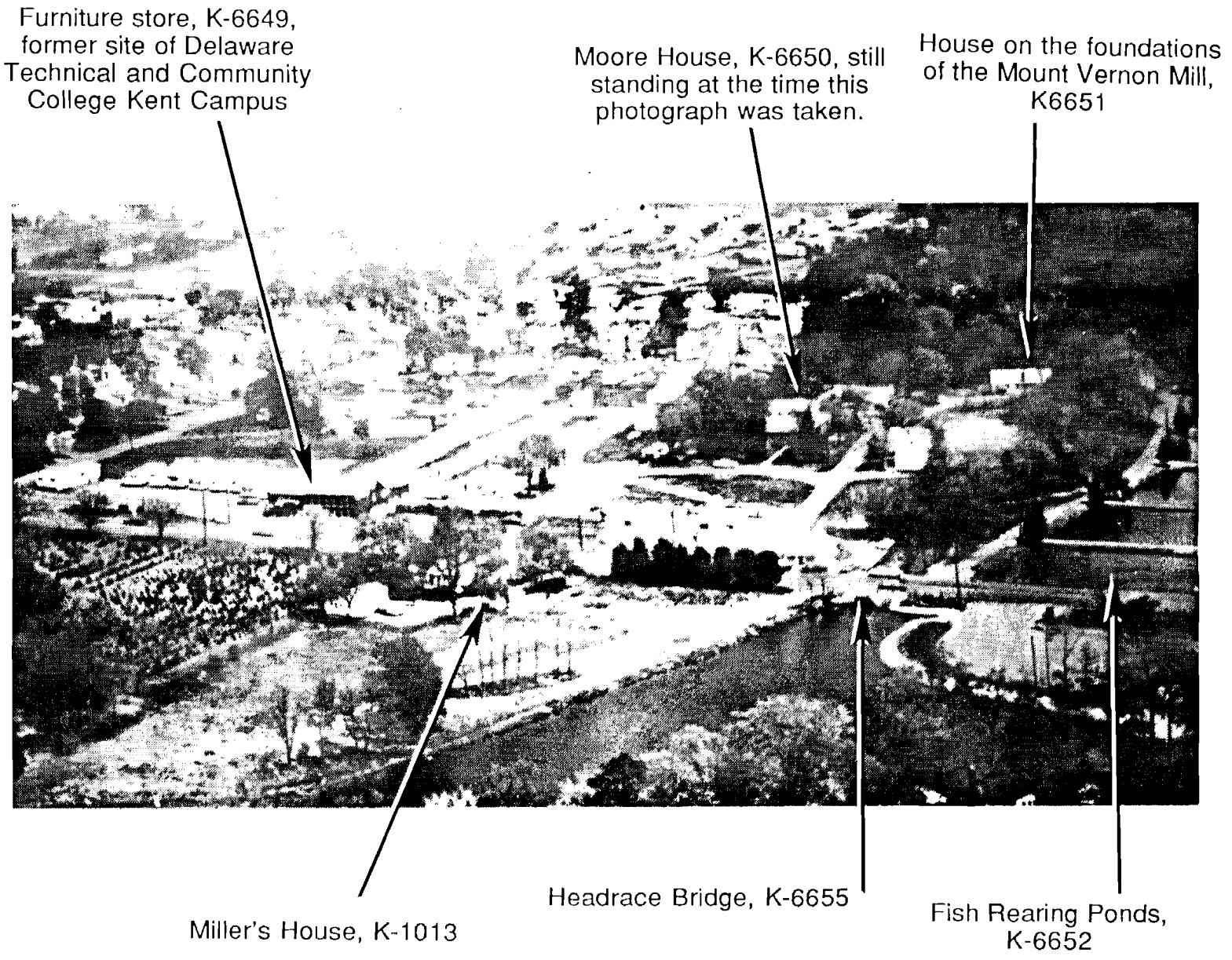


Plate 4

Project area from the west

Photograph of the project area, about 25 years old, looking east, courtesy of the management of Lakeland and Beechwood mobile home parks. The present convenience store is under construction, and the sandwich store has not been rebuilt in its present flat-roofed configuration.

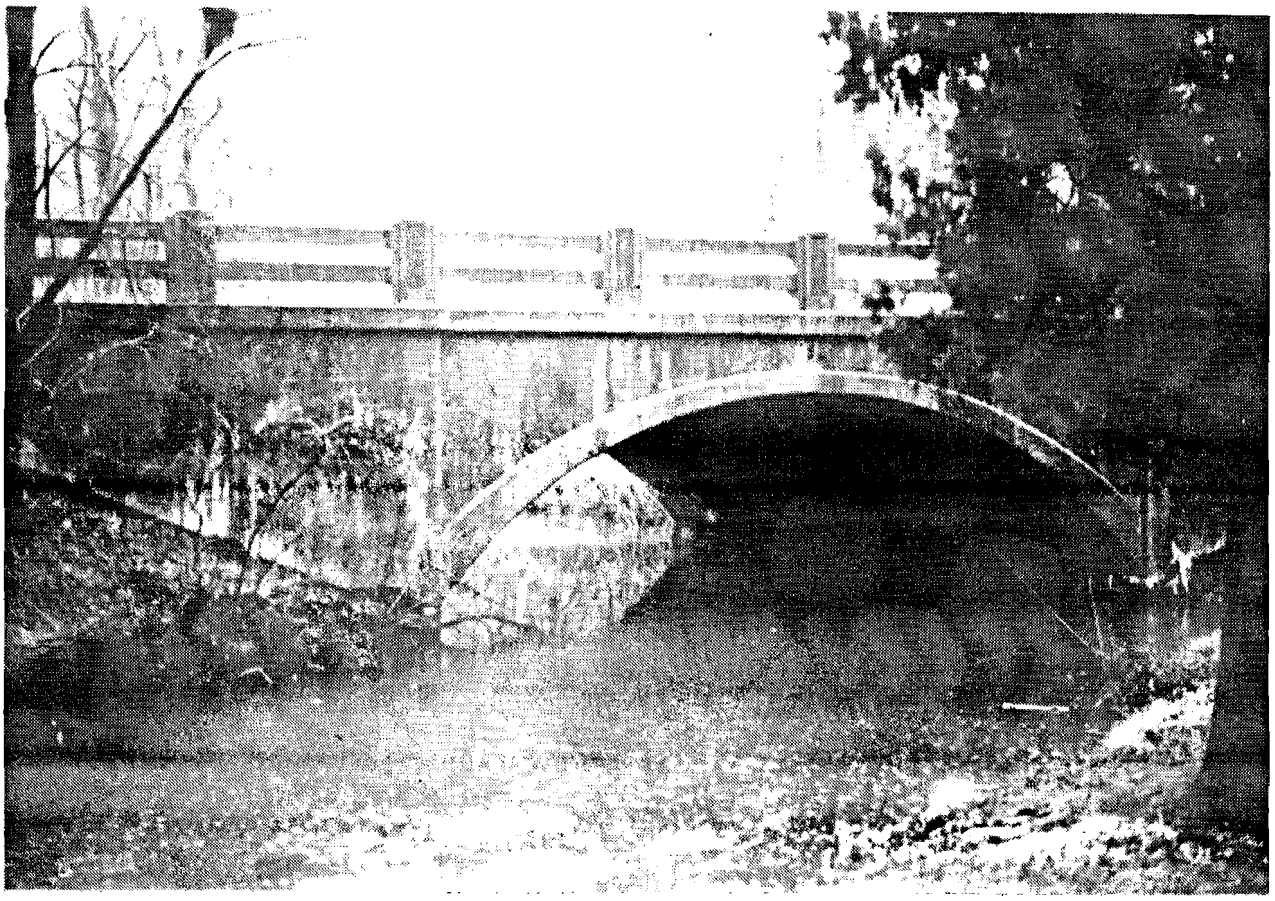


Plate 5

Bridge 27B

Bridge built in 1920 to replace the girder bridge, K 6466, from the northwest.

Like many other nineteenth-century Kent County bridges, this is built of quarried stone (PLATE 2, PAGE 8). By definition, the stone was brought from outside the county. The nearest quarry of such stone is found along the Brandywine above Wilmington.

In spite of its apparent high cost, quarried stone was a popular material for nineteenth-century foundations. Generally speaking, quarried stone in Kent County structures is found near steamboat landings. Circumstantial evidence points to the material having been brought as ballast or deck cargo on steamers.

Some of Kent County's earliest stone strucures are found in and near Little Creek: the Stone Tavern of circa 1825 (K-130), Octagonal School of 1829 (K-114), and part of York Seat (K-148). All three structures were associated with Manlove Hayes, a steamboat promoter. Closer to the project area, the Hunn Jenkins house of about 1840 (K-179) stands on a dressed stone foundation; the builder was a Philadelphia merchant and shipper. At Lebanon, the county swing bridge foundations were quarried stone, as were some of the footers for the cannery built there in 1869 (Heite 1990).

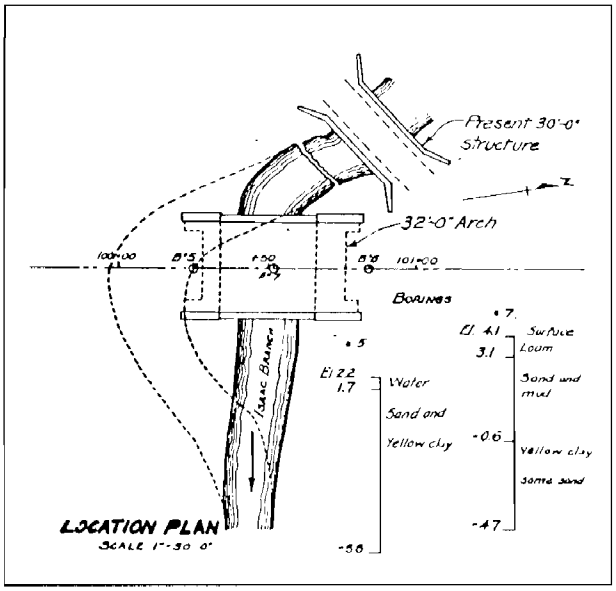


Figure 5

1920 replacement

Detail of contract drawing, sheet 4, contract 16, showing the relocation of the Isaac's Branch bridge crossing. Note relocation of the stream. Scale is reduced 50% to 1" = 60'

BRIDGE 27B, K-6466

Bridge 27B (PLATE 5, PLATE 1) is a reinforced concrete arch bridge built in two stages. The original 1920 bridge, with a 32' span, was 36' wide., built on pilings.

The bridge site is north of the original bed of the stream, which was diverted to run under it (FIGURE 5).

In 1957-1958, the bridge was widened about 15' to its present width. Everything now visible was built at that time.

HEADRACE BRIDGE 27C, K-6655

The current headrace bridge (PLATE 6, PLATE 7, FIGURE 7) was built in 1920 to replace an earlier bridge on the same site. The bridge is a reinforced concrete box culvert 36' wide with a 10' clear span. The upstream (west) side contains a gate that helps maintain the pond level about 8' above the branch below.

The 1957-1958 enlargement added about 15' to the width of the culvert, and included construction of a new gate on the upstream side. All the trim and visible features date from that rebuilding (FIGURE 6).

HOUSE ON MILL FOUNDATION, K-6651

The headrace terminates in a concrete floodgate in the brick foundations of the old mill. Atop the foundation is a one-story house of recent vintage that incorporates parts of the old Mount Vernon Mill structure, which was three stories high.

MILLER'S HOUSE, K-1013

The toft west of the highway is much older than the house that stands on it. This may have been the location of the eighteenth-century Pennell house (PLATES 8-10).

Beers' *Atlas* of 1867 shows a house in this location in the ownership of Henry Moore.

Plate 6

Headrace bridge

View of the present (1957) headrace bridge guardrail, looking east across Route 113.

HOUSE SITE, K-6650

A dirt road, formerly a county road, connects the mill with the highway along the line of the headrace. Until fairly recently,

there were two houses on this road about midway between the mill and the highway.

FISH REARING PONDS, K-6652

The fish rearing ponds are supplied by a piping system attached to the headrace.

In recent years, all but the western pond have been rented to a private fish supplier. The state's fish for stocking streams are obtained from Federal fish hatcheries.

Because of its lightweight foundations, the pond system is not considered suitable for large mechanized systems that would make it economical for modern use.

FORMER HIGHWAY YARD, K-6654

In the space between the old and new roads south of the bridge was a borrow pit, which was used as an equipment yard by the former Delawre State Highway Department. This yard, now three building lots, was used to store road-building equipment and, for many years, a French railroad car. The 1957-1958 plans indicate that the site was landscaped at that time.

Houses now stand in the space. The yard, which dates from the earliest years of modern highway engineering, has been sealed under modern suburban yards and may have archæological potential.

FORMER DELTECH BUILDING, K-6649

The Kent County campus of Delaware Technical and Community College, now known as the Terry Campus, was first located in a building at Moore's Lake (PLATE 12). This structure, recently a furniture store, is attached to chicken houses at the rear.

HOUSE, K-1014

North of the private Lakeland Avenue is a frame house, on a concrete-block foundation (PLATE 11), previously identified in the state cultural resource survey, K-1014. It is not affected by the project as proposed.

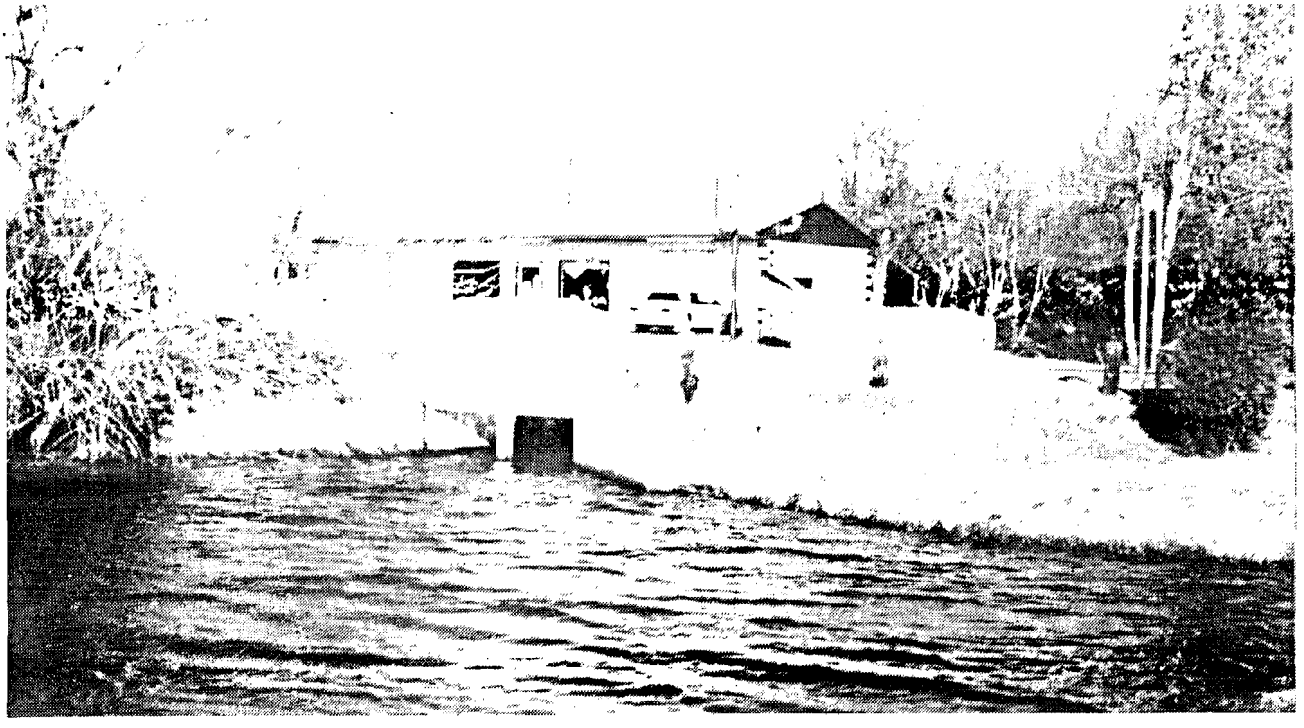


Plate 7

Headrace bridge from upstream

View of the present headrace bridge and the nearby sandwich shop, from the Moore's Lake dam, looking northeast. The original building on the sandwich shop site was a house, shown as still standing in the 1957 plans.

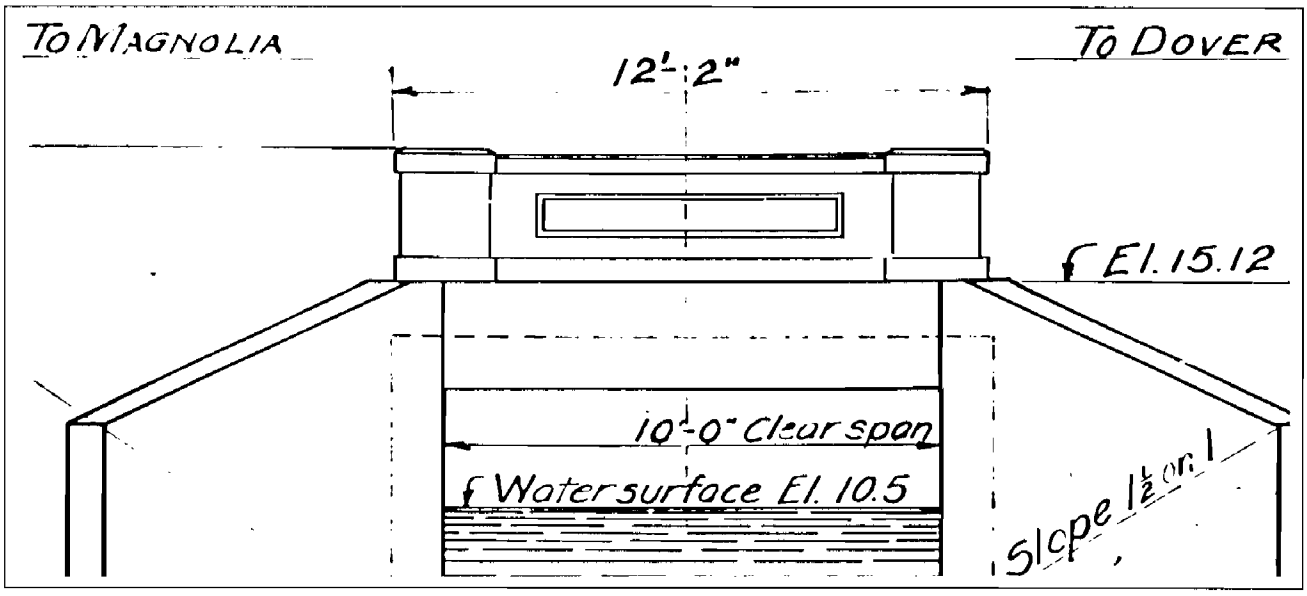


Figure 6

Headrace bridge

Detail of the "end elevation" of the original 1920 bridge, from sheet 2, contract 16. The handrail design shown here existed until the present handrails were installed in the 1957-1958 contract. This bridge contains the control gates for the millpond.

Plate 8

Miller's House

View of the 1881 Henry Moore house, K-1013, from the southwest. An earlier house at this toft appears on the 1867 *Atlas* map. The frame house is now covered with stucco.

Plate 9

Miller's House

View of the facade of the Henry Moore house from the northeast

Plate 10

Miller's House

View of the Henry Moore house from the southeast. The present pent roof replaced a full porch when the front yard was taken during the 1958-1959 highway project.

Plate 11

House

House, K-1014, on the east side of the highway, not affected by the project.

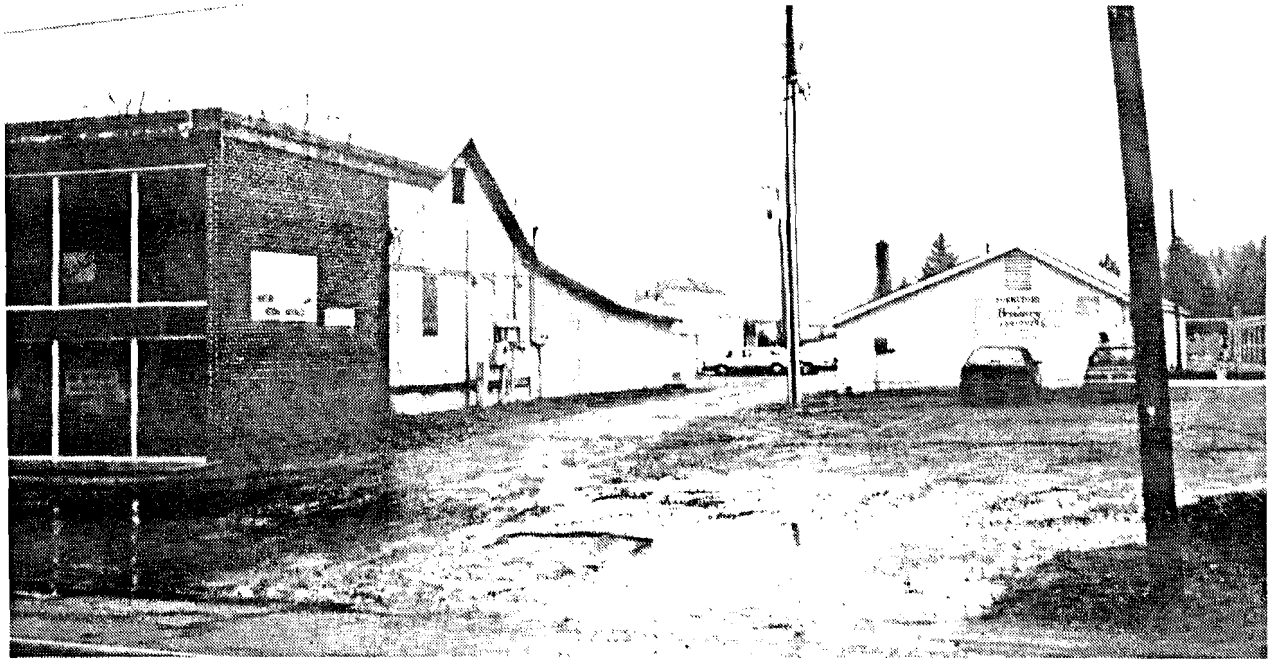


Plate 12

Former DelTech Kent Campus Building

Furniture store and chicken houses, K-6649, that once housed the Kent (now Terry) campus of Delaware Technical and Community College. The chicken houses and the gable-roofed section of the main building are relics of an earlier feed and poultry business associated with the last mill operators.

SUBSURFACE TESTING

The proposed project will be confined primarily to existing rights-of-way, and is unlikely to encroach upon areas that have not already been disturbed by previous construction.

For example, in front of the miller's house, K-1013, the porch was removed earlier, and the proposed work will not encroach farther.

In one area, however, there is a possibility that some historic or prehistoric remains might be exposed to the current project. North of the miller's house is a small ridge of sandy loam, now a Christmas tree farm, into which the highway has been cut deeply. According to Beers, this site was part of the Moore toft, but the map is not detailed enough to distinguish exact locations. The Christmas trees can be clearly seen on the ærial photograph, plate 4, page 18.

Three shovel test pits, ten meters apart, were sunk along the edge of the public right-of-way in the Christmas tree area. One red earthenware jug neck fragment was recovered from one test.

The sandy plowsoil, right to the edge of the road cut, appeared to have been plowed, indicating that the field has been truncated by previous road widening. In fact, it was quite soft with a plowzone uniformly 30 cm. deep.

No other areas were tested.

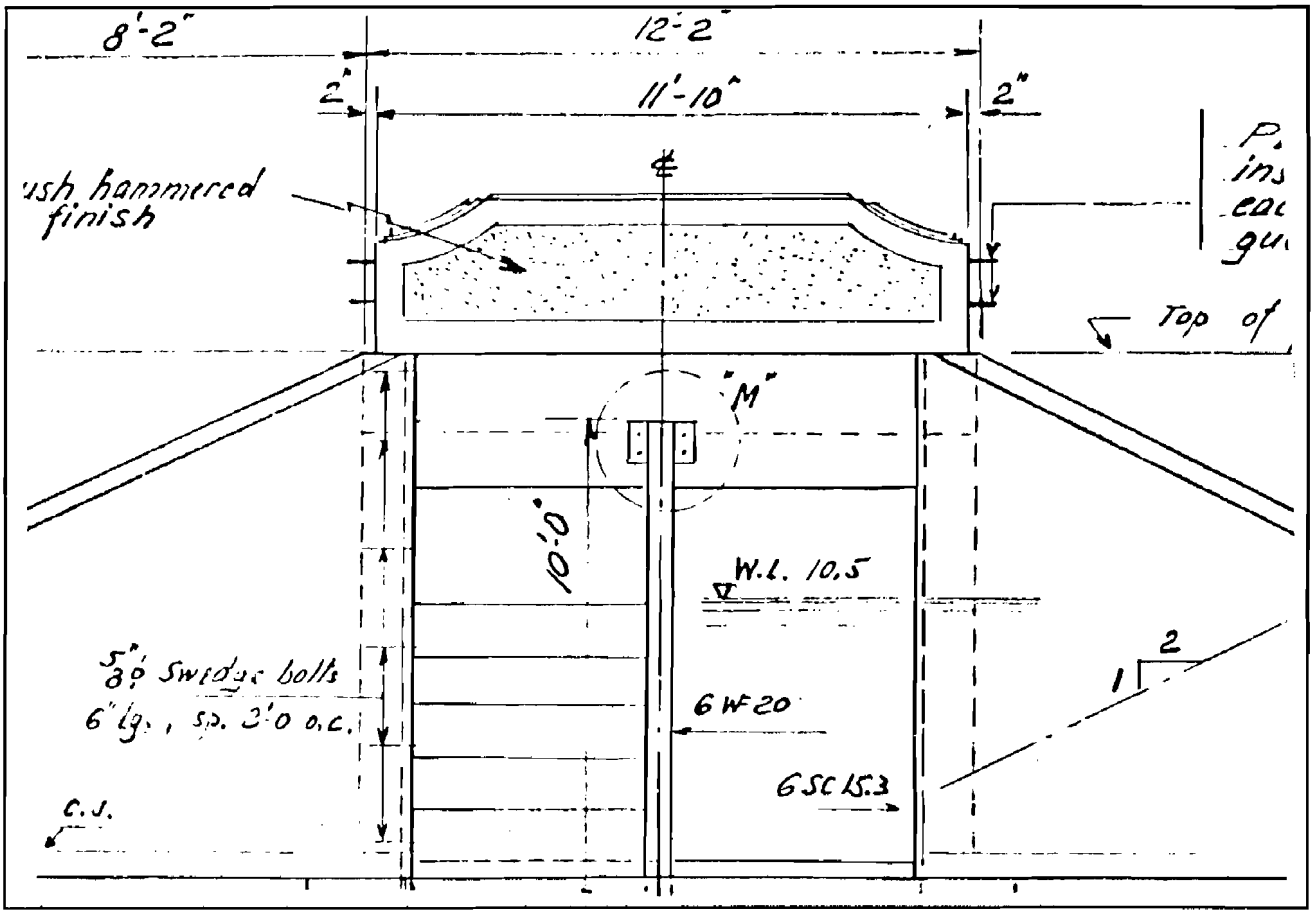


Figure 7

Headrace bridge

Detail of the west elevation of the enlarged 1957 bridge, from the contract drawings for contract number 1551. Compare with Figure 6, page 22 and Plate 7, page 21.