

PHASE I AND II SURVEY RESULTS

To aid in the discussion of the results of the Phase I and II investigations of the Route 7 South Corridor, the proposed alignments were divided into six segments (Figure 18): 1) the portion of Alignment 8 from Route 13 to Route 40; 2) the portion of Alignment 8 from Route 40 to School Bell Road; 3) the portion of Alignment 8 from School Bell Road to the Christina River; 4) the portion of Alignment 8 from the Christina River to Christiana Mall; 5) the portion of Alignment 9 from School Bell Road to Route 273; and 6) the portion of Alignment 9 from Route 273 to Christiana Mall and the existing Route 7 interchange. During the course of archaeological testing, Alignment 9 was removed from consideration for construction. However, the results of archaeological testing accomplished up to the time of termination is described below.

TABLE 3

EXPECTED HISTORIC SITE LOCATIONS

Date	Predictive Settlement Patterning Factors	Factors Affecting Settlement	Potential Site Locations in the Route 7 Corridor
17th Century	<ol style="list-style-type: none"> 1. Proximity to navigable water 2. Well drained land in large tracts 3. Available fresh water 4. Sheltered locales 5. Mills - on small unnavigable streams (late) 	<p>Primary dependence on European trade networks</p>	<p>On well drained land along the Christina River and Red Lion Creek, especially near lower order fresh water tributaries</p>
18th Century	<ol style="list-style-type: none"> 1. Access to inland transportation routes and/or navigable water 2. Highest piece of land available; good drainage 3. Mills - on small unnavigable streams 4. Towns - post-1725 <ol style="list-style-type: none"> a. at mid-drainage b. permanent fresh water & sufficient high land for numerous people c. at intersection of roads leading from nearby mills with road leading to 1 or more landings d. along major east-west artery 	<p>Development of internal trade networks; decreased dependence on European trade networks</p> <p>Christina is at head of navigation for Delaware - Christina River systems & goods could be shipped overland to head of Elk for transportation down Elk River & throughout Chesapeake Bay area</p> <p>Development of smaller central places for purposes of storage and transshipment</p>	<p>Along Route 7, Old Baltimore Pike, Patterson Lane, Smalley's Dam Road, & Route 273 west of Christiana; In proximity to town of Christiana; Near Pigeon Run, Eagle Run, & other unnamed tributaries of the Christina River</p>

TABLE 3 (cont.)

Date	Predictive Settlement Patterning Factors	Factors Affecting Settlement	Potential Site Locations in the Route 7 Corridor
19th Century	<ol style="list-style-type: none"> 1. Access to inland transportation 2. Access to railroad lines 3. Tracts were 50-400 acres in size (New Jersey) 4. Accumulations in vicinities of local inns 	<p>Development of "hamlets" around taverns</p> <p>Further development of internal trade</p> <p>Development of railroad system which promoted more efficient trade with areas at greater distance</p> <p>Improved maintenance of existing road systems</p>	<p>In vicinity of New Castle -Frenchtown Railroad</p> <p>In Red Lion and Bear areas</p> <p>Expansion of populations along Routes 7 & 273, Old Baltimore Pike, School Bell Road</p> <p>Primary orientation toward Christiana</p>
20th Century	<p>1900-1950s</p> <ol style="list-style-type: none"> 1. Expansion to all remaining agricultural land 2. In proximity to urban central places <p>Last half 20th c.-duality in settlement</p> <ol style="list-style-type: none"> 1. Shift away from central places 2. Increasing focus on viable central places 	<p>Growing independence from transportation focus</p> <p>Increasing importance of central places for a variety of goods and services</p> <p>Economic need to seek affordable housing</p> <p>Willingness to acquire affordable housing made available through revitalization of certain central places</p> <p>Growth service oriented businesses along transportation routes</p>	<p>All available well drained land, fringes of major roads</p>

The results of the Phase I and II investigations within each segment will be discussed according to the property tracts present in each segment. Intensive background research, in the form of deed research, map searches, Orphans Court records and other court records, was usually focused only on those property tracts where Phase II investigations were undertaken. The results of the more intensive archival research is presented for the individual tracts. A summary catalogue of all artifacts recovered during Phase I/II testing is included in Appendix I.

SEGMENT 1: ROUTE 13 TO ROUTE 40 (ALIGNMENT 8)

Segment 1 of proposed Alignment 8 extends from the vicinity of U.S. Route 13 to the south side of U.S. Route 40. The six property tracts within this segment, listed from south to north, are the Texaco (East and West) Tract, Marini Tract, Lester Tract, Moore Tract, Buck Tract, and Church Tract (Figure 19). Phase I/II testing was undertaken by both DelDOT and UDCAR archaeologists.

The most important historical settlements in the immediate vicinity of Segment 1 were Red Lion and Bear Station. A tavern, called the "Red Lion" or "the New Red Lion", was present at the cross-roads hamlet by the middle of the eighteenth century, as indicated by Pennsylvania Gazette advertisements. This important location was at the junction of the King's Road from Wilmington to Dover (present-day Route 7) and the King's Road from New Castle to Dover both of which were major transportation routes. Like similar northern Delaware crossroad hamlets such as Mermaid Tavern (Catts, Shaffer, and Custer 1986), Ogletown (Coleman,

Custer and Hoseth 1987), Stanton (Thompson 1987), Glasgow (Lothrop, Custer, and DeSantis 1987), and Hares Corner (Cavallo, Bowers, and Friedlander 1987), Red Lion was the location of a tavern and support structures such as blacksmith shops, stores, and warehouses. Another tavern hamlet was located at Bear, only about 2 miles north of Red Lion on present-day Route 7. The Bear tavern was present by about 1820, and is noted in Henry Heald's Map of the Roads of New Castle County. The hamlet of Bear became Bear Station about 1831, with the completion of the New Castle and Frenchtown railroad. As occurred in other hamlets and towns in the area, the construction of the railroad through Bear forced the closing of Red Lion tavern in 1837. By 1868 Red Lion was a cluster of about a dozen residences, with shops, stores and a Methodist Church. Bear Station was primarily a station stop by the same time. Although both hamlets remained small throughout the rest of the nineteenth and into the twentieth centuries, they were, nevertheless, important country trading points.

The remainder of Segment 1 was overwhelmingly rural throughout its history. Several large estates were established along the Delaware River, just to the east of Segment 1, by the middle of the eighteenth century, and these remained in place through the nineteenth century. Many of these farms were named, and Beer's Atlas records several, such as G. B. Rodney's "Mansion", G. M. Tybout's "Stockton", and G. Z. Tybout's "Bellevue". The only farm where Phase I investigations were conducted in this segment occurred on the W. Couper Farm, also known as Pigeon Point Farm. The Couper family was a major landholder in the area during the nineteenth century and, the

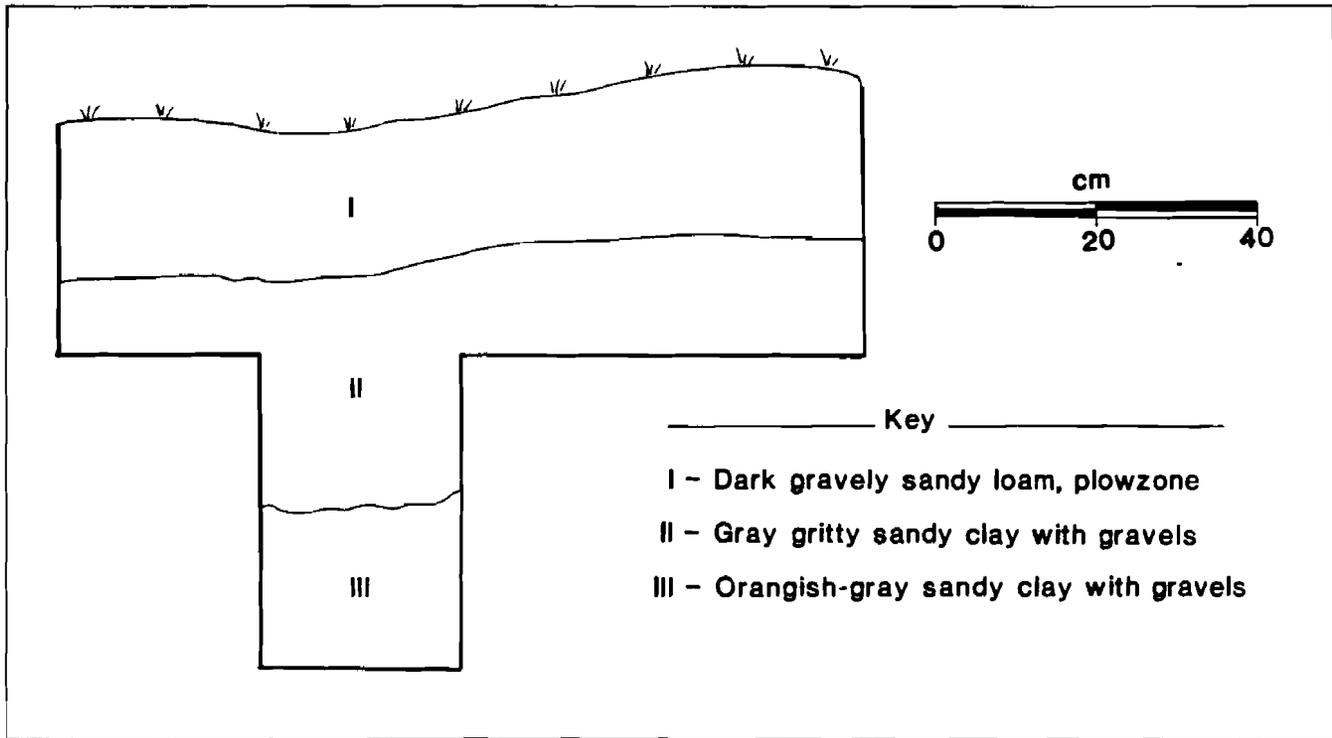
1849 Rea and Price Map and Beer's Atlas indicates that there were at least four Couper farmsteads in the vicinity by the mid-nineteenth century.

Texaco East and West Tract. The Phase I and II testing of this tract was not completed by DelDOT archaeologists because of owner permission problems; however, in February 1986, UDCAR gained permission to complete testing of the area that will be impacted by the construction of Route 7 South. The project area was divided into two sections (Texaco West and Texaco East) which were divided by the small intermittent drainages that crossed parts of the tract (Figure 19). At the time of the testing, Texaco West was in corn stubble and Texaco East was planted in winter wheat.

Phase I testing of the Texaco West area began with a controlled surface survey of the entire corn stubble field. A tear-drop shaped projectile point, a late stage quartz biface, and 20 jasper, chert and quartz flakes were the only artifacts recovered from the entire tract and no surface concentrations were identified. An additional 20 1x1m test units were also excavated to collect additional artifacts and to examine areas that might contain buried soils and cultural materials (Figure 20). A representative profile of the test units from the Texaco West locale is shown in Figure 21 and the presence of Pleistocene cobbles and gravels in the plowzone and directly beneath it indicates that the field has been badly eroded. Consequently there is no possibility for buried landscapes in this locale. Additional debitage was recovered from the plowzones of a few of

FIGURE 21

Representative Profile – Texaco West Tract



the test units along with very low numbers of 19th and 20th century metal, glass, and ceramics indicative of field scatter. The very low density of prehistoric and historic artifacts precluded the identification of a discrete archaeological site in this locale and no further work is recommended.

Phase I testing in the Texaco East area consisted of a controlled surface survey of a winter wheat field (Figure 22). A small portion of the field in the southeastern part of the survey area was not surveyed due to standing surface water and poor drainage. Surface visibility was nearly excellent and a small discrete lithic scatter, 7NC-E-81, was identified from the

surface collection. Also, field scatter of historic artifacts including brick, redware, whiteware, nail, glass, and coal fragments, was identified in the southwest portion of survey area.

Phase II testing was undertaken to determine site limits and to see if any of the artifacts were present in undisturbed contexts and consisted of a total of 32 1x1m test units (Figure 22). Profiles of test units at 7NC-E-81 were similar to those noted at the Texaco West Tract (Figure 21) and the presence of Pleistocene gravels in the plowzone precludes the possibility of any buried landscapes. Table 4 shows a summary catalogue of the prehistoric artifacts recovered from 7NC-E-81. In addition, a limited amount of non-diagnostic redware and metal fragments were recovered; however, the low density of these artifacts suggests field scatter. All artifacts were recovered from plowzone contexts.

The prehistoric artifact assemblage is dominated by jasper flakes with no signs of cortex on them. This absence of cortex suggests that they were derived from cores of primary jasper rather than cobble cores. Almost none of the jasper flakes are derived from biface reduction. Rather, they seem to be the result of production of expedient flake tools. The varied projectile points most likely date to the Woodland I Period and had been discarded due to damage through use. Two of the points, both of which are narrow-blade stemmed types, show transverse fractures indicative of knife use while another shows an impact fracture indicative of projectile point use. Bifaces from the site include two late stage quartz biface tips and an early stage

TABLE 4

SUMMARY ARTIFACT CATALOGUE - TEXACO EAST SITE (7NC-E-81)

Raw Material	Flakes w/ cortex	Flake Tools	Cores	Biface Fragments
Quartz(cortex)	16(2)	--	--	1
Quartzite(cortex)	3(1)	--	--	1
Chert(cortex)	25(6)	--	--	--
Jasper(cortex)	97(5)	2	2	--
Cuesta Quartzite (cortex)	2(0)	--	--	--

Projectile Points/Knives/Bifaces

- 1 Ironstone early stage biface
 - 1 Quartz side-notched point
 - 1 Rhyolite stemmed point with a transverse medial fracture
 - 1 Ironstone stemmed point with a transverse medial fracture
 - 1 Argillite stemmed point with an impact fracture
-

ironstone biface. Most likely, the site represents a Woodland I Period procurement/staging site where primary jasper cores were reduced to produce flake tools. A series of bifaces, manufactured from non-local materials, were also discarded at the site and these bifaces were probably used and broken at, or nearby, the site. Some reduction of local cobbles may have also taken place.

In sum, because all of the artifacts from 7NC-E-81 were recovered from disturbed plowzone contexts, the site is not considered to be eligible for listing on the National Register. No further work is recommended for the site.

Marini Tract. This tract is located between U.S. Route 301 and the western edge of Route 13, and consisted of approximately 100' of proposed ROW (Figure 19). Phase I testing was conducted by DelDOT archaeologists in November of 1981, and consisted of a controlled surface survey. A local informant stated that the field had been previously stripped of its topsoil, probably during the construction of a nearby house in 1932. Exposure of extensive Pleistocene gravels on the ground surface confirmed the informants observation. Non-diagnostic ceramics, glass, and brick fragments, were recovered from disturbed areas near Route 301. Because of the extensive recent disturbance of this tract, no further work is recommended.

Lester Tract. The Phase I survey of this tract was conducted by archaeologists of the Delaware Department of Transportation in May 1982, and consisted of a surface reconnaissance of the tract and the excavation of sixteen 75x75cm test units at 100' intervals (Test Unit Nos. 94 - 109). The site is also known as the W. Couper Farmstead, or Pigeon Point Farm and was the location of a mid-nineteenth century agricultural complex (Plates 1 and 2), the house had been burned in October 1981 and bulldozed by the owner during the Phase I survey.

Profiles of the test units showed a plowzone derived from Pleistocene gravels with no possibility of buried landscapes. Surface collections from the area of the demolished structures recovered included a wide variety of historic ceramics, glass, buttons dating to the mid-19th - early 20th centuries as well as some faunal remains (Appendix I). Unfortunately, all artifacts

PLATE 1

W. Couper House (N-5076), Front View



PLATE 2

W. Couper Bank Barn, Northeastern Aspect

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were recovered from highly disturbed contexts (Plate 3). Because the artifacts were recovered from highly disturbed contexts and because the house site has been bulldozed and destroyed, no further work is recommended.

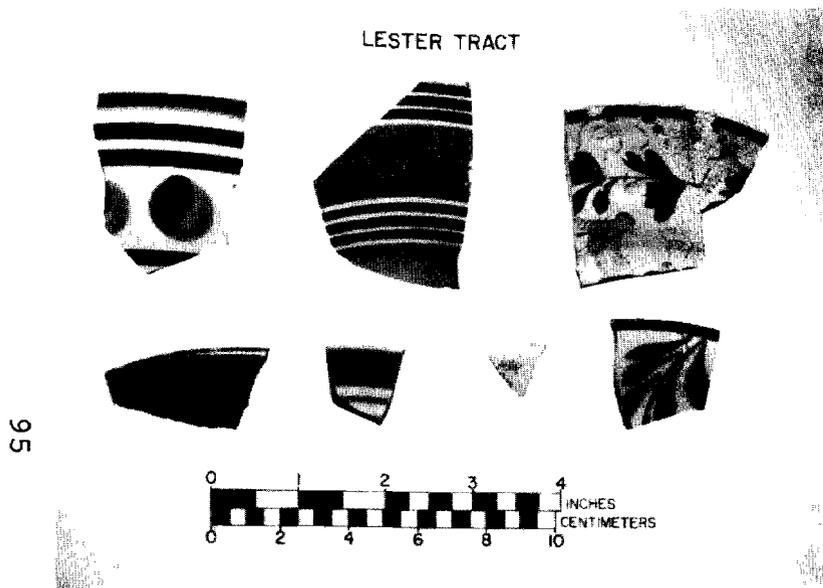
Moore Tract. This tract is located on the northeast side of the Bear-Tybouts Corner Road, and extends approximately 3400' to the south side of the Conrail railroad tracks (Figure 19). The proposed ROW in this tract is approximately 400' wide. Phase I survey was conducted by DelDOT archaeologists in May of 1982 and at the time of the survey, the property was planted in winter wheat. Phase I testing consisted of a controlled surface survey, and the excavation of fourteen 75x75cm test units (Nos. 112-125). Because the property is located near Pigeon Run, a tributary of Red Lion Creek, it was expected that the area had a high potential for prehistoric occupations.

Soil stratigraphy across the tract exhibited a silty loam plowzone underlain by sandy clay loam. Pleistocene cobbles present in the plowzone indicate much erosion and all of the artifacts recovered came from the disturbed plowzone soils. Historic artifacts recovered from the site included nail and brick fragments and very few redware and whiteware sherds. All of these artifacts are thought to represent field scatter. Prehistoric artifacts included a stemmed point and a few flakes which were not located in any discrete concentration (Plate 4). Due to the small number of artifacts recovered and the absence of any discrete concentrations, no specific site was identified and no further work is recommended.

PLATE 3

Historic Ceramics

Recovered from the Lester Tract

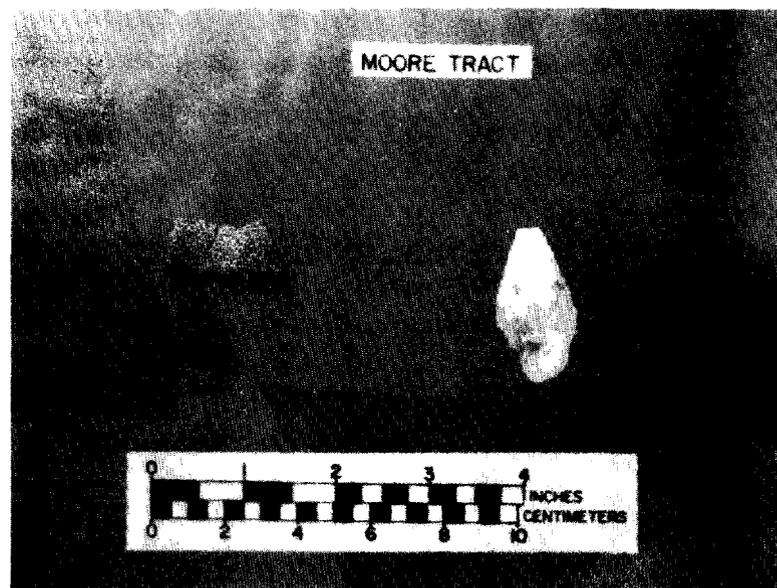


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TOP ROW (left to right): Banded Whiteware rim sherd, Blue and black annular Ironstone body sherd, Stenciled Pearlware rim sherds ca. 1820-1840.
BOTTOM ROW (left to right): Flow blue Whiteware rim sherd ca. 1844-1860, Blue banded Whiteware rim sherd, Pink and green floral overglazed porcelain rim sherd, Blue stenciled Whiteware rim sherd.

PLATE 4

Artifacts Recovered from the Moore Tract



LEFT: Gray bodied Stoneware
RIGHT: Quartz contracting stemmed projectile point

Buck Tract. This tract is located between the north side of the Conrail Tracks and the south side of Route 40 (Figure 19). The proposed ROW in this tract expands from 400' to nearly 1200' closer to Route 40, and includes the proposed location of two access ramps. At the time of the survey, the tract was in agricultural use, with recently planted corn in the ground, allowing from 80 to 100% surface visibility. Phase I testing was conducted by DelDOT archaeologists in May of 1982 and consisted of a controlled surface survey, and the excavation of twelve 75x75cm test units.

As was the case in other tracts in this segment, soil profiles showed that the plowzone was derived from eroded Pleistocene gravels and all artifacts were recovered from these eroded soils. Only historic artifacts, including a small number of whiteware and redware sherds, glass fragments, coal and brick, were found and these are thought to represent field scatter.

Background research on the Buck Tract indicated that the property had been in agricultural use since the turn of the nineteenth century (Latrobe 1803), and a survey of the existing contemporary maps showed no dwellings or structures in the tract. Therefore, no further work is recommended for the Buck Tract.

Church Tract. The Church Tract is located north of the Buck Tract and south of Route 40 (Figure 19). The proposed ROW here is approximately 1200' wide, and includes the locations of two access ramps. The property was in agricultural use at the time of the survey. The Phase I testing was conducted by DelDOT archaeologists in May of 1982, and consisted of a surface

reconnaissance and the excavation of six 75x75cm test units (Unit Nos. 139-144).

Pleistocene cobbles were present on the surface throughout the tract and the test unit profiles indicate that the plowzone was derived from these deposits. A high degree of erosion is indicated. The only artifacts recovered were two chert flakes and one shotgun shell. No further work is recommended for this tract.

SEGMENT 2: ROUTE 40 TO SCHOOL BELL ROAD (ALIGNMENT 8)

Segment 2 of the proposed Alignment 8 extends from the north side of Route 40 to the south side of the State Road 344, known as School Bell Road (Figure 18). Three land tracts were identified within this segment including the Taylor 2 tract, the McMullen tract, and the Silver Hill Farm, also known as the Larson tract (Figure 23).

Taylor 2 Tract. Two proposed access ramps joining U.S. Route 40 will be located in this tract and Phase I testing was performed by DelDOT archaeologists in May of 1982 and consisted of a controlled surface survey and the excavation of five, 75x75cm, test units (Nos. 145-149). The Latrobe Map of 1803 shows the Taylor 2 tract as a woodlot. The Rea and Price Map of 1849 shows no standing structures, nor does it show whether or not the tract had been cultivated. In addition, Beer's Atlas of 1868, Hopkin's of 1881, and Baist's Map of 1893 show no standing structures in this tract.

Profiles of the test units in this tract show a well-defined plowzone derived from Pleistocene soils. Only a few brick,

glass, metal, and redware fragments were recovered from surface and plowzone contexts and these artifacts are thought to be derived from field scatter. No further work is recommended for this tract.

McMullen Tract. The McMullen Tract extends from the hedgerow of the Taylor 2 tract, 3750' north, to another hedgerow (Figure 23). The ROW is approximately 300' wide throughout this tract. The McMullen tract includes two proposed access ramps at the proposed intersections of U.S. Route 40 and Delaware Route 7 South. Phase I testing was performed by the DelDOT archaeologists during November of 1981 and consisted of a controlled surface survey over the entire ROW augmented by 18, 75x75cm, test units, (Nos. 1-18).

The present day McMullen farmstead also known as the J. Simmons Farm Complex (N-4309) is located approximately 400' east of the Alignment 8 ROW and this farmstead can be seen and identified as J. Simmons's on the 1849 Rea and Price Map and on Beer's Atlas of 1868 (Figures 24 and 25; Plate 5). No other standing structures were recorded on either map within this portion of the ROW.

Soil profiles of the 18 test units show a yellow brown silty loam plowzone with an average thickness of 25cm. Soils below the plowzones consisted of silty and sandy Pleistocene clays with some gravels. Artifacts recovered from the disturbed surface and plowzone soils included a marble, small amounts of whiteware, earthenware, transfer-printed whiteware, porcelain, shell, glass fragments and a single chert scraper. These artifacts were scattered thinly throughout the tract with no discrete

PLATE 5

J. Simmons Farm Complex (N-4039), Southwest Aspect



concentrations. Due to the low number of artifacts found in this tract, no further work is recommended.

Silver Hill Farm-Larson Tract. This tract extends north from the hedgerow of the McMullen Tract, 3100' to State Road 344 (School Bell Road), and is 300' wide (Figure 23). Phase I and II testing was conducted in May of 1982 by DelDOT archaeologists and consisted of a controlled surface survey over the entire ROW, historical background research, and the excavation of 21, 75x75cm, test units (Nos. 150-170). A known historical house site, Silver Hill Farm (N-1592) (Plate 6), now the Larson farm, and a prehistoric site (7NC-E-50) were identified (Figure 26).

7NC-E-50 consisted of a thin scatter of prehistoric materials, mainly quartz debitage, which was found on the slope of a low knoll. The assemblage included 189 quartz flakes and seven quartz biface fragments. Also included in the surface assemblage were redware, glass, ironstone, whiteware, and stoneware fragments, along with metal, shell, bone, and brick fragments. Phase I subsurface testing produced a smaller quantity of artifacts including fragments of shell, bone, metal, glass, brick, redware, whiteware, pearlware, creamware, stoneware, and yellowware. The low number of historic artifacts indicates field scatter rather than a discrete site. Profiles of test units indicate that the plowzone and surface soils are derived from Pleistocene deposits; however, in a few places, younger Holocene soils were present beneath the plowzone. Archival research showed that the Silver Hill Farm, which appears on the 1849 (Figure 24), 1868 (Figure 25), 1881, and 1893 Atlas maps, is not located within any of the ROW alignments and none

PLATE 6

Silver Hill Farm Complex (N-1592), North Aspect

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of the directly associated archaeological remains will be affected by the project.

Phase II testing of 7NC-E-50 was completed in the spring of 1986 by archaeologists from the University of Delaware Center for Archaeological Research. Between 1982 and 1986, the ROW had been shifted so that it completely intruded into the site limits of 7NC-E-50. Phase II testing consisted of a second controlled surface survey of the site area and the adjacent portions of the field and the excavation of 24 1m test units (Figure 27).

The plowzone soils consisted of medium brown silty and sandy loams with gravels and were derived from Pleistocene deposits. In some test units deposition of slope wash had greatly thickened the plowzones, but no buried landscapes were identified.

A limited number of historic artifacts were recovered during the Phase II test excavations, all of which were from plowzone contexts. These historic artifacts included fragments of window and bottle glass, redware and whiteware, brick, and nails. All of these artifacts are thought to represent field scatter due to their low density.

Table 5 shows a summary catalogue of the prehistoric artifacts from the site. The vast majority of the artifact assemblage is composed of quartz debitage, chunks, and cores (Plate 7). Some of the chunks and debitage have cortex and the site is considered to be a quarry site for the reduction of quartz cobbles which are common in the Pleistocene gravel deposits found in the area. The two projectile points indicate a Woodland II Period use of the site. Phase II testing showed that the contexts of the artifacts found at 7NC-E-50 are badly

TABLE 5

SUMMARY ARTIFACT CATALOGUE - LARSON SITE (7NC-E-50)

	Raw Material	
	Quartz	Chert
Flakes(cortex)	2967(237)	1(1)
Chunks(cortex)	141(27)	----
Core(cortex)	3(0)	----
Early Stage Biface Rejects(cortex)	10(2)	1(0)

Projectile Points

- 1 Quartz corner notched point
 - 1 Chert stemmed point
-

disturbed and the site is not considered to be eligible for the National Register. No further work is recommended.

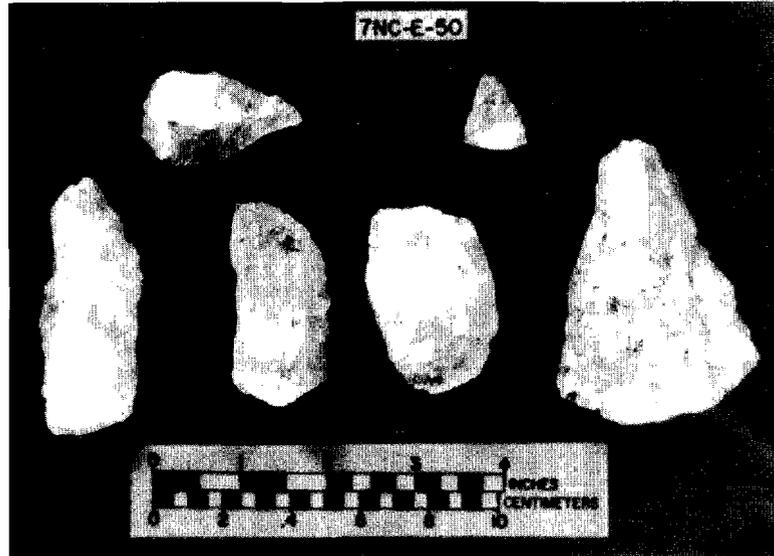
SEGMENT 3: SCHOOL BELL ROAD TO CHRISTINA RIVER (ALIGNMENT 8)

Segment 3 of proposed Alignment 8 ROW extends from the north side of State Road 344, known as School Bell Road, to the Christina River (Figure 18). The tracts included in this segment are the African Union Methodist Church Site and Cemetery tract, Site 7NC-E-32, the St. Francis Hospital tract, and the Lewden-Greene Tract (Figure 28).

African Union Methodist Church and Cemetery Tract. Phase I and II testing of this tract was conducted by DelDOT archaeologists and consisted of a surface survey in the spring of 1982 to verify the previously recorded site. Phase II work consisted of an additional surface survey and archival research to determine

PLATE 7

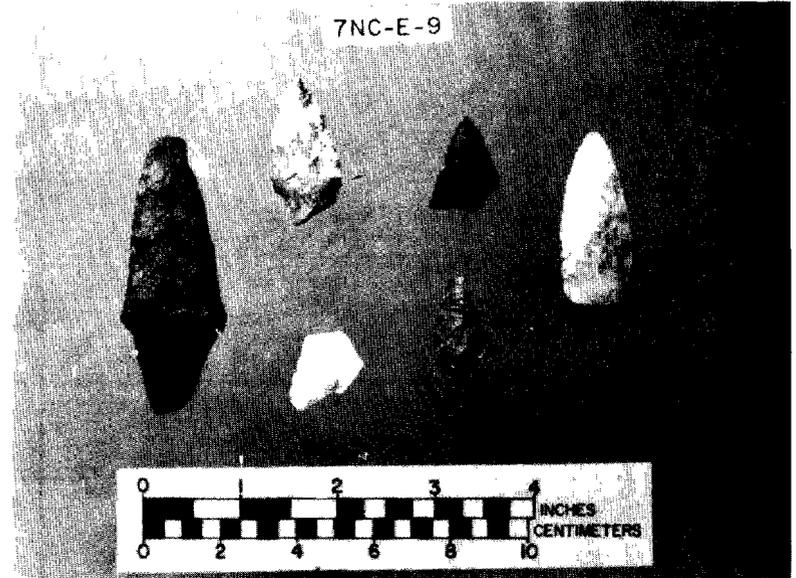
Quartz Biface Fragments Recovered
from 7NC-E-50, Larson Tract



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PLATE 8

Lithics Recovered from 7NC-E-9,
Lewden Greene Park



LEFT: Ironstone contracting stemmed point. CENTER TOP (left to right): Jasper distal stemmed point section, Chert bifacially worked flake tool. CENTER BOTTOM (left to right): Chert indented base triangular projectile point fragment, Jasper stemmed projectile point tool. RIGHT: Quartz distal projectile point/knife section.

National Register eligibility. The African Union Methodist Church and cemetery site is located at the intersection of present-day Route 7 South and School Bell Road (Figure 29). The site size is approximately 225' by 200'.

The surface survey of this site located six headstones. The headstones were plain and had minimal shaping on top and no decorative carvings. Although only two inscriptions were noted, others may exist. One complete headstone bore the inscription "Stephen Gale, born May 11, 1801, died May 4, 1875". Another headstone had "S.S." engraved on it. In addition, a single nuclear or extended family plot was observed. Although no headstones were visible in an area with undergrowth, four square corner markers which were connected by a cylindrical metal pole approximately 8 inches to 1 foot above the ground surface were observed. Two markers which are similar in appearance to the corners of the family plot, but were not in close enough proximity to each other to represent a single family plot. Building debris, including brick, dressed stone, and timbers, was observed near the eastern and northern margins of the wooded area. A depression which is characteristic of extinct roadways was also observed near the eastern margin of the site.

The Rea and Price Map (1849) shows the location of the African M. E. Church on the south side of the School Bell Road - Route 7 intersection. However, by 1868 the church is shown north of the intersection, indicating that the alignment of School Bell Road was shifted sometime near the mid-nineteenth century (Figures 30 and 31). The extinct roadway observed by DelDOT archaeologists east of the present site is probably the remains

of this earlier alignment. No road providing direct access to the church and cemetery other than the Christiana-Bear/Red Lion Road (Route 7) and a public road between the Christiana-Bear Road and the New Castle-Frenchtown Turnpike (Route 40) is depicted. It should be noted that these two roads are described in early 19th century property deeds. Additionally, the following passage appears in Scharf's History of Delaware, 1609-1888, Vol. II (1888, p.854):

"The Union American Methodist Church (Colored) is in the neighborhood of Christiana Bridge. It was built on half an acre of land received from the estate of Jeremiah Lewden, and the first structure was a small, put up in 1819. In 1850 the present house was built, a plain brick, thirty by forty feet, with galleries on three sides, in which meetings have since been lately held. The congregations are usually large, those attending coming from a large scope of country outside of the Hundred. A part of the church lot is devoted to burial purposes, and among those interred was the Rev. William Williams, who died February 19, 1878."

Scharf indicates that the first church was constructed in 1819, but Henry Heald's Map of New Castle County, published in 1820, does not show its location. An analysis of the data indicates that although the name of the church described by Scharf differs slightly from that which appears on Beer's Map of New Castle Hundred, it is the same property. The significant aspects of Scharf's description are the size of the site, the type and construction details, dates of the church structures erected on the site, and the cultural information pertaining to those who attended the church. The date of construction of the original structure indicates that the church is older than the last half of the 19th century as indicated on the state CRS form. Scharf's description also implies that the church was an

important central place for black populations both within New Castle Hundred and from the surrounding areas. This fact alone indicates that the dispersed black population of the area was not without internal shared organization which was probably focused on a minister and a group of church elders and thus some degree of social stratification. Further examination of Scharf indicates there may have been no black congregations or churches to the south in Red Lion Hundred. Thus, the African Union Methodist Church near Christiana may have served as a central place for black populations throughout the southern part of the Route 7 project area. Therefore, the site has historical significance, the extent of which is not presently known.

No further work was undertaken at the site because there was a change in the proposed Route 7 South Corridor alignment and the site is no longer within the project area ROW. Nonetheless, it can be stated that this site is very likely to yield significant data on local and regional Afro-American history in New Castle County.

Site 7NC-E-32. Site 7NC-E-32 was included in the BAHP's Cultural Resource Survey file as a prehistoric site based on a surface collection of 22 quartz flakes/chunks collected in the late 1970's. The site is located approximately 300' west of the proposed ROW alignment (Figure 32). Examination of the artifacts revealed that the status of the quartz items as artifacts was somewhat questionable. Phase I work was conducted by DelDOT archaeologists and consisted of a controlled surface survey augmented with four 50x50cm test units (Nos. 27-30 - Figure 32). In addition, UDCAR archaeologists walked this portion of the ROW

and the site area in the spring of 1986 and found nothing. Surface visibility was 90-100%. Of the test units excavated by DelDOT archaeologists, only one contained a few recent historic artifacts. One possible quartz flake was found on the surface near Test Unit 30. Profiles of the units showed a brown silty plowzone derived from Pleistocene deposits. The current survey could recover no evidence of site 7NC-E-32 within the proposed ROW, and no further work is recommended for the site.

Saint Francis Hospital Tract. This tract extends from School Bell Road to Delaware 273 (Figure 28). Phase I testing of the Saint Francis Hospital tract was conducted during the winter of 1981 and 1982 by DelDOT archaeologists. Testing consisted of a controlled surface survey over the ROW along with the excavation of 17 50x50cm test units (Nos. 9, 19-34 - Figures 32 and 33). In addition, historical research in the form of deed research, consultation of historical atlases and examination of aerial photographs was conducted.

The Phase I surface and subsurface testing produced very few artifacts, most of which dated from the 20th century. Test pits showed a truncated soil profile consisting of a 20cm thick brown silty loam plowzone overlying brown silty clays with some gravels and conglomerates. However, informant interviews indicated that a house had once stood on the property.

Although no house was standing at the time of the investigations, DelDOT engineers indicated that a structure on the property had only recently been razed in 1978. Supposedly the farmstead had been used during the early 1970s by a car theft ring who stripped and rebuilt vehicles on the property. St.

Francis Hospital officials were able to provide DelDOT archaeologists with a 1956 plan map (Figure 34) of the site made when the hospital obtained the property. Deed and archival research failed to provide data about the antiquity of the house. The property was part of the Lewden holdings until 1911, and it is probable that the house was built sometime after that. Aerial photographs obtained from the U.S. Soil Conservation Service and enlarged by DelDOT archaeologists indicate that the area was being utilized as farmland in 1937. The quality of the photo is not sufficient enough to determine if the house was standing at this time, but the area had been cleared. A 1962 aerial clearly shows the house, garage and chicken house which appear on the plan map. The barn does not appear, but the area had been cleared.

Additional testing was undertaken at the site to determine the age of the house. Testing adjacent to the house site consisted of the excavation of five trenches which were designed to expose the foundation and excavate any builders' trenches (Figure 33). Trenches were placed on three sides of the house. Limited shovel testing of the yard area was also undertaken. Additional testing included the excavation of test units at two circular depressions and the excavation of a test unit in the center of an unexplained circular privet hedge. The excavation of the two depressions was discontinued for safety reasons after the A horizon was removed. The exact function of these features was not determined, but they were probably recent septic tanks. Excavations in the privet hedge were also discontinued at the top of the B horizon when no features or artifacts were found.

Almost all of the artifacts recovered from the test excavations were of recent derivation. Therefore, they were inventoried and all artifacts which were less than 50 years in age were discarded, with the exception of especially diagnostic items such as coins and certain ceramics. Inventories typically included items from all aspects of domestic life such as T.V. trays, plastic spice jars, aluminum pie pans, flowerpots, hose brackets, toy fragments, a variety of building materials in markedly deteriorated condition, a few recent ceramics, a variety of glass including identifiable recent soda and beer bottles,

wire nails and a variety of other metal items including electrical cable and fixture fragments, plastic of all types, styrofoam, stainless steel flatware, clothing and personal items, and furniture fragments. A concrete slab floor was observed in the bottom of the interior portion of the four trenches on the north and west sides of the house. Immediately on top of this, a disproportionate amount of wooden board fragments with no apparent orientation was observed. Test Units S7W3 and S7W4 located on the western end of the house produced an unusually high amount of window glass and thick, flat glass in the upper levels. It is suggested as a result of an analysis of the flora at this end of the house and an addition depicted on the 1956 property map that an entrance was located here which, at some point, was enclosed by a large sun porch having a combination of either lowered and traditional windows, or traditional windows and extensive glass shelving. Builders' trenches were identified in each of the excavation trenches on the north and west sides of the house, but they failed to yield any diagnostic artifacts, and thus no information about the antiquity of the house.

Testing in the yard area failed to add significant information about the farmstead. Test Unit S8.5E10 did, however, contain a single quartz flake in levels II and III (A3 and B1 horizons). A few quartz flakes were also recovered from test unit S12.25E9 nearby in levels II and III. A relatively deep deposit of historic artifacts was observed in S18E10 and probably represented adjacent refuse disposal. The excavation of rectangular units superimposed over the two circular depressions

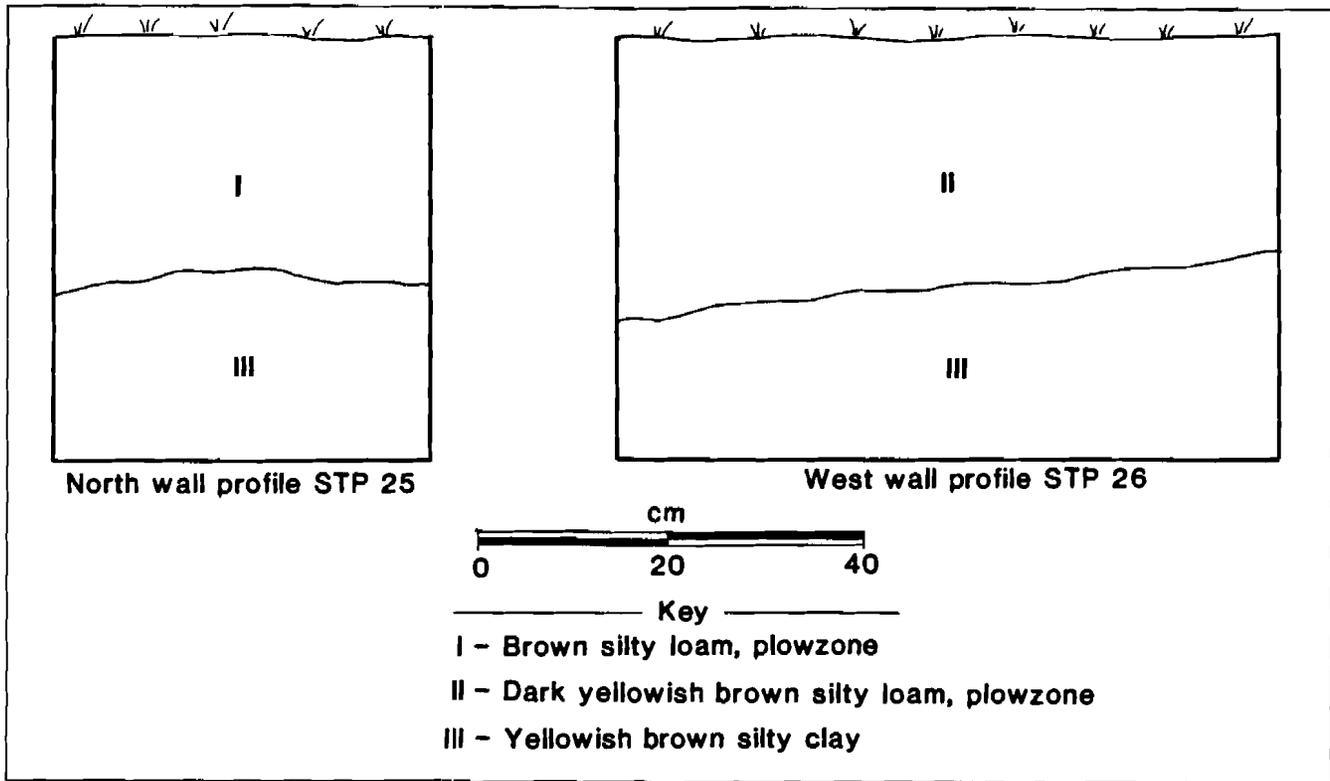
also produced a variety of recent household and building materials. The A horizon of depression B contained a 1969 penny. Testing inside the privet hedge failed to provide information about the function of this circular enclosure. Finally, in an attempt to define the orientation of the house and map its exact dimensions, the existing trenches were extended along the wall, exposing the entire foundation. This demonstrated that no integrity of this feature remained. The cinder-block foundation was discontinuous on the north and west sides, contained corners which did not align with the existing walls, did not appear to be specialized structural support features, and was absent from the trench on the south side of the house. The angle at which the foundation lay in Test Unit S8E0 indicated that some destruction had occurred during demolition.

Soil profiles were relatively uniform throughout the area tested. Those pits which were excavated outside of the house area exhibited somewhat truncated profiles, no doubt as a result of the house destruction and filling. Soil profiles typically consisted of a silty loam below the root mat, and silty clay beneath this plowzone (Figure 35).

In sum, the Saint Francis Hospital farmstead represents a small agricultural complex which appears to date to the second quarter of the 20th century. Phase I and II testing by DelDOT archaeologists has demonstrated that the site has no contextual integrity. Due to its late date and disturbed contexts, the site is not considered to be eligible for the National Register of Historic Places and no further work is recommended.

FIGURE 35

Representative Profiles - St. Francis Hospital Tract

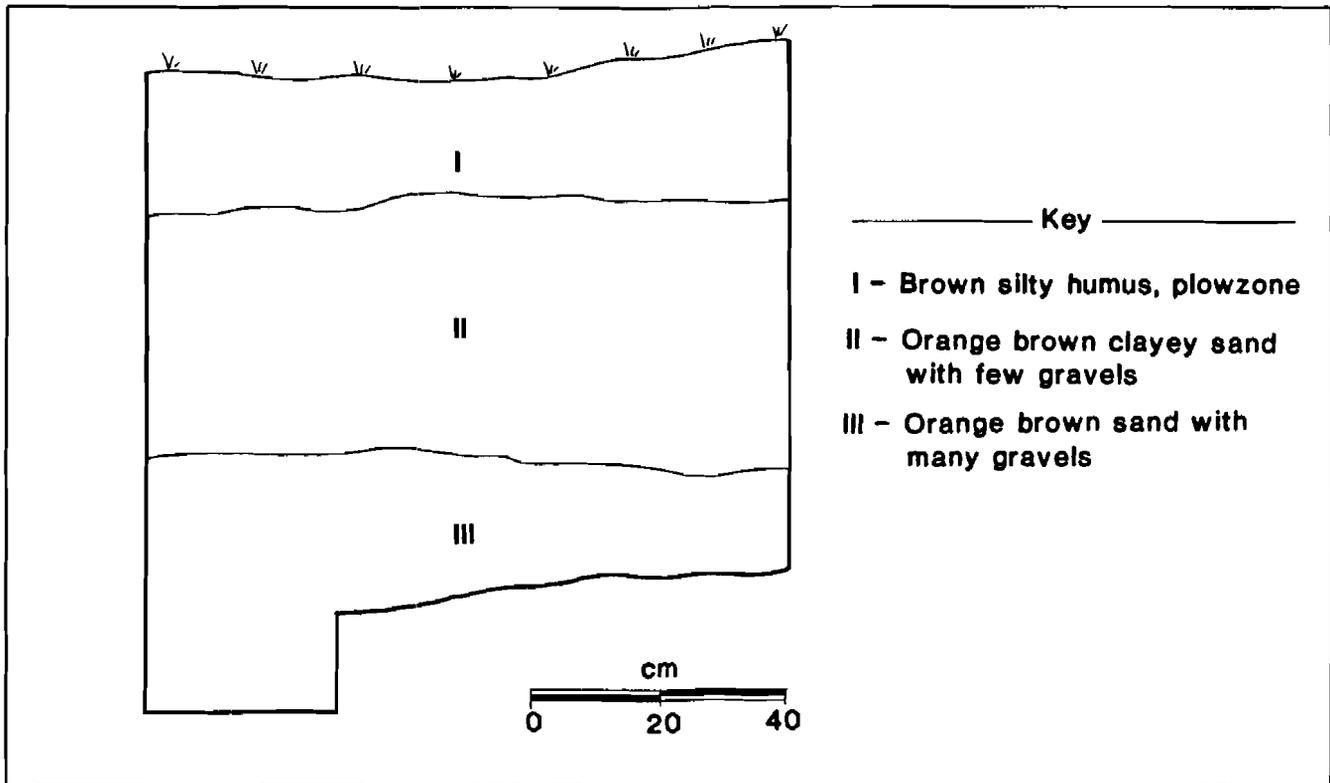


Lewden-Greene Park Tract: The Lewden-Greene portion of Segment 3 extends from Delaware Route 273 1600' north to the bank of the Christina River. This portion of the proposed alignment is approximately 800' wide at Delaware Route 273 and narrows to 450' at the Christina River (Figure 28).

The Lewden-Greene Park prehistoric site, 7NC-E-9, was originally identified by H. Geiger Omwake and Douglas Ubelaker in December of 1977. Ceramics were collected from the site including one Wolfe Neck cord-marked sherd and two Hell Island cord-marked types. These ceramics date to the Delaware Park and Wolfe Neck complexes of the Woodland I Period (ca. 500 B.C. - A.D. 1000).

FIGURE 37

Representative Profile - Lewden Greene Site



Site 7NC-E-9 is located on a low floodplain 100' south of the Christina River (Figure 36). Phase I testing conducted by DelDOT archaeologists consisted of a surface survey augmented with nine 75x75cm test units, (Nos. 35-38 and 40-44 - Figure 36). This testing was conducted in March of 1982, and produced small numbers of both historic and prehistoric artifacts (Plate 8 [p.109]). Most of these artifacts were found in the plowzone; however, soil profiles indicated various episodes of periodic erosion and deposition (Figure 37).

Phase II testing was undertaken by both DelDOT and UDCAR archaeologists due to changes in the proposed ROW. A large

number of prehistoric artifacts were recovered and a separate report will be issued on the Phase II excavations.

SEGMENT 4: CHRISTINA RIVER TO CHRISTIANA MALL (ALIGNMENT 8)

Segment 4 of the proposed Alignment 8 extends from the edge of the marshland north of the Christina River to the vicinity of Christiana Mall, all located to the east of present Route 7 (Figure 18). Within this segment, DelDOT archaeologists tested the following four property tracts in 1982: the Patterson Lane tract, the Moody tract, the Gott tract, and the Marta tract (Figure 38). Due to changes in the proposed alignment, additional Phase I testing was conducted by UDCAR archaeologists in 1986 on the Patterson Lane and Moody tracts.

This segment is one of the most significant historical locations within the project area due to its proximity to the town of Christiana, originally known as Christiana Bridge (Weslager 1947). Christiana Bridge was established on lands that may have originally been granted to Broer Sinnex (or Sinnexson) in 1684 (Scharf 1888:933). In 1683, John Ogle was also granted a parcel that may have included parts of the modern-day town. Ogle's tract was a 74 acre parcel called Eagle's Point, located just north of the present-day intersection of Routes 7 and 273 in Christiana. There was a bridge present at the location by at least 1723, when a road was laid out from the Head of Elk River to "New Castle and Christiana Bridge". By 1737, there were about 10 houses in the town, a Presbyterian church, and at least one grist and saw mill, called Christiana Mills, west of the village. Present-day Smalley's dam is a remnant of this mill complex. By

the third decade of the eighteenth century, there were several wharves located in the town itself. Two other landings, Patterson's Landing and Read's Landing, were located east of Christiana Bridge, between the Christina River and Eagle Run.

The roots of the eighteenth century success and viability of Christiana Bridge was due to the town's location at the head of navigation on the tidal Christina River, and its proximity to the Head of Elk (modern-day Elkton), at the upper end of the Chesapeake Bay. The town was thus strategically placed on one of the major transshipment, trading, and communications routes in the Middle Atlantic. It was first and foremost a merchantile village, and goods and grains travelled overland from fertile southeastern Pennsylvania, eastern Maryland, and southern New Castle County to Christiana Bridge, and then by water transport directly to Philadelphia or to Wilmington.

Much of the promotion and growth of the town in the mid-eighteenth century is owed to Dr. Rees Jones, a "practitioner of physick" who owned several houses and lots, and a tavern in the town itself. Jones had bought several tracts in White Clay Creek Hundred by 1730, and also owned the Eagle's Point parcel by 1741. He advertised in the Pennsylvania Gazette in 1748 that Christiana Bridge would "in a few years be a considerable town, being at the head of a navigable water, surrounded by good country, and a much nearer landing to the Conestogoe (SIC) country than Philadelphia, besides the advantages of having no ferries to cross."

Though Jones died in 1754, his prediction for Christiana was not far from the mark. Over the next half-century, but particularly after the American Revolution, Christiana blossomed

under the influence of the trading and shipping industries into an important regional town. A line of stage-boats and packets was established from the town in 1765, connecting Christiana Bridge directly with Philadelphia and "Baltimore Town". In the 1780s, the freight company of Hollingsworth, Maxwell, and Adams used Christiana as their headquarters, and shipped goods to various locations on the Delmarva Peninsula, southeastern Pennsylvania and eastern Maryland, including Head of Elk, Chestertown, Havre de Grace, Octorora, Queen's Town, Chestnut Levels, Peach Bottom, Nottingham, Talbot's Courthouse, and Tuckahoe Bridge. Clearly, Christiana Bridge was an important shipping town in the economic hinterland of Philadelphia. By the beginning of the nineteenth century, Christiana was a town of 30 to 60 dwellings, with several taverns, wharves, and warehouses, and a population of 289. Located in the vicinity were several large mills and landings.

By the end of the second quarter of the nineteenth century, however, Christiana Bridge was on the decline in economic position and importance. The construction of the New Castle and Frenchtown Turnpike begun in 1809, and the completion of the Chesapeake and Delaware canal in 1829, led to this gradual decline. In an effort to stem the tide of change, Christiana had contributed to the construction of the Elkton and Christiana Turnpike, chartered in 1813 (present-day Old Baltimore Pike), and the Wilmington and Christiana Turnpike chartered in 1815 (present-day Route 7). The town also petitioned the State Legislature in 1822 for the minor channelization of the Christina

River, probably a reaction to the construction of the C & D canal, and also as a part of the general 'canal boom' that swept the nation. This petition was approved and the Christiana Canal Company was formed, constructing in the next decade two small canals. One removed the "Great Loop" in the river, just below the town, and the other removed a small loop further east. This channelization also straightened out Eagle Run, a small tributary at the base of Patterson Lane near the proposed Route 7 South Corridor, and created a large marshland at the foot of the northern bluff.

These attempts at economic competition were unsuccessful, especially after the construction of the New Castle and Frenchtown Railroad south of the town in 1837 and the completion of the Philadelphia, Wilmington, and Baltimore Railroad in 1838. Map sources indicate that throughout the remainder of the nineteenth century, Christiana was no larger than about 80 structures with a population of only about 400.

Patterson Lane Tract. The Patterson Lane Tract is located on a bluff and gentle slope immediately above the marshland which extends 500' north of the Christiana River. The tract is bounded on the north by Patterson Lane and is covered with maple, gum, and hickory saplings and dense undergrowth. Local informants indicated that the area was open field until the 1950s. Close to the bluff edge, which rises abruptly about 50' above the marsh, larger oak and mulberry trees are present. An old fence line, clearly marked by osage orange trees, crosses the property on a slightly northwest trend. Excluding the marshland, where no subsurface testing was conducted due to the poor drainage and

disturbance from canal construction, the proposed ROW in this tract is about 350' long and 350' wide.

Original archaeological and documentary investigations of this tract were carried out by DelDOT archaeologists in the fall of 1982. Phase I testing consisted of a pedestrian survey which identified and located the remains of a stone foundation (approximately 50'x30'), a large, circular, excavated depression approximately 24' in diameter, a rectangular excavated depression close to Patterson Lane, and the remains of a possible stone wharf approximately 250' east of the proposed ROW boundary (Figure 39). These remains were called the Patterson Lane Site (7NC-E-53).

Historic maps of the Patterson Lane area indicated that a structure was present in this area from at least the middle of the nineteenth century until approximately the third decade of the twentieth century. The 1849 Rea and Price map of New Castle County indicates that the property was owned by William E. Heisler, a fairly prominent landholder in White Clay Creek Hundred. William E. Heisler has been identified as the owner of the J. Simmons Farm (N-4039) (see Segment 2 discussion), and also as a land owner in mid-nineteenth century Ogletown (Coleman, Hoseth, and Custer 1987). Heisler continued to own property in the Patterson Lane area on the 1860 Lake and Beers' Map of Philadelphia and its vicinity, but Beers' 1868 Atlas indicates a Thomas Webber as the owner. G. M. Hopkins' 1881 Map of New Castle County shows J. and M. Yeatman as the owners, and Baists' 1893 Atlas records a David M. Hess as the owner. The 1904 USGS

map of the area shows a structure still in the location of the foundation, and the 1937 U.S. Conservation Services aerial photograph of the Christina vicinity does not indicate the presence of the structure. Therefore, it apparently was removed between the turn of the century and 1937.

A more detailed deed research of the Patterson Lane property was conducted by UDCAR archaeologists and this research

indicated that there were a good deal more property transactions than were recorded on the historic maps. Earlier property transactions, particularly from the eighteenth and early nineteenth centuries, were located, revealing that this parcel had belonged to John Read, the father of George Read I, one of Delaware's signers of the Declaration of Independence, in the 1750s. John Read was a prominent merchant in the region, and owned several parcels and lots in the Christiana Bridge area. During his lifetime, he operated a landing on the Christina River, possibly on the Patterson Lane Tract. This landing was located on a 3.5 acre parcel and included a dwelling house, wharf, and store house. The property was bounded by Eagle Run, John Lewden's marshland, and the Christina River, clearly in the immediate vicinity of the Patterson Lane project area. Taking into account that both Eagle Run and the Christina River were channelized and were much closer to the bluff near Patterson Lane, it becomes more likely that the Patterson Lane Site was the location of John Read's dwelling house. The dwelling house and landing evidently remained in the possession of the Read family into the nineteenth century, and was sold in the 1860s to Thomas Webber of Salem County, New Jersey. From this time on until the 1930s when the structure was apparently removed and the property abandoned, the land was operated as a tenant farm by absentee owners. Table 6 is a summary of the known deed transactions for the area. It should be noted that after Heisler sold to Webber in 1861 (Table 6), the overwhelming majority of the property owners of this tract were absentee landlords, residing in Salem

TABLE 6

SUMMARY OF DEED TRANSACTIONS
PATTERSON LANE TRACT

Transaction	Deed Reference	Date	Acreage	Price
David M. Hess, Phila. from David K. Joslyn, Camden Co., N.J.	E-15-532	11-17-1890	120A	\$7500
David K. Joslyn from Solomon Connor, Dover, De.	C-15-287	7-26-1890	120A	\$7500
Solomon Connor from William Ferris	C-15-287	7-22-1890	120A	?
William Ferris from Thomas Webber ???	This transaction is inferred. There is no deed reference to William Ferris as to when or from whom he purchased the property.			
Thomas Webber, Salem Co., N.J. from William Egbert Heisler, White Clay Creek Hund. (here after WCCH)	N-7-116	3-5-1861	120A	\$7800
* Heisler acquired the property through four separate transactions, labelled A through D, below. The Patterson Lane Tract is made up of all of Parcel A, and parts of parcels B, C, and D.				
<u>Parcel A:</u>				
William Egbert Heisler, WCCH from Benjamin Whiteman, WCCH	K-5-433	3-4-1843	109+A	\$2800
<u>Parcel B:</u>				
William Egbert Heisler, city and county of Baltimore, Md. from John G. Sankey, Christiana Bridge	G-6-353	2-24-1851	7A	\$400

TABLE 6 (cont.)

Transaction	Deed Reference	Date	Acreage	Price
<u>Parcel C:</u>				
William Egbert Heisler, Baltimore city and county, Md.				
from	P-6-241	3-7-1854	8+A	\$610.75
Joseph N. Troth, Christiana Bridge				

<u>Parcel D:</u>				
William Egbert Heisler, WCCH				
from	H-7-288	1-3-1860	15A	\$900
Ann and Rebecca Allen, sisters of John Allen, WCCH				

* Deed tracing of the property transactions for the Patterson Lane Tract become more difficult from this date back. Connections between several of the owners are not known, or were not recorded in the deed books. What is known at this time about each parcel is shown below.

<u>Parcel A:</u>				
James Read, Phila.				
from	F-3-446	3-25-1808	130+A	t333,
John and Thomas	(mortgage)		(3 tracts)	6s,9d
Janvier, town of New Castle				

* How the Janviers acquired this land is not known. This is the same property listed below. Apparently part of the Whiteman property (DR K-5-433) above, but connection obscure.

John Read, merchant, Christiana				
from	Q-1-526	8-10-1750	3.5A	t10
Peter Hayman, shallopman of Christiana, and only surviving heir of Nicholas Hayman, dec'd yeoman				

John Read, merchant, NCC				
from	L-1-120	6-24-1737	150+A	t120, 15s,6d
Henry Newlin, sheriff, NCC				

* Sale of Nicholas Hayman's land includes the same 3.5 acre parcel sold to Read in Q-1-526 above.

TABLE 6 (cont.)

Transaction	Deed Reference	Date	Acreage	Price
<u>Parcel B:</u>				
John G. Sankey, Christiana Village				
from	G-6-351	4-3-1851	7A	\$400
Isaac Doughten, Gloucester Co., N.J. trustee of estate of Stephen Doughten				
Stephen Doughten				
from	M-4-368	3-25-1831	7A	\$140
John Levering, Lower Merian Township, Montgomery Co., Pa., executor of Thomas B. Ogle's estate				
John Levering				
from	M-4-254	2-23-1831	5 parcels	---
Martha Ann Ogle, Lower Merian Township, Montgomery Co., Pa., wife of Thomas B. Ogle, deceased				
* Martha Ogle released her rights to the property to the executor of the estate.				
Thomas B. Ogle				
from	by will	1-16-1822	7A	---
Mary McMechen, wife of Dr. William McMechen				
Dr. William McMechen				
from	by will	prior to 1822	----	-----
Mary McMechen				
<u>Parcel C:</u>				
Samuel L. Eccles, WCCH				
from	P-6-16	3-13-1841	(part)	----
John Niven, David G. Niven, Martha N. Woodland, and Mary F. Niven				
Joseph N. Troth				
from	G-6-322	3-20-1851	(part)	----
Lewis Vandergrift				

TABLE 6 (cont.)

Transaction	Deed Reference	Date	Acreage	Price
<u>Parcel D:</u> Anne and Rebecca Allen, WCCH from John Allen	by will	4-12-1859	15A	----
John Allen, Christiana Bridge from James Price, Wilmington	N-4-465	12-19-1831	15A	\$2500
James Price from Isaac Price, Wilmington	K-4-9	6-7-1829	10 lots	\$5000

Key

NCC = New Castle County
t = pound
s = shilling
d = pence

County, New Jersey, Philadelphia, Dover, and Camden County, New Jersey. This is significant for the archaeological research because it indicates that the Patterson Lane Site was occupied for much of its history by tenants, and not by owner-occupiers.

Based on the initial Phase I reconnaissance of the site, and the background archival research, an intensive Phase II testing of the site was undertaken by DelDOT archaeologists. Changes in the proposed ROW necessitated further Phase II excavations by UDCAR archaeologists. The results of all of these Phase II test excavations will be described in a separate report.

Moody Tract. This tract is located just north of Patterson Lane, and extends to the low, poorly-drained ground near Eagle Run.

The proposed ROW here is approximately 350' wide and the tract is about 700' long (north-south) (Figure 38). Testing was originally conducted in the proposed ROW of this tract by DelDOT archaeologists in the spring of 1982. Additional testing was undertaken by UDCAR archaeologists in the spring of 1986 after DelDOT design changes shifted the proposed alignment westward. The tract where DelDOT archaeologists tested was predominantly pine forest and scrub brush, and the area that UDCAR archaeologists tested was new field growth and pine woods. Surface visibility in both areas was low.

A previously identified archaeological site, the Marta Site (7NC-E-16) is located close to the western edge of the proposed alignment in this tract. The site was investigated in 1976 by Wayne Hill, a Newark High School teacher, and some of his students. It was reported that the site contained both historic and prehistoric components. Unfortunately, the field notes and artifacts from Hill's excavations could not be located. Because of this lack of information the Phase I survey of this tract consisted of a pedestrian survey and the excavation of six 75x75cm test units (Figure 40).

Test unit profiles showed a dark humus level, underlain by a buried plowzone. Beneath these soils were moist sandy to silty clays (Figure 41). Both historic and prehistoric artifacts were recovered from the humus and plowzone horizons. Historic artifacts included fragments of jackfield redware, and shell-edged pearlware, probably indicative of field scatter from agricultural manuring practices of the eighteenth and nineteenth

FIGURE 41

Representative Profile,
Marta Site

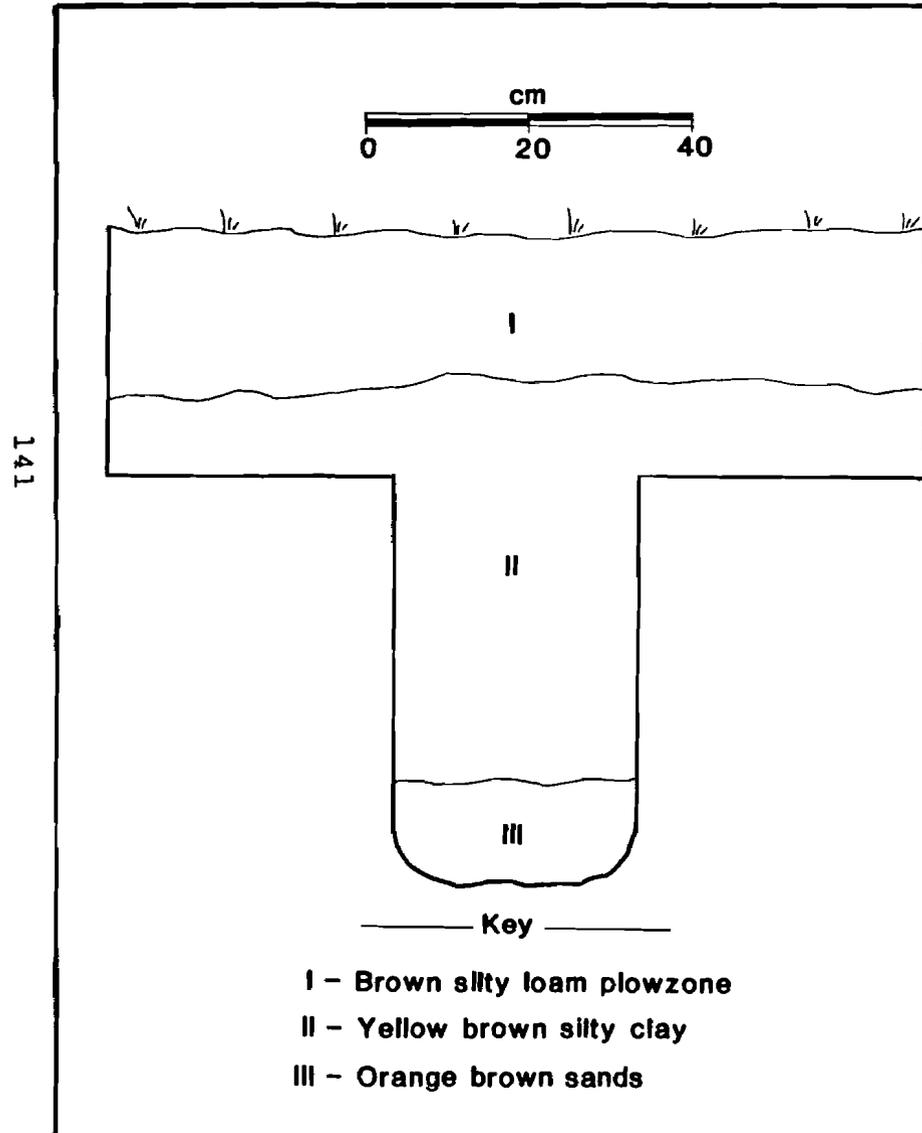
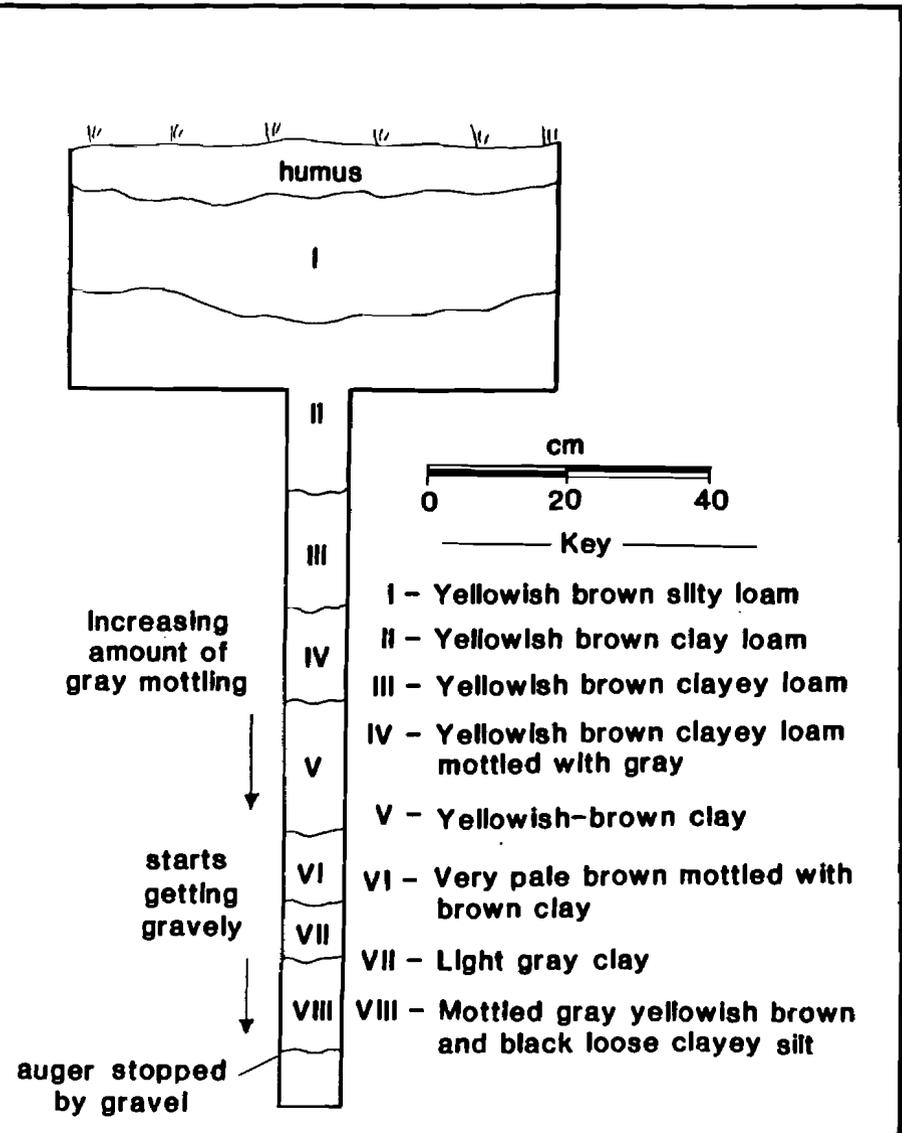


FIGURE 42

Representative Profile,
Marta Site



centuries. Prehistoric artifacts included jasper and quartz flakes, a quartz stemmed point and a jasper biface, all recovered from the A horizon.

Phase II testing was conducted at the site by DelDOT archaeologists and consisted of the excavation of 12 75x75cm test units (Figure 40). All of these units were confined to a pine woods along the western boundary of the proposed ROW, downslope from the field where the Marta Site was reported to be located.

Artifacts recovered from test units 247-258 and soil horizons observed during the Phase II testing indicated that the archaeological record has been significantly altered by colluvial movement of sediments. Soil profiles were truncated, and surface soils were derived from Pleistocene deposits. A few historic artifacts, similar to those found during Phase I testing, and some quartz flakes were found in plowzone contexts. The low density of artifacts indicates that there was no significant prehistoric or historic occupation in this area of the proposed ROW, or at the reported Marta Site.

Additional archaeological testing was conducted at the Marta Site in the spring of 1986 by UDCAR archaeologists due to design changes in the proposed alignment which shifted the ROW approximately 200' to the west, upslope into the field area where the Marta Site was reported. Additional testing consisted of the excavation of 20 1x1m test units (Figure 40). The test units extended into the pine woods, where several of the old DelDOT test units were identified. Also located during the UDCAR testing were several of Wayne Hill's old test squares.

Soil profiles from this testing showed a plowzone derived from Pleistocene deposits, which indicates much erosion at the site area. Historic artifacts, including brick, ceramic, glass, and coal fragments, were recovered from plowzone contexts and represent field scatter. Ten jasper, chert, and quartz flakes were recovered from disturbed plowzone contexts.

Because of the low number of artifacts recovered and their disturbed context, the Marta Site (7NC-E-16) is not considered to be eligible for the National Register and no further work is recommended.

Gott Tract. This tract is located between the Marta Tract and the east side of Route 7, approximately 1900' north of Patterson Lane (Figure 38). The tract is about 100' wide from north to south and 500' long from east to west. Phase I investigations were conducted on this tract by DelDOT archaeologists in May 1982, to test for a proposed access ramp between the proposed ROW and present Route 7. Testing consisted of a pedestrian survey and the excavation of three 75x75cm test units (208-210). Testing showed a disturbed soil stratigraphy caused by recent house construction and historic agricultural practices. Coal, brick, redware, and metal fragments and a few pieces of quartz debitage were recovered from disturbed contexts. No further work is recommended for the tract due to the recent disturbance of the area and the limited number of artifacts.

Marta Tract. This is the northern-most of the property tracts in Segment 4, and it is approximately 2200' long (north-south) and varies in width from 350' to over 1000' (Figure 38). Phase I

testing on this tract was conducted by DelDOT archaeologists in May of 1982 and consisted of a pedestrian survey and the excavation of 30 75x75cm test units and two strata cuts. The tract is characterized by new field growth, consisting of young hardwood saplings, intermixed with pines and scrub brush. Eagle Run, a tributary of the Christina, and several intermittent low-order streams, flow through the tract. Historic research indicates that much of the area was utilized as agricultural fields in the nineteenth century.

Phase I testing indicated that most of the tract had been plowed, except for the fringes of Eagle Run and the intermittent streams. Soil stratigraphy of the area displayed a dark organic humus level, under which was a brown sandy to silty clay loam buried plowzone which was in turn underlain by silty clays with high moisture content (Figure 42). Much of the tract was poorly drained. A small scattering of historic artifacts typical of nineteenth century manuring practices and field scatter were recovered from the plowzone. Prehistoric artifacts were also recovered from the plowzone including a few quartz flakes, fire-cracked rocks, a utilized jasper biface, and a small quartz stemmed projectile point. BAHP staff also indicated that prehistoric artifacts had been found in the general area during the construction of Christiana Mall. Additional test excavations, which consisted of eight 1x1m test units located in the vicinity of the initial artifact finds were undertaken. Only a few additional flakes were recovered from plowzone contexts. Soil profiles were truncated with Pleistocene gravels on the surface and in many areas it was clear that extreme disturbance

of the ground surface had occurred as a result of the construction of the Christiana Mall. The extreme degree of ground disturbance may even mean that the artifacts recovered were not in their original locations. Because of the low density of artifacts and the high degree of disturbance, no discrete site was identified and no further work is recommended for this tract.

SEGMENT 5: SCHOOL BELL ROAD TO ROUTE 273 (ALIGNMENT 9)

This segment of the proposed ROW consists of the southern end of proposed Alignment 9, and extends northwestward from the vicinity of School Bell Road, crossing the Christina River approximately 2600' west of the Christina River bridge, and joins with Route 273 just east of University Plaza, about 2000' northwest of the Route 7 and 273 intersection in the town of Christiana (Figure 18). The segment is approximately 7000' in length, and varies from 250' to 550' in width. The ground traversed by this segment is a combination of agricultural fallow/grass land, active agricultural property, scrub woodland, and industrial/commercial property. The segment was divided into five property tracts: the Tolliver Tract, the Bear Yard II Tract, the State Wheat Field Tract, the Nowakowski Tract, and the Barlow Tract (Figure 43).

Tolliver Tract. This tract is located in a mature poorly drained woodland area, which is located approximately 200' northwest of Route 7 and 400' north of the DelDOT Bear Yard (Figure 43). Phase I testing here was conducted by DelDOT archaeologists in May of 1982. Auger tests were carried out at 100' intervals to

examine soil profiles and drainage characteristics. The soils were wet clays underlain by Pleistocene sandy clays with pebbles and gravels. The area had not been plowed during the historic period due to its poorly drained nature. No further work is recommended for this tract because it is too poorly drained for settlement.

Bear Yard II Tract. The Bear Yard II Tract is located just south of the Christina River, at the western terminus of Shield's Lane (Figure 43). The proposed ROW for Alignment 9 in this tract is approximately 250' wide and about 600' long. Phase I testing in this tract concentrated on an area that is located on a slight knoll above the Christina River and is bordered by a tributary of that river to the west. A potential historic site was identified in this location during the Route 273 archaeological survey (Thomas 1980). Testing in this tract was conducted by DelDOT archaeologists in March of 1982, and consisted of a surface reconnaissance and the excavation of six test units (Test Units 45-50). The tract's environment is characterized by scrub woods, and a wet, swampy ground surface. Considerable disturbance has occurred on the tract due to the demolition of the house that stood in the area, and by the proximity of the location to the DelDOT maintenance yard at Bear. Soil stratigraphy in the tract exhibited a wet brown sandy to silty clay above a more dense wet brown to yellowish brown clay and clay loam subsoil. Evidence of demolition disturbance in the form of mottled clay fill was observed in some areas. A few jasper flakes and 20th century historic artifacts were collected from disturbed areas. Because this tract is poorly drained and badly disturbed, no further

work is recommended for this property.

State Wheat Field. The tract known as the State Wheat Field is located on the south side of Old Baltimore Pike north of the Christina River (Figure 43). The proposed ROW for this portion of Alignment 9 is approximately 1400' long, and ranges in width from 500' at Old Baltimore Pike to 250' at the Christina River. Within this tract Thomas (1980) identified a possible prehistoric site close to the Route 7 proposed ROW on a slight knoll. Artifacts recovered by surface reconnaissance by Thomas included approximately a half dozen quartz flakes and bifaces. Thomas noted however, that because of the low intensity of the prehistoric occupation, no subsurface testing was conducted by MAAR.

Phase I testing on this tract was conducted by DelDOT archaeologists in April of 1982. Surface reconnaissance had indicated that much of the eastern side of the proposed ROW was disturbed by construction, but the remainder of the tract was fallow grassland, with a small wood lot in the southwest corner of the tract, along the floodplain of the Christina River. Subsurface testing consisted of the excavation of 12 75x75cm test units (Nos. 60-71). Test units showed a plowzone underlain by a subsoil of yellowish red coarse sands and sandy clays, probably of Pleistocene age. Nineteenth and twentieth century historic artifacts indicative of field scatter, such as brick, ceramics, coal, and glass fragments were found along with 2 quartz flakes. Because few artifacts were recovered from this tract, no discrete site was identified and no further work is recommended.

Nowakowski Tract. This tract is located on north side of Old Baltimore Pike, about 2000' southwest of the Route 7 and 273 intersection, and about 1200' north from the Smalley's Dam Road and Old Baltimore Pike intersection (Figure 43). It is triangular in shape, and the proposed ROW extends about 1000' north and is about 450' wide. The eastern side of the proposed ROW has been disturbed by construction and there are cultivated and fallow grass areas to the west of the ROW. Phase I testing on the Nowakowski Tract was conducted by DelDOT archaeologists in the spring of 1982, and consisted of a controlled surface survey, with surface visibility ranging from 50 to 100%, auger testing, and the excavation of ten 75x75cm test units.

Phase I testing on the Nowakowski Tract was conducted on two separate fields, shown as the North Field and the South Field in Figure 44. The North Field was fallow at the time of the Phase I testing, and the South Field was in agricultural use. The South Field was subjected to a pedestrian surface reconnaissance. The field was divided into seven irregularly-shaped collection zones, numbered 1 through 7. A variety of historic artifacts summarized in Table 7 included English white salt-glazed stoneware, Staffordshire redware, feather-edged creamware, shell-edged and polychrome stenciled pearlwares, scratch-blue stoneware, English brown stoneware, bottle and window glass, and metal fragments. Prehistoric flakes, stemmed projectile points and bifaces were also collected during the surface reconnaissance (Plates 9 and 10).

Because the surface collection indicated the presence of a site with both historic and prehistoric components, a site number

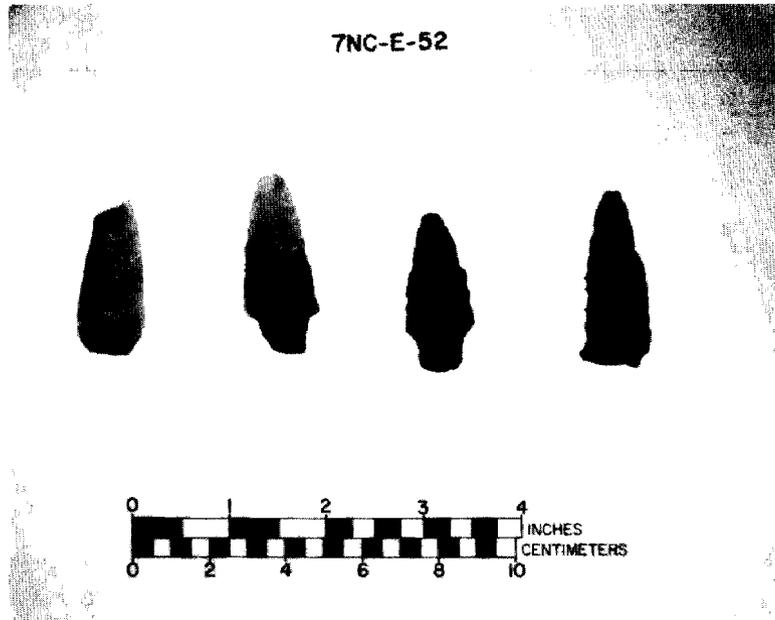
TABLE 7

SUMMARY OF HISTORIC ARTIFACTS FOUND AT THE NOWAKOWSKI SITE
(7NC-E-52) - SOUTH FIELD

		Area 1		Area 2		Area 3		Area 4	Area 5	Area 6	Area 7	
		Surface	Subsurface	Surface	Subsurface	Surface	Subsurface	Surface	Surface	Surface	Surface	
Artifacts												
Ceramics												
	Redware	120	57	67	41	48	20	85	52	48	21	
	Creamware	3	13	9	12	3	5	6	4	4	3	
	Pearlware	3	6	6	9	3	1	5	3	1	3	
	Whiteware	1	4	2	1	1	4	--	1	1	--	
	Ironstone	--	--	--	--	--	--	1	1	3	--	
	Yellowware	--	3	--	--	--	--	--	--	--	--	
	Stoneware	7	3	7	1	5	1	--	2	3	3	
	Tin-glazed	1	1	1	--	--	--	--	--	--	--	
	Porcelain	4	2	9	1	4	--	--	--	3	2	
	Staffordshire	--	--	--	--	--	--	1	--	--	--	
	Rockingham	--	--	--	--	1	--	--	--	--	--	
	Pipe	--	--	1	--	--	--	--	--	--	--	
	Unidentifiable	--	2	--	1	--	--	--	1	--	--	
151	Glass											
		Window	3	--	8	7	1	1	3	--	1	--
		Bottle	77	9	58	2	8	1	--	--	6	3
		Table	2	4	3	1	1	3	4	17	--	--
	Unidentifiable	--	--	--	--	2	--	--	--	--	--	
Architectural												
	Brick	50	50	50	18	4	7	11	8	5	9	
	Glaz. Brick	--	--	--	--	2	--	--	--	--	--	
	Nail	--	--	--	--	--	--	--	--	--	--	
	Unident.	--	--	1	--	--	--	--	--	--	--	
	Asphalt	--	--	--	--	--	--	--	--	--	--	
	Shingle	--	--	--	--	--	--	--	4	--	--	
Personal												
	Button	--	--	--	--	1	--	--	--	--	--	
Miscellaneous												
	Misc. Metal	2	4	4	--	2	1	2	2	1	--	
	Bone	--	--	--	--	--	--	--	--	1	--	
	Shell	8	1	12	--	17	1	4	2	--	3	
	Plastic	--	2	3	--	5	1	13	9	3	--	
	Nylon Cloth	--	--	1	--	--	--	--	--	--	--	
	Coal	--	--	15	--	--	--	--	--	--	--	
	Leather	--	--	--	--	1	--	--	--	--	--	

PLATE 9

Lithics Recovered from 7NC-E-52,
Nowakowski Field #1

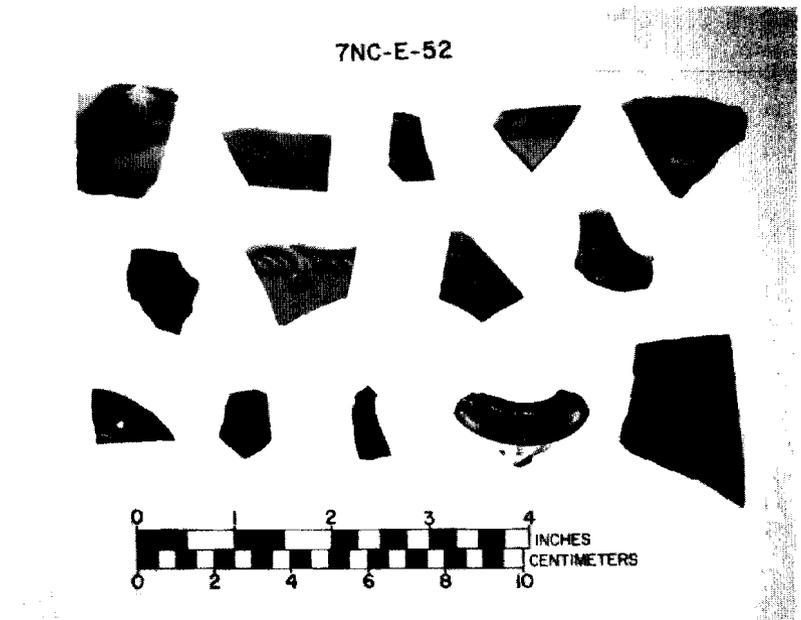


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LEFT TO RIGHT: Quartz biface/point medial section
Quartzite stemmed projectile point, Quartzite stem-
med projectile point, Chert biface/point medial
section.

PLATE 10

Historic Artifacts Recovered from
7NC-E-52, Nowakowski Field #1



TOP ROW (left to right): Handpainted blue under-
glazed porcelain body sherds. CENTER ROW (left to
right): Refined redware, creamware, molded barley
pattern white saltglazed stoneware ca. 1740s, un-
decorated kaolin pipe fragment. BOTTOM ROW (left
to right): Scratch blue stoneware (3 sherds),
Tooled and rolled olive green bottle rim fragment
ca. 1750-1820, Slip decorated Staffordshire pie-
crust rim sherd ca. 1675-1775.

was assigned (7NC-E-52). Intensive archival research was also undertaken. Background research into the history of the Nowakowski Tract indicated that portions of the site were granted quite early in the settlement of the Christiana Bridge area. Table 8 is a summary of the deed transactions concerning the Nowakowski Site. As can be seen, the site is old and the chain of titles confusing. Eighteenth century transactions are possible as early as 1726, when Colonel John French purchased 200 acres from Captain William Battell. The presence of mid-to-late eighteenth century ceramic types on the site would indicate a fairly early occupation, and the deed records would suggest that a structure could be present by the 1780s. It is known that by 1851 Walter F. Southgate owned all of the separate parcels that made up his farm. A year later he was assessed for four parcels and over 155 acres. These included 2 frame houses, 1 brick house, 2 frame stables, 1 frame barn, and a frame storehouse and wharf, for a total assessment value of over \$6600. Southgate is shown as the owner on both the 1860 Lake and Beer's Atlas (Figure 45), and the 1868 Beer's Atlas (Figure 46). Both of these maps indicate that two structures are present on the tract. His heirs sold the property to William F. Smalley in 1878, and Smalley owned the farm at least until 1893. Significantly, the structure closest to Old Baltimore Pike is not present in 1893 (Figure 47).

The highest concentrations of surface collected historic artifacts were found in Zones 1 and 2 (Table 7), followed in descending order by Zones 4, 5, 3, 6, and 7. The historic artifacts recovered from both the surface collecting and the subsurface testing in Zones 1 and 2 date from the mid-eighteenth

TABLE 8

CHAIN OF TITLE FOR THE
NOWAKOWSKI SITE (7NC-E-52)

Transaction	Deed Reference	Date	Acreage	Price
Mary E. Southgate, widow of Walter F. Southgate to William F. Smalley & wife [5 lots]	I-11-123	1878	107 1/4A	\$2000

* Southgate acquired his property through a series of transactions involving 5 separate lots; the known lot transactions are listed below for each lot.

Lot 1
(consisted of two parcels A & B)

A) James Black, dec'd, leaves land to heirs: James R. Black, Sarah Black, Catherine Maria Black, Jane Black, and widow Mary Black	OC V-1-213 V-1-488	1795 1801	192+A	
			(new log house in good repair)	
James R. Black, John Donaldson (the younger) & Catherine Maria (Black) Donaldson, his wife (sister of James R. Black) to Benjamin Whiteman, merchant WCCH	DR G-4-443	1829	192A+	\$6000
B) Samuel Chandler, Sheriff, re- covering a debt, for Benjamin Whiteman, of \$300 against Henry Byard, William Byard & Richard Byard to Walter F. Southgate	H-6-354	1851	20A	\$150

TABLE 8 (cont.)

Transaction	Deed Reference	Date	Acreage	Price
Lot 2				
James Black, John Donaldson (the younger) & Catherine Maria (Black) Donaldson, his wife to Benjamin Whiteman, merchant WCCH	DR G-4-443	1829	192+A	\$6000
Benjamin Whiteman & Maria, his wife to Henry Byard, William Byard & Richard Byard ("men of colour")	DR V-5-315	1843	50A	\$1500
Samuel Chandler, sheriff to Walter F. Southgate	DR H-6-354	1851	50A	\$550
Mary E. Southgate, widow of Walter F. Southgate to William F. Smalley	DR I-11-123	1878	107 1/4A	\$2000
Lot 3				
George Hillis, 3rd to George Pierce	DR V-2-409	1796	19+A	80 L
George Pierce to William McMechen	DR V-2-355	1796	19+A	80 L
William McMechen to Mary McMechen, his wife	WR Q-1-287	1805	19+A	-----
Mary McMechen (widow of William McMechen) to Peter L. Ogle	DR F-7-477	1822	19A	\$20

TABLE 8 (cont.)

Transaction	Deed Reference	Date	Acreage	Price
Lot 3 (cont.)				
Peter L. Ogle to Hannah Ogle	DR E-5-11	1822	19A	\$155
Hannah Ogle, WCCH to Hannah Maria Simpson, Hester Ogle & Benjamin G. Ogle (of Philadelphia)	DR E-5-12	1838	19A	\$10
Samuel Simpson & Hannah Maria Simpson, his wife to Benjamin G. Ogle	DR G-6-407	1851	1/3 of 19A	\$221.66
Samuel and Hannah Maria Simpson to Walter F. Southgate (Hester Ogle's 1/3 part)	DR F-7-474	1859	1/3 of 19A	\$111
John S. Parsons and his wife, Kent Co., MD to Walter F. Southgate	DR F-7-472	1859	1/3 of 19A	\$111
William B. Derickson & Ellen (Ogle) his wife to Walter F. Southgate	DR F-7-471	1859	19A	\$80
William R. Lynam, guardian of Graham L. Ogle, minor child of Benjamin G. Ogle, dec'd. to Walter F. Southgate	DR F-7-469	1859	19A	\$690.59
Mary E. Southgate, widow of Walter F. Southgate to William F. Smalley	DR I-11-123	1878	107 1/4A	\$2000

TABLE 8 (cont.)

Transaction	Deed Reference	Date	Acreage	Price
Lot 4				
Colonel John French to Capt. William Battell	DR I-1-154	1726	200A	650 L
William Battell and Parnella his wife to Ascher Clayton & wife, & Robert Chapman & Susanah, his wife	DR I-1-352	1730	500A	885 L
Henry Newton, sheriff, for Mary Clayton and Samuel Bickley, executors of Ascher Clayton to Joseph Peace (or Pearce)	DR H-2-232	1738	470+A	500 L 10 S
Joseph Peace, miller, Trenton N.J. to Francis Bowes, attorney, Trenton, N.J.	DR H-2-251	1742	477A	5 S
Joseph Peace, miller to Francis Bowes	DR H-2-236	1742	376A	1700 L
Francis Bowes to William Patterson	DR H-2-246	1745	500+A	2200 L
William Patterson to Samuel Patterson (Lot 4, probably also lots 1-5)	DR E-2-308	1780	300A	1100 L

TABLE 8 (cont.)

Transaction	Deed Reference	Date	Acreage	Price
Lot 4 (cont.)				
William Patterson and Susanah, his wife to Samuel Patterson	DR E-2-308	1780	292A	1100 L
James Black, Soloman Maxwell & William McClay, executors of Samuel Patterson, dec'd. to Joseph Hill, silversmith	DR G-2-83	1787	2A	15 L
Thomas Kean, sheriff to Joseph Hill	DR M-2-148	1791	6 1/4A	
Joseph Hill, dec'd. to heirs, Thomas Reece, Hester (Hill) Peace, & Thomas Hill	OR M-1-48	1825	8 1/4A	
Thomas Reece, dec'd. leaves land to his son, Thomas H. Reece	by will referenced in DR O-7-267		8 1/4A	
Thomas H. Reece to Walter F. Southgate	DR O-7-267	1862	8 1/4	\$400

Key

DR = deed record
 WR = will record
 OR = orphans court record
 A = acres
 L = pounds
 s = shillings

century to the present, and the large number of brick fragments in these zones suggests the presence of a structure or structures in this vicinity. This supposition is supported by the historic background research. The historic artifacts found in Zones 3, 4, 5, 6, and 7 also dated from mid-to-late eighteenth century to the present.

Prehistoric artifacts recovered from the Phase I testing, both surface and subsurface, included a quartz stemmed point from Test Unit 211, one quartz stemmed biface and a rhyolite stemmed biface from Zone 4, and about a dozen jasper and quartz flakes from throughout the collection zones. The distribution of the prehistoric artifacts suggests that there are two possible prehistoric artifact concentrations at the Nowakowski site, one located in the vicinity of Zone 4, and one in Zone 1. The concentration of prehistoric artifacts in Zone 4 may represent a

small procurement site associated with the tributary of Rum Branch. Both occupations were probably occupied during Woodland I times.

Based on the results of the Phase I surface reconnaissance and archival research five additional 75cm x 75cm test units were excavated in the South Field (Test Units 211 through 215 - Figure 44). Test units 211 through 214 exhibited similar profiles, with a dark yellowish brown plowzone underlain by yellow brown silty and sandy clays (Figure 48). Test unit 215 had a slightly different profile, with a much deeper plowzone, and evidence of alluvial erosion, probably from a small tributary of Rum Branch. More prehistoric and historic artifacts similar to those found in the earlier research were recovered from plowzones in the South Field test units.

Phase I testing in the North Field consisted of the excavation of five 75cm x 75cm test units (216 through 220 - Figure 44). A scattering of historic artifacts, including redwares, whitewares, pearlwares, brick and glass fragments, were recovered from plowzone contexts and in much lower quantities than in the South Field (Table 9). Test Unit 218 recovered five jasper and quartz flakes from the plowzone. These were the only prehistoric artifacts found in the North Field. Soil profiles showed plowzone underlain by brown or yellow/brown clayey silts (Figure 48). Test unit 216 contained a deep profile created by both colluvial and alluvial sediments, probably the result of slope wash towards the Rum Branch tributary (Figure 49). In this test unit, artifacts were recovered from deeper contexts, and level III is representative of a buried plowzone.

FIGURE 48

Representative Profile - Nowakowski Tract

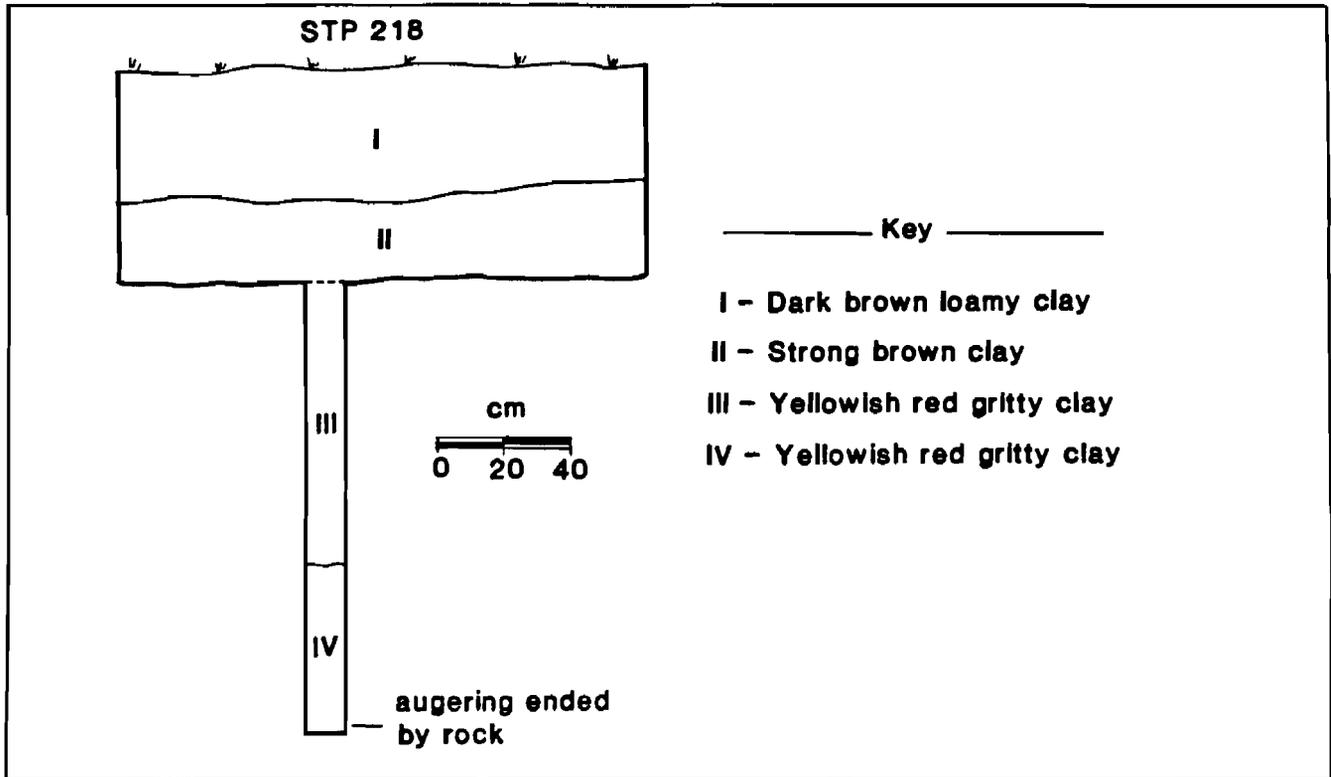


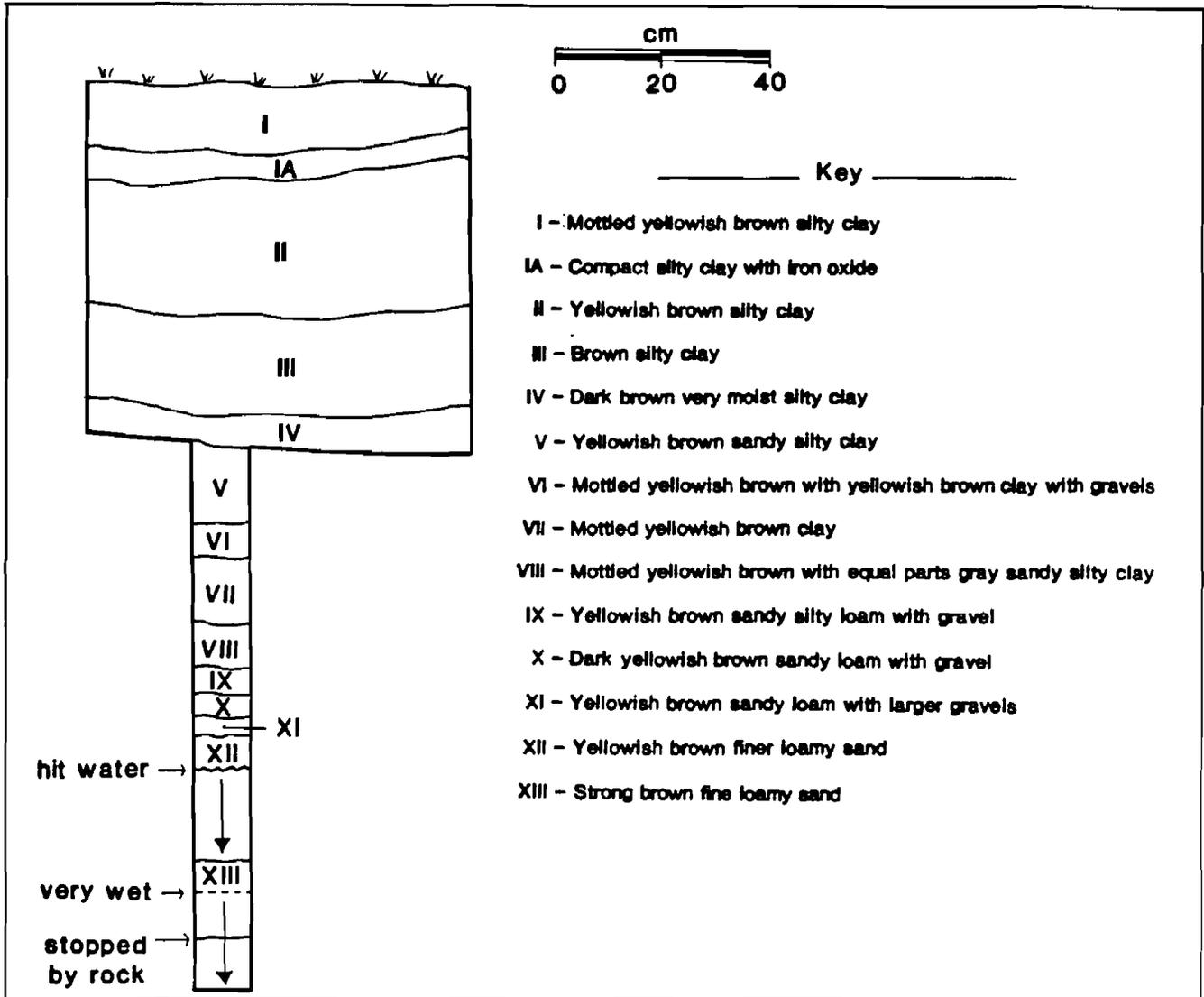
TABLE 9

SUMMARY ARTIFACT CATALOGUE - NOWAKOWSKI SITE
(7NC-E-52) - NORTH FIELD

Phase I	
Artifacts	Count
Ceramic	
Redware	28
Creamware	2
Pearlware	3
Whiteware	2
Stoneware	1
Unidentifiable	4
Glass	
Window	8
Bottle	2
Table	5
Architectural	
Brick	26
Nail (cut)	2

FIGURE 49

Profile – Test Unit 216, Nowakowski Site
(7NC-E-52), North Field



At this point, difficulties developed with the landowner of the Nowakowski Tract, and DelDOT archaeologists were requested to terminate their testing and Phase II investigations were not completed at the site. Based on the results of the Phase I testing and the limited Phase II testing, it is possible that the Nowakowski site is eligible for the National Register. However, Phase II testing would have to be completed to assess its significance. Because Alignment 9 was not selected for

construction, no further work is recommended for the Nowakowski site.

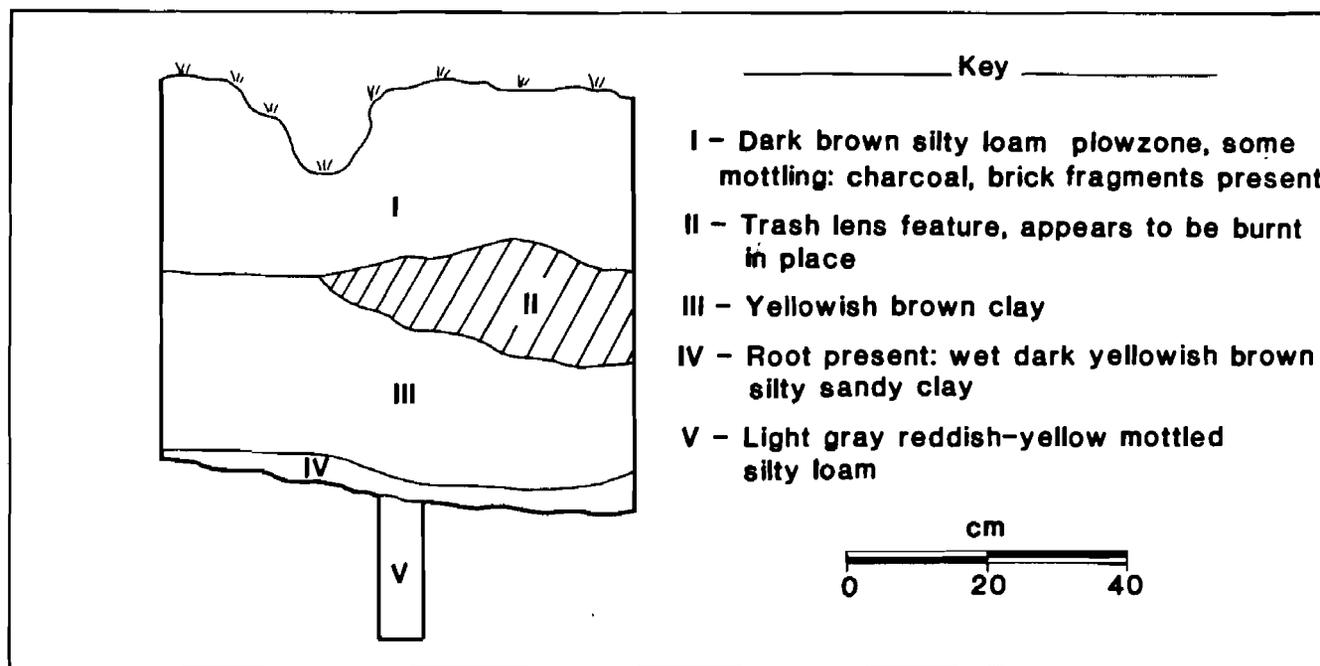
Barlow Tract. This tract is located north of the Nowakowski Tract, and is bounded on the south by fence lines and hedgerows, and on the north by the upper reaches of Rum Branch (Figure 43). The tract is approximately 700' in length and 450' to 500' wide. Phase I testing was undertaken by DelDOT archaeologists in the spring of 1982. At that time, the tract consisted of fallow field and scrub woodland.

Phase I testing consisted of a pedestrian survey and the excavation of five 75cm x75cm test units (Nos. 79 - 83) (Figure 50) and nine shovel test pits. Soil profiles showed a distinct plowzone of approximately 20cm in depth, overlying a brown to yellow brown silty to sandy clay of probable Pleistocene origin. Artifacts recovered from plowzones of these test units included whitewares, glass, brick fragments and nail fragments, all of which represent field scatter. Only three prehistoric flakes were recovered from the test units on the Barlow tract.

Test Unit 83 (Figure 51), discovered the location of an historic nineteenth century trash pit beneath the plowzone. The trash lens appeared to be burned in place, and consisted of over 100 historic artifacts recovered from both the plowzone and the pit, including redwares, whitewares, yellowware, brick fragments, bottle and window glass fragments, a large amount of nail fragments, coal, metal and bone. The pit was about 7cm in depth. In an effort to determine the horizontal extent of the pit, nine shovel test pits were excavated in 1 meter intervals north, west,

FIGURE 51

Profile - Test Unit 83, Barlow Tract



and east of the feature (Figure 52). Artifact densities dropped off considerably outside of Test Unit 83, with the largest numbers coming from shovel tests N1E0 and N2E0. The results of this testing indicated that the feature was approximately 2 to 3 meters in extent, as shown in Figure 52.

Phase I testing of the Barlow tract identified the location of a late nineteenth century trash pit feature. Field reconnaissance revealed no historic structures, and background research indicated that no structures had been located in this area. The trash feature is interpreted simply as an isolated garbage dump. Further excavation of the dump is unlikely to add further significant information and, therefore, no further work is recommended. Furthermore, Alignment 9 is not scheduled for construction.

SEGMENT 6: ROUTE 273 TO CHRISTIANA MALL/ROUTE 7 INTERCHANGE
(ALIGNMENT 9)

Segment 6 includes the portion of Alignment 9 which extends from Delaware Route 273 north 4400' to the Christiana Mall and existing Delaware Route 7 Interchange (Figure 18). This segment is divided into three tracts: DelMarVa Power and Light tract (D. P. and L.), the Upland Victorian tract, and the Clough Farmstead tract (Figure 53).

D.P. and L. East Tract. The D.P. and L. East tract consists of a 1700' by 450' section beginning at Delaware Route 273 and extending north to a tributary of Eagle Run Creek (Figure 53).

An informant told DelDOT archaeologists that the area in the D.P. and L. East tract had been disturbed and that approximately three years prior to the interview, a bulldozer had removed most of the topsoil. A Phase I surface survey of the area in March of 1982 by DelDOT archaeologists confirmed the fact that very little of the surface soils were intact. The surface survey also revealed that some farm outbuildings had existed in the area. Informant interviews also mentioned that barns had once stood on the tract, although they were no longer standing.

Phase I testing of the tract consisted of the excavation of 975x75cm test units (Nos. 84-92) in the vicinity of the historic structure locations. A few historic artifacts, including fragments of glass, redwares, pearlware, porcelain, whiteware, metal, brick, and other building materials were recovered from the disturbed soils. One jasper flake was also found.

Test Unit 91 was placed in the center of a depression which may have been a cellar hole. Substantial numbers of artifacts were recovered from all three levels (Table 10). Profiles of Test Unit 91 showed a dynamic transition from a disturbed surface soil to a vivid mottling of red, orange, yellow, and white clays (Figure 54). The clay continued to be heavily mottled in level II and contained a large amount of decomposing brick. Square, rectangular, and circular rust stains appeared in level III along with shoe and cloth fragments. The bottom of the level stopped on a layer of scattered stones, possibly a stone floor. Level IV contained no artifacts although the stones continued. Seventeen shovel tests were excavated to

TABLE 10
SUMMARY ARTIFACT CATALOGUE - TEST UNIT 91
D.P. ANDL.EAST TRACT

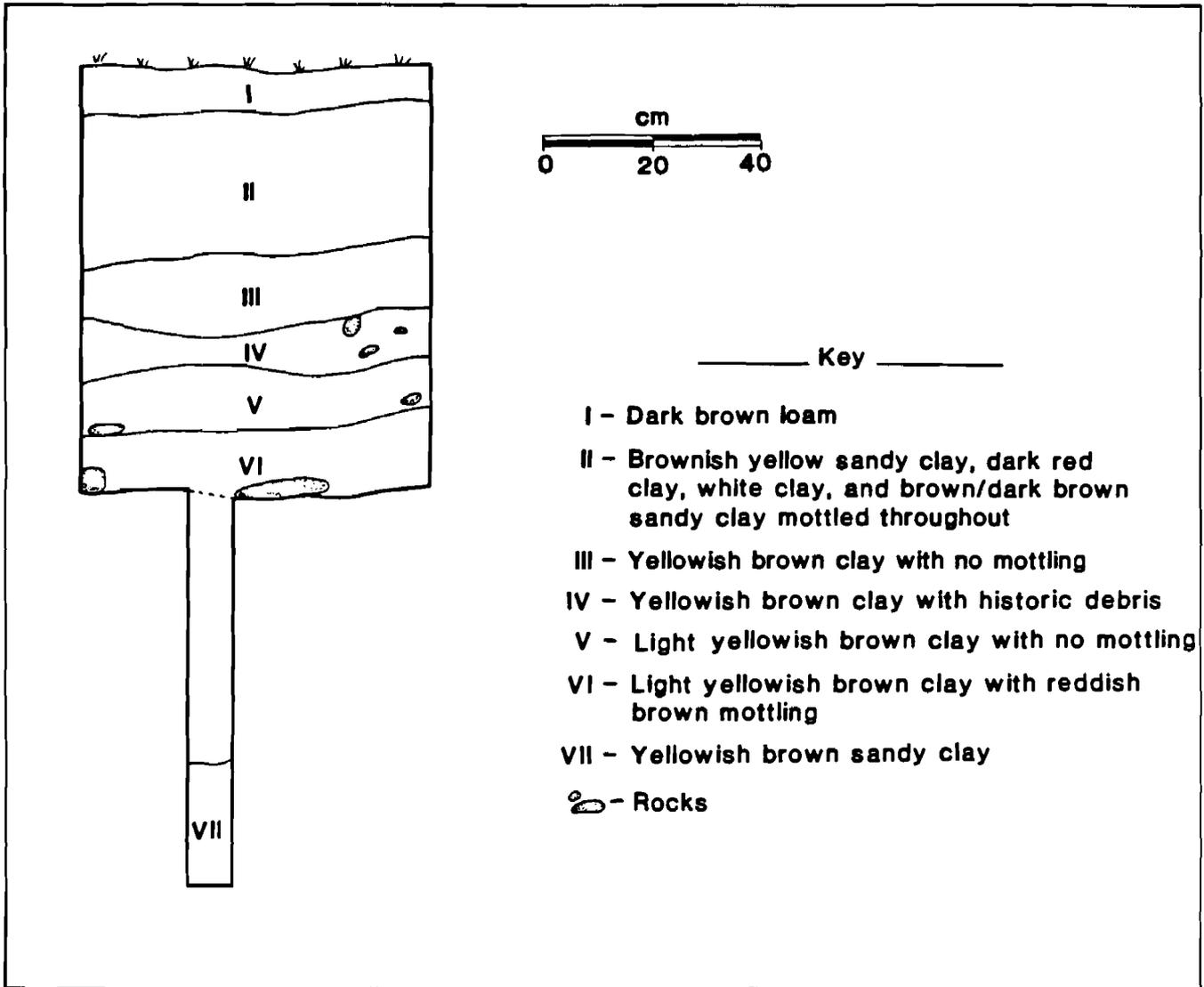
Artifacts	Levels		
	I	II	III
Ceramics			
Redware	--	--	1
Whiteware	--	1	--
Porcelain	--	--	2
Glass			
Window	--	4	--
Bottle	--	--	8
Jar	--	--	17
Milkglass	--	--	1
Unidentifiable	18	3	30
Architectural			
Brick	20	7	1
Nail			
Wire	4	--	--
Unidentifiable	6	12	290
Copper Wire	1	--	--
Personal			
Button	1	--	--
Miscellaneous			
Misc. Metal	--	2	116
Slag	2	--	1
Bone	--	3	--
Shell	--	--	1
Plastic	--	--	1
Cloth	--	--	1
Leather	--	--	9
Misc. Rubber	--	--	1
Coal	--	--	6

define the limits of the mottled clay and the feature (Figure 55).

Artifacts from the feature included glass, metal, and building materials. Dates from glass bottle fragments ranged from

FIGURE 54

Profile – Test Unit 91 – D.P. and L. East Tract



a Mason jar patent of Nov. 30, 1858, to glass made as recently as 1950. Most likely, the feature is the remnant of a cellar hole into which recent debris was dumped during grading of the area. No further work is recommended for this tract due to the major disturbance.

Upland Victorian Tract. The Upland Victorian tract is located between a tributary of Eagle Run and the main branch of Eagle Run (Figure 53). Phase I testing consisted of a surface survey of the tract which was conducted by DelDOT archaeologists in the summer of 1982. This survey located a large amount of historic features (Figure 56) and the site was identified as the Upland

Victorian Site (7NC-E-54). Historic features included several fallen structures, animal pens, a basement foundation, stock piles of building materials, an outdoor grill, refuse dumps, fencelines, a well, and a small, burned concrete block building (Plates 11 and 12). A varied assemblage of historic artifacts dating from the mid-19th - 20th century was also found scattered throughout the area.

The Rea and Price Map (1849) shows a S. Townsend as the owner of the property (Figure 57), and deed research indicates that Stephen Y. Townsend owned twelve parcels in the Christiana Bridge vicinity ranging from the 150 acre farm where this testing was conducted, to houselots in the town. By 1868, it appears that William Couper owned the land (Figure 58). Baist's Atlas (1893) shows no structure at all in the vicinity of the Upland Victorian tract site (Figure 59). In the twentieth century, the old Townsend tract was subdivided into several smaller parcels. Table 11 summarized these known deed transactions for 7NC-E-54.

In the fall of 1982, DelDOT archaeologists conducted the Phase II testing of this tract. A total of 55 test units of various dimensions (75x75cm, 2x2m), along with two strata cuts were excavated (Figure 60). Thirty-one of these test units (Nos. 261-291), were placed randomly throughout the tract. The remaining 24 test units were excavated in grid fashion around what appeared to be the oldest and most intact structural feature. Table 12 shows a summary catalogue of the historic artifacts recovered from the test excavations and Table 13 shows a summary catalogue of the prehistoric artifacts. Soil profiles showed plowzone overlying Pleistocene soils and for the most part

PLATE 11

Upland Victorian House Area, Standing Cement Block Structure



PLATE 12

Upland Victorian House Area, Accumulated Building Debris



all artifacts were recovered from the plowzone. Phase II excavations were not completed because this alignment was not selected for construction.

The date of historic artifact assemblage is consistent with the documentary research indicating a mid-late 19th century occupation. However, it is clear that a later occupation and/or dumping has added substantial numbers of artifacts. No features were discovered; however, Phase II testing was not completed. Nonetheless, the artifacts seem to be derived from domestic

middens which were disturbed by later agricultural activities.

The prehistoric artifact assemblage includes substantial debitage and some evidence of biface production (Plate 13). Some non-local lithic materials, such as rhyolite, argillite, and ironstone are present. Minguannan and Wolfe Neck ceramics (Plate 14), as well as stemmed, notched, and triangular points indicate Woodland I and II occupations of the site. Some of the debitage shows the presence of cortex suggesting cobble reduction. Based on the site's size, the varied tool types, the presence of varied

TABLE 11

CHAIN OF TITLE FOR THE UPLAND VICTORIAN TRACT

Transaction	Deed Reference	Date	Acreage	Price
* Tract originally composed of two parcels, labelled A and B.				
A.)				
Benjamin Moore, Sheriff, NCC to Albert Lyman	2-7-468	12-5-1861	75+A	\$1630
* Part of the Stephen Townsend Estate, which was involved in court cases and sheriff's sales from about 1817 to 1860. How and when Townsend acquired the tract is not known.				
Albert Lyman to William Couper, NCC	E-8-362	3-3-1866	75+A	\$2500
B.)				
Jane Black to William J. Smith, Jr.	L-6-513	11-16-1829	9+A	----
Ann S. Miles, Eben Perry, Massachusetts, and George Pitt, Phila., heirs of William J. Smith to William Couper	L-6-513	3-29-1853	9+A	\$6000
* Both parcels A and B now united under William Couper's ownership. William Couper died intestate 11-25-1874. Property passed to his heirs, each receiving 1/4 part of the Couper estate. Heirs were Samuel M. Couper, Ann J. Kerr, Mary Smith, and Elizabeth R. Edwards.				
James L. Kerr, heir of Ann Kerr to Samuel M. Couper	V-12-312	11-8-1883	1/4 part of Couper estate	
Samuel M. Couper to Mary Smith and Elizabeth R. Edwards	will(WR) 5-2-400	no date	3/4 part of Couper estate	

TABLE 11 (cont.)

Transaction	Deed Reference	Date	Acreage	Price
Elizabeth R. Edwards to sons, John L. Edwards and George Edwards	will(WR) N-2-58	nodate	George receives 1/6 part John receives 2/3 part	
George Edwards to John Edwards	will(WR) X-2-68	1887	1/6 of estate	
Mary Smith to daughters, Hetty Smith and Annie (Smith) Proudfit	intestate laws	3-23-1898	1/2 of total estate	
Annie Proudfit, widow, New York City; Hetty Smith, New Castle County; John Edwards, Massachusetts, trustees of Elizabeth R. Edwards to Joseph B. Eastburn	K-20-148	8-24-1905	230+A	\$8000
Joseph B. Eastburn to Harry E. Tomlin	N-23-414	10-5-1911	230+A	\$8000
Harry Tomlin to William Alfred Brown, and Joshua Brown	Q-24-592	11-14-1913	28+A	\$1200

* For remainder of 20th century, property sold and subdivided by the Brown family.

TABLE 12

SUMMARY CATALOGUE - HISTORIC ARTIFACTS
FROM UPLAND VICTORIAN SITE (7NC-E-54)

Artifacts	Count
Ceramic	
Redware	102
Creamware	7
Pearlware	3
Whiteware	6
Porcelain	5
Unidentifiable	1
Stoneware	4
Glass	
Window	36
Bottle	286
Jar	33
Lamp	2
Milkglass	3
Unidentifiable	18
Other	5
Architectural	
Brick	12
Nails	
Cut	17
Wire	42
Unidentifiable	18
Mortar	1
Wood	1
Unidentifiable	6
Other	10
Personal	
Button	5
Ornament/Toy	1
Miscellaneous	
Misc. Metal	38
Shell	1
Plastic	4
Rubber	8
Other	14

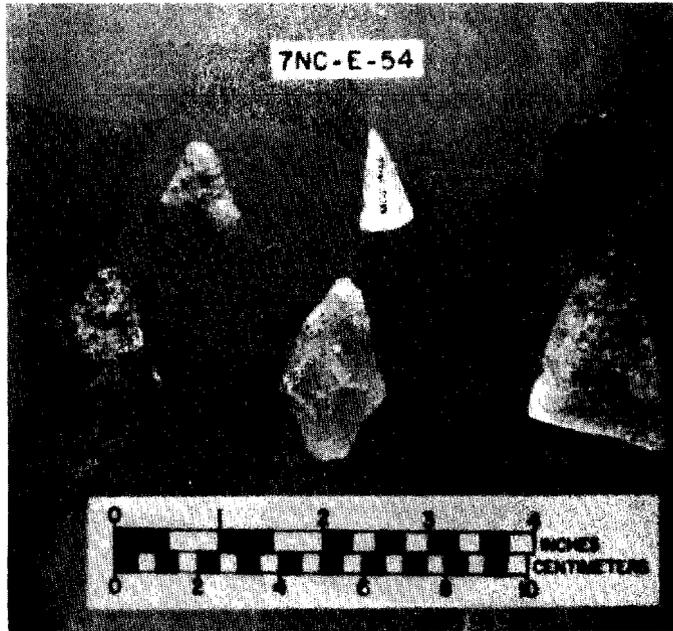
TABLE 13

SUMMARY CATALOGUE - PREHISTORIC ARTIFACTS
FROM UPLAND VICTORIAN SITE (7NC-E-54)

	Quartzite	Quartz	Chert	Jasper	Rhyolite	Argillite	Ironstone	Chalcedony	Other	TOTAL
Flakes (cortex)	291(22)	70(7)	44(10)	70(40)	4(2)	1	1	10	13	504(81)
Utilized FLakes (cortex)	1	----	----	1(1)	----	----	----	----	1	3(1)
Early Stage Biface Reject	----	3(2)	----	----	----	----	----	----	----	3(2)
Shatter	----	1	1	----	----	----	----	----	----	2
Cores	1	5	----	----	----	----	----	----	----	6
TOTAL	293(22)	79(9)	45(10)	71(41)	4(2)	1	1	10	14	518(84)

PLATE 13

Lithics Recovered from 7NC-E-54,
Upland Victorian Site



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TOP ROW (left to right): Quartz indented base triangular point, Quartz distal biface/point section, Chert medial biface/point section. BOTTOM ROW (left to right): Quartzite contracting stemmed point, Quartz contracting stemmed point, Quartzite distal biface/point section.

PLATE 14

Prehistoric Ceramics Recovered from
7NC-E-54, Upland Victorian Site



Nine sherds on the left are Minguannan ceramics. Three sherds on the right are Wolfe Neck ceramics.

PLATE 15
Clough Farmhouse, East (Front) Aspect



stages of biface production, and the presence of ceramics, the site is thought to represent a micro-band base camp.

The Upland Victorian site will not be affected by the proposed Route 7 South Corridor because Alignment 9 was not chosen for construction. The site may be eligible for listing on the National Register; however, further work is needed to completely assess its eligibility.

Clough Farmstead Tract. The Clough Farmstead tract extends north 1800' from the convergence of proposed Alignment 9, Alignment 8, and the Christiana Mall/Route 7 interchange (Figure 53). Phase I work was conducted by the DelDOT archaeologists in the spring of 1982 and consisted of a surface survey augmented by eight 75x75cm units, (Nos. 51-59). Standing structures in the tract include a mid-19th century house (Plate 15), barn, and several outbuildings, all of which were part of an agricultural complex. Test units yielded artifacts from plowzone contexts including redware, whiteware, pearlware, creamware, and stoneware fragments along with glass, metal, and brick. Fire-cracked rock and chert, jasper, argillite, and quartz debitage were also recovered from plowzone contexts.

No Phase II excavations were undertaken in this tract because Alignment 9 was not chosen for construction. Significant archaeological resources may be present, but further testing is needed to assess their eligibility of listing on the National Register.