



Figure 80. 1884 brick sidewalk fronting Feature 16, #7 Railroad Avenue. View looking east. Photo courtesy of the MDSHA ENM field office (November 2007).



Figure 81. Section A, exposed segment of Feature 16 foundation. View looking southwest. Photo courtesy of the MDSHA ENM field office (November 2007).

Table 6. Artifact Assemblage Recovered from Feature 15 and 16, #7 Railroad Avenue, the Royal Lawns Property

Catalog #	Provenience	Count	Artifact Description
107	Feature 15-Interior fill	2	whiteware; plain; 1-cup rim; 1-bowl body
107	Feature 15-Interior fill	1	window glass; aqua (sample)
107	Feature 15-Interior fill	3	bottle; lght gr; 2 body; 1 torpedo base; 1 stopper finish (applied)
107	Feature 15-Interior fill	1	bottle; brown, stopper finish neck & shoulder; case or flask
107	Feature 15-Interior fill	2	bottle; clear; 1 base; 1 panel neck & finish
107	Feature 15-Interior fill	1	bottle; olive; complete; molded; ink bottle
107	Feature 15-Interior fill	1	bottle; aqua; 1-complete medicine bottle; stopper top; "11x" on base
107	Feature 15-Interior fill	1	bottle; aqua; 1-"Rumford" finish/neck/shoulder
107	Feature 15-Interior fill	2	bottle; aqua; plain; basal body
107	Feature 15-Interior fill	1	bottle; aqua; embossed; basal body; "Landsdale" "Registered" w/partial logo
107	Feature 15-Interior fill	1	glass; clear; stem
107	Feature 15-Interior fill	1	rod(?); iron
107	Feature 15-Interior fill	2	nail; cut; iron
108	Feature 16-General surface coll.	1	whiteware; plain; base; pitcher or vase
108	Feature 16-General surface coll.	1	Porcelain; plain; spout
108	Feature 16-General surface coll.	1	bottle; aqua; base/body; ink bottle
108	Feature 16-General surface coll.	2	bottle; 1-vial; clear; 1-panel; clear (10 frags)
108	Feature 16-General surface coll.	2	bottle; 1-clear base; 1-clear body
108	Feature 16-General surface coll.	1	vessel; 1-clear handle
108	Feature 16-General surface coll.	1	bottle; aqua; neck/stopper finish
108	Feature 16-General surface coll.	2	bottle; cobalt; body
108	Feature 16-General surface coll.	1	vessel; amber; rim
108	Feature 16-General surface coll.	5	nail; square; iron



Figure 82. Mid- to late-nineteenth- through early-twentieth-century bottles recovered from the interior building fill of Feature 15.



Figure 83. Olive ink bottle recovered from the interior building fill of Feature 15.



Figure 84. Pill bottle collected from the general surface collection in Feature 16.



Figure 85. Embossed bottle fragment, interior building fill of Feature 15.



Figure 86. Wine glass stem, interior building fill of Feature 15.

clear handle (Figure 87). The ceramic assemblage, while limited compared to the glass collection, exhibits flatware and hollowware forms. The whiteware base fragment, part of a pitcher or vase, and the porcelain spout found in the general surface collection of Feature 16 reflect function-specific forms.

Two structures, the 1875 J. Buck Post Office and the early twentieth-century Drain Building, fronted Railroad Avenue in the asphalt area (East New Market 2005o, p) (Figure 88). The Drain Building housed a shoe store and repair shop, as well as a grocery store. Based on the footprint of the buildings on a 1922 Sanborn Fire Insurance map of the project area, Feature 15 represents the location of the post office, while Feature 16 represents the Drain Building (Figure 61). The artifact collections recovered from Features 15 and 16 are consistent in age to the non-extant structures, but the disturbed context of the finds prohibits defining each collection as representative of the activities at each structure.

Open Gravel Parking Lot East of Firehouse

The open gravel parking lot located to the east of the East New Market Fire Company was the site of the c. 1911 East New Market Bank (East New Market 2005q) (Figure 76). Excavation of the sidewalk bed across the gravel lot did not uncover any foundation remains or other cultural features associated with the bank building, but a mottled dark brown and brownish yellow (10YR 3/3 and 6/6) sandy clay fill. Although no archeological excavations were conducted to determine the context of the fill, this material likely represents demolition and grading activities from the removal of the bank building.

#6-#14 Railroad Avenue

The inspection of the sidewalk excavation at #6, the c. 1819-1824 Mary Rawleigh House, #8, the c. 1870 Anna Lee Moxley House, #10, the mid-nineteenth-century Tubman/Simmons House, #12, the c. 1910 Baker/ Allendorf House, and #14, the mid-eighteenth-century Buckland, yielded no cultural features or archeological deposits associated with the occupation of the properties (Figure 76). In general, a mottled brown and yellowish brown (10YR 4/3 mottled with 5/6) sand fill was noted under the brick and concrete sidewalk. A yellowish brown (10YR 5/6) sandy clay E-horizon was observed in the north portion of the bed excavation at #14. The south half of the excavation exhibited a 1.5 to 2.0 foot-wide utility trench stain extending parallel to the road. No cultural features or archeological deposits were recorded in the footprint of the construction.

#9-#11 Railroad Avenue and Friendship Hall

Construction activities for the proposed sidewalk bed at #9, the c. 1864 Helsby Tavern, #11, the c. 1872 Tilghman Andrew House, and the c. 1783-1793 Friendship Hall were limited to placement and grading of fill for the new sidewalk bed (Figure 76). The sod horizon was removed as part of preparing the bed, and no evidence of the 1884 brick sidewalk, or any cultural features or deposits, was uncovered below the sod.

#102-#112 Railroad Avenue

Construction activities at #102, the c. 1904 Louis L. Smith House, #104, a c. 1915 residence, #106, a c. 1900 residence, #108, the c. 1898 Everett E. Holland House, #110, the c. 1898 Harry C. Bloodsworth House, and #112, the c. 1902 William B. Mills House consisted of removal of the existing sidewalk and placement and grading of fill for the new sidewalk bed (Figure 76). The 1884 brick sidewalk was evident fronting #108 to #112, whereas concrete sidewalk was present in front of #102 to #106. Soils underlying the sidewalk were limited to a mottled brown and yellowish brown (10YR 4/3 mottled with 5/6) sand fill. No cultural features or archeological deposits were recorded in the footprint of the construction.



Figure 87. Vessel and bottle glass fragments, general surface collection in Feature 16.



East New Market Streetscape Project

Dorchester County

J. Buck Post Office (near left), Drain Building (center), and Realty Building, ca. 1918



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**Figure
88**

Source: East New Market 2005o

6.0 CONCLUSIONS AND RECOMMENDATIONS

The archeological monitoring task conducted from March to November of 2007 for the proposed streetscape improvements in the town of East New Market, Dorchester County, documented a limited sample of cultural deposits, structural remains, and subsurface features associated with nineteenth- through twentieth-century activities of the community (Table 7). The depth of excavation for the proposed sidewalk generally limited impacts to within the profile of the existing sidewalk disturbance or slightly into the underlying subsoil. Based on the depth of excavation required, sidewalk bed fill material was left in place in whole or in patches at several properties, including the Realty Building and the East New Market Fire Company, covering, and preserving, any potential archeological resources. Limited portions of the project area, including the east side of North Main Street from #111 to #121, and the south side of Railroad Avenue east of #11, consisted of undeveloped yards or grassy lots bordering agricultural fields and contained no evidence of a late nineteenth-century sidewalk or other cultural remains. The overall project area was designated the East New Market Streetscape Site (18DO466).

Despite the limited area of exposure, the archeological data offers an interesting and informative perspective concerning the economic and spatial growth of the community. The geographical isolation of the town did not affect the ability of the local populace to obtain a variety of commercial goods. As evidenced by the utilitarian crockery, fine tableware, general bottle glass, and decorated table glass recovered from Feature 4 and 5, #34 South Main Street, domestic goods from regional and overseas manufacturers were obtained by consumers in eighteenth- and early nineteenth-century East New Market. The ports at Secretary and Cambridge would have provided a transportation point from which to receive such goods. Analysis of the collection identified examples of decorated porcelain, creamware and pearlware, as well as fragments of etched glass, consumer goods more likely found in a household of financial means. While the exact origin of the deposits is questionable based on the context of the finds, the general time period of the diagnostic artifacts does correspond to the occupation of the eighteenth-century Daffin-Mitchell House.

The mid- to late-nineteenth- through early twentieth-century refuse found in the demolition debris at the J. Buck Post Office and the Drain Building, #7 Railroad Avenue, and in between the underground storage tanks located at the town park, illustrates the transition to locally and regionally manufactured commercial goods. Mass-produced machine-manufactured glassware allowed producers of soda, liquor, ink, medicines, and foodstuffs to market larger quantities of their products at a reduced cost compared to traditional hand-blown glassware. Improvements to the overland transportation network in Dorchester County, including the construction of the Dorchester and Delaware Railroad between 1867 and 1869, enhanced access to urban markets and provided a direct link placing the goods into the rural communities. While there is no direct link connecting the cultural refuse at #7 Railroad Avenue and the town park to the grocery/general stores located at these sites, the domestic glassware and ceramics reflect typical goods found in a small commercial business.

The shift from early overland roads, to railroads, to use of the automobile and trucks affected the distribution of town commercial, industrial, and domestic structures in East New Market. The intersection of MD 14 and MD 16 historically served as a residential, and later commercial, focal point for the eighteenth through late-nineteenth-century period of the community. The late-nineteenth-century period in particular witnessed numerous commercial businesses at the

Table 7. Summary of Archeological Features Identified in Site 18DO466

<u>Feature #</u>	<u>Location</u>	<u>Functional Identification</u>	<u>Age</u>
1	#8 South Main St Haskins-Houston House (c.1798)	Post molds, possibly a fence line	Undetermined; possibly late 18 th to early 19 th century
2	#11 South Main St Mary Titus Webster House (1929)	Undetermined; small square stain, possibly a post mold	Undetermined
3	#11 South Main St Mary Titus Webster House (1929)	Undetermined; small rectangular stain	Undetermined
4	#34 South Main St Daffin-Mitchell House (c. 1798)	Reconstructed brick storehouse foundation	1896-1920
5	#34 South Main St Daffin-Mitchell House (c. 1798)	Demolition fill associated with relocation of 1877 frame storehouse	1877-1936
6	#43 South Main St Realty Building (c.1915)	Undetermined; rectangular stain containing charcoal, brick and oyster shell; possibly associated with burning of the Chesadel Hotel	Undetermined
7	#101 North Main St; East New Market Fire Company	Brick foundation associated with Millenson's Department Store	1913
8	#101 North Main St; East New Market Fire Company	Underground storage tank associated with a service station	Late 1930s to early 1940s
9	#101 North Main St; East New Market Fire Company	Underground storage tank associated with a service station	Late 1930s to early 1940s
10	#101 North Main St; East New Market Fire Company	Underground storage tank associated with a service station; identified on Railroad Avenue portion of property	Late 1930s to early 1940s
11	Parking lot of Hometown Pride Market, Academy St	Brick foundation of Helsby's Corner Store	1882
12	East New Market Town Park, under Academy St	Brick drain line	Late 19 th to early 20 th century
13	East New Market Town Park, corner of Academy St and South Main St	Underground storage tanks for the Pure Oil Station	1940's
14	Station 110+85, under Academy St	In-filled utility trench; likely western terminus of Feature 12	Undetermined
15	#7 Railroad Ave	Foundation of the J. Buck Post Office	1875
16	#7 Railroad Ave	Foundation of the Drain Building	Early 20 th -century