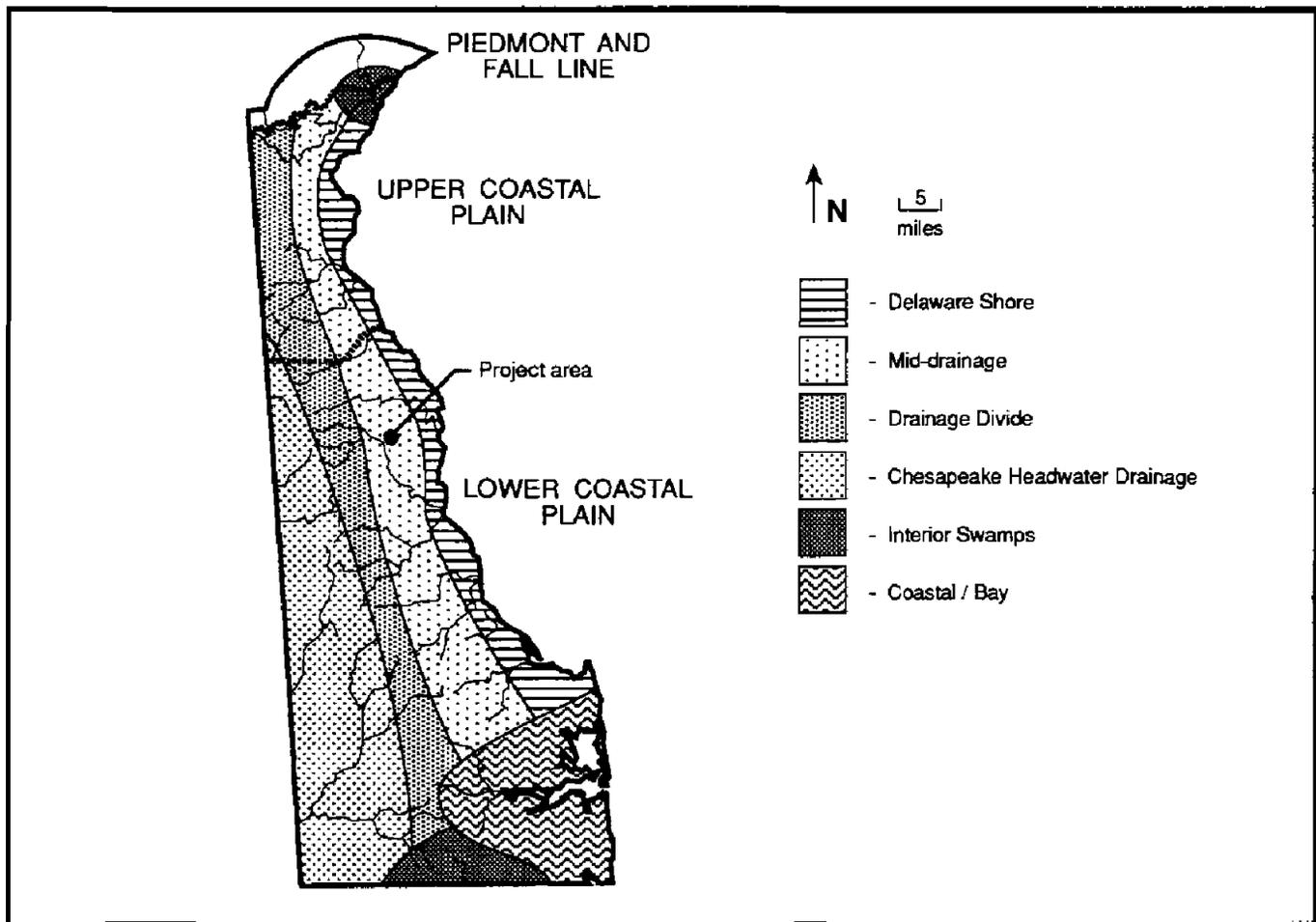


## INTRODUCTION

This report presents the results and interpretations of final Phase III data recovery excavations at three historical archaeological sites: the Moore-Taylor Farm (7K-C-380), Benjamin Wynn Tenancy (7K-C-362), and the Wilson-Lewis Farm (7K-C-375). The sites are all located near Dover in Little Creek Hundred, Kent County, Delaware (Figures 1 and 2; Plates 1 and 2). The Benjamin Wynn Tenancy was first identified as the Lewis-E Site. Subsequent archival research, however, identified the historical occupant of the site, Benjamin Wynn, and the name was changed accordingly. All three sites are located within one half mile of each other (Figure 2), and because their close proximity allowed an interesting look at farm life in a small area of central Delaware, they are all reported upon together in this single report. Final data recovery investigations focused on historical occupations dating from the mid-eighteenth to the early twentieth centuries. Fieldwork, artifact analyses, and report preparation were carried out between June 1990 and July 1994 by archaeologists from the University of Delaware Center for Archaeological Research (UDCAR). Funding for the project was provided by the Delaware Department of Transportation (DelDOT) and the Federal Highway Administration (FHWA) to fulfill regulatory obligations under Section 106 of the National Historic Preservation Act (amended).

The alignment of proposed State Route 1 in the Early Action Segment consists of an entirely new right-of-way (ROW) located approximately one and one half miles east of existing Route 13. The proposed right-of-way ranges from approximately 250 feet wide at the Moore-Taylor Farm Site to 1200 feet wide at the Benjamin Wynn Tenancy and Wilson-Lewis Farm sites. Each site is located entirely within the proposed right-of-way (Grettler et al. 1991a:61).

FIGURE 3  
Delaware Physiographic Zones



Phase I and II investigations determined that the Moore-Taylor Farm, Benjamin Wynn Tenancy, and Wilson-Lewis Farm sites were eligible for inclusion in the National Register of Historic Places under Criterion "D." The sites were thus likely to yield significant archaeological data on rural domestic life in the eighteenth, nineteenth, and early twentieth centuries in central Delaware. At all three sites, artifacts were recovered from both disturbed plow zone and undisturbed pit feature contexts. The pit features included wells, privies, trash pits, and post holes. Many of these features marked the locations of buildings that were no longer standing, and whose precise locations were never recorded or described. Thus, archaeological studies provide the only means of identifying and understanding these homes and farms, and provide insights to the lifeways of the historical inhabitants of Delaware that are not available from any other source.

In the following pages, the Moore-Taylor Farm, Benjamin Wynn Tenancy, and Wilson-Lewis Farm sites will be discussed in terms of their environmental setting, their relationship to historical settlement patterns, and site specific historical and archaeological research questions. Field methods and the research design governing the Phase III investigations will then be presented, followed by a discussion of the results of feature excavations, artifact analyses, and soil chemical analyses for each site. All three sites will then be discussed from both intra- and inter-site perspectives. Conclusions discussing all three sites from local and regional perspectives will then be presented.

## **Environmental Setting**

The Early Action Segment of the State Route 1 Relief Route is located primarily in Kent County (Figures 1 and 2) within the Low Coastal Plain (Figure 3). The Low Coastal Plain is underlain by sand deposits of the Columbia Formation (Jordan 1964:40) and reworking of these sediments has produced a relatively flat and featureless landscape. Elevation differences range up to 30 feet (10 meters) and are moderated by long gradual slopes. These elevation differences are sufficient to affect the distribution of plant and animal species. Watercourses are tidal and brackish along their middle and lower reaches. Marshes become larger and more prevalent along the lower reaches of most watercourses.

The Moore-Taylor Farm, Benjamin Wynn Tenancy, and Wilson-Lewis Farm sites are all located on poorly-drained soils associated with the Sassafras-Fallsington and Othello-Mattapeake-Mattapex series (Matthews and Lavoie 1970). The two nearest drainages to all three sites are Muddy and Dyke branches. Both of these lower-order watercourses drain into the Leipsic River. The Leipsic River is a major tributary to the Delaware Bay and is considerably influenced by tidal action.

Fallsington and Othello gray and buff clayey sands and sandy clay predominate at all three sites. Better-drained yellow- and red-brown Sassafras sandy loams occur along higher elevations. In general, these poorly- and sometimes well-drained soils occur in a mosaic pattern over the entire State Route 1 Relief Route. Historically, the better drained soils in the area have been extensively cultivated while more poorly-drained areas became woodlots.

Since the arrival of Europeans and the colonization of the region, land use in the project area has been primarily agricultural. Dispersed farmsteads ranging in size from 100 to 800 acres were initially established in the early eighteenth century; however, over the years local farms have been slowly decreasing in size. Historically, the population of the Dover-Leipsic area was involved in agriculture and its supporting occupations, such as milling, shipping, and blacksmithing.

Today the project area is dominated by recent commercial strip development along Route 13. Light manufacturing and suburban homes have replaced agricultural fields as the population of the Dover area expanded after World War II. Northeastern Dover, including the project area, became increasingly residential, although it remained one of the poorer suburbs of Dover. The construction of nearby Dover Downs Raceway in the 1970s, has also drastically altered the project area. Commercial and urban development, particularly along the Dover to Leipsic Road (Kent 88), is increasing and will probably continue to accelerate with further improvements in transportation.

## **Regional History**

This short historical overview is abstracted from Munroe (1978, 1984), Caley (1968), Grettler (1990), Hoffecker (1973, 1977), Michel (1985), Weslager (1961, 1967), Lemon (1972), Hancock (1932, 1947, 1976), Hudson (1969), Scharf (1888), Hayes (1860), Lindstrom (1973), and Bausman (1940, 1941). Special emphasis has been placed on the project area. A more detailed historical overview of the general Route 13 Corridor is provided in the Phase I/II research plan (Custer, Bachman, and Grettler 1987). A detailed discussion of how this historical overview has determined current historical research directions is presented in the **State Plan for Delaware's Historical Archaeological Resources** by (De Cunzo and Catts 1990).

Throughout the late eighteenth and nineteenth centuries, the agrarian Delmarva Peninsula was considered an area of production and transshipment between the Chesapeake Bay markets (Annapolis and Baltimore) and the Delaware River and Bay markets (Philadelphia and New York). As local markets prospered, so too did the hamlets and other unplanned towns that had sprung up at crossroads and around taverns, mills, and landings. Important landings included the Brick Store, Hay Point, and Short landings along the Smyrna River; Dona, Naudain, and White Hall landings along the Leipsic River; and Lebanon, Forest, and White House landings along the St. Jones. Landings, as well as towns and hamlets, formed, grew, and sometimes declined according to local and regional economic conditions.

Throughout the eighteenth century, the high productivity of the land and ready access to urban markets in the Dover-Leipsic area encouraged commercial agriculture and widespread tenancy. High grain prices and commercial agriculture caused land prices to rise precipitously. As land prices rose, fewer independent farmers were able to afford land. In 1797, almost half of all taxables in Duck and Little Creek hundreds owned land. By 1803, fewer than a third of all taxables owned land (Gretler 1990:204).

The town of Leipsic was first settled in the late-seventeenth century. Leipsic, or Fast Landing as it was first known, grew up at the head of navigation along the Leipsic River, the largest tidal river in central Delaware between Smyrna and Dover. The name "Fast Landing" describes the first large area of solid ground upstream from the Delaware Bay. Like the Smyrna River, the Leipsic River provided easy access to the Delaware River for bulky agricultural goods produced in neighboring Little Creek and Dover hundreds.

A north-south road connecting Leipsic with the town of Little Creek to the south was in place by 1714 (Scharf 1888:1119). The road, present Route 9, augmented east-west travel along the tidal rivers. As the Dover-Leipsic area became more intensively settled over the eighteenth century, additional roads were built to supplement existing water and overland routes. One such road was present Kent 331 completed in 1765 (Figure 4). This road connected the King's Highway (present Route 13) with the town of Leipsic to the east and provided the primary overland transportation route for the project area.

Improved overland transportation in the second half of the eighteenth century encouraged commercial grain farming in central Delaware. In some ways, the Benjamin Wynn Tenancy Site described in this report can be considered one "artifact" of this generally prosperous late eighteenth century landscape of central Delaware. The Benjamin Wynn Tenancy was originally part of a larger 568-acre land tract called "Wheel of Fortune" in 1687. This parcel was located two miles south of the town of Leipsic, or Fast Landing, as it was then known. With ready access to the Leipsic River, Wheel of Fortune, and other local farms, prospered from contact with regional urban markets, especially Philadelphia. By 1787, the Wheel of Fortune tract included at least six houses, including five tenant houses, one of which was the Benjamin Wynn Tenancy Site. In 1797, the entire parcel was extensively cultivated, with nearly 60 percent of the farm cleared for agriculture. The remaining land was wooded or remained in unimproved marsh and pastureland. Such a high degree of cultivation was typical of central Delaware in this period.

According to the 1810 national census, the population of Kent County was 20,495 persons. Marginal farm lands were settled as good, well-drained land with access to markets was becoming more scarce. The move inland from navigable waterways, apparent by the late eighteenth century, began with the influx of new populations, particularly from England. The period of growth from the late eighteenth to early nineteenth centuries, however, was short lived. The population of Kent County

actually decreased between 1810 and 1830. By 1840 the population of Kent County had declined to 19,872 persons. Given the natural increase of the people that remained in Kent County during this period, the number of people leaving and “passing through” Kent County was even greater. The rapid population growth of the first decade of the nineteenth century in Delaware also forced many farmers off the land. Competition for prime land caused many new farmers to clear and till poor- or marginal-quality land. Many of these farmers were then hard pressed to turn a profit from their farmsteads and thus became part of the outward migration from Delaware.

Declining wheat prices and increased competition for good land was accompanied by a significant decrease in the fertility of agricultural lands throughout the state beginning in the last half of the eighteenth century. Poor farming methods, erosion, and exhausted land contributed to the economic woes of Delaware farmers. The end of occupation of the Benjamin Wynn Tenancy Site, ca. 1800, is probably an early example of the effects of this economic downturn. Increased opportunities in urban areas and the western territories also served to draw people from Delaware, and Kent County in particular. As more and more people left Delaware, the resulting labor shortage made the cultivation of marginal and exhausted lands even less profitable.

The economic crises of the first decades of the nineteenth century helped to spur the beginning of an agricultural revolution in Delaware. The first agricultural improvement society in Kent County was formed in 1835. The discovery of marl, a natural fertilizer, during the construction of the Chesapeake and Delaware Canal in the 1820s enhanced the productivity of Delaware agriculture. The opening of the canal in 1829 further encouraged the production of market-oriented crops by providing for more efficient transportation. When the Delaware Line extended rail service to Dover, and later Seaford, in the 1850s, a vast agricultural hinterland was opened and agricultural production for markets increased significantly.

Prior to these changes in transportation, Delaware’s agricultural products were primarily grains. Fruit and vegetable crops were less important. Improved transportation, however, made Delaware the center for peach production in the eastern United States. Rich soil, favorable climate and rainfall, excellent transportation facilities, and strategic location near large markets made peach production a lucrative enterprise. However, the peach industry was hindered in Kent and Sussex counties until the 1850s due to transportation limitations. Earlier attempts failed because producers could not move fruit to market economically. With the advent of rail service and the absence of the peach blight in the southern counties, peaches were profitable into the 1870s. By the end of the “peach boom,” massive harvests were being shipped by rail and steamship lines to New York where the produce was readied for resale to the northern states. The spread of a disease known as the “Yellows” devastated orchards throughout the state and brought an end to the boom. However, until the peach blight curtailed production, the peach industry proved profitable for a large number of peach growers, as well as a variety of support industries.

The economic revival of central Delaware in the mid-nineteenth century occasioned a good deal of urban growth in its two largest towns, Smyrna and Dover. By 1870, Smyrna was the second largest town in Delaware with a population of 2,110 people (**Delaware State Directory for 1872-73:382**). The town of Dover grew significantly, particularly along its northern periphery in the vicinity of the Wilson-Lewis Farm and Moore-Taylor Farm sites. Rising land prices with the growth of Dover made marginal agricultural land such as the Wilson-Lewis Farm and Moore-Taylor Farm properties more attractive. Both properties were first settled during the second quarter of the nineteenth century on

marginal, relatively poorly-drained land northeast of Dover. Leipsic was a thriving shipping center at the time. In 1868, Leipsic boasted two dry goods dealers, one grain merchant, and four commercial landings. Harvesting salt hay and muskrats from the surrounding salt marshes provided key seasonal employment.

Prior to the growth of Dover and Leipsic in the mid-nineteenth century, the Moore-Taylor and Wilson-Lewis parcels were largely uncultivated, poorly-drained woodlots. Developing both parcels depended upon higher land prices and improved drainage along Muddy Run and the eastern Leipsic River. Higher land prices came with the expansion of Dover and improved drainage came with organized marsh improvement companies and later advances in tilling and mechanical ditching machines available by the 1870s. Later improvements in transportation, particularly the advent of automobile transportation in the early twentieth century, brought additional development in the project area.

Throughout the nineteenth century, and into the twentieth century, agriculture in Delaware focused on perishable products with a decrease in small grains. More diverse crops, including tomatoes, apples, potatoes, and other truck produce became more common in response to the demands of markets in New York, Philadelphia, Baltimore, and other cities. The number of acres cultivated in Kent County rose from approximately 283,000 acres in 1850 to 338,000 acres by 1900. Poultry and dairy production also increased significantly in this period in Delaware, particularly in Kent and Sussex counties. Concurrent with the rise in importance of truck crops and dairy products in the late nineteenth century was the improvement of transportation throughout the state.

By 1872, the editor of the **Delaware State Directory** could boast that Leipsic was an incorporated town of 400 people at the center of a considerable area of productive agricultural trade. Merchants could travel to Philadelphia three times a week by steamboat. Goods from the Moore-Taylor Farm, Wilson-Lewis Farm, and other local farms could also be shipped to the Delaware Railroad four miles to the west at Cheswold or five miles to the southwest at Dover (**Delaware State Directory 1872-73:368**). In 1874, the owners of the Moore-Taylor and Wilson-Lewis farms were listed as among the “farmers and fruit growers” of the Leipsic area (**Delaware State Directory 1874-75:445**). In that year the population of Leipsic was about 350 people. The primary businesses in town were six general merchandise stores, two grain dealers, two butchers, and two carpenters. The population of Dover, on the other hand, had grown to nearly 3500 people. The land around Dover, the editor of the **Delaware State Directory** boasted, was in a “high state of cultivation” and produced immense amounts of fruits, cereals, and vegetables for the “large cities of the North” (**Delaware State Directory for 1882:108**).

Land in the vicinity of Dover was selling for \$25 to \$100 an acre in the 1880s, and these rates were comparable to those for the most fertile and improved lands in northern Delaware. “There is now,” the editor of the **Delaware State Directory** observed in 1882, “a considerable and increasing immigration” to the Dover area. This immigration, he promised, would soon provide a great source of wealth to the area (**Delaware State Directory for 1882:108**).

The Moore-Taylor and Wilson-Lewis farms were part of this “considerable and increasing” migration to the Dover area in the mid-nineteenth century. These sites represent small owner- and tenant-occupied farms (respectively) settled on marginal land between the growing towns of Leipsic and Dover. Rising land prices with renewed prosperity in the 1850s encouraged farmers such as George Moore to cultivate marginal land and build new farms. Henry Wilson and other established farmers expanded old fields and built new tenancies—such as the Wilson-Lewis Farm—on their properties. This

trend towards more and smaller sizes is illustrated in the overall statistics of farm size in Kent County. Between 1860 and 1900, the total number of farms in Kent County increased 44 percent while the average size of those farms decreased from 159 acres to only 120 acres (De Cunzo and Catts 1990:68).

Tenant farming, which had been common in the eighteenth century, became even more prevalent in the nineteenth century. Large landowners, who acquired much of their holdings during the hard times of the 1820s and 1830s, leased their land to tenants. Although the majority of landowners and tenants were white, a significant number of tenants and farm laborers in Kent and Sussex counties were black. In 1860, approximately 60 percent of all farmers in central Delaware were tenants. By 1900 over half of all farmers in Delaware did not own the land they cultivated. Tenancy remained important into the twentieth century. Almost half of the farmers in Kent County were tenants in 1925.

The agricultural trends of the late nineteenth century continued well into the twentieth century. Corn and wheat declined in importance due to competition from the western states. By 1880 alfalfa, legumes, and truck crops were increasing in importance and by the mid-twentieth century, had become more profitable than wheat. Dover and Smyrna were still the largest towns in Kent County. The late nineteenth and early twentieth centuries also saw the increasing commercialization of Kent County. Light manufacturing, including carriage making and cabinet making, and foodstuff processing, including canning and juice/syrup production, became an important part of the Delaware economy. Most of this commercial and manufacturing activity occurred in Smyrna and Dover. Minor manufacturing also took place in smaller towns, specifically, Camden-Wyoming and Frederica.

For the inhabitants of the Wilson-Lewis and Moore-Taylor farms, commercial growth also provided additional economic opportunities. The growing towns of Dover, Smyrna, and Leipsic provided additional markets for goods and the potential for wintertime employment in one of the canneries or basket manufactories. When Henry L. Wilson, the owner of the Wilson-Lewis Farm Site retired in the late 1870s, he moved to the town of Leipsic where he opened a butcher shop (**Delaware State Directory and Gazeteer for 1874:445; Delaware State and Peninsula Directory for 1882:178**).

The patterning and density of settlement in Delaware, and the study area specifically, have been strongly influenced by several factors throughout its history: 1) an agrarian economy; 2) the commodity demands of large markets, first Europe and the West Indies, and later domestic commercial-industrial centers, and 3) transportation facilities. The completion of the Dupont Highway in 1923 linked the northern and southern sections of the state and helped to complete the shift in agricultural production towards non-local markets and open new areas to productive agriculture. Improved transportation in the twentieth century also brought a decline in the importance of the many small crossroad and “corner” communities that had sprung up in the late eighteenth and nineteenth centuries.

### **Previous Archaeological Investigations**

The Moore-Taylor Farm, Benjamin Wynn Tenancy, and Wilson-Lewis Farm sites were all discovered during the Phase I Survey of the Early Action Segment of the State Route 1 Relief Route (Bachman, Grettler, and Custer 1988) through pedestrian survey, limited archival research, and subsurface testing. All three sites are located in plowed fields and have been plow disturbed. In the case of the Moore-Taylor Farm and Wilson-Lewis Farm sites, detailed nineteenth century maps including Byles’ (1859) and Beers’ (1868) atlases provided additional site location data.

The 1987 pedestrian survey of the Moore-Taylor Farm Site (7K-C-380) located a scatter of brick fragments and diagnostic nineteenth century whitewares in a tilled corn field north of Kent 331 (Figure 2; Plate 1). Surface visibility was good, and numerous artifacts were found. Phase II testing consisted of 60 measured 3- x 3-foot test units and 34 shovel tests and identified two distinct concentrations of historical artifacts and historical features which were designated Areas I and II (Figure 5). Area I was the core and primary locus of domestic activity at the site. Phase II testing found 12 intact cultural features in Area I (Figure 6). Area II consisted of a large area of relatively low artifact density surrounding Area I (Figure 5).

Artifact densities ranged up to 438 artifacts per 3- x 3-foot test unit in Area I. Feature 2, a well, was also identified by Phase II testing (Figure 6). One possible outbuilding stain, Feature 19, was located approximately 50 feet northeast of the well (Figure 6). Feature 19, the only structurally-related feature identified by Phase II testing, was partially excavated, but yielded no diagnostic historical artifacts. A trash pit, Feature 17, however, contained clear bottle or jar glass fragments, coarse red earthenware sherds, and brick fragments.

The remaining nine historical features located by Phase II testing at the Moore-Taylor Farm Site were the remains of posts and shallow pockets of sand and disturbed subsoil near the well and cellar hole. High concentrations of window glass, brick fragments, and wire nails in Area I provided further evidence of structures. No features were located in Area II, but potential for additional features and artifacts in undisturbed contexts was high. The site was determined to be eligible for listing on the National Register of Historic Places. Thus, further work was warranted if avoidance proved impossible.

The Benjamin Wynn Tenancy Site (7K-C-362) was also first identified by Phase I pedestrian survey and shovel testing in 1987 (Bachman, Grettler, and Custer 1988; Plate 2). The site was first identified as a prehistoric site on the basis of several chert and jasper flakes, fire-cracked rock (FCR), and a fragment of a chert stemmed point. Surface visibility was poor. High densities of historical artifacts, including brick fragments, redware, and coal, were recovered from 18 of the 23 total shovel tests excavated. The density of historical artifacts indicated the presence of a historical site. A Phase II survey was recommended for both the historical and the prehistorical components.

Phase II testing undertaken at the Benjamin Wynn Tenancy Site in 1988 failed to locate any significant prehistoric remains. Evidence of a mid-eighteenth century historical occupation, however, was identified. A total of 31 1- x 1-meter test units and 89 shovel test pits excavated at 10-meter intervals was completed during Phase II testing. The tests were excavated in all directions from the area of highest artifact concentration found by Phase I testing. Thus, the limit of Phase II testing that appears in Figure 7 corresponds to the limits of the Benjamin Wynn Tenancy Site.

Phase II testing at the Benjamin Wynn Tenancy Site also located two distinct areas, Areas I and II (Figure 7). Both areas were defined by artifact densities and the presence of subsurface features. Area I consisted of the core of the site and the primary locus of domestic activity. Artifact densities in Area I were greater than 10 artifacts per shovel test. Area II consisted of a large area of low artifact density (less than five artifacts per shovel test) surrounding Area I.

Two subsurface historical features were located by Phase II testing at the Benjamin Wynn Tenancy Site. Feature 2, a well, was first identified in Test Unit N165 W100 (Figure 7). Feature 2 was partially excavated to a depth of 3.5 feet below ground surface where the water table was encountered and excavation halted. Numerous whole oyster shells, charcoal, animal bone, and structural debris including brick, plaster, and cut nail fragments were recovered. Also found were several diagnostic eighteenth century ceramic artifacts, including two sherds of slip-decorated redwares, one manganese glazed redware sherd, and a single sherd of a scratch blue white salt-glazed stoneware plate.

The other subsurface historical feature found by Phase II testing was Feature 4. Feature 4 was located in Test Unit N155 W110, approximately 30 feet southwest of the well (Figure 7). Feature 4, the shallow remains of a small root cellar, was partially excavated. Diagnostic mid-to-late eighteenth century artifacts included sherds of creamware and white salt-glazed stoneware. Other diagnostic wares included more fragments of scratch blue stonewares and slip-decorated redwares. A few brick fragments suggesting the presence of a structure were also found in Feature 4.

No subsurface prehistoric features were located by Phase II testing at the Benjamin Wynn Tenancy Site. Prehistoric artifacts accounted for less than one percent of all artifacts and no diagnostic projectile points or ceramics were found. Moreover, all of the chert and jasper flakes, and fire-cracked rocks found came from the plow zone. Phase II testing thus determined that the prehistoric component was not eligible for listing on the National Register. The historical component, however, was determined to be eligible. Thus, further work on the historical component was warranted if avoidance proved impossible. The site also exhibited a high potential for additional intact eighteenth century features and artifact deposits, particularly in Area I.

The Wilson-Lewis Farm Site was also located by a Phase I survey in 1987 (Bachman, Grettler, and Custer 1988; Plate 2). Pedestrian survey found occasional fragments of bricks, coal, and undecorated whitewares, but ground surface visibility of the surrounding corn field was poor and 45 shovel tests were excavated. A range of mid-nineteenth to early twentieth century domestic and structural artifacts were found. The site was designated "Lewis-D." Archival research identified the owner of the structure as Henry Wilson in 1859 and 1868.

Phase II testing at the Wilson-Lewis Farm consisted of 33 test units in the area of highest artifact concentration identified by Phase I testing. These test units were dug in all directions from the Phase I tests. Thus, the limits of Phase II testing shown in Figure 8 correspond to the limits of the site. Two distinct site areas were defined on the basis of artifact distributions and the presence of subsurface features. Area I, the core of the site, contained artifact densities from five to 28 artifacts per shovel test and 30 to 118 artifacts per test unit. Area II, an area of lower artifact density south of Area I, contained a low density of artifacts of less than five artifacts per Phase I shovel test.

Artifact densities over the entire Wilson-Lewis Farm Site were unusually low for nineteenth-century sites. The kinds of artifacts recovered—brick fragments, window glass, redwares, plain and decorated whitewares, and mold-blown bottle glass fragments—were similar to contemporary sites in central Delaware including the nearby Moore-Taylor Farm Site. Such low artifact densities, however, made it difficult to locate features. Indeed, only two historical features were found during Phase II testing.

The two features identified at the Wilson-Lewis Farm Site were small square post holes recovered approximately 40 feet apart near the center of Area I (Figure 8). One nail fragment was recovered from one of the posts. The presence of historical features and artifacts in undisturbed contexts indicated a high potential for additional features and artifact deposits. The site was determined to be eligible for listing on the National Register and further work was recommended if avoidance proved impossible.

In conclusion, Phase I testing of the Early Action Segment of State Route 1 between Kent 332 and Kent 330 located three historical sites (Figure 2). Phase II testing at all three sites, the Moore-Taylor Farm, Benjamin Wynn Tenancy, and Wilson-Lewis Farm sites, found historical artifacts in both plow zone and intact feature contexts. Phase II testing also determined site limits and related core and periphery areas. Additional archival research identified some of the historical occupants of each site. All three sites were determined to be eligible for listing on the National Register and further work was recommended if avoidance proved impossible.