6.0 HISTORICAL LAND USE

General settlement patterns during the historical period overall are a reflection of water availability, agricultural land, and proximity to transportation routes. Early historical settlement in Delaware occurred along the coasts, moving inland along the rivers and creeks through time. As interior roads were established, land use patterns expanded with this increased accessibility. Further shifts in settlement occurred with mechanization and the ability to drill for water in locations away from drainages, the establishment of secondary roads, and the construction of the railroad.

6.1 THE PROCESS

The Smyrna to Pine Tree Corners portion of the SR1 corridor represents an opportunity to examine these trends in historical settlement patterning. Information from archival maps was used to identify actual settlement and land use through time. The historical sites identified in the SR1 corridor as well as previously recorded historical archaeological resources in the study area were used to examine land use. Data tables were generated and locational information was plotted on the current USGS 7.5' quadrangle maps (USGS 1993a, 1993b, 1993c, 1993d).

6.1.1 Site Files Search

Background research and a site file search were conducted at the Delaware SHPO and Delaware State Archives. Existing literature including published and unpublished technical reports relevant to the project corridor was reviewed.

Site files research was conducted at the Delaware SHPO in August 2000 to establish the regional context for the sites in the current study. Originally, the site files record search was defined using a five mile perimeter to the east and west of the proposed SR1 corridor with the northern boundary being the Appoquinimink River and Duck Creek as the southern boundary. Locational data for Cultural Resource Survey (CRS) numbers was provided in a digital ArcView database by the Delaware SHPO. Site attribute data were taken from hard copy site forms in the Delaware SHPO site files. The attribute data were linked to the locational information by correlating the CRS numbers.

As of August 2000, the CRS files of the Delaware SHPO listed 501 historical resources including archaeological sites (N=91) and standing structures (n=406) in New Castle County within a five mile perimeter of the SR1 corridor. The majority of these resources were originally recorded by UDCAR during the initial planning stages of the Route 13 Relief Corridor (Custer and Bachman 1986; Custer et al. 1987). Thus, the majority of the sites studied for this project are located immediately along the corridor. An increase in population and construction undertakings, however, also led to a number of other surveys in New Castle County. The 501 historical resources include 43 historical sites, 48 sites with both prehistoric/historical evidence and 406 standing structures.

The cultural context of sites allows for the analysis of trends and distributions of site types in the region for history. Site components represent seventeenth century through twentieth century occupations. Sites that lacked adequate information that would provide a cultural context for

historical sites account for approximately 60% (n=55) of the total representation of components (n=91). Nine sites were not identified by any type or component. Thus, the final determination of historical component categories includes: seventeenth century, eighteenth century, nineteenth century, twentieth century, and unknown. Generally, for historical sites, the site component data was determined by the site form recorder. Since site form recordation may be based on both archaeological and archival data, only site component attribute data was added for the historical or both (historical/Native American) sites that were situated within the 5 mile corridor and verified by Parsons excavations.

6.1.2 Data Sets

Two distinct data sets were used to examine historical land use and settlement patterns. Historical archaeological data was reviewed from the Delaware SHPO CRS files and GIS coverage, DelDOT Archaeology Reports, and results of field investigations. This data was compiled into a single master database. The database consists of 95 sites with 21 attribute fields for each site (Table 6-1).

Table 6-1. Attribute Data Sets for Historical Archaeological Sites

Attribute	Description
CRS Number	N0XXXX
Site Number	7NC-X-XXX
SPO Map	80926
Quadrangle	USGS 7.5" quadrangle name
Hundred	Name
Site Name	Name
Address	
Site Type	Historical Both
Function	
Sub Function	
Survey Date	
Listing	
Status	Eligible
Period (component)	17th century 18th century 19th century 20th century Unknown
Theme	
Property Type	
Size	
Integrity	
Condition	Destroyed
Historical Ceramic	Presence/absence
Notes	

The data on standing structures (architectural resources) within the CRS files is extensive and biased toward towns; processing this level of information was beyond the scope and needs of this study. To provide a comprehensive database to examine historical settlement patterns, information from archival maps was used. However, the five mile corridor originally defined for the Delaware SHPO files search would encompass a multitude of archival locations and would

be too time-consuming to map. The study area for the historical resources was reduced to 1.5 miles on either side of the SR1 corridor. Four historical maps (Table 6-2) were overlaid and geo-referenced to modern topographic maps of the project area corridor. Dwellings shown on the Rea and Price (1849), Beers (1868), Hopkins (1881), and USGS (1931) maps were plotted onto modern USGS topographic maps. Residences, schools, commercial districts and churches from each map were plotted. Attributes collected from the archival maps include date of map, location of resource, type of resource, landowner/resident's name and/or school/church name. The 1931 USGS quadrangle did not identify structure function with the exception of symbols for churches and schools.

Table 6-2. Archival Map Data

Map Date	Reference	Residences	Schools	Commercial	Churches	Total
1849	Rea & Price	61	1	7	2	71
1868	Beers	116	3	7	2	128
1881	Hopkins	116	2	11	2	131
1931	USGS	194	2	1	3	200
Total		**487**	**8**	**26**	**9**	**530**

6.2 SETTLEMENT PATTERNS

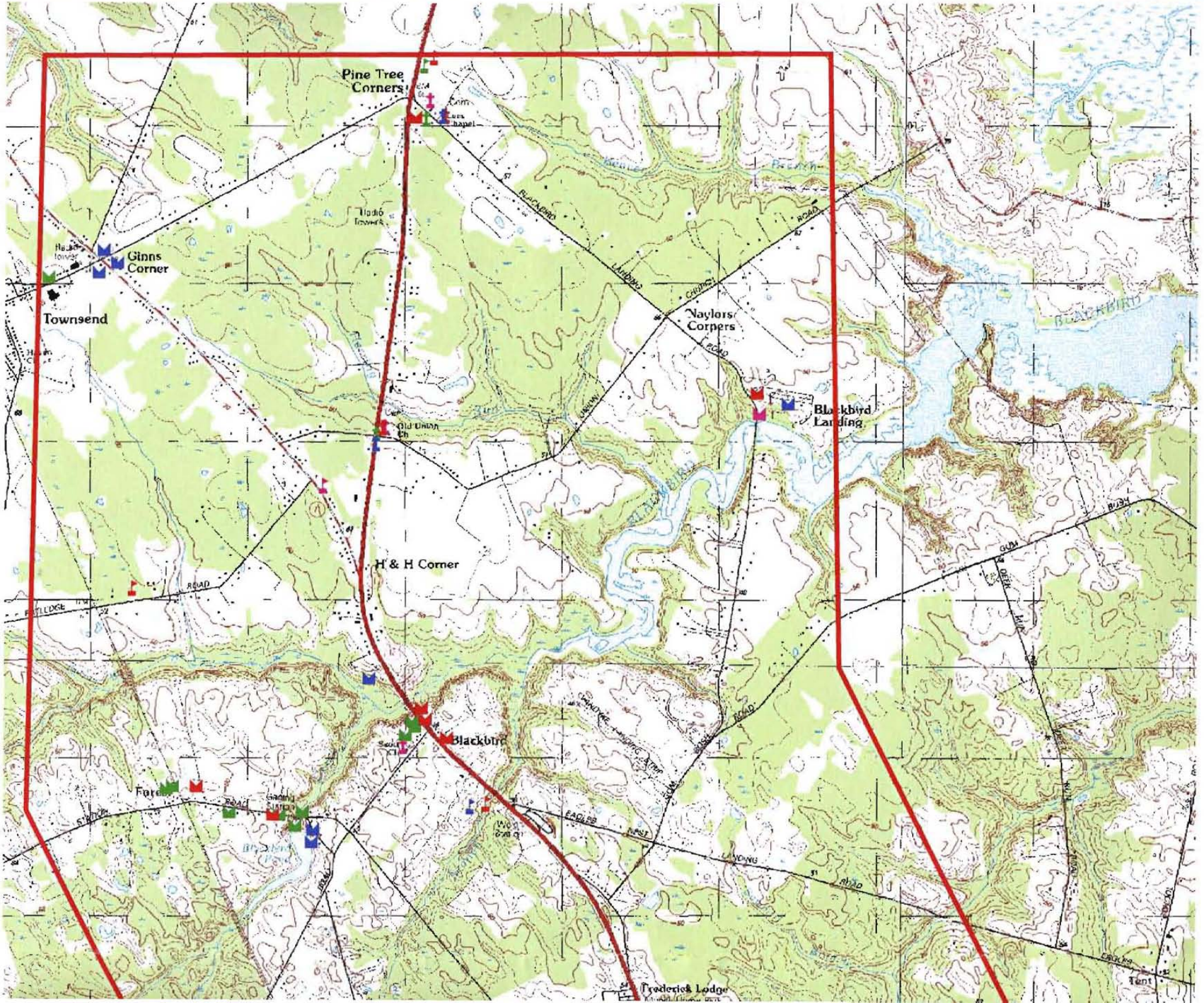
Settlement patterns in the study area were generated using locational information on commercial development, schools, churches and residential locations and association with transportation routes such as water ways, roads, and railroads.

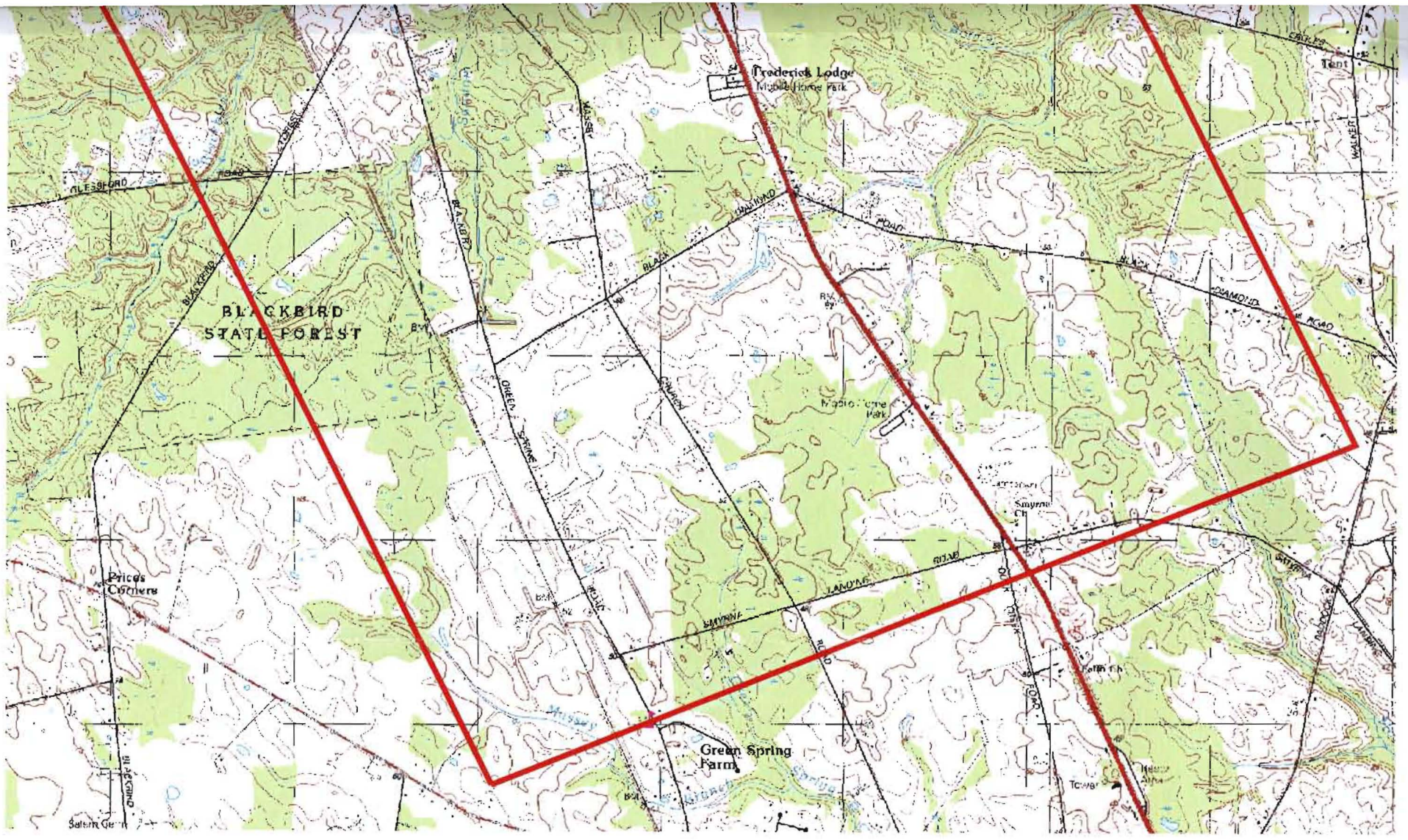
6.2.1 Commercial Development

Seven areas were identified in the project area that indicated commercial development on the archival maps: Blackbird, Blackbird Landing, Ginns Corner, Forest, Green Spring, Pine Tree Corners and Townsend (Figure 6-1). These areas represent different types of impetus for development: water transportation locations (Blackbird Landing along Blackbird Creek), pond locations for water power (Forest on Blackbird Pond); crossroad locations (Blackbird, Ginns Corner, Pine Tree Corners and Townsend) and railroad access locations (Green Spring and Townsend).

Blackbird. Blackbird, the only large settlement in the Forest of Appoquinimink, was founded around 1738 where the King's Road crossed Blackbird Creek. A bridge crossing Blackbird Creek was built by the 1730s, and the village developed along a T-shaped crossroads within a mile south of Blackbird Bridge. A network of roads converged on the Blackbird area by the early nineteenth century (Figure 6-2; Heald 1820).

Benjamin Donoho constructed a hotel on the east side of the King's Road north of Blackbird Creek, which became a stagecoach stop and unofficial post office for the Village of Blackbird (Pryor 1975:24). Bassett Ferguson, appointed Blackbird's first postmaster in 1838, purchased the hotel from a grandson of Benjamin Donoho. Despite a change in ownership the hotel remained an important commercial center for the Blackbird community (Conrad 1908:574; Pryor 1975:24). Rea and Price (1849) depict a "*Store & P.*[ost] *O.*[ffice]" opposite Kings Road from B. Ferguson's property (Figure 6-1). Although the store and post office constitute the sole commercial property noted in the Blackbird community on the 1849 map, it is likely that the


Pine Tree Corners
Ginns Corner
Townsend
Naylors Corners
Blackbird Landing
H & H Corner
Blackbird
Frederick Lodge



Key:

1849 Schools	1881 Schools
1849 Commercial	1881 Commercial
1849 Churches	1881 Churches
1868 Schools	1931 Schools
1868 Commercial	1931 Commercial
1868 Churches	1931 Churches

2000 0 2000 4000 Feet

Figure 6-1. Commercial Areas, Schools and Churches in the Study Area, 1849-1931.

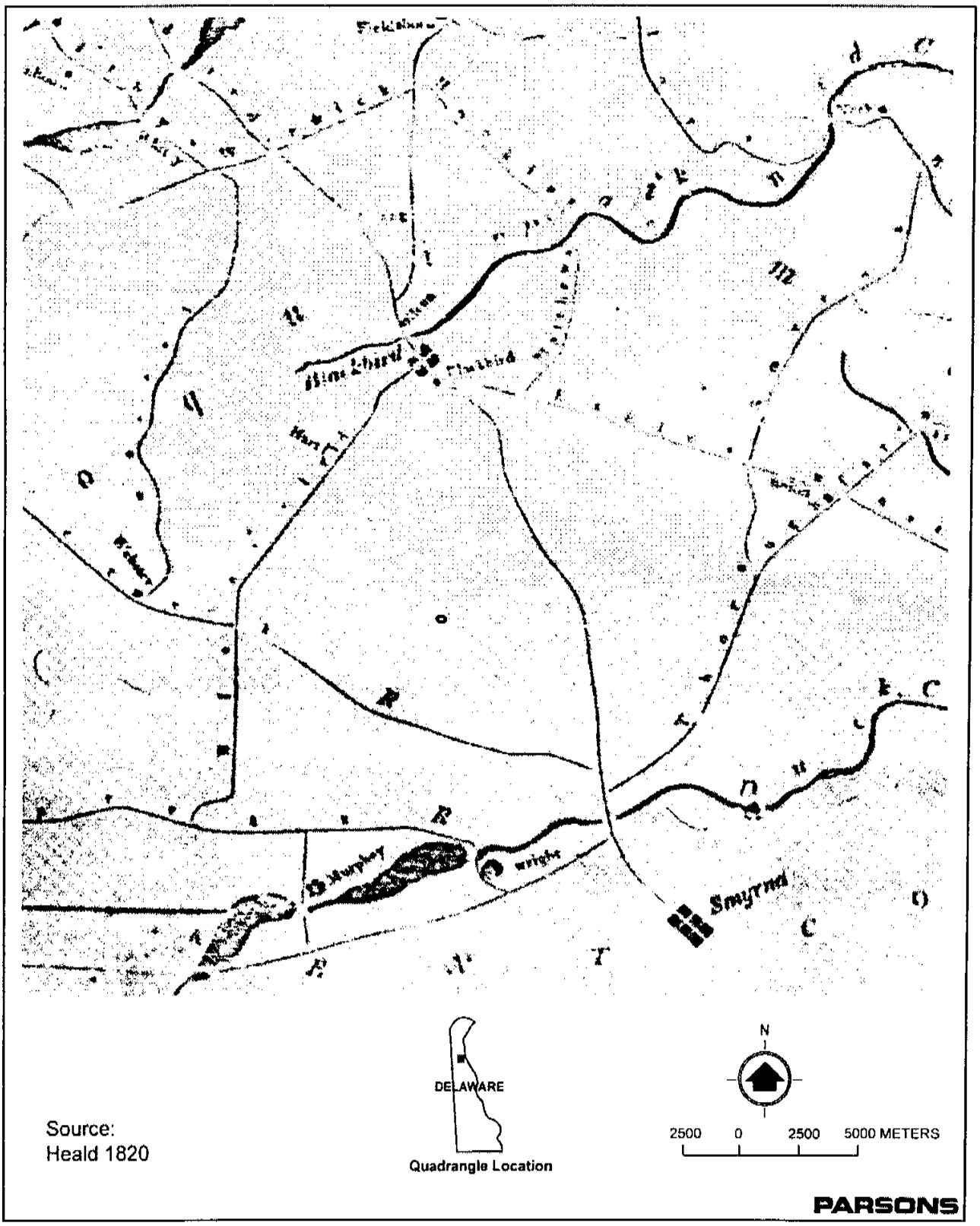


Figure 6-2. The Blackbird Area in 1820 (Heald 1820)

hotel remained in operation. By 1849, cartographic evidence suggests a commercial activity locus in the northern portion of town of Blackbird. Although Rea and Price (1849) note several structures south of Blackbird Creek, none are identified as businesses, suggesting they are residences. One conclusion may be that the land use trend in Blackbird indicates incipient districting, with a burgeoning commercial district north of the creek and a residential district along the southern banks.

Blackbird underwent drastic changes in the mid nineteenth century. Between 1849 (Rea and Price) and 1868 (Beers), the Delaware Railroad was constructed west of the town. Necessarily, "Blackbird Station" is located to the west, at the future location of Forest. The Beers Atlas (1868) indicates the persistence of the Blackbird post office north of town. However, the former residential district, south of Blackbird Creek flourished into a commercial center. It is likely not incidental that this locale is situated at the 'T' intersection, with the west trending road leading to Blackbird Station. The implication is that earlier commercial development centered along the waterway. The advent of the railroad redirected this focus resulting in the appearance of a Blacksmith shop, hotel, store, and school by 1868. The impact of the railroad cannot be overestimated. The Beers Atlas (1868) illustrates a detailed map of the Townsend area and not the town of Blackbird despite its greater population. Townsend is located at a crossroads with a railroad stop while Blackbird, despite access to the rail, is not on the line. This depiction reflects the importance of locations with direct access to both the rural Delaware hinterland (via roadways) and outside markets (via rail).

Rail transportation not only served as a means of transporting materials into and out of the area, but also drew people into the town center for commercial prospects. The Blackbird community claimed a population of 50 in 1865, and had grown to about 300 inhabitants by 1880 (Talbot 1866:59; Edwards 1880:36). The Blackbird Post Office relocated from north of Blackbird Creek to near the T-intersection of the main road near the heart of the town of Blackbird by 1881, completing the shift in commercial focus from the road – waterway network in favor of the road – railroad network. Accordingly, Hopkins (1881) identified several commercial properties in Blackbird. This map indicates not only the post office, but also a hotel, two stores, a Methodist parsonage, a doctor's office, and a school house located immediately in the heart of Blackbird. An industrial center also develops west of town, again along the road leading to Blackbird Station. On the eastern bank of Silver Lake, a blacksmith shop, wheelwright shop, a sawmill, and a gristmill appear, utilizing Blackbird Creek as an energy resource rather than a line of communication and further signaling the relevance of the railroad to the local economy and commercial development.

Blackbird Landing. Blackbird Landing is located along Blackbird Creek, northeast (upstream) of the confluence with Herring Run and southwest (downstream) of its confluence with Beaver Run (Figure 6-1). The 1849 map (Rea and Price 1849) indicates only residences, presumably individuals and families engaged in agriculture, and a "Landing". This landing likely provided a means of exporting and importing goods from other larger markets along historically established waterway transportation networks. No additional commercial ventures appear by 1868 (Beers 1868). The formalized name "Blackbird Landing" first appears in the 1868 map suggesting continuity of service. Commercial interests are still absent in 1881 (Hopkins 1881). Furthermore, the property adjacent to the Landing along the south bank of the Blackbird Creek, was under the control of "The Farmers Bank at New Castle", likely the result of an intestate

death or by decree of will. The 1931 USGS does not detail any commercial properties near Blackbird Landing.

Forest. Forest is located east-southeast of the town of Blackbird, on the western bank of Blackbird Creek, west of the confluence with Barlow Branch (Figure 6-1). Forest is located west of the northern tip of Blackbird Pond (also known as "Silver Pond"). Patrick Lyons built a dam across Blackbird Creek and operated a grist and saw mill west of town. By 1849, the mills (known as Lore's Mill) were owned by Auly Lore and were recognized for a high quality of white corn meal (Pryor 1975:25). The mill dam was destroyed in a 1937 flood, but was rebuilt by the residents as a pond (Pryor 1975:25). A. Lore's two mills are both immediately north of their shared power source, Blackbird Pond.

By 1868, the Delaware Railroad had been completed. The line was located slightly further west than the aforementioned grist and saw mills. The train line crossed an east/west trending road; this future site of Forest contained Blackbird Station. The advent of the railroad provided commercial stimulus for the vicinity. A saw mill and a grist mill continued operation in the same location as noted in the 1868 map, but possibly under new ownership. In addition, a store associated with Blackbird Station was opened.

By 1881, development near the Blackbird Railroad Station had increased, and the Forest Post Office was established at the station. This represents the initial cartographic reference to the area as 'Forest'. By 1881, a store is also located at the station. A mill still occupies the northern tip of Blackbird/Silver Pond, but has been renamed "Blackbird Mill". No distinction is made as to whether Blackbird Mill constitutes both a grist and/or a sawmill. It appears that both a saw and gristmill, separate from Blackbird Mill, were opened on the eastern bank suggesting association with the Town of Blackbird. The commercial expansion in the Forest area may reflect the increased significance of the railroads and may be partially attributable to the addition of an eastward spur, the Queen Anne and Kent Railroad, further north along the Delaware Railroad line near Townsend. The 1931 USGS map does not indicate commercial ventures beyond the existence of Blackbird Station.

Ginns Corner. Ginns Corner is located immediately east of Townsend and is currently the crossroads of SR71 and SR896 (Figure 6-1). Wetlands bound Ginns Corner to the east; to the north, Noxontown Pond, Silver Lake, Deep Creek, and the Appoquinimink River occupy the gap between Ginns Corner, Odessa, and Middletown.

Ginns Corner is proximal to navigable waterways, however historically and today, the locus occurs along a SR71 (north/south trending road) that connected Middletown in the north, with Blackbird and Smyrna further to the south. By 1849, three commercial endeavors, collectively referred to as "Commercial Corner", were located at Ginns Corner (Rea and Price 1849). A. Finley is noted as the owner of a property immediately west of the intersection and south of the SR896, Pine Tree Road (east/west trending road). The "Commercial Corner" reflects a shift in commercial developmental away from the waterways and the corresponding importance of the overland infrastructure.

No additional information on further development or type of commerce is evident in 1868 (Beers 1868). In fact, one of the three structures noted in 1849, located in the southwest corner, is

absent by 1868. Both structures east of the intersection remain, owned by S. (Samuel) Ginn. A. Finley maintained 50 acres southwest of the intersection. Appearing adjacent to the Finley property in 1881 is a Broom shop. Samuel Ginn retained the properties to the east in 1881. The 1931 USGS topographic map does indicate structures at Ginns Corner, but does not provide details on land ownership or structure function. Collectively, historical maps indicate little or no commercial development at Ginns Corners from 1849 to 1931.

Green Spring. Green Spring, as a political entity, did not appear in the cartographic record until 1881 (Hopkins 1881). Development of the area resulted from the advent of the railroad (Figure 6-1). Prior to the construction of the north/south Delaware Railroad, Green Spring contained few domiciles, one school, and no commercial enterprises. The course of the rail line, immediately to the east of future Green Spring, resulted in the construction of a post office, depot and store by 1868. A freight house appeared by 1881. The 1931 USGS map does not identify most commercial ventures and none are depicted in the area.

Pine Tree Corners. Only one commercial venture was located at Pine Tree Corners (Figure 6-1). In 1868, a "Distillery" appears in the southeast corner of the crossroads at Pine Tree Corners. No other structures were identified on the 1849 map (Rea and Price 1849) or any subsequent maps (Beers 1868; Hopkins 1881).

Townsend. Townsend is located immediately to the west of Ginns Corner along the SR896, Pine Tree Road (east/west trending road) (Figure 6-1). Despite close proximity, the commercial development of Townsend differs greatly from that of Ginns Corner. The differences reflect historical processes, most importantly, the improvements to infrastructure technology.

Townsend, like Ginns Corner, occupies a crossroads with roads trending roughly north/south (Wiggins Mill Road) and east/west (SR896, Pine Tree Road). Unlike Ginns Corner, the roads at the Townsend intersection do not lead directly to larger urban areas. Early commercial development of Townsend approximates that of Ginns Corner, but does not appear to be as extensive. Located in the southeast corner of the Townsend crossroads is a "Store" in 1849 (Rea and Price 1849). In 1849, Townsend appears less commercially important, with one "Store", than Ginns Corner with a "Commercial Corner" consisting of three structures. This is likely the result of the location of Ginns Corner, which directly linked to Middletown, Blackbird, and Smyrna.

By 1868, the economic situation of Ginns Corner and Townsend reversed. Whereas the Ginns Corner crossroad stagnated developmentally, Townsend expanded. Presumably, this growth spurred from the construction of the Delaware Railroad, which first appears in 1868 (Beers 1868) and passes the Townsend crossroads immediately to the west. The "Store" in the southeastern corner remained in operation. New stores opened in all other corners of the intersection. The two to the west occur between the railroad line and the intersection, one north and one south of SR896, Pine Tree Road (east/west trending road). These stores were operated by R., and S. Townsend, respectively.

Additional commercial development also is recorded on the 1868 map. The southwest corner of the intersection is own by W.L. Latomus. This property contains the store noted on the Rea and

Price Map (1849) as well as new Hotel. Further east, approaching Ginns Corner, are two structures designated as a blacksmith shop.

Although the Hopkins Map (1881) does not contain a detailed map of the crossroads and railroad, as does the Beers Atlas, new commercial ventures do appear. This undoubtedly corresponds to the introduction of the Queen Anne and Kent Railroad, which merges with the Delaware Railroad southwest of the Townsend crossroads. West of the Delaware Railroad, and north of the crossroads, a new hotel appears. It is uncertain whether the hotel operating in the opposite corner in 1868 still served as such in 1881. However, several additional structures are noted in that area suggesting growth rather than decline. Other commercial enterprises that first appear in 1881 include a Station, south of the new hotel, and a blacksmith shop, south of the crossroads and near the intersection of the Delaware and the Queen Anne and Kent Railroads. The blacksmith shop that appeared by 1868, west of the crossroads and between Townsend and Ginns Corner, was classified as a blacksmith and wheelwright shop in 1881. Apart from the railroad, the addition of a post office between 1868 and 1881 would have facilitated commerce. Mail order catalogs prospered during this period. Aaron Montgomery Ward issued the first mail order catalog in 1872 (Chicago Public Library 2003); the newly established Townsend Post Office would have facilitated the resulting flow of goods to the area. No indication of commercial development is indicated between 1881 (Hopkins 1881) and 1931 (USG 1931). However, the 1931 map does show a continuation of the general geographical growth pattern.

Schools and School Districts. Five schools associated with four School Districts (S.D.) occur in the study area (Figure 6-1). The schools represent both public and church-owned institutions.

S.D. No. 69, Blackbird. The Village of Blackbird was located in S.D. 69. S.D. 69 encompassed four of the historical site components that underwent Phase II testing (Site 7NC-J-195A, Site 7NC-J- 199/200, Site 7NC-J-207, and Site 7NC-J-224,). A map from 1820 shows the location of the school building just southeast of the Village of Blackbird, on the southwest side of the main road from Smyrna to Blackbird (Figure 6-2; Heald 1820). The school building was northwest of the intersection of the main road and a road leading eastward to Duck Creek. Although not shown on the 1820 map, this would place the school building on the north side of Sandom Branch.

The tract of land containing the schoolhouse in 1820 was owned by John Matthews from 1813 to his death around 1834. Captain Matthews was a resident of Appoquinimink Hundred when he bought the 200-acre parcel from Robert White in 1813 (NCCDB 1813: 516). He also was referred to as John Matthews the elder in a later deed. Matthews bequeathed the parcel of 200 acres to Thomas Deakyne, Sr., and Ann Weldon (the widow of Benton Weldon) in his will written March 1834. Deakyne and Weldon subsequently divided the 180-acre property in July 1835, with Ann Weldon receiving a 92-acre parcel (NCCDB 1835: 177). Although the schoolhouse is not mentioned in the above transactions, the location of the schoolhouse on the 1820 map was within the 92 acres that Weldon received.

The schoolhouse for S.D. 69 was in the same approximate location in 1849 as it had been in 1820 (Figure 6-3; Rea & Price 1849). The school is the only primary building shown on the 92 acres, which Ann Weldon still owned in 1849. The school building was probably situated just to the west of the SR1 corridor, near the western edge of Site 7NC-J-195A.

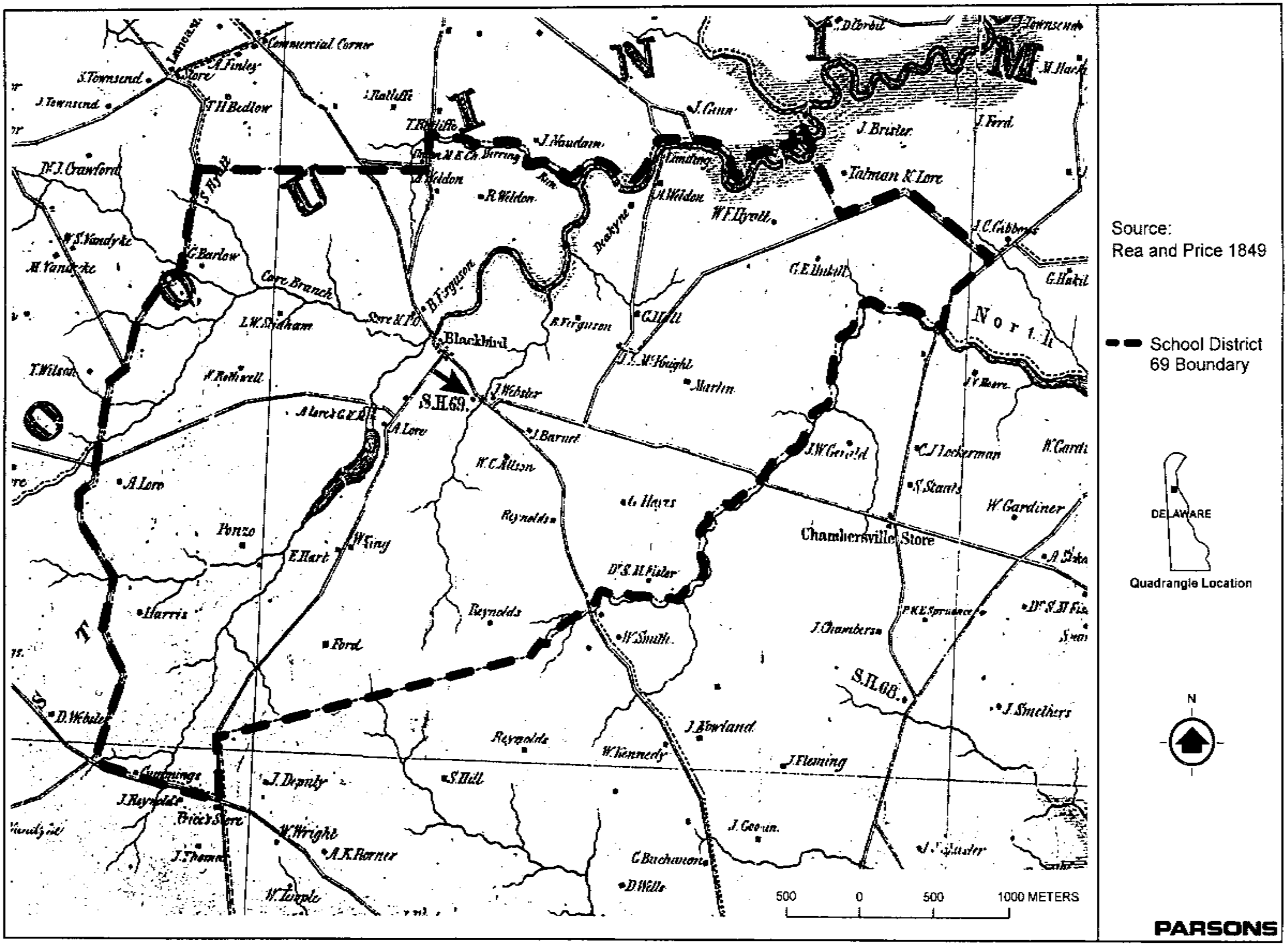


Figure 6-3. S.D. 69 in 1849 (Rea & Price 1849)

There is conflicting information on the location of the earliest school in Blackbird. It has been reported that the Weldon family operated the first school in the Blackbird area (Pryor 1975:48). However, William Weldon and James Weldon reportedly organized the subscription school in 1833. Perhaps this date is in error, since a school clearly existed at Blackbird by 1820 (Heald 1820). Also, the land containing site 7NC-J-199/200 was not yet owned by the Weldons in 1820 or even in 1833. The original school was reportedly in an 18 x 20-foot log building owned by William Weldon on the north side of the road leading from the "Forest" to Blackbird, about a quarter mile from the village. William Weldon conducted school there, and William Weldon, Jr., was one of the teachers after it reportedly became a public school. The school shown near the location of site 7NC-J-199/200 may be the Weldon's log cabin school building, which may have been erected on land owned by others. The public school district, S.D. 69, reportedly was not organized until ca. 1839 (Pryor 1975: 49). If so, this would suggest that the school shown on the 1820 map was a private school and was therefore the early subscription school associated with the Weldons.

S.D. 69's boundaries along the main road (the old King's Road or Route 13) were south of a Reynolds property and north of Blackbird Creek near the Union Methodist Episcopal Church (Figure 6-2). The schoolhouse was near the center of S.D. 69. The Village of Blackbird was just northeast of the schoolhouse and was the only concentrated development in the district. Approximately 29 farmsteads comprised the remainder of the district in 1849, dispersed across the district fairly evenly. Eight total school districts occurred in Appoquinimink Hundred in 1849 (S.D.s 65 to 72).

By 1853, 40 male and 30 female students were enrolled at the school (Pryor 1975:48). The district constructed "a new School House" by February 1860 on land which Ann Weldon sold to S.D. 69 (NCCDB 1860a: 293). The one-half acre parcel was south of Sandom Branch at the southern end of Ann Weldon's 92 acres (Figure 6-4; Beers 1868). Weldon sold the one-half acre to the school district in January 1857, shortly before her death (NCCDB 1857a: 24). The need for a new school by 1857 may mean that the present school building had become too old or too small to serve the local population. The members of the School Committee in 1857 were Benjamin W. Shawn, Jacob Hill and Rayworth Weldon. One of the teachers was Miss Temperance Ferguson (Pryor 1975:48).

By the 1860s, a railroad line cut through S.D. 69 (Figure 6-4; Beers 1868). The railroad station at Blackbird was established west of the original Village of Blackbird, on the north side of Blackbird Creek. Increased commercial and residential development near the station took place by 1868, and the northwest portion of S.D. 69 became part of a new district, S.D. 80. A new schoolhouse for S.D. 80 was built west of the Blackbird Station by 1868. Three other new school districts were added to the hundred by 1868 (S.D. 79, 81, and 89). S.D. 69 contained approximately 33 farmsteads and the Village of Blackbird by 1868.

The school building for S.D. 69 was depicted in the same location in 1881 as it had been in 1868 (Hopkins 1881). By the mid-1880s, a new school building was needed in S.D. 69. In 1885, an act was passed in the General Assembly at Dover which authorized the School Committee of S.D. 69 to sell, at private or public sale, the school lot and building. The committee was authorized to find another lot of land to construct a new building for a schoolhouse. The

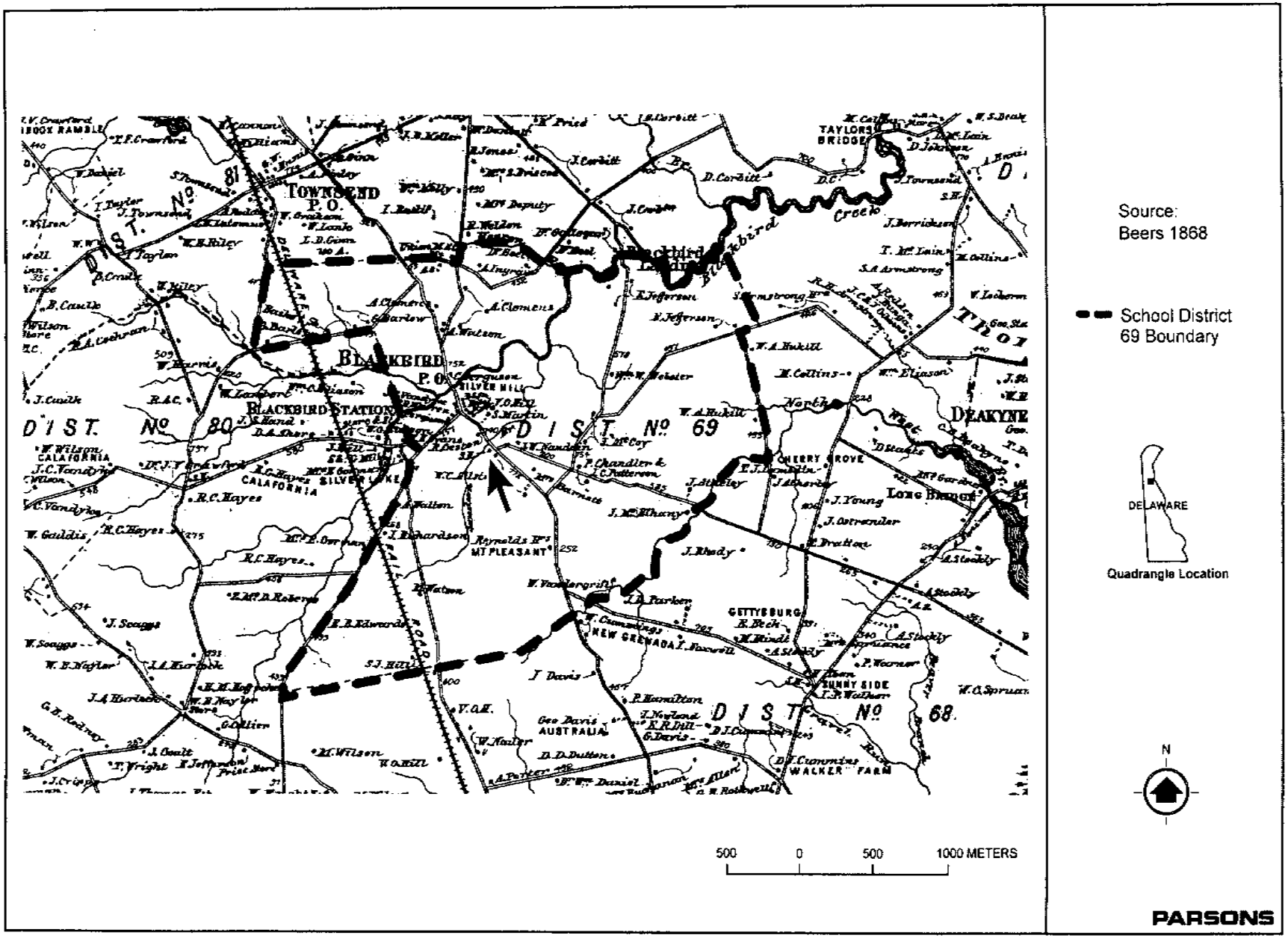


Figure 6-4. S.D. 69 in 1868 (Beers 1868)

commission was allowed to spend up to $150.00 of the "money in the hands of the school commission" for the new property and construction of the new building (State of Delaware 1883-1885). In April 1886, the School Committee (David Keen, Colin Ferguson, and Mortimer Records) sold the half-acre lot and the existing building at public auction in the Village of Blackbird.

A new location for schoolhouse 69 was obtained from Rebekah E. Reeder on the opposite side of the main road, north of Sandom Branch and closer to the heart of the original Village of Blackbird. Reeder sold 85 perches of her land fronting on the east side of the main road in 1886 to Colin Ferguson and the Commissioners of S.D. 69 (NCCDB 1886a: 534). The new school lot was southeast of the T intersection of the main highway (Route 13) and Salem Church Road. The adjoining property to the northwest belonged to Robert Ferguson in the Village of Blackbird. The remaining Reeder property contained Mrs. Reeder's residence, which was later owned by the Bucksons. According to Pryor (1975:48), the new school was constructed on the east side of the old King's road in 1886 and was in operation until 1928. A map of schools for white children in the county in 1921 depicts a single-teacher school for S.D. 69 on the east side of the old King's road (Figure 6-5; Cooper and Cooper 1925: 70).

In 1919, George Strayer described a typical school site in Delaware:

> A piece of ground, triangular or rectangular in form, with an area of less than half an acre, in the angle of the crossroads, on a piece of ground ordinarily not considered suitable for cultivation and not infrequently so low as to make it difficult or impossible of proper drainage. In a great many cases this little plot of ground is either in a densely wooded section or on the edge of a forest or swamp (Strayer 1919:4).

The first and second known locations of schoolhouse 69, first north and then south of Sandom Branch, seem to fit this description. The schools were placed on the extreme southern edge of the 92-acre parcel, on marginal land adjacent to Sandom Branch. The locations were convenient to the main road and to the Village of Blackbird.

Arthur M. Mackey was the teacher at schoolhouse 69 in 1901. The school measured 22 by 30 feet, with a capacity for 44 students. There were 25 desks described as "modern." The two outhouses were in fair condition (Delaware State Board of Education 1901). A 1912 inspection found that schoolhouse 69 needed a vestibule and cloak-room, "more air space", and light. The school was 29.3 feet by 21.2 feet (the standard one room school size was 30 feet by 25 feet). There were 44 pupils enrolled, however about 40 were regularly present (Spaid 1912).

By 1919, the school was found to be in very poor condition. The site measuring about 100 square feet was described as "unattractive, unimproved and unkept." The building was "small, very old and in a deplorable state of repair." The school was dirty, with poor heating, a water pail for a water supply and dirty toilets. The school benches were "carved and mutilated." The commission recommended that the school be closed (Strayer 1919). By 1921, S.D. 69 had an enrollment of 38 and was open 181 days per year (Cooper and Cooper 1925: 75). Its enrollment topped all other one-teacher schools in New Castle County in 1921, except for S.D. 66 (to the northeast of S.D. 69 in Thoroughfare Neck) with 39 enrolled (Cooper and Cooper 1925: 75).

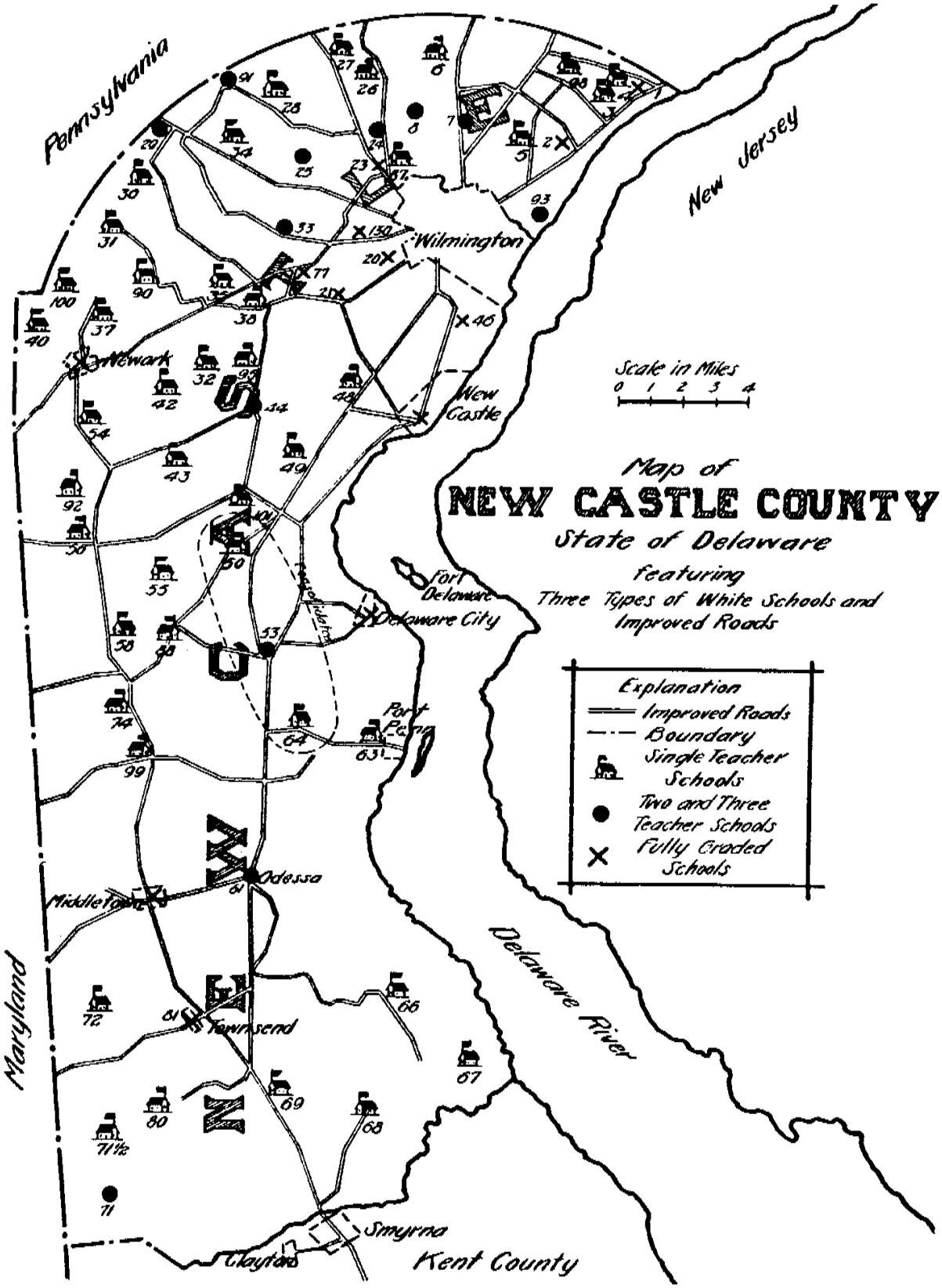


Figure 6-5. Map of White Schools in New Castle County 1921-1922 (Cooper and Cooper 1925: 70)

The schoolhouse built for S.D. 69 in the 1880s was photographed in 1912, with the teacher (Miss Minnie Rothwell) and 28 students in front of the building (Figure 6-6; Pryor 1975: 47-48). The ca. 1886 school building was moved in the 1920s to make room for the widening of the main road (State Route 13). The final location for the third known schoolhouse was on Salem Church Road, in the heart of the Village of Blackbird, on land donated by William Fortner (Pryor 1975: 49). The building was used as a schoolhouse until 1949, after which the building and grounds were donated to the Blackbird Community Center by Mrs. William Fortner (Pryor 1975: 49). This building was documented in the 1980s as part of the National Register of Historic Places nomination of the Village of Blackbird Historic District (Figure 6-7; Benenson 1986: 117). The building was a one and one-half story, one-room schoolhouse of frame construction and clad with German wood siding (probably re-sided). The building was front-gabled with a one-story vestibule, and rear and side additions. The additions and an exterior brick chimney had been added after 1912 (compare Figures 6-6 and 6-7). The building was apparently misidentified as dating to the 1840s, perhaps because of the map evidence described above.

Figure 6-6. 1912 Photograph of Schoolhouse 69 (Pryor 1975: 47)

S.D. No. 65, Pine Tree Corners. The earliest cartographic evidence for a school near Pine Tree Corners appears in 1868 (Beers 1868), which places the schoolhouse immediately north of the town, slightly closer to Pine Tree Corners than Fieldsboro to the north, and designates this area as [School] Dist. 65 (Figure 6-1). It is possible, if not likely, that this schoolhouse served as a replacement for schoolhouse 65, illustrated in Rea and Price's (1849) map just south and west of Fieldsboro. The schoolhouse location of 1868 remains consistent through 1881; no indication of a school is present on the 1931 USGS quadrangle.

The schoolhouse depicted in the 1868 and 1881 maps is located in close proximity to a church. This church appears in all maps from 1849 through the present and has been variously designated as, "*African Ch*" (1849), "*M.E. Ch*" (Beers 1868; Hopkins 1881), and Lees Chapel (1993). The 1931 USGS map provides only a generic church symbol.

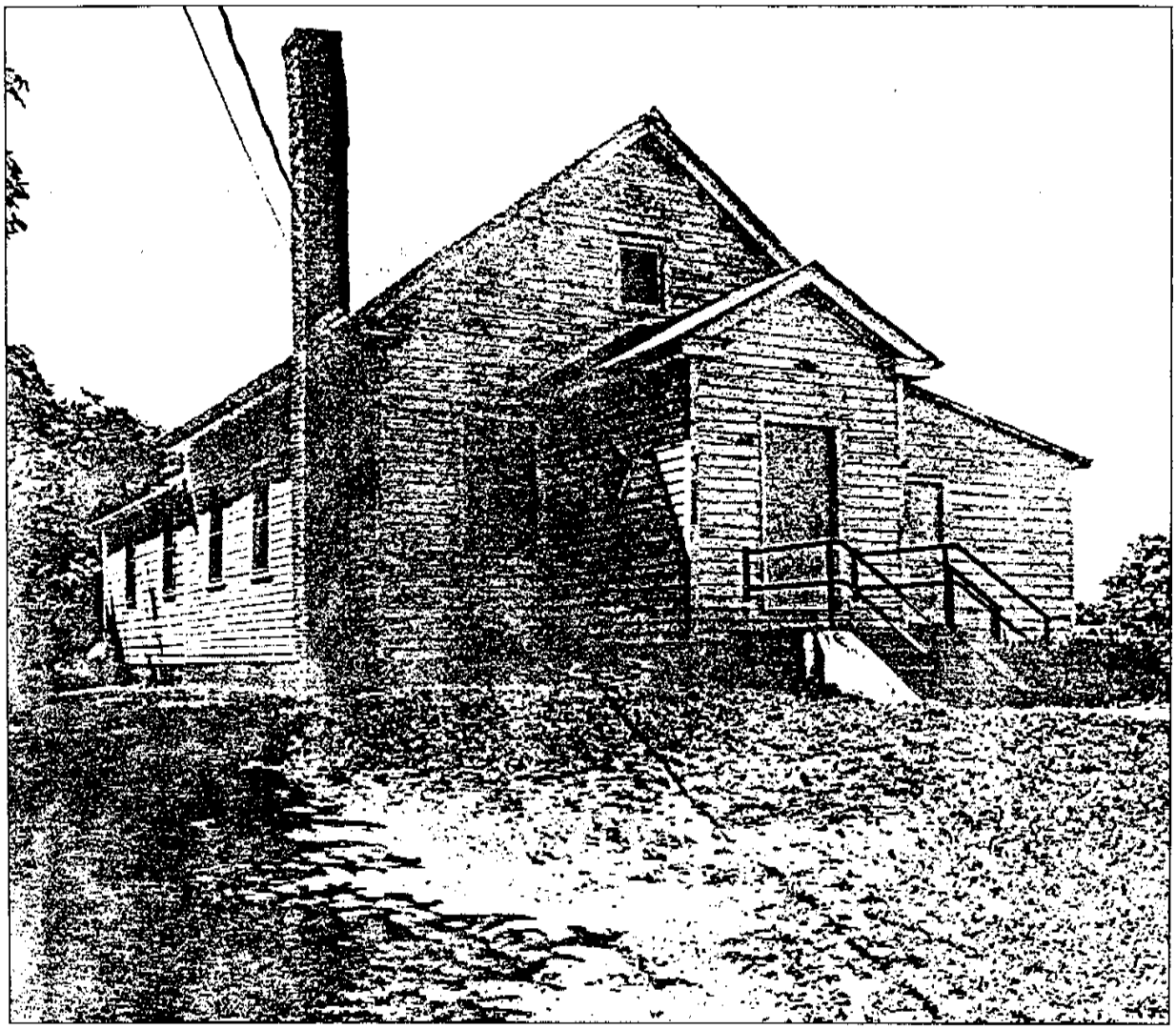


Figure 6-7. 1986 Photograph of Schoolhouse 69; Benenson 1986: 117)

The link between African American education and the Methodist Episcopal Church is well documented. At the end of the Civil War, only seven schools existed for the education of the African American community in the State of Delaware (Skelcher 1995: 30). Religious leaders, primarily Methodists and Quakers, urged the state to contribute more towards African American education. Funding for schools at the time was provided privately; some assistance was provided by the Freedman's Aid Society of the Methodist Episcopal Church. The educational movement resulted in the creation of the Delaware Association for the Moral Improvement and Education of Colored People, also known as the 'Delaware Association', on January 3, 1867 (Skelcher 1995: 32). Opposition to African American advancement was led by the Democratic Party; which deprived the community of significant support. Religious leaders who had been proactive in the abolition of slavery chose education as their next priority.

The Delaware Association developed into the primary philanthropic endeavor in support of African American education in the state. The Association gained the support of the African School Society with the two organizations working nearly in concert (Skelcher 1995: 33). The Delaware Association discontinued operations in the 1890s. The African School Society

continued until 1909. During their respective periods of operation, the Delaware Association and the African School Society received numerous petitions for assistance and established several schools throughout the state (Skelcher 1995:44).

The Delaware Association received the authority to collect taxes and appoint teachers when the state legislature passed, "An Act to Tax Colored Persons for the Support of their Own Schools" (Skelcher 1995: 75). The number of Delaware Association Schools doubled between 1875 and 1879. In 1897, Delaware ratified a new State Constitution. The new constitution addressed the issue of African American education. Whereas there had been efforts to integrate the educational system, the new constitution adopted the 'separate but equal' position (Skelcher 1995: 79). The legislation formally established institutionalized segregation within the State of Delaware.

By the late 1910s, the educational system in Delaware was deteriorating, especially for African Americans. Among the 'Southern' or former 'slaveholding' states, Delaware was the closest to providing equal funding to African American schools. African American schools received approximately 75% that of their white counterparts (Skelcher 1995:93). However, the State was ranked only thirty-ninth in the nation for its contributions towards education, according to a 1917 report by the United States Bureau of Education. In 1917, Pierre S. DuPont, chair of General Motors Corporation and president of E.I. duPont de Nemours & Co., became the state's leading advocate for the renovation Delaware's school system. Dupont spearheaded the formation of the Service Citizens of Delaware. The Service Citizens of Delaware reflected a growing demand for educational reform in the United States after the First World War when Army records indicate a literacy rate of only 24.9% (Skelcher 1995:96).

The Service Citizens of Delaware pressed the Delaware General Assembly to pass the New School Code, which it did in 1919. The new code provided for the equal distribution of state taxes to white and African American schools. The white community voiced strong opposition against the use of tax money towards African American education. DuPont, as Vice President of the State Educational Board, tasked Columbia University researchers George D. Strayer, N.L. Engelhardt, and F.W. Hart to assess all school buildings in the state (Skelcher 1995:99). The assessment consisted of rating the schools' physical conditions on a scale of 1000. Within Delaware, only eight schools scored 500 and 35 scored 400; all remaining schools rated lower. African American schools fared the worst. DuPont established the Delaware Auxiliary Association within the Service Citizens of Delaware with the primary goal of the construction of new schools. DuPont started a trust fund, which swelled to $2.5 million; most was set aside for the construction of African American schools.

Among the schools established in the post-Civil War period was the "Lee's Chapel School". This school appears on the list of Delaware Association schools for January 1875 and January 1879 (Skelcher 1995:237-9); the school disappears from the January 1887 account. Cartographic evidence places construction of the schoolhouse near Lee's Chapel some time prior to 1868. The proximity to a Methodist Episcopal Church (previously noted as an "African Ch" [Rea & Price 1849]), and absence of the school in the Antebellum map, suggests this school is the same "Lee's Chapel School" recorded in the Delaware Association records.

Maggie Williams taught at the Lee's Chapel School in 1875. The Beers Atlas (1868) indicates a "D. Williams" as owning land north west of Townsend and an "N. Williams" as owner of a parcel on the eastern bank of Noxontown Pond, northwest of Fieldsboro. The Hopkins Map (1881) also documents Williams properties in the same locations as noted earlier; in addition, "D. Williams" acquired a plot west of Pine Tree Corners, a short distance from Lee's Chapel School. It is quite possible that "D. Williams" is a relation of the teacher Maggie Williams. Mary E. Duckery is listed as the teacher of Lee's Chapel School in 1879. No landowners with this family name are documented in either the 1868 or 1881 maps.

Likely the result of the Columbia University study and corresponding construction of new African American school, several schools were proposed for consolidation. The recommendation proposed consolidating Lee's Chapel and Townsend. The New Castle Board of Education's Photograph collection, housed at the Delaware Public Archives, contains a photograph of "Lees Chapel Colored School, Old Building" (Delaware Public Archives n.d.a) (Figure 6-8), and another entitled "Lee's Chapel Colored School" (Delaware Public Archives n.d.b). It is likely that at some point between 1881 and 1919, use of the original structure ceased and another building housed the Lee's Chapel School. It is probable that the second Lee's Chapel School consolidated into the Townsend School by 1919. This would account for the archives' photographic record of two separate Lee's Chapel Schools as well as its disappearance from the cartographic record between 1881 and 1930. Skelcher (1995: 199) lists the Lee's Chapel School as not extant and its condition as "Missing".

Figure 6-8. Picture of Structure Described as "Lee's Chapel School, Old Building" (Delaware Public Archives n.d.a)

S.D. No. 81, Townsend. The advent of the Delaware Railroad through Townsend resulted in a commercial, and corresponding demographic, boom. The increase in population mandated expansion of social institutions and by 1868, a schoolhouse was constructed (Beers 1868). The school was located north west of the Townsend crossroads (Figure 6-1). No school is indicated in this location in 1881 (Hopkins 1881). New to the 1881 map is a Methodist Episcopal Church. The location of this church places it in very close proximity to the previously identified schoolhouse; an unlabeled structure appears northeast of the church, corresponding the 1868 school location. Structures appear on the 1931 USGS topographic map, however neither a

school symbol nor a church symbol are clearly visible. The schoolhouse labeled on the 1868 Beers Atlas is the only direct cartographic reference to a schoolhouse in the Townsend vicinity.

Given the connection between the Methodist Episcopal Church and African American education, it is probable that the schoolhouse depicted in 1868 and the structure behind the M.E. Church in 1881 represent an African American School. The Delaware Association for the Moral Improvement and Education of Colored People lists "Townsend" as one of its schools in 1879 and 1887; it is not listed as a Delaware Association School in 1875 (Skelcher 1995: 237-9). An African American school is recorded in Townsend at least as late as 1941 (Skelcher 1995: 159, 173). The New Castle Board of Education possesses a photograph of "Townsend School #81"(Figure 6-9) taken in 1925 (Delaware Public Archives n.d.c). Although the school's name corresponds to that from Beers Atlas (1868), it is uncertain whether this school is the African American School. Skelcher (1995: 199) indicates the location of the Townsend School as "Unknown".

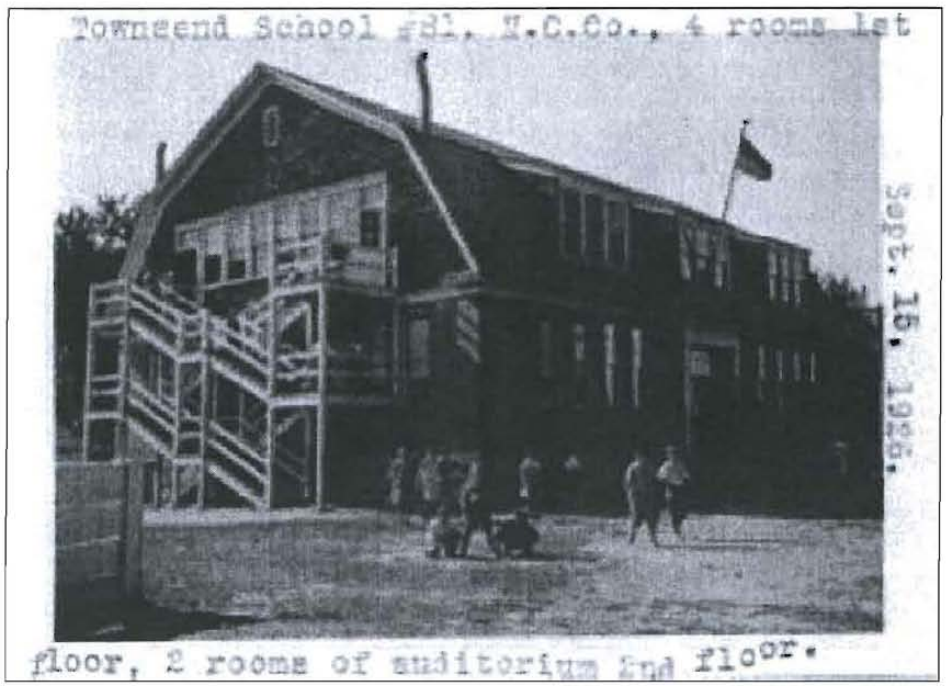


Figure 6-9. "Townsend School #81" (Delaware Public Archives n.d.c)

Ratledge Road. The 1931 USGS Smyrna Quadrangle indicates a schoolhouse located on the eastern side of SR71, immediately south of the SR71/Ratledge Road intersection (Figure 6-1). This school does not appear on any previous map. Neither Hopkins' (1881) nor Rea and Price (1849) depict structures in that area. One residential property, owned by A. Clements, is recorded in this vicinity on the Beers Atlas (1868) however, given its absence on a later map, it is unlikely that the school noted in the 1931 USGS map utilized A. Clements' structure.

S.D. 70, Green Spring School. Rea and Price (1849) depict "S.[chool] H. [ouse] 70 north of the New Castle/Kent County line, between the Pawpaw and Massey (a.k.a. Green Spring Run) Branches of Providence Creek (Figure 6-1). By 1868, a schoolhouse remains in the vicinity (Beers 1986). The school district witnessed growth between 1849 and 1868 likely due to the advent of the railroad, which passed immediately to the east of the school building, and

construction of a "Sassafras Station" to the north. In 1881, the school remains in the same location as indicated in 1868. By 1881, "Sassafras Station" is no longer listed in the area; a "Green Spring" post office and station has replaced it. The Hopkins placement of the Green Spring station and post office is further south than the previous Sassafras station suggesting relocation, possibly indicative a demographic shift towards the Green Spring area. By 1931, the USGS identifies a "Green Spring Sch.". However, the location of the school is east of the railroad.

The Delaware Public Archives possesses photographs of a "Green Spring Colored School, Old Building" (Figure 6-10) and a "Green Spring Colored School". Historically, African American schools tend to be associated with churches (Skelcher 1995: 39). No church occurs proximally to the Green Spring School until the 1931 USGS, which places "Massey Ch." southeast of the school, down stream from the confluence of the Massey and Green Spring Branches. Salem Church, identified in on all maps consulted, is located west of the school and somewhat distant along a north/south trending road leading to Price's Corner and eventually to Blackbird.

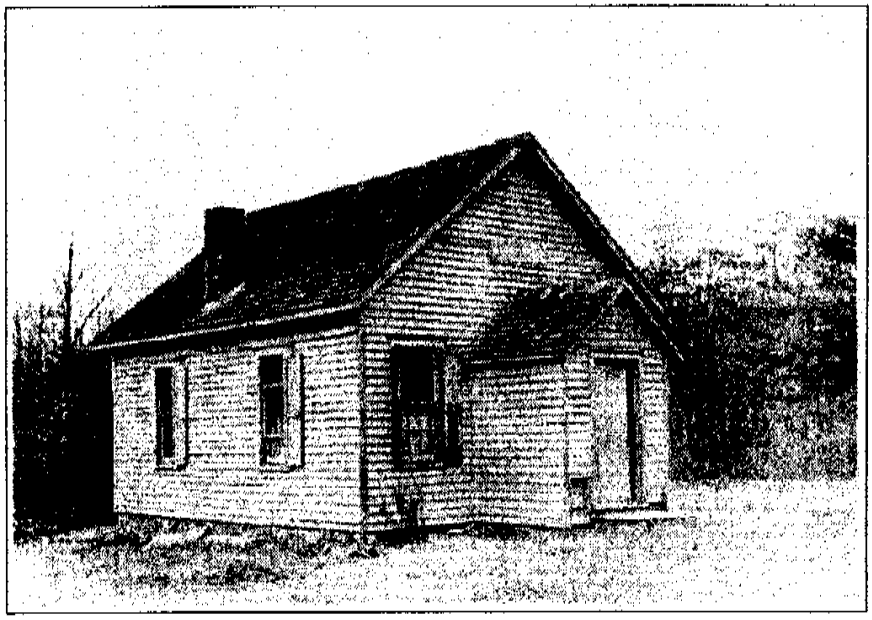


Figure 6-10. "Green Spring Colored School, Old Building" (Delaware Public Archives n.d.d)

According to Skelcher (1995:237-239), the Delaware Association operated a Green Spring school in 1887. The earlier 1875 listing of Delaware Association schools does not contain a Green Spring school but does list a "Masseys" school, which disappears from the record during the years that a Green Spring School is listed. The designation of the nearby Massey Church by 1931 suggests Masseys School may have been later renamed the Green Springs School and may be the same as schoolhouse 70, on the Rea and Price (1849), Beers (1868), and Hopkins (1881) maps. The school's change in location between 1881 and 1931 may confirm the association with the school location on earlier maps referring to Delaware Public Archives' "Green Spring Colored School, Old Building" and the school location on the 1931 USGS map referring to Delaware public Archives' "Green Spring Colored School". Additional support for this association can be inferred from Skelcher (1995: 199,202) who states in his table of "African American Schools, 1865-1919" a non-extant Green Spring school of indeterminate location and,

on the table of "African American Schools 1919-1940", a still standing Green Spring School in altered condition. Furthermore, a Green Spring school is listed as closed in 1935 (Skelcher 1995: 155).

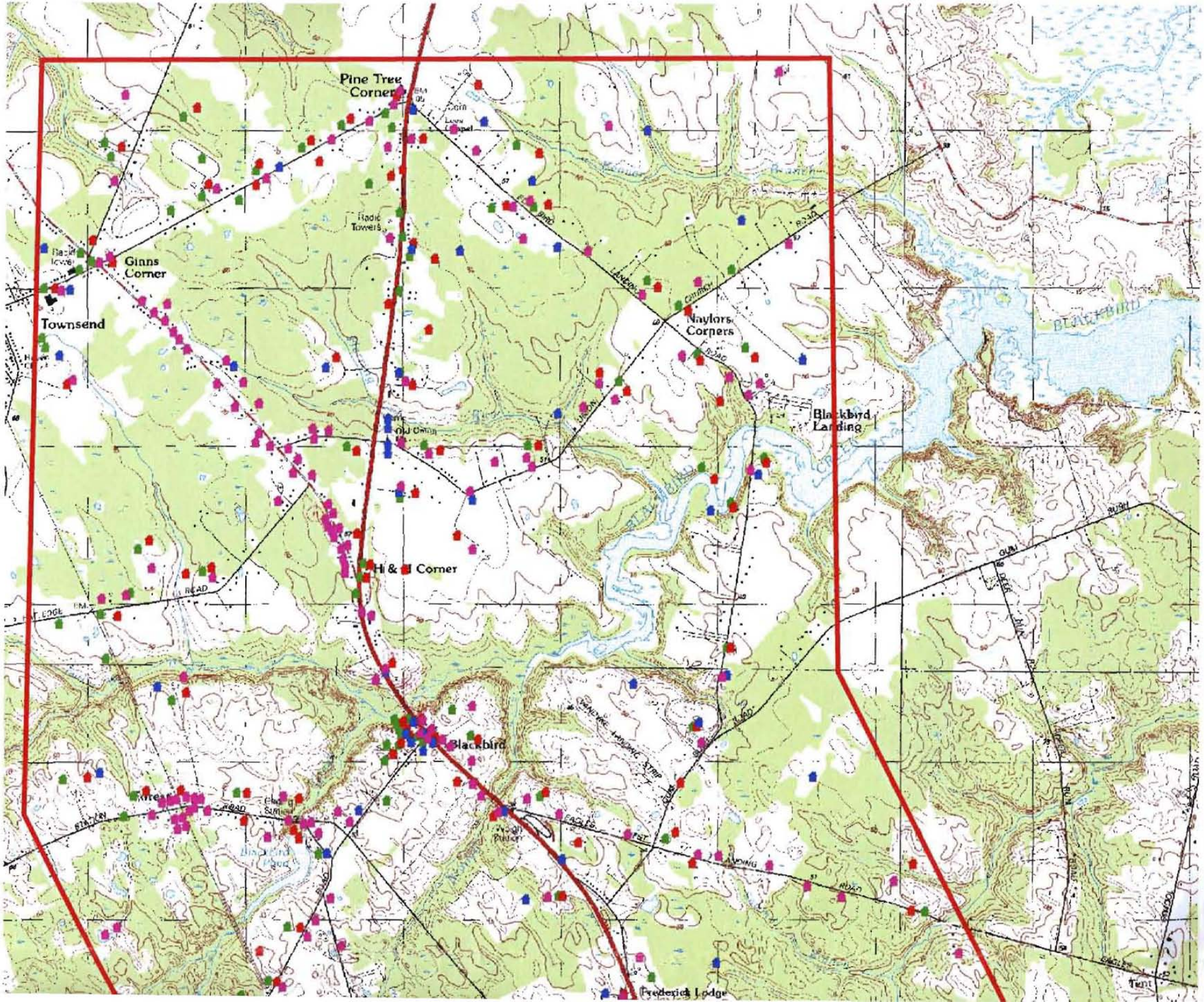
Amanda Duchrey taught at the Masseys school in 1875. Neither a Masseys nor a Green Spring school is listed for 1879; the Green Springs school listed among the Delaware Association schools of 1887 was taught by Agnes L. Robinson. None of the maps consulted for this investigation depicted a Duchrey or Robinson as owning land in the vicinity.

Churches. Two churches were identified in the project area: Lees Chapel near Pine Tree Corners and the Old Union Church (Figure 6-1).

Lees Chapel, Pine Tree Corners. The earliest available cartographic evidence for a church at Pine Tree Corners appears in Rea and Price's 1849 map. The church designated "*African Ch*", is located east of the north/south trending road connecting Blackbird with Fieldsboro, immediately south of Beaver Run. The location of the church remains consistent in the 1868 (Beers) and 1881 (Hopkins) maps, although the designation has changed to "*M.E. Ch*" on both, indicating Methodist Episcopalian denomination. The 1931 USGS Smyrna Quadrangle only uses symbols for church locations. A mark is present at the church location but it is not discernable as the church symbol. The latest USGS Smyrna Quadrangle (1993) shows a church at the location noted in the historical maps and is the only available cartographic reference to the church as "Lee's Chapel".

Old Union Church. Rea and Price (1849) provide the first available cartographic evidence to the location of the Old Union Church. Designated simply the "*Union M.E. Ch*" in 1849, it is located on the west side of SR13 (north/south trending road) connecting Blackbird and Fieldsboro, roughly equidistant from Blackbird and Pine Tree Corners. The church was situated immediately south of Herring Run. The church location and name remain consistent in the Beers Atlas (1868), the Hopkins Map (1881), and the USGS topographic map (1931). Despite the post-Civil War period trend of African American education associated with the Methodist Episcopal Church, no nearby schoolhouse is depicted on any of the available maps. The fact that other African American schools existed in the area (Townsend and Lee's Chapel), it is likely that another school was necessary to suit the needs of the African American community.

Residences. Over 480 residential locations derived from archival maps were present in the study area over time (Table 6-2). In 1849, residences were clustered at Blackbird and near the Old Union Church (Figure 6-11). The remaining residences were scattered across the project area primarily in upland areas adjacent to Blackbird Creek and secondary streams such as Beaver Branch, Herring Run, and Sandom Branch, and Sawmill Branch associated with Duck Creek to the south. In 1868, a concentration of residences continued at Blackbird with increases of residences within 1000 feet of both SR13 and secondary roads (Figure 6-11). The 1868 pattern of residential location was similar, if not identical, in 1881. By 1931, residential concentrations have shifted to Forest and along SR71 between H&H Corner and Ginns Corner (Figure 6-11). Most of the residences are now located within 500 feet of SR13 or a secondary road.


Pine Tree Corner
Ginns Corner
Townsend
Naylors Corners
Blackbird Landing
Hi & Hi Corner
Blackbird
Frederick Lodge

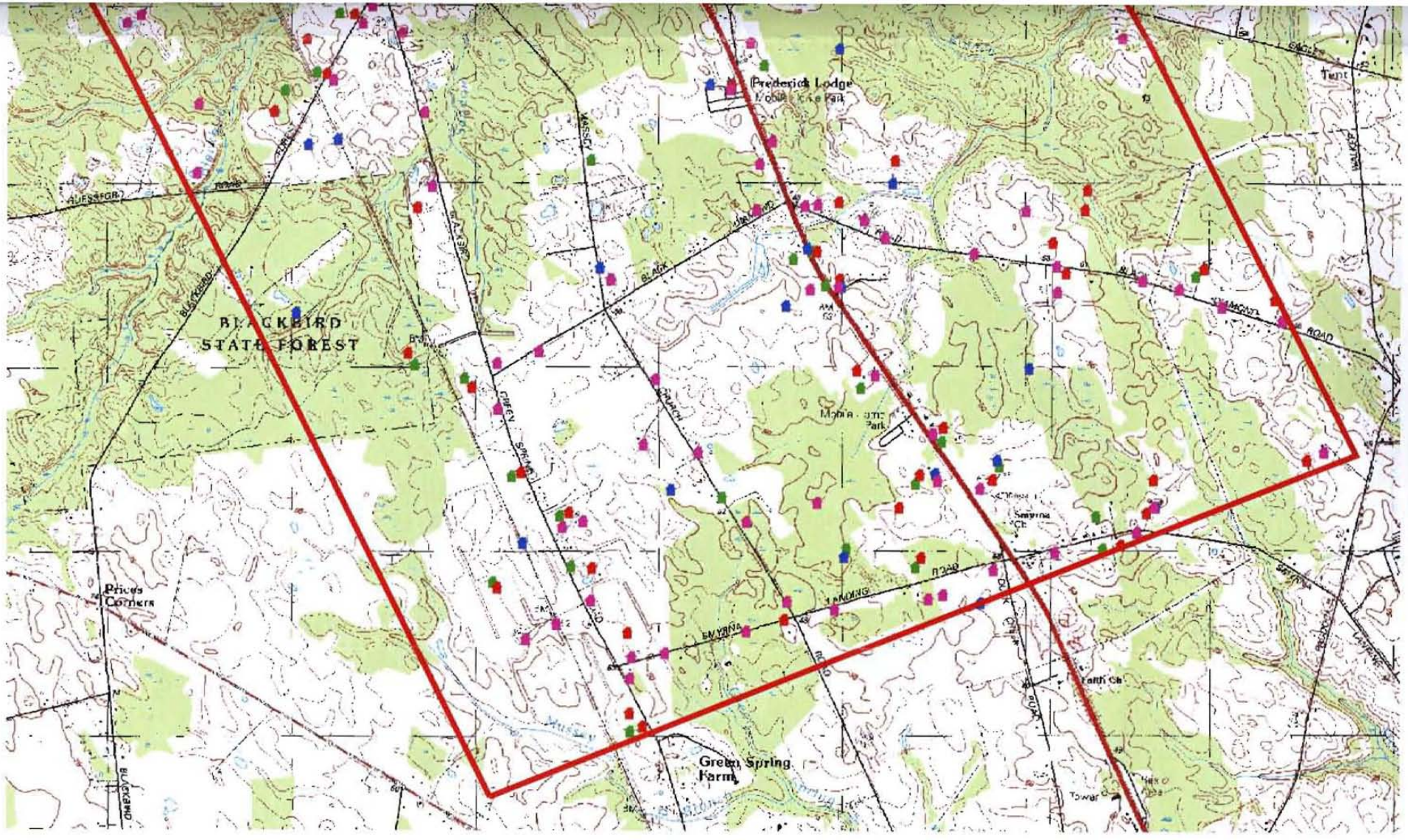


Figure 6-11. Residential Locations in the Study Area, 1849-1931.

Residential settlement in the study area east of SR13 was compared with areas west (Table 6-3). In 1849, the number and percentage of residences on either side of King's Road (SR13) was approximately equal. By 1868, residential settlement was shifting toward the western half of the study area (53 percent). In 1881, a decrease in residences east of SR13 had occurred with 60 percent located west of the road. An overall increase in residences had occurred in the study area from 1881 to 1931; however, the percentage of settlement west of the road was similar to the 1881 percentage.

Table 6-3. Historical Residential Settlement along the SR 13 Corridor: East and West

Year	East		West		Total
	Number	Percentage	Number	Percentage	
1849	31	51%	30	49%	61
1868	55	47%	61	53%	116
1881	46	40%	70	60%	116
1931	75	39%	119	61%	194

The Delaware Railroad was constructed in the 1850s approximately one mile west of the SR1 project corridor. The addition of the railroad appears to have shifted the focus of development away from the King's Road (center of the project corridor) and toward the railroad (west of the project corridor). Most of the roads added between 1849 and 1868 in the western half of the study area connected to roads leading to the new train stations at Townsend (north of the study area), Blackbird Station (later Forest), or Sassafras (later Green Spring). Examples include Blackbird Greenspring Road and Smyrna Landing Road. The roads built between 1869 and 1931 primarily served the western half of the project area, including Massey Church Road and the western end of Black Diamond Road.

Land Ownership. Historical maps revealed that some individuals were associated with multiple residential properties. It is assumed for this discussion that these individuals represent landowners. As part of this study, multiple property owners were listed and their residential properties identified. When an individual owned more than one dwelling according to a particular map, their name was searched on all other maps (Table 6-4). The goal of this process was to determine whether people were entering the region for the purpose of investing in multiple properties or whether existing members of the community were expanding their holdings. The search was limited to individuals rather than families on the assumption that numeric expansion on the familial level constituted division of property. The process is not unbiased, as it cannot account for the division of land resulting from the marriage of a female. In this instance, a change in surname would appear as the loss of property.

In 1849, only five multiple residence owners were identified, each owning an average of 2.2 residences (only one person owned more than two properties). By 1881, a total of 19 persons own multiple properties, which represents a 280 percent increase in the number of persons owning more that one residence. The growth of multiple residence ownership increased disproportionately to total growth by a factor of about 3:1. The average number of holdings per person is approximately 2.5, indicating that most multiple residence owners held two or three properties (three individuals owned four domiciles each). Of the five multiple residence holders in 1849, none occur in this category in 1868; only one maintained any residence by 1868. Furthermore, only two of the 19 persons owning multiple residences in 1868 owned any in 1849.

The data from 1881 show 21 multiple residence owners, an increase of only 10 percent from 1868 and roughly equal to the change in total residences. Eight multiple residence owners from 1868 remained in this category in 1881; two reduced their holdings to one. Six single residence owners in 1868 became multiple property owners by 1881. Overall, only one person, S. J. Hill maintained at least one property between 1849 and 1881.

Table 6-4. Multiple Residence Owners From 1849 to 1881 within the Study Area

Name	Number of Residences		
	1849	1868	1881
Allston, J.			2
Allston, W.C./Allson, W.C.	1	3	
Barlow, G/Barlow, G.E./Barlow G.R.		4	3
Beck, W.		1	2
Dr. Beel		2	
Clemens, A.		4	
Corbitt, John C./Corbitt, J.C./Corbitt, J		4	4
Corbitt, D.W.		1	2
Cummings, W.		2	2
Dr. W. Daniels/Dr. Daniels		2	3
Davis, G./Davis, Geo.		3	
Eliason, W.C./Eliason, W.G.		2	2
Farmer's Bank of New Castle			3
Ferguson, B.F.	2		
Dr. Gallager		3	1
Ginn, Sam G.		2	1
Gorman, Mrs. E.		3	
Hill, Jac		1	2
Hill, S.J./Hill, S.	1	2	2
Hill, V.O.		2	2
Jefferson, R.		2	
Lind, J.			2
McCoy, J.		2	2
Middleton, T.J.			2
Money, W.			2
Nailer, W.		2	
Patterson, J.C. and Chandler, P.		2	
Ratliffe, J.	2		
Records, M.			2
Reynolds	3	1	
Richarson J./Richardson Jac		1	2
Thompson, J.	2		
Vandergrift, W.		2	
Warren, S.H.			3
Warren, S.R.		1	2
Watson, A.		1	2
Weldon, A.	2		

* 1931 USGS Quadrangle does not provide ownership data.

In some respects, the study area is a microcosm of larger regional and national trends. The residential data demonstrate a significant increase in the total number of residences between 1849 and 1868. The corresponding increase in the number of multiple domicile owners is

disproportionate to total growth. It is possible that the economic fallout from the Civil War, compounded with crop failures throughout the much of the country in 1866 (Foner 1990:63) may have reduced land values making the purchase of investment real estate affordable and attractive.

It is possible that multiple property owners in the years between 1868 and 1881 utilized one or more of their properties as an investment, taking tenants on the land. It is further likely that some of these tenants were African American. Prior to the American Civil War, a total of 8,442 African Americans resided in New Castle County; of this number, 254 were enslaved, 8,188 free (Newton 1997). There is direct and indirect evidence of African American presence in the study area. As early as 1849, Lee's Chapel Church is designated as "*African*" (Rea and Price 1849). Churches served as "focal points" for African American communities, "second only to the family".

> The church was 'the first social institution fully controlled by black men in America' and its multiple functions testified to its centrality in the black community. Churches housed schools, social events, and political gatherings (Foner 1990: 40, 41).

The study area vicinity contained at least three "Colored Schools", Lee's Chapel, Green Spring, and Townsend. An association with a nearby church is definite for Lee's Chapel, probable for Townsend, and possible for Green Spring. Therefore it is likely that at least two separate African American communities, based primarily on churches, existed within the study area in the mid to late nineteenth century.

It is likely that the majority of African Americans living within the study area in the nineteenth century were tenants. Given the number of multiple property owners and the presence of African American communities, some African American tenancy within the study area is possible. Furthermore, African Americans tended to favor sharecropping because of the autonomy it afforded relative to other agricultural labor opportunities (Foner 1990: 80).

Synthesis. Between 1849 and 1931, three demographic trends appear. First is the proliferation of dwellings around burgeoning town centers. In particular, the Blackbird/Forest vicinity witnesses a steady expansion. Second, there is an increase in the number of residences not associated with towns and villages, most likely engaged in agriculture. The division of property among descendents partially explains this phenomenon. Last, there is a correlation between transportation infrastructure and residential locations and expansion. The dwellings in 1849 are generally dispersed; when clustering does occur, it is normally at crossroads such as Blackbird, Ginn's Corner, and Townsend.

By 1868, a minor shift occurs. The advent of the railroad results in habitations along the railroad corridor. Important crossroads towns continue to flourish, likely reflecting the symbiotic relationship between the railroad and roads. Trains made available materials produced in distant locations and simultaneously opened new markets for goods produced in the study area. The road system became fundamental in this process, essentially linking the regions farms to the rail lines. Crossroads towns, particularly those with access to a railroad station such as Townsend and Forest, served as mercantile middlemen, effectively linking local farmers to the urban centers. The explosion of "stores" as well as residences in crossroads towns between 1849 and

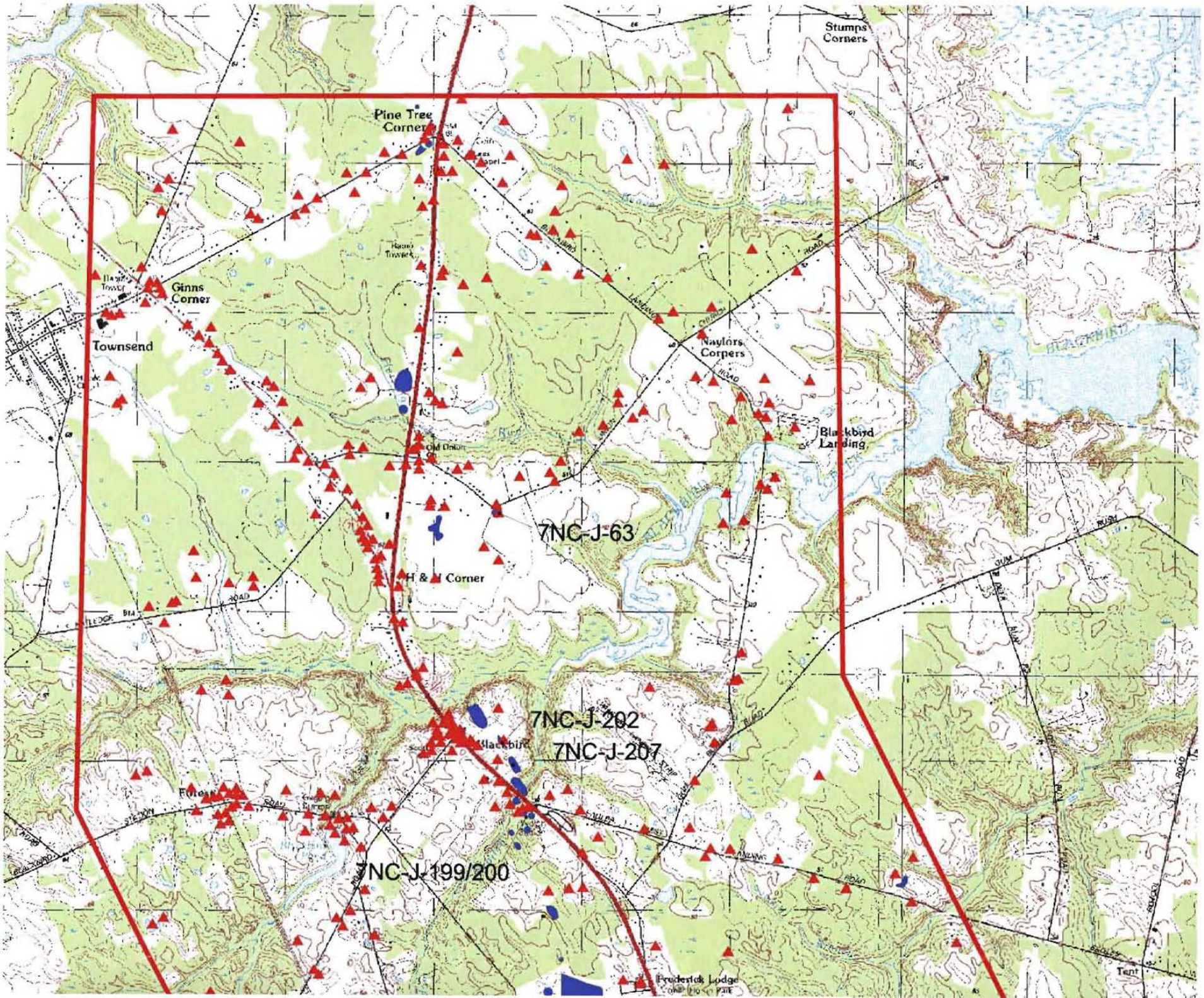
1868 illustrates this process. Between 1868 and 1881 the residential trend of construction along railroad continues, but at a seemingly diminished rate; crossroads towns continue expansion unabated.

A drastic change occurs between 1881 and 1931. Certain crossroads towns with rail access expand, possibly reflecting the continued importance of railroads to the regional economy. Forest is the prime example during this period. However, roads connecting towns experienced the greatest residential growth. This may reflect increased significance of road transport. Advances in vehicular technologies, such as the advent of affordable automobiles for individual transportation and larger trucks for the economical transport of consumer goods, at least partially explain this trend.

6.3 ARCHAEOLOGICAL SIGNATURES

Within the study area corridor (1.5 miles on either side of SR1), thirty-two historical archaeological sites have been identified to date (Figure 6-12). Only 5 historical archaeological sites correspond with archival locations of commercial ventures, schools, churches or residential dwellings identified between 1849 and 1931. Four archaeological sites corresponded with residential locations: site 7NC-J-63 with the 1849 R. Weldon farmstead, site 7NC-J-202 with the 1881 R. Ferguson residence, site 7NC-J-204, the Jones site, with an 1868 George Davis residence, and site 7NC-J-207, the Buckson site, with the 1881 Dr. J. H. Parvis farmstead. Site 7NC-J-199/200 occurs at the location of the original 1860-1886 school house 69 although the archaeological assemblage is most likely associated with either the Vincent O. Hill ownership (1886-1910) or the Pearl Morris Cahall occupation from 1924-1964.

The remaining 27 historical archaeological sites recorded in the study area do not correspond with any known archival location and include field scatters or outlying locations (i.e. 7NC-J-97/98/99 or 7NC-J-195D), refuse disposal (e.g., 7NC-J-195A or 7NC-J-227/7NC-J228) or undocumented tenancy occupations such as Site 7NC-J-224, the Reynolds Tenancy site.


Stumps Corners
Pine Tree Corner
Ginns Corner
Townsend
Naylors Corners
Blackbird Landing
7NC-J-63
H & H Corner
7NC-J-202
7NC-J-207
Blackbird
Foley
7NC-J-199/200
Frederick Lodge
Tent

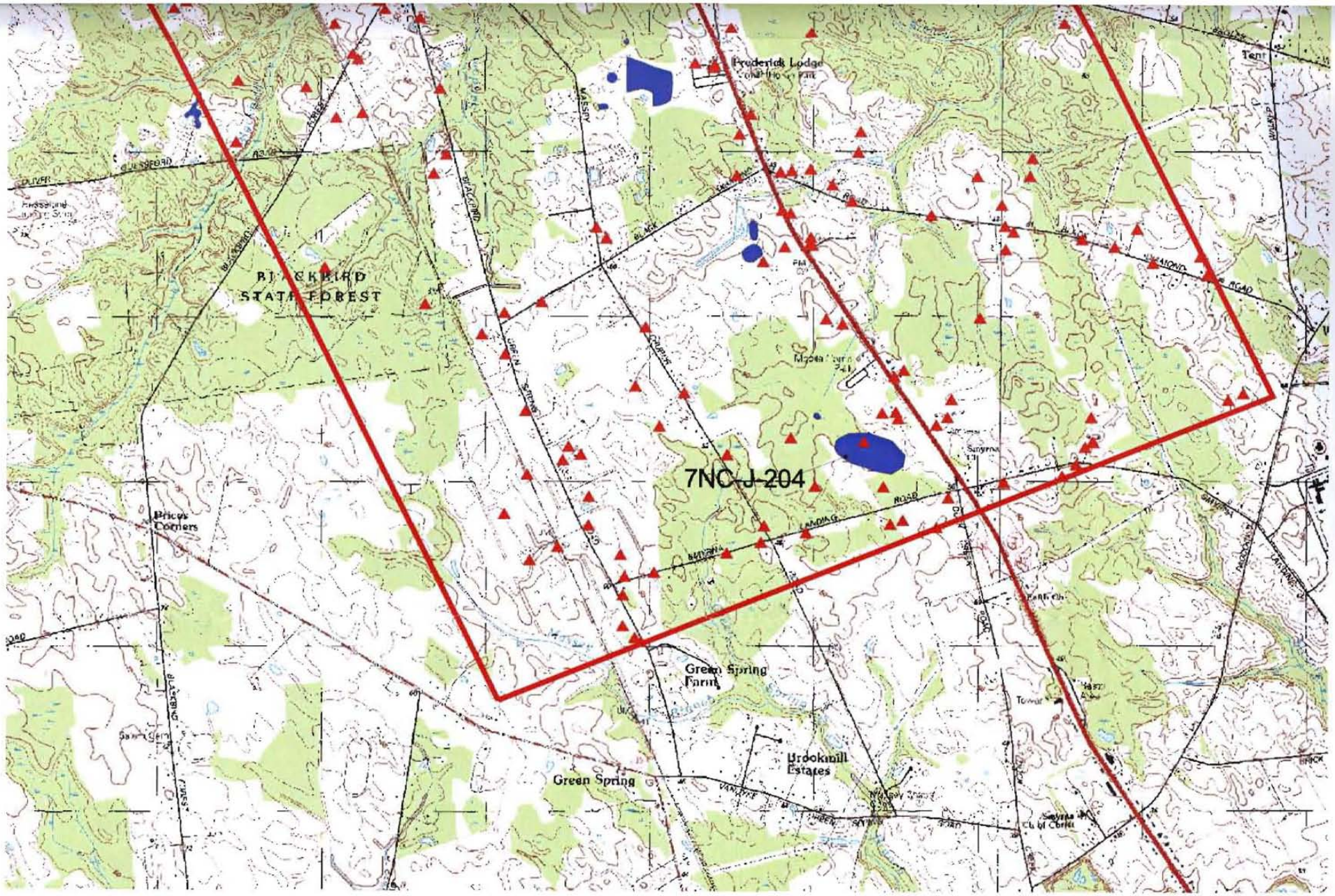


Figure 6-12. Archival and Historical Archaeological Locations in the Study Area.