

3.0 CULTURAL BACKGROUND

3.1 REGIONAL AND LOCAL HISTORY

The history of the area near Smyrna and Blackbird, Delaware will be discussed to provide further contextual information for interpretation of the Jones Site. The Jones Site was located in central Blackbird Hundred, in southern New Castle County, Delaware. Blackbird Hundred, bounded by Duck Creek and Kent County on the south and by Blackbird Creek on the north, was created from Appoquinimink Hundred in 1875 (Conrad 1908:565 and 571). Appoquinimink Hundred, founded in 1682, is bounded on the north by the creek bearing the same name. The Blackbird Hundred region was densely wooded until the mid- to late 1800s and, historically has been referred to as the Forest of the Appoquinimink.

3.1.1 1630-1730+/- Exploration and Frontier Settlement

Four hundred years have passed since Henry Hudson sailed up the Delaware River into the Delaware Bay during a voyage in 1609 on his way to discovering the Hudson River to the north. Soon afterwards, colonists began arriving in the peninsula and establishing a permanent presence. Dutch Captain Cornelis Hendricksen visited Delaware many times from 1614 to 1629, and in 1629, Patroons began to colonize near Cape Henlopen (Doherty 1997:3). The region of Delaware south of Bombay Hook was called Swaanendael (or Zwaanendael) and an attempted settlement by the Dutch in 1631 failed (Heite and Heite 1985:5). Swedish immigrants erected Fort Christina on the Upper Peninsula to the north in 1638, and the Dutch established a settlement at Fort Casimir on the Delaware River near modern-day New Castle to block a Swedish advance into the rest of Delaware (De Cunzo and Catts 1990:9).

New Amstel (New Castle) became the county seat under Dutch rule in 1654, and a Dutch military presence forced the Swedes to relinquish power to them in 1655, although many of the Swedish and Finnish settlers remained. England took possession of New Netherland in 1664 during the Second Anglo-Dutch War. The Dutch were soon inundated by English settlers, and tension between the two factions flared for many years. As early as 1669, proprietors were encouraging settlers from northern New Castle County and eastern Maryland to come to the Apoquemini (Appoquinimink) region (Scharf 1888:1015).

In 1669, Lord Charles Calvert I, third baron of Baltimore, created Durham County as part of Maryland encompassing much of present-day Delaware contributing to a hostile atmosphere between Maryland and Pennsylvania (Doherty 1997:51; Demars and Richards 1980:4-5). Durham County was never really operational or organized (Long 1996:74). The Dutch briefly regained control of the area and New Castle County (originally titled New Amstel) was organized in 1673, extending from Christiana Creek to near Leipsic Creek (Long 1996:13). However, Holland permanently ceded its possessions extending from New York to Delaware to the English in 1674, when Delaware was placed under the jurisdiction of the Duke of York (Harbeson 1992:17).

The Duke of York, James Stuart and a brother to Charles II, granted a large tract of the Delmarva peninsula to William Penn in 1682, which Penn referred to as the lower three counties of

Pennsylvania (Doherty 1997:3-4; Custer et al. 1987:43). Prior to Penn's acquisition, Deale County had been created in 1680 and was divided into Sussex and Kent counties in 1682. St. Jones County had been organized in 1680 and the majority of that county became Kent County in 1682. Penn divided Delaware into townships that would contain 100 families, each of which contained approximately ten members. The townships were referred to as "hundreds" (Zippe 1968:2).

Appoquinimink Hundred, named after a Native American term *Appoquinimi*, meaning wounded duck, was one of the 12 original hundreds created for Delaware; presently there are 33 hundreds in the State (Doherty 1997:5; Conrad 1908:565). Mechaeksit, a local sachem, sold land to many early settlers that came to the Appoquinimink area prior to the Penn family land sales (Conrad 1908:571-572). It is assumed these land tracts were honored by Penn and the local governments, as a few of the identified men, such as Morris Liston of Liston's Point on the Delaware River, were prominent local citizens in the late 1600s (Conrad 1908:572).

Both Penn and Lord Baltimore claimed the Blackbird area (Bedell 1996c:5-6). Dispute over control of Delaware between Pennsylvania and Maryland clouded the regional land patents for many years, and as a result, the south and west portions of Delaware were granted many Maryland patents (Russ 1966:12-13). Baltimore's grants were contested by Pennsylvania authorities well into the 18th century, by which time Lord Baltimore's son lost the claims (Demars and Richards 1980:4). New Castle County incorporated Bombay Hook Island in 1687, a territory it did not relinquish until 1841 (Long 1996:15-16)

The land grants issued in Delaware prior to the 1750s, were mainly the result of the influx of the Swedish and English immigrants in the upper Delaware and Philadelphia, Pennsylvania region (De Cunzo and Catts 1990:11-12). Catholic repression in central Maryland caused many to move to Cecil County, Maryland, away from the populated areas, and closer to the more liberal attitudes of eastern Pennsylvania. A Jesuit mission was established on the Sassafras Road on the Maryland/Delaware border. Many Irish Catholics from Maryland settled in Appoquinimink Hundred in the late 17th and early 18th centuries, and records indicate that Catholics from the Forest of Appoquinimink attended Mass at Old Bohemia, located to the west (Bedell 1996c:6). After the mid-19th century, the Jesuits left the region when the traditional Catholic population had either died, moved, or were no longer practicing Catholicism.

The Assembly of the lower counties passed a number of regulations in the 1726-1727 session, including one prohibiting the construction of dams across rivers or creeks except in the case of mills (Scharf 1888:133). A special trial system was established in which two Justices of the Peace for each county would preside over trials of all negro or mulatto slaves. If a slave was convicted of a capital offense and suffered the death penalty, the county would reimburse his owner two-thirds of the slave's appraised value (Scharf 1888:133). Slaves were prohibited from carrying arms or meeting in groups larger than six.

The estimated slave population in the three Delaware counties was 500 in 1721 (Newton 2011). Some slaves were trained in specialized trades and their services were rented out by their owners. John Dickinson, a prominent statesman from Kent County, offered to rent his plantation in 1762 including the services of slaves trained as tanners, shoemakers, carpenters, and tailors (Newton 2011).

Agriculture and the transportation network were dominant themes in the settlement and growth of the local region. Present-day Odessa on the Appoquinimink River north of Blackbird was originally settled in the 1660s when Augustine Hermann constructed the “Hermann’s Cart-Road” (Schwartz 1980:20). The road connected Odessa to Bohemia, Hermann’s estate in Cecil County, Maryland, to the west. This was the first major road in the region and it created an opportunity for immigration from that region to Appoquinimink Hundred (Passmore 1978:10).

The tiny village was originally referred to as Apoquemene, Appoquinimink, and Appoquinimink Bridge (Schwartz 1974:6-7). Richard Cantwell, son of the first High Sheriff of New Castle County, Edmund Cantwell, was given permission to construct a ferry across the Appoquinimink Creek in 1731 and charge a toll, and the name Cantwell’s Bridge was coined, lasting until 1855 (Schwartz 1974:9). The town’s name was changed to Odessa to reflect its prominence in the shipping of grains. Brick structures became more commonplace in Delaware in the early 18th century in the large towns such as Wilmington (Scharf 1888:173). The lack of natural stone outcrops necessitated that wood or brick be utilized prior to the establishment of major transportation routes. The thick Delaware forests provided timber for log and frame houses, and were also logged to clear the land for farming.

3.1.2 1730-1770+/- Intensified and Durable Occupation

The King’s Road was the main thoroughfare between Dover and the northern portions of the state by the 1730s. A “Road from Duck Creek to New Castle” was shown on a plat map of a 1737 survey of land on the south side of “Blackbirds” Creek (Figure 3.1, NCC Warrants and Surveys, 1737b). A bridge called “Blackbirds Bridge” carried the road over the creek by 1737. Blackbird, the only large settlement in the Forest of Appoquinimink, was founded around 1738 where the King’s Road crossed Blackbird Creek (Bedell 1996c:6). Edward Fitz Randolph, an officer in the French and Indian War, was one of the first residents of the Blackbird Community (Pryor 1975:24). The settlement called Blackbird was near the center of Appoquinimink Hundred. Two roads came into Blackbird from the north, one from Newark and one from Glasgow. One road left Blackbird (the King’s Road) heading south toward Smyrna on Duck Creek and Dover on the St. Jones River. Regulations were passed in the early 1750s for the upkeep of roads (Scharf 1888:139). All King’s roads were to be forty feet wide, of which thirty feet was to be kept cleared. Other public roads were to be thirty feet in width. The control of roads in the county was transferred to a board of commissioners in 1764. The five commissioners controlled the building and repair of roads (Scharf 1888:143-144). A review of the land tracts between Blackbird Creek and Smyrna Creek Landing indicates that the term “King’s Road” was used predominately throughout the 1700s. The labels of “Great Road” or “Main Road” were used sporadically in the latter half of the 18th century, and State Road or Public Road was utilized during the entire 19th century. After the road was improved for modern traffic use, it was referred to as DuPont Boulevard or Dual State Highway.

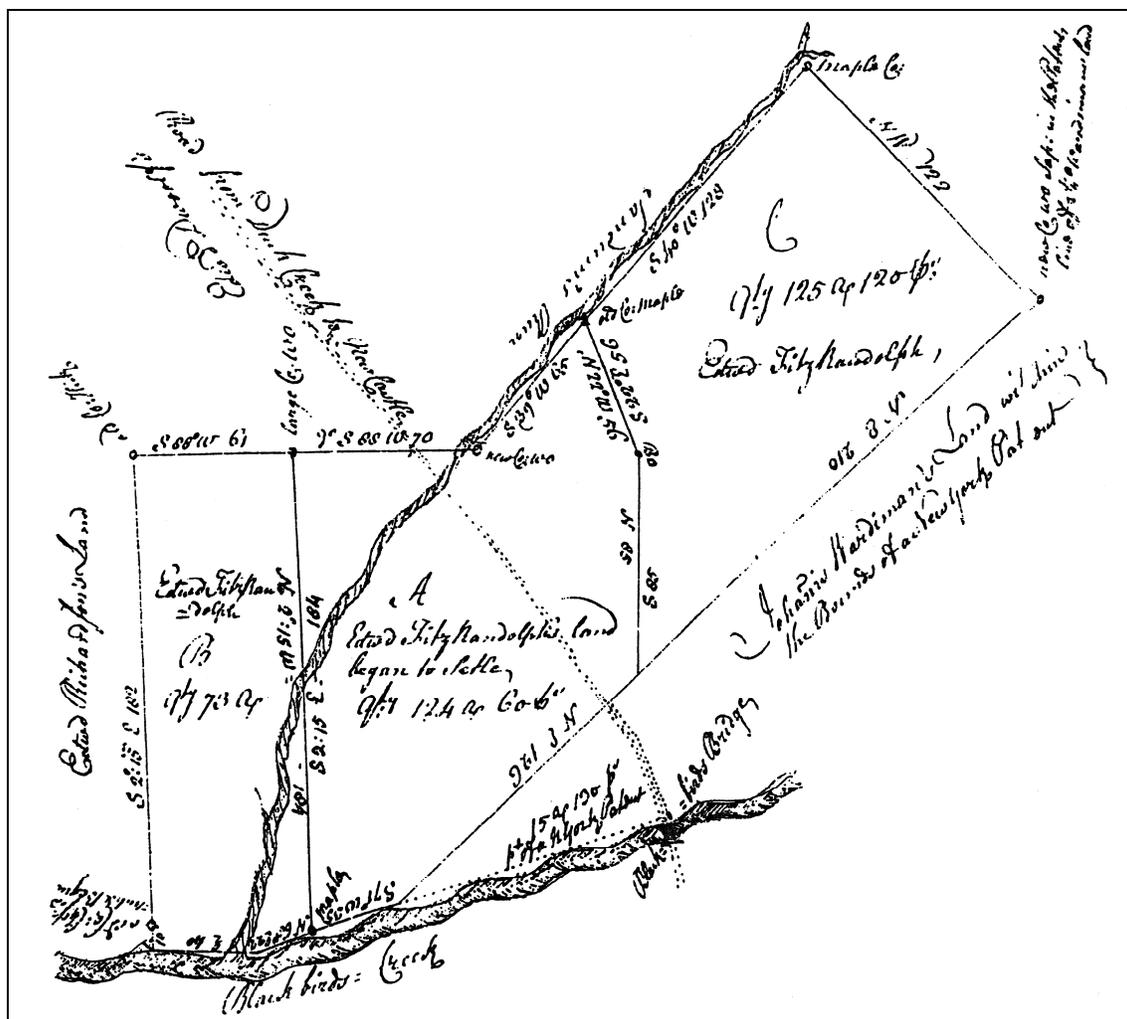


Figure 3-1. Road from Duck Creek to New Castle Crossing Blackbird Creek on 1737 Plat (NCC Warrants and Surveys 1737b)

Grist mills were some of the earliest industries in the area, and many became the hub of small hamlets or towns as early as 1658 in New Castle (O'Connor et al. 1985:13-14; Shaffer 1988:15). The first recorded mill in the Appoquinimink Hundred was at Noxontown prior to 1736 (Scharf 1888:1022). Settlement in Duck Creek and Appoquinimink Hundreds in 1750 was sparsely scattered across the region, but the residents had access to both the Wilmington and Philadelphia markets to the north, with lesser interaction with the Chesapeake Bay markets to the west (Catts et al. 1995:106). In 1682, a canal was cut across the upper portion of Bombay Hook to allow Duck Creek to flow directly into the Delaware River instead of curving south for 12-13 miles (Pippin 1995:70). The waterway made Bombay Hook an island instead of a peninsula, and it has been named Bombay Hook Island ever since that time (Figure 3-2; Scharf 1888:1030). The water transportation routes from the Duck Creek and Smyrna landings to the Delaware River, as well as the King's Road, allowed the farmers on either side of Duck Creek, including the present study area, to participate in the growing agricultural economic growth in the region.



Figure 3-2. Map showing the King's Road and Waterways in Southern New Castle County/Northern Kent County in 1756 (Lewis 1756)

Shaffer et al. (1988:13-14) states that 80 percent of New Castle County land grants from 1679 to 1700 were 300 acres or less in size, with 13 percent for 500 acres or more, mainly for land speculators. Farms of 100 acres or less were only 10% of the total. From 1701 to 1725, 85 percent of the land tracts were of 300 acres or less, similar to the late seventeenth century (Shaffer et al. 1988:16). Farms of 100 acres or less were now 27 percent of the total. In the 1800s, the average farm was about 200 acres, although many were 300 to 400 acres or more (Shaffer et al. 1988:25).

Most of the residents of New Castle County in the 1700s were farmers, growing corn, rye, and wheat as principal crops. The rise of agriculture in Delaware was encouraged in that each farmstead could be located within twelve miles of a navigable river or creek (Munroe 1954:27). Much of southern New Castle County has been continuously cultivated for over 300 years (Passmore 1978:8). According to contemporary periodical advertisements, Kent County and New Castle County farmers in the early to mid-18th century cleared an average of 30 percent of their land parcels; the rest of the tract was left in marsh, meadow or woods (Catts et al. 1995:98). Many farms were owned by absentee landowners, and the houses on the land were rented or leased to tenants. Advertisements appeared in the local paper for renters of farms with descriptions of the land and buildings (Hancock 1987:46-47).

The farms were successful and slowly the northern part of Kent and New Castle counties were able to shift from a subsistence oriented economy to a market-based economy by the middle of the 18th century; Sussex County was slower in economic development.

The grist and flour mills of Brandywine Hundred near Wilmington helped to bring financial growth to northern Kent and southern New Castle counties in the mid-1700s, and are credited with helping establish milling interests in the United States (Welsh 1973:79; Scharf 1886:786-787). Joseph Tatnall, later in partnership with his son-in-law, Thomas Lea, operated an early milling operation in Wilmington. Early mills were first constructed on the Brandywine in 1729, but it was not until Lea and Tatnall's attempts in the 1760s, that the waters of the river could be fully utilized for mill works (Conrad 1908:563-564).

Iron deposits in New Castle County and bog iron deposits in Sussex County were discovered in the mid-1700s, and soon processing sites were established across Delaware (Harbeson 1992:18-19; Heite 1974:18). In 1673, the area known as Iron Hill in west Pencader Hundred was placed on a regional map, and evidence exists of Welsh mining activities in the eighteenth century (Shaffer et al. 1988:15). Samuel James established a forge in New Castle County in 1723, supposedly the first in the mid-Atlantic (Shaffer et al. 1988:21). The forges required an immense amount of fuel, and since coal was not locally available, the primary forests were harvested to produce charcoal (Passmore 1978:14). Mine owners either purchased thousands of acres outright or at least the rights to work the land solely for the harvest of the timber. Blast furnaces for processing the ore were scattered across Delaware, the last one closing in 1836 (Passmore 1978:14). The need for charcoal, coupled with the need of lumber for ship and building construction, contributed to the rise to the number of saw mills.

In November of 1756 the three counties of Delaware organized militia to assist in the French and Indian War. By the end of 1757 the colony had organized about 4,000 men and begun construction of a battery and barracks (Scharf 1888:142).

3.1.3 1770-1830+/- Early Industrialization

When news of the Battle of Lexington, Massachusetts reached Delaware, an effort to raise money for a defense fund was undertaken. Members of New Castle County's committee who signed a resolution in May 1775 to taxing citizens for this fund were justices of the peace and grand jurymen (Scharf 1888:222). The two delegates from Delaware voting on the Declaration of Independence in 1776 were Thomas McKean and George Read. Read refused to sign the document, and McKean sent a messenger to Delaware to summon Caesar Rodney so that Delaware would vote in the affirmative for independence (Scharf 1888:230). A Delaware Convention met later in 1776 at New Castle and adopted a constitution for governing the colony. The first of thirty articles declared that the government of the counties of New Castle, Kent, and Sussex shall in all publications be known as "The Delaware State" (Scharf 1888:233). The 26th article forbade the importation of slaves from Africa and stated that no negro, Indian, or mulatto slave should be brought into the state for sale from any part of the world (Scharf 1888:234).

The Office of the County Assessor was created in 1766, and the earliest tax records for Appoquinimink Hundred date to 1776. Available census records prior to 1800 are few, ranging from 1693-1697 and 1782, with the Federal Censuses beginning in 1790. Tax records in

Delaware prior to 1797 only provide information on the value of the land in proportion to the amount the county needed to collect that specific year to operate. The tax amount was then computed against the value of the property, but no further information was recorded in the tax records. The 1797 tax register for Delaware was the first tax poll that recorded detailed property information.

Quakers in Delaware began to free their slaves in 1775 and others followed their example. The Delaware Revolutionary hero Caesar Rodney freed his slaves in his will; he died in 1784. In 1788 the Delaware Society for Promoting the Abolition of Slavery was established. Fifteen percent (nearly 9,000) of the total population of over 59,000 in Delaware in 1790 were slaves, with free African Americans totaling almost seven percent. The number of slaves in the state dropped by half in the next thirty years (Newton 2011).

Forests were still plentiful in the mid-1700s, but the true effects of deforestation were being felt in Delaware in the early 1800s (Catts et al. 1995:100). In reviewing deed transcriptions, the use of corner-marked trees in the late 17th and 18th centuries tended to be replaced by the presence of stumps and saplings by 1800, which were in turn replaced by stakes and stones, or references to where a particular corner-marked was formerly located in a field (Catts et al. 1995:100). The deed descriptions can be utilized to identify tree types as well as document the advent of deforestation for almost 200 years. In the 20th century, many of the early colonial farms had been reclaimed by the forests and had reached maturity to provide another phase of timber industry (Passmore 1978:10).

Iron producing communities were many times characterized by the presence of a centralized furnace with peripheral farming, lumber, and charcoal related industries (De Cunzo and Catts 1990:13). By the 1820s, depressed prices for iron ore, and competition from imported iron, shut down many of the iron processing locations in Delaware (Federal Manufacturing Census 1820 for New Castle County). In northern Kent County and all of New Castle County, mill pond dams were usually narrower than those in Sussex County because the watersheds were deeper and narrower. The flat, coastal regions of Sussex County demanded wider and more substantial mill pond dams to create enough of a water head to operate the grist and saw mills, as well as the forges.

Several plausible canals were proposed to connect the Chesapeake Bay to the Delaware Bay around 1800, including one to connect the Chester River in Maryland to the Appoquinimink Creek just east of Cantwell's Bridge, but only the Delaware Canal was ever constructed across the entire state, cutting through central New Castle County (Munroe 1986: Figure 1).

Cantwell's Bridge received local grains and other products for export from a twelve to fifteen mile radius (Schwartz 1980:32; Kushela n.d.:7). Six granaries with a total capacity of over 30,000 bushels were situated along the Appoquinimink Creek by 1825, and between 1820 and 1840, over 400,000 bushels of wheat were shipped through the community (Schwartz 1980:32). The harvested grains from the Blackbird area of central Appoquinimink Hundred were probably shipped to Cantwell's Bridge on the Appoquinimink Creek five miles to the north, as well as Duck Creek Landing and Smyrna Landing on Duck Creek five to eight miles to the south (Figure 3-3).

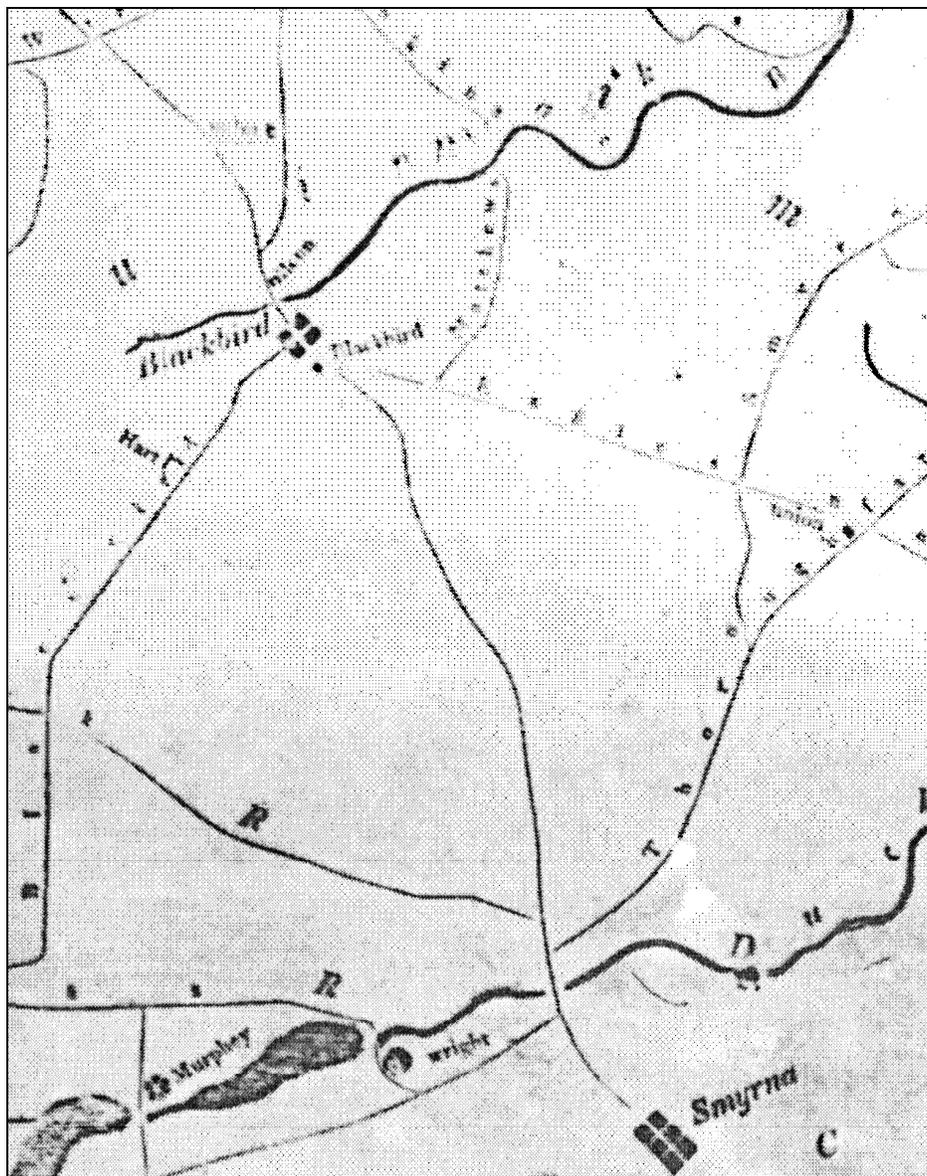


Figure 3-3. The Blackbird to Smyrna Area in 1820 (Heald 1820)

The Brandywine Mills were dismantled for a short period during the American Revolution to avoid capture by British troops, and after being refitted, by 1780 they were making profits like none seen up to that time. The northern half of Delaware was becoming prosperous and evolved into a market-based economy while the southern Delmarva region continued to lack a market-based economy (De Cunzo and Catts 1990:10).

Benjamin Donoho constructed a hotel on the east side of the King's Road, which became a stagecoach stop and unofficial post office for the Village of Blackbird (Pryor 1975:24). Patrick Lyons built a dam across Blackbird Creek and operated a grist and saw mill west of town, later owned by Auly Lore from New Jersey and known as Lore's Mill and recognized for a high quality of white corn meal (Pryor 1975:25). Bassett Ferguson purchased the hotel from a

grandson of Benjamin Donoho, and became Blackbird's first postmaster in 1838 (Conrad 1908:574; Pryor 1975:24).

3.1.4 1830-1880+/- Industrialization and Early Urbanization

Farmers learned in the early 1700s to rotate crops and tobacco was grown on freshly cleared ground while grains, such as wheat, corn, and rye, were grown mainly on previously tilled ground (Passmore 1978:22). However, farming practices in Delaware had leached the sandy soils of the major nutrients and led to the almost complete destruction of the topsoils by the 1830s (Passmore 1978:16). James C. Booth's "*Geological Survey of Delaware*" provided guidance for Delaware farmers to reconstitute their soils, and he is praised with saving agriculture in the region (Booth 1841). Booth taught chemistry at the Franklin Institute in Philadelphia from 1836-1845 (James Curtis Booth Papers, Manuscript Collection No. 175, Special Collections, University of Delaware Library). In 1837, he was appointed the Delaware State Geologist, publishing the memoir in 1841.

Booth correctly identified that the nutrients in the soils of the entire Delmarva Peninsula were being depleted and he encouraged farmers to add burned and crushed oyster shell and marl to their fields (Passmore 1978:17). Marl, a compact clay-sand deposit containing ancient sea shells, had been discovered in New Castle County while dredging canals. From the early 1840s to the Civil War, marl increased crop productivity on almost all areas of application, sometimes as much as 400 percent (Passmore 1978:17). By the 1880s, other fertilizers, such as improved lime and ground crab, were used, and modern technological advancements in crop rotations and nitrogen fertilizers helped bring Delaware into the world agricultural markets (Passmore 1978:7-19).

The coming of the Philadelphia, Wilmington, and Baltimore Railroad through Blackbird in 1856 enabled the non-coastal central regions of Delaware to be settled (Figure 3-4; Passmore 1978:7; Zippe 1968:83-84). The smaller towns in rural central Delaware were then able to send their goods directly to interstate markets by train rather than by wagon and carts via the nearby seaports, such as New Castle and Wilmington. Sassafras Station on the Delaware Rail Line was established by the 1860s south of Blackbird Station but still within New Castle County (Beers 1868).

The railroad allowed all industries to expand at a fast rate (Harbeson 1992:21). At the advent of the railroad industry, brick yards sprang up in Delaware. A brick yard was drafted on an 1850 map of Delaware on the south side of the Appoquinimink Creek, south of Middletown (Rea and Price 1850).

The number of slaves in Delaware was only 1,798 by 1860, with the majority (1,341) of slaves in Sussex County. Kent County's slaves numbered 303 and those in New Castle County had dwindled to 254. The proportions were reduced for free Black Delawareans in 1860: of the nearly 20,000, over 8,000 resided in New Castle County. Free Blacks in Kent County were almost as numerous, totaling over 7,000, while those in Sussex County topped 4,000. The White population of Delaware in this time period was 90,589 (Newton 2011).



Figure 3-4. The railroads near Blackbird and Smyrna in 1876 (Gray 1876)

The Underground Railroad in Delaware came through the Blackbird community, although the majority of the residents were southern sympathizers (Pryor 1975:22). Daniel Corbett's Clearfield Farm on the north side of Duck Creek a few miles to the southeast of the present study area, and the Appoquinimink Friends Meetinghouse in Odessa, were two places harboring the runaway slaves en route to freedom (Blockson nd:25 and 29). While some of the local landowners from around Blackbird have produced information on the Railroad in Blackbird, nothing has been substantiated. The Blackbird community claimed a population of 50 in 1865, and had grown to about 300 inhabitants by 1880 (Talbot 1866:59; Edwards 1880:36).

3.1.5 1880-1940+/- Urbanization and Early Sub-urbanization

By the late 1880s, Delaware contained over 300 miles of railroad lines (Scharf 1888:3). By 1881, development near the Blackbird Railroad Station had increased, and the Forest Post Office was established at the station. The Blackbird Post Office continued to operate near the T-intersection of the main road near the heart of the town of Blackbird, located in Vincent O. Hill's store in 1881, and had moved to S. Lore's store across the street by 1893 (Hopkins 1881; Baist 1893). A Post Office and bank were in business near the Green Spring Station in southern

Blackbird Hundred by 1881 (Hopkins) and into the 1890s (Figure 3-5, Baist 1893). W.S. Reynolds operated a general store near the Green Spring Station in 1882 (Ferris Brothers 1882:155).

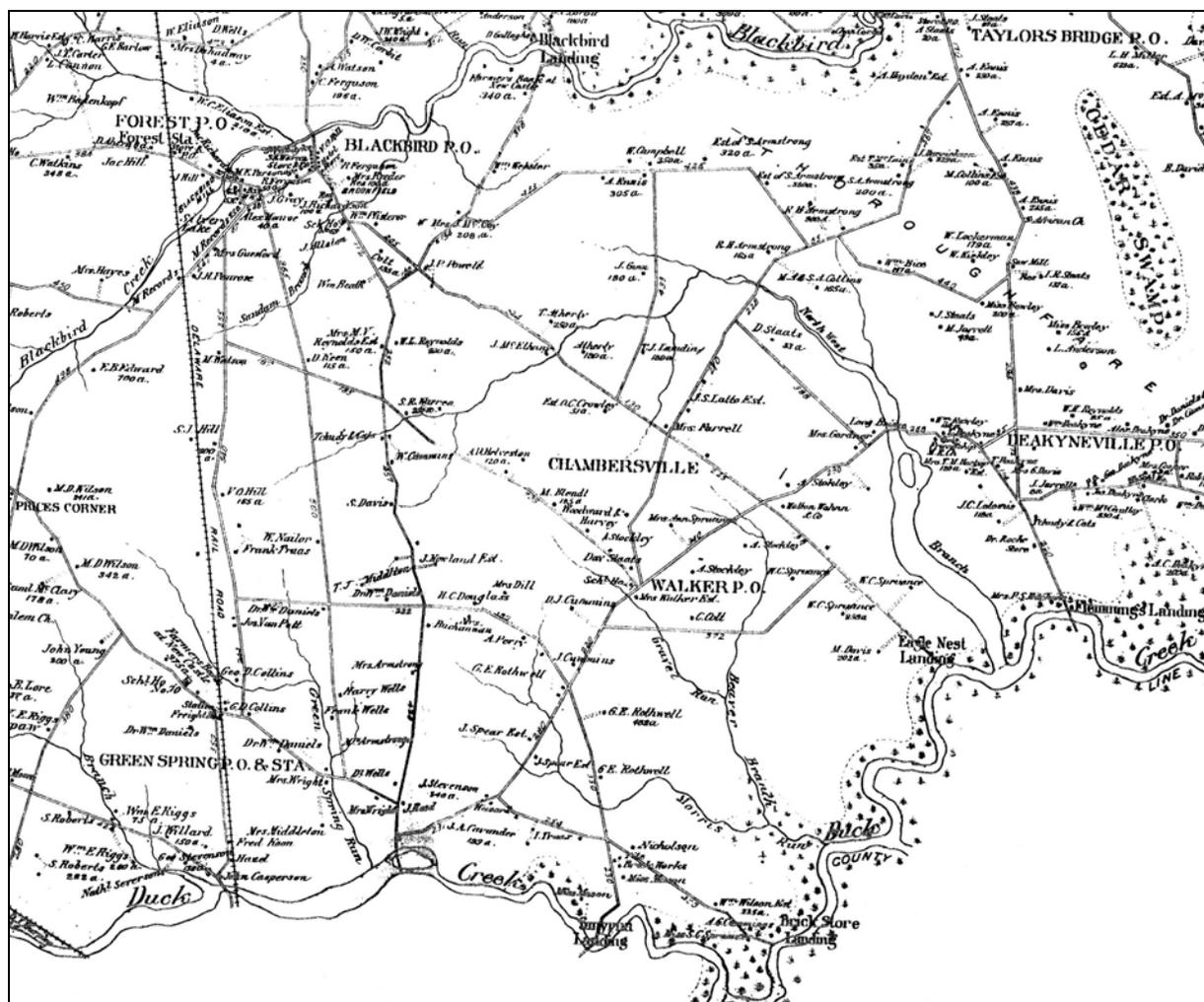


Figure 3-5. Southeastern Blackbird Hundred in 1893 (Baist)

The 1880 census revealed that 51 percent of the 206 farms in Blackbird Hundred were tenant or sharecropper farms, averaging 55 acres each, with some as large as 400 acres (Zippe 1968:76). Central and southern Delaware farmsteads typically contained several tenant dwellings to house the hired hands directly on the farm tracts; many times, these tenements were in close proximity to the main farm house (Passmore 1978:8).

Wheat was the main agricultural crop in New Castle County during the colonial period, but as early as 1839, it was beginning to be replaced by the fruit industry (Passmore 1978:24; Schwartz 1980:32). The center for the peach industry was primarily in New Castle County, but by the 1880s, blight was destroying the industry (Zippe 1968:78). Kent County was known for apples, and the berry industry became popular in Sussex County. Sussex County grew more

strawberries in 1902 than any other county in the country (Passmore 1978:72-73). People immigrated to Delaware for the new agricultural industry from as far away as Forest, Ontario, including many Irish (personal communication with Michael McGrath in September 1999).

Richard Brockson operated a peach dryer at Blackbird, which employed over 30 people during the height of the peach picking time (Pryor 1975:25). Migrant workers, referred to as Peach Plucks, harvested the fruits for 75 cents a day with meals and a place to sleep, usually on a haystack or in a barn. The Just Right Canning Company operated to the northeast of Blackbird at Blackbird's Station, and another cannery was located to the southwest of town near Greenspring.

The 1920s and 1930s saw the development of the famous Delmarva broiler chicken industry in southern Delaware, which, since 1934, has produced over half of the farm income for Delaware farmers (Passmore 1978:58). The success of the chicken industry has been credited with helping the local farmers to weather the Great Depression as the poultry industry relied on the grains produced in the region to thrive, keeping the grain producers financially afloat. In 1937, wheat was grown in slightly larger quantities to the north of Blackbird, a direct result of a higher acreage of timber and untillable land in northern and southern New Castle County (Bausman 1937:18, 22).

Since the early settlements, residents of the State of Delaware have desired to drain the low-lying swampy regions and expand the agricultural prospects of the region. Marshes and swamps still covered more than 50 percent of Blackbird Hundred by 1875 (Zippe 1968:73). Draining the numerous marshes to reclaim the land for producing grain products was crucial for the area's economic success (Scharf 1888:1023-1024). Many of the ditch systems constructed in the 1700s and early 1800s were deepened and cleaned out in the 1930s by the Work Projects Administration (WPA) (Passmore 1978:19). Charles Adams, owner of the Jones Site from the late 1930s to the 1980s, remembered the WPA installing these lines as a boy in the region (personal conversation with Rick Dobson, March 2000; Mr. Dobson had the actual conversation with Charles Adams Junior).

The Soil Conservation Service established districts in Sussex County in 1944, and most farmers then had farm plans on file with the district, greatly enhancing their yields, making Delaware known as one of the agricultural centers of the central Atlantic seaboard (Passmore 1978:108). Tomato blight and competition after World War II ended the large scale fruit industries in the community (Pryor 1975:25).

3.2 PREVIOUS ARCHAEOLOGICAL SURVEY AND RESEARCH

Ten previous archaeological investigations have been undertaken in the SR 1 corridor from Smyrna-to-Pine Tree Corners. Two initial Phase I surveys were conducted by The University of Delaware Center for Archeological Research (UDCAR), one in 1984 (Custer and Bachman 1986) and the second in 1992 (Bedell and Busby 1997). The remaining eight studies were undertaken by Louis Berger and Associates (LBA), and included additional Phase I survey of portions of the SR1 corridor, and Phase II and III investigations of sites identified as a result of the various surveys (Bedell 1996a, 1996b, 1996c; LeeDecker et al. 1996; Bedell 1997; Bedell et al. 1997a; Bedell et. al 1997b; Bedell and Jacoby 1998).

3.2.1 UDCAR

The initial SR1 fieldwork consisted of a Phase I survey in 1984 conducted by UDCAR, where the main focus of the investigations was to record primarily prehistoric sites (Bedell and Busby 1997:4). The furthest south of three 1984 study sections was located between the community of Townsend and Black Diamond Road (Custer and Bachman 1986:5). A research plan for future Phase I and II archaeological investigations was developed for Kent and New Castle Counties, the basis for the investigations for the next several years (Custer et al. 1987). Site 7NC-J-204 was located approximately one mile south of Black Diamond Road, outside the southern boundary of the 1984 study area.

UDCAR conducted the second Phase I survey in 1992, consisting of several discontinuous segments extending most of the distance from Pine Tree Corners to the Smyrna Landing Road (Bedell and Busby 1997; Bedell and Jacoby 1998). This survey did include the SR1 corridor within the current report's project area, as the corridor crossed the Adams property ("Sod parcel 18"). The Adams family owned the land prior to its acquisition by DeIDOT. About two-thirds of the Adams parcel was wooded and the remainder was an open, grassy field. All of the parcel appeared to have been plowed (Bedell and Busby 1997:7). The project corridor measured ca. 2800 ft. (850 m) in length and 325 ft. (100 m) in width within the Adams property. No formal reports were submitted for the 1992 UDCAR projects; however, in 1997, LBA documented the UDCAR field results as part of a management report for fieldwork conducted by LBA in 1995 and 1996 (Bedell and Busby 1997).

Original Site Designations

UDCAR recorded four sites in the project vicinity in the fall of 1992: 7NC-J-191A, 7NC-J-191B, 7NC-J-191C, and 7NC-J-204. Site 7NC-J-191A was originally identified by a single piece of fire cracked rock on the exposed surface to the east of a large spoil pile within a proposed on-ramp ("Ramp H"). When six additional shovel tests encountered historical artifacts, a total of seven 5 x 5 ft. test units were excavated, yielding a total of 98 late 19th to early 20th century historical artifacts, including 51 brick fragments (Bedell and Busby 1997:8). Three jasper flakes were also found and the site was estimated to measure 150 x 100 ft. (50 x 30 m).

Site 7NC-J-191B was recorded as a Native American site measuring 100 ft. in diameter located a few hundred ft. to the northwest of Site 7NC-J-191A. One jasper flake and a quartz flake were recovered from shovel tests. This site was contained within the boundaries of a larger historic site, Site 7NC-J-204.

Site 7NC-J-191C measured 100 x 200 ft. oriented north to south and was defined by a quartz fragment from a shovel test and four other Native American artifacts, including a quartz biface, from additional surface collecting. Site 7NC-J-191C was located west of Site 7NC-J-191B, along the western edge of the right-of-way on a low rise in a grassy field. The three prehistoric sites appear to represent infrequent procurement activity (Bedell and Busby 1997:9).

The Jones Site (7NC-J-204) was recorded at the southern end of the Adams property (Parcel 18) in a grassy field. A total of 210 shovel test pits (STPs) were excavated by UDCAR within Parcel

18. UDCAR used three transects of STPs, one on the center line of the proposed road, and one on each edge, making the distance between transects ca. 150 ft. (45 m). The testing interval along the transects was 40 ft. or 12 m. Results will be discussed below.

3.2.2 LBA

As mentioned previously, no formal reports were submitted for the 1992 UDCAR projects. In 1997, LBA documented the UDCAR field results as part of a management report for fieldwork conducted by LBA in 1995 and 1996 (Bedell and Busby 1997).

Site 7NC-J-204 was the largest of the four sites recorded by UDCAR within the parcel. It measured nearly 1000 ft. (300 m) in length (Bedell and Busby 1997). The site extended across a grassy field between wet woods to the north and south of this portion of the field. The north end of the site was at the junction of the grassy field and the wet woods to the north. The south end of the site extended approximately 150 ft. into the wet woods to the south of the field (Bedell and Busby 1997 field map 2 based on UDCAR 1992 survey, SR1 Smyrna to Pine Tree Corners). Surface elevations within the site ranged from roughly 53 to 56 ft. above mean sea level.

According to Bedell and Busby (1997), coal, cinder, brick, and a variety of artifacts were recovered from the STPs indicating occupation in the 19th and 20th centuries; as many as seven artifacts were recovered from some STPs. UDCAR placed 20 5x5-ft. test units at Site 7NC-J-204. Seven test units were situated along the western transect and 13 were along the center line transect. The test units revealed the highest artifact concentrations within the center of the site. Test Unit 15 had 122 artifacts (including 44 fragments of brick) and Test Unit 10 had 64 artifacts (including 9 fragments of brick). The test unit total of 501 historical artifacts included 191 fragments of brick. Artifacts from the site included redware, whiteware, ironstone, aqua glass, flint glass, cut and wire nails, gray stoneware, a single sherd of creamware and a single white clay pipestem (Bedell and Busby 1997). UDCAR identified an unspecified number of small post holes, which were assumed to be fence posts.

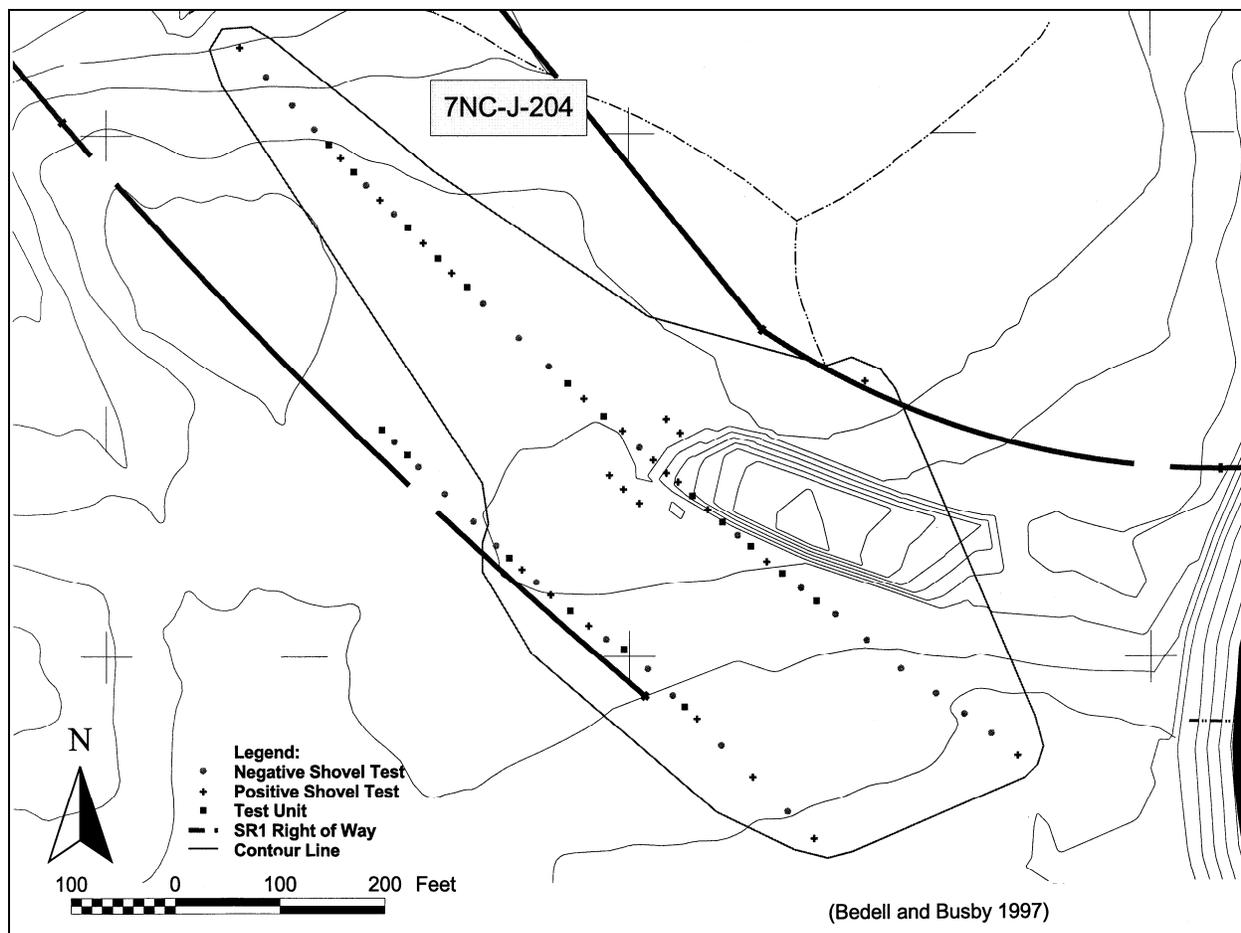


Figure 3-6. Map of Boundary of Site 7NC-J-204 by Parsons based on Bedell and Busby 1997

A few Native American artifacts were found within site 7NC-J-204, including a jasper point tip, several quartz and jasper flakes, and some possible fire-cracked rock. This discrete area (ca. 100 ft. or 30 m in diameter) was also the portion of site 7NC-J-204 that produced the highest concentration of historical artifacts. Due to the overall low artifact density at Site 7NC-J-204 (all of which appeared to be in the plow zone), coupled with the lack of a known historical structure on the property, LBA concluded that a tenant house associated with a nearby farm may have stood on or near the site. Finally, because the majority of the artifacts recovered from the site appeared to date to the late 19th and 20th centuries and the integrity of the site was low, LBA concluded that Site 7NC-J-204 was not eligible for the NRHP and recommended no further work (Bedell and Busby 1997).

Soon after the three small sites (7NC-J-191A, B, and C) were recorded, the UDCAR crew returned to the area and excavated seven 5 x 5 ft. test units on Site 7NC-J-191A, primarily between the 20 test units recently excavated at the Jones Site and additional shovel test locations yielding cultural material (Bedell and Busby 1997:8-9; UDCAR 1992). All test units encountered historic cultural material; several Native American artifacts, including a jasper

projectile point tip, were recovered from a test unit located within the confines of 7NC-J-191B. UDCAR also identified an unspecified number of small postholes, which they assumed to be fence posts.

The spatial distribution of the cultural material and features redefined the boundaries of the three small sites. Consequently, Site 7NC-J-204 absorbed Sites 7NC-J-191A, B, and C, constituting one single historical site. Former site 7NC-J-191A occurs in the southeastern portion of the newly defined Jones Site; 7NC-J-191B occupies the central portion and 7NC-J-191C is situated on the northwestern edge. Currently, the Native American sites consolidated into the Jones Site represent Native American components.

A review of historic maps, i.e. Rea and Price (1849), Beers (1868), and Hopkins (1881), revealed a house located closer to the main state road 600 ft. from the Jones Site (Bedell and Busby 1997:8). Neither UDCAR nor LBA located a map showing a house in the exact location of the site. The lack of a known historical structure on the site led LBA to conclude that the site may have been a tenant house. The majority of the artifacts recovered from the site appeared to date to the late 19th and 20th centuries, and the integrity of the site was concluded to be low. Therefore, LBA determined that Site 7NC-J-204 was not eligible for the National Register, and recommended no further work (Bedell and Busby 1997:41).

In addition to the four sites described above, the 1992 UDCAR survey found a terra cotta drain tile feature approximately 500 ft. to the north of site 7NC-J-204 within the wooded swampy area. A single shovel test encountered the feature and the area was recorded as site 7NC-J-205 (Bedell and Busby 1997:10). A 5 x 5 ft test unit was placed over the drain confirming its existence and the feature was attributed to the early 20th-century attempts to drain the area.

3.2.3 Parsons, Inc.

In 1998, DeIDOT issued a Request for Proposal on the Pine Tree Corners to Smyrna Landing Road Corridor to assess archaeological sites that were placed on a list of no further work based on little artifactual and feature evidence. The 1992 UDCAR survey report by LBA contained only limited horizontal and no vertical artifact distributions for site 7-NC-J-204, yielding limited information on regional activities within the boundaries of the site. The site was listed as containing only a late 19th to early 20th century occupation, yet the 1992 UDCAR field notes related that red wares, a white clay pipe stem, and cream wares were represented within the artifact assemblage. The date range of the artifacts did not completely omit the possibility of the presence of a late 18th- to early 19th-century component (Bedell and Busby 1997:8-9).

During preliminary assessments of the archaeological sites within the corridor considered for Phase II evaluations by Parsons, site 7NC-J-204 was slated for Phase II archaeological evaluations based on the following criteria, as the site contained:

- a higher artifact density in certain areas suggesting activity loci,
- a variety of artifact types to assist in determining site function,

- artifacts from a range of time periods indicating possible different occupational periods, and
- identified structures either standing or identified on historic maps in the vicinity of the artifact scatters.

The reassessment of site 7NC-J-204 by Parsons, in consultation with DeIDOT and the Delaware SHPO, overturned this original recommendation. A management summary detailed the results of Phase II testing and evaluation at the Jones Site (Abell and O'Neill 1999). The current report includes information on both the Phase II evaluations and Phase III excavations at the Jones Site conducted by Parsons in 1999 and 2000. This report was begun by Parsons and was finished by Versar after the Cultural Resources Division of Parsons was acquired by Versar, Inc. The term "CR Division" as used in this report refers to the cultural resources team that once worked for Parsons and currently works for Versar.