

INTRODUCTION

This report presents the results of Phase III data recovery excavations at the Jacob B. Cazier Tenancy site #2 (7NC-F-64, herein after referred to as the Cazier site), near Glasgow, Pencader Hundred, New Castle County, Delaware (Figure 1; Plate 1). Data recovery excavations focused on an historical occupation dating from the mid-nineteenth to the early twentieth centuries. Fieldwork, artifact analysis, and report preparation were carried out between January 1990 and March 1993 by archaeologists from the University of Delaware Center for Archaeological Research (UDCAR). The project was funded by the Delaware Department of Transportation (DelDOT) and the Federal Highway Administration (FHWA), to fulfill regulatory obligations under Section 106 of the National Historic Preservation Act (amended).

The Cazier site was identified in 1985 as a result of a Phase I reconnaissance survey and subsequent Phase II investigations of the site (Lothrop et al. 1987:121-148). Jacob Cazier owned three tenant houses in the area, but the Cazier site (in this report referred to as the Cazier site) was the only one of his tenant properties located within the project area. The field investigations conducted at the Cazier site revealed the presence of an intact house foundation (thought to have been 22' x 16') and associated features below the plow zone. Datable cultural materials suggested an occupation from the mid-nineteenth into the early twentieth centuries, corroborating background research indicating that the structure was demolished in the early 1900s (Lothrop et al. 1987). Central portions of the site, including the foundation and several associated features, were located within the direct impact zone of the proposed construction of Route 896.

Based on the results of the Phase I and II investigations, the Cazier site was considered to be eligible for inclusion to the National Register under Criterion "D". The site provided data for comparison with other previously excavated tenant sites in Delaware and constituted a resource for the study of spatial patterning of black households before and after the turn of the twentieth century, an area that has received little attention from archaeologists to date (Lothrop et al. 1987:80).

In the following pages, the Cazier site will be discussed in terms of its environmental setting, its relation to regional historical developments, and site specific historical research. Field methods, research goals, and statewide research domains as defined by the Management Plan for Delaware's Historical Archaeological Resources (De Cunzio and Catts 1990) will be presented, followed by the results of the excavations. Artifact analyses, soil analyses, and site

interpretations from both intra-site and inter-site perspectives will be presented. The final section of the report will conclude with a discussion of the Cazier site from both local and regional viewpoints.

ENVIRONMENTAL SETTING

The Cazier site is located in the High Coastal Plain of Delaware, just south of the Piedmont Uplands (Custer 1984:25; Lothrop et al. 1987:6-11). Located between the Fall Line and the Smyrna River, the High Coastal Plain represents the southeastern extension of the very coarse glacial deposits of the Columbia sediments. In many areas, these coarse deposits resisted erosion, creating a rolling topography with up to 50 feet (16 meters) of elevation difference between headlands bordering larger streams and the adjacent floodplain marshes. Water courses tend to be deeply incised and are lined with a veneer of relatively recent sediments that are thin along the upper reaches of the drainages and become thicker toward their mouths.

The Piedmont in northern Delaware is composed of an assortment of crystalline rocks of igneous and sedimentary origin which were heavily metamorphosed during later Precambrian or early Paleozoic progenies. In the western part of the Delaware Piedmont, micaceous schists, gneisses, and migmatites of the Wissahickon formation predominate (Spoljaric 1972:3). The crystalline rocks slope to the south and southeast, forming a basement over which the wedge-shaped mass of sediments of the Upper Coastal Plain lie.

Resting on this basement complex and surrounded by Coastal Plain sediments are Iron and Chestnut hills, the most salient features of the Piedmont in the immediate vicinity of the Cazier site. Located about four miles north of the site, the hills rise over 300 feet in elevation above the immediate Coastal Plain, and are composed of primarily igneous materials, including gabbro, norite, and pyroxenite (Spoljaric 1972:11). In addition, siliceous jasperoids are also present within these formations, probably derived through the formation of laterites. The igneous materials which comprise Iron and Chestnut hills do not extend into the basement complex and thus postdate it. The exact nature of the origin of these hills is still open to question (Ward 1959). In prehistory, the Iron Hill and Chestnut Hill jasperoids constituted an important source of lithic material for the manufacture of stone tools (Custer, Ward, and Watson 1986). Historically, these hills were mined for their iron ore during periods of the eighteenth and nineteenth centuries (Owen and Owen 1973; Heite 1983).

The Cazier site is located in an agricultural field on a slight rise (about 80 feet above sea level) on the west side of Route 896, approximately 1000 feet north of the Chesapeake and Delaware Canal. Soils in this portion of central New Castle County are generally of the Sassafras-Fallsington-Matapeake association, which consists of level to gently-rolling upland settings with well- to poorly-drained, moderately coarse- to medium-textured soils. This association makes up about 12 percent of New Castle County soils, and although not of the highest quality for agriculture, these soils are suitable for farming. At the Cazier site the soils are of the Sassafras Sandy Loam Series, with five to ten percent slopes and moderate erosion. The soil is generally easy to work and farm, and native vegetation consists of water-tolerant hardwoods, primarily oaks and gums (Matthews and Lavoie 1970:5,38).

The area surrounding the Cazier site is presently undergoing a tremendous construction boom. New housing developments and corporate centers are being built throughout the area, resulting in the destruction and loss of irreplaceable agricultural land and the rural landscape.

REGIONAL HISTORY

The focus of the regional history will be on the Cazier site and its locality in Pencader Hundred, New Castle County, Delaware. The Cazier site was originally part of a larger farm, "Mount Vernon Place," located in Pencader Hundred. The property owners had associations with the nearby communities of Glasgow, Summit Bridge, and Kirkwood. Brief histories of these communities will be integrated into a discussion of larger scale regional developments effecting the growth of Pencader Hundred. More detailed discussions of regional historical and cultural developments have been presented in other recent historical and archaeological publications, and these should be referred to for additional historical materials (Catts and Coleman 1986:3-21; Basalik et al. 1987:4-31; Coleman et al. 1987; Catts and Custer 1990:14-29).

The area surrounding the Cazier site was originally part of William Penn's 30,000 acre grant called the Welsh Tract. This tract was given to a group of Welsh settlers in October of 1701, and included portions of present-day Pencader Hundred in New Castle County. The Welsh colonists were induced to migrate to the Pencader area because of the large amount of iron ore deposits present in and around Iron Hill, Chestnut Hill, Sandy Brae, and Gray's Hill. The name "Pencader" has been translated as meaning "high seat" in Welsh, and the land around Iron Hill allegedly reminded these Welshmen of their homes in south Wales near Pembroke (Owen and Owen 1977:4).

The Welsh settlers established the Welsh Tract Baptist Church, the oldest Primitive Baptist Church in the United States, in 1703 (Roberts 1978), and the Pencader Presbyterian Church between 1701 and 1710 (Skinner 1899). The Pencader Presbyterian Church formed the basis for the development of the village of Glasgow. Henry and Sarah Cazier were received into the Pencader Presbyterian Church membership in 1833. Following the destruction of the church by fire in 1852, Henry Cazier took an active part in the erection of a new church building. Cazier's substantial donations to the rebuilding fund led to the completion of the construction (Cooch 1936:102). In 1854 Cazier was elected as a Ruling Elder on the Board of Trustees of the Presbyterian Church.

The village of Glasgow, formally established in 1791, was the oldest community associated with the Cazier site. During the American Revolution, the crossroad location was known as Aiken's Tavern, after the tavern kept by John Aiken. At that time the only substantial buildings in the village were the Pencader Church and the tavern. The British utilized the tavern as General Howe's headquarters in early September 1777, after the skirmish at Cooch's Bridge and prior to the march to Brandywine.

The end of the Revolution brought a certain degree of economic prosperity to the region. By 1800, the U.S. Census stated that the village of "Eakin Town" contained 25 dwellings and had 159 inhabitants (Rogers and Easter 1960:52). Besides an increase in housing stock and population, Glasgow witnessed the development of a street system at the end of the eighteenth century. The establishment of the New Castle and Frenchtown Turnpike in 1809 through Glasgow assured the Village's growth (Moreau de St. Mary 1947:85).

The principal north-south route through Pencader Hundred, known as the Newark Road or Glasgow Road, ran past the Pencader Church and was in existence from at least the mid-eighteenth century. The road was the ancestor of modern-day Route 896 and extended from Newark south to Buck Tavern in St. Georges Hundred (Figure 2). The Cazier site was situated along the Newark Road (Route 896), two miles south of Glasgow.

The small feeder roads leading from the Newark-to-Glasgow Road (Route 896) were not in place before the mid-nineteenth century. The road leading from the village of Summit to Gilbert's Corner (Kemp's Store or Kirkwood) was laid out in 1849 (Figure 2; New Castle County Court of General Sessions, Road Books for 1846-1857). In May of 1850, a private road was laid out that led from Newark Road (Route 896) to "Little Jersey" and was called the Lums Pond Mill Road. Ending near Henry Cazier's gate at "Mount Vernon Place," the road served the new community of Little Jersey, shown on Beers' Atlas of 1868 (Figure 3; New Castle County Court of General Sessions, Road Books for 1846-1857). Little Jersey may have been inhabited by workers of the Chesapeake and Delaware Canal, because the land was owned by that organization. One of Jacob Cazier's black employees moved to Little Jersey in the early twentieth century.

The Pencader Hundred area was, until quite recently, predominantly agricultural. Milling constituted the major industry in the area, with mills located at Cooch's Bridge, on Muddy Run, and the Chesapeake and Delaware Canal Saw Mill on a tributary of Lum's Pond, directly east of the Cazier site (Figure 2). In addition to milling, the mining of iron ore from Iron Hill and Chestnut Hill formed an important industry for the area for a period of time. Iron ore was mined from the Abington Iron Works from the early 1720s for only a decade. In the nineteenth century the ore pits were reopened for mining until the 1880s (Owen and Owen 1977).

Excavation of a cross-peninsular canal began in 1824 and was completed in 1829. The Chesapeake and Delaware Canal connected the Delaware and Chesapeake bays. The "C and D Canal," as it became known, was located less than one mile south of "White Hall," the homestead farm of Henry Cazier and two miles south of Cazier's other large property "Mount Vernon Place" (Figure 3). When contractors failed to stop the soil removed from the canal's

cut from sliding back into the cut, Henry Cazier “undertook the contract at a price reflecting the hazard of the undertaking.” Cazier easily finished the job at a handsome profit (Cooch 1936:103). Although Cazier benefited monetarily from the construction of the canal, improved transportation ultimately contributed to the economic decline of several communities. Goods previously shipped overland across the peninsula could now be sent more cheaply by water and trade languished in Christiana, Newport, Stanton, and New Castle. Ironically, it was the canal that led to the ruin of Cazier’s homestead farm in the 1920s, when the federal government bought the farm and razed “White Hall” and several outbuildings. The canal was widened and the enormous quantity of spoils taken from the deep cut was deposited over the fields of the Cazier farm (Cooch 1936:105).

By 1825, one year after the initial construction of the canal, the village of Summit Bridge was the site of a post office. Prior to that date the village was known as the Buck Tavern (Wilkins and Quick 1976:55). The village was called Jesterville in 1849, but was also known as Summit Bridge, because of its location south of the canal and

because it was situated at the highest point on the Peninsula between the Chesapeake Bay and the Delaware River (Scharf 1888:958). A high bridge was constructed over the canal on the road that led from the Buck Hotel to Kirkwood (Figure 3). The Buck Tavern was located on the upper King's Road since the late eighteenth century (Scharf 1888:958). By 1868, the town of Summit Bridge contained a church, two blacksmith-shops, three stores, the Delaware Wagon Works, and fifteen residences, as well as the tavern and post office.

Local residents referred to the village as "The Buck", and to the present-day Route 896 as "the road leading from The Buck to Glasgow" (Cooch 1936:104). Cooch (1936:85) attributed the separate but synonymous names for Summit Bridge, as well as other communities, to the observation that "the smaller the community, the more names it accumulates."

Railroads came to New Castle County in the 1830s. The first line, the New Castle and French Town Railroad, was constructed in 1832 as a direct result of the opening of the Chesapeake and Delaware Canal, and was an effort to compete with that transportation route (Hoffecker 1977:43). In 1838, the Philadelphia, Wilmington, and Baltimore Railroad was completed, and quickly became the major transportation route across the peninsula. Throughout the remainder of the nineteenth century, rail lines continued to be built in northern New Castle County, such as the Baltimore and Ohio, the Wilmington and New Castle, and the Wilmington and Western railroads. Locally, the advent of the railroad, and with it cheaper and more efficient means of transporting goods and produce, marked the end of many small market towns.

Other small towns benefited from railroad transportation. One such town was the crossroad village of Gilbert's Corner or Kemp's (Store) Corner, a very small hamlet containing one store by mid-century (Figure 2). The road leading from Gilbert's Corner to Summit was laid out in 1849 (New Castle County Court of General Sessions). The discontinuation of the New Castle and Frenchtown Railroad in 1851 and the subsequent construction of the Delaware Division of the Philadelphia, Wilmington, and Baltimore Railroad contributed to the growth of Kemp's Corner. The railway passed through the crossroad village by 1868. By this time, Kemp's Corner was known as St. George's Station and provided rail service and a post office to the surrounding area. The town's name was changed from St. George's Station to Kirkwood in 1862 in honor of Colonel Robert Kirkwood (Scharf 1888:958).

The Delaware State and Peninsular Directory for 1872 reported that Kirkwood was "fast becoming a place of considerable importance," and listed Jacob B. Cazier as a farmer in the community. The 1882 directory described Kirkwood as:

A station of the Delaware Division of the Philadelphia, Wilmington, and Baltimore Railroad, 14 miles from Wilmington and eight miles from Middletown.

The land around here is, perhaps, in point of natural fertility and high cultivation, the best in the State, and will compare favorably with any elsewhere. From 60 to 80 bushels of corn and 25 to 35 bushels of wheat per acre are common crops. Many peaches are also raised here, as well as other fruits, this being the northern end of the great fruit region of Delaware, although struggling orchards continue a few miles further north.

Stage lines furnish communication with St. Georges and Delaware City, from which point water communication can be had with both Baltimore and Philadelphia via the Chesapeake and Delaware Canal, and the Ericson line of steamers, and the Delaware Railroad furnishes communication with all points north and south. Land can be bought for from \$20-\$50 per acre, although the best and most highly cultivated farms bring \$100-\$150 per acre (Delaware State and Peninsular Gazetteer Directory, 1882:173).

The 1882 directory did not provide the population of Kirkwood, but listed the names of the townspeople and their occupations. The village offered residents and travelers a depot for passengers and freight, blacksmith and wheelwright-shops, a hotel, a butcher, two carpenters, a plasterer, a grain dealer, two coal dealers, a druggist, a dry goods store, a general store, a general and agricultural implement store, a shoemaker, and a constable (The Delaware State and Peninsular Gazetteer for 1882:173).

By 1884, 50 people lived in Kirkwood. New businesses, including a post office, a wagon works and a lumber yard had been built since 1882 (Delaware, Maryland, and West Virginia State Gazetteer and Business Directory for 1884:96).

By 1888, the population of Kirkwood had grown to 150 people. The 1888 directory listed 20 laborers, a section boss, three telegraph operators, a bridge-tender and an assistant bridge-tender, a postmistress, a dentist, and a school teacher (Delaware State Directory and Peninsular Gazetteer for 1888:145-146). Baist's Atlas of 1893 depicted the increase in dwellings centered around the crossroads at Kirkwood (Figure 4).

By 1894, Kirkwood had 217 residents, including 33 laborers, 37 farmers, and one trapper. Jacob B. Cazier was listed, but no occupation given (Delaware State Directory for 1894-1895:181). Six years later, in 1900, the population of Kirkwood remained 217. A slight decrease of the number of laborers was evident; 29 laborers were listed (Delaware State and Peninsular Directory for 1899-1900:135-136).

Although the number of structures within the village of Kirkwood depicted on Baist's 1893 atlas and the 1906 USGS Quadrangle Map (Figures 4 and 5) remained constant, a sharp decline in Kirkwood's population was evident in the Directory of 1908. One hundred and twenty-five people were living in the village. Jacob Cazier was listed as a farmer, along with the names of 18 other farmers in the area (R.L. Polk and Company's Peninsular Directory of Delaware for 1908:155).

Tenant farming, which had been quite common in the eighteenth century, became even more prevalent during the nineteenth century. Large landowners, having acquired much of their holdings during the hard times of the 1820s and 1830s, leased their lands to tenants. Most landowners were white farmers, while some tenants and farm laborers, particularly in Kent and Sussex counties, were black. By 1900, over 50 percent of all the farmers in Delaware were tenants or sharecroppers (Shannon 1945:418). Tenancy remained a dominant farming practice into the twentieth century (Bausman 1933:165).

Henry Cazier and his son, Jacob B. Cazier, were two of the largest landowners in Pencader Hundred. Beers' Atlas of 1868 (Figure 3) exhibited six properties owned by Jacob Cazier. Other large landowners were neighbors of the Cazier — R.T. Cann, Cantwell Clark, and J. Boulden. Cazier's holdings were remarkable for their extent. At 3,000 acres, Cazier was one of the largest landowners in the Kirkwood area where the average farm size was only 200 acres. Only one other man, R.T. Cann, owned 3,000 acres (Delaware State and Peninsular Gazetteer Directory for 1882: 173). Cazier and Cann together owned sixty percent of the total acreage owned by nineteen farmers listed in the Kirkwood area at that time (Table 1).

The landscape portions of Pencader Hundred around the Cazier site has recently been altered. Several new housing developments and a large population influx in the vicinity have resulted in the construction of a large shopping center. Service-oriented businesses, such as convenience stores, gas stations and fast-food restaurants, presently thrive on the resulting increase in traffic. Also located in the area is Lums Pond, a Delaware State Park, a popular man-made lake and recreational facilities (Wise 1983).

PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS

The Cazier site was discovered during the Phase I surface reconnaissance of the proposed Route 896 right-of-way (Lothrop et al. 1987:53-80). Geographic limits of historical material was observed in a plowed field over an area of approximately 120' x 120'. Excavation of a Phase II shovel test pit (STP) grid at 20 foot intervals revealed high

cultural material densities in the southeast portion of the site. Artifact densities ranged from nine to 34 artifacts per shovel test. Subsequent excavation of 19 (3' x 3') test units encountered an intact house foundation approximately 22' x 16' in dimension and other historical features below the plow zone (Figure 6).

Excavation of four test units (N20E110, N30E110, N30E113, and N15E113) uncovered the northwestern corner and western wall of the foundation, as well as the builders trench (Feature 2; Figure 6). Excavation of the sandy loam fill of Feature 2 in N20 E110 along the west wall of the structure revealed a six course brick foundation capped with mortar extending 1.7' below the plow zone. Auger testing to the south and east revealed that construction of the existing Route 896 roadbed did not impact the foundation.

A total of seven features, including the foundation, were identified during the Phase II investigations. A trash pit (Feature 7) was observed in four contiguous test units around shovel test pit N60E60 (Figure 6). Its horizontal dimensions extended beyond the 6' x 6' area of units and had a maximum depth of 1.5' below the plow zone.

TABLE 1

Kirkwood Farmers and Fruit Growers with Acreage, 1882

NAME	ACREAGE	NAME	ACREAGE
Washington Barron	150 acres	T. H. McCoy	200 acres
Charles Thompson	151 acres	W. M. Stuckert	200 acres
David Ford	175 acres	J. B. Le Fueure, Jr.	260 acres
William H. Dawson	176 acres	Ephraim Sterling	296 acres
A. Benson	200 acres	Lewis G. Ellison	300 acres
Miles Clark	200 acres	E. R. Cann	400 acres
Peter Cleaver	200 acres	J. C. Clark	400 acres
Thomas Davidson	200 acres	R. T. Cann	3000 acres
C. B. Ellison	200 acres	J. B. Cazier	3000 acres
D. Benjamin Groves	200 acres		
		Total	9908 acres

Historical artifacts recovered from the Phase I and II testing included large amounts of architectural remains, such as window glass, brick, plaster and nail fragments, and a variety of glass and ceramics including whitewares, ironstone, redwares, some pearlware and stoneware (Appendix I). The recovered artifacts were consistent with the archival and documentary data indicating a mid-nineteenth century to early twentieth century occupation.