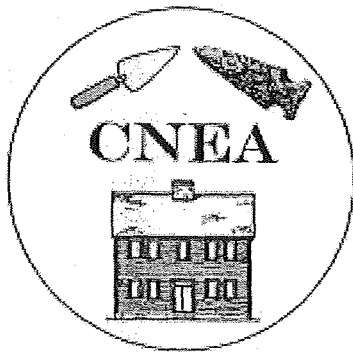




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Conference on New England Archaeology

Volume 25, 2005 [sic - Vol. 24]

New Directions on Old Roads

John Rempelakis, MassHighway, Cultural Resources Division

Introduction

As a backdrop to the conference papers, I've been asked to provide an overview of "transportation archaeology" and to discuss trends and issues of importance in the field based on my 25 years of experience in Massachusetts. Federal laws and regulations have made the Federal Highway Administration (FHWA) and state transportation agencies major players in the fields of Archaeology and Cultural Resource Management (CRM). The following serve as examples of the interdependence between Archaeology and Transportation: the establishment of task force committees within FHWA and the American Association of State Highway and Transportation Officials (AASHTO) to identify and resolve CRM and archaeological issues; the use of FHWA Enhancement Program funds to further archaeological research; the employment within the Advisory Council on Historic Preservation (ACHP) of an FHWA liaison whose sole responsibility is to expedite project reviews and clarify cultural resource issues for FHWA; and the prominent role played by transportation legislation in the governmental affairs of the Society for American Archaeology (SAA).

Unlike many other states, Massachusetts' transportation needs cannot be met by "one stop shopping." Transportation functions are distributed among nine different agencies, with each agency having its own facilities and mandate. The bulk of the archaeological work over the past 30 years has been sponsored by three agencies: the Massachusetts Highway Department (MassHighway), the Massachusetts Bay Transportation Authority (MBTA) and the former Metropolitan District Commission, now designated part of the Department of Conservation and Recreation (DCR).

Overview

For convenience, I have identified three periods in the evolution of transportation archaeology in Massachusetts based on the types of transportation projects and archaeological research that have been undertaken in the past 30 years. They are summarized below.

c. 1975-1990

This period was characterized by the study of environmental and cultural resource impacts along long, linear transportation corridors associated with segments of the Interstate Highway System and limited access state highways, such as Route I-495, Route I-391, Route I-93 (Central Artery), Route 44, Route 85, Route 146 and Route 3 North. During this period of interstate highway construction, transportation sponsored archaeological surveys contributed significantly to the Massachusetts statewide archaeological inventory.

During this time, state highway agencies began to hire staff (somewhat reluctantly) and seriously comply with the requirements of Section 106 of the National Historic Preservation Act (NHPA), the National Environmental Policy Act (NEPA) and Section 4(f) of the Department of Transportation Act. Ironically, the destructive capacity

of transportation projects, most notably those associated with the Interstate Highway System, helped spur the passage of these laws. These federal laws afforded archaeologists new avenues for employment in the fledgling field of CRM, and universities and emergent firms rode the wave of opportunity. Books devoted to CRM appeared in the archaeological literature, and articles devoted to the business and practice of CRM surfaced in *American Antiquity*.

Not coincidentally, this period also corresponded with the expansion of the Massachusetts statewide inventory and the development of a statewide resource management plan (MHC 1979) which laid out historic and archaeological research priorities across the state based principally on known inventory, geographical models and existing transportation networks.

Innovations in contract management and administration emerged during this period to keep pace with the increasing demands of environmental and cultural resource compliance. This period spawned the now commonplace cost-reimbursable, demand-responsive, statewide contract. Supported by large sums of pre-approved funds, this new contract mechanism allowed managers to assign multiple small or mid-sized projects in succession without negotiating separate contracts for each project. However, individual contracts were still negotiated for the large-scale, high-cost projects. For these large projects, MassHighway eschewed the status quo in the competitive bidding process by making the quality of the archaeological research, rather than the magnitude of the cost, the primary factor in proposal evaluation and vendor selection.

Regional and site "sampling" assumed importance in the archaeological literature of the 1970s and 80s (Mueller 1975, for example), influencing developments nationwide in transportation archaeology. Massachusetts proved to be no exception as transportation projects such as Route I-495, Route 44, Route 146 and Route I-391, with their multiple-mile long corridors transecting diverse environmental zones, provided a testing ground for innovative (if somewhat expedient) sampling methods (Thorbahn 1982) and new computerized field and laboratory recording procedures (i.e. Ardvarc, Focus). Transportation projects such as the Route I-495 project also afforded opportunities to explore the important archaeological issues of the time regarding the patterning of human settlement based on ecological concepts (Dincauze 1980, Dincauze and Mulholland 1977), foraging and organizational behaviors (Binford 1980, Jochim 1976) and site catchment analyses (Flannery 1976). Geo-morphological analyses and pollen studies combined with the archaeological investigations for the Route I-495 and Route 44 projects were instrumental in examining environmental change and its impact on cultural adaptation and territoriality in southern New England.

Of the 39 Pre-Contact Period Native American sites identified within the Route I-495 project corridor in southeastern Massachusetts, 20 were subjected to data recovery excavations. These sites spanned the Middle Archaic through the Late Woodland Periods and included site types ranging from large habitation sites to small, special purpose sites. The Route 85 project in Marlborough yielded a Pre-Contact Period Native American rock shelter site used most intensively during the Late Archaic Period and again during the Early and Middle Woodland Periods (Huntington 1982). The Route 44 project in southeastern Massachusetts identified the Annasnappet Pond Archaeological District whose boundaries contained large and small Native American campsites dating from the Middle Archaic through the Early Woodland Periods (Anthony 1979; Gero 1980; Randall 1981). These cross-country, largely undeveloped transportation corridors such as Route I-495 and Route 146 were not exclusively associated with the identification and evaluation of prehistoric sites, as they also produced a number of historic site investigations, mostly of 18th through late 19th century farmsteads and rural residential and industrial sites. A 19th century almshouse burial ground, consisting of the remains of 32 individuals in 31 graves, was identified and excavated during the latter stage of the Route 146 investigations in Uxbridge (Elia and Wesolowski 1989). After the completion of the osteological analysis, the remains of these individuals were re-interred nearby in a new cemetery constructed in the Victorian style. Circumscribed by ornamental landscaping, granite posts and a commemorative plaque, the cemetery earned an MHC statewide preservation award acknowledging the cooperative preservation efforts of agency officials, archaeologists and members of the Uxbridge community.

These large transportation project corridors also traversed highly urbanized areas such as Boston, Charlestown and Roxbury. Archaeological investigations for the Central Artery (Pendery 1982; Pendery 1984; Shaw, Laden and Cushman 1984; Elia and Seasholes 1989; Elia, Landon and Seasholes 1989) and the MBTA's extension of the Orange Line (Bower 1984; Bower 1986), involving extensive documentary research and selective field survey, identified a broad spectrum of sites and explored a variety of familiar themes. Tracing urban development from the 17th through the late 19th/early 20th centuries, the archaeological research touched on such issues as household consumption, land use, ethnicity, gender, status, subsistence and trade. Archaeological investigations in Roxbury included excavations of a tannery, a foundry, a horse railway complex, a homestead, a jail and a pumping station dating from the late 17th through the early 20th centuries. Archaeological investigations for the Central Artery project, which began during this period and continued intermittently into the 1990s, included the excavation of several Pre-

Contact Period Native American sites and a broad range of historic sites dating from the period of the first European arrivals. These projects were also significant for the unique logistical challenges they presented to archaeologists working in highly urbanized settings.

During this period, transportation archaeology demonstrated that new roads could take us to some very old places with interesting tales to tell.

1990–2000

This period witnessed the completion of site examination and data recovery excavations at sites identified within the major project corridors of the preceding period. Archaeological excavations within the Annasnappet Pond Archaeological District for the Route 44 project identified the largest Middle Archaic Period assemblage and one of the earliest known burials in Massachusetts, and provided valuable information on Middle Archaic lithic technology, atlatl use and transitional coastal zone/upland area adaptations (Doucette and Cross 1997). Central Artery archaeological investigations in Charlestown, Boston and Boston Harbor yielded Native American camp sites variously dated from the Late Archaic through the Late Woodland Periods, and the following historic sites: the first home of Governor Winthrop, a 17th century tavern, 17th and 18th century domestic/workshop sites, 17th through 19th century wharf sites, 18th century pottery sites, a tannery and distillery and a 19th century glass factory (Gallagher 1992; Cook and Balicki 1998; Edens and Kingsley 1998; Smith, Donohue and Dudek 2000). The display and publication of the results of these investigations have helped reshape our thinking about Colonial American life ways. Reconnaissance, intensive and site examination level surveys were undertaken for the MBTA's Greenbush Line during this period. These surveys identified and evaluated Pre-Contact Period Native American sites dating from the Middle Archaic through the Late Woodland Periods and historic period domestic/shop, railroad and industrial sites dating from the 17th through the early 20th centuries (Boire, Cherau and Begley 1994; Boire, Cherau and Macpherson 1997; Cherau and Fragola 2000). The Routes 146/I-90 transportation improvement project in Millbury and Worcester represented the largest new project of the period, involving several archaeological investigations of the 19th century Blackstone Canal and related industrial resources (King, Adams and Dalton 1993). One of the more interesting elements of the project was the collaborative effort by archaeologists and structural historians to expose and HAER record a segment of the Blackstone Canal, including the remains of a dam/sluceway structure in Millbury (Greenwood 1997; Donta 1997). During this period, pedestrian/bicycle path projects were rare, but a few found their way on to the yearly project advertisement schedules. Archaeological surveys for one such project, the Polpis Road Bicycle Path project

in Nantucket, culminated in the excavation of four Native American sites dating from the Transitional Archaic through the Contact Periods (Rainey 2003).

The latter half of this period saw a dramatic increase in the number of minor roadway and bridge projects advertised for construction in Massachusetts. The costs of MassHighway's annual project advertisement programs more than doubled during this period, partly in response to demands by communities (outside of Boston) for a more equitable share of the state's transportation funds. A number of these smaller projects, however, were no less productive in their contributions to the state's archaeological resource base. A 19th century mill foundation and raceway were identified and evaluated in West Stockbridge, and the remains of an 18th century tavern/residence and Pre-Contact Period Native American site were found in Northampton. Fortunately, MassHighway was able to avoid and protect several of these sites during construction through its final design procedures and special construction contract provisions.

2000 to Present

In the 21st century, new commitments to "fix-it-first" and improve pedestrian/bicyclist access to public transportation facilities have changed the face of transportation archaeology in Massachusetts. With the exception of the on-going work for the MBTA, the long, linear projects on new locations have given way to smaller project areas within predominantly urban or semi-urban settings. The emphasis at MassHighway in the last couple of years has been the rehabilitation or replacement of bridges, improvement of intersections, reconstruction of existing state and local roadways and maintenance of the interstate highways. There also has been a greater focus in the last few years on the construction of pedestrian/bicycle paths alongside of, or within existing roadways and abandoned rail beds. Major projects designed to improve traffic flow and access to businesses around existing interchanges and connector roads will continue to be part of the planning process, but the trend overall will be toward small-scale bridge and state and local roadway projects.

While projects involving the reconstruction of existing roadways typically cause minimal impact to archaeological resources, the drainage and wetland replication impacts associated with these projects may warrant archaeological consideration (Hasenstab 1991). Bridge replacement projects, especially those constructed on new location or those requiring temporary bridges to facilitate traffic flow during construction, will continue to threaten both prehistoric and historic period archaeological resources. In recent years, there have been an increasing number of historic period sites identified within or adjacent to these bridge project areas. The remains of older bridges, mill and house foundations, and waterpower elements such as dams

and raceways associated with small industrial hamlets have been identified adjacent to or even integral with the abutments of existing bridges. An 18th century gristmill adjacent to a project bridge in Townsend and the structural remains of small 19th century industrial hamlets at project bridge locations in Mansfield and Becket-Middlefield, come to mind.

The bikeway projects, although more numerous than those of the preceding period, have often followed abandoned rail beds, or have served as shared facilities within existing roadways. However, a few in recent years have passed through cross-country areas, resulting in the discovery of archaeological sites. Archaeological surveys for the Franklin County bikeway project identified and evaluated a small Late Archaic Period campsite overlooking the Connecticut River in Deerfield (Doucette 2005). A survey for the Upper Charles bikeway project identified the structural remains of a late 19th/early 20th century quarry operation adjacent to an abandoned railroad in Milford (Herbster 2004). Archaeological surveys for a pedestrian/bicycle path in Fairhaven identified and evaluated several Native American sites spanning the Late Archaic through the Late Woodland Periods (Binzen and Medina 2005).

Where do we go from here?

"Two roads diverged in a wood, and
I took the one less traveled by,
And that was all the difference"
(Robert Frost, *The Road Not Taken*)

Revised regulations calling for greater public participation and earlier coordination, and a trend toward smaller and less environmentally intrusive projects will force transportation managers and archaeologists alike to take a slightly different path than the one traditionally taken.

There will be pressure on transportation managers to identify environmental, historic and archaeological resources early in the planning and project development process, and to explore ways to avoid them as the project advances. Recent revisions in federal regulations have stressed early coordination with all potentially affected and interested parties, including Native American tribes, local historical commissions, abutters, neighborhood groups, etc., to consider any concerns they might have in the development of the project.

For archaeologists, the loss of large-scale survey work from the earlier periods can be offset by the fulfillment of clients' needs for early coordination, public outreach and overall CRM compliance. During the course of their surveys, archaeologists must consult with a variety of groups, including transportation agency managers, resource agency staff, project engineers, Native American tribes, local historical commissions,

abutters, neighborhood groups and the public. They must also work closely with other specialists such as architectural and structural historians if they are to respond effectively to their clients' needs and the requirements of federal cultural resource laws and regulations. In earlier times, archaeological surveys and studies of standing structures were often separate ventures, with little information shared between them. With the current downscaling of projects, a tendency under the current administration to target urban and semi-urban areas and an apparent rise in the number of historic period buildings, structures and sites encountered within these project areas, there is an increasing need to integrate archaeological surveys with architectural/structural studies. Joint ventures by specialists in these fields have occurred somewhat sporadically in the past, but collaborative efforts in architectural history and archaeology will need to become more commonplace if more informed decisions on National Register eligibility are to be made on transportation projects.

The roadway reconstruction, intersection improvement, bridge replacement, bike path construction and interstate highway maintenance projects of the present will likely dominate the project advertisement schedules of the foreseeable future. As a result, we will see a rise in the identification and evaluation of historic period sites associated with important lives and events within communities; industrial, social and institutional developments within these communities; use of former and extant transportation facilities; and the lives, customs and beliefs of Native Americans. Regulatory requirements to consider "traditional properties of cultural and religious significance" have led transportation managers and archaeologists alike to look closely at sites, places and objects of historical importance to Native American communities, and not to concentrate exclusively on below ground Pre-Contact Native American sites. Bike path projects proposed alongside of abandoned rail beds can be expected to potentially affect former railroad related facilities (i.e. stations, freight houses, round houses, warehouses of rail dependent manufactories, etc.) as well as other historic Euro-American sites and Pre-Contact and Post Contact Period Native American sites. Based on the results of recent surveys, bridge replacement projects will continue to threaten extant or former industrial hamlets comprised of historic mills and their related waterpower elements, residences, taverns and shops.

The Interstate Highway System, which reaches the 50-year threshold for National Register eligibility consideration in 2006, has received a great deal of attention the last few years by FHWA, AASHTO, state transportation agencies, ACHP and the National Conference of State Historic Preservation Officers. Authorized and funded by legislative acts in 1956 under President Eisenhower, construction of the interstate highway

system was intended to make all portions of the country easily accessible, defensible and developable. As early as 2001, FHWA and state transportation agencies were concerned with the tremendous administrative burden presented by a possible National Register designation of the interstate highway system under the requirements of Section 106. In response to these concerns, the ACHP has granted an administrative exemption that would relieve the FHWA from the requirement of taking into account the effects of its projects on the Interstate Highway System except for certain individual elements or structures that are part of the system. By June 30, 2006, FHWA must identify individual elements of the interstate highway system that are to be excluded from the exemption. In Massachusetts, several bridges including the Zakim Bridge in downtown Boston, and older segments of Route 128 which were later incorporated into the interstate highway system may qualify as possible exclusions to the exemption (Stephen Roper, personal communication).

Other historic transportation resources of note include some 100 turnpikes or toll roads built in Massachusetts between 1800 and 1830 by private investors to transport freight and spur economic development between communities (Wood 1919). Many have been destroyed, but vestiges still survive in places where they may become targets for roadway projects and private development. Canals, railroad facilities, and bridges represent other historic transportation resources potentially affected by transportation projects.

All of these evolving priorities may cause archaeologists to be less conventional in how they evaluate the National Register eligibility of archaeological resources. A diminished use of Criterion D and an increased emphasis on A and B of the National Register Eligibility Criteria can be anticipated in the evaluation of site significance on present and future transportation projects. Up front historic research and informant consultation will play more prominent roles in archaeological surveys, and increasing pressures to avoid significant sites will probably result in fewer data recovery level investigations.

Given the high profile of transportation projects within communities, archaeologists are faced with conflicting pressures brought on by the public's interest in archaeology and by regulatory and ethical demands to honor the confidentiality of site locations and some site information. With increased emphases on public participation and early coordination, these pressures are likely to grow in the years ahead.

Strained storage facilities, current curation standards and public outreach efforts have prompted the need to revisit many of the large transportation related archaeological collections (including artifacts, soil samples, maps, records, notes, reports) that have been amassed over the years. Managers need to reassess the condition and research value of their collections,

make hard decisions on what to save and discard, and explore ways to make the collections and information more easily accessible for research, display and publication. Toward this end, a contract has been recently consummated between MassHighway and the Massachusetts Historical Commission using FHWA Enhancement Program funds to improve the conservation and curation of older transportation related collections and to enhance the interpretation of these collections to the public through traveling exhibit panels and booklets. Developed by Brona Simon, the Massachusetts Deputy State Historic Preservation Officer and State Archaeologist, with assistance from MHC staff member Ann-Eliza Lewis, the project promises to benefit the two agencies, researchers and the communities where the archaeological investigations took place.

Transportation agencies and the archaeological consultant firms that work for them represent valuable resources for archaeological data and published research. Transportation agencies also serve as repositories for original layout plans that often provide useful information on former buildings and landscape features. Rarely have researchers, in either academia or CRM, taken full advantage of these valuable resources.

Another topic of nationwide concern among state transportation agencies has been the treatment of archaeological surveys and resources in relation to the Area of Potential Effect (APE). This issue has been raised intermittently from the late 1970s on and as recently as 2004 by the Georgia Department of Transportation. The issue is a multi-layered one, focusing on how transportation agencies define the APE, delimit site boundaries and assess National Register eligibility for sites located partially within and partially outside the APE. Many state transportation agencies have developed policies, either implicitly or explicitly, with their state's State Historic Preservation Officer on how to deal with this issue.

These are general trends in the field observed in Massachusetts over the years, and should not be construed as applicable to all regions in the country. For example, new interstate highway construction, an activity of the past in Massachusetts, is still ongoing in other parts of the country, particularly in the southern states. The projects and resources mentioned in this paper are representative examples, and they are by no means exhaustive. In the years ahead, I see "transportation archaeology" in Massachusetts as having a greater focus (by the very nature of the projects) on historic period and industrial sites, and involving cross-fertilization with other fields and greater connectivity with the interested public.

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25th Annual Conference on New England Archaeology

May 7, 2005
Old Sturbridge Village

- 9:00 **Coffee and registration**
- 9:30 **Welcome**
Tonya Largy, CNEA Chair
- 9:35 **Opening remarks**
Mike E. Roberts, John Milner Associates
- 9:45 **Collecting Indians for the Colleges: Historical Erasures in the Connecticut River Valley**
Marge Bruchac, Amherst College & University of Massachusetts at Amherst
- 10:15 **Historic Roads, Public and Private**
Bruce Clouette, Public Archaeology Survey Team, Inc.
- 10:45 **Break**
- 11:00 **Diamonds in the Rough: Coal Transport and the American Revolution in Rhode Island**
D.K. Abbass, Rhode Island Marine Archaeology Project
Kerry Lynch, University of Massachusetts at Amherst
- 11:10 **Through the Looking Glass: Technology's Role in Underwater Archaeology**
David S. Robinson, PAL
- 11:30 **Rhyolites, Flints, Pots, Baskets and Beads:
A Historic Period Native American Site in Hingham, Massachusetts, A Work in Progress**
Mitchell T. Mulholland, F. Timothy Barker and Timothy Binzen
UMASS Archaeological Services
- 12:00 **Lunch**
- 1:15 **Business Meeting & Raffle Drawing**
- 1:30 **US Route 2: The Early Years**
Dick Boisvert, New Hampshire State Archaeologist, Division of Historic Resources
- 2:00 **Maritime Heritage and Shipwrecks of the Stellwagon Bank National Marine Sanctuary**
Deborah Marx and Matthew Lawrence, Stellwagon Bank National Marine Sanctuary
- 2:30 **Native American Architecture on Nantucket:
The Documentary and Archaeological Record**
Mary Lynne Rainey, PAL, Inc.
- Archaeological Prospection in Lexington, MA: The Battle of April 19, 1775**
Barbara Donohue, John Milner Associates *Paper to be distributed at the conference.*
- 3:00 **Discussion**

There will be a cash bar at The Tavern immediately following the program.

Abstracts

Collecting Indians for the Colleges: Historical Erasures in the Connecticut River Valley

Marge Bruchac, Amherst College and UMASS/Amherst

This paper focuses on the professional activities of geologist Edward Hitchcock Jr., antiquarian historian George Sheldon and zoologist Harris Hawthorne Wilder. During the late 19th and early 20th centuries, these men collaborated in the excavation and display of Native American Indian remains and artifacts from the Connecticut River Valley. For generations, local colleges taught that northeastern Native peoples had disappeared, and that information could be found only by digging up and imaginatively reconstructing the dead. A close examination of the correspondence of these collectors reveals that their refusal to engage with Native peoples was rooted in scientific racism and class differences, not in the absence of living populations. The distortions of local Native history inspired by these collectors have, however, persisted, affecting contemporary inter-tribal and inter-cultural relations even today.



Historic Roads, Public and Private

Bruce Clouette, Public Archaeology Survey Team, Inc.

The presentation will report on methods of identifying, researching and evaluating the significance of roadways as human-made elements of the landscape. The informational and emotive-heritage value of historic roadways, including both public rights-of-way and private farm roads, will be considered. One of the cases to be explored in some detail is a set of roadway segments, most now abandoned, that were nominated to the National Register of Historic Places based upon their association with the marches of the French Army through Connecticut during the Revolutionary War.



Diamonds in the Rough: Coal Transport and the American Revolution in Rhode Island

D.K. Abbass, Rhode Island Marine Archaeology Project and Kerry Lynch, UMASS/Amherst

The British lost the Revolutionary War partly because of their failure to find in North America adequate food, forage and fuel for their troops. By mid-war they were sending coal as ballast in ships bound for North America while other ships picked up coal at Nova Scotia. Many of the transports hired to carry British and Hessian troops had been in the coal trade in northeastern England. The British in Rhode Island (1776–1779) tried to find local coal sources and cut peat from bogs to solve their fuel shortage. Throughout the war, Rhode Island saw the loss of at least 25 transports and Royal Navy ships. Many of these are now under archaeological study by the Rhode Island Marine Archaeology Project, and on every site have been found bits of coal. This paper is a call for an understanding of the history of this unglamorous product and how it came to be so pervasive on Revolutionary War shipwrecks in Rhode Island.



Rhyolites, Flints, Pots, Baskets and Beads:

A Historic Period Native American Site in Hingham, Massachusetts: A Work in Progress

Mitchell T. Mulholland, F. Timothy Barker and Timothy Binzen, UMASS Archaeological Services, Amherst

Deep beneath a railroad bed and adjacent residential yard in the center of Hingham, Massachusetts, a fragile, well preserved Native American archaeological site lay intact in the wet, anaerobic soils associated with ancient Town Brook. The Contact/Historic period Town Brook site was found during an archaeological survey associated with the proposed restoration of the Greenbush Line of the Old Colony Railroad. Situated today in a modern urban setting, the historic locus of the site consisted of the living floor of a shelter, with a large activity area extending from the shelter to the buried course of ancient Town Brook. Material culture consisted of traditional Native American

artifacts mixed with European materials that date to the first half of the 17th century. Lithic technology utilized local rhyolites and quartz, but also English flint presumably derived from shipping ballast. The superior European lithic material was worked by Native people, but apparently did not replace rhyolites and quartz that had been in use for millennia. The Native American occupants also adopted other material culture from the English such as glass containers, smoking pipes, ceramics and beads. One unusual refuse pit contained well preserved wooden disks interpreted as parts of a basket, a flint edge tool and English flint glass. The site was later covered by European settlers and their descendants and preserved beneath colonial fill deposits and the railroad bed. The results of the excavation and the challenges in distinguishing historic Native American strata from European fill are discussed.



US Route 2: The Early Years

Dick Boisvert, New Hampshire State Archaeologist, Division of Historical Resources

Investigations in New Hampshire from 1996 through 2004 by the NH State Conservation and Rescue Archaeology Program have revealed a string of Paleoindian sites that closely approximate US Route 2. Although sampling bias and chance (AKA "Good Luck") may explain this distribution, there is reason to propose that this distribution may indeed reflect an ancient and durable travelway. Evidence for systematic use of this route through the White Mountains will be presented, with estimations of the potential meaning and significance for research.



Maritime Heritage and Shipwrecks of the Stellwagen Bank National Marine Sanctuary

Deborah Marx and Matthew Lawrence, Stellwagen Bank National Marine Sanctuary

Located at the mouth of Massachusetts Bay, Stellwagen Bank National Marine Sanctuary sits astride the 400-year-old shipping lanes and fishing grounds of Massachusetts' historic ports. Historical research has identified over 100 vessels lost in the vicinity of the sanctuary as a result of storms, collisions and other maritime calamities. Since the sanctuary began investigating its maritime heritage resources, 12 shipwrecks have been located, including the steamship Portland and the schooners Paul Palmer, Frank A. Palmer and Louise B. Crary. This illustrated presentation by the Sanctuary's maritime archaeologists will detail the Sanctuary's maritime heritage resource fieldwork investigations and findings since 2000.



Native American Architecture on Nantucket: The Documentary and Archaeological Record

Mary Lynne Rainey, PAL

The composite 17th through 18th century ethnographic and historic record for the Northeast portrays widespread diversity in the styles and functions of Native American family and community structures. On Nantucket Island, Massachusetts, most historians generalize Indian residences of the period under the term *wigwam*, and later, *English-style houses*. Institutional structure types fall under the interchangeable terms *meeting house*, *church* and *school*. Although wigwams remained in use on Nantucket until the last decade of the 18th century, there are no written descriptions of the appearance or engineering of residential, ceremonial or institutional buildings built and used by the Indians. Five archaeological sites investigated by PAL on Nantucket provide valuable insights on Native American domestic and institutional architecture. Analyses of these sites are leading to a better understanding of the antiquity of indigenous architectural traditions and offer information on landscape siting, as well as building sizes, shapes, support systems, internal elements and construction fabric.

See page 12 for a synopsis of the paper submitted by Barbara Donohue.

Archaeological Prospection in Lexington, MA: The Battle of April 19, 1775

Barbara Donohue, John Milner Associates

Following the initial skirmish with Captain John Parker's Minutemen at Lexington Green, the British proceeded on their march to Concord with the purpose of destroying colonial munitions that were believed to be stored there. Having been warned of British activity, Colonial forces gathered on the outskirts of Concord and a battle ensued at North Bridge. As the British retreated from Concord, a running battle continued along Battle Road until the British reached Lexington Green where reinforcements were waiting. While several skirmishes between the British and Colonial forces during the retreat have been identified, such as at Merriam's Corner and Bloody Angle, the fighting associated with Parker's Revenge has been recorded in less detail.

Primary and secondary sources have identified Parker's ambush as a calculated risk taken by Captain John Parker to surprise the British on their return to Boston. Parker rallied most of his men and, along with men from the Cambridge militia, waited for approximately four hours on high ground just over the Lincoln/Lexington line in order to avenge the death of his men earlier that morning at Lexington Green.

It has been recounted that Parker and his forces "waited on the rocky hill where the road entered their town. They knelt grimly on their steep wooded hillside behind large granite boulders as the Regulars approached." Colonel Smith, the leader of the British forces, was wounded in the leg at the beginning of the ambush. Following the initial attack it is said that the British column stopped momentarily and Major Pitcairn, who came galloping up, sent the British infantry charging forward up the rocky hillside, driving Parker's militia away from the road.

As a result of a recent update of the 1996 Cultural Resource Management Plan for Hanscom Air Force Base (HAFB), several new priority recommendations were identified. In 1998, the report of an intensive (locational) survey of the base conducted by Parsons Engineering noted that evidence of the Battle of April 19, 1775 may still exist in those parts of HAFB that border Minute Man National Historic Park. The report recommended that additional survey, possibly employing a metal detector, be used for locating battlefield debris.

The recommended metal detector survey was conducted by Timelines' archaeologists under the supervision of Mr. Alvin Lynn of Amarillo, Texas, who has considerable experience in metal-detector surveys of battlefields from both standing and running battles. As a result of the survey, 12 artifacts were recovered. Following conservation at the Mashantucket Pequot Museum and Research Center, six of the recovered

artifacts—two fired musket balls, one unfired musket ball, a musket ball bullet mold, a colonial shoe buckle, and a cuprous fitting likely for the bottom of a gun/pistol stock—have been associated with the Battle of April 19, 1775 and two of the artifacts—an oxen shoe and a cuprous ring with attached fabric—are likely from that time period and may be related to the battle.

One question that arises from events associated with this point in time is what were Parker's men doing for approximately four hours while they waited for the British troops? While they certainly had lookouts by the road, not all of the forces would have been waiting along the steeply sloped hill adjacent to Battle Road. The artifacts were located somewhat removed from Battle Road, although a stone wall located behind the signage for Parker's Revenge on Battle Road leads directly to and crosses the area under study, so it seems likely that the project area was a waiting area used by the militia forces. As the recovered artifacts were from two main loci, some (e.g. the shoe buckle, unfired musket ball, and musket ball bullet mold) may have been associated with activities that occurred while waiting for the British, such as eating, making munitions, and attending to weapons, while the fired musket balls suggest battle-related activity possibly associated with Pitcairn's troops storming the hill or British flanking troops that may have entered the area before the ambush.

In order to test this hypothesis, it was decided to conduct a more detailed search for additional archaeological evidence. The specific targets for the survey were lost or abandoned Colonial and British iron objects, which were expected to be few in number and widely scattered across the project area. A geophysical survey was suggested for its responsiveness and cost effectiveness. Given the glacial soils, vegetative cover, and archaeological targets of interest a high data-sample density magnetic field gradient survey was selected. This survey was led by Dr. Lewis Somers of Geoscan Research USA in association with Timelines, Inc. The preliminary results of the survey as well as its effectiveness will be presented in a paper to be distributed at the conference.



Current Research

MASSACHUSETTS

**Getting the Word Out:
Archaeology and the Worcester
Commuter Rail Extension Project**
Contributed by Barbara Donohue
John Milner Associates

Few Opportunities arise for "getting the information out there" following an archaeological survey. As an end result of archaeological investigations conducted for the Worcester Commuter Rail Extension (WCRE) project, three interpretive signs and a popular report were produced for the town of Southborough. Each of the signs was 4 x 4 ft. Two will be installed at the Southborough Commuter Rail Station; the other will be placed at a location of the town's choice. The report entitled, *Typically New England—Cordaville—Southborough's Nineteenth-Century Mill Village*, was submitted to the town's library.

The Southborough Station Site was the former location of the Cordaville Manufacturing Company (1847–1855), the Cordaville Mills Company (ca.1860–1876) and the Cordaville Woolen Company (1876–1928). The mill village of Cordaville quickly grew around the mill complex. While Cordaville's history is typical of the mill villages that predominated the New England countryside in the nineteenth century, it is a story that is usually lost with the passage of time. The importance of this form of public outreach was validated by a resident who stated, "I will never pass the station site again without thinking of your report. I only wish I was there for the archaeology."

**Fitchburg Historic Site along the
Fifth Massachusetts Turnpike**
Contributed by Martin Dudek
John Milner Associates

The Fifth Massachusetts Turnpike was constructed circa 1799. Ongoing site examination work at the Mt.

Elam/Route 2 site, located along the turnpike in Fitchburg, has focused on a partially demolished foundation and an intact well, with associated refuse from circa 1800 to the 1840s (Locus 1). Two additional loci of historic materials have been defined, with Locus 2 consisting of a property divide with an artificial earthen berm and line of boulders, and Locus 3 consisting of a stone slab feature with associated refuse dated from the 1830s to 1860s and a nearby boulder field with evidence of quarrying. Extensive deed research indicates that the principal site component, Locus 1, is associated with the Battles occupation (1803–1848) along the north side of the Fifth Massachusetts Turnpike. Locus 3 is associated with the Perkins (1831–1869) and Cowdry (1869–?) occupations. Both the Battles and the Perkins/Cowdry sites originally included dwellings. The sites are informative regarding settlement patterns related to the Fifth Massachusetts Turnpike in Fitchburg, circa 1803–1870. Construction of Route 2 in the 1950s covered the Fifth Massachusetts Turnpike and much of these parcels, impacting dwelling foundations but leaving portions of the back-lots intact.

NEW HAMPSHIRE

**Native American Sites in
New Hampshire's
Ossipee Mountain Region**
Contributed by Timothy H. Ives
PAL Inc.

In 2004, PAL conducted an intensive level (site evaluation) archaeological survey of three Native American lithic workshops in New Hampshire's Ossipee Mountain Region. These sites encompass multiple stone tool reduction loci where locally available materials were exploited—primarily the Moat/Ossipee hornfels. The recovered assemblages have allowed a reconstruction of the early- to mid-stage stone reduction activities that

took place. The resulting data enable determination and documentation of lithic exploitation practices and manufacturing technology in operation during the Late Archaic Period of Native American prehistory, specifically contributing toward a greater understanding of the Moat/Ossipee Lithic Complex.

This study also resulted in the identification of a PaleoIndian component at one of the investigated sites. This component represents a short-term campsite where a fire was built and stone tools were manufactured and/or maintained. The radiocarbon data it has yielded are valuable contributions to the scant chronological database for PaleoIndian Period occupation in New Hampshire and the Northeast.

**The White Mountain
Mineral Spring Site**
Contributed by Alan F. Smith
John Milner Associates

An Archaeological assessment of the proposed Mineral Springs High School Site was conducted by Timelines Inc. in North Conway, Carroll County, New Hampshire. The White Mountain Mineral Spring Site documents a late nineteenth to early twentieth century mineral spring water and tourism era that influenced the town, the state and the nation as part of a worldwide trend.

The White Mountain Mineral Spring Water Company (1882–ca.1930) constructed an industrial and residential complex that bottled water that was almost free of mineral matter, making it prized as a potable water and medical cure. It was also well suited for long voyages on passenger and cargo ships because it did not turn brackish. The standing structure on the site included a three-story residence with an adjoining two-story carriage house/barn with stable and wood shed, cottages, spring house, bottling/barreling plants, and other possible structures.

Conferences, Fieldschools, Announcements

Dendrochronology in the Northeast:

A Research Tool Comes of Age

A Symposium at Historic Deerfield

Deerfield, Massachusetts

Co-sponsored by Historic New England.

Thursday, May 19 and Friday, May 20, 2005

Scientists and scholars of various disciplines will gather to report on recent advances in dendrochronology, or tree-ring dating studies in the Northeast, the development of master chronologies for various species of trees, and the dating of well over one hundred early buildings. Speakers' topics will include the composition of the region's historical forests, the history of dendrochronology studies in the Northeast, cultural impacts of historical climate variation, explanations of methodology, regional case studies, and how dating results are helping to elucidate the region's architectural and cultural history. Through the presentations of this symposium it will become clear that the science of dendrochronology has moved into the mainstream of analytical tools available for architectural research. The program will be of interest to dendrochronologists, architectural and cultural historians, archeologists, preservationists, restoration specialists, homeowners, and all those interested in the accurate interpretation of New England's buildings and the history they reflect.

Speakers:

Dr. Edward Cook, Paul Krusic, William Wright
Lamont-Doherty Tree-Ring Laboratory

Daniel Miles, Michael Worthington
Oxford Dendrochronology Laboratory

Dr. David Stahle
University of Arkansas Geoscience Department

Dr. Charles Cogbill
Independent Forest Ecologist

Chris Baisan
University of Arizona Tree-Ring Laboratory

Anne Grady
Independent Architectural Historian

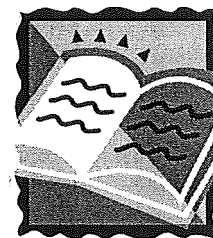
William Flynt
Historic Deerfield, Inc.

For further information/registration go to:
<http://www.historic-deerfield.org>
or telephone Anne Grady at 781-862-8977.

Timelines/John Milner Associates Merger

On the 26th of February, 2005, Timelines, Inc., which has supplied cultural resource management service for projects throughout New England for over 18 years, merged with John Milner Associates (JMA) to become the Littleton, Massachusetts branch office. Dr. Peter Siegel will move, along with his family, to New England and become the Littleton Branch Manager. Peter will be responsible for the day-to-day operation of the branch. Michael Roberts has become a Senior Project Manager with JMA and will continue to work out of the Littleton office. All of Timelines personnel remain in place, as do their facilities, and the security of artifacts, field notes, and products of all of Timelines past projects. The Timelines/JMA merger will provide continually improving services as well as skill sets to the region with a continued commitment to quality research and product.

CNEA Book Raffle!



The following titles will be raffled off during the business meeting to support the CNEA conference and newsletter:

1947 An Anthropological Bibliography of the Eastern Seaboard, by the Eastern States Archaeological Federation

1963 An Anthropological Bibliography of the Eastern Seaboard, by the Eastern States Archaeological Federation

1977 An Anthropological Bibliography of the Eastern Seaboard, by the Eastern States Archaeological Federation

An Old Place, Safe and Quiet: A Blackstone River Valley Cremation Burial Site, by Alan Leveillee

Grave Undertakings: An Archaeology of Roger Williams and the Narragansett Indians, by Patricia Rubertone

The Moundbuilders: An Ancient Peoples of Eastern North America, by George R. Milner

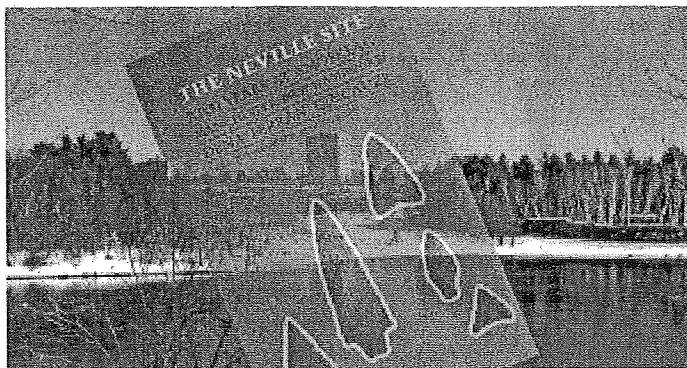
Origins of Agriculture: An International Perspective, by C. Wesley Cowan and Patty Jo Watson

Tickets are \$1 each or 8 for \$5!

See CNEA committee members for tickets

CNEA thanks the following sponsors for their generous donations:

W.W. Norton ♦ Alan Leveillee ♦ Bill Turnbaugh



Research and Evaluation at the Neville II Site
 NH Conservation and Rescue Archaeology Program
 2005 Summer Field School, Manchester, NH
 June 28–August 5, 2005

The 2005 field school will take place on the edge of a commercial and residential neighborhood in Manchester, New Hampshire overlooking Amoskeag Falls and will focus on a small parcel of land that was once part of the well known Neville Site. Neville II represents the remaining portion of a large multi-component fishing station occupied for over 8,000 years that was not destroyed by construction of the Amoskeag Bridge. The goal of the investigation is to evaluate the extent and composition of the Neville II site in order to guide future decisions on use of the property. Data on subsistence, inter-regional exchange and environmental change will be collected to increase our understanding of this key site and its place in New England archaeology.

Field school participants will be instructed in the fundamentals of archaeological excavation techniques. The principal recovery technique will be excavation by trowel in small blocks, with the objective of obtaining stratigraphic as well as horizontal contextual data. The students will be taught artifact recognition skills, field data recording techniques and basic laboratory methods. Completion of the field school will provide a solid introduction to field methodology equivalent to that employed in cultural resource management evaluation projects. The field laboratory will be based at the NH Division of Historical Resources facility in Concord, NH. Fieldwork will be supplemented with lectures by specialists in related fields.

The field school will be conducted in three sessions, each two weeks long, beginning June 28, July 12 and July 26. Operations will be conducted Tuesday through Saturday from 8 AM to 4:30 PM, with occasional evening lectures and workshops.

Individuals may participate as SCRAP volunteers or as University credit students. Volunteers will receive the same instruction as credit students. Credit students will be evaluated on their participation in field and laboratory work, plus completion of a

research project. Successful completion of the fieldwork will earn SCRAP certification for Excavation Technician. All fieldwork and instruction will be directed by Dick Boisvert, NH State Archaeologist. Registration forms for course credit can be obtained by contacting the appropriate person listed below.

All participants, both volunteer and credit students, will also need to submit an additional registration form directly to SCRAP. These forms can be obtained from the SCRAP website (<http://www.nhscrap.org>), by mail by writing to 2005 Field School, NH Division of Historical Resources, 19 Pillsbury St. – 2nd Floor, Concord, NH 03301-3570 or by calling 603-271-3558.

There will be no field school base camp since we will be working in an urban environment. However for those participants who may be traveling from great distances, arrangements have been made to use dormitory and cafeteria facilities at Southern New Hampshire approximately 2.5 miles from the site.

Registration must be received by June 6, 2005.

For more information, contact:

Undergraduate Credit

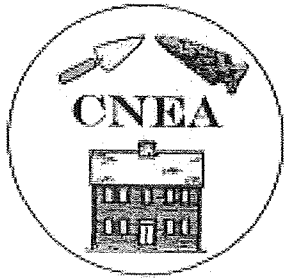
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CNEA Thanks:

- ♦ Old Sturbridge Village for continuing to provide meeting space and equipment for the Conference on New England Archaeology, as well as space for planning meetings;
- ♦ Our generous book raffle donors: W.W. Norton, Alan Leveillee and Bill Turnbaugh;
- ♦ Outgoing members of the Steering Committee for their time and energy.



Conference on New England Archaeology

25th Annual Meeting

Saturday May 7, 2005

Old Sturbridge Village

9:30–3:30; registration begins at 9:00

NEW DIRECTIONS ON OLD ROADS

The papers in this year's conference move from studies of people traveling through past landscapes to archaeologists revisiting old sites and collections and going beyond earlier interpretations.

C N E A

The Conference on New England Archaeology was formed in 1979 to strengthen communication and facilitate a continuous interchange of information among archaeologists who work in New England. CNEA publishes an annual newsletter highlighting relevant current research and sponsors an annual conference on a current topic in New England archaeology. Member benefits include the newsletter and conference admission.

\$17 in advance
\$20 at the door.

Send checks payable to CNEA to:
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