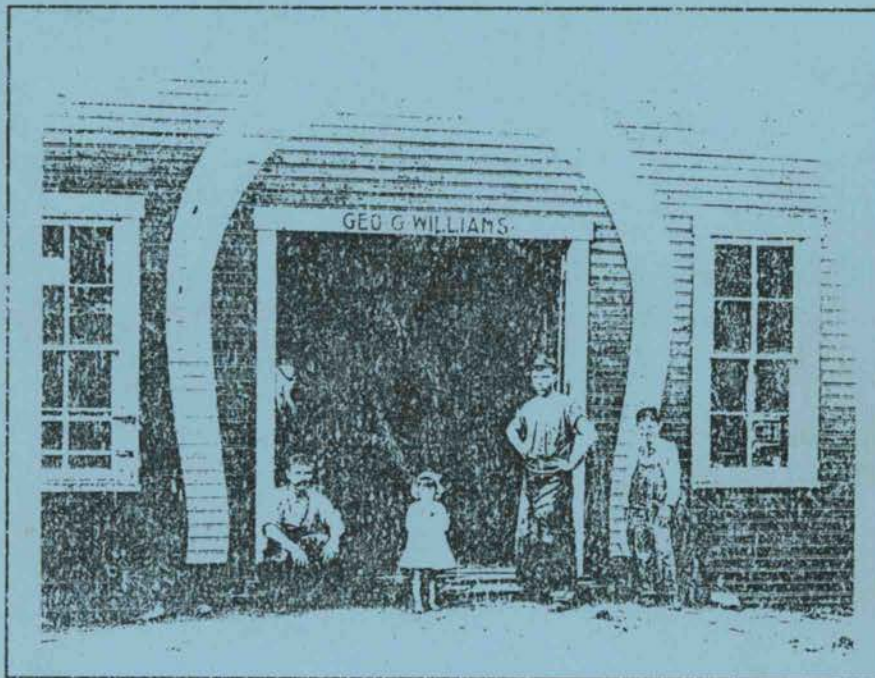


A BLACKSMITH SHOP AND POTENTIAL STAGECOACH STATION
ALONG THE NORTHERN ILLINOIS FRONTIER:
ARCHAEOLOGICAL INVESTIGATIONS AT WADDAMS GROVE,
STEPHENSON COUNTY, ILLINOIS



prepared by
Fever River Research
Springfield, Illinois

July 1992

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by

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Fever River Research
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**prepared for
Center For American Archeology
Kampsville, Illinois**
**and the
Stephenson County Highway Department
Freeport, Illinois**

July 1992

ACKNOWLEDGMENTS

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INTRODUCTION

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Early transportation routes played a significant role in the settlement history and development of northern Illinois' cultural landscape. As Archer Hulbert stated in *The Paths of Inland Commerce* (1930:vii), "If the great American novel is ever written, I hazard to guess that the plot will be woven around the theme of America's transportation, for that has been the vital factor in the national development of the United States." As such, our present day urban pattern has been strongly influenced by the need for regularly spaced services along these changing transportation corridors. It comes as no surprise that improvements to existing road systems often encounter the remains of significant archaeological remains. These early road corridors were direct links to vital markets and often attracted settlement, as well as physically carried the pioneer settler to the unsettled richness of northern Illinois and Stephenson County.

Until the advent of the railroad in the early 1850s, stagecoach travel was one of the predominant modes of overland transportation. The overland Galena Road connected the southern end of Lake Michigan (as well as Fort Dearborn and the fledgling community of Chicago) to the booming lead mine district of northwestern Illinois and southwestern Wisconsin. Regular stage traffic along the Galena Road began during the mid-1830s and persisted until sometime shortly after the introduction of the railroad during the early 1850s.

The community of Waddams Grove developed along the Galena Road approximately 3.5 miles northwest of present day Lena, Illinois (Stephenson County). During the early years of its development, the community of Waddams Grove (also known as West Point) was the location of a stagecoach stop which serviced stages along this overland corridor. This report details the archaeological investigations that were conducted by Fever River Research during the early summer 1991 at the location of the abandoned townsite of West Point. The main site under investigation (11-SH-55) was the locus of blacksmithing activity and suspected of potentially being the location of an early stagecoach station (1).

1. Throughout this report, the reader will note that there is a discrepancy between the spelling of "Waddams" (the family name) and "Waddams Grove" (the place name).

This work, funded by the Stephenson County Board, was initiated due to improvements along IAS 43 (Galena Road, Section No. 49-00115-01-FP) by the County Department of Transportation in compliance with the Illinois State Agencies Resource Protection Act. Plans for future reconstruction indicate that the curve leading into, and located east of, Waddams Grove is to be straightened.

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Early transportation routes played a significant role in the settlement history and development of northern Illinois' cultural landscape. As Archer Hulbert stated in The Paths of Inland Commerce (1920:vii), "If the great American novel is ever written, I hazard to guess that the plot will be woven around the theme of American transportation, for that has been the vital factor in the national development of the United States." As such, our present day urban pattern has been strongly influenced by the need for regularly spaced services along these changing transportation corridors. It comes as no surprise that improvements to existing road systems often encounter the remains of significant archaeological remains. These early road corridors were direct links to vital markets and often attracted settlement, as well as physically carried the pioneer settler to the unsettled richness of northern Illinois and Stephenson County.

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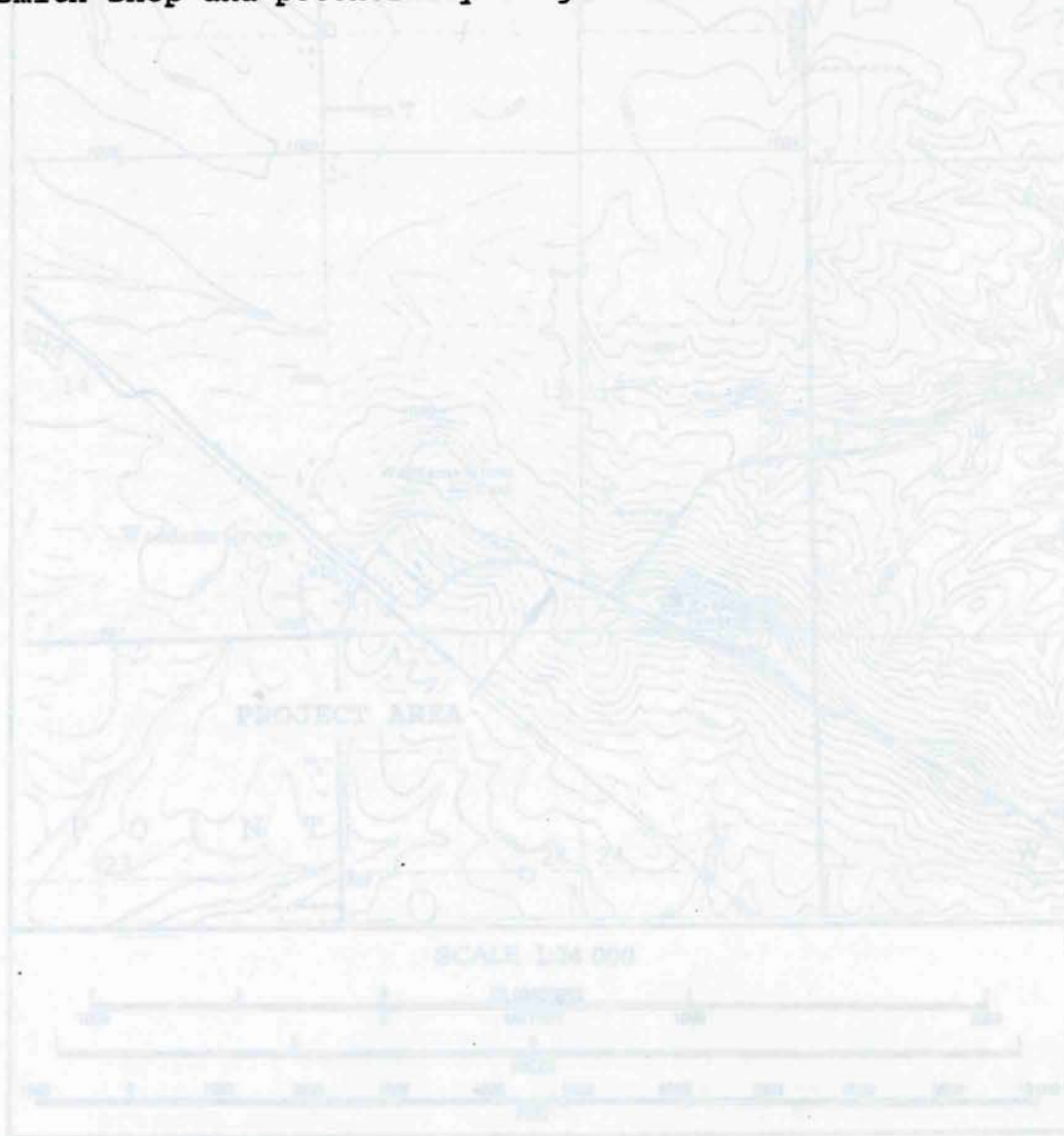


Figure 1. Project location; near intersection of Elm Fork Road and Galena Road due east of present-day Waddams Grove.

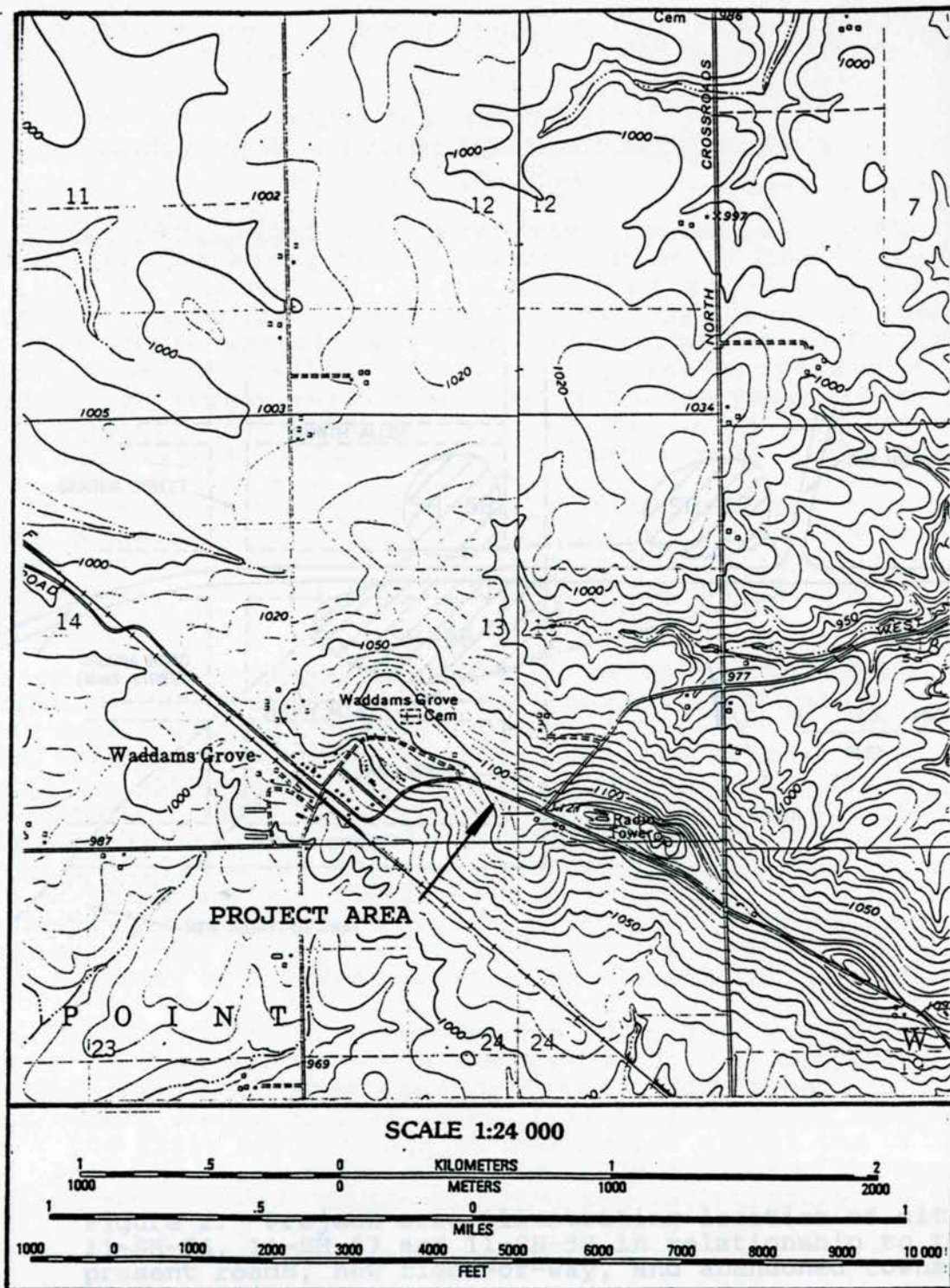


Figure 1. Project location; near intersection of Pin Hook Road and Galena Road due east of present-day Waddams Grove.

HISTORICAL CONTEXT: TRANSPORTATION ROUTES AND EARLY SETTLEMENT IN STEPHENSON COUNTY

Initial Settlement. Present-day Stephenson County is centrally located along the northern border of the state of Illinois. To the north, it is bordered by the state of Wisconsin; by Jo Daviess County to the west, by Winnebago County to the east and by Carroll and Ogle Counties to the south. The pre-settlement vegetation of the county was comprised of a combination of gently rolling prairie interspersed with small groves of timber. The county was heavily timbered during the early years of settlement and then cleared for agriculture. The county was settled from the west and east into Winnebago County and then into Stephenson County. The county was settled from the west into Winnebago County and then into Stephenson County. The county was settled from the west into Winnebago County and then into Stephenson County.

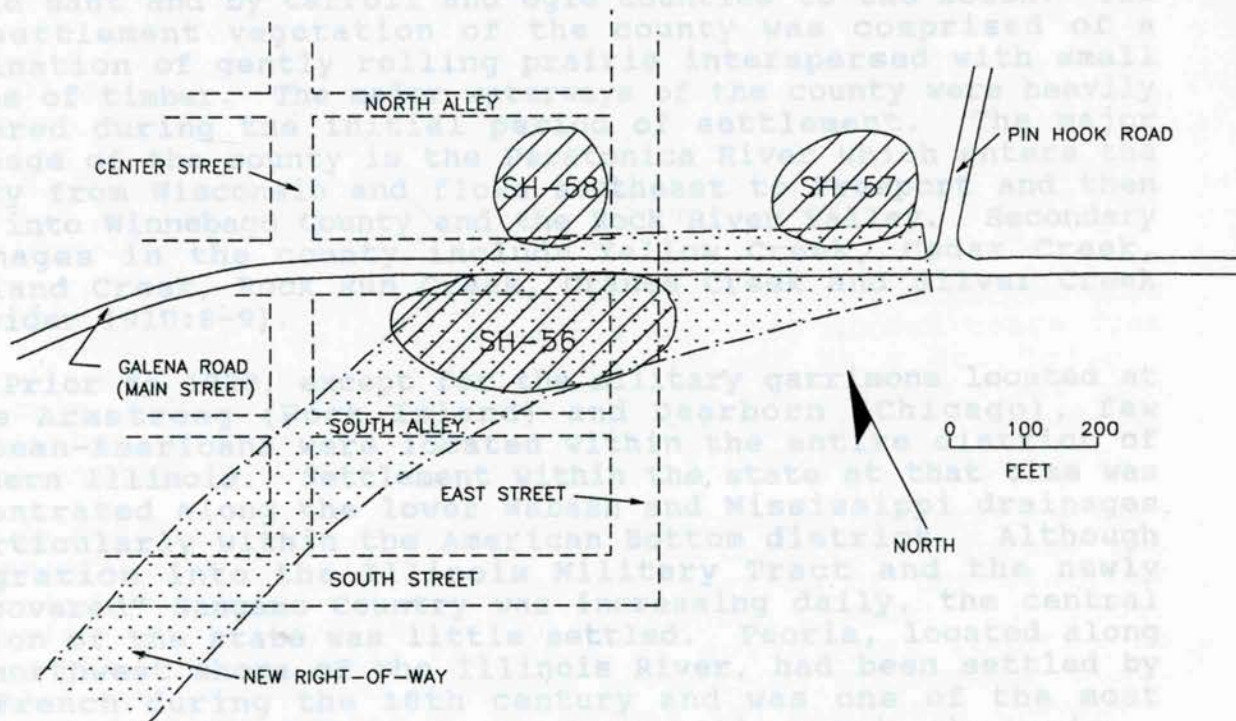


Figure 2. Project area illustrating location of sites 11-SH-56, 11-SH-57 and 11-SH-58 in relationship to the present roads, new right-of-way, and abandoned townsite of West Point.

HISTORICAL CONTEXT:
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Prior to 1820, except for the military garrisons located at Forts Armstrong (Rock Island) and Dearborn (Chicago), few European-Americans were located within the entire district of northern Illinois. Settlement within the state at that time was concentrated along the lower Wabash and Mississippi drainages --particularly within the American Bottom district. Although immigration into the Illinois Military Tract and the newly "discovered" Sangamo Country was increasing daily, the central portion of the state was little settled. Peoria, located along the northwest shore of the Illinois River, had been settled by the French during the 18th century and was one of the most northern outposts of European-American settlement in the region.

The first European-American exploitation and eventual settlement in northern Illinois was spurred by the discovery of lead along the Fever (now Galena) River. Subsequent mining activity within the Upper Mississippi Lead Mine District resulted in one of the first frontier mining communities within the United States. Although the French had periodically exploited the Upper Mississippi Valley lead resources during the 18th century, it was not until 1819 that a renewed interest in the mining resources of the region was re-kindled. Once word spread of the profits to be made from lead mining in the region, others quickly followed during the 1820s.

Besides river travel (via the Mississippi River), the most direct route to the Upper Mississippi River lead mining district was overland from Peoria (cf. Lee 1917; Burchard 1924; Matson

1926; Rennick 1935). Peoria was easily accessible from the more established areas of Illinois by transport along the Illinois River. Additionally, by at least the early 1820s, a well established road network connected the American Bottom district to Peoria via the central Sangamon Valley (the Sangamo Country). Dates of origin and details of the overland Peoria to Galena route are conflicting. Sometime between 1825 and 1827, with the increased overland traffic to the lead mining district, Oliver Kellogg (a native of New York State and brother-in-law to John Dixon) blazed an trail from Peoria to Galena crossing the Rock River at "Ogee's Ferry" immediately upriver from Dixon (Corliss 1934:13). This route became known variously as both Kellogg's Trail and the Sucker Trail.

Kellogg's route began at Peoria on the Illinois River, led north to an area immediately upriver from present-day Dixon on the Rock River and then swung northeast to Kellogg's Grove, Gratiot's Grove (Wisconsin) and eventually to Galena. By 1827, John Dixon had established a log tavern, trading post, and flatboat ferry across the Rock River at present-day Dixon (Corliss 1934:13; County of Stephenson 1972:7). Thousands of hopeful lead mining prospectors, business men and farmers traveled to the Galena lead mine district along this corridor (Fulwider 1910:32; Johnston 1854:271).

Alternate overland routes to the lead mining district also were established. In 1826, a second and more direct route from John Dixon's Ferry to Galena was laid out by a Mr. Bolles. Similarly, the Lewiston Trail branched off the Kellogg Trail near the northern boundary of Peoria County and crossed the Rock River at present-day Prophetstown (See Figure 6; Corliss 1934:13-14).

In February 1827, with the ever increasing immigration into far northwestern Illinois, Jo Daviess County was formed and encompassed the entire northwestern portion of the state of Illinois (including present-day Stephenson County). In 1836, Winnebago County (with the seat of government located in Rockford) was formed and separated present-day Stephenson County into two segments shared by Jo Daviess and Winnebago Counties. Approximately one year later, in March 1837, Stephenson County (with Freeport as the county seat) was formed with its present-day boundaries (State of Illinois n.d.; Historical Records Survey 1938:4).

As settlement increased in this region of northern Illinois conflict between the European-American settlers and the aboriginal Indian population also increased. In April 1830, several settlers sent a petition to Governor John Reynolds asking for protection from the Indians. Hostilities continued to increase until the summer of 1832 when the problem came to an end with the short-lived Black Hawk War and the removal of the Indians from the region. The greatest significance of the Black Hawk War was the removal of the Indian "threat" to settlers and the availability of new lands for settlement. As such, at that time, Stephenson County --as well as all of northern Illinois--

was opened to peaceable European-American settlement (Fulwider 1910:32-50). Prior to the conclusion of the Black Hawk War, federal troops under the command of General Winfield Scott were sent via the Great Lakes to Fort Dearborn. From Fort Dearborn, General Scott and his troops traveled overland to the Rock River Valley in an effort to engage Black Hawk's renegade Indian band. Scott's overland trek during the Black Hawk War later became the route of the mid-1830s mail stage from Galena to Chicago.

With the conclusion of the Black Hawk War, settlement into northern Illinois increased dramatically and the mid-1830s were a period of unparalleled growth in the region. The early pioneer settlers of Stephenson County generally became aware of the settlement potential of the district from one of two sources. Many miners --hopeful of striking a major "lead" and overnight wealth-- traveled through the region on their way to the Fever River lead mine region. Many not-so-successful miners had passed through the county by way of Kellogg's Trail and were impressed with the agricultural potential of the region. When their lead claims did not develop they were attracted back to the agricultural stability of Stephenson County. The other source of new settlers was the soldiers of the Black Hawk War. As they crisscrossed the region in their endeavors to round up Black Hawk's band of renegade Indians, they, too, became impressed with the agricultural resources available along the Pecatonica River (Johnston 1854:272; Fulwider 1910:63).

In 1827, Oliver Kellogg constructed a cabin and made additional improvements near Kent (often referred to as both Burr Oak and Timm's Grove in Erin Township) and represents the first European-American settlement in present-day Stephenson County. At that time, the upper reaches of Apple River and extending into the Pecatonica River valley was known as the Apple River Precinct. By the time of the Black Hawk War, Kellogg's improvements had been abandoned (Johnston 1854:271).

The next settler to arrive in Stephenson County, and often touted as the first permanent European-American settler into the region, was William Wadams. Wadams, another native of New York State (born in 1786), located in what was to become West Point Township in 1832. Wadams was a disgruntled miner who had initially located in the Galena region with his two sons (Hiram and Nelson). In the early spring 1832, he traveled by foot east along the Kellogg Trail and

found an ideal place, near enough to the trails for convenience, and far enough from them for peace from transients. It was the western slope of a beautiful long hill, where the dense woodland to the east had begun to mingle with the high prairie to the west, making some of the park-like "openings" which settlers found desirable. The location had some good springs and the big hill promised limestone suitable for building. Mr. Wadams drove stakes to mark the limits of his claim, and cut green logs with which he built

the wall and roof supports of a small cabin. Bark squares were laid, one supposes, for a hasty roof since that was the custom. Mr. Wadams was in a hurry, and did no more than he had to. When he left White Oak Springs the people at the mines had been in a ferment over the possibility of trouble with the Sac-Fox Indians. He had no sooner got back to his family than war broke out (History 1970:211).

The Wadams family settled on the slopes of what has become known as West Point Hill. This long limestone ridge, which is oriented southeast to northwest, is 1,168 feet above mean sea level and is the second highest point in the State of Illinois, second only to nearby Charles Mound (County of Stephenson 1972:213).

According to Martha Wadams (County of Stephenson 1972:212), eldest daughter of William and Lucy Rolland Wadams, the Wadams family had settled in 1814 in La Fayette County within the Territory of Indiana prior to moving to Illinois. In Indiana, the family had operated a grist mill and distillery. In 1827, the family moved to Peoria where they remained for one year before moving north. Prior to moving to West Point Township, the Wadams family lived in Galena, Shullsburg, Apple River and White Oak Springs (County of Stephenson 1972:212; Chapman Brothers 1888:203; Fulwider 1910:57).

In 1834, William Wadams and his family returned to his claim in what was soon to become known as Waddams Grove. During their early years at Waddams Grove in West Point Township, their only neighbors were the Indians, and as Martha, the eldest daughter relates, the family

learned to talk their language as well as our own. I wish I could talk German as well as I can Winnebago (County of Stephenson 1972:212).

On his property William Waddams built a plain, one room, log house

It was... hewed out of the forest. The trees were selected, cut down and shaped into logs, notched near the ends. The rafters and joints were cut and split out of green saplings. The puncheon floor was the usual order. The boards were rived on the ground and the window frames were smoothed up by use of a jack-knife. The great fireplace occupied almost all of one end of the house. Such a house could be built, as many of them were, with no other tools but an axe and an auger. A thatched roof log barn was quickly built and afforded protection for grain and stock (Fulwider 1910:57).

Mr. Waddams was described by most accounts as a man of energy and industry:

He was a man of decided opinions and in politics was first a whig and then a republican. Mr. Waddams was the pilot who led the way for many a family into Stephenson County. Many a settler partook of his hospitality on his way to select a claim here. Frequently he hitched his team to the end of the newcomer's wagon tongue and pulled him through mud holes or across the fords on the Pecatonica. He was for a long time justice of the peace, and earned the title of Squire Wadams (Fulwider 1910:58).

At the time of his death in May 1856, William Wadams had accumulated approximately 300 acres of land (Chapman 1888:203).

By the time the Wadams family had returned to their claim in 1834, Lyman Brewster had established a ferry across the Pecatonica River facilitating travel west towards Galena. The following spring (1835), James Timms and his family settled at Kellogg's Grove in the cabins previously inhabited and abandoned by Oliver Kellogg. Also in that same year, Miller Preston, who had prospected in the county in 1833, returned with cattle and settled in what is now Harlem Township. In December 1835, the Benjamin Goddard family settled between Freeport and Cedarville and William Baker built a cabin near the Pecatonica at the present site of Freeport (Historical Records Survey 1938:8-9).

Similarly, other settlers quickly followed William Wadams into West Point Township. In 1834, George S. Payne came to the area and settled on a claim previously owned by Thomas S. French. In 1837, French returned and re-purchased his claim from Payne. Apparently, French constructed

a stone home which was a stagecoach stop on the old State Road. Relay horses for the stages were stabled in a large stone barn across the road from the inn. The barn, like the one in Crane's Grove, had gun slits for protection against bandits (County of Stephenson 1972:214).

John Garner and his two sons, Alpheus and A. J., also settled in the area in 1834. In 1835 Luman and Rodney Montague and William Tucker came to West Point Township. The next permanent settler to the township was Washington Parker in 1836. He was shortly followed by Thomas E. Way, Samuel F. Dodds and J. D. Fowler. These initial pioneers cleared the land, cultivated crops and paved the way for other settlers (Fulwider 1910:356; Western Historical Company 1880:520-521, 724). Upon Wadams settlement in West Point Township, the timber grove centrally located in the township --as well as the small community that developed near the timber-- became known as Waddams Grove.

In 1837, with the formation of Stephenson County, Freeport was named the county seat (Fulwider 1910:67-68). Until 1836, William Baker's small settlement along the Pecatonica River was

referred to as Winneskeik, after a Winnebago Indian chief whose village was located along the banks of the river at that location. William Baker had established a tavern and real estate business at this site. As a result of his well known hospitality and generosity, his wife was greatly over worked. Finally one day at breakfast she protested and announced that the place should be called a "free port." The incident spread quickly throughout the community and thereafter the locals called the town Freeport (Historical Records Survey 1938:9; Fulwider 1910:68).

Due to its excellent water resources, Stephenson County developed into an early milling center (Walters and Mansberger 1983:10). In 1836 three saw mills were erected in Stephenson County. The first was built by Thomas Lott at Winslow. William Kirkpatrick established the second mill at Mill Grove. The third was erected by Thomas J. Turner near Farwell's Ferry on the Pecatonica River at the mouth of Rock Run Creek. During this same year William Kirkpatrick set up a corn cracking machine at his mill at Mill Grove. The first grist mill was built at Cedarville by Dr. Thomas Van Valsah in 1837 (Dodds 1876:4). By 1842, ten mills (saw, grist and shingle) had been documented by the U.S. Government Land Office surveyors along the Pecatonica River (Walters and Mansberger 1983:10).

The first village laid out in Stephenson County was Ransomberg which was located in what is now Winslow Township. In 1836, A.C. Ransom platted the village at a location a short distance south of Brewster's Ferry on the Pecatonica River. Although Ransom established a store at this location, the village was unsuccessful and failed to develop. Today Ransomberg is an agricultural field and only a brief mention in county histories (Fulwider 1910:64; Dodds 1876:4). In 1848, William Wadams formally platted the community of West Point which was situated along the slopes of West Point Hill near the Waddams Grove timber and along the State Road (See Figure 5). West Point was settled circa 1834 by several individuals and has been touted as "the seat of the first settlement of the county" (Pioneer Publishing Company 1900:18).

Stage Travel. Early overland transportation routes had a dramatic effect on the settlement of Stephenson County as well as all of northern Illinois. Due to the ease of transportation and access to markets, pioneer settlers such as the William Wadams family tended to locate along these early corridors. Wadams and other early settlers traveling east from Galena appear to have been following the northern leg of the Kellogg Trail which lead from Galena north to Gratiot's Grove and eventually over to the western bank of Yellow Creek in Kent Township (Stephenson County). At that point, the trail turned in a southerly direction towards Dixon on the Rock River. Apparently, instead of turning south along the trail, many early settlers continued east towards the Pecatonica drainage, potentially following Indian trails associated with the historic Indian groups that occupied the Rock River Valley during the late 18th and early

19th centuries.

In 1823, a Major Long arrived on an exploratory expedition in Chicago intent on traveling to Prairie du Chien (near the mouth of the Wisconsin River). With great difficulty, he was able to find a guide to proceed overland to his destination. Few individuals had traveled to the Galena Lead Mine District from that direction. In August, 1829, Galena businessman J.G. Soulard transported a wagon load of lead from Galena to Fort Dearborn. According to the Galena Advertiser (as cited in Quaife 1923:91), "this was the first wagon to pass between the Mississippi and Chicago." The route traveled by this teamster was along the Kellogg Trail to Ogee's Ferry (near present-day Dixon), then east to the Fox River Valley (near present-day Plainfield) and eventually to Fort Dearborn. This southerly route, which became a State Road in 1833 and was the predominate route to the Chicago vicinity until the opening of a more direct northerly route during the mid-1830s (Quaife 1923:90-94).

By 1835, a trail had been established along the more direct northerly route. This east-west corridor became a State Road by an act of the Illinois legislature on January 15, 1836 (Laws of 1836:216 as cited in Keister n.d.:7). This road, which tended to follow the route that Major Long's wagon train had taken in 1823 and General Scott's troops had taken during the Black Hawk War, passed through Meachum's Grove (present-day Bloomingdale in Du Page County) to Elgin, Belvidere, Rockford (Midway), Twelve Mile Grove (Pecatonica), and to Galena (Keister n.d.:7). Today, present-day U.S. 20 follows the route of this early corridor from the eastern Stephenson County line to immediately south of Lena. At that point, the original State Road passed through what was to become Lena towards the northwest and the small communities of Louisa and Waddams Grove.

Prior to the establishment of the northern east-west corridor through Stephenson County, the early traveler situated in Chicago and wishing to be in the Galena region, had to travel along the original Galena to Chicago State Road which went through Dixon via Naperville. Other travelers during the late 1820s and early 1830s often traveled from Chicago to Peoria via the Illinois River valley. From Peoria or Dixon, the traveler traversed the Kellogg Trail to Galena. The opening of the northern Galena to Chicago route made travel across the northern end of the state much easier as well as opened the upper Rock and Pecatonica River valleys for settlement.

Stage travel in northern Illinois began during the late 1820s and was directly associated with the movement of the United States mail. John Dixon received one of the first mail contracts in northern Illinois when he contracted to carry the U.S. mail from Peoria to Galena in 1828. The first post office within the northern district of the state was in Galena which opened in 1826. At that time, mail from Vandalia traveled through Peoria and required a fortnight to deliver (Corliss 1934:13; Fulwider 1910:32).

One of the early pioneer stage line operators within northwestern Illinois and the Galena Lead Mine District was John D. Winters. Winters and his family arrived in Elizabeth Township (Jo Daviess County) in 1827. The Miner's Journal on September 26, 1829 solicited proposals for the General Post Office for carrying the mails "From Peoria, by Gratiott's Grove, to Galena, once a week, 130 miles, in stages." A subsequent article in the Miner's Journal (January 16, 1830) elaborated on the problems Winters had encountered apparently due to the fact that he had wrestled the contract from John Dixon who operated the ferry and a competitive stage line along the Kellogg Trail where it crossed the Rock River. According to that article

But Mr. W. [Winters] had other difficulties and embarrassments to encounter, namely, the want of necessary stage-furniture: it is made obligatory upon a new contractor for the transportation of the mail in stages, to purchase of his predecessor, whatever stage equipage he may stand in need of, to enable him to carry his contract into effect, if said predecessor will take a reasonable price therefore; aware of this regulation, Mr. W. did not make a purchase of any other person, and thereby was rendered unable to overcome the difficulties presented to his arriving in due time on the first trip, Mr. Dixon, his predecessor, at the same time, being on the same route.

On his second trip, Mr. W. informs us, he applied to Mr. Dixon for the purchase of his equipage, but that Mr. D. declined selling. Hence he was compelled to purchase elsewhere.

We are informed that Mr. W[inters] has at present, six horses; two of which are stationed at the house of Mr. Thomas, Bureau Grove; two at Mr. Chambers', and two in the stage; and that he will keep another span at his own house so soon as he can effect a purchase.

After the Black Hawk War (1832) and the temporary suspension of the mail stage, Winters relocated to

the hill just east of the site of Elizabeth, in the edge of Woodbine Township, where he established a tavern, and continued to direct the stage line. Here also the post-office was first established.... (Kett 1878:584).

The post office remained at the Winters' tavern until circa 1841 when it was moved to a store operated by Watts and Nye in the nearby village of Elizabeth which was laid out in 1839 on land originally owned by John Winters and Clark Stone (Kett 1878:586).

An advertisement run by J.D. Winters in The Galena Advertiser (dated December 21, 1829) indicated that Winters

periodically offered "a comfortable Stage on reasonable terms" to Peoria. The Peoria mail stage ran along the Kellogg or Sucker Trail. By 1832, an advertisement in The Galenian (May 30, 1832), paid for by U. S. Postmaster S. Smoker, indicated that the mail stage lines in and around Galena had been expanded to include weekly routes to Prairie du Chien and Green Bay (via Mineral Point). It is suspected that Winters also operated these lines during the early 1830s.

A short note in the January 20, 1835 issue of The Galenian indicated that a public meeting had been held at the Galena Hotel for the re-establishment of the mail route from Chicago to Galena. It is not known whether this mail route was re-established at that time. In 1838, though, Winters entered into an agreement with John Frink and an individual by the name of Trowbridge, to carry the mail from Chicago to the Apple River (where the Galena to Chicago Road intersected the Galena to Peoria Road). According to Winters, Frink was to carry the mail from Chicago to Amesville, while he was to carry it from Amesville to the Apple River. At Apple River, Winters already operated the mail stage that traveled along the Galena to Peoria Road (Kellogg Trail).

In mid-1840, John Frink and his new partner (comprising the Frink, Walker and Company stage line) ran an advertisement in several northern Illinois newspapers stating that they ran "Four Horse Post Coaches of the Troy build" from Chicago to Rockford (not Amesville) "through in one day." At the same time, the advertisements paid for by Frink, Walker and Company insinuated that Winters overcharged his customers by charging them fair to Amesville and not Rockford. This controversy arose over the interpretation of the mail contract and whether it was written to cover the run from Chicago to Apple River or from Chicago to Galena. As Winters stated

The present contract of Frink and Winters covers the route from Chicago to Apple river, and not from Chicago to Galena --in which view of the case it will appear that Rockford is not the middle point between these two places, but between Chicago and Galena. Passengers together with the mail are carried on the Peoria road the first fifteen miles to Apple river at which place they join the Chicago route [his previous stage route along the Peoria Road or Kellogg Trail] (The Rockford Star December 12, 1840).

Winters was infuriated by the actions of John Frink and reacted to the newspaper advertisements run by the Frink, Walker and Company by running rebuttals in several northern Illinois newspapers. According to Winters, it was his "duty to present the following explanation of the statements therein contained [in Frink, Walker and Company's advertisements]." Winters ran his rejoinder in several newspapers across northern Illinois and elaborated on the history of each company's involvement with the mail contracts. According to Winters' article in the 1840

Rockford Star (December 12),

On the 31st of January 1838, Frink, Trowbridge and Winter [sic], entered into a contract with the Government to carry the mail between Chicago and Galena with an understanding among the parties that Frink and Trowbridge should perform the work from Rockford to Chicago, and that Winters should execute the residue from Rockford to Galena. This arrangement was continued during the first quarter of the year which expired on the 31st of March 1838, at which time a different arrangement was entered into a copy of which was submitted to the Post Office Department at Washington, by which Frink and Trowbridge were to run a line of stages from Chicago to Amesville, being about sixty miles, and Winters to perform the residue of the distance to Galena.

Winters continues his account of the history of his partnership with Frink and Trowbridge (later Frink, Walker and Company):

Under this arrangement, the business continued until sometime in Feb. 1840, it being understood as well among the parties as the P[ost] O[ffice] Department, that the route should terminate at Apple River. This route was again advertised by the Government for re-letting on the 6th June 1839, a short time before which Frink went to Washington and applied to the Department for the contract in his individual name, which application was reissued by the assistant P[ost] M[aster] General. Notwithstanding this, by some unaccountable error the job was subsequently obtained by him from that department. As soon as the P[ost] M[aster] General became acquainted with the true facts of the case, it was at once countermanded.

With this contract in his possession, erroneously obtained from the Department, Mr. Frink proceeded to dispose of that portion of the route which had belonged to me, namely, from Amesville to Apple river, without my knowledge or consent, thus leaving me with all my stock and appliances on the road, without employment and at a great expense, and that too, in the depth of winter. After the said Frink had so improperly acted, he saw me at Dixon's Ferry but did not communicate to me a syllable touching the steps he had taken --learning from other sources however, the particulars above related, I repaired immediately to Chicago, and called on him for a settlement, which after much trouble and ill blood was [not] effected, leaving me in the midst of winter with all my teams, drivers and stock remaining idle, a dead loss on my hands.

On my return home, the next mail brought me intelligence from the P[ost] M[aster] at Chicago that

the contract under which Frink had been acting was rescinded by the Department at Washington and that a new contract to myself and Frink had been forwarded to that office to be executed by the parties. This was placing the matter in a new and rather unpleasant light for Mr. Frink, inasmuch as it disturbed his former plane. I addressed the Post Master at Chicago desiring him to transmit me the contract, which should be executed before the Post Master in Galena and immediately returned to his office --to which he replied that Frink had already received it for a similar purpose, and that he would call on me at my house, where the contract should be duly executed. For more than a month after this event, Mr. Frink had failed to perform that part of his duty, and during which time I did not see him. In the meantime I had received a communication from the Department censuring me for neglect and delay in the execution of the contract in question.

At this time I set out for Washington, and accidentally met with Mr. Frink at Peoria, when and where the contract was at last duly executed.

After such an ordeal, John Winters was clearly not too satisfied with his Chicago business partner. He continues by stating that

After the execution of the last contract between the Government and Frink and Winters, Frink has endeavored by acts the most tortuous and despicable to secure the entire profits of the joint adventure between Chicago and Apple River. He has submitted to the confiding Post Master at Rockford, the former void contract between the Government and himself individually, and which he knew at the time, was rescinded with a view to deceive and betray the said Post Master; and by which he did in fact, succeed in obtaining the mail in violation of his covenant. And it is thus by stratagem and deception this man keeps a team at the road from Amesville to Rockford....

From these facts the public will not fail to see in this man a disposition to deal unjustly with the undersigned, who was among the first to welcome him when a stranger in the country, extending to him the hand of fellowship and friendship. I regret at this late day to find that I was warming into vitality a serpent who would on the first occasion turn and sting his benefactor.

I cannot close this long article without presenting my grateful acknowledgements to the Public for the liberal patronage they have ever extended to me. I have at great expense procured a supply of elegant Troy

coaches, which together with first rate careful drivers render my lines at once the most safe and commodious in the country --a continuance of the favor is solicited.

Apparently, Frink's maneuver was successful and after 1840 we hear very little about the John Winters stage company. Fulwider (1910:77-78) implies that Frink, Walker and Company established a stage line from Chicago to Freeport in 1838 where it connected with the line operated by Winters. According to Fulwider (1910:77-78), Winters "went out of business the next year [1839]."

By June 1841, Frink, Walker and Company were advertising in local newspapers that they operated the Chicago and Galena Mail Stage with stops located in Elgin, Belvidere, Rockford, Freeport, Waddam's Grove, Gratiot's Grove and White Oak Springs. The stage left three days per week (Tuesdays, Thursdays and Sundays) at 7:00 a.m. and arrived at Galena the next day by 8:00 p.m. (Chicago American June 1841 as cited in Quaife 1923:n.p.). These same advertisements stated "SPEED INCREASED & FARE REDUCED." The fare, which had been lowered to \$5 one way by this time, may be reflective of the "price wars" between the Hinton and Company stage line and Frink, Walker and Company. According to Frink, Walker and Company, with Winters no longer in competition, "an entire new stock of property has been placed on the route from Rockford to Galena, with steady and experienced drivers." By 1842, the Galena newspapers carry advertisements stating that new lines have been added connecting Galena to Chicago via Madison and Milwaukee (ie. Northwestern Gazette and Advertiser September 23, 1842).

As Quaife (1923:157) states, "towering above all competitors in the Chicago area was the firm of Frink and Walker, which for years enjoyed a practical monopoly of passenger transportation over a large portion of the Middle West." John Frink was born in Ashford, Connecticut in October 1797. His ancestors had settled at New London, Connecticut sometime prior to 1650. As a young man, Frink initiated a stage line between Boston and Albany (New York). Frink's eastern stage line was a success and he quickly added lines to New York City and Montreal. About 1830, after making a trip to New Orleans, Frink "was so favorably impressed with the development and progress of the West that he determined to transfer the field of his operations to a new territory."

In 1836, by then "an experienced man of affairs" (Quaife 1923:157), John Frink arrived in Chicago. A stage line into Chicago from Detroit had been established in 1833. Beginning in 1834, a Dr. John Temple opened a stage line to Ottawa via Plainfield. That same year, Temple established a weekly stage between Chicago and Galena via Dixon (along the Galena-Dixon-Chicago Road). Upon arriving in Chicago, Frink purchased Temple's stage interests. One of the improvements Frink initiated was the establishment of a steamboat line along the Illinois River between Ottawa and St. Louis which greatly increased the success of his Ottawa stage line. Frink then

proceeded to establish additional stage lines between Chicago and Galena as well as Madison and Milwaukee. As the La Salle Book Company (1899:139) states, the firm of Frink, Walker and Company

became one of the most powerful business concerns in the Northwest , and its operations eventually extended to Des Moines, Iowa, and Fort Snelling, Minnesota.

The La Salle Book Company (1899:139-140) continues to state that the Frink, Walker and Company was successful and that

All competition was driven out of the way, even though business was sometimes conducted for a season at a loss, in order to maintain their supremacy.

The [Chicago] stage sheds were located at the northwest corner of Wabash Avenue and Randolph Street, with extensive repair shops adjacent; and the principal stage office was on the southwest corner of Dearborn and Lake Streets, opposite the Tremont House, then the principal hotel of Chicago.

Mail contracts with the U.S. Government were vital to the success of the early stage companies. As the La Salle Book Company (1899:139-140) states

One of the most important features of the business was the carriage of the United States mails, and the securing and care of the contracts for the same kept Mr. Frink in Washington a large portion of the time, and brought him in contact and intimate acquaintance with the leading politicians and public men of the nation.

Quaife (1923:157) also comments that "the firm of Frink and Walker proved singularly successful in obtaining mail contracts from the government." A Washington correspondent for a St. Louis newspaper stated that in June 1850 Frink, Walker and Company's Illinois mail contracts amounted to \$78,000 per year and that the firm had additional contracts in Indiana, Missouri, Iowa, Wisconsin, and Michigan totaling another \$50,000. Shortly thereafter, those contracts amounted to \$150,000 per year (Quaife 1923:157-158). As Quaife (1923:158) states

In a day when the spoils principle was accorded universal recognition in the realm of politics, it is evident that someone connected with the firm must have been possessed of no mean order of political talent to obtain, year after year, the extensive contracts of which the figures cited afford evidence.... That such influence was exerted, was freely charged by unsuccessful competitors for the contracts.

As for Frink's competitive management techniques, Quaife (1923:158) states that Frink was

of an aggressive temperament, he would brook no opposition in business and competitors [such as John Winters] were ruthlessly [and by today's standards unethically] driven from the field.

Quaife (1923:158-161; see also Wells 1912:188-191) discusses in detail the competitive business maneuvers during the mid-1840s between Frink and a new competitor, General Hinton of the Ohio Stage Company. In 1845 or 1846, it appeared that Hinton was going to succeed in getting the mail contract from the U.S. government. Although giving the older (and by then more established) firm "anxiety over the invasion of their revenues", Frink and Walker prevailed. Additionally, rival stages often traveled the same routes with the same schedules (Quaife 1923:159). By April 1847, a "writ of attachment" (for the sum of \$212.33) was issued against the Hinton and Company stage line in Logan Circuit Court and suggests that General Hinton, although potentially having some financial difficulties, was still operating at that time and tormenting Frink and Walker (Sangamo Journal April 1, 1847).

Besides difficulty with rival stage lines and competition for the mail contracts, Frink apparently had other concerns which potentially contributed to his eventual abandonment of the stage business. One such concern was with disgruntled passengers. The weekly Northwestern Gazette (August 7, 1846) carried a note from H. B. Thompson, who had recently traveled by the Frink, Walker and Company stage. He stated that he wanted

to make known the manner in which he has been treated by Messrs. Frink & Walker, stage proprietors on the route from Chicago to Galena. At Chicago, I made an agreement with Mr. Walker, to be brought to Galena, via Dixon, for \$2.50 in four horse coaches, in 2-1/2 days. From Chicago to St. Charles, (38 miles) we were furnished with a coach, but from there to Grand de Tour, we were obliged to take a lumber wagon. At the latter place, I learned that the stage would lay over a day at Dixon, to save the necessity of which, I paid extra fare to Freeport, expecting to intersect the stage there; but on arriving at that place, I learned to my regret that the stage had passed through two hours earlier than usual without stopping. I then had to pay \$6 to be brought to Galena --thus being compelled to pay \$7.50, extra passage, and taking me three days and two nights to perform the journey, in open wagons all the way, except the first 38 miles. Such treatment of travelers deserves the condemnation of the public, and it with a view to this end and the correction of the evil that I make this public statement of the facts.

The Springfield Daily Journal (January 6, 1851) noted that

The Bloomington, (McLean Co.) Whig states that the father of young Bryant, who died from injuries received by the upsetting of a stage last summer, has recovered \$15,000 damages against Messrs. Frink & Co., stage proprietors, of Chicago.

Similarly, the Springfield Illinois State Journal (December 15, 1855) stated

HEAVY DAMAGES. --The Ottawa Republican, of the 8th, says the Circuit Court in session has been engaged hea[vi]ly all this week in the case of Calvin R. Potter vs. Frink & Walker. The suit was brought to recover damages for injuries sustained by the plaintiff in 1853, by the upsetting of a stage belonging to the defendants, in which he had taken passage to Springfield, to attend a session of the Legislature. A verdict was given by the jury for the plaintiff of \$3,604.16. Defendants counsel moved for a new trial.

Apparently, an occasional upset carriage was not the only problems facing the credibility of the Chicago firm of Frink, Walker and Company. In March 1856 Martin Walker, partner in the firm, "was accused of perjury while acting as a witness in a case involving Alfred Dutch, F.C. and Ezra L. Sherman, John Frink, and others." Although indicted, tried and acquitted, "the trial attracted much local attention and was featured in the Chicago press."

The construction of railroad lines throughout the Midwest had a dramatic effect on the ability of the stage lines to be competitive. Additionally, rail travel was far superior in comfort to the earlier stage travel. According to the La Salle Book Company (1899:139-140)

When the steam locomotive became a practical success, Mr. Frink at once saw that it would supersede the horse as a means of propelling passenger vehicles. He accordingly began to close out his interests in the stage business, transferring his capital and energy to railroad building and operation. He was one of the prime movers in the construction of the Chicago & Galena Union Railroad, and also the Peoria & Quawka, ... and in the Peoria & Bureau Valley Railroad...

John Frink, touted as "a leader in the operation of transportation lines before the days of railroads" died in Chicago in May 1858 at the age of 60 (La Salle Book Company 1899:139-140).

Rail Travel. As Quaife (1923:98) stated, "traffic over the Chicago-Galena highway increased... with the increasing settlement of the interior until diverted to the railroad, which began pushing its way westward from Chicago in 1848." The old

trail roads and stagecoach routes were ultimately replaced in Stephenson County, as elsewhere, by the development of the railroads. Increased interest in railroad speculation reached Stephenson county about 1845. In 1847 a railroad convention, which Stephenson county was instrumental in initiating, was held in Rockford. The representatives from Stephenson County were John Addams, Luman Montague, Jackson Richart, D. A. Knowlton, Martin P. Sweet and Adrian Lucas. The representatives from Chicago were W. B. Ogden, Walter Newberry and I. N. Arnold (Western Historical Company 1880:273, 274).

The first track to enter Stephenson county was the Galena and Chicago Union Railroad, which was financed by local sales of stocks along its route. By 1850 the track had reached Elgin, but reports were circulating that the route had been changed and would bypass Stephenson County. At that point John Addams and several other community leaders went to Chicago to protest. The original route was reinstated and eventually became the Chicago and Northwestern Railway. On August 26, 1853 the Freeport Journal reported:

At last after all the disappointments and difficulties of reaching us, the cars have at last come. We have seen and heard the panting of the iron horse and heard the shrill whistle of the locomotive for the first time in Freeport.

Regular train service to Freeport began August 31, 1853 (County of Stephenson 1972:472, 473).

The Galena Road, as the Galena and Chicago Union Railway was called, had originally been planned to continue to Galena, but in 1851 the Illinois Legislature enacted a bill providing for the construction of the Illinois Central Railroad. Chartered in 1851, the Illinois Central Railroad was to construct a rail line from Cairo to Dunleith (now East Dubuque), Illinois. This route was to pass through LaSalle, Dixon and Freeport. At that time, an agreement was made under which the Galena and Chicago Railroad track would end at Freeport and the Illinois Central would build the line westward (County of Stephenson 1972:473).

By 1852, planning was in progress for the Illinois Central Railroad and surveying and grading were underway on the Freeport to Galena branch. The rails reached Lena and Warren by the end of 1853 and were completed to Dunleith by 1854. At that time, rail lines connected the Mississippi River ports of Dunleith (and Galena) with the Great Lakes at Chicago. The rail line south was started in 1854 and completed in 1856 connecting Freeport to Dixon (the Rock River Country), LaSalle (the Illinois River), Cairo and St. Louis (County of Stephenson 1972:473).

By 1854 the construction of the Galena to Chicago Union Railroad had reached Warren and Jo Daviess County. At that time, a rail siding and station was constructed near the community of West Point. This siding was named "Sada in honor of Sada Ozborn,

the daughter of the first railroad agent." A post office was established at this location in 1872 and in 1876 the community name was changed to Waddams Grove. In 1879, a new plat was filed for the village of Waddams Grove which had developed around the railroad siding. By that time, the earlier community of West Point had all but been abandoned (County of Stephenson 1972:215).

In the spring of 1854, Samuel F. Dodds set aside 160 acres in Section 32 and 33 as a village site to be associated with the new rail line and named the future rail community Lena.

The site is as beautiful a location for a town as could be well selected. To the north, west and south, the wide rolling prairie affords an unbroken prospect for miles, and on the east, the suburbs for the town border on Waddams' Grove, where a plentiful supply of wood can very conveniently be procured (Johnston 1923:293).

Lena became an important shipping point for grain and cattle to markets in Chicago and St. Louis. As a result of its development Lena has become the largest town in the county second only to Freeport (Fulwider 1910:356; Western Historical Company 1880:523).

In 1840, a traveling missionary of the American Home Missionary Society noted that the Pecatonica Country "was the finest for farming in the region and was fast filling up with an interesting population" (as cited in Buley 1950:117 footnote 264). At that time, the population of West Point Township was estimated at only 60 individuals. By 1850, the population of the township had increased to approximately 250. The Sangamo Journal (1850; as cited in Mansberger 1984:17) stated that

The improvement of the northern portion of Illinois has been going on with a rapidity almost beyond precedent. It is indeed a beautiful and valuable part of the state.... The county abounds with springs, fine water power, and first rate lands.

By 1860, the U.S. population census recorded 1,798 individuals in West Point Township. In 1870 that total had grown to 2,603 individuals (Dodds 1876). By the 1870s, West Point Township and all of Stephenson County had entered a new era. Stage transportation had been usurped by the more modern rail lines which brought thousands of new settlers into the region as well as opened up extensive new markets. New communities along these rail lines were developing at a remarkable rate. Migration into the county was increasing at previously unheard of rates and the landscape was changing to reflect the growing agricultural and industrial community that had settled in the region. By 1870 the population of Stephenson County had reached 30,678 individuals --Freeport alone contained nearly 7900 (Dodds 1876:10).

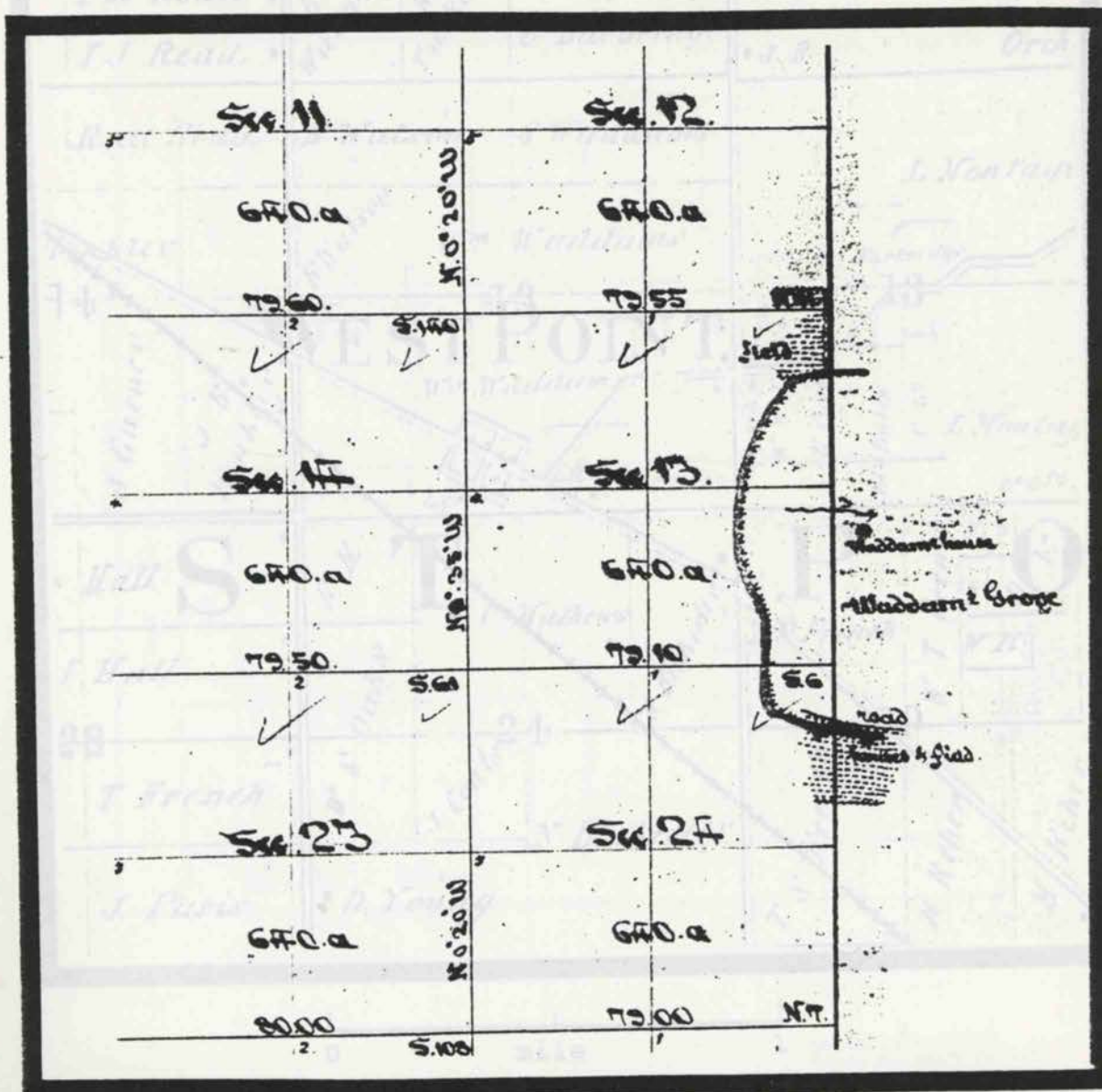


Figure 3. Detail of the United States Government Land Office survey plat of Township 28 North, Range 5 East, Stephenson County, Illinois (1843). Note the designation of Waddam's Grove with the road along the southern edge of the grove. Near the junction of the road and the edge of the grove the surveyors noted the presence of "houses and field".

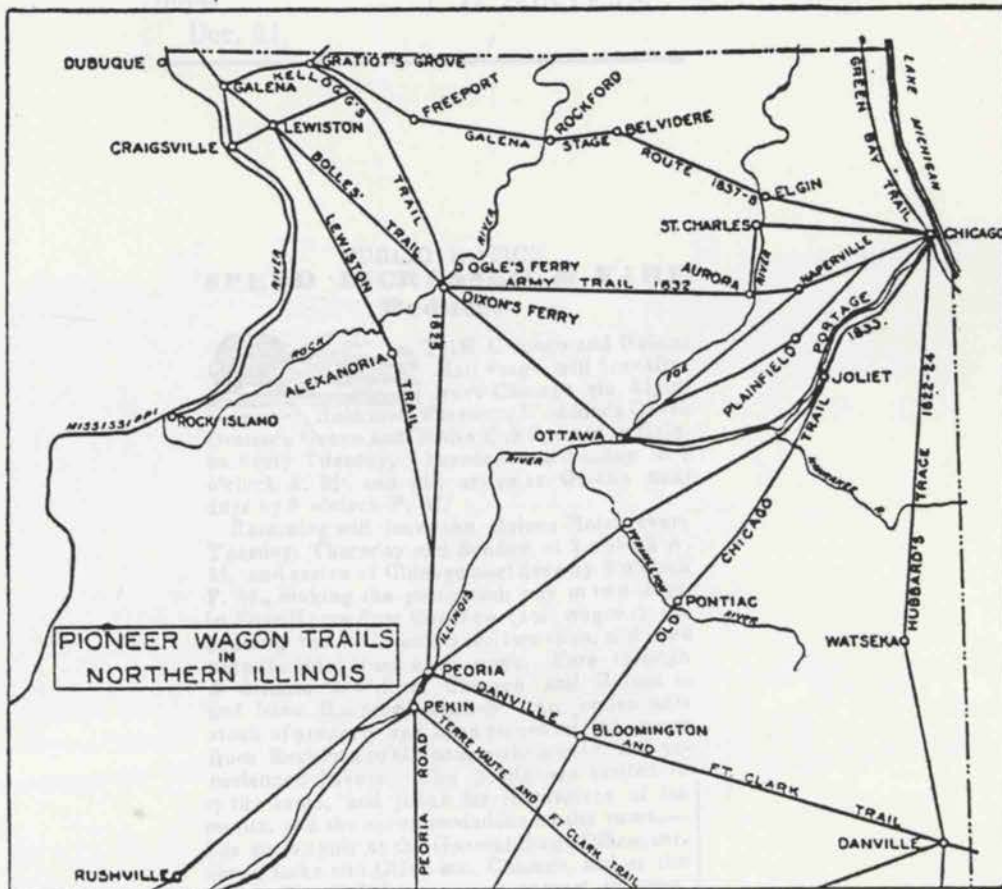


Figure 6. Early transportation corridors in Northern Illinois (Corliss 1934). Note the multiple branches of the Kellogg Trail (here referred to as the Bolles' and Lewiston trails), the Chicago to Peoria Road, the Chicago to Ottawa Road as well as the Chicago to Galena Road.



STAGE FOR PEORIA.

I WILL leave this place for Peoria, on Saturday the 26th inst. Persons wishing a passage, can be accommodated with a comfortable Stage on reasonable terms.

J. D. WINTERS.

Dec. 21.

PUBLIC NOTICE SPEED INCREASED & FARE Reduced.



THE Chicago and Galena Mail Stage, will hereafter leave Chicago via Elgin, Belvidere, Rockford, Freeport, Waddam's Grove, Gratiot's Grove and White Oak Springs to Galena every Tuesday, Thursday and Sunday at 7 o'clock A. M., and will arrive at Galena next days by 8 o'clock P. M.

Returning will leave the Galena Hotel every Tuesday, Thursday and Sunday, at 3 o'clock A. M., and arrive at Chicago next days by 8 o'clock P. M., making the route each way in two days, in Four Horse Post Coaches, (not wagons) expediting the mail one day, two trips, and two days the third trip, each week. Fare through \$6 dollars, and from Chicago and Galena to and from Rockford each \$3. An entire new stock of property has been placed on the route from Rockford to Galena, with steady and experienced drivers. The public are invited to try the same, and judge for themselves of its merits, and the accommodations on the route. For seats apply at the General Stage Office, corner of Lake and Clark sts., Chicago, and at the Galena Hotel, Galena, where correct information and prompt attention will at all times be given.

FRINK, WALKER, & Co.
Proprietors.

Chicago, June 7, 1841.

Figure 7. Newspaper advertisements for the stages.

Top: J.D. Winters (Galena Advertiser
December 21, 1829)

Bottom: Frink, Walker and Company (Chicago
American June 1841 as cited in
Quaife 1923:160-161)

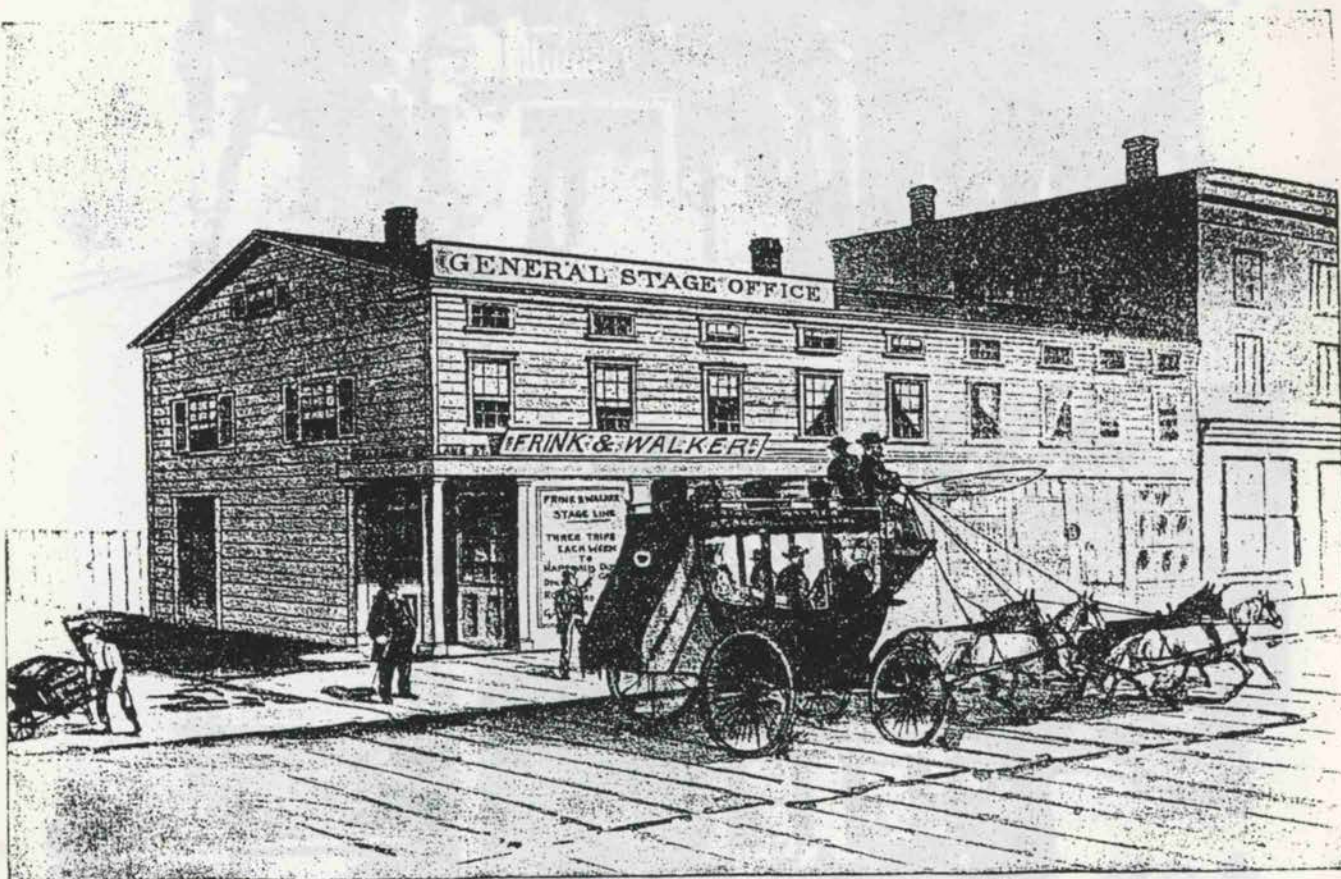


Figure 8. The Chicago stage office of Frink and Walker Company (Quaife 1923:156-157).

Top: S. P. Dodd's Inn, located in Lena (1848)
 Bottom: Tisdell Inn, located 5 miles west of
 Freeport (1852)



Figure 9. Early inns located along the Galena Road.
Both are of stone construction (Keister n.d.: 22-23).
Top: S. F. Dodd's Inn, located in Lena (1848)
Bottom: Tisdell Inn, located 5 miles west of
Freeport (1852)

RESEARCH DESIGN AND METHODS

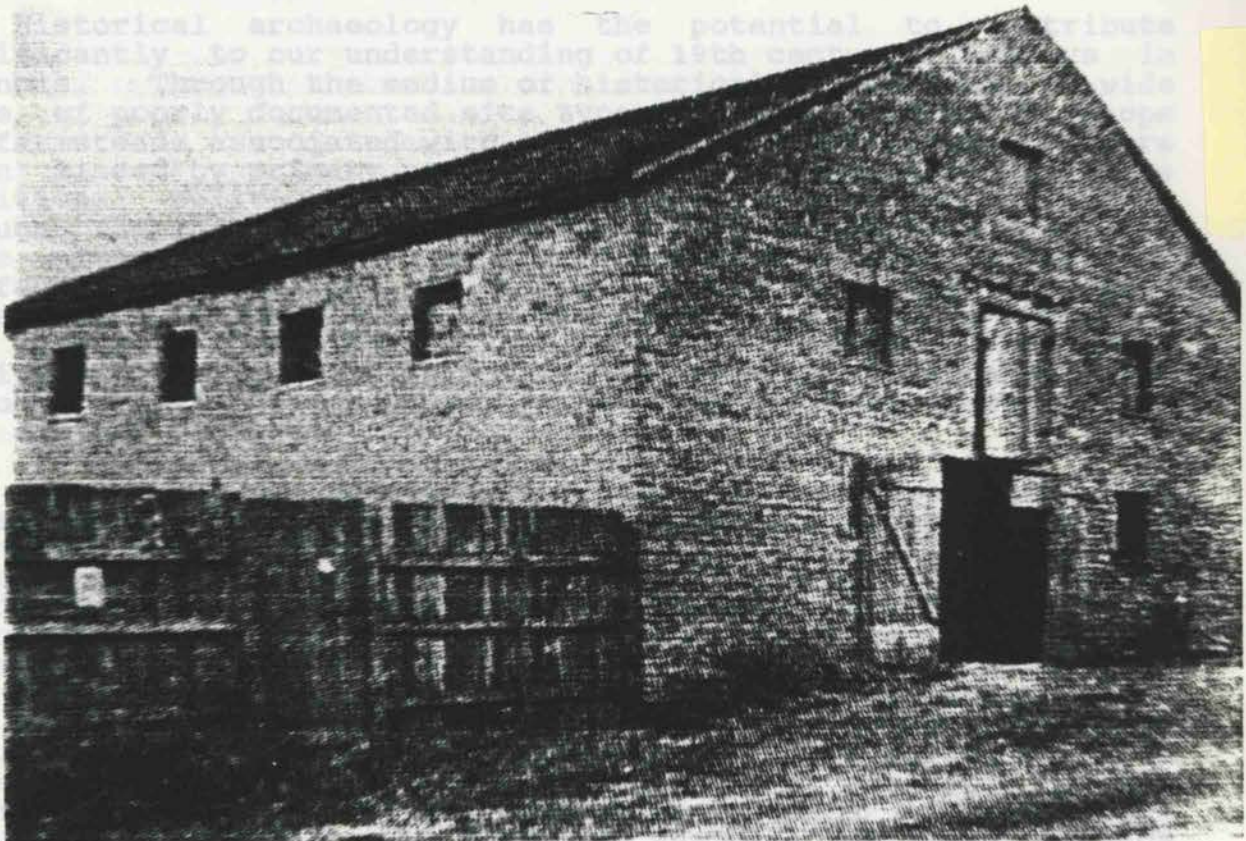


Figure 10. Large stone barn purported to have been the stage barn at Waddams Grove (Keister n.d.: 6). This barn has been demolished and the location where this structure was situated is unknown.

this strategy is attempting to match the subsurface features with the surface middens in an effort to more accurately assess the function of the subsurface feature and activity area. For example, small wood lined cellars are often found on early farmstead sites. These cellars were traditionally suspected of being associated with domestic activity areas (ie. the house). Recent research using this strategy has indicated that in some cases these features were associated with the barnyard and not the main domestic area.

RESEARCH DESIGN AND METHODS

Historical archaeology has the potential to contribute significantly to our understanding of 19th century lifeways in Illinois. Through the medium of historical archaeology, a wide range of poorly documented site types (such as blacksmith shops or farmsteads associated with lower income families) which were often missed by primary source material and especially by more traditional political or economic histories, can be assessed. Through the spatial analysis of the artifacts on the surface of these sites, as well as the subsurface features and associated artifacts, new insights into the activities conducted at these sites and the quality of life associated with the individuals that occupied them can be ascertained. Combined with more traditional historical sources, the archaeological, archival and ethnohistorical data produce a more holistic interpretation of 19th century lifeways.

Our research strategy has focused on attempting to characterize the structure of the 19th century sites identified during the earlier Phase I survey (particularly 11-SH-56) through a detailed analysis of the surface distribution of artifacts. The distribution of surface artifacts generally are indicative of structural locations and associated activity areas present at those sites when they were occupied. In many cases, especially with the earlier and often more significant sites which often have little in the way of a subsurface signatures (ie. lack subsurface features), these sites are represented solely by their surface deposits. Previous strategies that focused on the mechanical removal of the plowzone (in search of subsurface features) prior to the detailed analysis of the surface artifacts, often resulted in poorly understood site interpretations. Although the vast majority of historic archaeological sites in Illinois have been plowed (in some cases for well over one and a half centuries), this agricultural activity has not adversely affected the archaeological integrity of the surface deposits at these sites. Therefore, controlled surface collections allow an opportunity to assess the structure of the various middens once associated with these 19th century sites.

For this research, variations in archaeological site structure has been based on an assessment of surface artifact distribution and includes detailed analysis of the site size, artifact density, as well as number, size, and potential function of suspected buildings and activity areas. An integral part of

this strategy is attempting to match the subsurface features with the surface middens in an effort to more accurately assess the function of the subsurface feature and activity area. For example, small wood lined cellars are often found on early farmstead sites. These cellars were traditionally suspected of being associated with domestic activity areas (ie. the house). Recent research using this strategy has indicated that in some cases these features were associated with the barnyard and not the main domestic activity area. Previous research conducted by Fever River Research has utilized this strategy with great success (cf. Mansberger and Halpin 1991).

Specifically, the following research questions were addressed by the archaeological investigations at Waddams Grove:

1) Can inter-site variability be recognized from archaeological surface data? If variability between sites can be recognized, can the differences be explained by differing site functions (ie. school, church, farmstead)? Preliminary research and field investigations conducted by the Resource Investigation Program (RIP) suggested that the two sites within this project area were potentially associated with a non-farmstead function associated with the early community of Waddams Grove. Could a detailed analysis of the structure of the site give us insights into the non-agricultural activities presumably carried out at these sites?

2) If the function of the site could be determined through these archaeological investigations, what new insights could we gain about the activities conducted at that site and the quality of life associated with the individuals who worked and lived at that site?

Archival Research. Prior to the initiation of the Phase II research at these two sites, a systematic assessment of the plat and atlas resources pertinent to this project was conducted. This research was conducted at the Stephenson County Courthouse and public library. Additionally, an Abstract Of Title (No. 11843) prepared by the Chicago Abstract Company was made available by one of the landowners which facilitated the complicated chain-of-title research associated with these properties. Once the chain-of-title had been prepared for these parcels of land, detailed family specific documentary research was conducted. This research, conducted at the Illinois State Library, Illinois Historical Library, and the Illinois State Archives (all located in Springfield) focused on available county histories and biographical summaries as well as primary source material such as federal (population and industrial) and state (population) censuses. Additionally, a perusal of contemporary Illinois newspapers was made searching for information on stage coach travel.

Field Methods. The field research for this project was conducted in two phases. The initial work at the site (11-SH-56) consisted of a controlled surface collection (CSC). The CSC was

followed by the mechanical removal of the plowzone to expose potential subsurface features.

The controlled surface collection (CSC) was initiated by laying out a 5 meter grid over the site. Care was taken to insure that the grid extended over the entire site --especially those low artifact density areas that might be discontinuous with the main surface scatter. A fairly small collection unit (5 meter by 5 meter) was used because we were interested in demonstrating small discrete activity areas within the site. Larger collection units tend to mask the functionally discrete areas present at the site. The grid was laid out using multiple measuring tapes and survey flags and was oriented with its long axis parallel to the existing road located immediately north of the site.

The surface collection was conducted by picking up all cultural material (except brick and stone) from the surface of each collection unit and bagging it by its appropriate provenience number. Stone from each collection unit was counted, weighed and then discarded in the field. No brick was recovered from the surface of this site. After the surface collection was conducted, elevation shots were taken (with a transit) for every other collection unit. It is advantageous to prepare the surface distribution maps immediately upon completion of the surface collection. These maps are invaluable when conducting the mechanical removal of the plowzone and assist with locating excavation units. Unfortunately, we were not able to prepare these artifact distribution maps prior to the mechanical removal of the plowzone at 11-SH-56.

Upon completion of the surface collection, a tractor mounted backhoe (with a four-foot wide bucket) was used to mechanically remove the plowzone from a sample of the site located within the proposed new right-of-way. Long trenches were cut to the base of the plowzone parallel to the county road. If features were encountered, the backhoe was used to completely expose the feature. Except for the well (Feature 4), all features were hand excavated. Feature 4 was cross sectioned to a depth of approximately 3.5 feet with the use of the backhoe.

Once the topsoil had been removed, subsurface features were defined and their plan views drawn to scale. Each feature was partially excavated in order to determine the depth and structure as well as the artifact content of each feature. With the smaller features (such as pits and postmolds), one-half of the feature was excavated and the feature profile recorded. With the larger features a smaller excavation unit was excavated within the limits of the feature. Feature fill was removed using a combination of shovel scraping and troweling techniques. When feasible, feature fill was screened through 1/4" mesh hardware cloth. The screening of the feature fill from several features was not possible due to the extremely dry condition and clay content of the fill. Once the features had been sampled, the site was backfilled to its original condition.

Analysis. The artifact processing and analysis (washing, sorting, tabulating and illustrating) as well as the report preparation was conducted by Fever River Research at their Springfield office. The limited faunal remains were analyzed by Dr. Terrance Martin of the Illinois State Museum, Springfield.

Upon arriving at the office, all artifacts were washed and rebagged in plastic suitable for archival storage. The artifact analysis and tabulation for the surface collections was designed to isolate both functional and temporal parameters of the surface assemblage and consisted of initially subdividing all collected material into one of seven major functional categories initially defined by Orser, Nekola and Roark (1987) and revised by Mansberger (1990). These categories consist of Foodways Service (ceramic and glass tablewares and other artifacts associated with the serving of foods), Foodways Storage and Preparation (artifacts associated with the preparation and/or storage of foods), Foodways Remains (faunal and/or floral remains of foods), Household/Furnishing (artifacts associated with furniture and the furnishing of the home), Labor/Activities (artifacts associated with various non-kitchen or Foodways tasks conducted around the site), Architecture (physical remains associated with the fabric of the house and/or other buildings), and Personal/Clothing (small items of clothing and personal adornment or use). Additionally, when appropriate, these artifacts were sorted into temporally sensitive categories within these functional groups [ie. "thick" (greater than 1.75mm in thickness) versus "thin" (less than 1.75mm in thickness) window glass as well as "handforged" versus "machine cut" versus "wire drawn nails"; all tabulated within the Architectural category).

With the artifact tabulations completed, a series of maps depicting the spatial distributions of these functional categories was prepared. Additionally, several temporally sensitive sub-categories within each functional category were compared in order to determine temporally discreet activity areas within the site. The surface distribution maps were prepared using Golden Software, Incorporated's Surfer program.

The artifact assemblages derived from the feature excavations were initially separated into the same functional categories as the surface collections were tabulated. In contrast to the surface assemblages, a detailed item by item inventory was then prepared for the artifacts from the feature contexts. These detailed inventories are presented in the appendix.

All artifacts and field notes are temporarily curated at the Springfield office of Fever River Research. Upon acceptance of the final report, the artifacts and field notes will be permanently curated with the Illinois State Museum (Springfield).

The Waddams Grove #1 Site (IAS Number 11-Sh-56)

Introduction.

The Waddams Grove #1 Site is located in the SE1/4, SE1/4, SW1/4, Section 13, West Point Township (Township 38 North Range 5 East), Stephenson County, Illinois. This site has been variously referred to as 11-Sh-4-h (RIP) and FRR-SH-1 (Fever River Research). It is located on the south side of the Galena River, approximately 100 feet west of the Pin Hook and Galena River bridge.

RESULTS OF THE ARCHAEOLOGICAL INVESTIGATIONS

Between September and December 1990, the Resource Investigation Program (RIP) at the University of Illinois conducted a Phase I archaeological reconnaissance survey of the proposed area to be impacted by improvements along FAS 65 (Galena Road) immediately east of the community of Waddams Grove. Proposed construction by the Stephenson County Highway Department required the realignment of that segment of the Galena Road to improve safety by eliminating substandard curves and easing grades. Field research by the RIP consisted of a walkover pedestrian survey and the excavation of posthole units. Although survey conditions were variable (agricultural fields with poor visibility as well as grass cover), three historic scatters were identified.

RIP Site 11-Sh-2-h was located "on the southern end of the alignment on an upland terrace in the current Waddams Grove community" (Flesher 1991:n.p.). RIP Sites 11-Sh-4-h and 11-Sh-5-h were located along the slope of the prominent ridge located immediately north and east overlooking the present community of Waddams Grove. Additionally, limited prehistoric material (including three flakes and one fragment of block shatter) was found in association with this historic material. Preliminary research conducted by RIP suggested that Sites 11-Sh-4-h and 11-Sh-5-h were associated with William Wadams, the first documented settler of Stephenson County. Based on the results of the combined documentary and field research, RIP recommended to the Illinois Department of Transportation that Phase II testing be conducted at these two historic sites.

In May 1991, the Center For American Archeology contracted with the Stephenson County Highway Department to conduct the necessary Phase II investigations along the Galena Road. These investigations were conducted by Fever River Research, Springfield, Illinois under agreement with the Center For American Archeology. Field work was initiated by Fever River Research shortly after the award of the contract. During the last week of May and the first week of June 1991, a controlled surface collection was conducted at the Waddams Grove #1 Site (RIP 11-Sh-4-h; IAS 11-Sh-56). During the last two weeks of June 1991, backhoe testing and feature excavations were conducted. During the late summer and fall 1991, the artifact collections were analyzed and further documentary research conducted. Report preparation was conducted during late 1991 and early 1992.

The Waddams Grove #1 Site (IAS Number 11-Sh-56)

Introduction.

The Waddams Grove #1 Site is located in the NE1/4, SE1/4, SE1/4, SW1/4, Section 13, West Point Township (Township 28 North Range 5 East), Stephenson County, Illinois. This site has been variously referred to as 11-Sh-4-h (RIP) and FRR-SH-1 (Fever River Research). This site is situated along the south side of the Galena Road approximately 0.4 miles east of the present community of Waddams Grove and 300 feet west of the Pin Hook and Galena Roads intersection. During the 1830s, this site would have been situated within a prairie setting less than 1/4 mile east of the Waddams Grove timber. Upon the platting of the community of West Point in 1848, this site would have fronted Main Street (the Galena Road) and would have been situated within Lots 1-6, Block 4 of the small village. Immediately across the road from the Waddams Grove #1 Site is situated the Waddams Grove #3 Site (11-Sh-58). The Waddams Grove #2 Site (11-Sh-57) is situated approximately 250 feet east of these two sites at the intersection of Pin Hook and Galena Roads.

Archival Research.

The available plat and atlas resources document the rise and later abandonment of the early community of West Point and the establishment of the rail oriented community of Waddams Grove. Besides the "Waddams House" and "Waddams Grove" timber, the 1843 Federal land survey plat identifies a short segment of the Galena Road as well as a small field (presumably belonging to the Wadams family) along the northern boundary of the Grove and "houses & field" located along the southern edge of the Grove near the road. No other cultural features are documented for West Point Township on this 1843 plat.

According to the 1859 plat (Walling 1859), the Waddams Grove #1 site would have been situated within Block 4 of the village of West Point at that point in time. Although the accuracy of the community of West Point as depicted on this plat is questionable, a single structure was documented on the 1859 plat at this location. By the publication of the 1871 plat (Thompson and Everts 1871), the village of West Point had been abandoned and the West Point Station had been established along the Illinois Central Railroad right-of-way (at the present-day location of the village of Waddams Grove). No structures were documented at that time at the location of the Waddams Grove #1 Site. According to the 1871 plat, the land associated with this site at that time was owned by "S. W. A." (which probably stands for Samuel Armagost). By the publication of the 1894 plat (Northwest Publishing Company 1894), the new village of Waddams Grove had been platted along the railway siding and station. Again, no structures were documented at the location of the Waddams Grove #1 site at that time (1894). According to the 1894 plat, the land was owned by F. H. Reber.

William Wadams purchased the E1/2, SW1/4 of Section 13 from the Federal Government in August 13, 1844. Wadams had settled within the nearby timber in the SE1/4, Section 13 during 1833 (See "Summary Chain-of-title Research"). The deed records within the Stephenson County Courthouse do not document Wadams' sale of this land. Based on a cryptic comment within Wadams' probate records, it appears that a 10-acre parcel of land associated with this site was sold by Wadams sometime "previous to his death to one Detricks." "Detrick's Lot 10 acres" is clearly marked on the "Plat Drawn During The Settlement Of The Wadams Estate" and dated 1864 (County Records Office; Figure 15). At the time of William Wadams death, George Detrick also owned a 1 1/2-acre parcel of land immediately across the road from the Waddams Grove #1 Site which was probably associated with the Waddams Grove #3 Site (11-Sh-57). Neither warranty deed documenting the land transfer from Wadams to Detrick was located.

In 1869, due to the fact that the legal descriptions of the numerous small land parcels around what was once the village of West Point were identified solely by metes and bounds, the Stephenson County Surveyor resurveyed a portion of Section 13 and identified the parcels by lot numbers. The "Plat of a Part of Sn.[Section] No. 13" filed with the County Records Office in 1869 by the county surveyor identified the 10-acre parcel of land owned previously by George Detrick as "Lot No. 25" (See Figure 16). At that time (1869), this 11.37-acre parcel of land was owned by S. W. Armagost. Apparently, George Detrick had relinquished ownership of this parcel of land sometime after 1864 (when the plat associated with the settlement of the Wadams Estate was drawn) and 1869 (when the county resurveyed this region and assigned lot numbers to the numerous small parcels of land located within this vicinity).

Once Samuel Armagost had acquired the property associated with the Waddams Grove #1 Site, the chain-of-title is clear. Armagost had consolidated four small parcels of land (Lots 23, 25, 28, and 29; totaling 26.5 acres) during the late 1860s and/or early 1870s. In October 1872, Armagost sold this land (plus an additional 34.6 acres of land identified as Lot 2) to Anton Brecktel for a sum of \$2,300 (Deed Records Book 58: Page 368). After partitioning off Lot 2, Theresa Brecktel sold Lots 23, 25, 28 and 29 (that land located near the junction of Pin Hook and Galena Roads) to Frank Reber in January 1889 for the sum of \$3,200 (Deed Records Book 84:Page 591). Reber held title to the land for only a few years and sold it to Alice Wasson for \$3,000 in February 1893 (Deed Records Book 91:Page 71). Wasson in turn sold the land to Frank Wachlin in January 1896 for \$3,500 (Deed Records Book 93: Page 580). Wachlin partitioned Lots 23 and 29 from the other two parcels of land and sold them to George Smith in 1904 for \$4,000 (Deed Records Book 108:Page 518). Between that time and 1930, this land sold an additional three times.

In 1930, in an effort to establish clear title to the land, William Kelly filed a "Bill to Quiet Title" with the chancery court. This court action was taken to clear up questions within

TABLE 1

Summary of Chain-of-Title Research
Waddams Grove #1 Site (11-SH-56)

Grantor	Grantee	Legal Description	Deed Type	Date	Price	Book: Page
USA	William Wadams	E1/2, SW1/4, Section 13	Patent	8/13/1844	N/A	Land Book
William Wadams	George Deitrick	10 Acres*	WD(?)	?(Pre 1858)	?	**
George Deitrick	Samuel Armagost	10 Acres*	WD(?)	?(Post 1864/ Pre 1869)	?	**

* "And also excepting from said half quarter section, a certain tract conveyed by said William Wadams previous to his death to one Detricks [sic] described as follows: commencing at the south east corner of said half quarter section and running thence west along the section line nine and forty one hundredths (9.41/100) chains, thence north thirteen and 18/100 chains to the center of the Galena Road thence south easterly along the center of said road to the east line of said half quarter section, thence south along said east line about eight chains (8 ch.) to the place of beginning, containing about ten acres."

** Abstract of Title, No. 11843, Entry No. 47. Chancery Settlement of the Wadams' Estate in the Circuit Court of Stephenson County, Illinois. Decree and Order Appointing Commissioners, September 10, 1864.

WD = Warranty Deed

TABLE 2

Summary of Chain-of-Title Research (Post-1870)
Waddams Grove #1 Site (11-SH-56)

<u>Grantor</u>	<u>Grantee</u>	<u>Legal Description</u>	<u>Deed Type</u>	<u>Date</u>	<u>Price</u>	<u>Book: Page</u>
Samuel Armagost	Anton Brecktel	Lots 23, 25, 28 & 29 (26.5 Acres) (Plus Lot 2--34.6 Acres)	WD	10/01/1872	2300.00	58:368
Theresa Brecktel	Frank Reber	Lots 23, 25, 28 & 29	WD	1/12/1889	3200.00	84:591
Frank Reber (& wife Mary)	Alice Wasson	Lots 23, 25, 28 & 29	WD	2/13/1893	3000.00	91:71
Alice Wasson	Frank Wachlin	Lots 23, 25, 28 & 29	WD	1/18/1896	3500.00	93:580
Frank Wachlin (& wife Juliana)	George Smith	Lots 23 & 29	WD	2/29/1904	4000.00	108:518
George Smith	Lewis Tree	Lots 23 & 29	WD	2/29/1908	4000.00	116:377
Lewis Tree	Fred Brose	Lots 23 & 29	WD	2/25/1914	46.50	123:465
Fred Brose	W. J. Kelly	Lots 23 & 29	WD	9/02/1930	2500.00	153:60
William Kelly	Files "Bill to Quiet Title"		Chancery Summons	4/30/1931		

WD = Warranty Deed

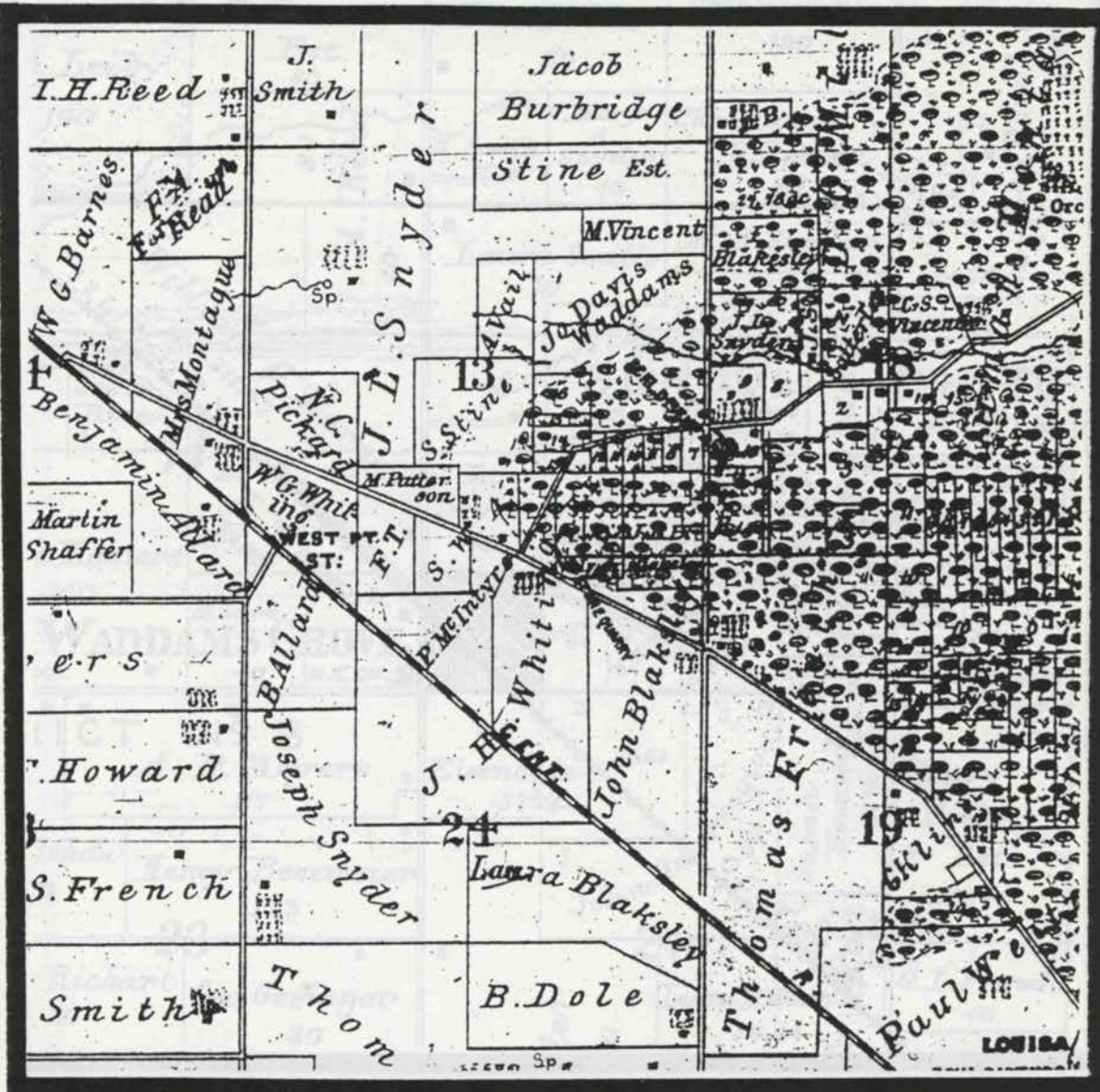


Figure 11. Detail of West Point Township (Thompson and Everts 1871). Although Site 11-SH-56 does not appear to be documented on this plat, both 11-SH-57 and 11-SH-58 are present on land owned by "S.W.A."

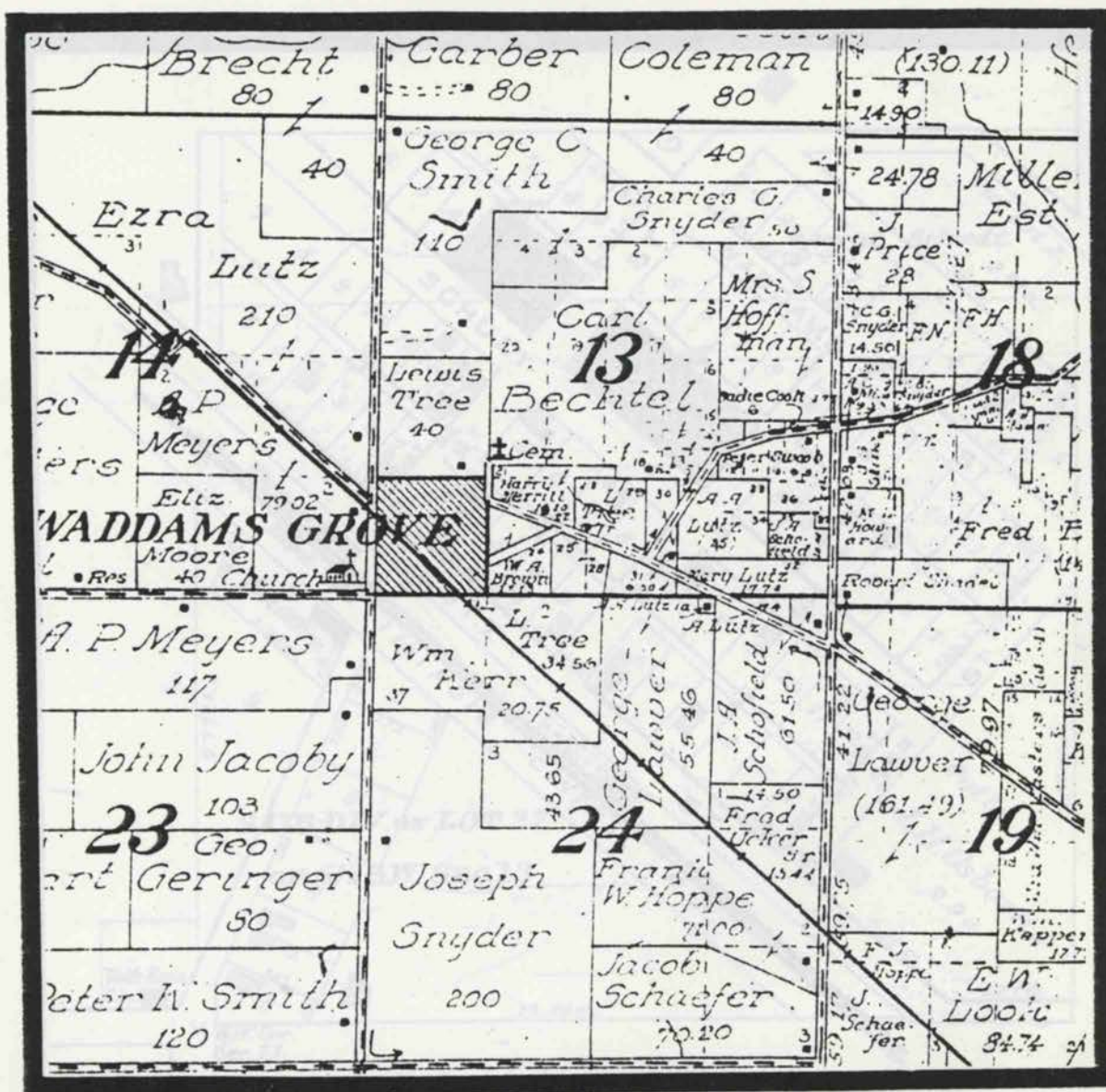


Figure 13. Detail of West Point Township (Ogle 1913). None of the three sites (11-SH-56, 11-SH-57, nor 11-SH-58) appear to be documented on this plat.

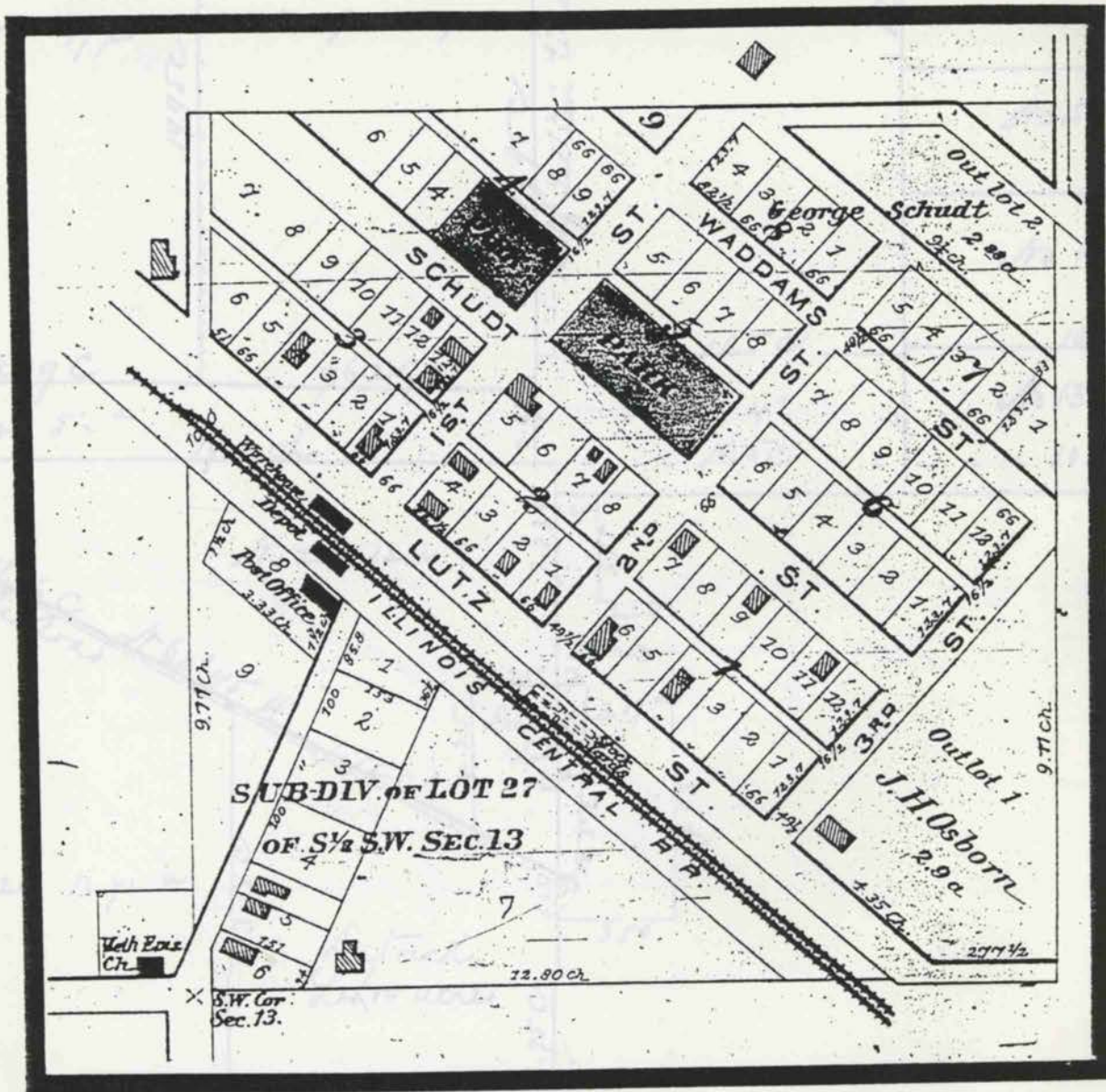


Figure 14. Village of Waddams Grove as illustrated in Northwest Publishing Company (1894).

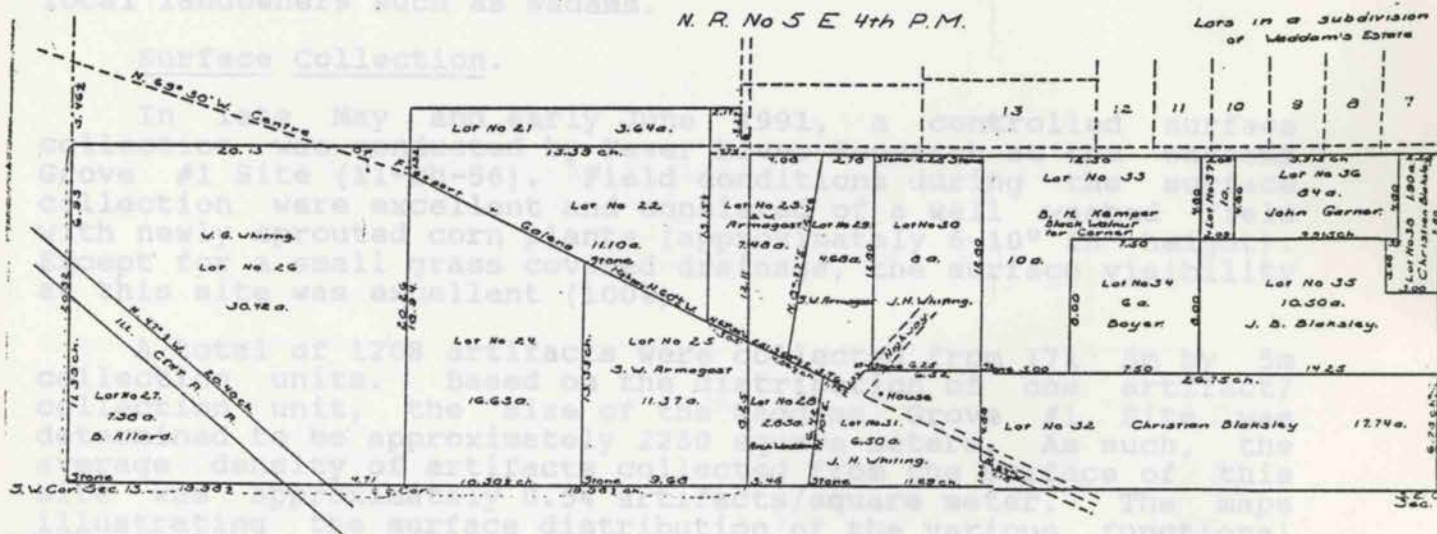


Figure 16. "Plat of a Part of Sn. [Section] No. 13" filed by the County Surveyor in 1869 (County Recorders Office 1869). Note Lots Number 23 and 25.

the title --particularly those associated with the sale of land between Wadams, Detrick and Armagost.

The period of significance associated with the Waddams Grove #1 site is circa 1840 through circa 1865. During this period, besides the William Wadams family, George Detrick and Samuel Armagost were the only names found in association with this property. It is suspected that by the late 1860s when Samuel Armagost purchased the property, the majority of the structures at this site --except potentially the large stone barn (Feature 1)-- probably had been abandoned. Unfortunately, little information could be obtained about the Detrick family. George Detrick was not documented in the 1840, 1850, nor 1860 U.S. Population Census. It appears likely that William Wadams may have owned the Wadams Grove #1 Site throughout the period when this site was occupied. As such, if this site did function as a stagecoach station along the Frink, Walker and Company route, it seems likely that the stage company may have leased land from local landowners such as Wadams.

Surface Collection.

In late May and early June 1991, a controlled surface collection was conducted by Fever River Research at the Waddams Grove #1 Site (11-Sh-56). Field conditions during the surface collection were excellent and consisted of a well washed field with newly sprouted corn plants (approximately 6-10" in height). Except for a small grass covered drainage, the surface visibility at this site was excellent (100%).

A total of 1208 artifacts were collected from 171 5m by 5m collection units. Based on the distribution of one artifact/collection unit, the size of the Waddams Grove #1 Site was determined to be approximately 2250 square meters. As such, the average density of artifacts collected from the surface of this site was approximately 0.54 artifacts/square meter. The maps illustrating the surface distribution of the various functional categories of artifacts from the Waddams Grove #1 Site are presented in Appendix II. Table 3 summarizes the functional diversity of the artifacts collected from the surface of this site.

Artifacts associated with architectural activities comprised 39.2% of all the artifacts collected from the surface of this site. The artifacts associated with this category (N=474) consisted predominately of window glass, nails and an occasional fragment of building hardware. Additionally, although not represented within this count, a dense concentration of building rubble (consisting predominately of locally quarried limestone) was also present on the surface of this site.

The large, dense concentration of limestone at this site strongly suggested more than just the presence of a building with limestone foundations. Located along the Galena Road, within the immediate project area, was a strong pre-Civil War tradition of

stone construction. Additionally, at least two mid-19th century quarries are located on West Point Hill near the junction of Pin Hook and the Galena Roads. As such, it is believed that a stone structure was originally present at this site.

Based on the analysis of the distribution of the architectural items recovered from the surface of this site, three structural "signatures" were defined. These signatures represent concentrations of building material (stone, window glass, nails) that may equate with the location of a demolished building. Similarly, these signatures may represent the remains of "non-buildings" such as wells or cisterns and as such probably would have had little above-ground visibility even during the use-life of that feature. It is also possible that a structural signature may represent a discard or activity area and, as such, may not represent the remains of a building.

TABLE 3

FUNCTIONAL CLASSIFICATION OF ARTIFACTS
COLLECTED FROM THE SURFACE
OF
THE WADDAMS GROVE #1 SITE

		Number of		Percent	
Signature		Artifacts			
Foodways	Service	Stone	Arch.	W.C. Nails	Thin Glass
Foodways	Service			180	14.9
Foodways	Storage			92	7.6
Foodways	Remains			6	0.5
Household				3	0.2
Architecture				474	39.2
Personal				308	25.5
Clothing				1	0.1
Labor/Activities				144	11.9
Totals				1208	99.9

Leads Stone & Bricks

Structural Signature 1 was defined based on a dense concentration of limestone (See Table 4). The limestone concentration consisted of over 40 kg of limestone/collection unit. The total number of architectural items/collection unit was also high and consisted of 25 artifacts/collection unit. The architectural items associated with this structural signature included 19 machine cut nails/collection unit, 1 wire nail/collection unit and 4 window glass fragments/collection unit. The glass associated with this structural signature was predominately of the thin variety (less than 1.75mm in thickness). This structure was interpreted as a large combination frame and stone building with a few windows present. The structural signature corresponded well with the subsurface structural remains identified as Feature 1. As defined by the surface distribution of artifacts, the structural signature fit very well over the west two-thirds of this large feature. As such, it appears that the concentration of window glass associated with the surface of this feature was located along the north or east sides of the building. The presence of an occasional wire nail on the surface in this area suggests that this structure may have persisted into the very early 20th century (circa 1900-1910).

Table 4

DEFINITION OF STRUCTURAL SIGNATURES
(ITEMS PER SURFACE COLLECTION UNIT)

Signature Number	Stone Weight	Total Arch.	M.C. Nails	Wire Nails	Thin Glass	Thick Glass
1	41KG	25	19	1	1	3
2	10-25KG	17	13	0	1	1
3	5Kg	33	13	2	5	6
F3	6-21KG	9-15	10-13	0	1	1

Structural Signature 2 was located immediately west of Structural Signature 1 and was defined on the basis of a much lighter stone concentration (10-25 kg limestone/collection unit) and moderately high Total Architecture (17 items/collection unit). The architectural items recovered from the surface of this structural signature consisted of 13 machine cut nails/collection unit and 2 window glass fragments/collection unit. No

wire drawn nails were associated with the surface of this potential structure which was interpreted potentially as a small frame structure with stone foundations and minimal windows. During the subsequent removal of the plowzone, two stone slabs near the base of the plowzone were found near the suspected corners of this structural signature. These stones may represent the location of stone piers once associated with a building at this location.

Structural Signature 3 was located immediately west of Structural Signature 2 and was defined on the basis of a relatively light stone concentration (5 kg limestone/collection unit) and a relatively high Total Architecture concentration (33 artifacts/collection unit). The architectural items associated with this signature consisted of 13 machine cut nails/collection unit, 2 wire drawn nails/collection unit, and 11 window glass fragments/collection unit. The window glass sherds associated with this signature consist of approximately 45% thin (less than 1.75mm in thickness) and 55% thick (greater than 1.75mm in thickness) window glass. The presence of the wire nails and the thick window glass suggests that this structure --if indeed a structure was present at this location-- persisted into the very late 19th or early 20th centuries. This structural signature was interpreted as a relatively large frame structure with numerous windows. During the subsequent removal of the plowzone, no subsurface foundations were found that might suggest that a structure was ever present at this location.

Artifacts from the Foodways Service category consisted of 16.4% of all the artifacts recovered from the surface of this site. Ceramics comprised the majority of these items and consisted predominately of whitewares (representing 92.6% of all the refined ceramics recovered from the surface of this site). Lesser amounts of pearlwares (representing 2.3%), ironstones (4.0%) and porcelain (1.1%) were also recovered from the surface. The majority (77.3%) of the refined wares from the surface of this site were undecorated. Transfer printed wares accounted for 13.6% of the refined ceramics while handpainted wares accounted for 4.0% and edge decorated wares 2.3%. Relief decorated, sponge decorated, flow blue decorated, annular decorated and decal decorated wares each comprised less than 0.6% of the refined ceramics recovered from the surface of this site. Besides ceramics from this category, four glass tableware fragments were recovered (Table 5).

A light scatter of Foodways Service artifacts (consisting of 1-3 artifacts/collection unit) was found distributed across much of the site. The heaviest concentrations of Foodways Service artifacts (which amounted to 6-7 artifacts/collection unit) were associated with Middens B, C, E and H. Middens B, C, and E appear to have been associated with Structures 1/5, 2 and 3, respectively. Midden H appears to represent a trash disposal area near the edge of the site and associated with a small drainage (See Figure 21 for Midden locations).

Table 5

REFINED CERAMICS RECOVERED FROM THE SURFACE
OF THE WADDAMS GROVE #1 SITE

	Number	Percent
Pearlware		
Undecorated	4	2.3
Whiteware		
Undecorated	123	69.9
Edge decorated	4	2.3
Annular decorated	1	0.6
Hand painted	7	4.0
Sponge decorated	1	0.6
Transfer printed	24	13.6
Relief decorated	1	0.6
Flow Blue	1	0.6
Decal decorated	1	0.6
Total	163	92.6
Ironstone		
Undecorated	7	4.0
Porcelain		
Undecorated	2	1.1

Artifacts from the Foodways Storage category comprised only 7.6% of the artifacts collected from the surface of this site. Artifacts from the Foodways Storage category collected from the surface of this site consisted predominately of locally manufactured redwares, which comprised approximately 50.6% of the utilitarian wares recovered from the surface of this site. The remainder of the surface assemblage was comprised of salt glazed wares (consisting of 30.9% of the unrefined total) and Albany slipped wares (consisting of 18.5% of the unrefined total). Although no jigger molded rims were found in feature contexts, these post Civil War rim forms comprised 87.5% (n=7) of the utilitarian crockery rims collected from the surface of this site. The remaining rim forms (n=1; representing 12.5% of the crockery rim total) consisted of a single handturned example.

A light scatter (consisting of 1-2 artifacts/collection unit) of Foodways Storage items was present over the vast majority of the site. Slightly heavier concentrations of Foodways Storage artifacts (representing 3-5 artifacts/collection unit) were associated with Middens B and C. The heaviest concentration of Foodways Storage artifacts (consisting of 6-7

TABLE 4

UTILITARIAN CERAMICS RECOVERED FROM THE SURFACE
OF THE WADDAMS GROVE #1 SITE

	Number	Percent
Redware	41	50.6
Salt Glazed	25	30.9
Albany Slipped	15	18.5

artifacts/collection unit) was associated with Midden D immediately south of Structural Signature 3. The strong association of Foodways Storage artifacts associated with Structure 3 lends credibility to the idea that Structure 3 may represent a building associated with livestock husbandry (ie. a stable) or other non-domestic function (ie. workshop).

Artifacts associated with the Personal Category comprised 25.5% of all the artifacts collected from the surface of this site. These artifacts represent predominately the remains of glass medicine bottles. Although diagnostic lip and base fragments were rare, an occasional machine made glass fragment was collected from the surface. The machine made glass from the surface of this site was concentrated along the current road edge and appears to represent relatively recent post-abandonment discard (road "noise").

Artifacts from the Personal category were well distributed across the surface of the site. Moderately heavy concentrations of Personal items (7-12 artifacts/collection unit) were associated with Middens B (Structures 1 and 5), C (Structure 2) and D (Structure 3). The heaviest concentrations of Personal artifacts on the surface of this site (consisting of over 12 artifacts/collection unit) were centered over Feature 3 (the cellar associated with potential Structure 5) and within what was defined as the northwest corner of Structure 3. The high percentage of Personal artifacts immediately above Feature 3 probably reflects the discard of household and personal items within this cellar hole after the abandonment of this site. The presence of Personal items (ie. pipes) within Structure 3 may reflect that a corner of this structure was devoted to some specialized office or work space.

Artifacts associated with Labor/Activities represented 11.9% of the artifacts collected from the surface of the Waddams Grove #1 Site. The items from this category collected from the surface of the site included waste metal stock and tools. Tools, which were few in number, were concentrated in two areas of the site. The heaviest concentration of tools (which consisted of 3-5 artifacts/ collection unit) was located near the southeast corner of Structure 3 (Midden E). A slightly less concentrated area of tools (consisting of 2 artifacts/collection unit) was found immediately above Feature 3 and associated with Midden B. Unlike Midden E, Midden B was not associated with as many clinkers or metal stock. A "trail" of tools appears to lead from the well (Feature 4) to the south end of Structure 2 and then to the south end of Structure 3. A single cast lead musket ball (36 caliber) was found on the surface near the location of Feature 4.

Metal stock was defined as any small fragment of waste metal. Although some were unworked, many of the metal stock fragments recovered from the surface of this site exhibited chisel and/or shear marks as well as evidence of having been worked (shaped) at a forge and indicative of blacksmithing activity. Although a light scatter of metal stock was present over much of this site, the heaviest concentrations of the waste metal (consisting of 181-270 grams/collection unit) was found in two locations. The largest concentration was associated with Midden E near the southwest corner of Structure 3. A second concentration was associated with Midden G located between Structures 1 and 2.

One of the more ubiquitous tasks of the blacksmith was the shoeing of horses. Horseshoe nails are very distinctive and were found concentrated in one location at the Waddams Grove #1 Site. The greatest concentration of horseshoe nails (consisting of 7-9 nails/collection unit) was associated with Midden F which was in close association with Midden E and Structure 3. The horseshoe nails appear to form a "trail" leading from Midden F towards the northwest corner of Structure 3. Blacksmiths generally shoe horses outdoors often within a corral near the forge where the horses are temporarily stabled. As such, the area immediately west of Structure 3 may have functioned as a corral.

Unburnt coal, a fuel important to the operation of a blacksmith shop, was found on the surface of this site in several different contexts. The heaviest concentrations of this material (consisting of 19-22 grams/collection unit) was located within what has been defined as Structure 2. This concentration of coal is immediately adjacent to the concentration of metal stock associated with Midden E. The second concentration of coal, although not as dense (consisting of 10-18 grams/collection unit), was found in association with the east end of Structure 4 and to a lesser degree Structure 1.

The byproduct of coal, after it has been burnt as a fuel, is generically known as a clinker (which is vitrified coal waste).



Foodways Service

- 1 - 3 artifacts/unit
- ▨ 4 - 5 artifacts/unit

KEY TO FIGURES 17 THROUGH 21

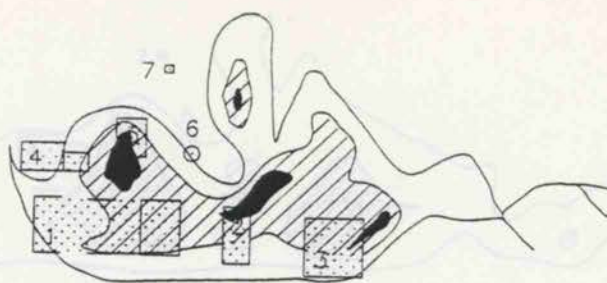
1. Structural Signature #1 (Feature 1)
2. Structural Signature #2
3. Structural Signature #3
4. Post-in-ground structure represented by Post Molds #70-81
5. "Root" Cellar (Feature 3)
6. Stone lined well (Feature 4)
7. Privy (Feature 6)



Foodways Storage

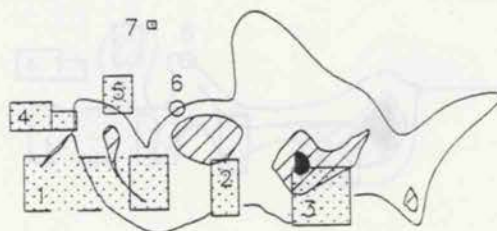
- 1 - 2 artifacts/unit
- ▨ 3 - 4 artifacts/unit
- ▩ 5 - 6 artifacts/unit

Figure 17. Distribution of Foodways Service and Foodways Storage artifacts from the surface of the Redman's Grove #1 Site (11-SH-56). Magnetic North and the Galena Road are located towards the base of each figure.



Foodways Service

- 1 - 3 artifacts/unit
- ▨ 4 - 5 artifacts/unit
- 6 - 7 artifacts/unit



Foodways Storage

- 1 - 2 artifacts/unit
- ▨ 3 - 5 artifacts/unit
- 6 - 7 artifacts/unit

Figure 17. Distribution of Foodways Service and Foodways Storage artifacts from the surface of the Waddams' Grove #1 Site (11-SH-56). Magnetic North and the Galena Road are located towards the base of each figure.

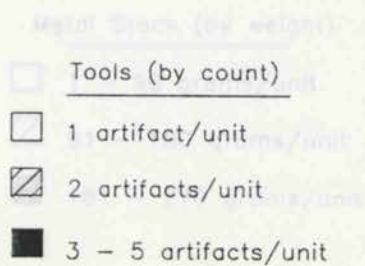
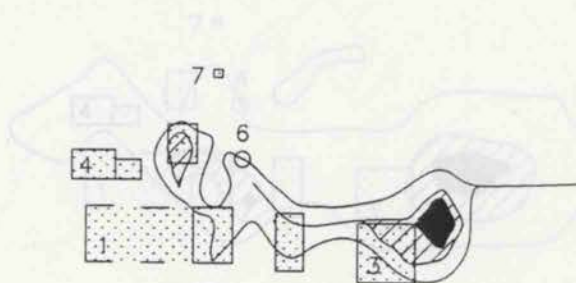
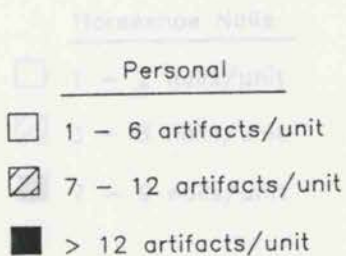
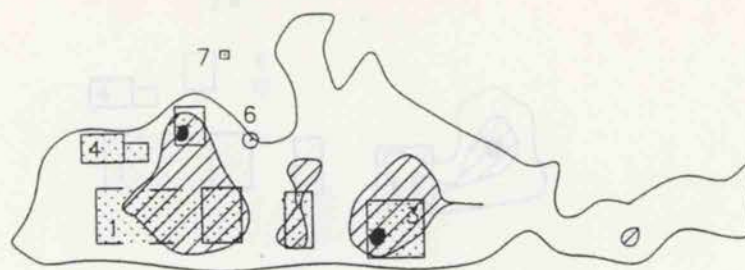
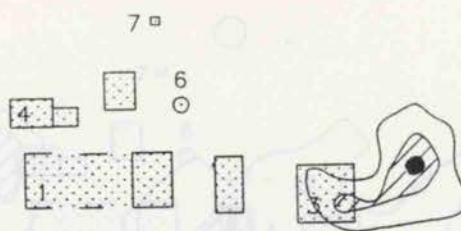


Figure 18. Distribution of Personal Items and Tools from the surface of the Waddams' Grove #1 Site (11-SH-56). Magnetic North and the Galena Road are located towards the base of each figure.



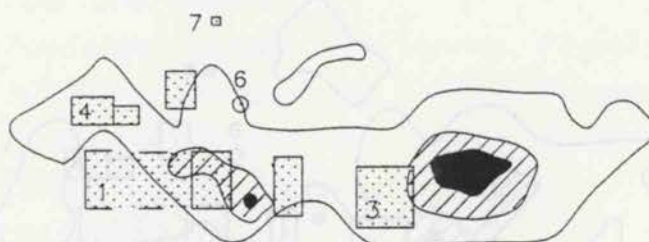
Horseshoe Nails

□ 1 - 2 nails/unit

▨ 3 - 6 nails/unit

■ 7 - 9 nails/unit

■ 10 - 22 nails/unit



Metal Stock (by weight)

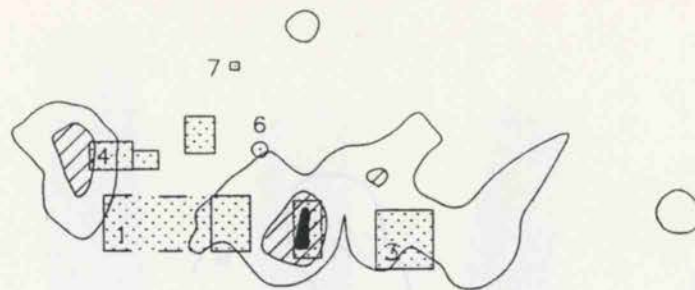
□ 1 - 90 grams/unit

▨ 91 - 180 grams/unit

■ 181 - 270 grams/unit

■ 271 - 360 grams/unit

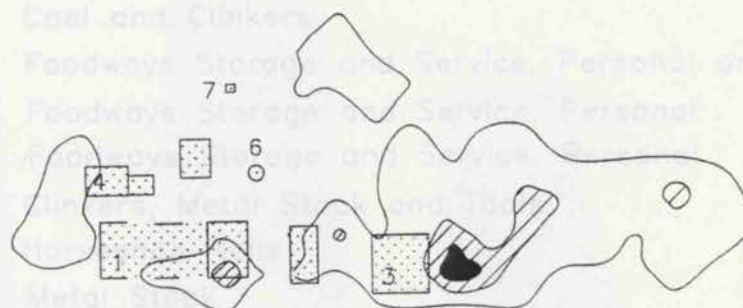
Figure 19. Distribution of Horseshoe Nails and Metal Stock from the surface of the Waddams' Grove #1 Site (11-SH-56). Magnetic North and the Galena Road are located towards the base of each figure.



Coal (by weight)

- 1 - 9 grams/unit
- ▨ 10 - 18 grams/unit
- 19 - 22 grams/unit

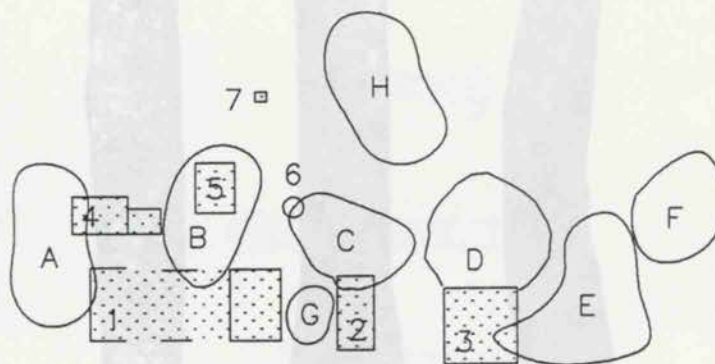
Midden Identification



Clinkers (by weight)

- 1 - 105 grams/unit
- ▨ 106 - 211 grams/unit
- 211 - 300 grams/unit

Figure 20. Distribution of Coal and Clinkers from the surface of the Waddams' Grove #1 Site (11-SH-56). Magnetic North and the Galena Road are located towards the base of each figure.



Midden Identification

- A. Coal and Clinkers
- B. Foodways Storage and Service, Personal and Tools
- C. Foodways Storage and Service, Personal
- D. Foodways Storage and Service, Personal
- E. Clinkers, Metal Stock and Tools
- F. Horseshoe Nails
- G. Metal Stock
- H. Foodways Service, Clinkers, Personal



Figure 21. Identification of middens on the surface of the Waddams' Grove #1 Site (11-SH-56). Magnetic North and the Galena Road are located towards the base of the figure.

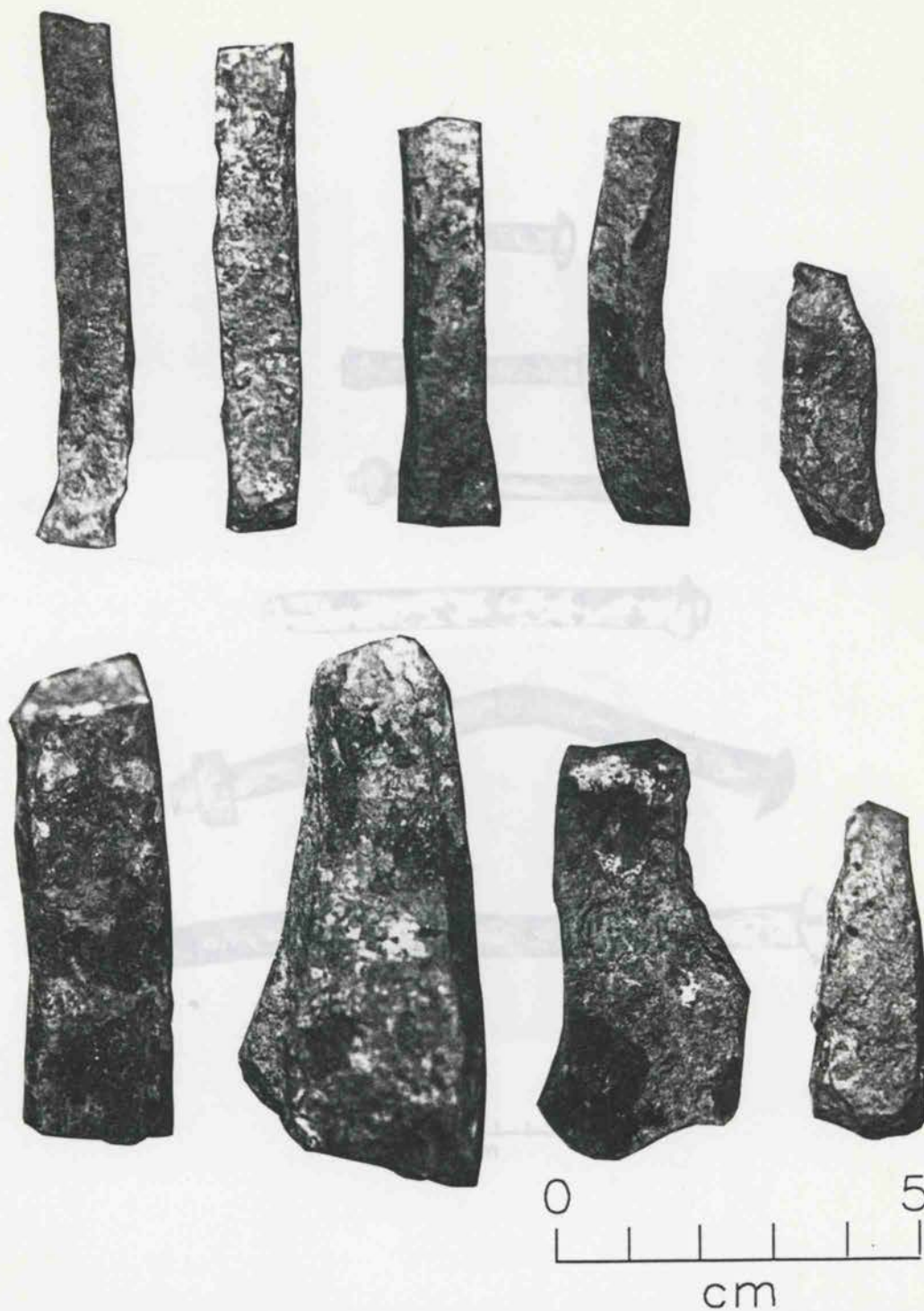


Figure 22. Miscellaneous scrap metal fragments recovered from the surface of the Waddams Grove #1 Site (11-SH-56).

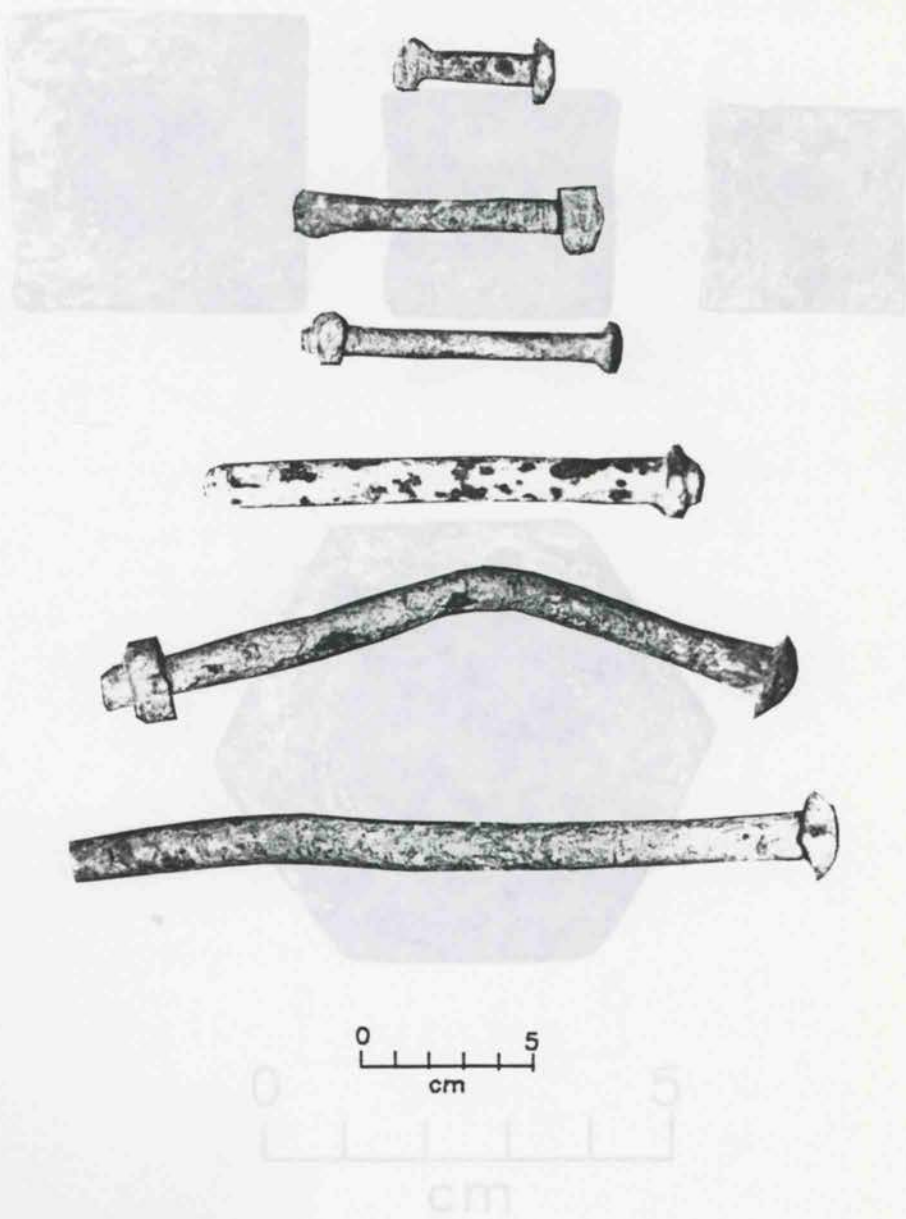


Figure 23. Miscellaneous carriage bolts collected from the surface of the Waddams Grove #1 Site (11-SH-56).

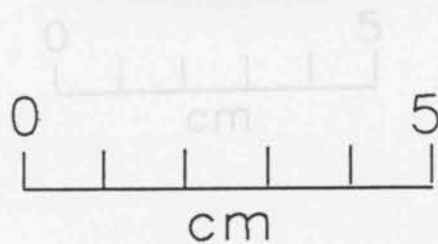
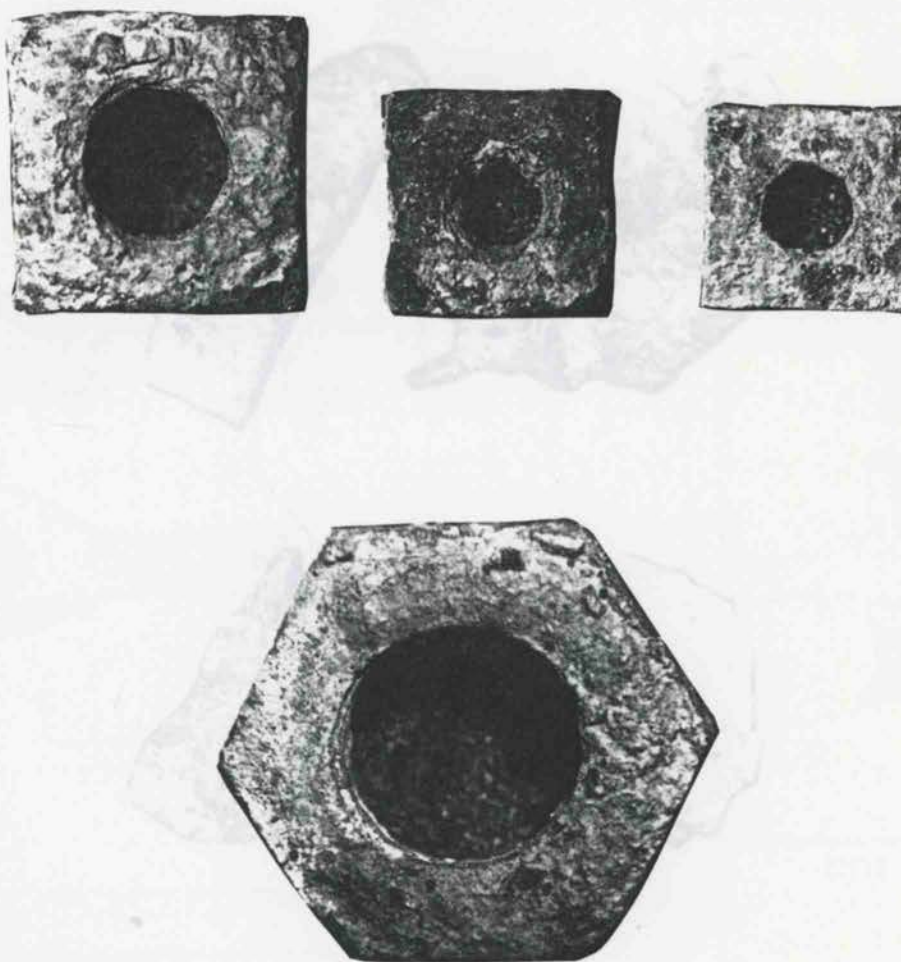


Figure 24. Miscellaneous iron nuts collected from the surface of the Waddams Grove #1 Site (11-SH-56).

#1 Site (11-SH-56).

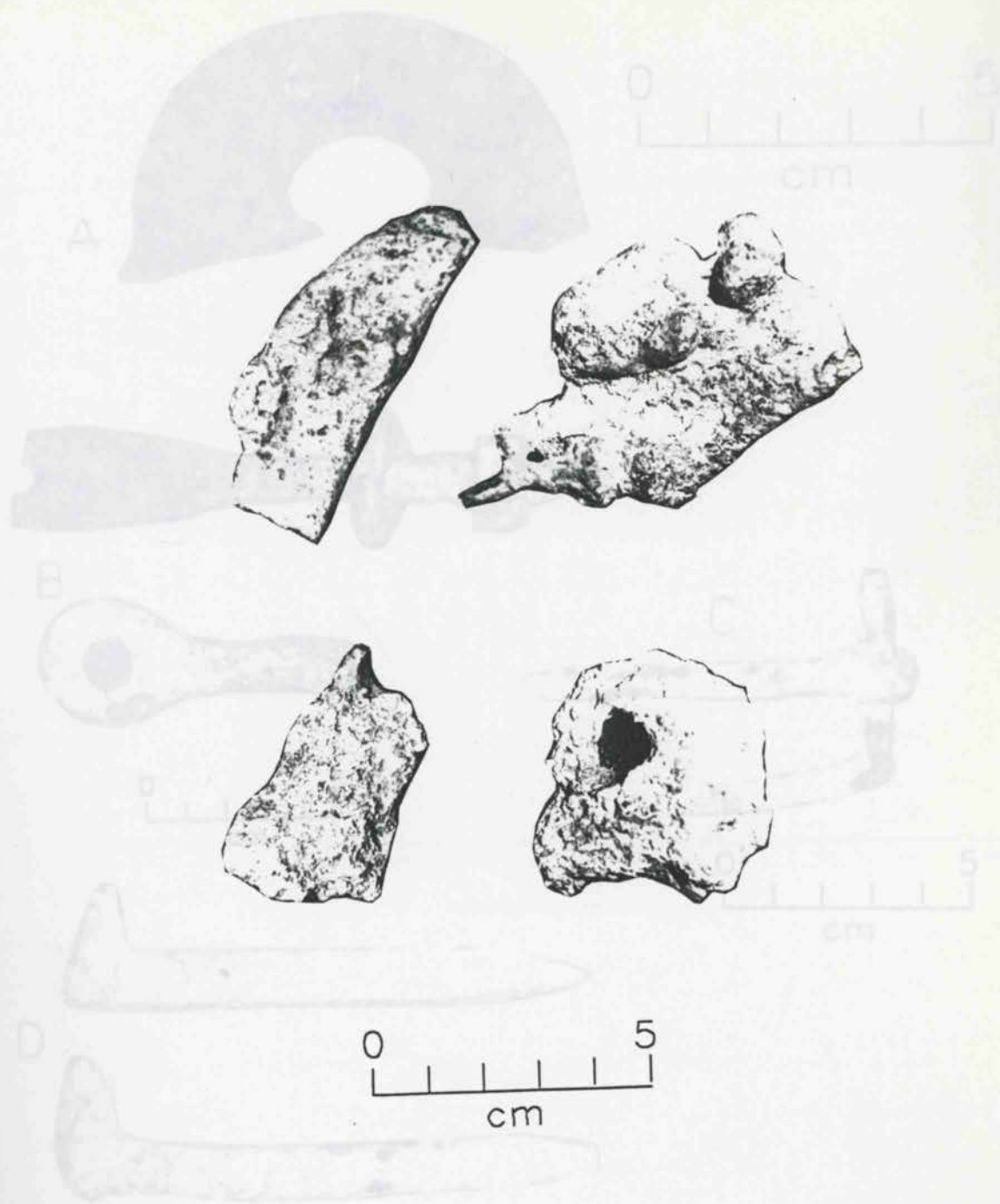


Figure 25. Miscellaneous fragments of waste melted metal recovered from the surface of the Waddams Grove #1 Site (11-SH-56).

- a. handforged iron straps with threaded end
- b. cut washer
- c. harness buckles
- d. railroad spikes

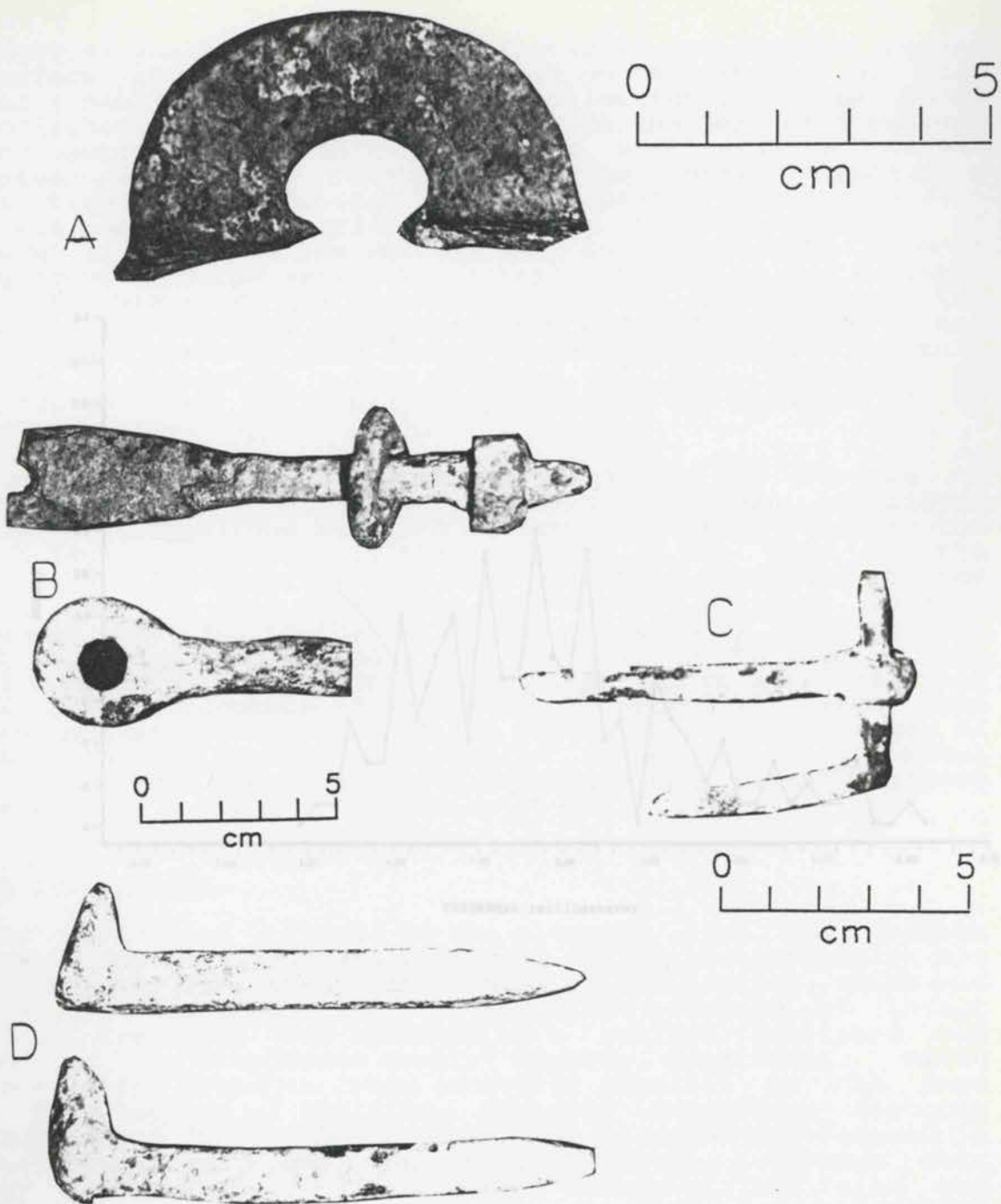
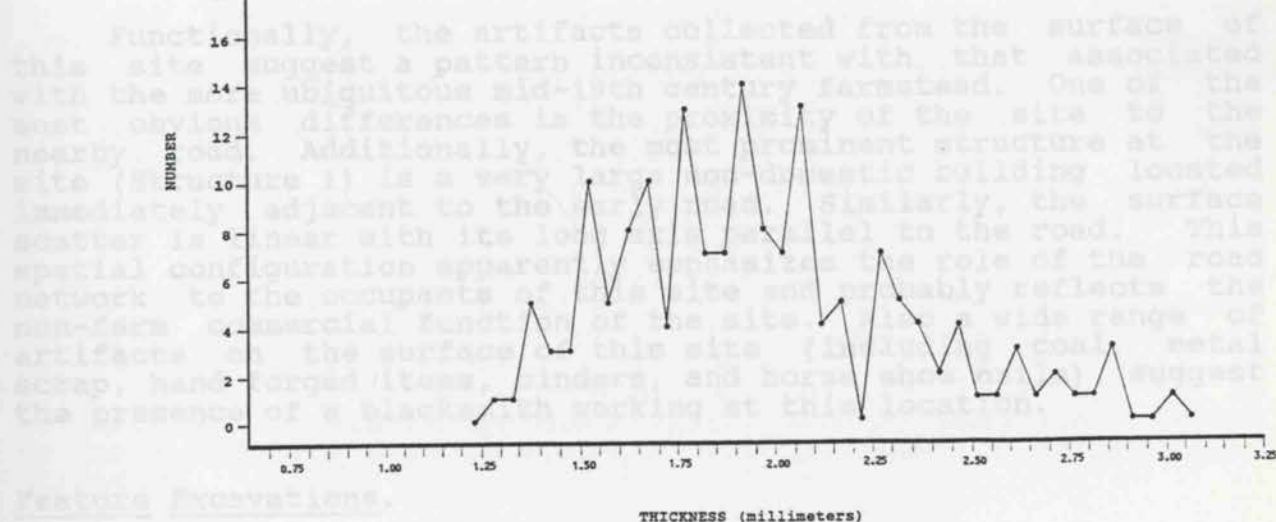


Figure 26. Miscellaneous iron artifacts recovered from the surface of the Waddams Grove #1 Site (11-SH-56).

- a. Large chisel cut washer
- b. handforged iron straps with threaded end
- c. harness buckles
- d. railroad spikes

This material was found widely distributed in low density across the surface of this site. The highest concentrations of this material (consisting of 211-500 grams/collection unit) was found in association with Widden 3 immediately to the west of Structure 1 -- and potentially within an outdoor work area or burial associated with that structure. The other secondary concentration of clinkers (consisting of 106-210 grams/collection unit) was found in association with the northwest corner of Structure 1. Clinkers (as well as ash) associated with a coal burning stove or forge were often spread outdoors on icy surfaces during the winter months to prevent slippery conditions. The presence of the clinkers along the north side of Structure 1 may indicate the presence of a formal or public entrance to this structure. Similarly, the presence of the clinkers in concentration near Structure 1 may indicate the presence of an outdoor work area.



Feature Excavations.

The mechanical removal of the plowzone from the Waddams Grove #1 Site (11-SH-56) was conducted during the extremely hot and dry month of June 1991. This phase of the testing, which was conducted in order to inspect for the presence of intact subsurface features, was assisted by a backhoe furnished and operated by the Stephenson County Highway Department. Seven four-foot wide trenches were excavated parallel to the road across the surface of the site. Whenever subsurface features were encountered during this process, the plowzone was removed in a large block to uncover the entire feature. Through this strategy, approximately 73.5 square meters of the site was mechanically stripped of its plowzone to search for subsurface features. Based on the controlled surface collection (one artifact/collection unit), this accounted for 33.3% of the site.

Figure 27. Thickness distribution of window glass collected from the surface of the Waddams Grove #1 Site (11-SH-56).

A large number of subsurface features were encountered during this phase of the testing. Although the number of subsurface features was low, several significant subsurface features were encountered and have assisted with the interpretation of this mid-19th century site.

This material was found widely distributed in low density across the surface of this site. The highest concentrations of this material (consisting of 211-300 grams/collection unit) was found in association with Midden E immediately to the west of Structure 3 --and potentially within an outdoor work area or corral associated with that structure. The other secondary concentration of clinkers (consisting of 106-210 grams/collection unit) was found in association with the northwest corner of Structure 1. Clinkers (as well as ash) associated with a coal burning stove or forge were often spread outdoors on icy surfaces during the winter months to prevent slippery conditions. The presence of the clinkers along the north side of Structure 1 may indicate the presence of a formal or public entrance to this structure. Similarly, the presence of the clinkers in concentrations near Structure 3 may indicate the presence of an outdoor work area.

Functionally, the artifacts collected from the surface of this site suggest a pattern inconsistent with that associated with the more ubiquitous mid-19th century farmstead. One of the most obvious differences is the proximity of the site to the nearby road. Additionally, the most prominent structure at the site (Structure 1) is a very large non-domestic building located immediately adjacent to the early road. Similarly, the surface scatter is linear with its long axis parallel to the road. This spatial configuration apparently emphasizes the role of the road network to the occupants of this site and probably reflects the non-farm commercial function of the site. Also a wide range of artifacts on the surface of this site (including coal, metal scrap, hand forged items, cinders, and horse shoe nails) suggest the presence of a blacksmith working at this location.

Feature Excavations.

The mechanical removal of the plowzone from the Waddams Grove #1 Site (11-SH-56) was conducted during the extremely hot and dry month of June 1991. This phase of the testing, which was conducted in order to inspect for the presence of intact subsurface features, was assisted by a backhoe furnished and operated by the Stephenson County Highway Department. Seven four-foot wide trenches were excavated parallel to the road across the surface of the site. Whenever subsurface features were encountered during this process, the plowzone was removed in a large block to uncover the entire feature. Through this strategy, approximately 725.5 square meters of the site was mechanically stripped of its plowzone to search for subsurface features. Based on the controlled surface collection (one artifact/collection unit), this accounted for 32.2% of the site.

A total of 9 subsurface features and numerous post molds were exposed during this phase of the testing. Although the number of subsurface features was low, several significant subsurface features were encountered and have assisted with the interpretation of this mid-19th century site.

Feature 1 was a large rectangular, non-continuous stone foundation that measured 65'6" (20.00m) east-west by 26'0" (7.90m) north-south. The location of this feature corresponded very well with Structural Signature #1 and was located parallel to and approximately 2.5 meters from the edge of the state road right-of-way. This stone foundation was constructed of untooled quarried limestone. Although somewhat irregular, the foundation averaged approximately 1'6" (45.7cm) in width. The base of the foundation was approximately 8" (20cm) beneath the scraped surface and suggests that the original foundation extended approximately 20" (50cm) to 24" (61cm) beneath the original ground surface. Little to no mortar was present between the stones suggesting that the foundation had been laid up dry or that the majority of the lime mortar had leached from the foundation walls.

The configuration of the foundation walls suggest that the structure was divided into two distinct areas. The western portion of the structure is represented by a continuous perimeter foundation that enclosed an area of approximately 442 square feet or 41.0 square meters [17'0" (5.18m) east-west by 26'0" (7.92m) north-south]. Unlike that area of the structure located immediately to the east, this portion of the building probably had a raised wooden floor. The distribution of artifacts on the surface associated with this portion of the building suggests that it may have contained several windows. This portion of the structure also was associated with a moderate amount of Foodways Service and Storage items typical of a domestic environment. A scatter of clinkers centrally located within the north wall of this portion of the structure may suggest the location of an entrance door. Similarly, the artifact scatter suggests a second entrance may have been located near the southwest corner of this structure.

The eastern portion of the foundation measures 48'6" (14.78m) east-west by 26'0" (7.92m) north-south and contains approximately 1,261 square feet (117.0 square meters) of internal space. Two internal stone piers, measuring approximately 1'4" (40.6cm) by 1'8" (50.8cm), were located along the long axis of the structure.

Unlike the western portion of the structure, the foundation of the eastern segment of this building was not continuous. Two openings within the foundation were located along both the northern and southern walls. Along the south wall, the openings were 12'0" (3.65m) and 12'6" (3.80m) in width. Although the openings along the northern wall were the same size as those along the southern wall, the 12'0" opening was paired with the 12'6" opening and vice versa. The two sets of paired openings appear to have created two 12-foot wide aisles through this portion of the structure. It is suspected that this portion of the building probably had a dirt floor. Unlike the western third of this structure, few surface artifacts were associated with this portion of the building. The remnants of a copper ground

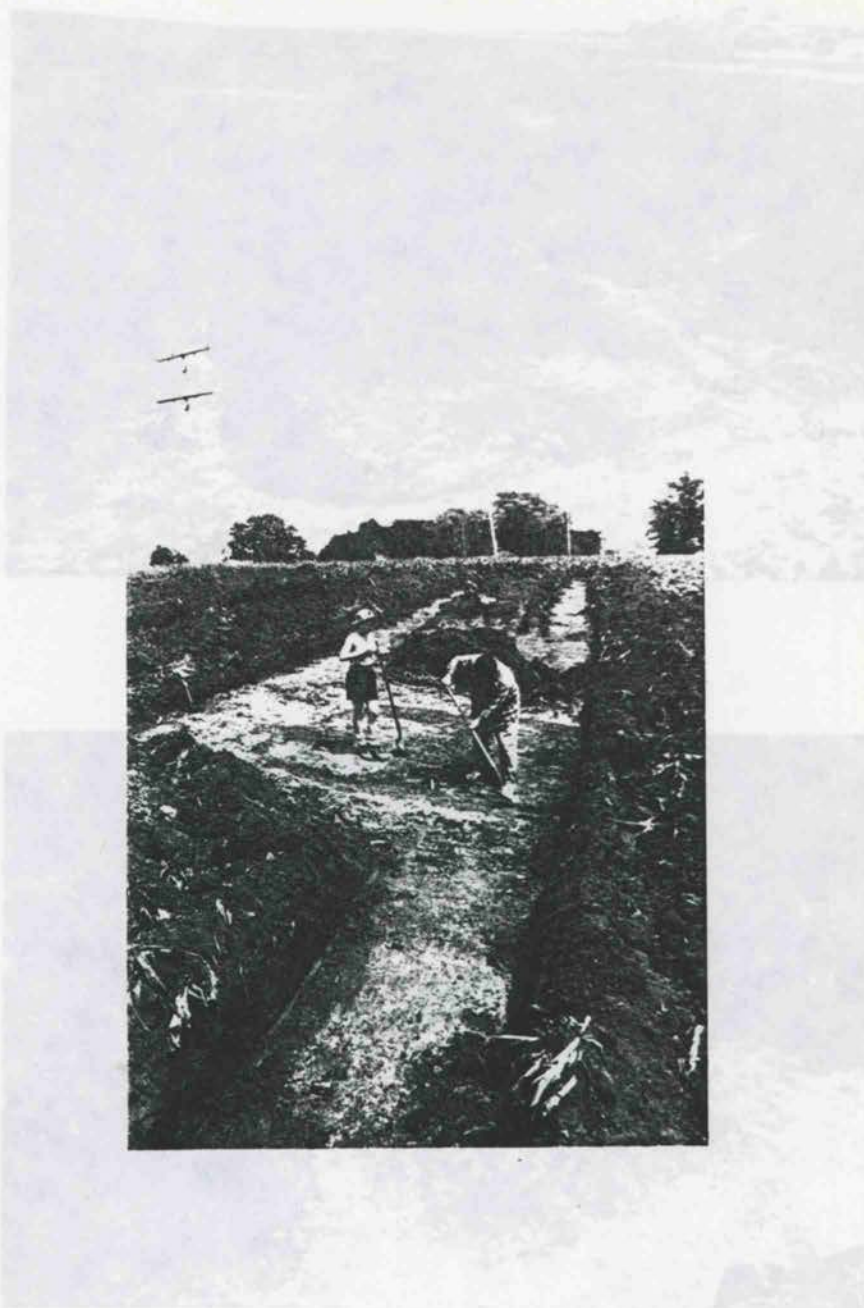


Figure 28. Shovel scraping to define features during the initial backhoe testing strategy, Waddams Grove #1 Site (11-SH-56).



Figure 29. Details of partially exposed Feature 3 (top) and Feature 2 (bottom), Waddams Grove #1 Site (11-SH-56).

TABLE 7
Artifact Functional Categories from Waddams Grove #1 Site (11-sh-56)
Feature Contexts

	-----Feature #-----											
	F1	F2	F3	F4	F5	F6						
	#	%	#	%	#	%	#	%	#	%	#	%
Foodways Service	1	100.0%	7	5.2%	87	22.9%	9	75.0%	1	16.7%	2	16.7%
Foodways Storage	0	0.0%	3	2.2%	32	8.4%	0	0.0%	2	33.3%	1	8.3%
Foodways Remains	0	0.0%	1	0.7%	22	5.8%	0	0.0%	0	0.0%	0	0.0%
Personal	0	0.0%	59	43.4%	20	5.3%	0	0.0%	0	0.0%	1	8.3%
Clothing	0	0.0%	1	0.7%	1	0.3%	0	0.0%	0	0.0%	0	0.0%
Household/Furnishings	0	0.0%	1	0.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Architecture	0	0.0%	57	41.9%	181	47.6%	2	16.7%	3	50.0%	4	33.3%
Activities	0	0.0%	7	5.2%	37	9.7%	1	8.3%	0	0.0%	4	33.3%
Totals	1	100.0%	136	100.0%	380	100.0%	12	100.0%	6	100.0%	12	99.9%

TABLE 8

Artifact Inventory from Waddams Grove #1 Site (11-Sh-56)
Feature Contexts

Feature Number	F1	F2	F3	F4	F5	F6	Total
Foodways Service							
Blue Edge Decorated Pearlware Plate	-	-	4	-	-	-	4
Undecorated Whiteware	-	-	22	3	-	-	25
Undecorated Whiteware Cup	-	-	1	-	1	-	2
Undecorated Whiteware Bowl	-	1	-	-	-	-	1
Undecorated Whiteware Shallow Bowl	-	-	1	-	-	-	1
Undecorated Whiteware Plate With Black Transfer Printed Backstamp "WEDGWOOD"	-	-	2	-	-	-	2
Undecorated Whiteware Plate With Black Transfer Printed Backstamp (Eagle)	-	-	1	-	-	-	1
Undecorated Whiteware Plate With Black Transfer Printed Backstamp "...DGMAY"	-	-	-	1	-	-	1
Blue Edge Decorated Whiteware	-	-	2	-	-	-	2
Blue Edge Decorated Whiteware Plate	-	-	1	-	-	-	1
Blue Edge Decorated Whiteware Plate/Platter	-	-	5	1	-	-	6
Brown and Blue Annular Decorated Whiteware Bowl	-	2	-	-	-	-	2
Brown and Blue Annular Decorated Whiteware Pitcher	-	-	1	-	-	-	1
Brown and Blue Annular Decorated Whiteware Bowl/Cup	-	-	1	-	-	-	1
Polychrome Handpainted Whiteware	-	-	-	1	-	-	1
Polychrome Handpainted Whiteware Saucer	-	-	1	-	-	-	1
Monochrome Handpainted Whiteware Cup	-	-	1	-	-	-	1
Monochrome Handpainted and Blue Sponge Decorated Whiteware Cup	-	-	1	-	-	-	1
Blue Sponge Decorated Whiteware	-	-	2	-	-	-	2
Blue Sponge Decorated Whiteware Saucer	-	-	1	-	-	-	1
Red Sponge Decorated Whiteware	-	-	1	-	-	-	1
Blue Transfer Printed Whiteware	-	-	1	-	-	-	1
Blue Transfer Printed Whiteware Plate	1	-	2	-	-	2	5
Blue Transfer Printed Whiteware Bowl	-	-	1	-	-	-	1
Blue Transfer Printed Whiteware Plate/Saucer	-	-	1	-	-	-	1
Blue Transfer Printed Whiteware Serving Vessel	-	-	2	-	-	-	2

TABLE 8 (Continued)

Feature Number	F1	F2	F3	F4	F5	F6	Total
Blue Transfer Printed Whiteware Cup	-	-	-	1	-	-	1
Light Blue Transfer Printed Whiteware Plate	-	-	3	-	-	-	3
Green Transfer Printed Whiteware Cup	-	-	1	-	-	-	1
Green Transfer Printed Whiteware (With Handpainted Highlights)	-	-	1	-	-	-	1
Blue Transfer Printed and Relief Decorated Whiteware Plate	-	1	-	-	-	-	1
Relief Decorated (Panel) Whiteware Plate	-	-	1	-	-	-	1
Undecorated Ironstone Cup	-	1	-	-	-	-	1
Undecorated Ironstone Jar Lid	-	1	-	-	-	-	1
Undecorated Ironstone With Black Transfer Printed Backstamp "...White Granite/W. Adams & Sons"	-	-	-	2	-	-	2
Blue Transfer Printed Ironstone Bowl	-	1	-	-	-	-	1
Relief Decorated (Panel Pattern) Ironstone Plate	-	-	7	-	-	-	7
Relief Decorated (Annular Pattern) Ironstone Saucer	-	-	1	-	-	-	1
Relief Decorated (Twisted Ribbon Pattern) Ironstone Saucer	-	-	3	-	-	-	3
Clear Glass Tumbler	-	-	1	-	-	-	1
Clear Fluted Glass Tumbler	-	-	4	-	-	-	4
Clear Glass Syrup Container	-	-	6	-	-	-	6
Pressed Glass (Comet Pattern)	-	-	1	-	-	-	1
Cast Iron Cooking Pot Fragments	-	-	3	-	-	-	3
Foodways Storage							
Redware Unknown	-	-	14	-	2	1	17
Redware Bowl	-	1	9	-	-	-	10
Redware Jug	-	-	1	-	-	-	1
Redware jar	-	-	1	-	-	-	1
Redware Jar/Jug	-	-	2	-	-	-	2
Rockinghamware	-	1	-	-	-	-	1
Salt Glazed/Albany Slipped Stoneware	-	1	1	-	-	-	2
Salt Glazed/Albany Slipped Stoneware Jar/Crock	-	-	1	-	-	-	1
Albany Slipped Stoneware	-	-	1	-	-	-	1
Undecorated Yellowware Pie Plate	-	-	1	-	-	-	1
Albany Slipped Earthenware	-	-	1	-	-	-	1
Foodways Remains	-	1	22	-	-	-	23

TABLE 8 (Continued)

Feature Number	F1	F2	F3	F4	F5	F6	Total
Personal							
Undecorated Pearlware Chamber Pot	-	23	-	-	-	-	23
Undecorated Whiteware Chamber Pot	-	-	2	-	-	-	2
Kaolin Pipe Stem With Embossed Decoration	-	1	2	-	-	-	3
Kaolin Pipe Stem	-	2	-	-	-	-	2
Kaolin Pipe Bowl With Embossed Decoration	-	5	1	-	-	-	6
Kaolin Pipe Bowl	-	1	-	-	-	-	1
Whiskey Flask	-	6	-	-	-	-	6
Unknown Aqua Bottle	-	2	2	-	-	-	4
Aqua Medicine Bottle	-	1	1	-	-	-	2
Embossed Aqua Medicine Bottle	-	2	1	-	-	-	3
Pontiled And Embossed Aqua Medicine Bottle	-	2	-	-	-	-	2
Applied Tool Aqua Bottle Lip	-	-	2	-	-	-	2
Clear embossed Medicine Bottle	-	1	5	-	-	-	6
Pontiled Aqua Vial Fragments	-	-	2	-	-	-	2
Aqua Vial Fragments	-	12	-	-	-	-	12
Clear Vial Fragment	-	1	-	-	-	-	1
Green Bottle With Kick Up Base	-	-	1	-	-	-	1
Amber Bottle With Crown Enclosure	-	-	1	-	-	-	1
Amber Bottle	-	-	-	-	-	1	1
Clothing							
4-Hole Shell Bottom	-	1	-	-	-	-	1
Leather Shoe Heel	-	-	1	-	-	-	1
Household/Furnishings							
Mirror	-	1	-	-	-	-	1
Architecture							
Hand Forged Nails	-	4	1	-	-	-	5
Whole Machine Cut Framing Nails	-	2	8	1	-	-	11
Machine Cut Framing Nail Fragments	-	28	47	-	2	-	77
Whole Machine Cut Lathing Nails	-	3	-	-	-	-	3
Machine Cut Lathing Nail Fragments	-	13	-	-	-	1	14
Whole Wire Drawn Framing Nail	-	-	-	-	-	1	1
Wire Drawn Lathing Nail Fragment	-	-	-	-	-	1	1

TABLE 8 (Continued)

Feature Number	F1	F2	F3	F4	F5	F6	Total
Unidentifiable Nail Fragments	-	4	-	-	-	1	5
Hand Forged Iron Latch	-	1	1	-	-	-	2
Hand Forged Strap Hinge	-	-	1	-	-	-	1
Hand Forged Barn Door Hanger	-	-	1	-	-	-	1
Iron Thumb Latch	-	-	1	-	-	-	1
Steel Post Support	-	-	1	-	-	-	1
Aqua Flat Glass	-	2	115	1	1	-	119
Brick Fragments	-	-	5	-	-	-	5
Activities							
Aqua Melted Glass	-	-	1	-	-	-	1
Clear Melted Glass	-	1	-	-	-	-	1
Hand Forged Nut	-	-	-	1	-	-	1
Hand Forged Carriage Bolt	-	-	1	-	-	-	1
Hand Forged Threaded Rod	-	-	1	-	-	-	1
Iron Harness Buckle	-	-	1	-	-	-	1
Horseshoe Nail	-	-	1	-	-	-	1
Cast Iron 3" Wedge	-	-	1	-	-	-	1
Tubular Cast Iron	-	-	1	-	-	-	1
Metal Barrel Strap	-	-	11	-	-	-	11
Unidentified Round Iron Object	-	-	1	-	-	-	1
Unidentified Cast Iron Fragment	-	-	1	-	-	-	1
Unidentifiable Iron Fragments	-	4	1	-	-	3	8
Steel Leaf Spring Fragment	-	-	1	-	-	-	1
3/4" Nut	-	-	-	-	-	1	1
Unidentifiable Worked Steel Fragment	-	-	1	-	-	-	1
Sheet Metal Fragments	-	1	3	-	-	-	4
Wire Fragments	-	-	4	-	-	-	4
Melted Lead	-	1	-	-	-	-	1
Rubber Fragments	-	-	6	-	-	-	6
Writing Slate Fragment	-	-	1	-	-	-	1
Totals	1	136	380	12	6	12	547

TABLE 9
REFINED CERAMICS FROM SELECTED FEATURE CONTEXTS,
WADDAMS GROVE #1 SITE (11-SH-56)

	-----Feature Number-----					
	2		3		4	
	#	%	#	%	#	%
Pearlware						
Undecorated	0	0.0	4	5.8	0	0.0
Whiteware						
Undecorated	1	12.5	27	39.1	4	44.4
Edge decorated	0	0.0	7	10.1	1	11.1
Annular decorated	3	37.5	1	1.5	0	0.0
Handpainted (Mono)	0	0.0	1	1.5	0	0.0
Handpainted (Poly)	0	0.0	1	1.5	1	11.1
Handpainted/Sponge	0	0.0	1	1.5	0	0.0
Sponge decorated	0	0.0	4	5.8	0	0.0
Transfer printed	1	12.5	11	15.9	1	11.1
Relief decorated	0	0.0	1	1.5	0	0.0
Total	5	62.5	54	78.4	7	77.7
Ironstone						
Undecorated	2	25.0	0	0.0	2	22.2
Transfer printed	0	0.0	0	0.0	0	0.0
Relief decorated	1	12.5	11	15.9	0	0.0
Total	3	37.5	11	15.9	2	22.2

wire driven into the subsoil near the northwest corner of the structure suggests that this building had been outfitted with an electrical grounding system (ie. lighting rods).

Numerous post molds were found in close proximity to the stone foundation. Except for Post Mold 22, all these posts appear to have been associated with the exterior side of the wall. Post molds were located strategically within three of the four openings and strongly suggest that these posts were not contemporary with this structure. In one instance, superpositioning clearly suggested that these post molds pre-dated the construction of the large stone structure. Post Mold 24 was cut through by the construction of the stone foundation. Many of these posts were associated with a fence line that appears to have segregated the lot on which the buildings were situated from the public passing along the state road. Additionally, the position of these posts along the outer wall of the stone structure suggests that some of these posts could have been associated with construction scaffolding. The posts that pre-

date the stone structure may have originated from an earlier frame structure (replaced by the stone building?) or fence line.

Since the foundation of this structure was not continuous, there was no way to determine if the east and west portions of this building had been constructed at the same time. It is possible that the small western end of this structure (represented by the continuous perimeter foundation) may have been constructed first with the addition of the large eastern wing onto the structure at a latter date. The presence of the posts beneath the discontinuous eastern foundation may support this hypothesis.

The function of this large stone structure is difficult to ascertain. The general configuration of the building lends one to believe that the structure was a large barn similar to that identified by Keister (n.d.: 6) as the old Stage barn (See Figure 10). Although not possible to tell with any certainty, the structure identified by Keister (n.d.: 6) does not appear to be the same structure represented by Feature 1. The presence of the domestic activity items, especially in association with the western end of the structure, suggests that the building functioned in a manner inconsistent with a traditional barn. It appears that a portion of this structure was devoted to a workshop, office or even potentially living quarters. If indeed a large barn, it would suggest that the eastern portion of the building functioned either for the storage and care of livestock (horses and/or cattle) or machinery (such as wagons, carriages, and/or agricultural implements). The mid-19th century location of this structure within a small platted village strongly suggests that this structure functioned in a non-agricultural manner and, as such, may have had a commercial function. The presence of the blacksmithing debris in close proximity to this structure lends credibility to this interpretation.

Feature 2 was a rectangular shaped pit that measured 6'6" (1.93m) north-south by 5'4" (1.62m) east-west. This feature, unlike the majority of those at the site, was not oriented with the nearby road. Instead, the feature was oriented with the cardinal directions. When sectioned, the feature extended to a depth of 10" (0.25cm) below the scraped surface. This pit feature had straight walls and a flat bottom. The majority of the feature fill consisted of very dark brown (10YR 2/2) clayey silt loam topsoil mottled with dark yellowish brown (10YR 4/6) silty clay subsoil. A concentration of wood ash, charcoal and artifacts was located near the scraped surface of the feature and represented a separate episode of filling. The majority of the artifacts recovered from this feature were located within the ash concentration.

Compared to the other subsurface features encountered at this site, the artifact density within Feature 2 was relatively high (n=136). The majority of the artifacts recovered from this feature were associated with Personal (43.0%) and Architectural (42.0%) activities. Only a small percentage of the artifacts

TABLE 12

TABLE 10

UTILITARIAN CERAMICS FROM SELECTED FEATURE CONTEXTS,
 NAIL SIZE AND FREQUENCY FROM FEATURE CONTEXTS,
 (WHOLE NAILS ONLY);
 WADDAMS GROVE #1 SITE (11-SH-56)

Nail Size	Feature Number					
	#	%	#	%	#	%
0-7/8"						
1-1 7/8"	3	75.0				
2-2 7/8"	1	25.0	1	16.7		
3-3 7/8"			4	66.6	1	100.0
4-4 7/8"			1	16.7		1 100.0
TOTAL	4	100.0	6	100.0	1	100.0

from this feature comprised the Foodways Service (5.0%), Foodways Storage (2.0%) Foodways Remains (1.0%), Household (1.0%), and Labor/Activities (5.0%) groups.

The few artifacts from the Foodways Service category (n=7) found within this feature included undecorated (12.5% of the refined ceramics), annular decorated (37.5%), and transfer printed (12.5%) whiteware, as well as undecorated (25.0%) and transfer printed (12.5%) ironstone. Although the sample size is very small, the high percentage of annular decorated wares in this feature is unusual and indicative of an association with a family of lower socio-economic well-being. Several transfer printed whiteware sherds from this feature were identified as the "PATRAS" pattern (Williams 1986:226-227). Although the single marked sherd of this pattern (which was found in Test Trench #1), appears to have been marked "W & G.", Williams (1986:226) associates this pattern with the firm of Wood and Challinor who marked their wares in this manner during the years 1828-1843 (Godden 1964:684). Items from the Foodways Storage category (n=3) included a single redware sherd, a salt glazed stoneware sherd, and a Rockingham ware sherd. All sherds were very small and difficult to assign to a vessel form.

The faunal remains (foodways remains) recovered from this

TABLE 11

UTILITARIAN CERAMICS FROM SELECTED FEATURE CONTEXTS,
THE WADDAMS GROVE #1 SITE (11-Sh-56)

	-----Feature Number-----					
	#	%	#	%	#	%
Redware	1	50.0	27	87.1	0	0.0
Salt Glazed	1	50.0	2	6.5	0	0.0
Albany Slipped	0	0.0	2	6.5	0	0.0

feature were very few in number (n=4; See Appendix IV) and thus any statements based on these few faunal remains are tentative at best. Based on the number of individual specimens, cattle (*Bos taurus*) and chicken (*Gallus gallus*) each accounted for 25% (NISP=1) and Atlantic Cod (*Gadus morhua*) accounted for 50.0% (NISP=2) of the total. Based on the suspected weight of these meat cuts, the cattle remains would have constituted approximately 98%, the chicken 2% and the cod 1% of the total biomass. The cod remains are of particular interest and potentially document a connection to New England markets and foodway patterns. Similarly, the lack of pork remains and presence of both beef and chicken may also reflect this New England consumption pattern.

The artifacts from the personal category (n=59) consisted of the remains of a single undecorated pearlware chamberpot as well as the remains of kaolin pipe stem and bowl fragments (representing at least three different pipes), embossed medicine bottle sherds, and aqua vial fragments. Panels associated with one of the medicine bottles were embossed "Graffen[berg] [Childr]ens Panacea." This medicine was first introduced by the Graffenberg Company of Newburg, New York around 1847 (Fike 1987:61). Other products marketed by the Graffenberg Company included Sarsaparilla, Consumptive Balm, Fever & Ague Remedy, Eye Lotion, Health Bitters, Uterine Catholicon, and Pile Remedy (Fike 1987:226). Based on the basal fragments, it appears that besides the Graffenberg bottle, two unidentified aqua medicine bottles or vials were also present. All glass containers from this feature had pontiled bases which suggests that they were in use (and potentially deposited) prior to the mid-to-late 1850s.

The majority of the artifacts from the architecture category

found within this feature consisted of hand forged framing nails (n=4), and machine cut framing and lathing nails (n=44). No wire drawn nails were recovered from this feature. Numerous fragments of limestone were also found in the bottom of this feature and may have been associated with the construction of the nearby stone structure (Feature 1) or the side walls of the steps leading into the nearby cellar (Feature 3). Only two sherds of aqua window glass were recovered from this feature. These window glass fragments had a thickness of 1.44mm and 1.94mm (with a median of 1.69mm). Few (n=7) artifacts from the Labor/Activities category were recovered from this feature. These items included melted lead, glass and unidentifiable iron fragments. The melted lead and iron fragments in this feature suggest that the individuals who used this feature as a trash disposal facility were closely allied with the blacksmith activity documented at this site. As such, this feature helps determine that blacksmithing activities were being performed at this site during the early phase of occupation.

Several post molds were associated with Feature 2. Immediately to the west of the feature were three small posts (PM 70-72). These posts, which were approximately 8" (20.3cm) square, were in a straight line immediately adjacent to the west edge of Feature 2 and potentially formed a wall approximately 6 feet (1.83m) long. Unlike Feature 2, which was close to being "true to the world" (or oriented with the cardinal directions), the posts were in line perpendicular to the road. Nine additional posts (PM 73-81) were located immediately to the east of Feature 2 and have been interpreted as the remains of a small post-in-ground structure. This potential post-in-ground structure (Structure 4) is discussed below.

Feature 2 has been interpreted as a small, shallow cellar with a floor space of approximately 34.5 square feet (3.13 square meters). This cellar was oriented not to the road as are most of the other features at this site, but to the cardinal directions. This small cellar, which may have been located adjacent to the post-in-ground structure and open to the weather initially, was soon covered with a leanto extension constructed on the adjacent post-in-ground frame building. The pit feature and associated post-in-ground structure appears to have been razed during the mid-19th century prior to the abandonment of this site.

Although the majority of the material used to fill this feature consisted of surrounding topsoil (with some occasional subsoil), it is clear that some of the fill resulted from the emptying of slop buckets and/or chamber pots from a nearby structure. Although ash from a wood burning stove or fireplace was present, kitchen related items were few in number. Of particular interest are the personal items such as smoking pipes and medicine bottles as well as a few labor related items (metal). One of the medicine bottles suggests the presence of children. The labor related items suggest that the contents of the slop buckets that were emptied into this feature originated

in a non-domestic setting potentially associated with a blacksmith shop. The small cellar was probably located adjacent to a structure that potentially functioned as a coal storage facility. The original function of this small cellar is unknown and is suspected as having functioned in a non-domestic context.

Feature 3 was a large rectangular shaped pit which measured 13'0" (3.96m) north-south by 11'3" (3.45m) east-west with a 5'6" (1.67m) long by 5'3" (1.60m) wide extension located on its southwest corner. When sectioned, this feature extended to a depth of 2'2" (0.76m) below the scraped surface and had straight walls and a relatively flat floor. This feature has been interpreted as a dirt walled cellar with a floor area of approximately 147 square feet (13.6 square meters).

The extension located on the south end of the feature functioned as a bulkhead entrance into the cellar. The cross section through the extension exposed a series of three steps (with approximately 8-9" rise and 8-12" run) that had been cut into the underlying sterile subsoil and lined with wooden planks. The "ghost" of the wooden planks were all that remained of the wooden steps.

On each side of the entrance steps into the cellar was located a short segment of stone wall. The two walls were approximately 17" (43cm) wide. The stone wall on the west side of the entrance was approximately 4'9" (1.45m) long while the one on the east side was only 2'6" (0.76m) long. Both walls appeared to have been laid directly on top of the wooden plank steps and suggests that they were constructed to prevent the side walls of the entrance from collapsing and not as support for the steps.

Extending from the south side of the entrance steps was a stone-lined box drain (Feature 7). The cellar floor sloped slightly towards the mouth of this drain which was exposed within the riser of the lowest step. The drain, which had an opening of approximately 6" (15cm) by 8" (20cm), ran in a southwesterly direction and surfaced near the southern limits of the site (near Feature 6; the privy).

The feature fill within the cellar consisted of several stratigraphic zones. Zone I, which was approximately 8" (20cm) deep at its maximum depth, was concentrated over the main body of the cellar. This fill was a very compacted, yellowish brown (10YR 5/6) clay subsoil with numerous limestone inclusions. Few artifacts were found within this fill zone. Zone II was a variegated dark brown (10YR 3/3) silt loam topsoil and dark yellowish brown (10YR 3/6) clay subsoil. As one got closer to the base of the feature, the amount of topsoil increased within this zone. The majority of the artifacts collected from this feature were present within Zone II. Zone III and IV were concentrations of limestone rubble and mortar, respectively, that were located within the bulkhead entrance. The stone and mortar associated with Zones III and IV represent separate episodes of deposition associated with the demolition of the adjacent stone

walls. Zone V was a thin band of yellowish brown (10YR 5/6) clay subsoil that represented a fragment of slumped wall. Zone VI was a thin lens of wood ash and charcoal located directly on the floor of the cellar. The floor of the feature was fairly clean and compact except for this ash concentration. The only artifacts located on the floor of the feature was a single edge decorated whiteware sherd and a piece of steel plate (6" by 8" by 3/4" with 1" hole in center). Based on the location of the steel plate next to the corner of the bulkhead entrance steps, is suspected that the steel plate may have functioned as a base for a wooden pier.

Based on the analysis of the fill sequences, it appears that upon abandonment of the site the feature may have been partially filled with adjacent topsoil (or the collapse of the earthen roof structure) prior to setting open for a short time. After a short while, the stone walls (and any other potential super-structure) were dismantled and the feature filled with a combination topsoil and minor amounts of subsoil (potentially representing the collapsed earthen roof). After the main body of the cellar had settled slightly, the remainder of the feature was filled with compact subsoil and stone rubble potentially associated with the construction or demolition of the nearby stone structure (Feature 1).

Feature 3 contained the highest concentration of artifacts of all the features uncovered at this site (n=380). Functionally, the artifacts recovered from this feature included items from the Foodways Service (22.8%), Foodways Storage (8.4%), Foodways Remains (5.7%), Personal (5.3%), Clothing (1.0%), Architecture (48.0%), and Labor/Activities (9.7%) categories. No artifacts from the Household/Furnishings category were recovered from this feature.

The Foodways Service items (n=87; representing 22.9% of all the artifacts from this feature) included ceramic tablewares, glass tumblers and syrup containers, pressed glass tablewares, and iron cooking pot fragments. Although the refined ceramics from this feature were predominately whitewares (representing 78.4% of the refined wares), both pearlwares (5.8%) and ironstones (15.9%) were also present. No porcelains were found within this feature. The refined ceramics consisted of undecorated (39.1%), edge decorated (15.9%), annular decorated (1.5%), handpainted (3.0%), handpainted/sponge decorated (1.5%), sponge decorated (5.8%), transfer printed (15.9%) and relief decorated (17.4%) wares.

A single fragment of pressed glass tableware was also found within this feature. This small dessert or cup plate was pressed in the Comet pattern which was inspired by the spectacular appearance of Halley's Comet which flashed across the skies of the Northern Hemisphere in 1835. This pattern is illustrated in several mid-19th century glass catalogs including those published by the Philadelphia firm of McKee and Brothers Glass Company in 1859/60, 1864, and 1868 (McKee and Brothers 1981). This pattern

was not illustrated in the 1871 McKee Catalog. This pressed glass pattern is typical of the 1835 to 1870 period and has been recovered at numerous mid-19th century sites including the Dana-Thomas House in Springfield (Mansberger 1987). This is one of the few items found within this assemblage that suggests anything but a spartan, non-utilitarian lifestyle.

The refined ceramics from this assemblage included predominately undecorated wares (which constituted 44.9% of total refined ceramics) as well as edge decorated (10.1%), annular decorated (1.5%), sponge decorated (5.8%), handpainted (3.0%), combination handpainted and sponge decorated (1.5%), transfer printed (15.9%), and relief decorated (17.4%) wares. All the pearlware from this feature was undecorated. The ironstone from this feature included only relief decorated wares. Although the sherd size was generally very small, it could be determined that these ceramic wares included cups, saucers, bowls, plates, and serving vessels. One of the more notable artifacts recovered from feature 3 was a fragment of a relief decorated ironstone saucer in the "Twisted Ribbon" pattern. Wetherbee (1980:96) identifies this mid-19th century pattern as being associated with the James Edwards and Son Pottery located at Dale Hall, England. Godden (1964:230) suggests a date range of 1851-1882 for the Edwards pottery at that location.

The Foodways Storage items (n=32) comprised only 8.4% of the artifacts from this feature and included redware (n=27), salt glazed stoneware (n=2), yellowware (n=1; a pie plate), and Albany slipped crockery (n=2). The crockery, which consisted of approximately 87.1% redware, 6.5% salt glazed wares and 6.5% Albany slipped wares, included bowls, jugs, and jars/crocks. The redware from this feature, although reminiscent of redwares generically referred to as "Galena Redware" and manufactured within the community by that name in Jo Daviess County, is sufficiently different in rim form to suggest that it probably did not originate in the immediate Galena area and probably was manufactured by a more local redware potter (cf. Mansberger 1983). Several potters, presumably producers of redware, are documented as having been located in Stephenson County (Mounce 1989:77). The most likely candidates for having produced the redware recovered from this site are Robert and Samuel McAfee and Company (Bella Fount Pottery) who potted in nearby Cranes Grove, and Jeb and Robert Asbaugh who potted in Erin Township (near Eleroy). Both potteries were in operation during the 1850s and 1860s. Although both potteries were within easy reach of Waddams Grove, Eleroy was located only a few miles from the Waddams Grove #1 Site along the Old State Road.

The faunal remains (Foodways Remains) recovered from this feature included only 22 items and comprised 5.8% of the artifacts from this feature. As Martin (1992:1) points out, the vast majority of the faunal foodways remains from this feature were from domestic chicken (*Gallus gallus*; n=14 representing 66.7% of the foodways remains). Lesser amounts of swine (*Sus scrofa*; n=4 or 19.0%) and cattle (*Bos taurus*; n=3 or 14.3%) were

found in this feature. The few beef cuts from this feature indicate low to moderate value cuts. Both cut/hacked and sawn remains were present. Additionally, non-food remains associated with this feature consisted of the right metacarpal from a horse (*Equus caballus*; See Appendix IV).

Items from the Personal category (n=20) comprised 5.3% of the artifacts from this feature and included remains of a single undecorated whiteware chamber pot, kaolin pipe stem and bowl fragments, as well as fragments of both clear and aqua embossed medicine bottles/vials. The finishes associated with the medicine bottles were all of the applied tool variety and suggest a mid-19th century date. All container glass bases appear to have a rough pontil. Although clearly dating from a later period and representing an intrusive artifact, a small fragment of a machine made amber bottle with a crown enclosure was found near the top of the feature. One of the pipe stem fragments was marked with the name "Peter Dorni". Pipes marked "Dorni" are fairly common on mid to late 19th century (post-dating 1850) sites in Illinois.

The only artifact from the Clothing Group recovered from this feature was a single leather shoe heel (n=1; representing 0.3% of the artifacts from this feature). No items from the Household/Furnishings category were found.

Items recovered from the Architecture category (n=181) comprised 47.6% of the artifacts collected from this feature and included a hand forged nail, machine cut framing nails (N=8 whole; N=47 fragments), a hand forged iron latch, a hand forged strap hinge, a hand forged sliding barn door hanger, an iron thumb latch, a steel post support, and a large number (N=115) of aqua window glass fragments. Although the vast majority of the window glass clustered around 1.70mm and 1.90mm, the window glass ranged from 1.17mm to 2.65mm in thickness. Based on Orser's glass dating formula, this feature yielded a date of 1875.9 (standard deviation 14.5; date range 1861.4-1890.4) which seems fairly late for the suspected date range of this feature.

The Labor/Activities items (n=37) comprised 9.7% of the artifacts recovered from this feature and included a hand forged carriage bolt, a threaded rod, a horseshoe nail, a harness buckle, an iron wedge, metal barrel strap fragments, an iron leaf spring fragment, wire fragments, melted lead, and several fragments of badly decomposed rubber. A single fragment of a child's writing slate suggest the presence of children.

Feature 3 is interpreted as a cellar. The relatively low percentage of Foodways Service, Foodways Storage and Foodways Remains does not suggest a strong association with a domestic environment. In contrast, the feature contained a high percentage of Architectural items as well as a relatively high percentage of artifacts (tools) associated with the Labor/Activities group. A significant amount of hand forged building hardware was recovered from this feature. The lack of

wire drawn nails, as well as the presence of pontiled bottles with applied tool lip finishes strongly suggests that this feature was filled during the mid-to-late 19th century (circa 1870s). Although abandoned during the late 19th century, the presence of the slumped walls and the crown bottle neck finish may suggest that the feature set open and abandoned for many years prior to being completely cleaned up. The distribution of the artifacts on the surface suggest a high percentage of tools associated with this structure. Based on the lack of domestic midden associated with this structure, it is believed that this cellar represents a "root cellar" located away from the main activity area of the site.

The concentration of wood ash on the floor of this feature is reminiscent of the ash in Feature 2, which may have been filled during the use-life of this cellar. Similarly, the clay and stone fill of Zone I is reminiscent of the fill located in Feature 6 (the well) and suggests that both features were filled at the same time --potentially during the demolition of Feature 1.

Feature 4 was a relatively large, circular feature, 7'3" (2.20m) in diameter when delineated on the scraped surface. Large fragments of limestone were visible within the fill on the scraped surface and strongly suggested at that time that the feature had a stone lining. Upon further investigation it was determined that this feature had 8" (0.20m) thick limestone walls with an interior diameter of 3'3" (0.90m). Since this feature was suspected of being a stone-lined well that would extend to great depth, this feature was sectioned with a backhoe to a depth of 3'7" (1.10m). The feature fill consisted of very dark brown (10YR 2/2) clayey silt loam topsoil mottled with dark yellowish brown (10YR 4/6) clay subsoil. The feature fill was very reminiscent of the Zone I fill found in Feature 3 (the cellar).

The artifact density in Feature 4 was very light with only 12 artifacts recovered from the feature. Seventy-five percent (n=9) of the artifacts recovered were from the Foodways Service category. These included undecorated (44.4%), edge decorated (11.1%), handpainted (11.1%), and transfer printed (11.1%) whiteware sherds. Additionally, the feature contained 22.2% undecorated ironstone sherds. Except for the lack of relief decorated ironstone and the presence of undecorated ironstone, the decorative ceramic profiles between Feature 3 (the cellar) fill and Feature 4 (the well) were very similar.

One undecorated whiteware sherd contained a black transfer printed backstamp which read "...WHITE GRANITE/W. ADAMS & SONS". The "W. Adams & Sons" portion of this backstamp was used by the William Adams and Sons company from 1819 to 1864 (Godden 1964:21). Another undecorated whiteware sherd from this feature contained a black transfer printed backstamp "...DGWAY..." which likely represents an item manufactured by William Ridgway and Company between circa 1830 and 1854 or the William Ridgway, Son, and Company between circa 1838 and 1848 (Godden 1964:538).

One machine cut framing nail fragment and one aqua window glass sherd comprised the Architecture category (16.7%). A single hand forged nut comprised the Activities category (8.3%). No Foodways Storage, Foodways Remains, Personal, Clothing, or Household/Furnishings artifacts were recovered from this feature.

Feature 4 was the remains of a large stone-lined well. As such, it would have provided a water source for both the domestic and commercial function of this site. This well appears to have been filled during the late 19th century --potentially at the same time that the cellar (Feature 3) was filled.

Feature 5 was a circular pit that was 3'2" (0.86m) in diameter. The base of this feature was an irregular basin shape that extended to a maximum depth of 5" (0.12m) below the scraped surface. The feature fill consisted of very dark brown (10YR 2/2) clayey silt loam mottled with dark yellowish brown (10YR 4/6) clay subsoil. This feature was located adjacent to the southwest corner of what has been interpreted as a post-in-ground structure associated with Feature 2 (see discussion below).

The artifact density of Feature 5 was very low (n=6). The Foodways Service and Foodways Storage categories included one undecorated whiteware sherd (16.7%), and two redware sherds (33.3%). The Architectural category included two machine cut framing nail fragments and one aqua window glass sherd (50.0%).

Based on the location of Feature 5 near the corner of a small frame outbuilding, this feature has been interpreted as the remains of a small rain "barrel" (or similar round-bottomed catch basin such as a metal tub). This feature was filled prior to the abandonment of the site.

Feature 6 was a rectangular shaped pit that measured 2'6" (0.76m) north-south by 3'9" (1.14m) east-west. When sectioned the pit extended to a depth of 3'0" (0.90m) below the scraped surface. A rectangular 16" (0.41m) by 12" (0.31m) post mold (PM 87), potentially associated with a fenceline, was located approximately 3" (0.10m) east of this feature. A stone-lined box drain leading from the cellar (Feature 3) to the nearby drainageway passes immediately west of this Feature.

The feature was filled with a variegated grayish brown (10YR 5/2) silty clay loam and very dark brown (10YR 2/2) organic rich silt. An occasional fragment of limestone was also present in the fill.

The artifact density of Feature 6 was low (n=12). The artifacts from the Foodways Service (16.7%) and Foodways Storage (8.3%) categories included 2 blue transferprinted whiteware sherds and one very small redware sherd. A single amber bottle shoulder and neck fragment was the only item from the Personal category (which comprised 8.3% of the artifacts from this feature). One 4 1/2" wire drawn framing nail, one wire drawn

lathing nail fragment, and one unidentifiable nail fragment, comprised the architecture category (n=3; 25%). The Activities category included one 3/4" nut and 4 unidentifiable iron fragments (n=5; 41.7%). No Foodways Remains, Clothing, nor Household/ Furnishing items were recovered from this feature.

Feature 6 appears to represent the remains of a privy. The feature contained few artifacts, was of a size and shape consistent with a privy, and was located near the southern edge of the site consistent with the location of privies. The wire drawn nails, which were recovered from level 2 (20-40cm below scraped surface), suggests that this feature may have persisted into the late 19th and/or very early 20th century prior to being filled completely.

Feature 7 was the remains of a stone-lined box drain. This drain was constructed by excavating a U-shaped trench into the subsoil and placing two rows of tabular limestone (approximately 2" thick) on edge in the base of the trench to support the flat limestone cap. The drain cavity created in this manner was approximately 6" (15.2cm) by 8" (20.3cm) in size. This drain was approximately 36 feet (11 meters) in length and functioned in draining the cellar represented by Feature 3. The floor of the cellar sloped towards the mouth of the drain which had been incorporated into the first step's riser. Although the drain surfaced along the scraped surface near the privy (Feature 6), it is suspected that this feature would have extended slightly farther into the nearby drainageway. No artifacts were found in association with this feature. It is suspected that this drain dates to the same time period as the cellar (Feature 3) and as such probably dates to the original period of occupation for this site.

Features 8 and 9 are two stone piers located immediately west of Structure 1 (Feature 1). Feature 8 was approximately 2'0" (0.61m) square while Feature 9 was 1'2" (0.36m) square. Each feature was a single slab of stone (approximately 10cm thick) situated directly beneath the plowzone. If these two stones represent structural piers associated with a building, the structure would have been approximately 21'0" (6.40m) in width by an unknown length. If these two piers represent the east wall of a structure, then this structure would correspond well with Structural Signature #2. It is also possible that these two piers could have been associated with the west wall of a frame structure attached to Feature 1 and also represented by Post Molds #6-20.

Post Molds. A total of 88 postmolds were uncovered during the field investigations. Since the entire site was not stripped of its topsoil, it was difficult to determine patterns within these posts. None-the-less, several patterns were potentially recognized.

Many of these posts appear to have been associated with fence lines. Extending from the northwest corner of Structure 1

(Feature 1), a line of posts (PM 13-20, 39-52) extended along the road edge. In several instances, these posts appear paired (PM 15/16, 39/40, 42/43, and 44/45) and in one case three posts have been constructed one on top of the other (PM 17/18/19). It is possible that these paired postmolds may represent re-building of the fence line over the years.

It is also a possibility that several of these post molds may not have been associated with a fence line but rather with a post-in-ground structure. Post Molds #6-12 appear to form a right angle and may have been associated with a small frame structure. The relationship between these posts and Post Molds #13-20 is not understood. Similarly, the relationship of these posts to the two stone piers located nearby (Features 8 and 9) is not understood.

Another line of posts extends from the northeast corner of the west third of Feature 1 (the enclosed perimeter foundation) towards the east (Post Molds #21-28, 31-38). The far eastern two posts in this line are paired (Post Molds #37 and 38). In one instance (Post Mold #24), the stone foundation associated with the eastern two-thirds of Structure 1 (Feature 1) was built on top of the post and suggests that some of these posts pre-date the construction of this portion of the building.

Several additional posts (Post Molds #29-30 and 1-5) are associated with the exterior surface of Structure 1 and may have been associated with construction scaffolding.

Several lines of posts are located near the western edge of the site (Post Molds 53-54, 55-60, and 61-65/66). These posts correspond to that area identified during the surface collection as Structural Signature #3. It is possible, if this entire area had been scraped of its plowzone, these posts may have formed a pattern indicative of a post-in-ground structure.

Another potential line of posts (Post Molds 83-87) was associated with the southern limits of the site. These posts appear to form a line that passes east from the privy (Feature 6). It is possible that this line of posts may have taken a 90-degree turn at Post Mold #83 and connected to Post Mold #78, forming a small enclosed area towards the southeast corner of the site.

A cluster of posts (Post Molds #70-81) associated with Features 2 and 5 appear to represent a small post-in-ground frame structure. Six of these posts (Post Molds 73-77, 79-81) appear to represent paired posts associated with the frame of a 3-bay structure. Collectively, the structure appears to have been 12'0" (3.65m) wide by 18-19' (5.48-5.79m) long. The two end bays appear to have been approximately 5-6.5' (1.52-1.98m) wide while the central bay appears to have been approximately 8'0" (2.44m) wide. The posts associated with this structure ranged in size from 25 by 25cm to 35 by 40cm in size. Post Molds 73 and 74 were the only two contexts in the entire site that contained remains

of softmud brick. An analysis of the surface scatter strongly suggests that this small frame structure functioned as a coal storage facility.

Feature 2, a small cellar, was located approximately 5-10' (1.52-3.05m) west of the main body of this structure. Immediately west of Feature 2 were three small (20cm by 20cm) posts (Post Molds 7-72) that formed a 6'0" (1.83m) wall. Apparently, a small leanto addition had been constructed onto the west end of the larger structure to enclose this small cellar. This leanto appears to have been approximately 11'6" (3.50m) long. Additionally, a small container (such as a barrel or metal tub) appears to have been set into the ground near the southwest corner of this structure, potentially to catch water collected from a gutter and downspout.



Figure 10. Archaeological base map for the Haddam site (11-EH-56).

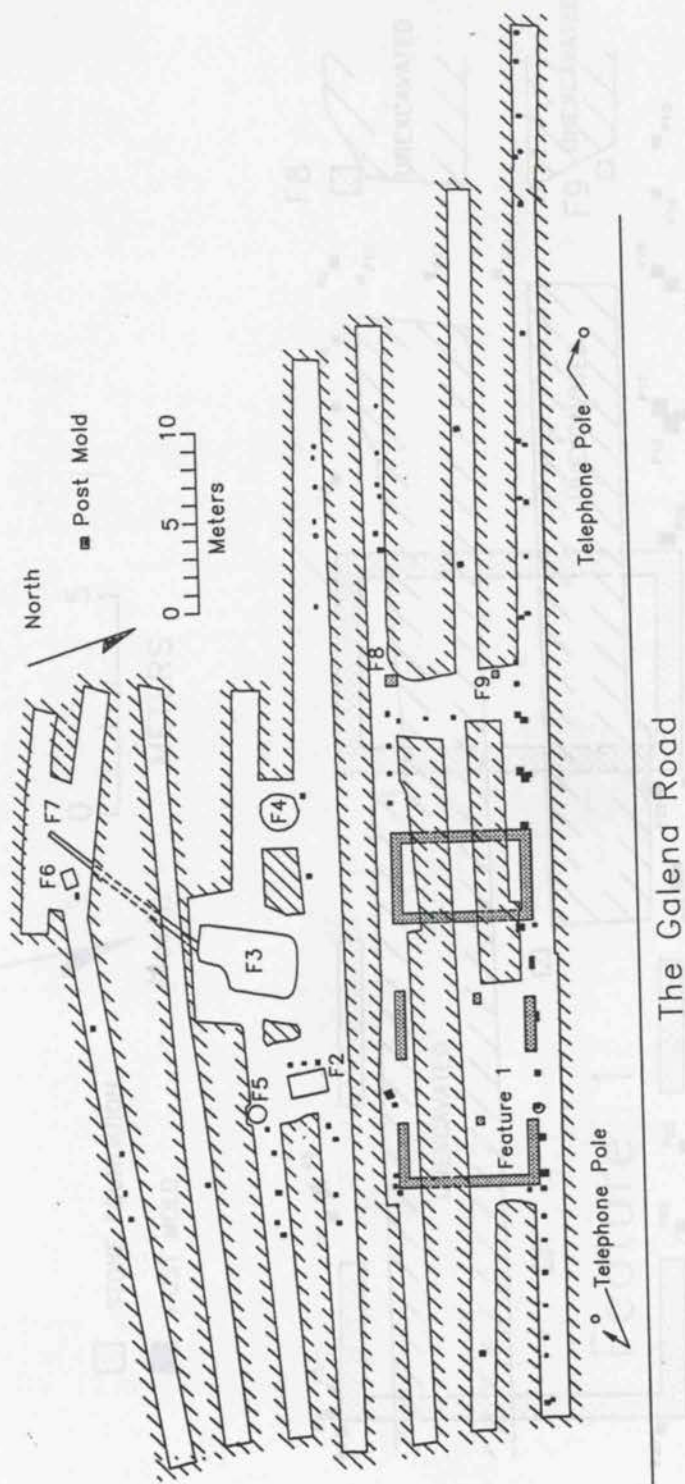


Figure 30. Archaeological base map for the Waddams Grove #1 Site (11-SH-56).

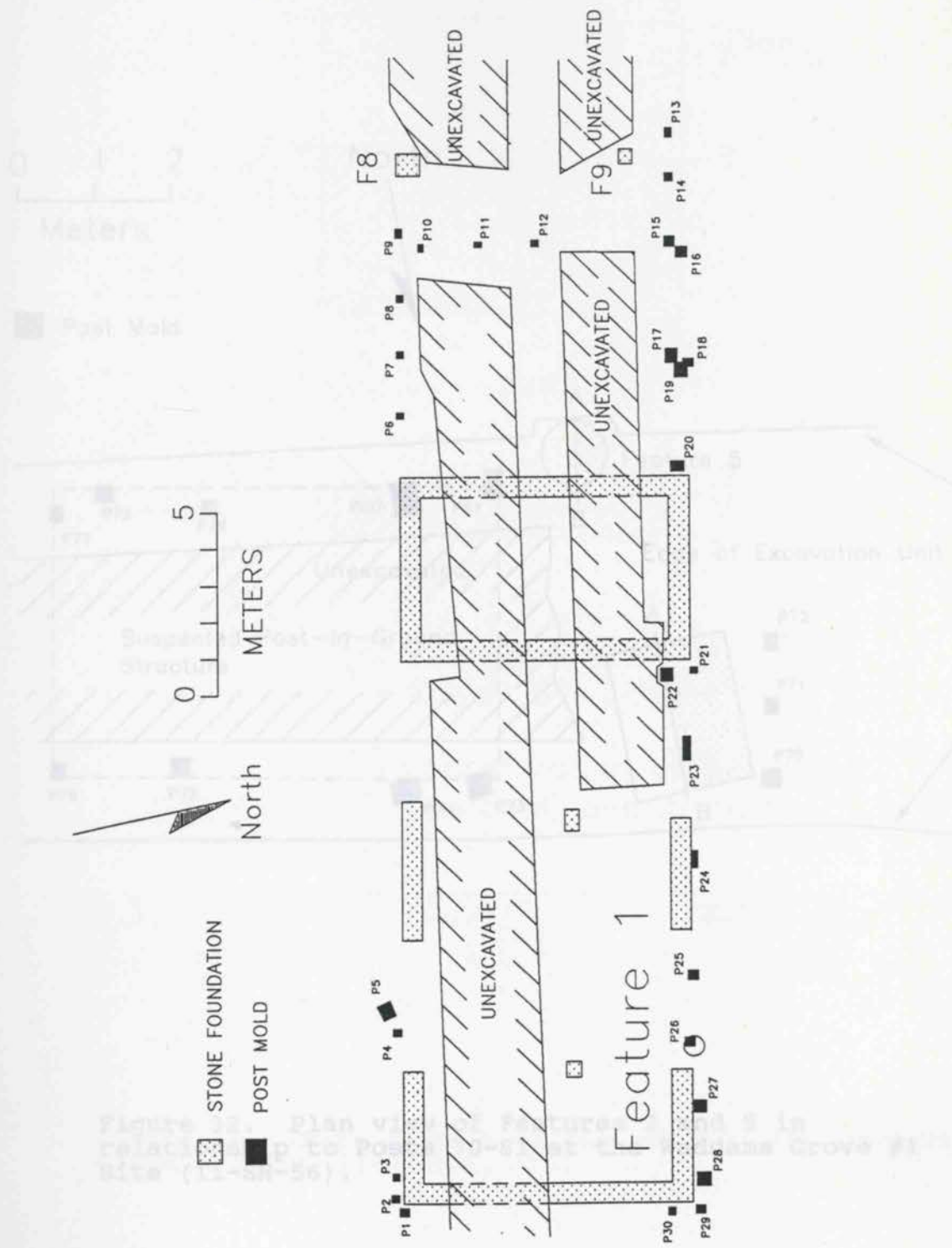


Figure 31. Plan View of Feature 1 at the Waddams Grove #1 Site (11-SH-56).

0 1 2
Meters

■ Post Mold

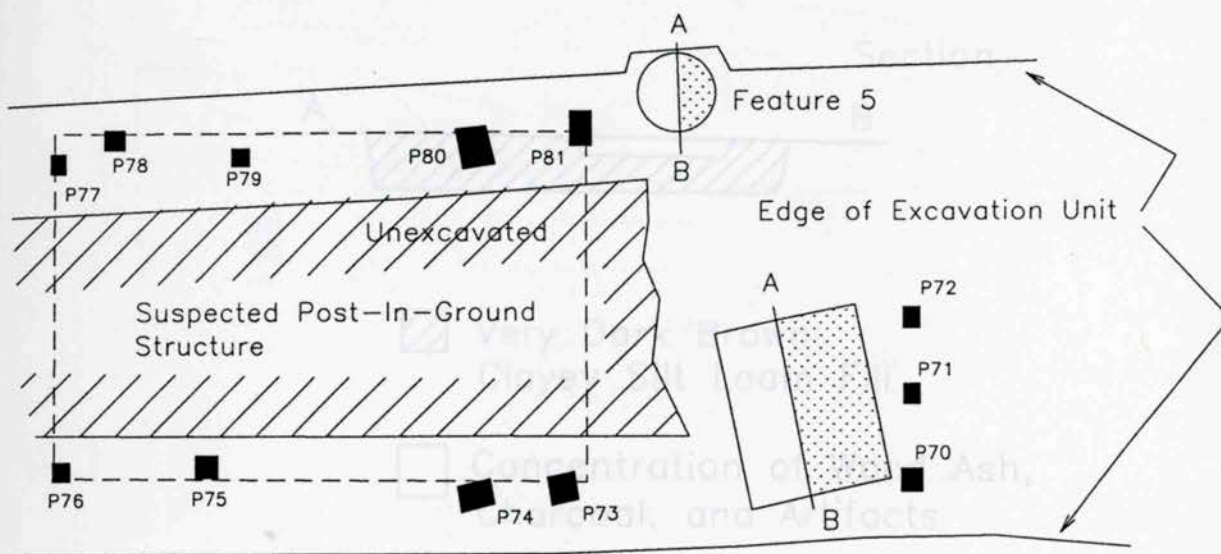


Figure 32. Plan view of Features 2 and 5 in relationship to Posts 70-81 at the Waddams Grove #1 Site (11-SH-56).

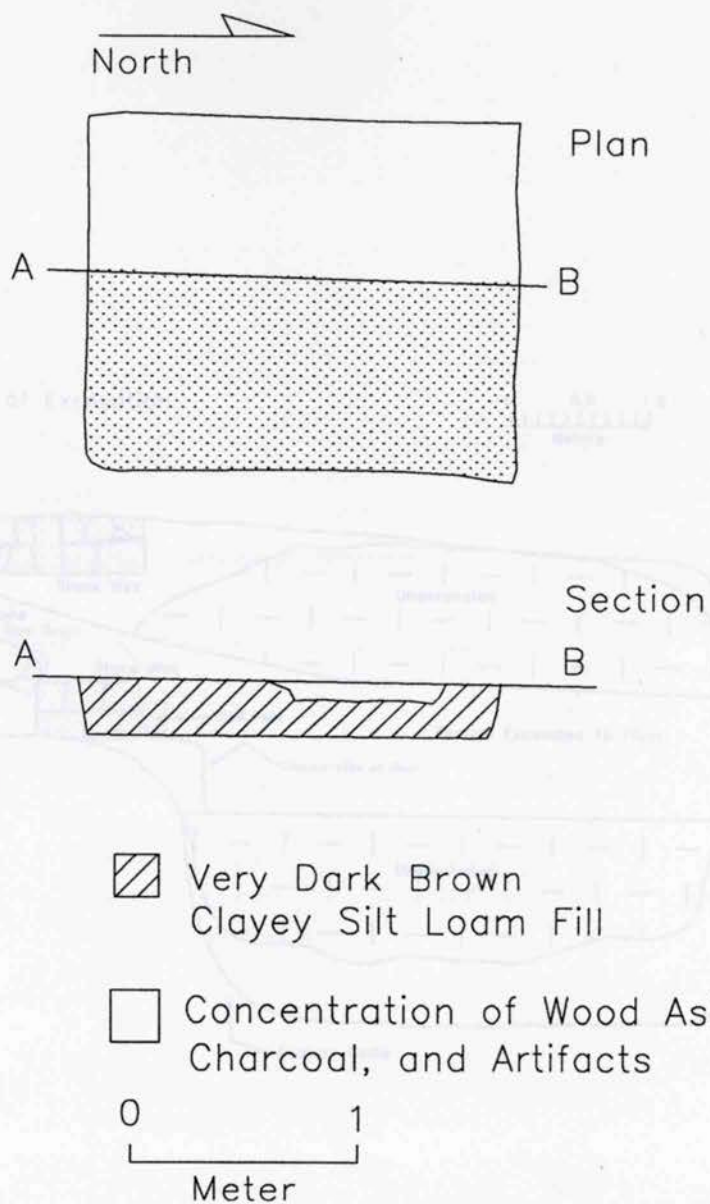


Figure 33. Cross section of Feature 2 at the Waddams Grove #1 Site (11-SH-56).

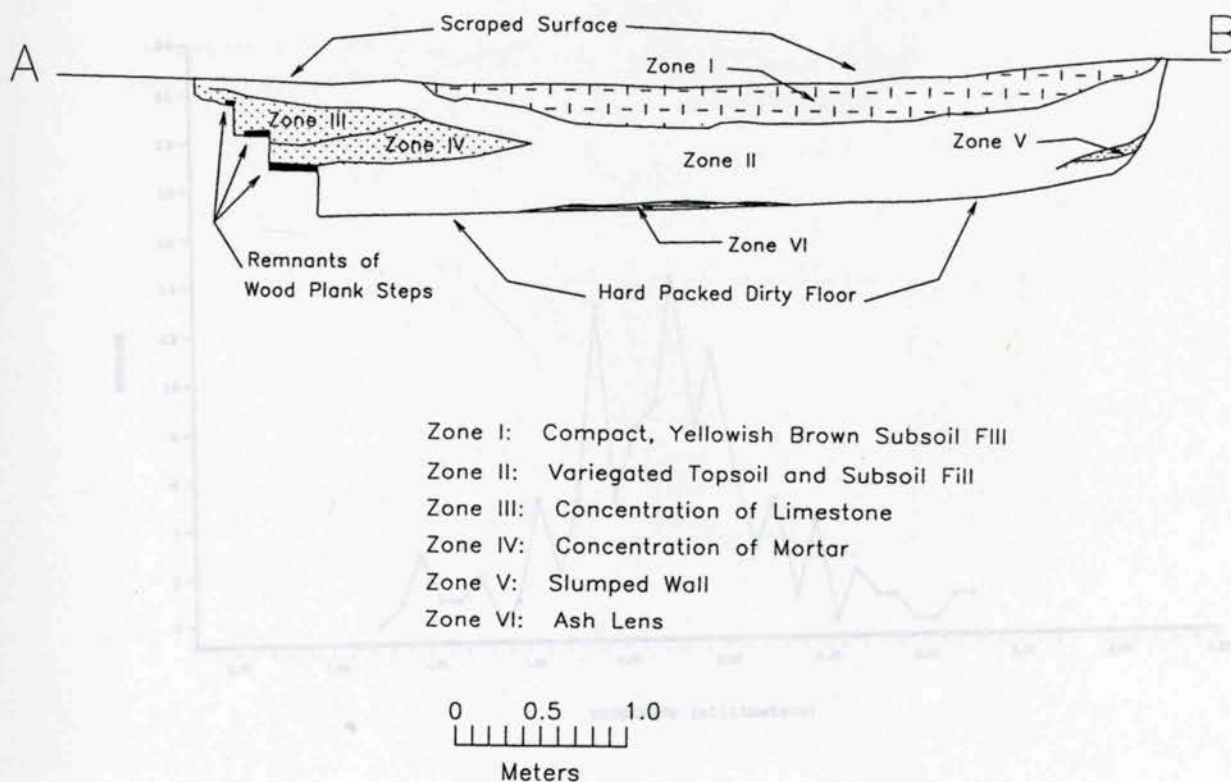


Figure 35. Cross section of Feature 3 at the Waddams Grove #1 Site (11-SH-56).

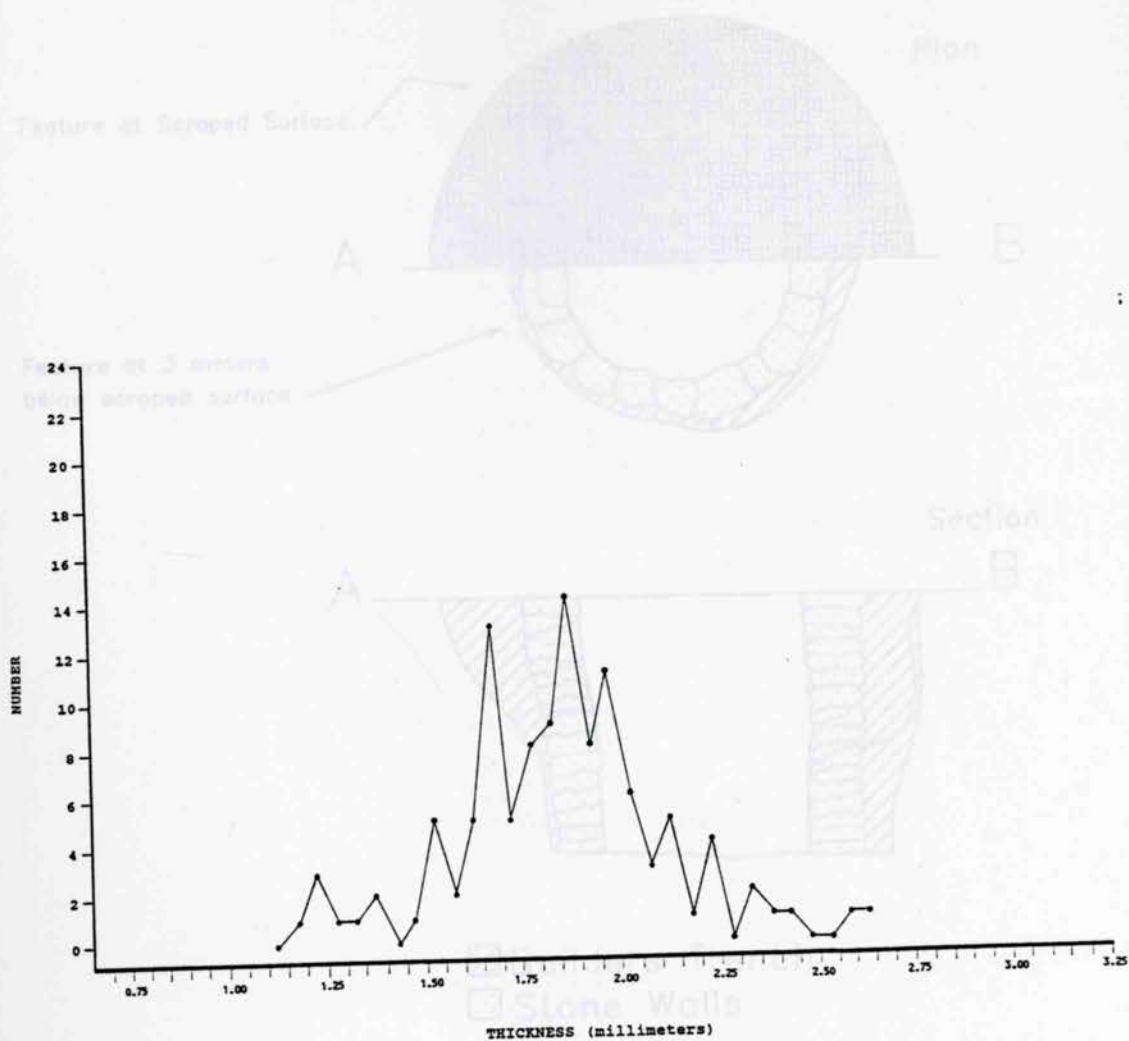


Figure 36. Window glass thickness distribution from Feature 3 fill (Waddams Grove #1 Site; 11-SH-56).

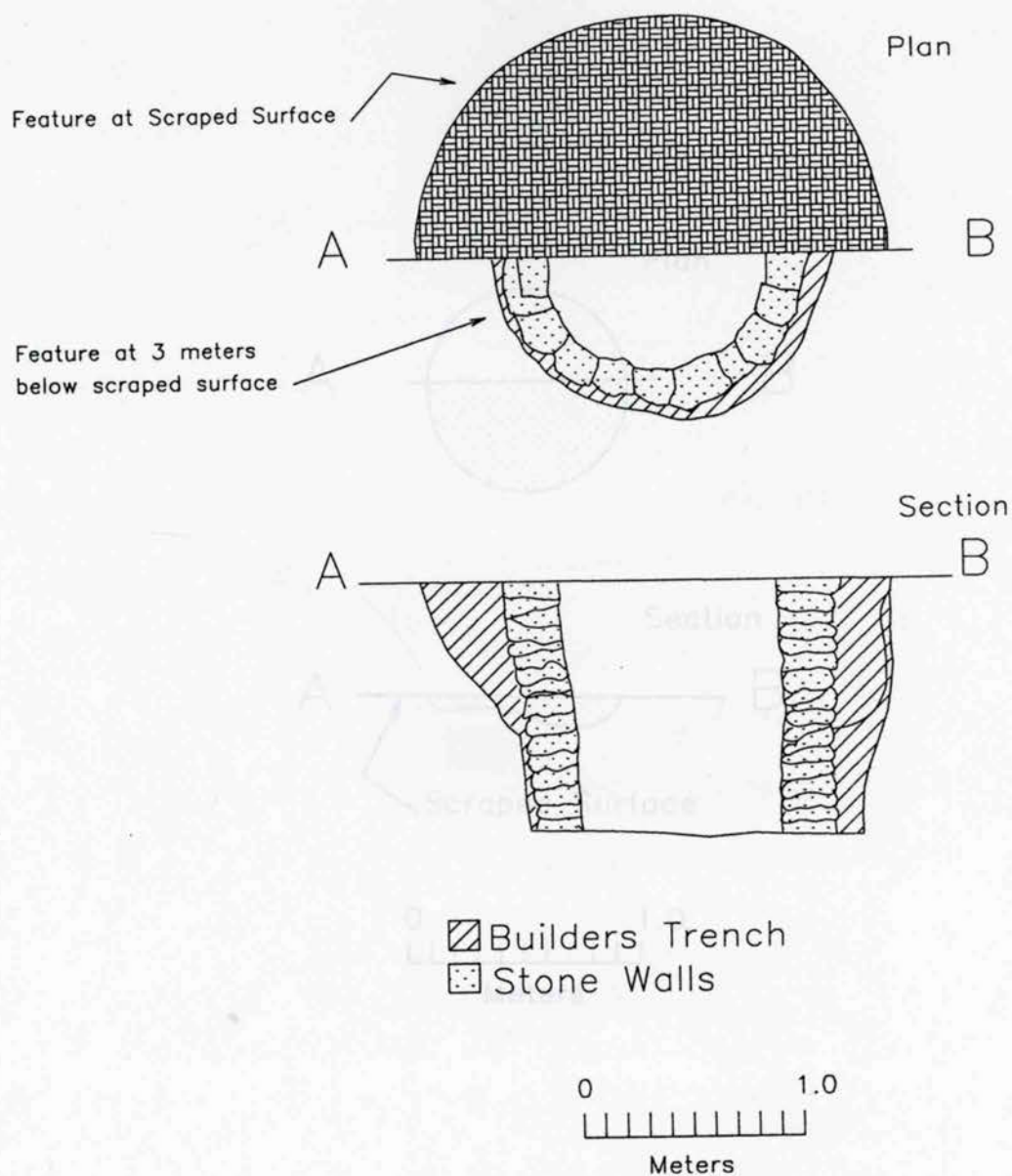


Figure 37. Plan view and cross section of Feature 4, Waddams Grove #1 Site (11-SH-56).

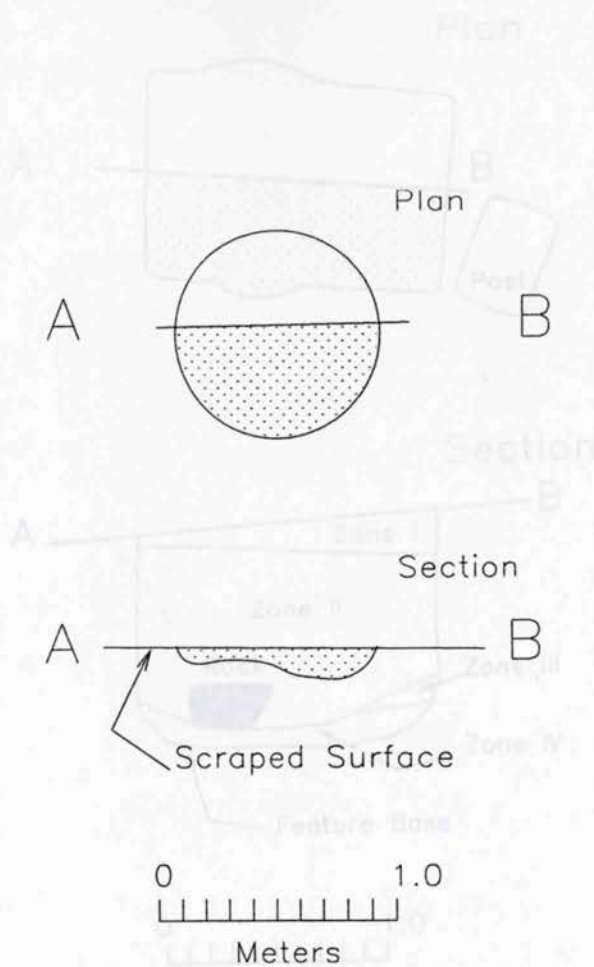


Figure 38. Plan view and Cross Section of Feature 5, Waddams Grove #1 Site (11-SH-56).

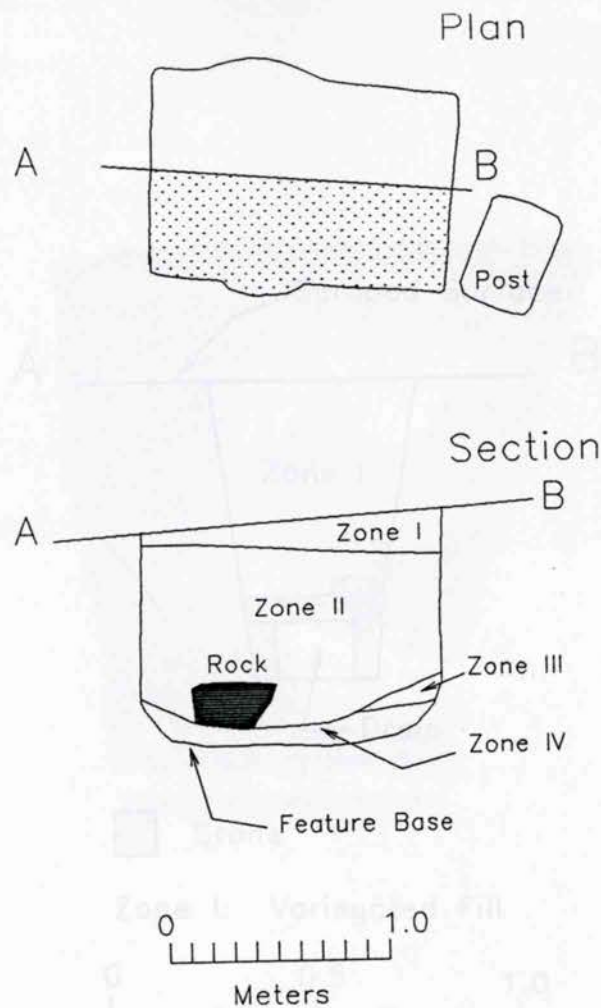


Figure 39. Plan view and cross section of Feature 6, Waddams Grove #1 Site (11-SH-56).

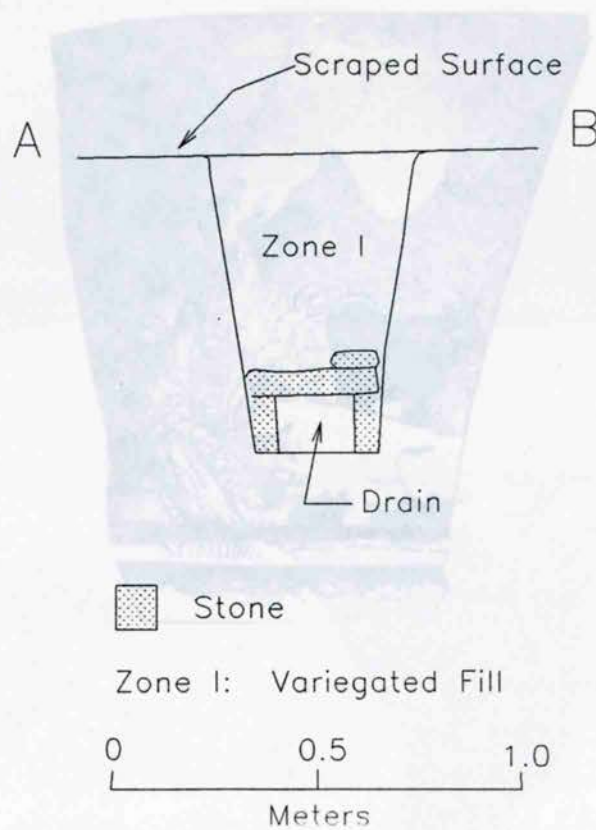


Figure 40. Construction details of Feature 7 (stone lined box drain), Waddams Grove #1 Site (11-SH-56).



Figure 41. Green transfer printed whiteware child's cup recovered from Feature 3 (Waddams Grove #1 Site; 11-SH-56).

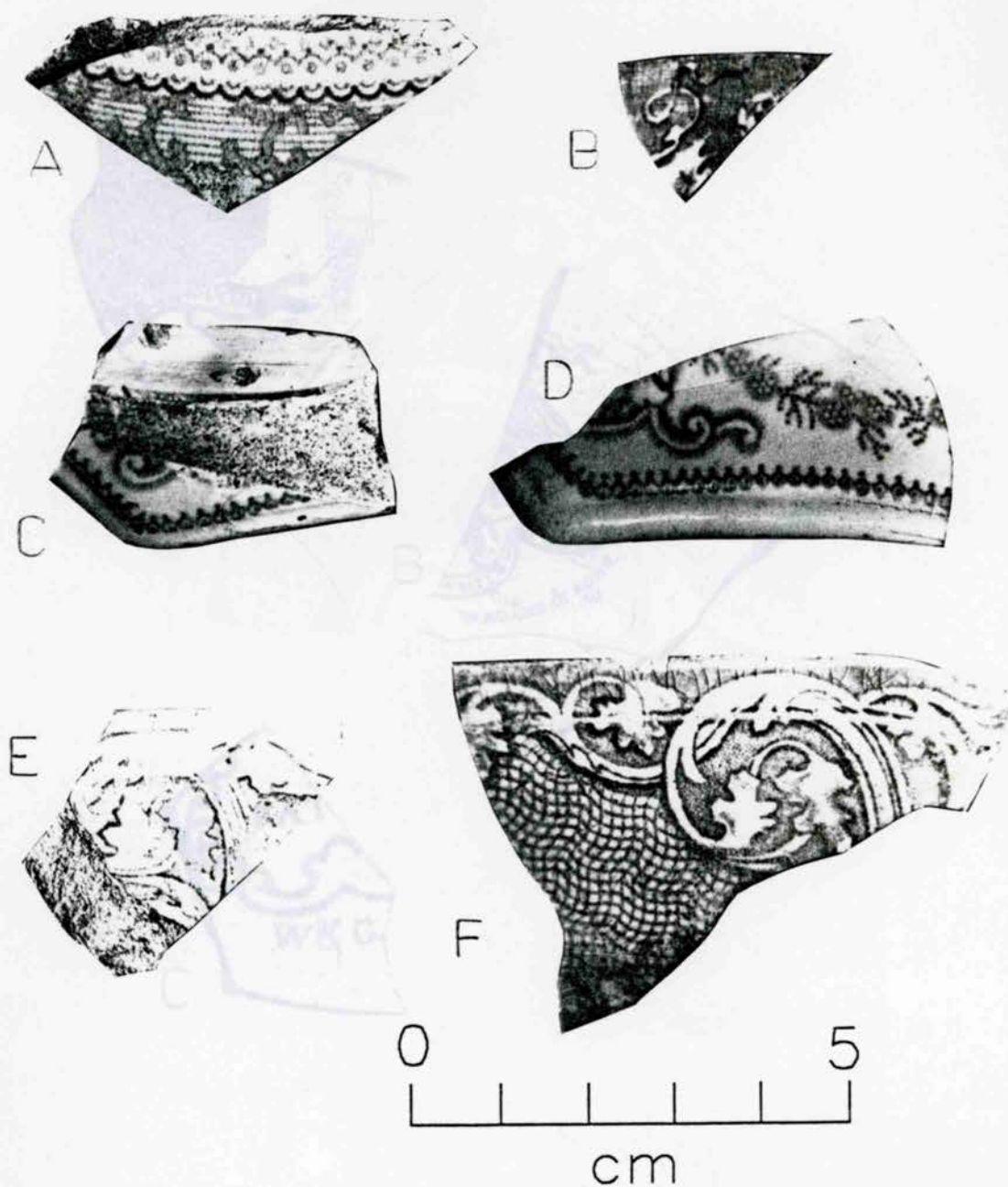


Figure 42. Blue transfer printed whitewares from the Waddams Grove #1 Site (11-SH-56).

- a-d. Feature 3
- e. General Surface
- f. Feature 2

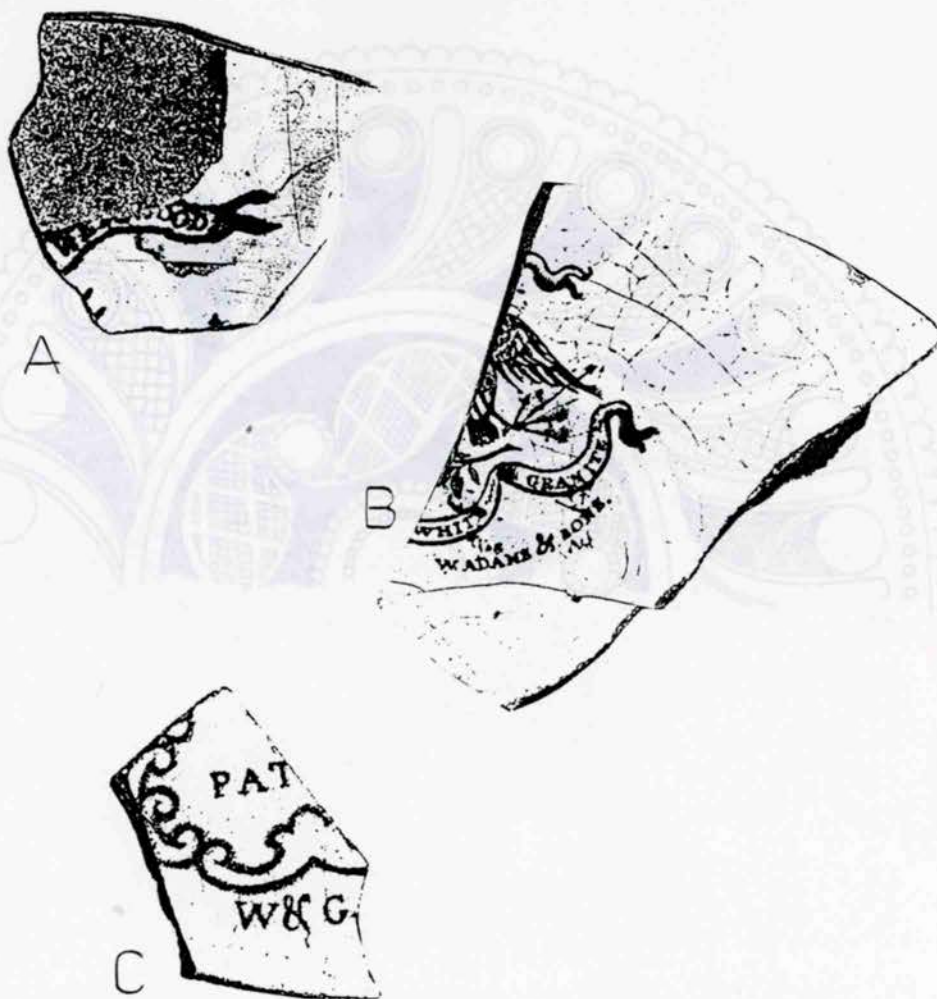


Figure 43. Miscellaneous ceramic backstamps recovered from the Waddams Grove #1 Site (11-SH-56).

- a. Feature 3
- b. Feature 4
- c. General Surface ("PATRAS" Pattern)

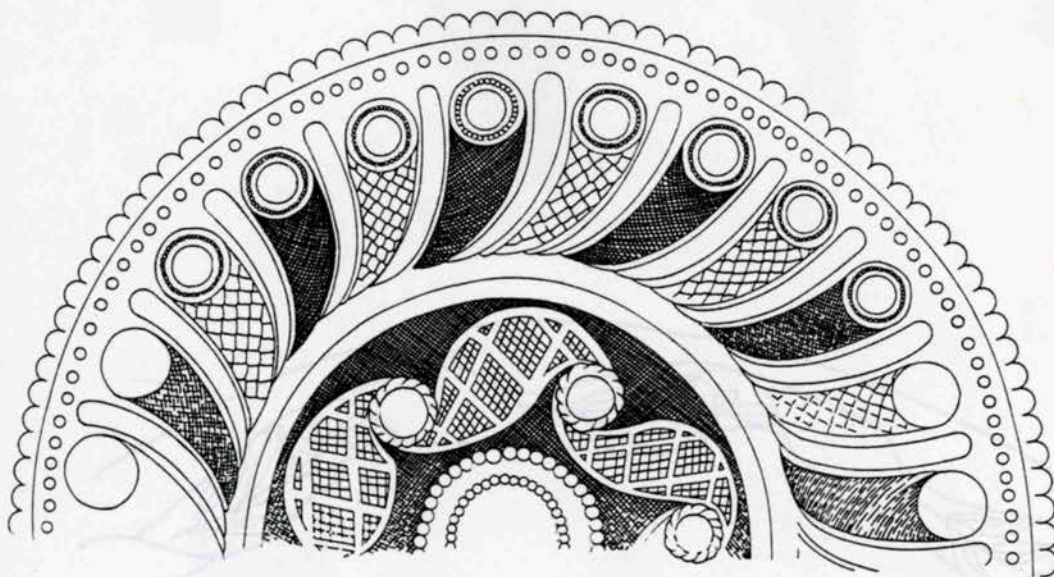


Figure 44. Detail illustrating pressed glass Comet Pattern which was identified from a small fragment of glass tableware recovered from Feature 3 (Waddams Grove #1 Site; 11-SH-56).



Figure 45. Redware jars and bowl rim forms from the Waddams Grove #1 (11-SH-56) and #2 (11-SH-57) sites.

Figure 45. Detail illustrating the Twisted Ribbon Pattern found on Relief Decorated whiteware plate in Feature 3, Waddams Grove #1 Site (11-SH-56). From Wetherbee (1980).

A. Feature 1 (SH-57) B. Feature 1 (SH-57) C. Feature 1 (SH-57) D. Feature 3 (SH-56)

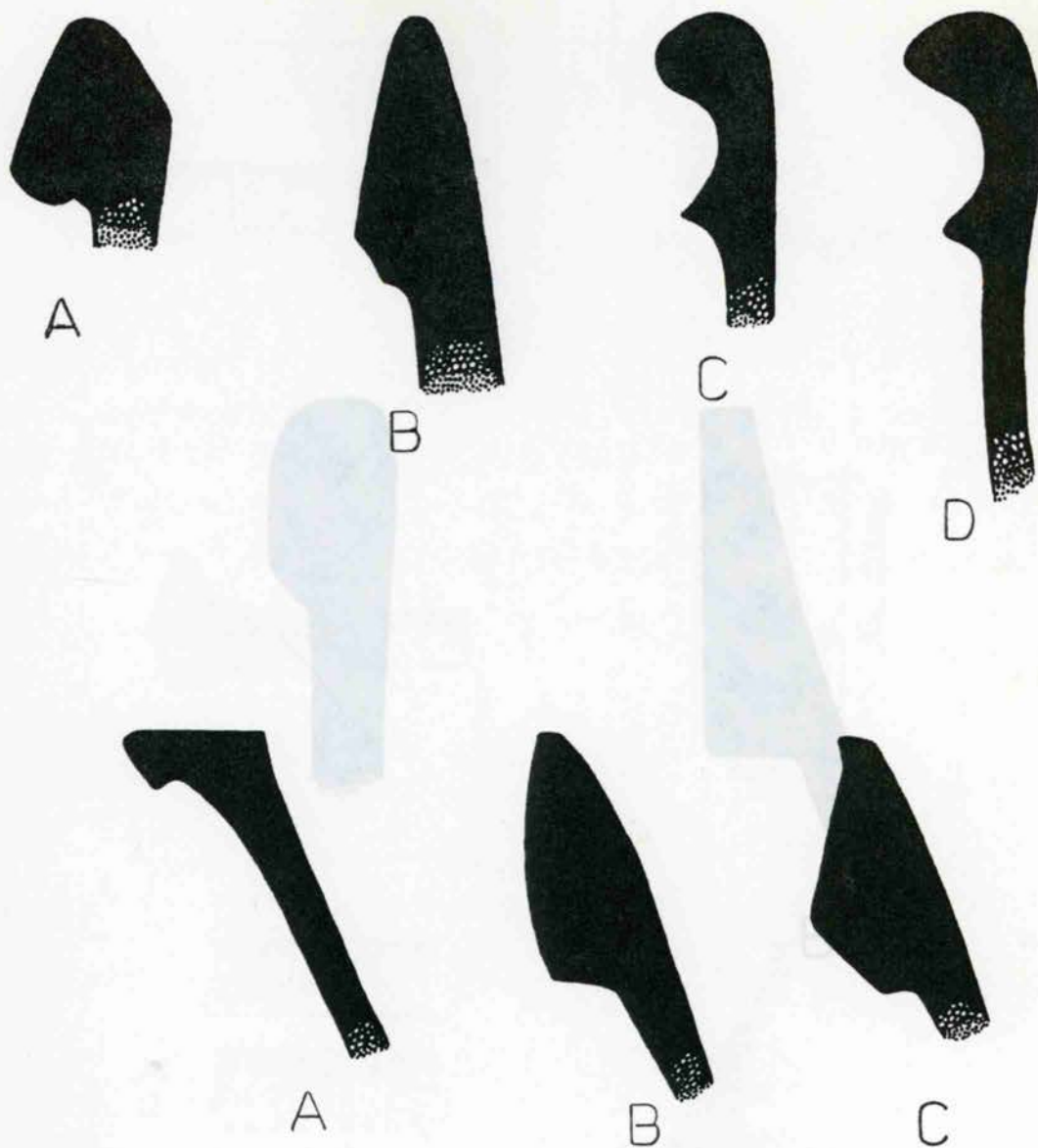


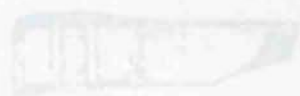
Figure 46. Redware jars and bowl rim forms from the Waddams Grove #1 (11-SH-56) and #2 (11-SH-57) Sites.

Jars:

- a. Feature 3 (SH-56)
- b. Surface (SH-56)
- c. Feature 1 (SH-57)
- d. Feature 3 (SH-56)

Bowls:

- a. Feature 3 (SH-56)
- b. Surface (SH-57)
- c. Feature 1 (SH-57)

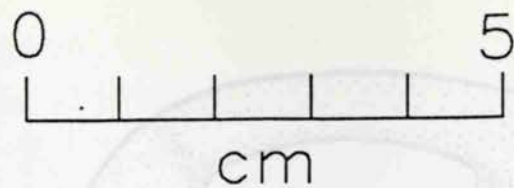


A

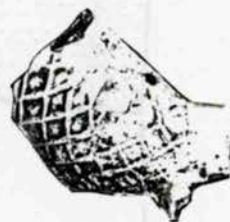
B

Figure 47. Non-redware rim forms recovered from the surface of the Waddams Grove #1 Site (11-SH-56).

- a. Salt glazed (exterior) and Albany Slipped (interior) stoneware jar
- b. Salt glazed (exterior) and Albany Slipped (interior) 9" diameter jigger molded bowl



A



B



C



D



E



F

Figure 48. Kaolin pipe stem and bowl fragments recovered from the Waddams Grove #1 Site (11-SH-56).

- a-b. General Surface
- c-d. Feature 2
- e-f. Feature 3

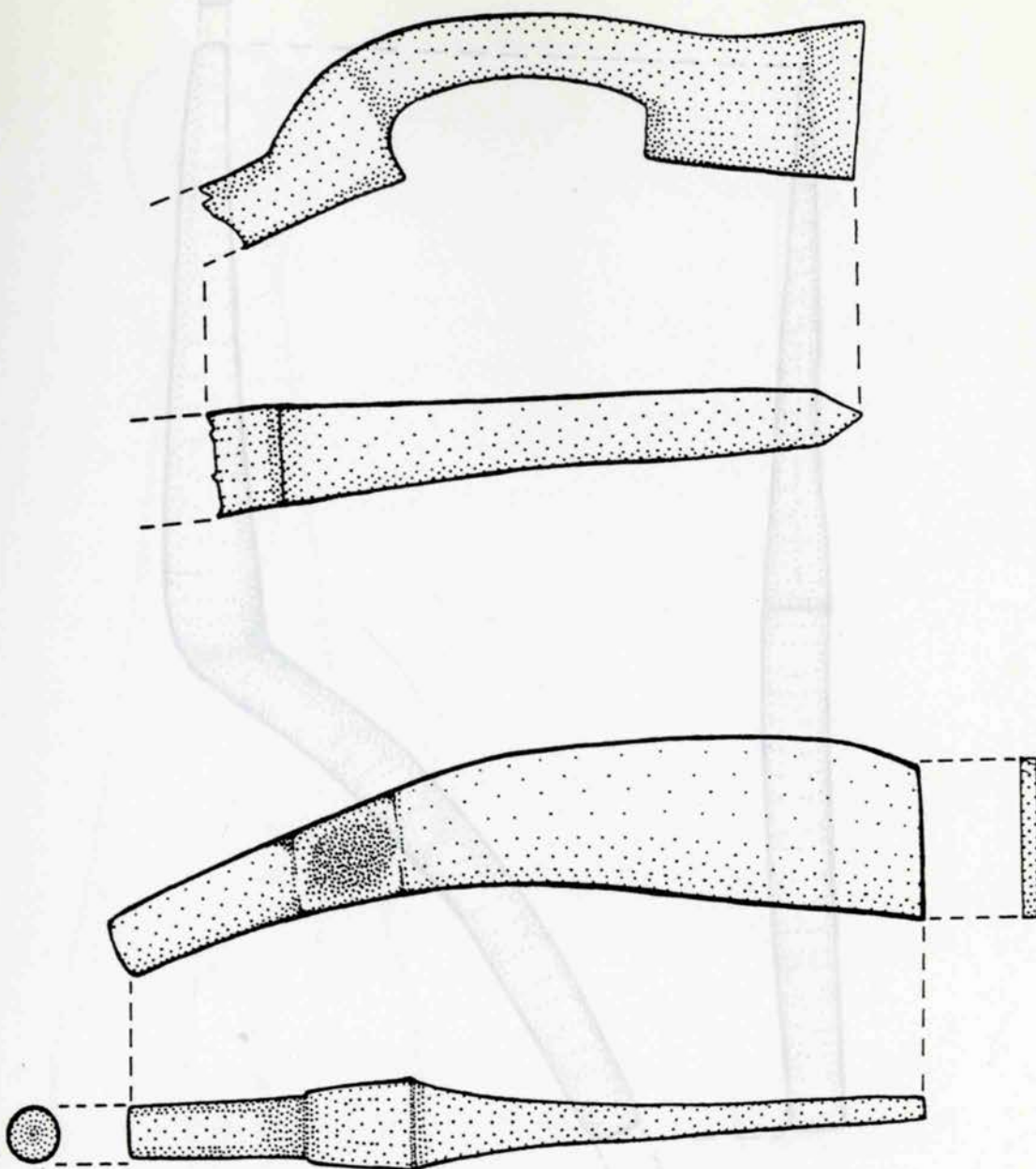


Figure 49. Unidentified handforged iron objects collected from the surface of the Waddams Grove #1 Site (11-SH-56). Actual size.

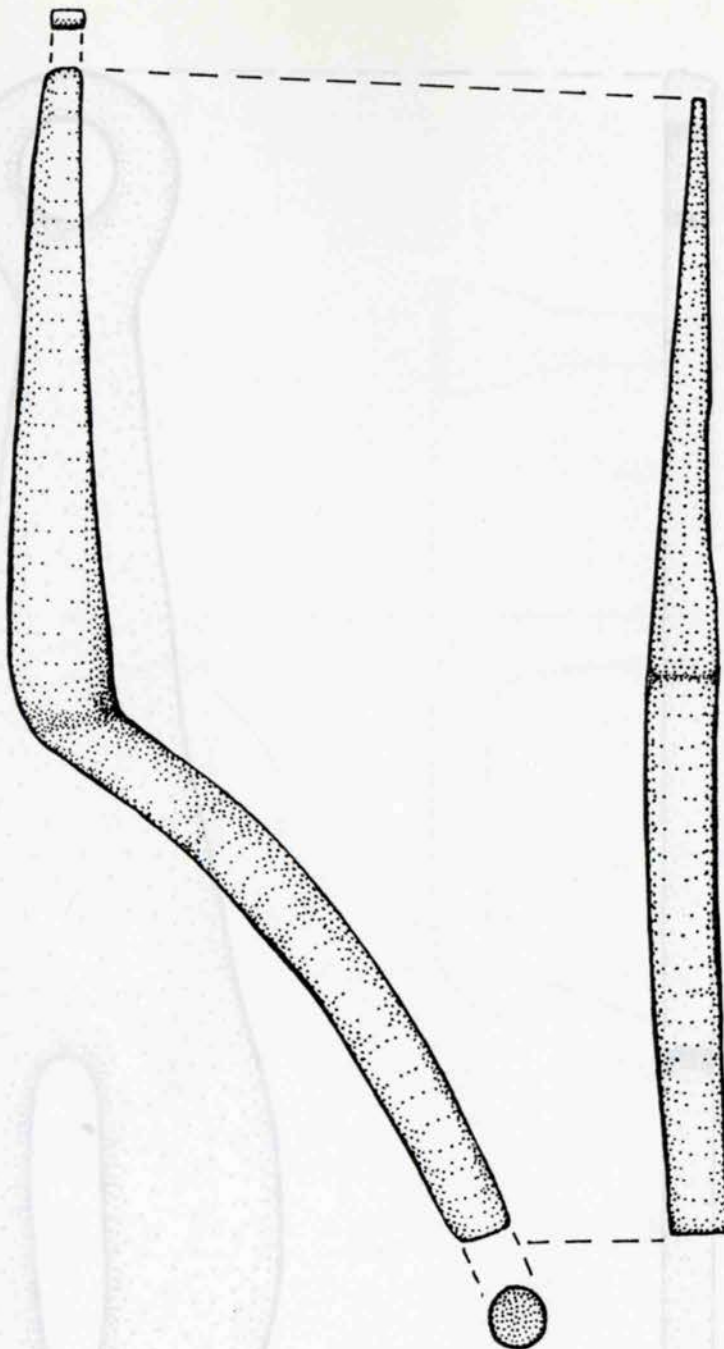


Figure 50. Unidentified handforged iron object collected from the surface of the Waddams Grove #1 Site (11-SH-56). Actual size.

Figure 51. Handforged iron latch collected from Feature 1, Waddams Grove #1 Site (11-SH-56). Actual size.

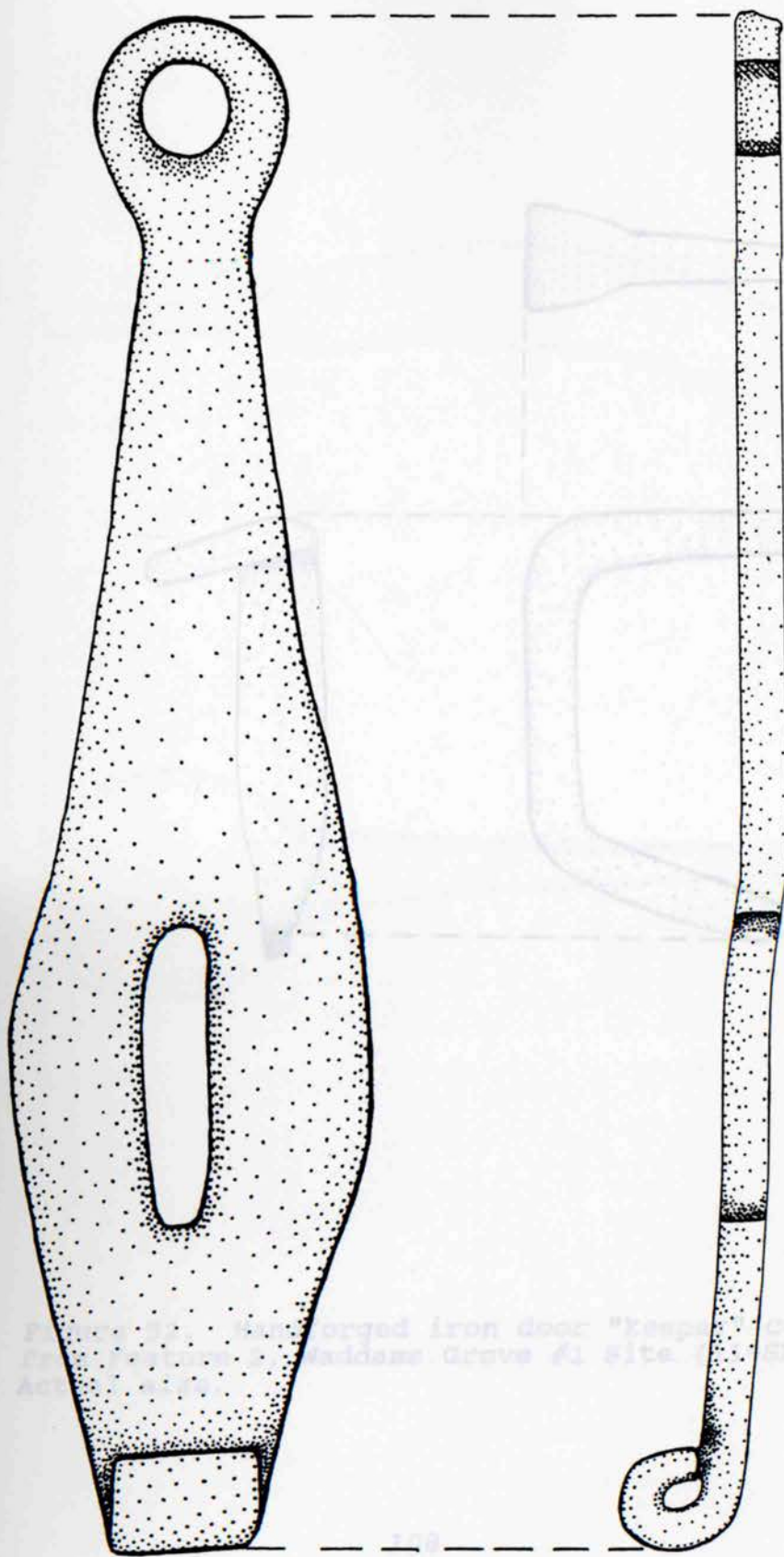


Figure 51. Handforged iron latch collected from Feature 3, Waddams Grove #1 Site (11-SH-56). Actual size.

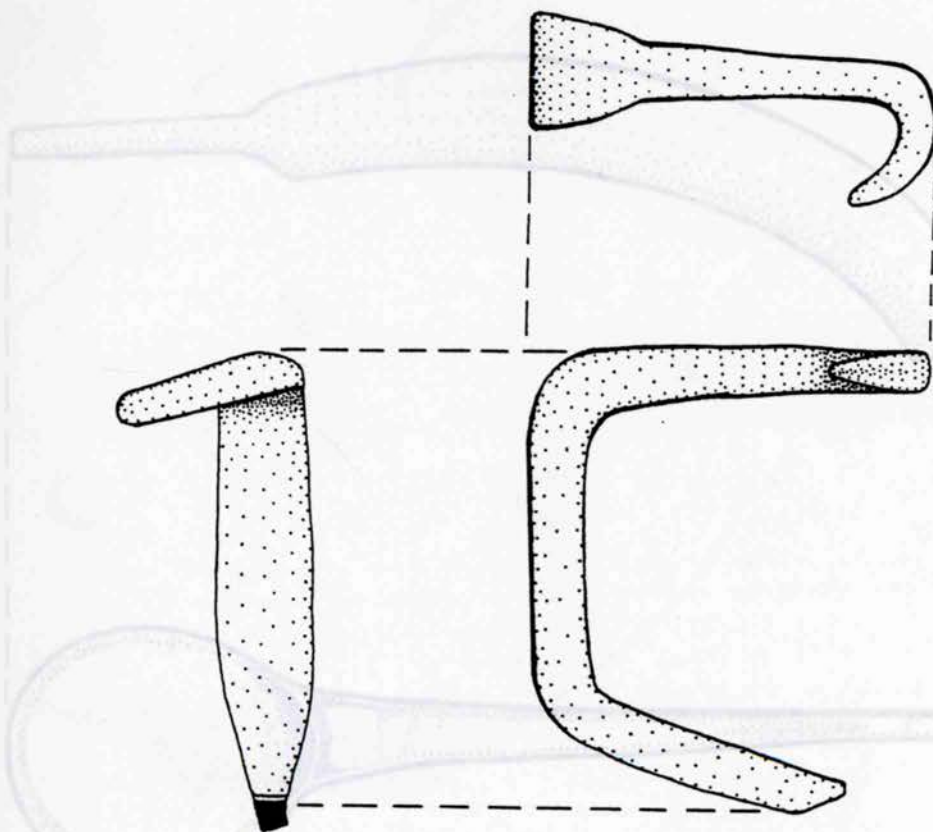


Figure 52. Handforged iron door "keeper" collected from Feature 2, Waddams Grove #1 Site (11-SH-56). Actual size.

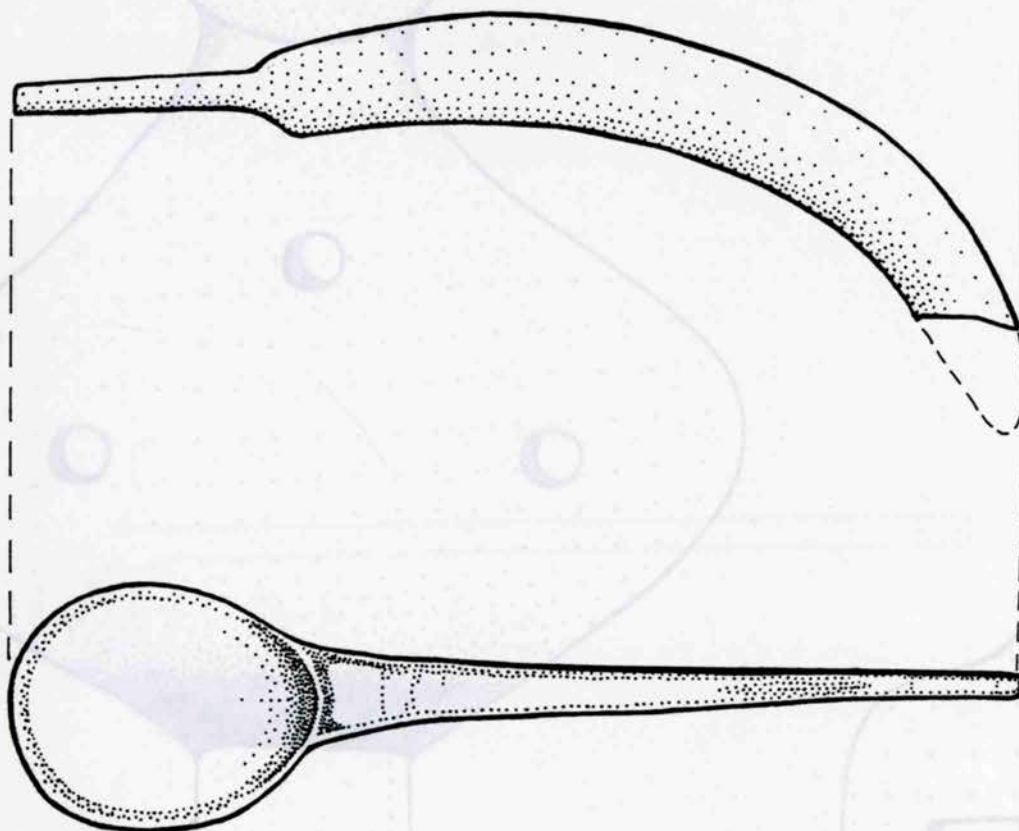


Figure 53. Handforged iron thumb latch collected from Feature 3, Waddams Grove #1 Site (11-SH-56). Actual size.

Figure 54. Handforged iron sliding barn (?) door track hanger collected from Feature 3, Waddams Grove #1 site (11-SH-56). Actual size.

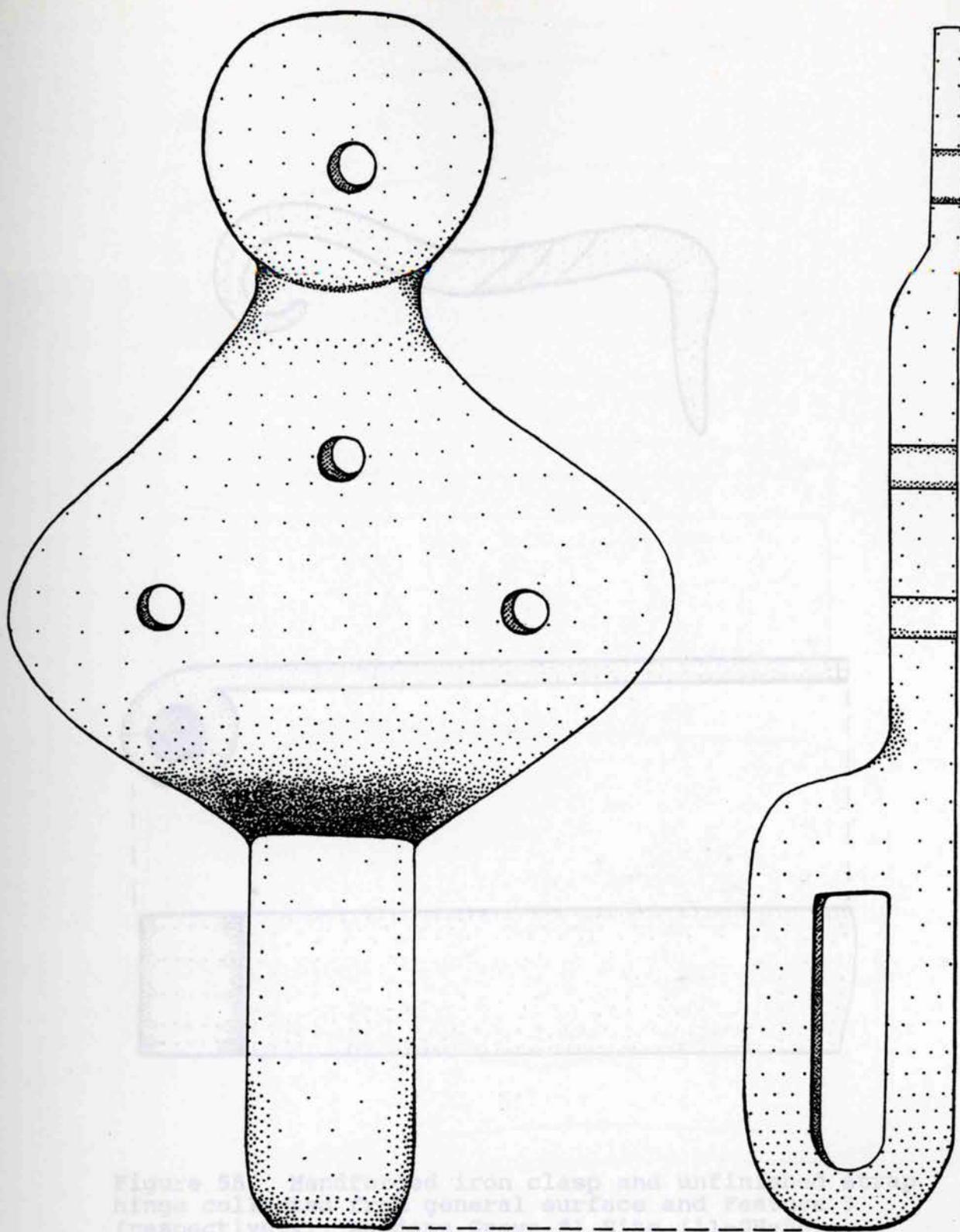


Figure 54. Handforged iron sliding barn (?) door track hanger collected from Feature 3, Waddams Grove #1 Site (11-SH-56). Actual size.

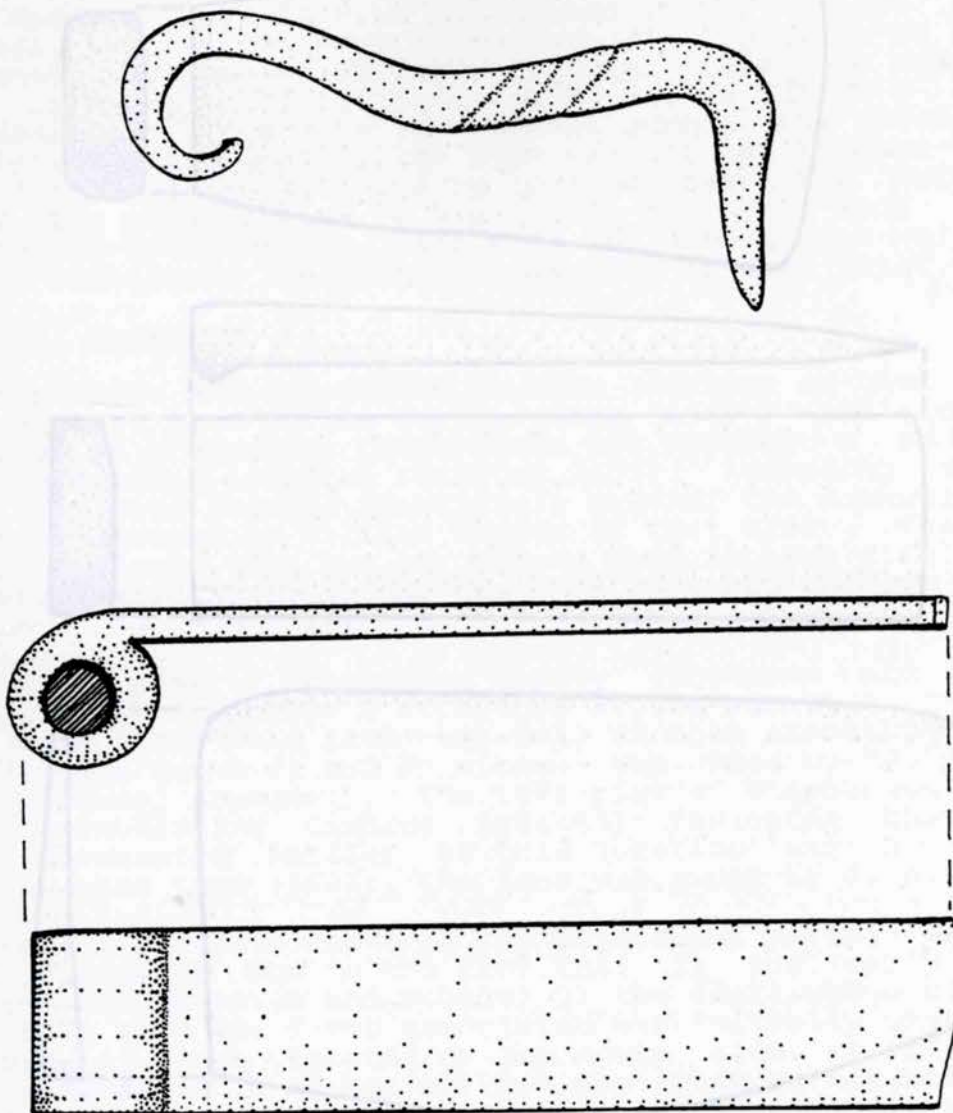


Figure 55. Handforged iron clasp and unfinished strap hinge collected from general surface and Feature 3 (respectively), Waddams Grove #1 Site (11-SH-56). Actual size.

Figure 56. Handforged iron wedges/chisels. One was collected the general surface while the other two were collected from Feature 3, Waddams Grove #1 Site (11-SH-56). Actual size.

The Waddams Grove #2 Site (11-Sh-57)

Introduction

The Waddams Grove #2 Site is located in the NW1/4, SW1/4, SW1/4, SE1/4, Section 13, West Point Township (Township 28 North, Range 5 East), Stephenson County, Illinois. This site has been variously referred to as 11-Sh-5-h (RIP) and as FRR-SH-2 (Fever River Research). This site is situated across the road from (north of) and approximately 250 feet east of the Waddams Grove #1 Site (11-Sh-56). The site is located near the northwest corner of the intersection of the Galena and Pin Hook Roads. During the mid-19th century, this site would have been situated immediately outside of the platted community of West Point.

Archival Research

No structure was documented at this location on the United States Government Land Office Survey plats (1843). Additionally, the 1859 plat of Stephenson County does not document a structure at this particular location (Walling 1859). According to the 1859 plat, the land located immediately east of the community of West Point was owned by William Wadams at that time. The 1859 plat does indicate that two structures were located within the block located immediately across the road from the Waddams Grove #1 Site (Lots 1-6, Block 1).

The 1871 plat of Stephenson County (Thompson and Everts 1871:21) clearly indicates a structure at the location of this site. At that time, this land --as well as that associated with both the Waddams Grove #1 and #3 sites-- was owned by "S. W. A." (presumably Samuel Armagost). The 1894 plat of Stephenson County (Northwest Publishing Company 1894:55) indicates that the structure documented earlier at this location was no longer present. At that time (1894), the land was owned by F. H. Reber.

The chain-of-title research for this small parcel of land was very confusing due to the fact that 1) the early legal description was in metes and bounds, 2) the small wedge of land on which this site was first associated was initially part of a large tract of land located on the south side of the road (eventually referred to as Lot 31) and was later partitioned from that land and attached with the land on the north side of the road (eventually referred to as Lot 29), and 3) the metes and bounds used to describe these lands were "vague and indefinite and cannot be accurately located" (Petition to Quiet Title 1931:6 as cited in the Abstract of Title). Thus the chain-of-title for the land associated with this site is very difficult to interpret and the following discussion must be read with caution.

The chain-of-title research indicates that William Wadams purchased this quarter section of land from the Federal Government in May 1844. In June 1844, James Thompson purchased 27 acres of land "off the south side" of the SE1/4 of Section 13 from Wadams for the sum of \$33.75 (See Table 12; Summary Chain of

Title Research). Oliver Thompson, presumably a son or other relative of James Thompson, sold this same parcel of land to Nathaniel Blakesley in September 1847 for \$50.00. In December 1855, Nathaniel Blakesley sold the west portion of that 27-acre parcel of land (consisting of 4.45 acres) to Jeremiah Pattison for \$80.00. Pattison was documented in the 1850 U. S. Population Census as a merchant. Although the vast majority of this 4.45-acre parcel of land was located south of the Old State Road, a small segment of this conveyance (which apparently contained the Waddams Grove #2 Site) was located north of the road. The next day (December 6, 1855), Pattison sold his well improved 8-acre farm which included the parcel of land associated with the Waddams Grove #2 Site to William Mathews for \$4,816.00. The Mathews family in turn sold the land to Archibald Wadams in May 1868 who in turn sold the property to Washington Armagost in March 1869. Six months later (September 1869), Samuel Armagost purchased this land further consolidating the many small landholdings in this area.

The 1869 county surveyors plat of this area (See Figure 16) indicates that this parcel of land was owned by S. W. Armagost and that no house was present at that location at that time. This plat does document the location of a single house near the northeast corner of Pin Hook and Galena Roads. As such, it is suspected that if a structure had been present at the location of the Waddams Grove #2 Site at that time, it would have been documented on this 1869 plat.

Field Research

During their initial survey, the Resource Investigation Program (RIP) survey crew had identified a small scatter of historic artifacts and a single subsurface feature (potentially identified as a cellar) within the proposed new right-of-way at this location. Since the area on the north side of the Old State Road (Galena Road) in this area was pasture with 0% surface visibility, the exact limits of this site were not determined. Similarly, a controlled surface collection was not conducted as part of this research. The proposed new right-of-way at this location consists of a narrow wedge of land (approximately 4-5m wide at its greatest width) fronting the existing right-of-way.

Two backhoe trenches were excavated within the new right-of-way at this site. One trench (Trench #1) was excavated immediately outside the present highway right-of-way within the area identified by RIP as containing the subsurface feature. This trench exposed the remains of the cellar (Feature 1) identified by the RIP personnel. The second backhoe trench (Trench #2) was excavated on the opposite side of the property line fence within the existing right-of-way. The objective of excavating this second trench was to determine how far Feature 1 extended to the south (towards the road). Since no evidence of Feature 1 was found within Trench #2, a short extension was excavated with the backhoe perpendicular to Trench #1 and extending to the existing property line. This small extension of

TABLE 12

Summary of Chain-of-Title Research
Waddams Grove #2 Site (11-SH-57)

<u>Grantor</u>	<u>Grantee</u>	<u>Legal Description</u>	<u>Deed Type</u>	<u>Date</u>	<u>Price</u>	<u>Book:</u> <u>Page</u>
USA	William Waddams	SE1/4, Section 13	Patent	5/21/1844	N/A	Land Book
William Waddams	James Thompson	Part SE1/4, Section 13* (27 Acres)	QCD	6/04/1844	33.75	B:94
Oliver Thompson (& wife Ruth)	Nathaniel Blakesley	Part SE1/4, Section 13* (27 Acres)	WD	9/21/1847	50.00	D:402
Nathaniel Blakesley (& wife Christian)	Jeremiah Pattison	Part SE1/4 (4.45 Acres)** (With Other Land--3.13 Acres)	WD	12/05/1855	80.00	V:73
Jeremiah Pattison (& wife)	William Mathews	Part SE1/4 (4.45 Acres) (Plus Pattison Farm--8 Acres)	WD	12/06/1855	4816.00	V:74
William Mathews (& wife Esther)	John Mathews (& wife Hester Jane)	Part SE1/4 (4.45 Acres)	WD	4/06/1861	500.00	42:68
John Mathews (& wife Hester Jane)	Archibald Waddams	Part SE1/4 (4.45 Acres)	WD	5/07/1868	1200.00	52:99

TABLE 12 (Continued)

Summary of Chain-of-Title Research
Waddams Grove #2 Site (11-SH-57)

Grantor	Grantee	Legal Description	Deed Type	Date	Price	Book: Page
Archibald Waddams (& wife Hattie)	Washington Armagost	***	WD	3/15/1869	300.00	52:402
Washington Armagost	Samuel Armagost	***	WD	9/02/1869	300.00	53:322

* "Conveys, 27 acres off of the south side of the south east quarter of Section Number 13 in township Number 28 of Range 5 East of the 4th P.M." [South 27 rods of Section]

** "Conveys (inter alios) Commencing at south west corner of the south east quarter of Section Number 13 in township 28 North, Range 5 East of 4--P.M. thence north along quarter section line 6 chains 75 links thence east parallel to section line 5 chains and 80 links to west boundary of Public Highway, thence south 28 links to north boundary of Chicago and Galena Road, thence along the same south 66 degrees and 15 minute east/and 9 links, thence south 20-1/2 degrees west 5 chains and 95 links to section line thence west along section line 5 chains and 59 links to place of beginning containing 4.45/100 acres, more or less." [Part of what later became Lots 28 and 31]

*** "Commencing at a point Two chains Twenty-five links east and six chains Seventy-five links north from the quarter section corner on the south line of Section Thirteen aforesaid, and running thence east at a variation of the needle of 6 degrees, one chain Twenty-nine links to a stone corner, - thence north at a variation of 7 1/2 degrees Nine chains Five links to a stone corner, thence south 8 degrees 37 minutes....."

N/A = Not Available

WD = Warranty Deed

QCD = Quit Claim Deed

Trench #1 exposed the southeast corner of Feature 1. After that was completed, with the cooperation of the landowner a series of shovel tests (n=7) were then excavated outside of the proposed new right-of-way to determine how far north (away from the road) Feature 1 extended. A single test unit (1.5m by 2.5m) was excavated along the western edge of Feature 1 in order to sample the artifacts within the fill and to determine the structure of this feature.

Feature 1 was the remains of a shallow limestone-walled cellar that measured approximately 22'0" (6.70m) by 18'0" (5.50m). The long axis of this feature was oriented parallel to the road. The front edge of the feature was set back from the edge of the right-of-way approximately 3'0" (0.91m) and from the edge of the road 26'0" (7.92m). The floor of the cellar was located 4'6" (1.37m) beneath the present ground surface. Based on this small excavation unit, it appears that the stone foundations had been completely robbed of all their building stone. A shallow depression along the outer edge of the feature's floor (which extended approximately 10cm beneath the level of the cellar floor) was all that remained of the foundation walls and suggests that the foundations were approximately 1'9" (0.53m) in width.

The feature fill consisted of several distinct strata. Zones I and II represent two distinct bands of fill within the plowzone. Plowing has been minimal at this site and apparently the integrity of the upper limits of the feature has not been completely destroyed by plowing. Zone III consists of a very dark brown (10YR 2/2) clayey silt loam. Zone IV is a brownish yellow (10YR 6/6) clay with inclusions of limestone rubble and very dark brown (10YR 2/2) clayey silt loam. Zones III and IV were deposited at the same time and represent topsoil and subsoil mixed with demolition debris. Zone V represents a dense concentration of limestone rubble and mortar present on the floor of this feature and probably was deposited during the removal of the limestone foundation walls. The floor of Feature 1 was compact but clean and possibly suggests that a wooden floor was originally located over this dirt surface.

The artifact density within Feature 1 was very light (N=93). The artifacts recovered from this feature included items from the Foodways Service (32.0%), Foodways Storage (4.0%), Foodways Remains (11.0%), Personal (2.0%), Architecture (36.0%), and Activities (15.0%) groups. No items from the Clothing or Household/Furnishings categories were recovered.

Items from the Foodways Service category (n=30) included pearlware (6.7% of the refined wares), whiteware (60.0%) and ironstone (33.3%). The refined wares were represented by undecorated (46.7% of all the refined wares), edge decorated (6.7%), handpainted (both monochrome and polychrome; 10.0%), annular decorated (10.0%), transfer printed (10.0%) and relief decorated (16.7%) wares. The identifiable vessel forms included cups, bowls, and plates. Although the exact transfer printed

TABLE 13

Artifact Functional Categories From Feature 1; Waddams Grove
Site #2 (11-Sh-57)

Feature Number	Feature 1		Feature 1
	#	%	
Foodways Service	26	29.5%	1
Foodways Storage	4	4.5%	2
Foodways Remains	10	11.4%	3
Personal	2	2.3%	2
Clothing	0	0.0%	1
Household/Furnishings	0	0.0%	2
Architecture	32	36.4%	1
Activities	14	15.9%	1
Totals	92	100.0%	1

patterns were not identified, the majority of the transfer printed patterns recovered from this feature imitated a marbled finish similar in design to the pattern "MARBLE" manufactured by John Wedge Wood between 1845 and 1860 (Williams 1978:643). The relief decorated patterns were all of the paneled variety typical of the late 1840s and 1850s.

Items from the Foodways Storage category were few in number (n=4) and included predominately redware and a single interior slipped Albany stoneware base sherd. The faunal remains (Foodways Remains) recovered from this feature also were very few in number (n=10; See Appendix V for detailed analysis). Based on the number of individual specimens, swine (*Sus scrofa*) remains accounted for 55.5% (NISP=5) of the bones recovered from this feature while cattle (*Bos taurus*) accounted for 11.1% (n=1) and Unidentified Large Mammals accounted for 33.3% (n=3) of the assemblage.

TABLE 14

Artifact Inventory from Feature 1; Waddams Grove
Site #2 (11-Sh-57)

Feature Number	Feature 1
Foodways Service	
Undecorated Pearlware	1
Undecorated Pearlware Cup	1
Undecorated Whiteware	9
Blue Edge Decorated Whiteware Plate	2
Monochrome Handpainted Whiteware Cup/Bowl	1
Polychrome Handpainted Whiteware Cup	2
Olive and Brown Annular Decorated Whiteware Pitcher	2
Brown Annular Decorated Whiteware Bowl	1
Dark Blue Transfer Printed Whiteware	1
Undecorated Ironstone	2
Undecorated Ironstone Plate/Platter	
With Black Transfer Printed Backstamp	1
Light Blue Transfer Printed Ironstone	1
Light Blue Transfer Printed Ironstone Cup	1
Relief Decorated (Panel) Ironstone Bowl	1
Foodways Storage	
Redware	1
Redware Jar/Bowl	2
Albany Base	1
Foodways Remains	10
Personal	
Aqua Applied Tool Lip Medicine Bottle	1
Unknown Aqua Bottle	1
Clothing	0
Architectural	
Whole Machine Cut Framing Nails	2
Machine Cut Framing Nail Fragment	1
Whole Machine Cut Lathing Nail	1
Machine Cut Lathing Nail Fragments	2
Wire Drawn Nail (?) Fragment	1
Aqua Flat Glass	25
Activities	
Iron Band Fragments	6
Iron Staple	1
Wire Fragment	1
Sheet Metal Fragments	5
Unidentifiable Iron	1
Total	88

TABLE 15

REFINED CERAMICS FROM FEATURE 1;
WADDAMS GROVE #2 SITE (11-SH-57)

=====		
	-----Feature Number-----	
	1	
	#	%
Pearlware		
Undecorated	2	6.7
Whiteware		
Undecorated	9	30.0
Edge decorated	2	6.7
Annular decorated	3	10.0
Handpainted (Mono)	1	3.3
Handpainted (Poly)	2	6.7
Transfer printed	1	3.3
Total	18	60.0
Ironstone		
Undecorated	3	10.0
Transfer printed	2	6.7
Relief decorated	5	16.7
Total	10	33.4
=====		

Only two items from the Personal category were recovered from this feature and they included an aqua bottle sherd and an applied lip aqua bottle neck/lip.

Artifacts from the Architectural category were some of the most predominate in the feature and included machine cut framing and lathing nails (n=6), and aqua window glass sherds (n=25). A single wire drawn framing nail fragment was recovered from near the surface of this feature. The window glass from this feature ranged from 1.41mm to 2.14mm in thickness with the majority clustered around 1.65-2.00mm. Based on Orser's glass dating formula, this feature yielded a date of 1870.6 (standard deviation=9.69; date range 1860.9-1880-3). Six iron band fragments, a large iron staple, a wire fragment, 5 sheet metal fragments, and an unidentifiable iron fragment comprised the Labor/Activities category.

Feature 1 was the remains of a mid-19th century cellar, probably associated with a small building (presumably a house or potentially a store associated with the Pattison family) that was robbed of its limestone foundation during demolition. There appears to be a discrepancy between the documentary and

TABLE 16

NAIL SIZE AND FREQUENCY FROM FEATURE 1;
WADDAMS GROVE #2 SITE (11-SH-57)

----- Feature Number-----		
Nail Size	#	%
0-7/8"		
1-1 7/8"	1	33.3
2-2 7/8"	2	66.7
3-3 7/8"		
4-4 7/8"		
TOTAL	3	100.0

artifactual data relating to the date of demolition of this structure. The documentary evidence suggests that this feature was associated with a late 19th century structure (constructed post 1869 and demolished post 1871/pre-1894). If one accepts the validity of the 1869 county surveyors plat, then it would seem that the structure represented by Feature 1 probably was constructed circa 1869-71 and demolished sometime during the late 1880s or early 1890s. Except for the single wire nail recovered from near the surface of this feature, the artifacts recovered from this cellar suggest a mid-19th century demolition date (circa 1860-70s) and suggests that these foundations may have been associated with a structure that was demolished by the time the 1869 surveyors plat was compiled.

Figure 57. Base Map of the Waddams Grove #2 (11-SH-57) Site.

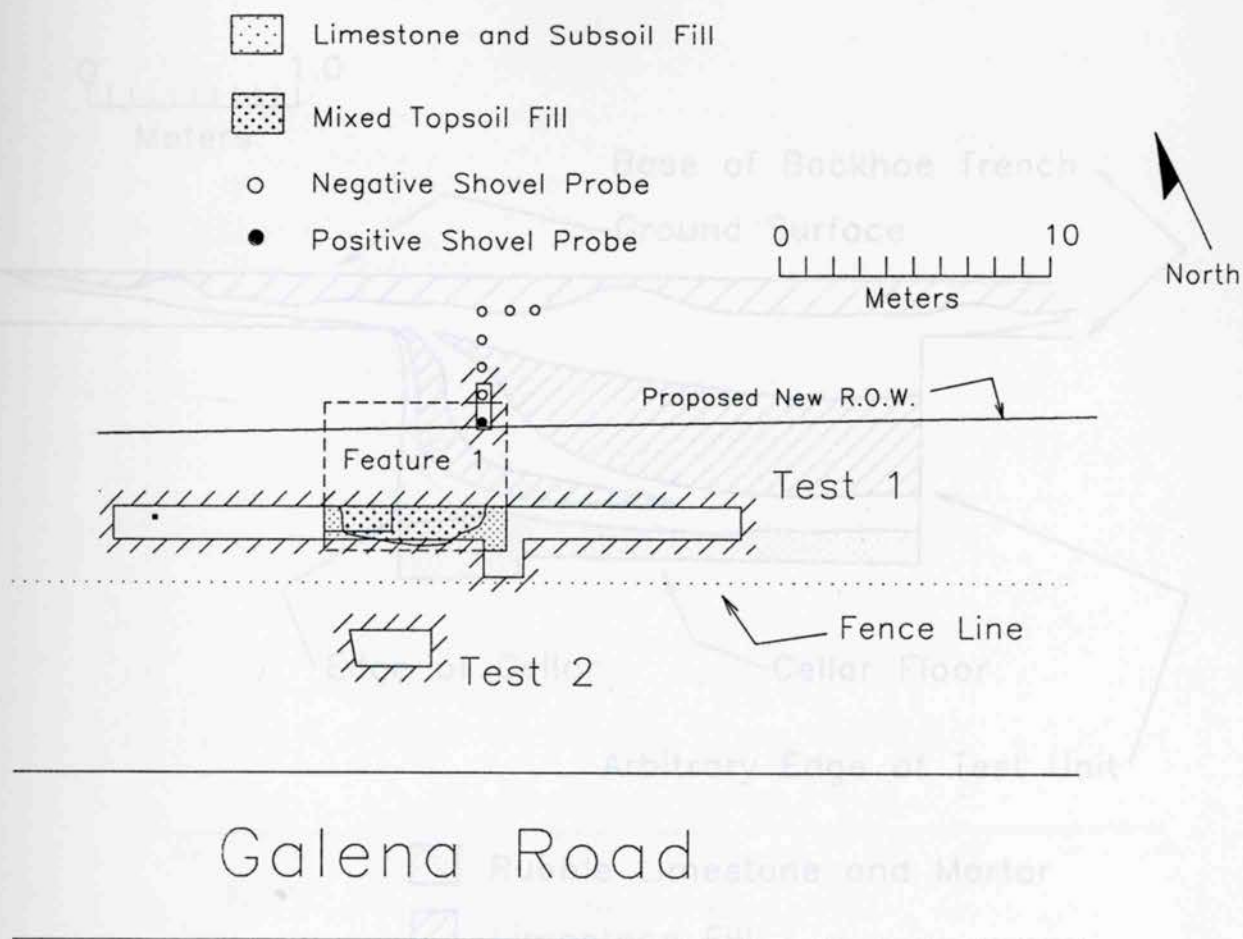


Figure 57. Base Map of the Waddams Grove #2 (11-SH-57) Site.

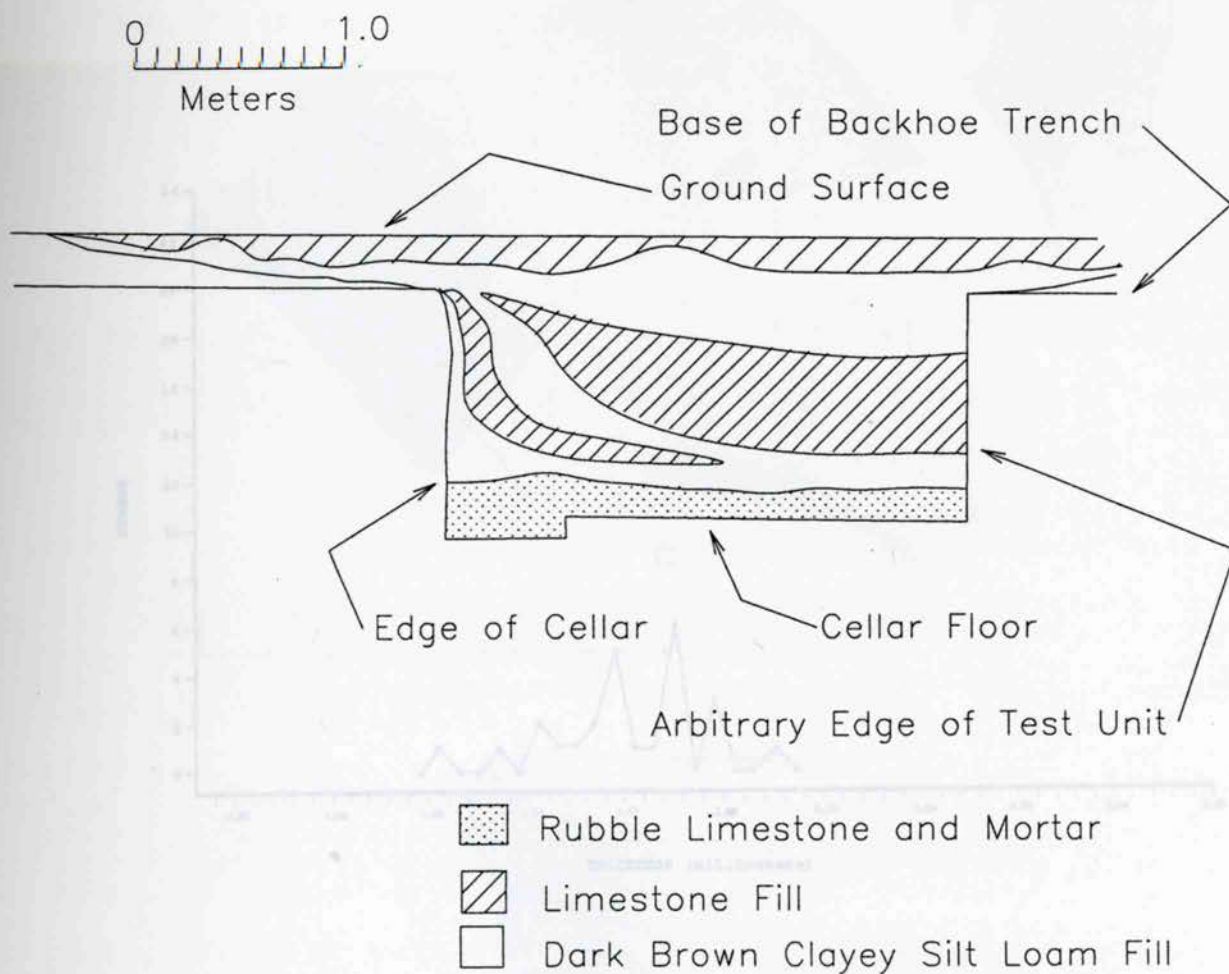


Figure 58. Cross section of Feature 1 at the Waddams Grove #2 Site (11-SH-57).

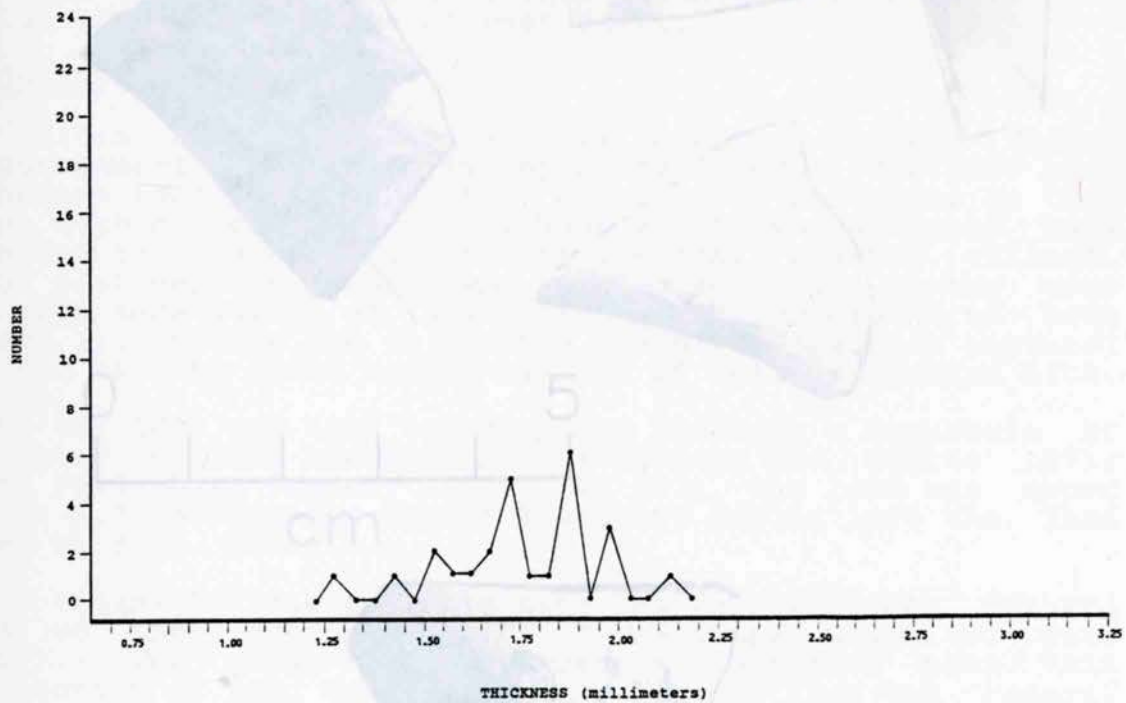


Figure 59. Distribution of Feature 1 window glass thickness; Waddams Grove #2 Site (11-SH-57).

The Waddams Grove #1 Site (11-SH-58)

Introduction

The Waddams Grove #1 Site is located in the SE1/4, NE1/4, SE1/4, SW1/4, Section 13, West Point Township (Township 28 North, Range 5 East), Stephenson County, Illinois. The Waddams Grove #1 Site was not assigned an individual number but was defined as FRN-SH-3 by Fever River. The site is located along the north side of the Galena River, approximately 91.4m West of the Waddams Grove #2 Site (11-SH-56). Due to the 19th century, this site have fronted the Galena River have been quite thin. Block 1 of the West Point Township.

Archives

No sites at this location on the United States Government Survey plat (1843). The 1859 plat of Stephenson County (1859) documents a structure at this location within the city of West Point which would have corresponded to Lots 4-6, Block 1 of the small planted village. The 1859 plat appears to document a structure on the west half of this same parcel of land (which correspond to Lots 4-6, Block 1). Due to the 0% surface visibility of this pasture, we were not able to field verify remains of this documented site.

Both the 1871 and 1894 county plats indicate a structure at the location of this site (Thompson and Everts 1871; Northwest Publishing Company 1894). In 1871, the land was owned by "S. W. A." (presumably Samuel Aragoast); and in 1894 the land was owned by F. H. Rehder.

The chain-of-title for this site was very straight forward compared to that associated with the Waddams Grove #2 Site (11-SH-57). The chain-of-title indicated that this quarter section of land was purchased from the Federal Government by William Waddams in 1844 (See Table 17: Summary Chain-of-Title Research). In October 1852 Waddams sold a one acre parcel of ground for \$20.00. Waddams in turn sold this land to Christopher Waddams in November 1855 for \$150.00. This small parcel was then sold to Amos Lee (Leigh) in 1857 for \$300.00. Christopher Waddams sold to George Detrick in 1860 for \$350.00; and to George Detrick in 1861 for \$391.00. George Detrick, who also owned the site associated with the Waddams Grove #1 Site (11-SH-56), sold both parcels to Samuel Aragoast in 1866. At that time, Detrick received \$300.00 for this one acre parcel of land, strongly suggesting that the site was well improved at that time. After Aragoast purchased the property, the chain-of-title for this site is documented as a merchant in the 1850 U.S. Population Census and may suggest that this site originally functioned as a store. Additionally, Johnston (1854:294) states that besides the stores located in

Figure 60. Ceramics recovered from Feature 1 at the Waddams Grove #2 Site (11-SH-57).

The Waddams Grove #3 Site (11-SH-58)

Introduction

The Waddams Grove #3 Site is located in the SE1/4, NE1/4, SE1/4, SW1/4, Section 13, West Point Township (Township 28 North, Range 5 East), Stephenson County, Illinois. The Waddams Grove #3 Site was not assigned an individual site number by RIP and was defined as FRR-SH-3 by Fever River Research. The site is located along the north side of the Galena Road approximately 300 feet (91.44m) west of the Waddams Grove #2 Site (11-SH-57) and immediately across the road from the Waddams Grove #1 Site (11-SH-56). During the mid-19th century, this site would have fronted the Galena Road and have been situated within Lots 1-3, Block 1 of the small village of West Point.

Archival Research

No sites were documented at this location on the United States Government Land Office Survey plats (1843). The 1859 plat of Stephenson County (Walling 1859) documents a structure at this location within the community of West Point which would have corresponded to Lots #1-3, Block 1 of the small platted village. The 1859 plat appears to document another structure on the west half of this same parcel of land (which would correspond to Lots 4-6, Block 1). Due to the 0% surface visibility of this pasture, we were not able to field verify remains of this documented site.

Both the 1871 and 1894 county plats indicate a structure at the location of this historic site (Thompson and Everts 1871; Northwest Publishing Company 1894). In 1871, the land was owned by "S. W. A." (presumably Samuel Armagost) and in 1894 the land was owned by F. H. Reber.

The chain-of-title for this site was very straight forward compared to that associated with the Waddams Grove #2 Site (11-SH-57). The chain-of-title research indicated that this quarter section of land was initially purchased from the Federal Government by William Wadams in August 1844 (See Table 17: Summary Chain-of-Title Research). In October 1852 Wadams sold a one acre parcel of ground to George Buck for \$20.00. Buck in turn sold this land to Christian Blakesley in November 1855 for \$150.00. This small parcel of land was then sold to Amos Lee [Leigh] in 1857 for \$300.00; to Jacob Kiplinger in 1860 for \$550.00; and to George Detrick in 1863 for \$391.00. George Detrick, who also owned the land associated with the Waddams Grove #1 Site (11-SH-56), sold both parcels to Samuel Armagost in 1866. At that time, Detrick received \$500.00 for this one acre parcel of land, strongly suggesting that the site was well improved at that time. After Armagost purchased the property, the chain-of-title is exactly as that associated with the Waddams Grove #1 Site (See Table 10). George Buck is documented as a merchant in the 1850 U.S. Population Census and may suggest that this site originally functioned as a store. Additionally, Johnston (1854:294) states that besides the stores located in

Section	Owner	Address	Acres	Section	Owner	Address	Acres
20A	William Madson	2175 24th St.	1.00	13	Patent	6/18/1864	64.0
	George Smith		1.00		40	10/22/1852	40.00
	Christian Blackwell		1.00		40	11/03/1852	100.00
	George Smith		1.00		40	4/04/1857	300.00
	James Smith		1.00		40	2/12/1860	300.00
	George Smith		1.00		40	11/11/1865	300.00
	George Smith		1.00		40	7/27/1866	500.00

TABLE 17

Summary of Chain-of-Title Research
Waddams Grove #3 Site (11-SH-58)

<u>Grantor</u>	<u>Grantee</u>	<u>Legal Description</u>	<u>Deed Type</u>	<u>Date</u>	<u>Price</u>	<u>Book: Page</u>
USA	William Waddams	E1/2, SW1/4, Section 13	Patent	8/13/1844	N/A	Land Book
William Waddams	George Buck	1 Acre*	WD	10/02/1852	20.00	P:312
George Buck (& wife Lovina)	Christian Blakesley	1 Acre*	WD	11/08/1855	150.00	Y:529
Nathaniel Blakesley	Amos Lee (Leigh)	1 Acre*	WD	4/04/1857	300.00	26:471
Amos Leigh	Jacob Kiplinger	1 Acre*	WD	3/12/1860	550.00	32:403
Jacob Kiplinger (& wife Fanny)	George Deitrick	1 Acre*	WD	11/11/1863	391.00	36:467
George Deitrick	Samuel Armagost	1 Acre*	WD	7/27/1866	500.00	43:467

* Conveys, beginning at a stake 32 rods North and 2 rods east of the southwest corner of the southeast quarter of said Section 13 in township Number 28 North, of Range Number 5 East of the 4th P.M. in the center of the present Galena Road, and running thence north of west along the center of said road 8 and one-half rods, thence north 17 rods and a half, thence east eight and one-half rods, thence south to the place of beginning 21 rods, containing one acre be the same more or less.

N/A = Not Available
WD = Warranty Deed

SUMMARY AND CONCLUSIONS

The combined archaeological and documentary investigations at Waddams Grove have documented the remains of a small mid-to-late 19th century village (West Point) once located along the Galena Road in Stephenson County. Although this village was formally platted in 1848, the combined archaeological survey and documentary research indicates that this community did not conform to the confines of the formal platted lots. The 1850 U. S. Census of Population recorded only two non-farm service related functions within this apparently dispersed village setting. These included Leonard Harcourt's Tavern and Jeremiah Pattison's store. Based on additional documentary information and field survey, it appears that at least two small stores, a tavern, post office, stone quarry, cemetery and a stagecoach station (or two) were service related sites located in the immediate vicinity of West Point during the mid-19th century. These stores may be represented by the Waddams Grove #2 and #3 Sites. It is suspected that the Harcourt tavern was located near the northeast corner of Pin Hook and Galena Roads and outside of our project area. The Waddams Grove #1 Site (11-SH-56) potentially represents the remains a stagecoach station, or at very least, the remains of a mid-19th century blacksmith site. Our research has documented the structure of this 19th century site and has resulted in a better understanding of blacksmith and stagecoach related sites in Illinois.

The Waddams Grove #1 Site was situated within the small community of West Point which was platted in 1848. The construction of the Illinois Central Railroad line in late 1853 not only was the death knell of the stagecoach line that passed along the Old State or Galena Road, but also was instrumental in the establishment of the nearby rail oriented community of Waddams Grove (and thus the decline of the small village of West Point). By the 1870s the service related functions originally located within and around the small community of West Point appear to have been relocated to the village of Waddams Grove.

Much of the archaeological research conducted on 19th century sites in Illinois has focused upon farmsteads. Upon initial discovery, the surface signature of the Waddams Grove #1 Site stood apart from contemporary short term, mid-19th century farmstead sites. The distinctive characteristics of the surface signature associated with this site included 1) the linear nature of the site and its proximity to the early Galena Road, 2) remains of a large stone structure located immediately adjacent to the road and, 3) evidence of extensive, potentially specialized, blacksmithing activities (horseshoeing and wagon maintenance) essential for the operation of a stagecoach line.

These surface characteristics lead us to conclude that this site may have been associated with a commercial blacksmith or similar industrial site. At that time, preliminary documentary research indicated that a stagecoach station associated with the circa 1840s and early 1850s Frink, Walker and Company stage line had been located in Waddams Grove. With this in mind, our initial interpretation was that the Waddams Grove #1 Site might be the remains of that stagecoach station.

Unfortunately, neither the documentary nor archaeological research has been able to determine with any degree of certainty whether this site was actually the remains of that stagecoach station. The documentary research has been inconclusive in linking this property with the Frink, Walker and Company Stage or any specific blacksmiths. Similarly, subsequent documentary research has suggested that the Waddams Grove stagecoach station was located elsewhere (on land associated with the nearby 19th century French residence; see Figure 4). Several relatively basic questions such as "Who were the individuals that occupied the Waddams Grove #1 Site?", and "What were their occupations?" have been difficult questions to answer and remain clouded.

What do we know about the age of the Waddams Grove #1 Site? Based on the documentary research, it would appear that this site was initially occupied after 1842 (the date of the United States Government Land Office Survey plats), was present in 1859 when the county plat was drawn (Walling 1859) and probably abandoned by the time the county surveyors re-drew the project area in 1869 in an attempt to clarify the landholdings within this area. This 1860s date of abandonment is in agreement with the fact that this site was not documented on the 1871 county plat (Thompson and Everts 1871).

The excavation results generally support the pre-Civil War date of the initial occupation of this site. Unfortunately, few subsurface features were found that were filled prior to the abandonment of the site (and associated with the early years of occupation). The only subsurface feature that contained any artifacts and was filled prior to the abandonment of the site was Feature 2. The small assemblage from this feature is consistent with a late 1840s and especially early 1850s occupation. The presence of a Grafenberg Children's Panacea bottle within this feature strongly suggests a post-1847 date of abandonment for this feature. Unfortunately, little archaeological evidence exists to date the initial occupation of this site. As such, our "best guess" is that the site was initially occupied during the mid to late 1840s which would correspond well to both the suspected date that the Frink, Walker and Company would have established a rival stage line within Waddams Grove and the date that the community of West Point was platted (1848).

Although there is no chain-of-title documentation for the sale of the village lots within the community of West Point, it is not unreasonable to suspect that the Waddams Grove #1 Site may have originated with the 1848 platting of that community by

William Wadams (who had only purchased this land a few years earlier in 1844). The only documentary evidence we have regarding the sale of this property is that a Mr. George Detrick purchased a 10-acre parcel of land at this location from William Wadams sometime after Wadams' purchase of the land in 1844 and prior to his death in 1858. In 1863, Detrick also purchased the one acre parcel of land (which is thought to have contained one of the communities store) immediately across the road from the Waddams Grove #1 Site. Unfortunately, a search of local, state and federal records has located no information regarding the life history or occupation of a Mr. George Detrick.

As for the date associated with the abandonment of the Waddams Grove #1 Site, it would seem that the domestic and commercial function of this site was abandoned by the late 1860s. This date would correspond well with the abandonment of the community of West Point. Although the community of West Point was illustrated on the 1859 plat (Walling 1859), Johnston (1854:294) fails to list it among the villages of the township. In 1854, Johnston (1854) simply states that two stores and a hotel were located "near the grove" and "at the west point of the Grove," respectively. Apparently, William Wadams' community of West Point had failed to prosper. The presence of multiple railroad spikes on the surface of the site suggests that the site was occupied until sometime after the construction of the Illinois Central Railroad line in 1853. The presence of jigger molded salt glazed stoneware bowls and Albany slipped crockery suggests that this site was occupied into the late 1860s and/or 1870s.

Surface "noise" along the well traveled road has introduced numerous late 19th and early 20th century artifacts into the surface assemblage. The proximity of the site to the road can explain many of the machine made bottle fragments found on the surface of the site. The presence of wire nails associated with the many tool fragments and metal stock on the surface of the site is more perplexing and suggests that some activity may have persisted at this site throughout the late 19th (and potentially very early 20th) centuries. Similarly the presence of a crown bottle closure near the scraped surface of the cellar (Feature 3) and a wire nail fragment within the upper levels of the privy (Feature 6) suggest that these features may have remained abandoned but relatively open for many years during the late 19th century.

A rural site abandonment model developed for Illinois (Mansberger n.d.) suggests that farmsteads well removed from an urban area often loose their domestic functions first (ie. the house) followed many years later by their agricultural functions (ie. the barn and other outbuildings). In contrast, farmsteads within close proximity to urban areas tend to loose their agricultural functions first followed many years later by their domestic functions. As such, although the house and associated domestic outbuildings at a rural site are abandoned and in many cases even demolished, the use of the agricultural outbuildings

may persist for many decades. This may be what has transpired at the Waddams Grove #1 Site which initially was occupied during the mid-to-late 1840s. By the late 1860s, the community of West Point had refocused on the rail siding at Waddams Grove and the specialized industrial and domestic activity initially conducted at this site was probably abandoned. The agricultural activities (represented by Feature 1, the large stone structure) at this site may have persisted into the late 19th and very early 20th centuries. By the very early 20th century, the large stone structure, by then functioning as an agricultural outbuilding, had been demolished.

What do we know about the location and structure of the documented stagecoach station once located at Waddams Grove? The fact that a stagecoach stop existed in Waddams Grove is substantiated by the 1841 advertisement by Frink, Walker and Company in the Chicago American that stated their stages stopped in, among other places, "Waddam's Grove" (Quaife 1923:160-161). In 1841, the place name "Waddam's Grove" probably referred to the actual grove itself as well as the small dispersed community that had developed around the timber edge. At that time (1841), the place name "Waddam's Grove" did not refer to either of the two platted communities that were to develop in this area (West Point or the rail oriented Waddams Grove). As such, the stagecoach station discussed within this advertisement may have been located anywhere along the Old State Road that was laid out along the south side of the Grove in 1837 and documented on the 1843 United States Government Land Office survey plats.

The most recent history of Stephenson County (County of Stephenson 1970:214), states that a stone house was built by Thomas French in 1837 on a "claim" he had purchased from George S. Payne and that house had originally functioned as an inn for the stagecoach stop. A large stone barn (described as having several "gun slits" which should more appropriately be referred to as vents) apparently was located across the road (the Old State Road) from the inn and functioned as the stable and wagon shed. The 1859 county plat (Walling 1859) indicates that French owned land in the NW1/4 Section 19 adjacent to the junction of the Old State Road and the Crossroads Road located approximately 5/8 mile east of the Waddams Grove #1 Site (See Figure 4). Today a stone house is present at this location. Although it is suspected that this was the land initially purchased by French in 1837, further documentary research would be necessary to substantiate this claim. Additionally, future work should investigate the area across the road from this structure to determine if remains of a large stone outbuilding (stables and wagon shed) are present at that location.

Another cryptic reference to the stagecoach stop at Waddams Grove is a picture in Keister (n.d.:6) of a large stone barn-like structure with the caption "Stage barn at Waddams, probably somewhere in the Waddams Grove area" (reproduced as Figure 10). Unfortunately, there is no associated text in this 1950s publication regarding this structure. The large stone barn

illustrated in this picture appears to have its long axis located perpendicular to the road. As such, this stone barn does not appear to be that structure represented by Feature 1 at the Waddams Grove #1 Site. It is possible that the dirt road illustrated in this picture is not the main road but a lane leading from the Old State Road. If this were indeed true, then Feature 1 might potentially represent that structure in the picture. Unfortunately, that structure recorded in the field at the Waddams Grove #1 Site (Feature 1) does not have the large opening within the east elevation as does the structure in the picture. Similarly, the large paired openings identified on the south elevation of Feature 1 are not visible within this picture. Although a fence obscures the appropriate elevation of this structure in the picture, the large openings identified in the field should be visible and project slightly above the fence. As such, it seems unlikely that the structure represented in this photograph is the same structure as that represented by Feature 1 and may represent the stage barn documented across the road from the French house.

What evidence did Mr. Keister have that the photograph illustrated in his publication was the Stage Barn and not just an early stone barn located somewhere else in the nearby countryside? Unfortunately, we can not answer that question. It is very possible that the structure illustrated in this photograph may represent an early barn from the area and not necessarily the stage barn. It is clear that the two structures represented by Feature 1 and that barn illustrated in Keister's photograph are very similar in configuration. Similarly, both barns are distinctively different than the more typical mid to late 19th century fore-bay barns associated with the progressive New England farmer (and illustrated in the 1872 county atlas). Additionally, the History of Stephenson County (County of Stephenson 1970:191) notes that Godfrey Voight, a wagon maker, constructed a stone house and barn "with gun slits" in the vicinity of nearby Cranes Grove. Apparently, his two neighbors constructed similar stone barns during the 1840s and/or 1850s. As the many stone structures in the vicinity attest, it appears that a stone building tradition was fairly wide spread in the general area during much of the pre-Civil War period. It seems likely, therefore, that the stone barn illustrated by Keister (n.d.:6) is similar to many early stone barns constructed during the 1840s and 1850s in this region and may easily have been confused with the Waddams Stage Barn. Therefore the fact that this picture does not conform well with that at the Waddams Grove #1 Site is not conclusive proof that this site does not represent the stage coach station associated with the Frink, Walker and Company Stage line.

Another point that should be emphasized is that we do not necessarily know that Waddams Grove was the location of only one stage station. If Winters ran the initial stage line along this route, the Frink, Walker and Company may have established a rival line for a short time along the same route and therefore would have required a second stage station. Similarly, it is known

that other rival lines competed with the Frink, Walker and Company stage during the mid-1840s and would have required rival stage stations. These rival stagecoach stations may have been located near the previously established stations to take advantage of already established service centers (such as associated taverns and stores). It is possible that the Waddams Grove #1 Site could have functioned as a stagecoach station for one of these competitive lines.

Little has been written as to the structure of a stagecoach station. A stagecoach "stop" or station functioned to serve the needs of not only the traveler (ie. food, warmth, rest) but also the coachman as well as his carriage and horses. Depending on the age, location and relative isolation of such a stagecoach stop (whether rural or urban), these necessary services might be met by one or multiple commercial establishments. In most instances, the stagecoach line would contract with individuals at regular intervals along a route for services --particularly for the care and maintenance of the horses and carriages. Separate facilities (such as inns and taverns) would quickly develop to service the needs of the traveler. As such, two distinct activity areas --one devoted to the traveler and the other to the care of the company property-- would be necessary for the proper management of the stage line.

Recent historical archaeological research in Illinois has focused on documenting several early Illinois taverns or inns associated with stage travel (Wagner, McCorvie and Johnston 1990; Wagner and McCorvie 1990). Unfortunately, due to reasons beyond the authors' control (ie. outside of the project area), these investigations have focused on the more romanticized stage inns or taverns (ie. Cole 1930, Earle 1900) and have failed to document the less glamorous activity areas associated with the care of the horses, carriages and wagons. The significance of the Waddams Grove #1 Site is that it may represent the remains of a site that specialized in the care and maintenance of the stage company's equipment.

If the Waddams Grove #1 Site was indeed associated with stage coach travel, one would expect a tavern or inn within the immediate vicinity of this site (similar to those illustrated in Figure 61). Mr. Leonard Harcourt --neighbor to Mr. Jeremiah Pattison-- was documented in the 1850 United States Population Census as a "tavern keeper". It is believed that the Harcourt Tavern was located near the northeast corner of Pin Hook and Galena Roads (approximately 600 feet east of the site) within easy access of the Waddams Grove #1 Site. In 1850, when the census taker enumerated this establishment, Harcourt had his 5 family members, a farmer, a laborer, a male rope dancer (or entertainer), and two young females (of unknown occupation; ages 18 and 19) boarding at his tavern. Similarly, Johnston (1854:294) stated in 1854 that there was a hotel "kept by Geo. W. Simmons at the west end of the Grove" and that there were two stores in the Grove in 1854, one operated by Jerry Patterson, and the other by George Buck. Jerry Pattison owned the land

associated with the Waddams Grove #2 Site, while George Buck was associated with the land where the Waddams Grove #3 Site was located. As such, it appears that at least two stores and a tavern were in very close association to the Waddams Grove #1 Site.

Although mid-19th century stage travel was assiduously uncomfortable, of more immediate concern to the stage coach operators than the comfort of the traveler was the care and maintenance of their equipment (including their horses). A stage coach line would require periodic stage stations along the route traveled to furnish a change of horses as well as periodic repair and maintenance of the carriages. Such facilities would require 1) stables to shelter the horses, 2) storage facilities for both hay and oats needed for livestock feed, 3) a well or other water supply for furnishing both man and animal, 4) an area for carriage storage and maintenance, and 5) limited domestic space for the workman (and potentially his family). The services of a blacksmith for carriage maintenance as well as for the shoeing of the horses would also be a necessity. It is suspected that the blacksmith duties would not have required a man with a great deal of skill since the majority of the jobs, besides horse shoeing, would have been associated with the simple maintenance of the carriages. It is also possible that the stage coach station operator could have doubled as a community blacksmith.

In many ways, the structural requirements of the stagecoach stop would have been little different from that of a well established 1840s farmstead. A relatively large barn would have been needed to stable the horses. The loft would have functioned in the storage of the hay while a granary (potentially built-into the barn itself) would have stored the necessary grain (oats). A wagon shed or two may have been available for the storage of an additional carriage and/or wagon. The manager of this stage coach station would also need a work area, potentially containing a small forge for blacksmith activities, to service the carriages. A conveniently located well would serve the needs of both the animals and humans. A small house would be necessary for the workman and his family. If the workman was a bachelor, it would not be unreasonable to suspect that he might have boarded directly within the barn. In an urban area, he may have boarded in a nearby house. Thus, unless the physical layout of the site was distinctive, it would be difficult at best to distinguish between an 1840s farmstead and a contemporary stagecoach station. Similarly, Wagner and McCorvie (1990:748-749) acknowledged that it was difficult to distinguish between the early 19th century tavern and contemporary farmstead sites. Wagner and McCorvie (1990:748-49) speculates that this has potentially lead to the misinterpretation of many archaeological sites.

The spatial arrangement of the Waddams Grove #1 Site suggests that it would have meet the needs of a specialized site such as a stagecoach station. The large stone structure immediately adjacent to the road (Feature 1) would have been

sufficient to house the horses and feed as well as the station's attendant. A large root cellar (Feature 3; indicated as Structure 5 in Figures 17-21), privy (Feature 6; indicated as Structure 7 in Figures 17-21), small post-in-ground frame storage structure (indicated as Structure 4 in Figures 17-21) and a well (indicated as Structure 6 in Figures 17-21) would have also been available for use by the attendant. Additionally, a frame structure associated with blacksmithing activities and a probable corral (indicated as Structure 3 in Figures 17-21) appear to have been available for use by the station manager.

As briefly discussed above, the spatial configuration of the Waddams Grove #1 Site does appear to distinguish it from other 19th century farmsteads. The proximity of the site to the early road is somewhat unusual for farmstead placement. During the early to mid 19th century, farmsteads were often set back from the road. The mid 19th century farmhouse and barn were seldom placed immediately along the edge of the thoroughfare. In other situations, the proximity of a site to a road has been interpreted as a function of the commercial nature of the site and the need to attract the consumer into the commercial establishment associated with that site whether they be stores (Mansberger 1991; Mansberger, Halpin and Sculle 1992) or potteries (Mansberger n.d.). We must keep in mind, though, that the Waddams Grove #1 Site may actually have been located in a small village setting associated with the platted community of West Point. The structure of a mid-19th century village house lot, no doubt, was very different than that associated with contemporary farm complexes. As such, the disparity within the site structure recognized between the Waddams Grove #1 Site and contemporary mid-19th century farmsteads (particularly in relationship to the sites relationship to the road) may only be a function of the rural and urban dichotomy between these contexts.

The two additional characteristics of this site that distinguishes it from other contemporary sites is 1) the distinctive stone structure (Feature 1) and, 2) the presence of the blacksmith signature. Both the large stone structure and the presence of the blacksmith appear to be contemporary and date from --if not the earliest period of occupation-- the early occupation of this site. Similarly, both seem to persist well into the late 19th century and may have been associated with a later component at this site.

Enclosing an area of approximately 1,700 square feet, the stone structure (represented by Feature 1) was very large and reminiscent of a non-domestic structure such as a barn. Although interpreted as a large non-domestic structure, a scatter of domestic artifacts and window glass (Midden B) was associated with the southwest corner of the structure and suggests that a portion of this building may have functioned in a domestic capacity. The stone foundations of the eastern end of the structure were superimposed on a series of post molds associated with what appears to be an earlier fence line. As such, it would appear that the eastern end of this building may not have dated

from the initial period of occupation of this site and may represent an addition onto the original western end of the building. If the eastern and western segments of this structure are of different age, it would seem likely that the eastern portion of the building was constructed first as a small single family dwelling. Small gable front domestic structures similar in form to this structure were common in this area during the pre-Civil War period (cf. Figure 62 and Mansberger 1984:106-111). This would explain the location of the domestic midden and window glass adjacent to this portion of the structure. At some later date, the large addition to the east was constructed onto the building which then functioned as a specialized structure for the stagecoach company or resident blacksmith.

Blacksmiths were an essential ingredient of the 19th century community and functioned in the manufacture and repair of a wide range of everyday household and industrial items as well as the care and maintenance of the community's horses. Blacksmiths often were some of the first industries established on the pioneer landscape and quickly became a ubiquitous feature associated with nearly every village no matter how small. Although everywhere present during the 19th century, changes in the mass production of goods, the interchangeability of parts, and the rise of the "horseless carriage" (automobile) eventually resulted in the disappearance of the village smithy. By the 1930s, few blacksmiths plied the trade.

Blacksmith shops were a necessity for the pioneer farm family of northern Illinois. Often farmers did their own blacksmith chores, but it wasn't long prior to the establishment of independent shops. Discussing the early settlement history of Stephenson County, Fulwider (1910:74) stated that

the county was making headway in 1836. Farms were opened up. These were small clearings around the cabins and that accounts for the small crops and scanty supply of provisions. Blacksmith shops, rude affairs indeed, were set up. The people had come to stay. There were no roads, no bridges, few ferries, and it was a long journey to Peoria or Galena for supplies...

One of first blacksmith shops in the Stephenson County region was established at nearby Ransomburg in 1837 by Charles Gappin (Dodds 1876:4). As the 1850 U. S. Census of Population indicates, most small villages had blacksmith shops established by that time. Larger communities such as New Pennsylvania supported multiple blacksmiths and by the 1880s such community's could support two specialized wagon as well as two blacksmith shops (Western Historical Company 1880:545).

Although no blacksmiths were listed within the 1850 U. S. Census of Population for West Point Township, twelve blacksmiths and four machinists were listed for adjacent Waddams Grove Township (See Table 18). These blacksmiths ranged in age from 17 to 80 (with an average age of 34.6 years of age). The young

median age of the blacksmiths in this township was indicative of the young agricultural community within this newly settled region. Similarly, the median age of the farmers within West Point Township was only 35.9 years of age. In 1850, the local blacksmiths from Waddams Grove Township originated from the states of Iowa, Ohio, Pennsylvania and Connecticut as well as the countries of England and Canada. All four machinists originated from the state of New York.

The majority of the blacksmiths in Waddams Grove Township in 1850 did not own their own land and had a real estate value of \$0. Only two blacksmiths (representing a low of 16.7% of the blacksmiths) had accrued real estate --one worth \$400 and the other worth \$800. As such, the average real estate value for the blacksmiths as a whole was a low \$100 per smith. The average real estate value of the machinists was slightly higher at \$250. Similarly, the average real estate value of contemporary farmers in West Point Township was \$547 (ranging from \$0 to \$2000 while adjacent Waddams Grove Township ranged from \$0 to \$5000). Based on an analysis of the Vanceborough blacksmith account book (See Appendix V), it would appear that the 1850s village blacksmith in this area earned approximately \$500 per year which represents a wage consistent with other craftsmen of the period.

In Illinois, only two blacksmith shops are presently listed on the National Register of Historic Places. These include the two-story brick Streibich Blacksmith Shop located in Newman (Douglas County) and the Millhouse Blacksmith Shop located in Clarksville (Clark County). Although not listed individually within the National Register, an operating blacksmith shop is a contributing structure within the Galena Historic District (Jo Daviess County). Other isolated shops, such as a two-story brick building in Lewiston (Fulton County) are located in various communities throughout the state and have taken on a nostalgic air about them.

Much has been written about the blacksmith trade and the techniques of the craft. Manuals such as Appleton (1850), Barnum (1832), Holmstrom (1941), Moxon (1703), Nicholson (1831), and Richardson (1978) are useful for understanding the mechanics of blacksmithing as well as the tools and spatial requirements of the trade. The social history of the blacksmith and his relationship to the community has been discussed in such works as Hawley (1976), Dunshee (1957), Robins (1953), Webber (1972), Watson (1968), as well as Gunnion and Hopf (1976). These works lend much to our understanding of the blacksmith and the community in which he lived and worked. Similarly, oral histories and folklife studies such as Wigginton (1979:77-207) and Lasansky (1980) are very enlightening. Other primary sources of economic interest include numerous account books detailing the everyday tasks of the village blacksmith (cf. Appendix IV). Similarly, context statements such as those written by the State Historical Society of Wisconsin (1986:13-1 to 13-8) for "Carriage and Wagon Manufactures" as well as various period catalogs (Spivey 1979) help the archaeologist interpret blacksmith sites

and the lifestyles of the individuals that occupied them.

Unfortunately, few blacksmith sites have been investigated using archaeological techniques. Light (1984) reported on the excavation of a shop occupied during the very late 18th and early 19th centuries (circa 1796-1812) located on St. Joseph Island, Ontario, Canada and associated with a nearby military fort. DeVore (1990:1-23) summarized excavations conducted at the location of two mid-19th century blacksmith shops situated within Fort Union, a fur trade outpost located on the Upper Missouri River in present-day North Dakota and occupied from circa 1829 to 1867. McBride (1987:79-92) discusses the results of the excavations of a small mid-19th century (circa 1851-1869) village blacksmith shop in Barton, Mississippi. The University of Illinois' 1962 excavations of the John Deere Blacksmith Shop in Grand Detour (Ogle County) is the only other archaeological investigation of a blacksmith shop undertaken within the State of Illinois (Herold n.d.). Herold's investigations lead to the reconstruction of the John Deere Blacksmith Shop in the mid-1960s (Broehl 1984).

Blacksmithing activity was well documented at the Waddams Grove #1 Site. Coal, clinkers, melted metal waste (sprue), waste iron metal stock, and handforged iron items were found both on the surface of the site and within feature contexts. The presence of such items within Feature 2 suggests that the blacksmithing activity at this site dates to near --if not the beginning-- of the initial occupation of this site. Similarly, an occasional wire drawn nail found in association with Middens E and F suggests that a blacksmith may have continued working at this site until the very late 19th century.

As Light (1984:11-12) has pointed out, a blacksmith needed four general activity areas (that vary in complexity and spatial orientation) in order to function properly. These areas included 1) a well lighted general work area around a forge (associated with bellows or blower, anvil, slack tub to quench hot iron, grindstone, and workbench with vise), 2) a storage area for both tools and supplies, 3) a domestic area, and 4) a refuse area for the disposal of ash, waste metal and other non-usable materials.

So where was the blacksmith's workshop located at the Waddams Grove #1 Site? Based on the analysis of the surface artifact distributions, it would seem that the blacksmith shop at this site was probably associated with Structural Signature #3. Based on the surface distribution of stone, window glass and machine cut nails, this structure was interpreted as a frame building (with windows) that measured approximately 25' by 25' which would have enclosed approximately 625 square feet of work space. It is believed that this structure may have persisted at the site until the very early 20th century (circa 1900-1910).

Table 19 summarizes the archaeological data on the size of several blacksmith shops. The single mid-19th century village shop located in Barton, Mississippi enclosed approximately 483

square feet. This mid-19th century blacksmith shop was comparable in size with the contemporary military shop at Fort Union which enclosed approximately 512 square feet. The pre-Civil War (1836-1847) John Deere Blacksmith Shop was considerably larger enclosing approximately 780 square feet within the workshop as well as an additional 638 square feet in the attached Wheel (or Power) House. The large specialized John Deere Blacksmith Shop contained an iron furnace (for casting metals) as well as the forge and was fairly large compared to the small village shop. Richardson (1978:64) illustrated a late 19th century plan of a workshop contributed by a Mr. "D.F.H." which he stated was "a good one for a country place" which enclosed an area 24' by 34' (containing 816 square feet). A second shop illustrated by Richardson (1978) measured 24' by 44' and enclosed 1,056 square feet. Richardson (1978:52-59) also illustrates a large "Modern Village Carriage Shop" which consisted of a three-story structure containing several thousand square feet of work space typical of the more specialized shops. The size of Structural Signature #3 (625 square feet) is consistent with the range in size of the small village blacksmith shops (which ranged from 483 to 816 square feet).

Structural Signature #3 had small but fairly dense concentrations of both Foodways Service and Foodways Storage as well as Personal items associated with it (See Figure 17-18). This structural signature contained the highest density of Foodways Storage artifacts recovered from the surface of this site suggesting that several large crockery jars and bowls were used within this structure. It was the distribution of Metal Stock, Horsehoe nails and clinkers (See Figures 18 and 19) that emphasized the specialized blacksmithing function of this structural signature. All three surface signatures originated near the western edge of Structural Signature #3 and became considerably more concentrated immediately west of that structure suggesting the presence of an outdoor work space in that area. The distribution of horseshoe nails were heaviest in an area near the southwest corner of this structure and trail into the structure. This is consistent with the fact that many blacksmiths often shod horses in an area immediately outside of their workshop often within a corral or sheltered area established for that purpose. The presence of the waste metal stock and clinkers in this same area represents a distinctive midden that developed around the blacksmiths workspace.

The frame blacksmith shop represented by Structural Signature #3 is interpreted as being approximately 25 foot square with a large door on the western side. A corral and outdoor work space was located immediately to the west of the structure near the edge of the site. The shop appears to have been well lighted by the presence of several windows and probably contained a stone forge.

Unfortunately, no subsurface features were encountered within the area of Structural Signature #3 that would have corroborated the presence of this blacksmith shop. Although

several postmolds were located within this area and may represent the remains of a post-in-ground structure, no structural foundations associated with a forge or related features were found. Since this site had been plowed, the lack of subsurface features (particularly a forge) was not unexpected. Both the John Deere Blacksmith Site and the Fort Union Site yielded information on their associated forges but both sites had never been plowed. Similarly, at the Barton Site which had been plowed, no evidence of the forge was located. The remains of the typical blacksmith forge appears to be very susceptible to plowing. Although it is suspected that the late 1840s and 1850s blacksmith of northern Illinois would have constructed a substantial brick or stone forge, it is not unreasonable to suspect that the blacksmith might have been using a portable forge similar to those illustrated in the Russell and Erwin Manufacturing Company's Illustrated Catalogue of American Hardware (1865:243; See Figure 65). Portable forges with mechanical blowers were much more common by the late 19th century as illustrated in Richardson (1978:67) and Spivey (1979:142).

A second but much less plausible interpretation for the location of the blacksmith shop at this site is that the workshop was located within the western end of Structural Signature #1 (Feature 1). Although this area lacks horseshoe nails, it was identified by a concentration of clinkers and was closely associated with both coal and metal stock waste located nearby in Structural Signature #2. The western third of Feature 1 is surrounded by a stone perimeter foundation that enclosed an area of 442 square feet. This 17' by 24' area would have been comparable in size to that of the Barton Village shop (McBride 1987). Similarly, the area located between Structural Signature #1 (Feature 1) and Structural Signature #2 contained numerous post molds that may have formed a leanto extension built onto the western end of Feature 1. It is also plausible that the blacksmith shop may have been located in that area.

Besides his work space, the blacksmith would have required space for the storage of both his unworked metal stock and fuel. Based on our investigations, little can be said as to the location of the unworked metal stock which probably was stored in close proximity to (or within) his workshop. The "root" cellar (represented by Feature 3) was a specialized subterranean structure that no doubt functioned as a storage facility. Although an elaborate drain system was built into this feature and a moderately size piece of steel was found on the floor of this feature, it is doubtful that this area would have functioned for the storage of metal stock. It is suspected that this cellar probably functioned for the storage of foodstuffs.

For safety concerns, fuel was often stored outside of the work area (Light 1984:6). Although wood ash was found in association with the fill of Feature 2 as well as on the floor of Feature 3 (the root cellar), coal and coal clinkers are distributed widely across the site (Figure 20). Although wood probably was the fuel source for this smithy during its initial

years of occupation, by the introduction of the railroad during the early 1850s, the fuel of choice for this blacksmith probably was coal. The coal present at this site appears to be low grade, sulfur-rich, bituminous coal probably from Illinois.

Two locations stand out as being the location for coal storage at this site. Potentially the earlier of the two storage locations was situated adjacent to (outside of) the eastern end of the post-in-ground structure represented by Post Molds #73-81 (and indicated by Structure #4 on Figures 17-21). Some clinkers were also associated with this concentration of coal (See Figure 20). The second, and by far the densest concentration of coal was located within the area defined as Structural Signature #2. This structure was relatively small (approximately 12' by 24'; containing 288 square feet of space). It is very possible that Structural Signature #2 may have replaced the earlier storage facility. May have replaced earlier structure and represented move closer to workshop.

The blacksmith or stagecoach station attendant's domestic area is very difficult to determine at this site. Concentrations of Foodways Service and Storage items were found associated with Structural Signatures 1, 2 and 3. The most likely candidate for the location of a domestic space at this site is within the western end of Structural Signature #1 (Feature 1). This structure is also closely associated with the early post-in-ground building (which may originally have functioned as a carriage house?) as well as the "root" cellar (Feature 3) and well. The privy (Feature 6; Structure 7 on Figures 17-21) is located directly behind (to the south) of this structure. The presence of the child's cup in Feature 3 as well as a fragment of a writing slate in Feature 2 suggests that children --and thus a woman (wife and/or mother)-- may also have occupied this site.

Several refuse areas were defined across the surface of this site. The most obvious refuse was the industrial clinkers and waste metal stock that were distributed in various locations around the site. This waste appears to have been scattered on the surface of the site particularly within work areas such as that immediately to the west of the blacksmith shop (Structural Signature #3). Similarly, the small concentration of this material along the north side of Feature 1 (Structural Signature #1) may indicate the location of an entrance door where clinkers were scattered to prevent slippery conditions during the winter months --a practice common even today. Another area of refuse disposal was located near the small drainage at this site and was represented by Midden H. This midden contained predominately household trash.

One area of this site that stands out and which has not been discussed is the large enclosed area represented by the eastern two-thirds of Feature 1. This structure appears to have had two aisles through the structure and probably was used for a specialized function such as wagon storage and/or the stalling of livestock (particularly horses) --two specialized areas that

would have been associated with a stagecoach station.

Are the types of materials collected from this site reminiscent of specialized blacksmithing activities one would expect associated with a stagecoach station? Or are they more consistent with a typical village smithy? Blacksmiths traditionally conducted a wide range of tasks that overlapped with those conducted by farriers, coopers, tinsmiths, and gunsmiths, to name but a few. Similarly, there seems to be some question as to what constitutes a "typical" blacksmith. As McBride (1987:79) points out, the variability among blacksmith shops and the various activities conducted by the individual smiths are poorly understood. Many blacksmiths became accustomed to one or two particular types of work and thus became relatively specialized. A thorough analysis and comparison of blacksmith account books needs to be conducted to determine the nature of this specialization and the range in tasks performed by the various smiths. Similarly with the Waddams Grove #1 Site, we should not overlook the possibility that this site functioned in multiple ways as both a stagecoach station as well as the village smith, especially during the earlier years of its occupation.

In an effort to address the range of tasks performed by the "typical" village smith, we have analyzed the activities documented by an unidentified, but contemporary blacksmith who operated in nearby Vanceborough, a small (now-abandoned) community once located near present-day Pecatonica, Illinois. This village smithy was operating along the Galena Road approximately 30 miles due east of the Waddams Grove #1 Site during the mid-1850s. Based on this account book, this blacksmith was conducting a wide range of tasks that are summarized in Appendix IV. The relative significance of these tasks vary depending on whether one ranks them based on the number of occurrences that they appear in the account book or by the total dollar value of billable accounts for that particular task. Based on the number of occurrences, the tasks performed by this village smith in descending order of significance included agricultural implement repair, horse shoeing, the manufacture of miscellaneous supplies, tool maintenance, harness repair, buggy and wagon repair, tire repair, and the manufacture of architectural hardware.

A wide range of blacksmithing activities were identified through the archaeological investigations conducted at the Waddams Grove #1 Site. These activities included lead casting (several fragments of melted lead and a single cast lead musket ball were recovered), horseshoeing (multiple horseshoe nails were recovered), tool fabrication (several wedges), carriage/wagon maintenance (several large nuts, carriage bolts, etc), harness repair (several large buckles) as well as the manufacture of architectural hardware (including large barn door and domestic hardware). The architectural hardware recovered from this site may have been associated with the early structures present at this site and may not necessarily represent items manufactured by the blacksmith for the everyday consumer. Although difficult to

compare the archaeological data with the archival data, it would seem that the blacksmith that worked at the Waddams Grove #1 Site preformed a wide range of tasks that would have been comparable to those performed by the Vanceborough blacksmith.

To summarize, the Waddams Grove #1 Site appears to have functioned as a specialized site (stagecoach stations and/or village blacksmith shop) during the mid-19th century (circa 1845 through the 1870s). During this time period, we can tentatively identify three components that are described below. The earliest component may represent the remains of a small domestic occupation located within the small village of West Point. As such, it probably was initially occupied circa 1848. The orientation of Feature 2 --which is oriented "to the world" (on north/south axis)-- would strongly suggest that the features predated the 1848 platting of the village of West Point and may suggest that the site was initially occupied between 1844 and 1848. The structures located at this site during this initial period of occupation probably included a small house (potentially a gable front stone structure similar to that illustrated in Mansberger 1984:108 and Figure 62). Associated with this domestic structure was a fairly large root cellar, a small post-in-ground frame outbuilding, a well, and potentially a privy (although it appears to have been more associated with the later occupation). During these early years, this site probably was associated with at least one --if not two-- stores immediately across the road and a tavern near the intersection of Pin Hook and the Galena Roads as well as a stagecoach station immediately east on Galena Road. Other community services in the immediate area that were developing at that time included the stone quarry and the village cemetery.

The middle and longest component at this site is difficult to date but probably originated by the late 1840s or very early 1850s and was associated with the specialized blacksmith and/or stagecoach station function. The potential stagecoach station may only have persisted for a few short years --if indeed this site ever functioned as a stagecoach station. It appears that the blacksmith function may have persisted through the 1870s when the village of West Point was abandoned and replaced by the nearby rail-oriented community of Waddams Grove. During this period, Feature 1 assumed its final form and buildings associated with Structural Signature 2 and 3 were probably constructed. At this same time, the earlier post-in-ground structure associated with Features 2 and 5 was probably abandoned and dismantled. During this period, this site was occupied by an unidentified family that consisted of a blacksmith, his wife and at least one child.

During the middle phase of occupation, another potential interpretation of the Waddams Grove #1 Site (11-SH-56) is that it may have functioned as a specialty blacksmith site associated with the development of the locally developed and produced Manny reaper. Fulwider (1910:356) when discussing the history of West Point Township, stated that

Pells Manny, who came [to the township] in 1836, was made postmaster in 1838, and secured his first patent for the Manny Reaper in 1849, and began the manufacture of reapers in a little shop at Waddams before moving his work to Rockford and Freeport (*italics mine*).

Pells Manny, "a pioneer manufacturer of Stephenson County", locally developed and manufactured the Manny Reaper. This task, which was conducted with a capital investment of over \$20,000, was accomplished by 1852-53. The 1850 U.S. Census of Population stated that Pells Manny was a Farmer with a real estate value of \$5000. His son --J. N. Manny, was listed as a machinist in the 1850 U.S. Census of Population and began the manufacture of reapers in Rockford and Freeport by 1856. In 1857, Freeport firm was manufacturing reapers, hay presses, and plows and may have employed as many as 250-400 hands (Fulwider 1910:110).

Jeremiah Pattison was born in Dorchester County, Maryland in July 1821. He migrated to Illinois in 1840, and initially attempted mining in the Galena region. Being unsuccessful at mining, he worked for a short time as a clerk. In 1846, he left Galena

on a peddling expedition and later that year settled in Waddams Grove, where he began business on his own account by opening a general store. He was thus connected with merchandising and with farming until 1852, when he turned his attention to the manufacture of reapers and other agricultural machines in partnership with Pells and John H. Manny, his father-in-law and brother-in-law.... Soon afterward Mr. Pattison again assumed active management of his store, to which he gave his attention through the years 1853 and 1854. In the spring of 1855 he disposed of his mercantile interests and again entered into partnership with Pells Manny for the manufacture of reapers and other agricultural machinery. In the fall of 1856 he removed to Lena and the following year, under a reconstructed agreement with Mr. Manny, removed the business to Freeport, where the enterprise soon became one of considerable magnitude. The partnership was continued until 1863, when they terminated their business relations and Mr. Pattison in 1864 removed to Pithole, Pennsylvania, where he speculated in petroleum and eventually met with heavy losses.

In 1866 he purchased Mr. Manny's interest in the reaper business and for many years remained at the head of the enterprise, which grew in volume and importance until it was one of the most extensive productive industries of the state outside of Chicago...

Dodds (1876:7) noted that the first post office established in West Point Township was called Waddams Grove and established

circa 1837-38. Apparently, a year or two later (circa 1838-40), the post office was relocated approximately 5 miles into Waddams Township "and Pells Manny appointed postmaster." The 1871 Combination Atlas Map of Stephenson County, Illinois (Thompson and Everts 1871:24) indicates that Pells Manny owned approximately 490 acres of land within Sections 24 and 25 of Waddams Grove Township. In nearby Section 22 immediately west of the Pells Manny farm at that time (1871), and situated approximately 4.5 miles from the abandoned village of West Point, was documented a blacksmith shop on land owned by E. Babcock (40 acres). J. Pattison owned the 40-acre farm immediately south of the blacksmith site and Abraham Manny owned the 120-acre farm immediately to the north. As such, it would seem that the early blacksmith shop operated by Pells Manny probably was located at that location and not within the community of West Point (the site of Waddams Grove #1 Site). Nevertheless, it can not be ruled out that Manny may have operated a smithy in conjunction with Pattison (who had operated a store at that locality) within the community of West Point prior to moving into Waddams Grove Township.

The final component at this site is associated with the abandonment of the domestic and industrial (blacksmith) activities at this site. This probably occurred during the late 1860s or 1870s. After that time, the large stone structure and possibly the building associated with Structural Signature #3 probably remained standing and was used as a barn and associated agricultural outbuilding. These buildings may have persisted into the very late 19th or early 20th century. During this period, as well as after the demolition of these structures, the site continued to be the locus of on-site trash disposal.

Although as with most archaeological investigations, this project has raised many more questions than it has answered, we have learned considerably about the little known and documented everyday lifestyle and working environment of the mid-19th century blacksmith in northern Illinois. Through the medium of historical archaeology, this project has contributed significantly to our understanding of the blacksmith trade and the individuals that plied that trade within the community of Waddams Grove, Stephenson County, Illinois.

Table 18

Blacksmiths and Machinists;
Waddams Grove Township, Stephenson County, Illinois
1850

				Value of Real Estate
<u>Name</u>	<u>Age</u>	<u>Nativity</u>		
Blacksmiths:				
D.F. Satterlee	29	Iowa		0
J.B. Andrick	21	Ohio		0
W. Weeks	28	England		0
J. Gilbert	35	England		0
R. Batton	23	England		0
J. Hawley	80	Connecticut		0
I. White	36	Ohio		0
S. Rima	23	Ohio		0
A. McEathrood	50	Canada		800
J. McEathrood	17	Canada		0
C. Fairchilds	35	Pennsylvania		0
R. Derr	28	Pennsylvania		400
Machinists:				
B. Stowell	29	New York		1000
C. Stowell	22	New York		0
J. Manny	25	New York		0
A. Marcellus	25	New York		0
Total				

* with associated fireplace
** with brick furnace

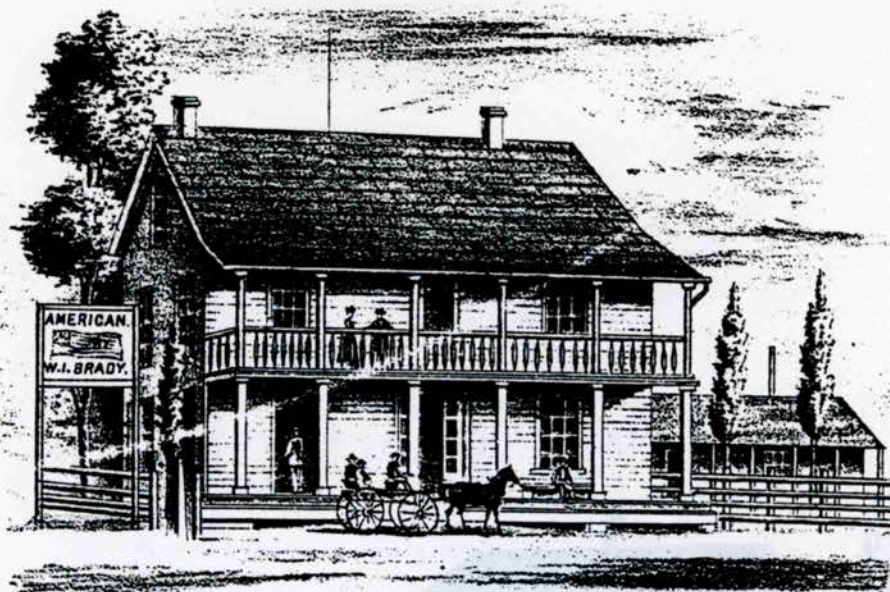
Table 19

COMPARATIVE ANALYSIS OF ARCHAEOLOGICALLY INVESTIGATED
BLACKSMITH SHOPS

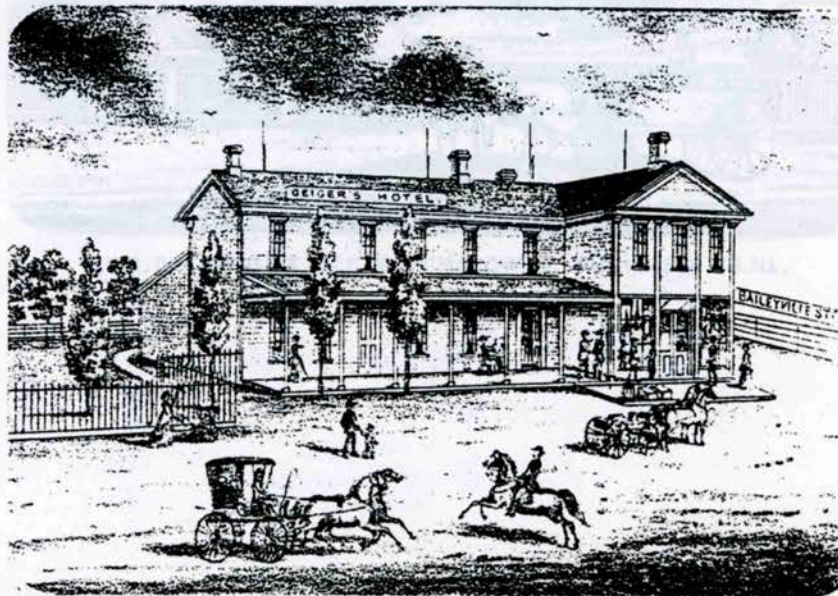
<u>Shop Name</u>	<u>Date</u>	<u>Dimensions</u>	<u>Square Footage</u>	<u># of Forges</u>
Waddams	c1845-70	25 x 25(?)	625	1
Barton, Mississippi (McBride 1987)	c1851-69	29.5 x 16.4	483	1
Ontario, Canada (Light 1984)	1796-1812	16.0 x 18.7	299	1
Fort Union, North Dakota (DeVore 1990)	1850s-1860s	25.0 x 20.5	512	2*
John Deere, Grand Detour (Herold n.d.)	1836-1847			
Blacksmith Shop		30.0 x 26.0	780	1**
Power/Wheel House		22.0 x 29.0	638	---
Total			1418	---

* with associated fireplace

** with brick furnace

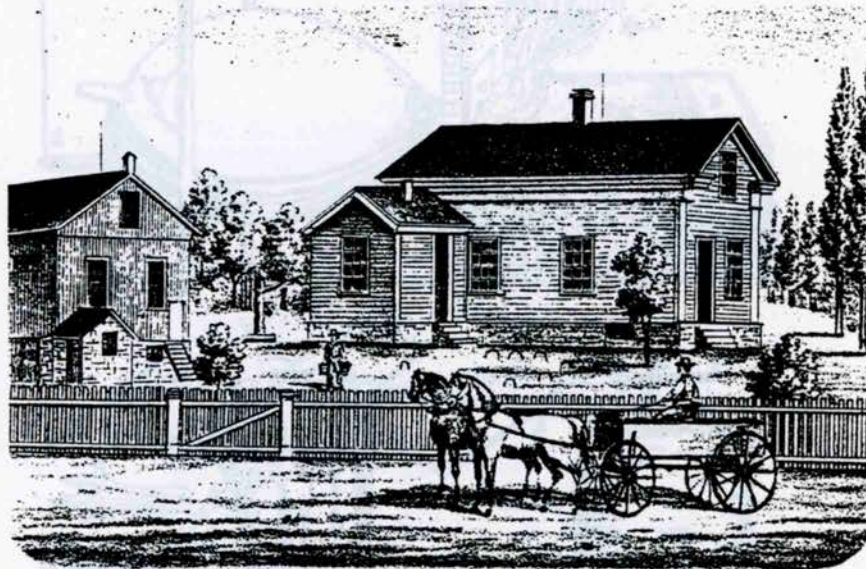


' AMERICAN HOUSE '
 W^m J. BRADY, Proprietor Winslow, Stephenson Co. Ill.



GEIGERS HOTEL" JOHN GEIGER, Propt. BAILEYVILLE, ILLINOIS

Figure 61. Mid-19th century hotels were one of the service-related sites available in many small hamlets along the Galena Road such as West Point/Waddams Grove. The American House (top) was located in Winslow while the combined Geiger Hotel and store (bottom) was located in Baileyville --both in Stephenson County (Thompson and Everts 1871:19,50).



RES. OF L.M. COX, SEC. 18, WINSLOW TP. STEPHENSON CO. ILL.

Figure 62. Small gable front houses with Greek Revival decorative elements were a common house form in northern Illinois during the pre-Civil War period, particularly in a village setting. A similar structure may have been associated with the western third of Feature 1 and would have dated from the late 1840s (Thompson and Everts 1871:20).

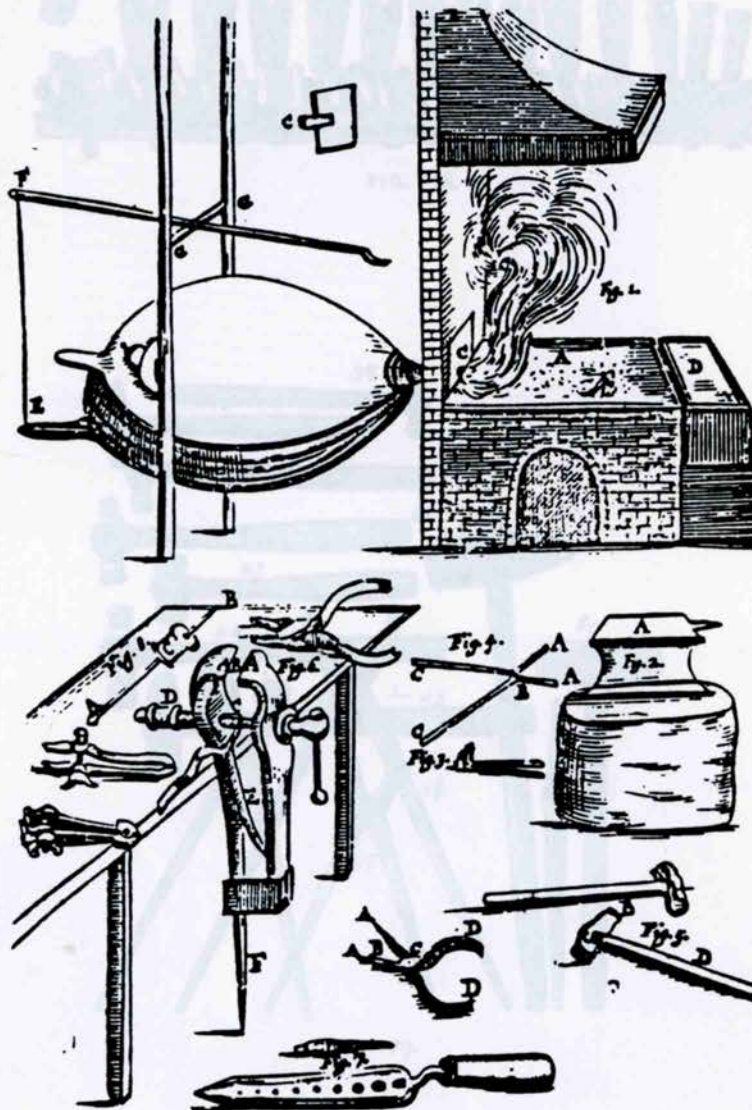


Figure 63. The main handtools needed by the mid-18th century blacksmith, besides his anvil, forge and work-

Figure 63. Blacksmith tools remained relatively traditional throughout much of the 18th and early 19th centuries. This blacksmith's tool kit was illustrated by Moxon (1703; as reprinted in Colonial Williamsburg 1978:9).

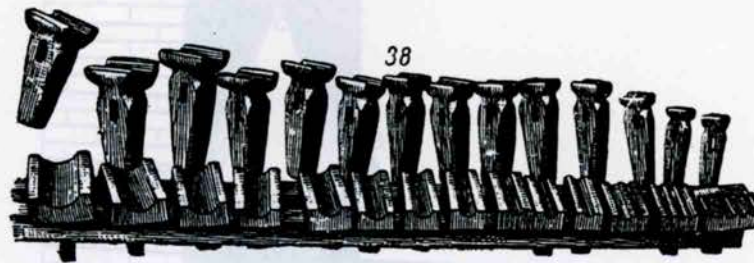


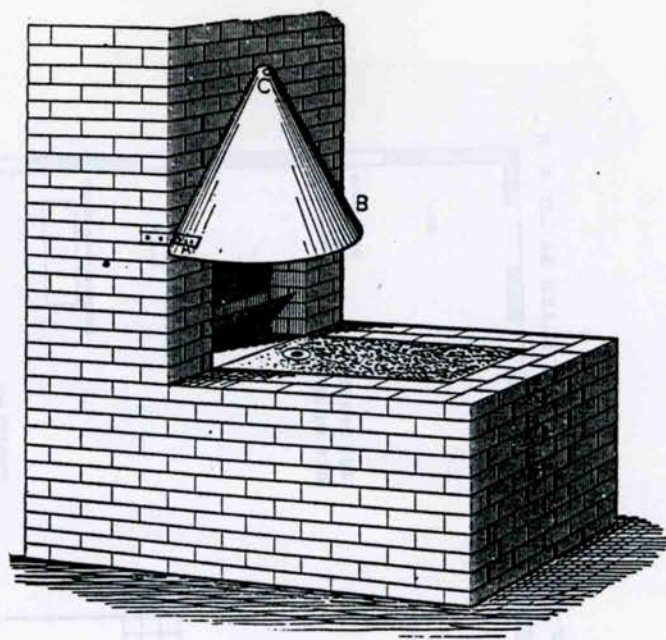
FIG. 178.



FIG. 179.

Figure 64. The main handtools needed by the mid-19th century blacksmith, besides his anvil, forge and work-bench, included hammers, tongs and swages. None of these items were recovered from the Waddams Grove #1 Site (Richardson 1978:182-183).

(as illustrated in the Catalogue of American Hardware (Russell and Erwin 1868:213) were becoming available (bottom).



Queen's Patent Portable Forge and Bellows.



Figure 65. The traditional mid-19th century forge would have consisted of a large brick or stone feature such as that illustrated (at top) in Richardson (1978:42). By the mid-19th century, portable forges with blowers instead of bellows (as illustrated in the Catalogue of American Hardware (Russell and Erwin 1865:243) were becoming available (bottom).

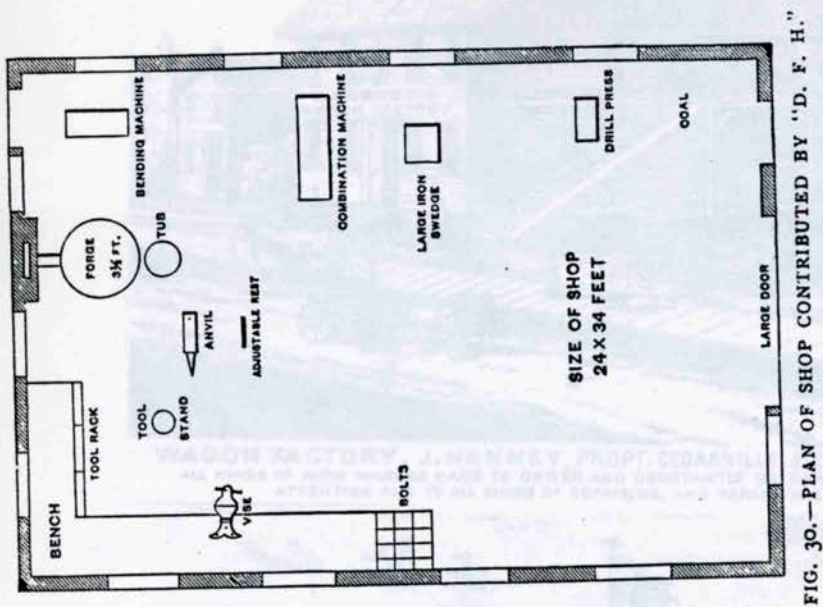


FIG. 30.—PLAN OF SHOP CONTRIBUTED BY "D. F. H."

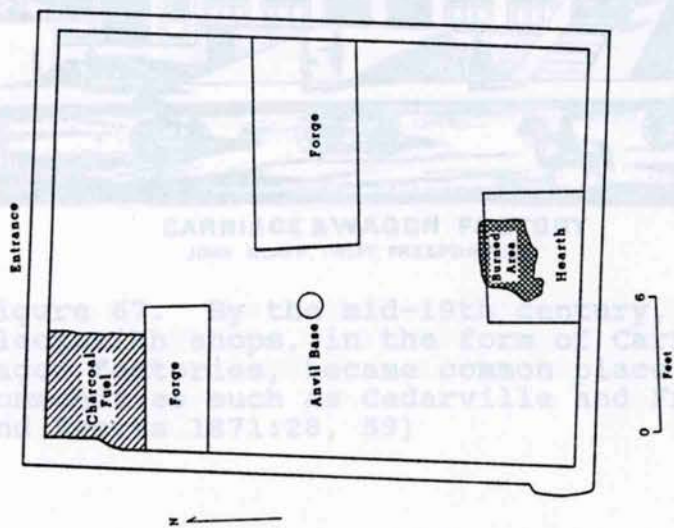
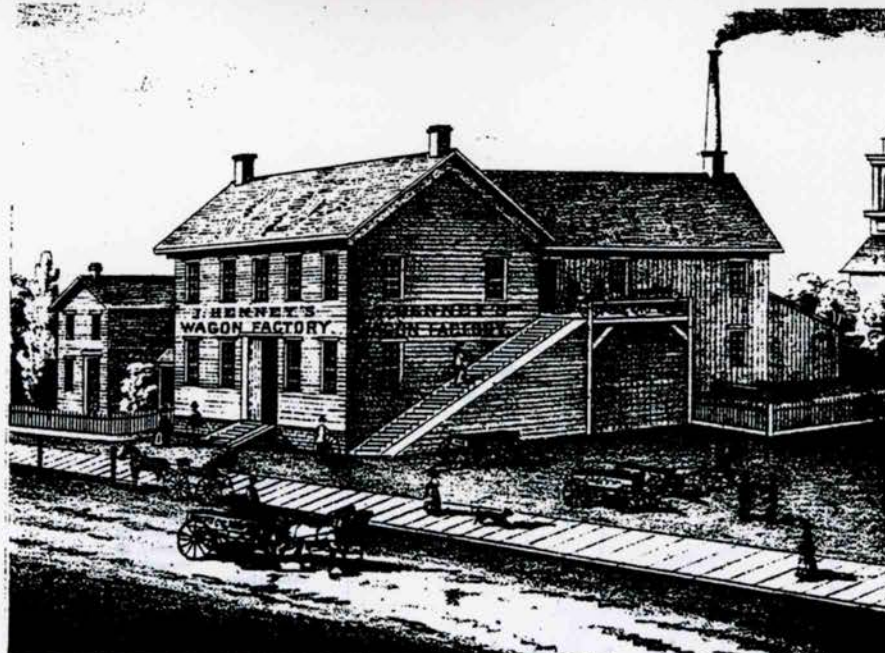
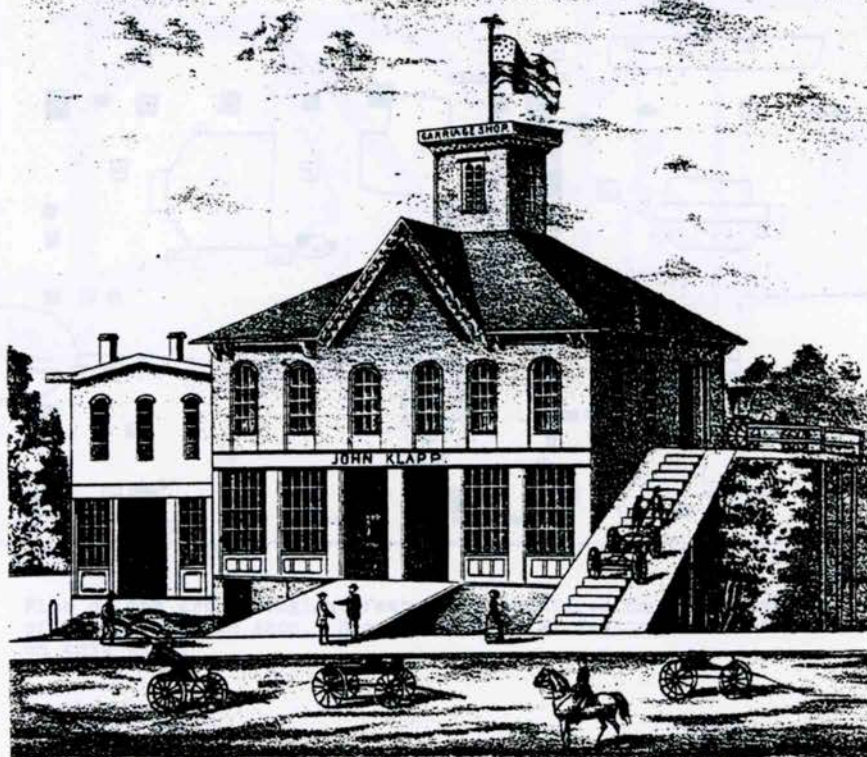


Figure 66. Two mid-to-late 19th century blacksmith shops as illustrated by archaeological data from Fort Union (DeVore 1990:10) and archival data from Richardson (1978: 64).

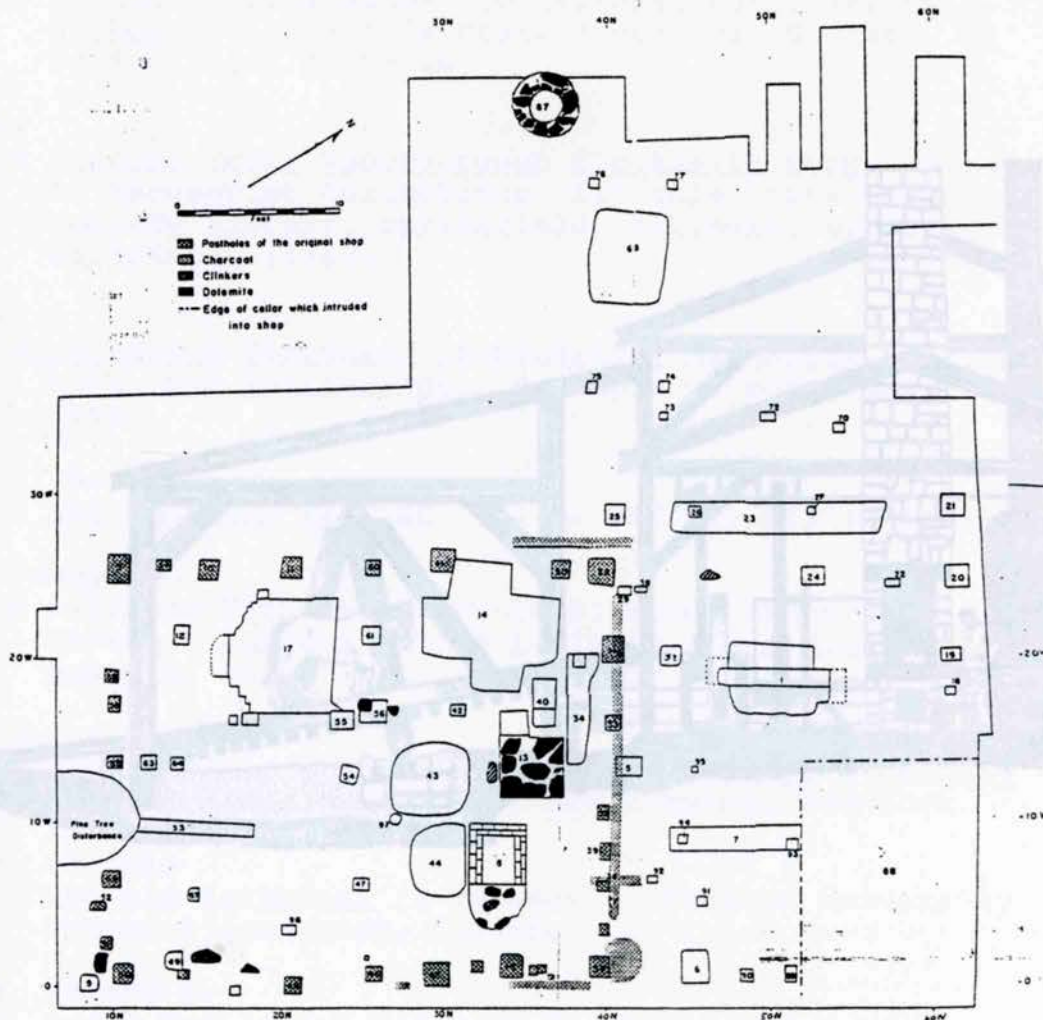


WAGON FACTORY, J. HENNEY, PROPT. CEDARVILLE, STEPHENSON CO. ILL.
ALL KINDS OF FARM WAGONS MADE TO ORDER AND CONSTANTLY ON HAND, PARTICULAR
ATTENTION PAID TO ALL KINDS OF REPAIRING, AND REPAIRING.



CARRIAGE & WAGON FACTORY
JOHN KLAPP, PROPT. FREEPORT, ILL.

Figure 67. By the mid-19th century, specialized blacksmith shops, in the form of Carriage and Wagon factories, became common place in larger communities such as Cedarville and Freeport (Thompson and Everts 1871:28, 59)



Plan of the archaeological features encountered in the excavation of the blacksmith shop. Recent (post 1919) features are not shown on this plan.

Figure 68. The archaeological base map of the specialized John Deere Blacksmith Site, circa 1836 to 1847 (Grand Detour, Illinois; Herold n.d).

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Figure 69. Unlike the small village shops, the specialized John Deere Blacksmith Shop had a furnace for cast iron as well as contained a large addition which housed a horse-powered tread mill (Broehl 1984:36).

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LOT PROVENIENCE

THE WADDAMS GROVE #1 SITE

(11-SH-56)

LOT #

PROVENIENCE

APPENDIX I

LOT PROVENIENCE AND INVENTORY; WADDAMS GROVE #1 SITE (11-SH-56)

1	
2	
3	Test trench #1
4	Feature 1, west half, upper fill
5	Feature 2, shovel scraped surface
6	Feature 2, east half, level 1
7	Feature 2, west half, ash lens
8	Feature 2, east half, level 1
9	Feature 2, east half, level 2
10	Feature 3, unit 2
11	Feature 3, shovel scraped surface
12	Feature 3, shovel scraped surface
13	Feature 3, shovel scraped surface
14	Feature 3, unit 1
15	Feature 3, north extension of unit 2, level 1
16	Feature 3, west half of cellar entrance
17	Feature 3, floor
18	Feature 3, unit 2, level 2
19	Feature 3, north extension of unit 2, level 2
20	Feature 3, drain fill
21	Feature 4, cleaning profile wall
22	Feature 4, backhoe cross section
23	Feature 4, cleaning profile wall
24	Feature 5, west half
25	Feature 5, level 2
26	Feature 5, level 3
27	Feature 5, level 4
28	Feature 5, level 5
29	Post mold

LOT PROVENIENCE

THE WADDAMS GROVE #1 SITE (11-SH-56)

THE WADDAMS GROVE #1 SITE
(11-SH-56)

LOT #	PROVENIENCE
1	General Surface
2	Test Trench #3
3	Test Trench #1
4	Feature 2, west half, upper fill
5	Feature 2, shovel scrapped surface
6	Feature 2, east half, level 1
7	Feature 2, west half, ash lense
8	Feature 2, east half, level 3
9	Feature 2, east half, level 2
10	Feature 3, unit 2
11	Feature 3, shovel scraped surface
12	Feature 3, shovel scraped surface
13	Feature 3, shovel scraped surface
14	Feature 3, unit 1
15	Feature 3, north extension of unit 2, level 1
16	Feature 3, west half of cellar entrance
17	Feature 3, floor
18	Feature 3, unit 2, level 2
19	Feature 3, north extension of unit 2, level 2
20	Feature 3, drain fill
21	Feature 4, cleaning profile wall
22	Feature 4, backhoe cross section
23	Feature 4, cleaning profile wall
24	Feature 5, west half
25	Feature 6, level 2
26	Feature 6, level 3
27	Feature 6, level 4
28	Feature 6, level 5
29	Post mold
	1 copper tube (1/4" diameter)
	1 whiffletree coupling (similar to that illustrated in Montgomery Ward & Company (1895:385))
	1 chert secondary thinning flake
	1 coal
30	1 annular decorated (blue) whiteware bowl
	1 Bristol glazed and blue slipped earthenware bowl (finger molded)
	1 flat glass (aquas)
	1 machine cut framing nail (3 1/4")
	1 machine cut framing nail fragment
	1 twisted wire

ARTIFACT INVENTORY

THE WADDAMS GROVE #1 SITE (11-SH-56)

All totals are individual fragments, not vessel counts.
MNV = Minimum Number of Vessels

Lot 1

- 2 undecorated whiteware plate (MNV=1)
- 1 handpainted (polychrome: small sprig) whiteware bowl or cup
- 1 transfer printed (dark blue) whiteware plate
- 1 transfer printed (dark blue) bowl
- 1 transfer printed (light blue) whiteware plate
- 2 transfer printed (light blue) whiteware plate (backstamped "PAT...")
- 1 transfer printed (light blue) whiteware bowl or cup
- 1 undecorated ironstone
- 1 relief decorated (paneled) ironstone shallow bowl
- 2 undecorated yellowware
- 3 salt glazed and Albany slipped stoneware mixing bowl (jiggered molded; MNV=1)
- 1 Bristol glazed stoneware crock (jigger molded)
- 1 Bristol glazed/Albany slipped stoneware
- 1 medicine bottle base (aqua, rectangular, 2-piece mold, embossed "...S")
- 4 whiskey flask (aqua; MNV=1)
- 1 glass bottle (blue; round)
- 1 flat glass (aqua)
- 1 melted glass (clear)
- 1 kaolin pipe stem (embossed)
- 1 kaolin pipe stem
- 3 machine cut framing nails (2 1/4", 2 5/8", 3")
- 1 horseshoe nail
- 1 copper tube (3/4" diameter)
- 1 whiffletree coupling (similar to that illustrated in Montgomery Ward & Company 1895:595)
- 1 chert secondary thinning flake
- 1 coal

Lot 2

- 1 annular decorated (blue) whiteware bowl
- 1 Bristol glazed and blue slipped earthenware bowl (jigger molded)
- 1 flat glass (aqua)
- 1 machine cut framing nail (2 1/4")
- 1 machine cut framing nail fragment
- 1 twisted wire

Lot 3

- 1 transfer printed (light blue) ironstone plate with backstamp "PAT.../W. & G. ..."
- 1 salt glazed and Albany slipped stoneware (base)
- 1 redware jar (hand turned)
- 1 hand forged carriage bolt

Lot 4

- 1 salt glazed/Albany slipped stoneware

Lot 5

- 9 undecorated pearlware chamberpot (MNV=1)
- 1 hand forged nail fragment
- 1 machine cut framing nail (3")
- 3 machine cut framing nail fragments
- 1 hand forged iron latch
- 1 chert secondary thinning flake

Lot 6

- 4 undecorated pearlware chamber pot (same vessel as in lot 5)
- 1 undecorated whiteware bowl (burned)
- 2 annular decorated (blue, brown; burned) whiteware bowl (MNV=1)
- 1 annular decorated (blue) whiteware bowl
- 1 transfer printed (light blue) and relief decorated plate
- 1 undecorated ironstone cup
- 1 undecorated ironstone jar lid
- 1 redware bowl (?)
- 1 rockingham ware
- 1 kaolin pipe stem (embossed)
- 3 kaolin pipe bowl (embossed; MNV=1)
- 2 kaolin pipe stem (MNV=2)
- 1 kaolin pipe bowl
- 2 whiskey flask (aqua; MNV=1)
- 1 medicine bottle (aqua, rectangular, embossed "...RK")
- 1 medicine bottle (aqua, rectangular, embossed "...BER")
- 1 medicine bottle (aqua, rectangular or square)
- 1 vial (clear, round 1/2" diameter base)
- 8 vial (aqua, round; MNV=2)
- 3 vial (aqua, burned; MNV=1)
- 1 vial (aqua, round, 3/4" diameter)
- 2 bottle (aqua, burned; MNV=2)
- 1 flat glass (aqua)
- 1 hand forged nail (2 1/2", clinched)
- 1 machine cut framing nail (2 1/2")
- 14 machine cut framing nail fragments
- 2 machine cut lathing nails (1 3/8", 1 5/8")
- 13 machine cut lathing nail fragments
- 1 unidentifiable nail (?) fragment
- 1 unidentifiable handforged iron fragment (3 3/4")
- 1 unidentifiable iron fragment
- 1 melted piece of lead

- 1 mirror fragment (aqua)
- 1 4-hole shell button (incised sunburst pattern)
- 1 limestone (burned)
- 1 mortar

Lot 7

- 8 undecorated pearlware chamber pot (see lot 6 for MNV)
- 1 whiskey flask (aqua)
- 2 medicine bottle (aqua, rectangular, iron (?) pontil, embossed "GRAFEN[BURG]/[CHILDR]ENS/[PANAC]EA")
- 1 hand forged nail
- 1 machine cut framing nail fragment
- 1 piece of flat iron (hinge ?)

Lot 8

- 1 machine cut framing nail fragment
- 3 unidentifiable nail (?) fragments
- 1 bone
- 1 chert secondary thinning flake

Lot 9

- 2 undecorated pearlware chamber pot (MNV=1)
- 1 annular decorated (blue) ironstone bowl (burned)
- 2 kaolin pipe bowl (embossed; MNV=1)
- 3 whiskey flask (aqua)
- 1 medicine bottle (clear, embossed but illegible)
- 1 container glass (clear, melted)
- 1 flat glass (aqua)
- 1 hand forged nail
- 9 machine cut framing nail fragments
- 1 machine cut lathing nail (1 1/2")
- 1 sheet metal fragment
- 1 unidentifiable iron fragment
- 4 chert secondary thinning flakes

Lot 10

- 3 undecorated whiteware
- 2 undecorated whiteware chamber pot
- 1 transfer printed (blue) whiteware bowl
- 3 transfer printed (light blue) whiteware plate
- 1 relief decorated (annular) ironstone saucer
- 1 redware bowl
- 1 redware jug
- 3 redware
- 1 Albany slipped stoneware
- 1 salt glazed/Albany slipped jar (8 1/2" diameter)
- 1 kaolin pipe stem (embossed "[PE]TER/DOR[NI]")
- 1 tumbler (clear, fluted, lead glass)
- 4 flat glass (aqua)
- 1 hand forged nail (clinched)
- 15 machine cut framing nail fragments
- 1 bottle (aqua)
- 2 wire
- 1 unidentifiable iron
- 6 small pieces of rubber tubing(?)

- 3 brick
- 2 coal
- 2 bone

Lot 11

- 1 edge decorated (blue) whiteware
- 1 annular decorated (brown and blue) whiteware pitcher
- 1 redware
- 1 salt glazed/Albany slipped stoneware
- 1 medicine bottle (aqua, embossed)
- 9 flat glass (aqua)
- 2 machine cut framing nails (4", 2")
- 1 machine cut framing nail fragment
- 2 wire
- 3 sheet metal
- 1 brick
- 1 plaster
- 2 bone
- 1 chert secondary thinning flake
- 1 worked chert (drill fragment)

Lot 12

- 1 undecorated whiteware shallow bowl
- 1 transfer printed (green) and handpainted (red, green highlights) whiteware
- 1 beer (?) bottle (amber, crown enclosure, partially melted)
- 3 flat glass (aqua)

Lot 13

- 1 undecorated whiteware
- 1 edge decorated (blue) whiteware
- 1 transfer printed (blue) whiteware
- 1 flat glass (aqua)
- 1 hand forged carriage bolt (1/2" stock, 9")
- 1 machine cut framing nail fragment

Lot 14

- 2 undecorated whiteware (MNV=1)
- 1 sponge decorated (blue) whiteware
- 1 edge decorated (blue) whiteware plate or platter
- 1 transfer printed (blue) whiteware serving vessel
- 8 redware bowl (?) (MNV=1)
- 1 medicine bottle (aqua, applied tool lip)
- 2 machine cut framing nails (2 3/4")
- 3 machine cut framing nail fragments
- 1 heavy cast iron object
- 1 tubular (1" diameter) cast iron object
- 1 plaster
- 1 wood sample

Lot 15

- 1 undecorated whiteware cup
- 2 undecorated whiteware plate with backstamp "...WEDGWOOD" (MNV=1)
- 1 handpainted (red line around rim) whiteware cup

- 1 handpainted (green line around rim) and cut sponge (blue) decorated whiteware cup
- 3 relief decorated ironstone (panel) plate (MNV=1)
- 2 redware (MNV=1)
- 2 redware jar or jug (base; 5 1/2" diameter; MNV=1)
- 1 Albany slipped earthenware
- 1 kaloin pipe stem (embossed decoration)
- 2 machine cut framing nail fragments
- 1 small iron harness (?) buckle (1" x 1 1/2")
- 5 medicine bottle (clear, embossed "G. EN.../FLUID EX[TRACT]")
- 2 flat glass (aqua)

Lot 16

- 1 relief decorated whiteware plate
- 1 undecorated yellowware pie plate
- 1 redware
- 2 flat glass (aqua)
- 1 machine cut framing nail
- 1 hand forged strap hinge fragment (1" stock)
- 1 unidentified steel fragment (handforged)
- 1 steel leaf spring (?) ("U" shaped; 1" x 1 1/8" x 7")

Lot 17

- 1 sheet steel (functioned as post support; 6" x 8 3/8" x 1" with 7/8" diameter hole in center)

Lot 18

- 1 undecorated whiteware
- 1 edge decorated (blue) whiteware plate or platter
- 1 handpainted (polychrome: blue, green, black; large floral) saucer (?) with impressed mark "W. A..."
- 2 transfer printed (blue) whiteware plate or saucer
- 1 transfer printed (blue) whiteware serving vessel
- 3 relief decorated (twisted ribbon pattern) ironstone saucer
- 2 redware (MNV=1)
- 1 redware (burned)
- 1 medicine bottle base (aqua, round, small)
- 3 glass syrup container (clear)
- 3 glass tumbler (clear, fluted)
- 1 container (?) glass (aqua, melted)
- 35 flat glass (aqua)
- 13 machine cut framing nail fragments (2 3/4" to 3")
- 3 cast iron cooking pot fragments
- 1 iron wedge (3")
- 1 iron thumb latch
- 1 leather shoe heel
- 1 soft mud brick
- 15 bone

Lot 19

- 4 edge decorated pearlware plate (MNV=1)
- 14 undecorated whiteware (MNV=1)
- 1 undecorated whiteware plate (?) with backstamp (eagle eagle clasping arrows)

- 3 edge decorated (blue) whiteware plate or platter (MNV=1)
- 1 sponge decorated (red) whiteware
- 2 sponge decorated (blue) whiteware saucer (MNV=1)
- 2 transfer printed (blue) whiteware plate (?) (MNV=1)
- 1 transfer printed (green) whiteware cup
- 1 relief decorated (panel pattern) ironstone plate
- 3 relief decorated (panel pattern, burned) ironstone plate (MNV=1)
- 4 redware (MNV=1)
- 1 redware jar (9" diameter)
- 1 kaolin pipe bowl
- 3 glass syrup container (clear, blow-over-mold; MNV=1)
- 1 medicine bottle (aqua, applied tool lip)
- 1 bottle (aqua)
- 1 wine (?) bottle (dark green, kick-up base)
- 2 vial (aqua, pontiled, 1/4" diameter; MNV=1)
- 59 flat glass (aqua)
- 1 tumbler (clear)
- 1 pressed glass tableware (clear, comet pattern)
- 1 hand forged latch
- 1 hand forged sliding barn (?) door hanger
- 1 hand forged threaded rod (1/2" stock)
- 4 machine cut framing nails (3")
- 11 machine cut framing nail fragments
- 1 horse shoe nail
- 11 metal barrel strap
- 1 unidentifiable round iron object
- 1 fragment child's slate
- 1 plaster
- 3 bone

Lot 20

- 1 annular decorated (brown, blue) whiteware bowl or cup

Lot 21

- 1 undecorated whiteware
- 1 undecorated whiteware with backstamp (black) "...DGWAY..."

Lot 22

- 1 edge decorated (blue) whiteware plate
- 1 handpainted (polychrome: green, blue; small floral) whiteware
- 2 undecorated ironstone plate with backstamp (black) "...WHITE GRANITE/ W. ADAMS & SONS" (MNV=1)
- 1 flat glass (aqua)
- 1 hand forged nut

Lot 23

- 2 undecorated whiteware (MNV=1)
- 1 transfer printed (blue) whiteware cup
- 1 machine cut framing nail (3 1/4")

Lot 24

- 1 undecorated whiteware cup
- 2 redware (?) (MNV=1)

- 1 flat glass (aqua)
- 2 machine cut framing nail fragments

Lot 25

- 2 transfer printed (blue) whiteware plate (MNV=1)
- 1 wire drawn framing nail (4 1/2")
- 1 wire drawn lathing nail fragment
- 1 iron nut (3/4")
- 3 unidentifiable iron fragments

Lot 26

- 1 whiskey (?) bottle (amber)
- 1 unidentifiable framing nail

Lot 27

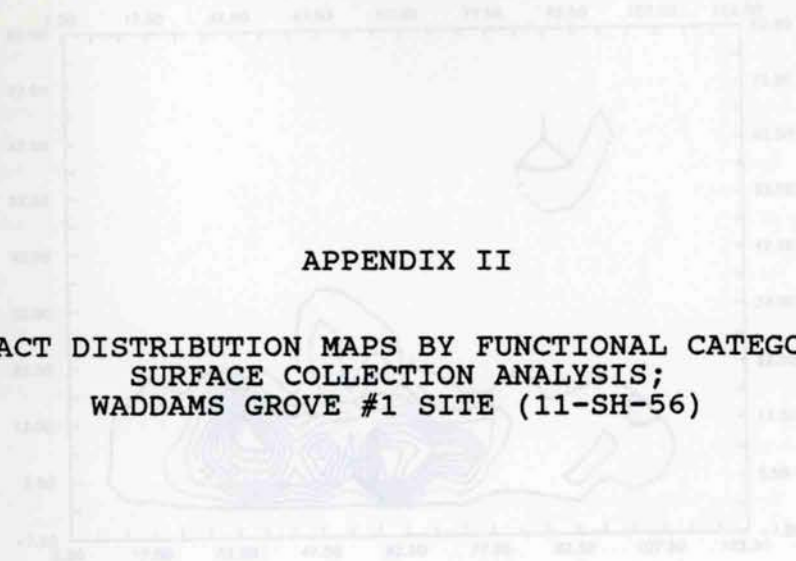
- 1 machine cut lathing nail fragment

Lot 28

- 1 redware

Lot 29

- 1 transfer printed (blue) whiteware plate



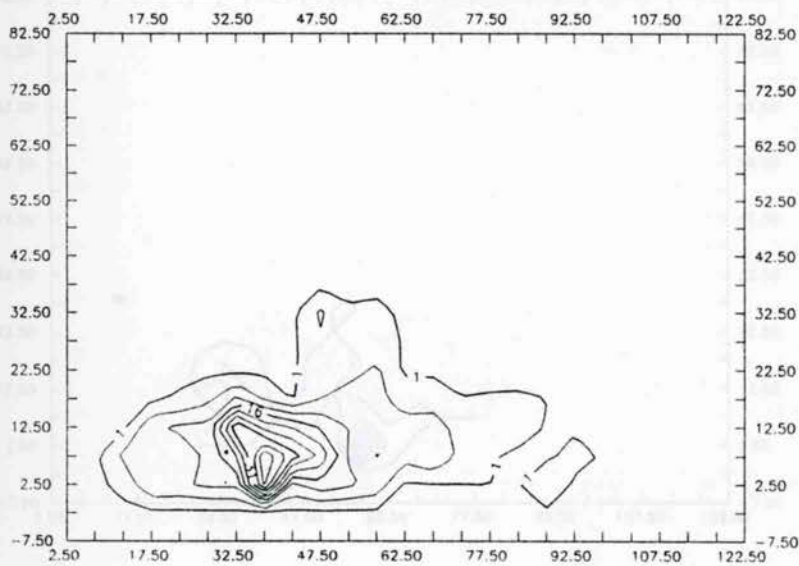
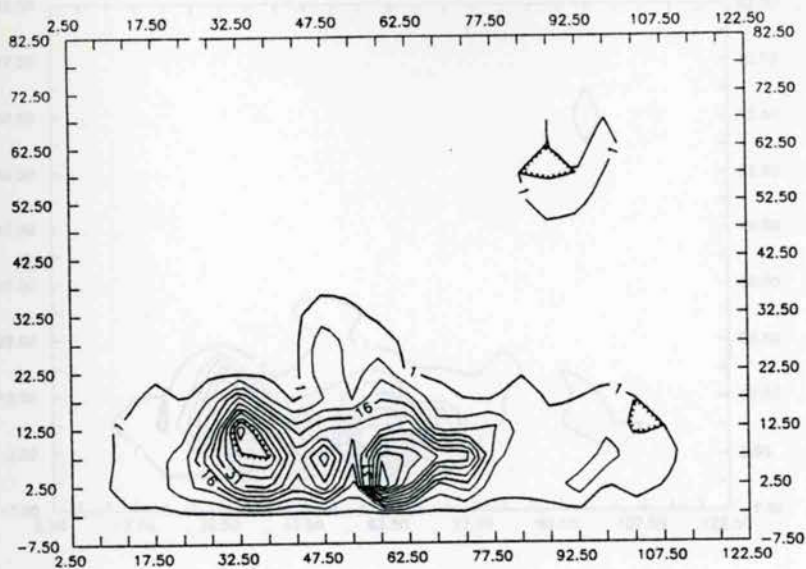
APPENDIX II

ARTIFACT DISTRIBUTION MAPS BY FUNCTIONAL CATEGORIES; SURFACE COLLECTION ANALYSIS; WADDAMS GROVE #1 SITE (11-SH-56)



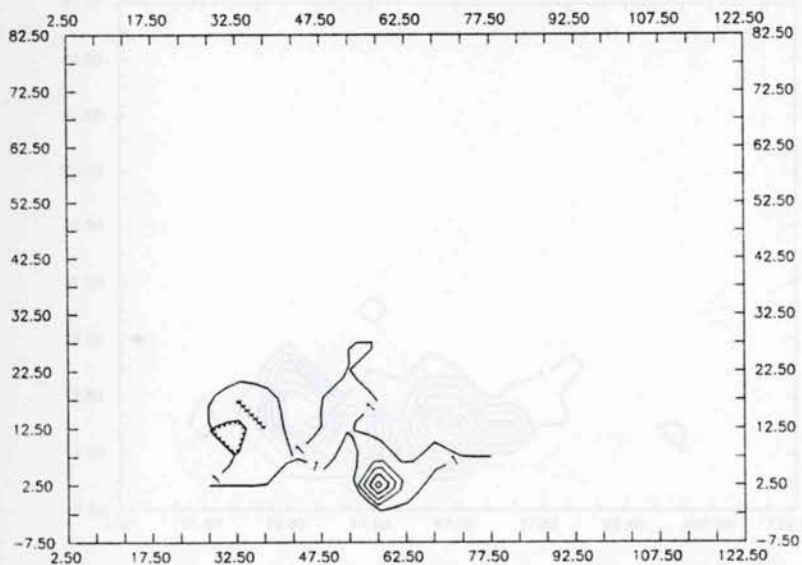
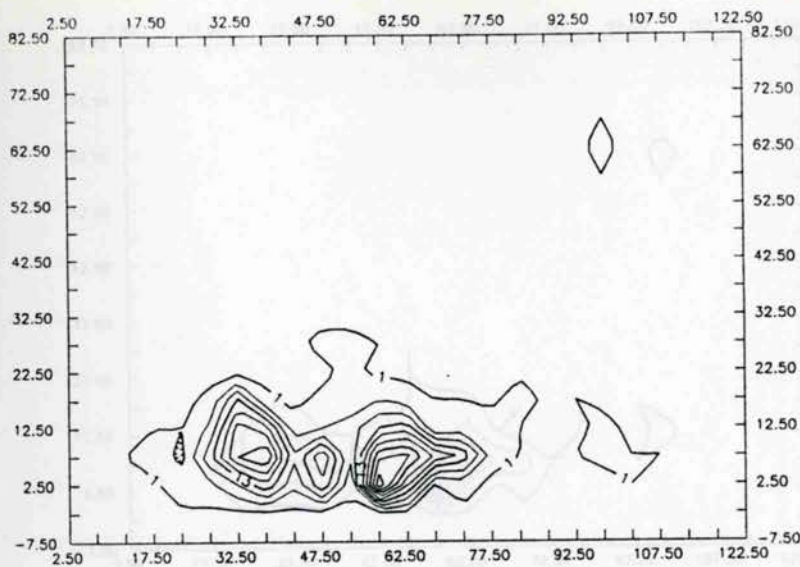
Top: Total Artifacts
(Min = 1; Max = 32; Int = 5)

Bottom: Stone Weight in Kilograms
(Min = 1; Max = 44; Int = 5)



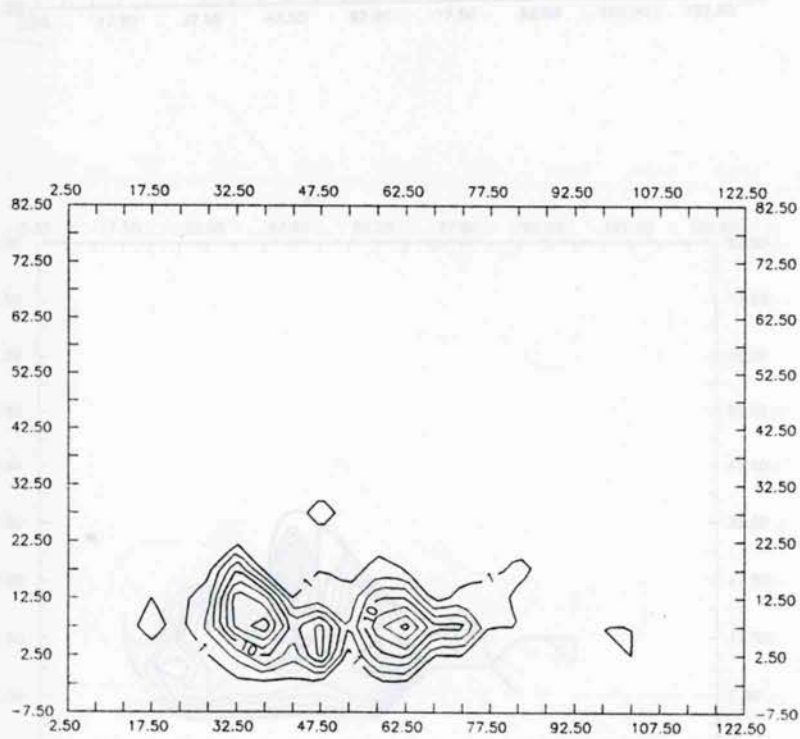
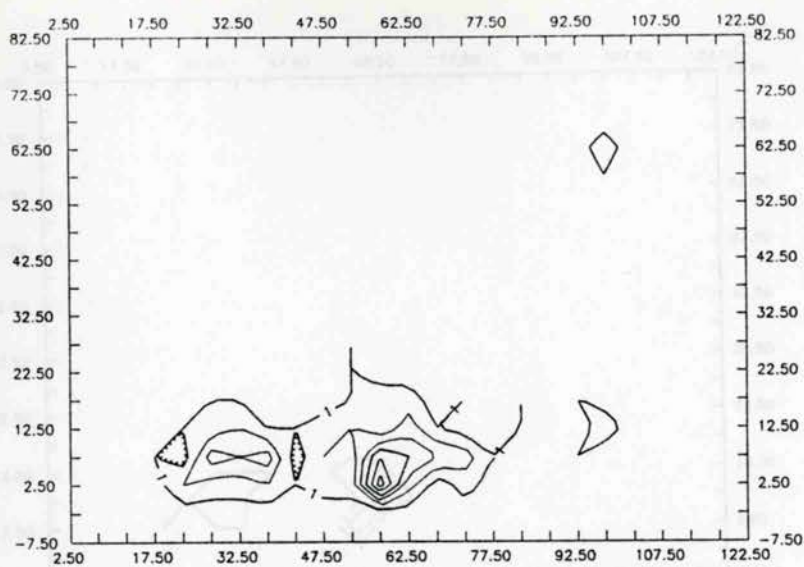
Top: Total Artifacts
(Min = 1; Max = 52; Int = 5)

Bottom: Stone Weight in Kilograms
(Min = 1; Max = 44; Int = 5)



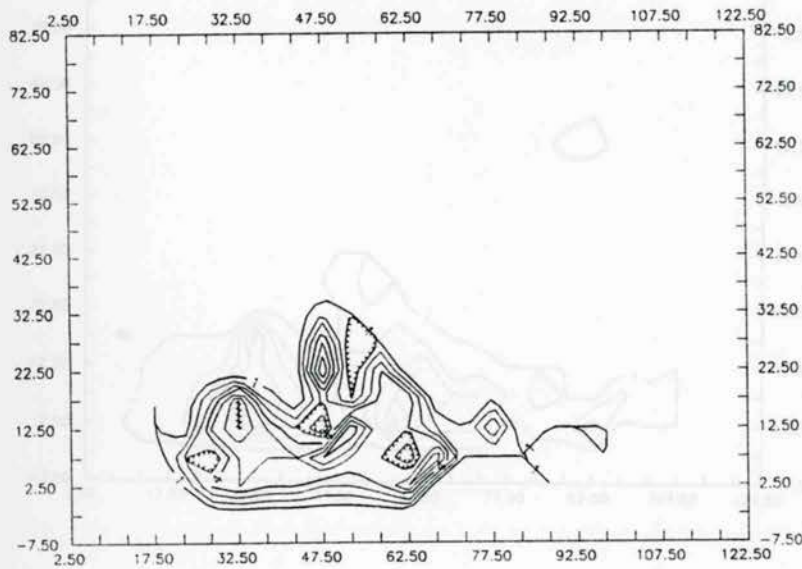
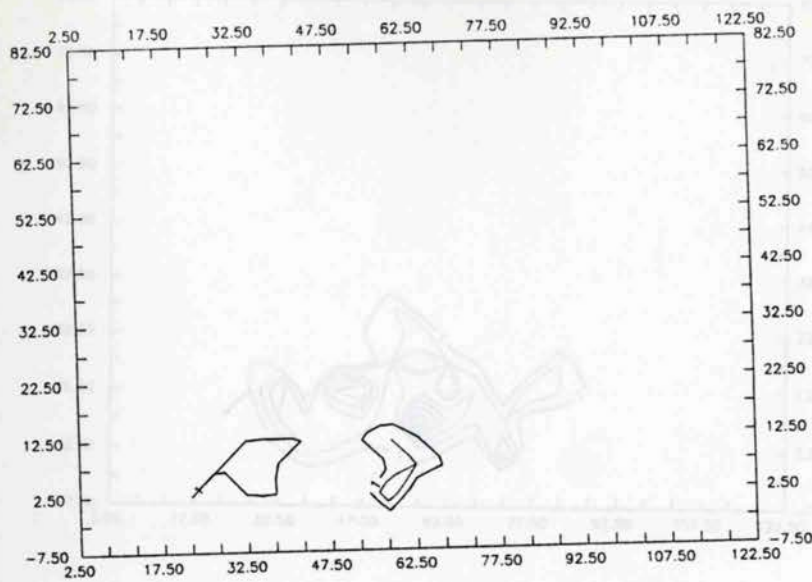
Top: Total Architecture
(Min = 1; Max = 36; Int = 4)

Bottom: Thin Window Glass
(Min = 1; Max = 10; Int = 2)



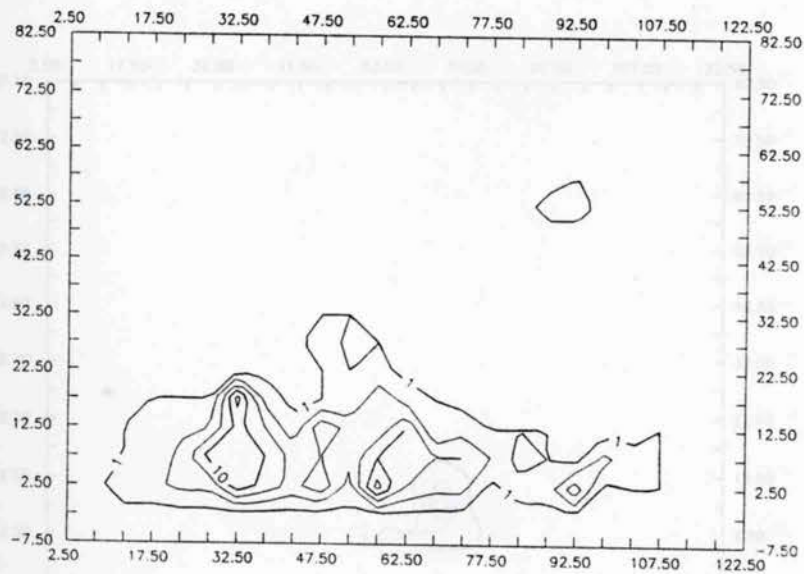
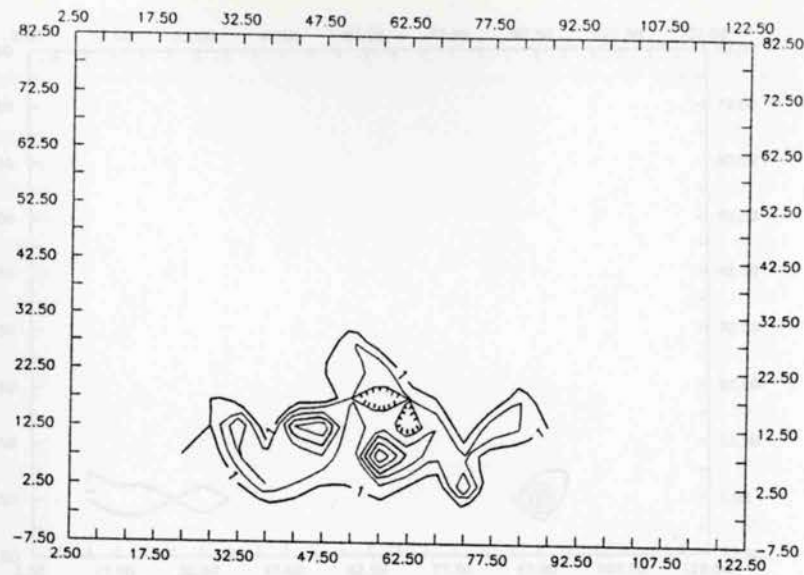
Top: Thick Window Glass
(Min = 1; Max = 12; Int = 2)

Bottom: Machine Cut Nails
(Min = 1; Max = 21; Int = 3)



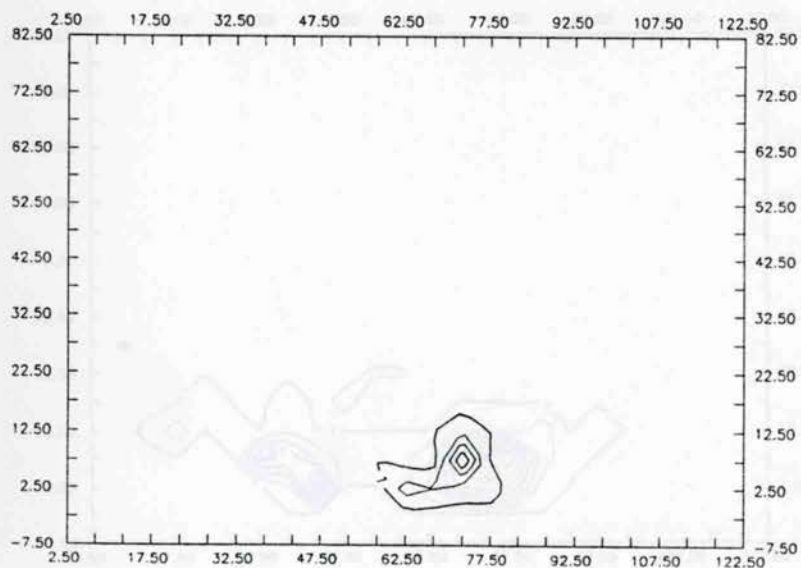
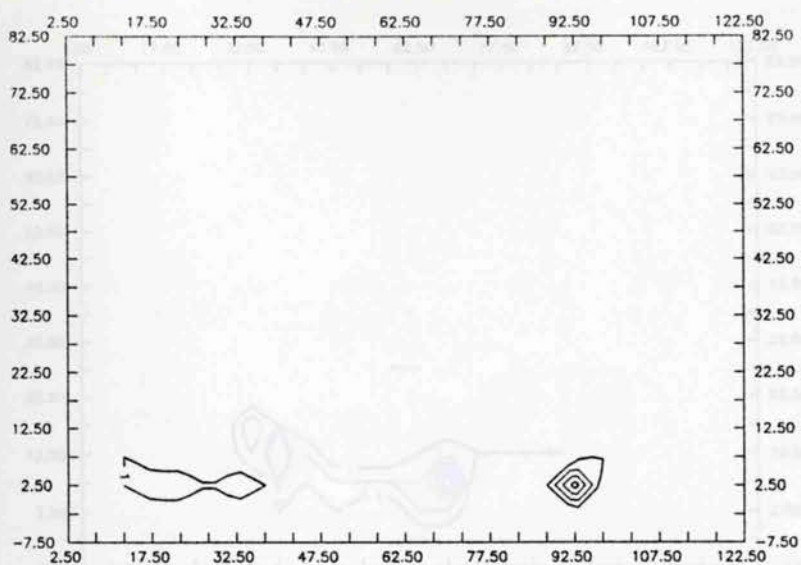
Top: Wire Nails
 (Min = 1; Max = 3; Int = 1)

Bottom: Foodways Service
 (Min = 1; Max = 8; Int = 1)



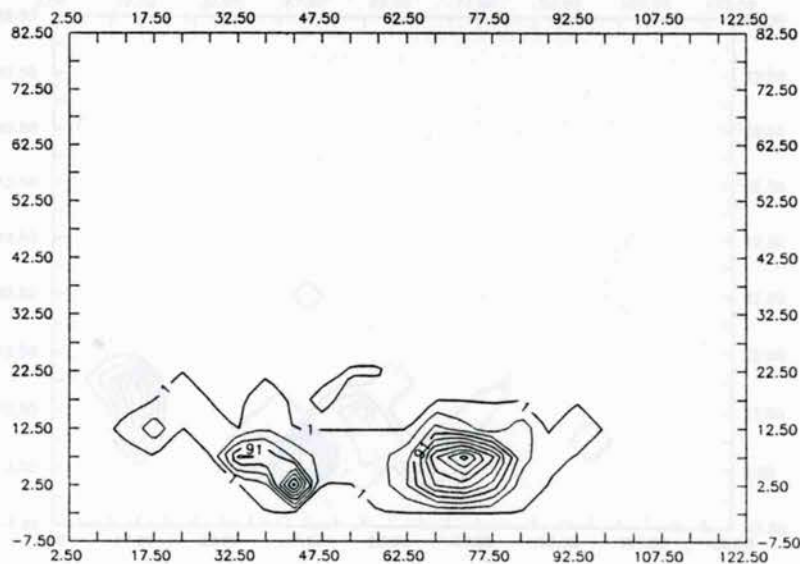
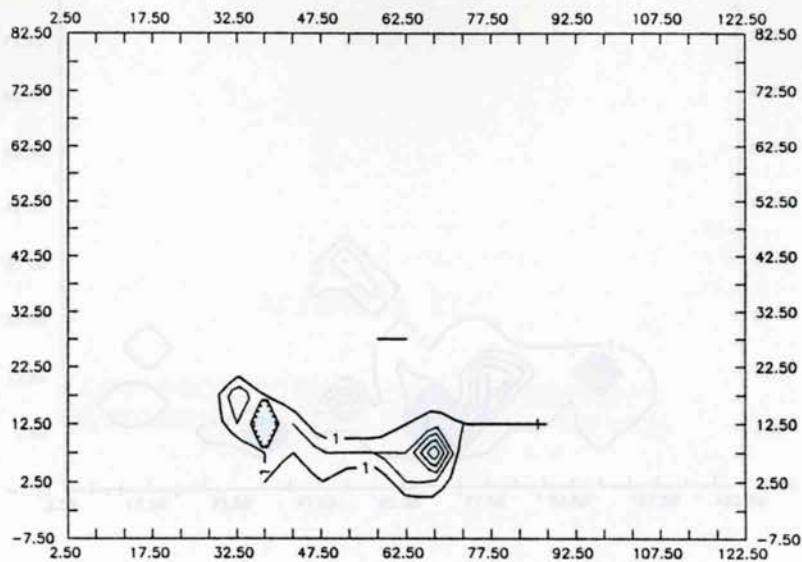
Top: Foodways Storage
(Min = 1; Max = 8; Int = 1)

Bottom: Total Personal
(Min = 1; Max = 14; Int = 3)



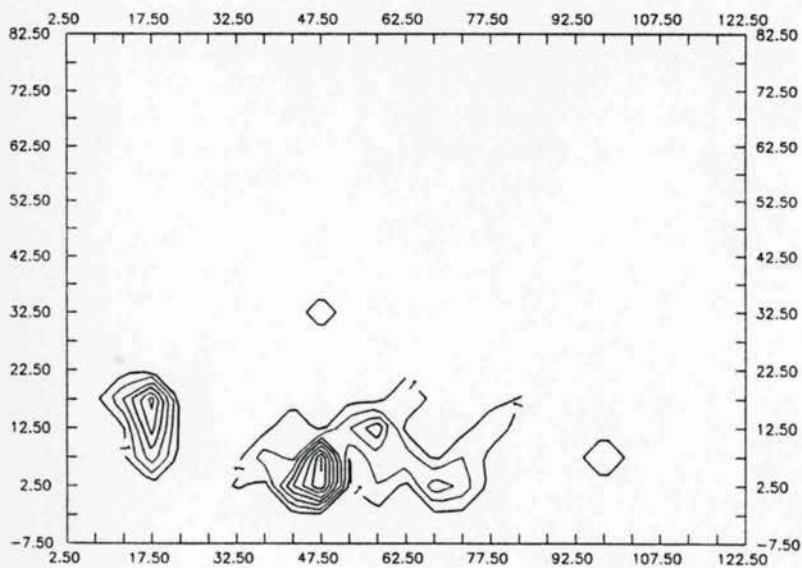
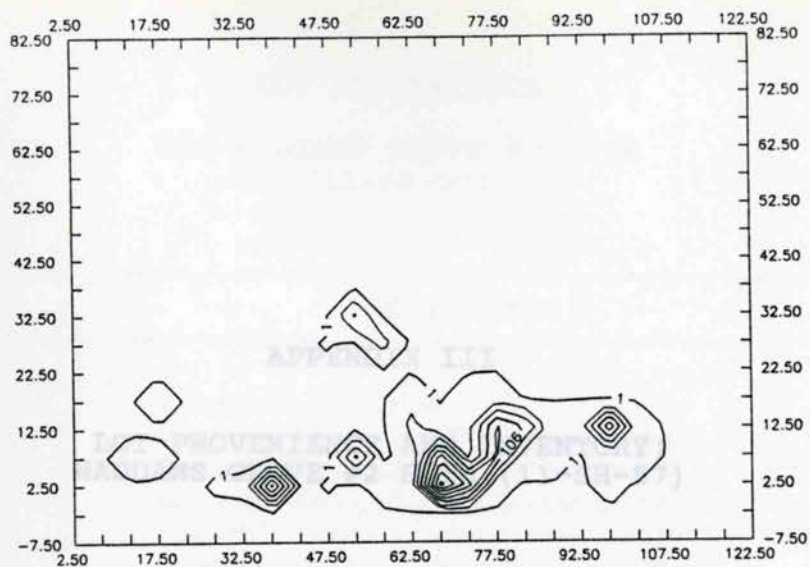
Top: Machine Made Bottle Glass
(Min = 1; Max = 8; Int = 2)

Bottom: Horseshoe Nails
(Min = 1; Max = 9; Int = 2)



Top: Total Tools
(Min = 1; Max = 6; Int = 1)

Bottom: Total Metal Stock Weight (grams)
(Min = 1; Max = 200; Int = 30)



Top: Total Clinker Weight (grams)
(Min = 1; Max = 291; Int = 35)

Bottom: Total Coal Weight (grams)
(Min = 1; Max = 22; Int = 3)

LOT PROVENIENCE

THE WADDAMS GROVE #2 SITE
(11-SH-57)

LOT #

PROVENIENCE

APPENDIX III

LOT PROVENIENCE AND INVENTORY; WADDAMS GROVE #2 SITE (11-SH-57)

- 1 General Surface
- 2
- 3
- 4 Shovel test 4, in plow zone
- 5 Shovel test 5, in plow zone
- 6 Shovel test 7, in plow zone
- 7 Feature 1 fill
- 8 Feature 1 fill

LOT PROVENIENCE

THE WADDAMS GROVE #2 SITE (11-SH-57)

THE WADDAMS GROVE #2 SITE

LOT #	PROVENIENCE
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1	General Surface
2	Shovel test 1, in plow zone
3	Shovel test 2, in plow zone
4	Shovel test 4, in plow zone
5	Shovel test 6, in plow zone
6	Shovel test 7, in plow zone
7	Feature 1 fill
8	Feature 1 fill
1	undecorated ironstone bowl (MNV-1)
1	undecorated ironstone plate
2	relief decorated (panel) whiteware plate (MNV-1)
1	relief decorated (panel) whiteware serving vessel
1	transfer printed (blue) ironstone plate
1	transfer printed (light blue, pattern #2) ironstone plate
1	transfer printed (light blue, pattern #3) ironstone plate
2	transfer printed (light blue) ironstone cup (MNV-1)
1	transfer printed (purple) ironstone plate
1	undecorated yellowware cup
1	redware jar
3	flat glass (aqua)
1	redware jar
1	bottle glass (aqua)
1	undecorated whiteware bowl (MNV-1)
1	transfer printed (blue, marble pattern) whiteware
1	exfoliated whiteware
2	edge decorated (blue) whiteware (MNV-1)
1	transfer printed (light blue) ironstone cup (matches pattern #2, lot 1)
1	redware
1	flat glass (aqua)
1	medicine bottle (aqua, spalled tool lip)
1	medicine bottle (amber, Owens scar, "D.../58...")
2	cast iron stove (?) fragments

ARTIFACT INVENTORY

THE WADDAMS GROVE #2 SITE (11-SH-57)

Lot 1

- 3 undecorated whiteware cup (MNV=1)
- 1 edge decorated (blue) whiteware plate
- 2 annular decorated (olive, blue) whiteware pitcher (MNV=1)
- 1 annular decorated (olive, blue, brown) whiteware bowl
- 1 handpainted (monochrome: blue) cup
- 1 transfer printed (blue) whiteware cup
- 2 undecorated ironstone bowl base (MNV=2)
- 4 undecorated ironstone bowl (MNV=1)
- 1 undecorated ironstone plate
- 2 relief decorated (panel) whiteware plate (MNV=1)
- 1 relief decorated (panel) whiteware serving vessel
- 1 transfer printed (blue) ironstone plate
- 1 transfer printed (light blue, pattern #2) ironstone plate
- 1 transfer printed (light blue, pattern #3) ironstone plate
- 2 transfer printed (light blue) ironstone cup (MNV=1)
- 1 transfer printed (purple) ironstone plate
- 1 undecorated yellowware cup
- 1 redware jar
- 9 flat glass (aqua)

Lot 2

- 1 redware jar
- 1 bottle glass (aqua)

Lot 3

- 3 undecorated whiteware bowl (MNV=1)
- 1 transfer printed (blue, Marble pattern) whiteware

Lot 4

- 1 exfoliated whiteware
- 2 edge decorated (blue) whiteware (MNV=1)
- 1 transfer printed (light blue) ironstone cup (matches pattern #2, lot 1)
- 1 redware
- 1 flat glass (aqua)

Lot 5

- 1 medicine bottle (aqua, applied tool lip)
- 1 medicine bottle (amber, Owens scar, "D.../56...")
- 2 cast iron stove (?) fragments

Lot 6

- 3 undecorated whiteware (MNV=1)
- 1 handpainted (polychrome: green) whiteware
- 1 redware
- 1 flat glass (aqua)

Lot 7

- 1 undecorated pearlware bowl
- 1 undecorated pearlware cup
- 9 undecorated whiteware (MNV=1)
- 2 edge decorated (blue) whiteware plate (MNV=1)
- 1 handpainted (monochrome: blue) whiteware cup or bowl
- 1 handpainted (polychrome: red, blue, green; small floral pattern) whiteware cup
- 2 annular decorated (olive, blue) whiteware pitcher (MNV=1)
- 1 annular decorated (light brown, brown) bowl (3" diameter foot rim)
- 1 transfer printed (dark blue) whiteware
- 2 undecorated ironstone
- 1 undecorated ironstone plate or platter with partial (black) backstamp
- 5 relief decorated (panel) ironstone small bowl (MNV=1)
- 1 transfer printed (light blue, pattern #2 similar to that found in lots 1 and 4) ironstone
- 1 exfoliated redware
- 2 redware jar or bowl (MNV=1)
- 1 Albany slipped crockery bowl (?) base
- 1 medicine bottle (aqua, applied tool lip)
- 1 bottle (aqua)
- 25 flat glass (aqua)
- 1 machine cut framing nail (2 1/4")
- 1 machine cut framing nail (2 1/2")
- 1 machine cut framing nail fragment
- 1 machine cut lathing nail (1 3/8")
- 2 machine cut lathing nail fragments
- 1 wire drawn framing nail fragment
- 4 iron band fragments (7/8")
- 1 iron band fragment (5/8")
- 1 iron band fragment (1/2")
- 1 iron staple (?)
- 2 wire
- 1 unidentified iron fragment with 2 pieces of wire attached
- 5 sheet metal fragments
- 1 mortar
- 10 bone

Lot 8

- 1 handpainted (polychrome: green; broad floral) whiteware cup
- 1 transfer printed (light blue) ironstone cup

APPENDIX IV
FAUNAL ANALYSIS
by
Terrance Martin
Illinois State Museum

ANIMAL REMAINS FROM THE MADISON CRIBE 01 AND 02 SITES,
STEPHENSON COUNTY, ILLINOIS

ANIMAL REMAINS FROM THE WADDAMS GROVE #1 AND #2 SITES,
STEPHENSON COUNTY, ILLINOIS

Terrance J. Martin
Illinois State Museum

A small assemblage of 35 animal remains were encountered during the investigation of Features number 2 and 3 at the Waddams Grove #1 site and Feature 1 at the Waddams Grove #2 site. At the request of Flori Mansberger of Fever River Research, the sample was analyzed at the Illinois State Museum's Research and Collections Center in order to gain insights into animal exploitation and human refuse disposal practices at the sites. The species composition of the small collection by site and feature is presented in Table 1.

Waddams Grove #1

A total of 28 identifiable bones from five vertebrate species (3 mammals, 1 bird, 1 fish, 1 reptile, and 1 amphibian) were recovered from the Waddams Grove #1 site. None of the bones exhibited any evidence of damage from exposure to fire.

The sample from Feature 2 is limited to four specimens. The only mammal bone is a left proximal humerus shaft fragment from a cow. The distal margin is curved, and the proximal end exhibits by carnivore (probably dog) gnawing. The size of the cut is suggestive of a roast instead of an arm steak. Bird bones are limited to a whole right humerus from a domestic chicken. Two fish bones consist of paired proximal scapulae (a bone anatomically located in the posterior portion of the cranium) from one individual Atlantic cod. Although the size of cod can be estimated from the dimensions of certain bones (Bojs 1965, 1967), the relationship between size of the supracleithrum and length or weight has, unfortunately, not been studied. Based on interpolation from the cod skeletons in the Illinois State Museum collections, however, the cod represented at the site was approximately 1200 mm in total length. The bones were undoubtedly included with cod that were processed in New England and imported to northern Illinois.

The majority of the bones from Feature 3 are from domestic chicken. Three individual birds are represented among the fourteen bones, including immature, large immature, and an average-sized adult. Four swine bones are from a minimum of one individual and consist of two cervical vertebrae (atlas and axis), and two rib fragments, one of which is ventral body or shaft) had been chopped. Beef cuts in the moderate to low value cuts: a rib body sawed on both ends, a right humerus, (carnivore gnawed on the epiphysis), and a foreshank butchering unit) sawed at mid-shaft and exhibiting carnivore damage. Also present is an entire right metatarsal from a horse. No cut marks, carnivore damage, or rodent gnawing are present.

Report submitted to
Fever River Research
Springfield, Illinois

**ANIMAL REMAINS FROM THE WADDAMS GROVE #1 AND #2 SITES,
STEPHENSON COUNTY, ILLINOIS**

Terrance J. Martin
Illinois State Museum

A small assemblage of 35 animal remains were encountered during the investigation of features number 2 and 3 at the Waddams Grove #1 site and Feature 1 at the Waddams Grove #2 site. At the request of Floyd Mansberger of Fever River Research, the sample was analyzed at the Illinois State Museum's Research and Collections Center in order to gain insights into animal exploitation and human refuse disposal practices at the sites. The species composition of the small collection by site and feature is presented in Table 1.

Waddams Grove #1

A total of 26 identifiable bones from five vertebrate species (3 mammals, 1 bird, and 1 fish) were recovered from two features at the Waddams Grove #1 site. None of the elements were charred or calcined from exposure to fire.

The sample from Feature 2 is limited to four specimens. The only mammal bone is a left proximal humerus shaft fragment from a cow. The distal margin is sawed, and the proximal end exhibits carnivore (probably dog) gnawing. The size of the cut is suggestive of a roast instead of an arm steak. Bird bones are limited to a whole right humerus from a domestic chicken. Two fish bones consist of paired proximal supracleithrum fragments (a bone anatomically located in the posterior portion of the cranium) from one individual Atlantic cod. Although the size of cod can be estimated from the dimensions of certain bones (Rojo 1986, 1987), the relationship between size of the supracleithrum and length or weight has, unfortunately, not been studied. Based on interpolation from the cod skeletons in the Illinois State Museum collections, however, the cod represented at the site was approximately 1200 mm in total length. The bones were undoubtedly included with cod that were processed in New England and imported to northern Illinois.

The majority of the bones from Feature 3 are from domestic chicken. Three individual birds are represented among the fourteen bones, including immature, large immature, and an average-sized adult. Four swine bones are from a minimum of one individual and consist of two cervical vertebrae (atlas and axis), and two rib fragments, one of which (a ventral body or shaft) had been chopped. Beef cuts in the feature indicate moderate to low value cuts: a rib body sawed on both ends, the distal half of a right humerus, (carnivore gnawed on the epiphysis), and a left proximal radius (foreshank butchering unit) sawed at mid-shaft and exhibiting carnivore damage. Also present is an entire right metacarpal from a horse. No cut marks, carnivore damage, or rodent gnawing are present.

Waddams Grove #2

Nine bones were obtained from Feature 1, and these are limited to mammals. Swine bones included four rib fragments and a left humerus shaft with knife cut marks. The medial shaft portion of a right femur with carnivore damage is the only identified cattle bone. Three unidentified large animal shaft fragments were also recovered.

Table 1. Species composition of animal remains from the Waddams Grove #1 and #2 sites (NISP, number of identified specimens; MNI, minimum number of individuals).

	Waddams Grove #1				Waddams Grove #2	
	Feature 2		Feature 3		Feature 1	
	NISP		NISP		NISP	
	(MNI)	Wt(g)	(MNI)	Wt(g)	(MNI)	Wt(g)
MAMMALS						
Horse, <i>Equus caballus</i>	-	-	1(1)	319.9	-	-
Swine, <i>Sus scrofa</i>	-	-	4(1)	47.8	5(1)	31.1
Cattle, <i>Bos taurus</i>	1(1)	98.6	3(1)	556.4	1(1)	57.1
Unid. Lg. Mammal	-	-	-	-	3(-)	15.6
BIRDS						
Chicken, <i>Gallus gallus</i>	1(1)	2.2	14(3)	25.1	-	-
FISH						
Atlantic Cod, <i>Gadus morhua</i>	2(1)	1.1	-	-	-	-
Totals	4(3)	101.9	22(6)	949.2	9(2)	103.8

Martin, Terrance J.

1983 Animal Remains from the H.D.O.T. Blue Water Bridge Archaeological Investigation, Port Huron, Michigan. In Archaeological and Geoarchaeological Phase II Evaluation for the I-34 Blue Water Bridge Plaza Revision. Commonwealth Associates, Inc., Report No. R-2542. Jackson, Michigan.

Martin, Terrance J.

1987 Animal Remains. In Archaeological Investigations of the Downtown Detroit People Mover (Central Automated Transit System), pp. 171-207. Gilbert/Commonwealth Inc., Report No. R-2779. Jackson, Michigan.

Waddams Grove #2

Nine bones were obtained from Feature 1, and these are limited to mammals. Swine bones included four rib fragments and a left humerus shaft with knife cut marks. The medial shaft portion of a right femur with carnivore damage is the only identified cattle bone. Three unidentified large mammal shaft fragments were also recovered.

Conclusions

Although the sample of animal remains recovered from the Waddams Grove site deposits is too small to provide many details on historic lifeways, the discovery of two species is somewhat surprising. The horse metacarpal in Feature 1 at the Grove #2 site seems to reflect something other than subsistence refuse; perhaps the death of a draft animal from disease or traumatic injury. Curious, however, is why only one horse bone was present in the deposit. The other unexpected finding consisted of the small fragments of cranial bones from a large Atlantic cod in Feature 2 at the Grove #1 site. The shipping of oysters, clams, cod, and mackerel from the North Atlantic to the midwestern United States during the nineteenth century is indicated by newspaper advertisements for local grocery stores, but reports on the presence of marine fish remains at archaeological sites in the region are relatively rare (e.g., Branstner 1988:124, 167; Martin 1983; Martin 1987:203; Martin and Colburn 1985:51, 54; Martin and Colburn 1989:148). The remaining specimens reveal the consumption of beef, pork, and chicken. Although too small to be representative, the beef cuts tend to show a choice for medium- to low value butchering units (cf. Schulz and Gust 1983).

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APPENDIX V

SUMMARY OF ACTIVITIES; VANCEBOROUGH BLACKSMITH SHOP, JUNE-JULY 1855

by
Floyd Mansberger

A daily account book detailing the financial credits and debits of an unidentified blacksmith from the community of Vanceborough was donated to the Illinois State Historical Society by Miss Olive Whittlesey in 1967. Vanceborough (and the associated blacksmith) was located along the Galena to Chicago road at Twelve-Mile, Rock River Ford community (later known as Peostonica) by Ephraim Sumner who arrived at that location in 1835 (Church 1900:105). A post office was established in Vanceborough in May, 1838 and disestablished in June 1855 (1889:332). A large stone tavern, built in 1842 (1914), was constructed by Sumner in Vanceborough for use by the Frink, Walker and Company stage line (Halstead 1935:18). The sixteen page account book (cursted within the manuscript collections of the Illinois State Historical Library (Springfield) details the character of the work (and associated charges) conducted by this village blacksmith between June 4th and July 27th, 1855 (2).

This northern Illinois blacksmith, presumably related to the Whittlesey family, worked in a similar village setting along the same road (only approximately 33 miles west) and during the same suspected period of significance as that associated with the Waddams Grove blacksmith. As such, the tasks conducted by the Vanceborough blacksmith during his daily work routine during these months, as well as the fiscal well being of this craftsman, were analyzed for a comparative data base. Our objective in analyzing this contemporary 19th century account book was to determine what tasks were conducted by this village blacksmith during this time period and whether this suite of activities corresponded to that associated with the Waddams Grove blacksmith. Were the suite of activities between the two blacksmith shops similar and thus reflective of the wide range of activities performed by the small village blacksmith? Or were the suite of activities between these two shops sufficiently different to suggest that the blacksmith at the Waddams Grove #1 Site was a specialized shop servicing solely the stage line?

1) It is also worth noting that two additional account books associated with Illinois blacksmiths are available for research within the manuscript collections of the Illinois State Historical Library. One of these account books details the work conducted by Auburn blacksmith John Smith (Sangamon County) during the mid-1830s. The other account book details work conducted by an unidentified Edwardsville (Madison County) blacksmith during the years 1833-34. An analysis similar to that conducted here for the Vanceborough blacksmith of these two workshops would be enlightening.

Each line entry in the Vanceborough account book was entered into a computerized data base (Norland International's Reflex). Each "debit" entry consisted of the account name, date, task and amount charged for that service. Each "credit" entry consisted of the account name, date and either the amount of cash tendered or the amount of cash received.

A daily account book detailing the financial credits and debits of an unidentified blacksmith from the community of Vanceborough was donated to the Illinois State Historical Society by Miss Olive Whittlesey in 1967. Vanceborough (and the associated blacksmith) was located along the Galena to Chicago road at Twelve-Mile Grove located between Rock River Ford (Rockford) and Yellow Creek (Freeport). This community (later known as Pecatonica) was established by Ephraim Sumner who arrived at that location in 1835 (Church 1900:105). A post office was established in Vanceborough in May 1838 and disestablished in June 1856 (Adams 1989:532). A large stone tavern, built in 1842 (and demolished in 1914), was constructed by Sumner in Vanceborough for use by the Frink, Walker and Company stage line (Halstead 1935:4). The sixteen page account book (curated within the manuscript collections of the Illinois State Historical Library (Springfield) details the character of the work (and associated charges) conducted by this village blacksmith between June 6th and July 27th, 1855 (1).

This northern Illinois blacksmith, presumably related to the Whittlesey family, worked in a similar village setting along the same road (only approximately 30 miles east) and during the same suspected period of significance as that associated with the Waddams Grove blacksmith. As such, the tasks conducted by the Vanceborough blacksmith during his daily work routine during these months, as well as the fiscal well being of this craftsman, were analyzed for a comparative data base. Our objective in analyzing this contemporary 19th century account book was to determine what tasks were conducted by this village blacksmith during this time period and whether this suite of activities corresponded to that associated with the Waddams Grove blacksmith. Were the suite of activities between the two blacksmith shops similar and thus reflective of the wide range of activities performed by the small village blacksmith? Or were the suite of activities between these two shops sufficiently different to suggest that the blacksmith at the Waddams Grove #1 Site was a specialized shop servicing solely the stage line?

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Each line entry in the Vanceborough account book was entered into a computerized data base (Borland International's Reflex). Each "debit" entry consisted of the account name, date, task and amount charged for that service. Each "credit" entry consisted of the account name, date and either the amount of cash tendered or the item(s) exchanged for barter. Additionally, separate "debit" entries detailed the "cash taken" by a Mr. J. H. Rogers. These entries appear to document the payments to a local merchant for coal and iron purchases made on account. After all the entries were made into the data base, they were then grouped into one of ten functional categories. The summary of tasks conducted by this blacksmith are discussed with regard to their frequency as a percentage of the "Number of Occurrences" as well as "Total Billable Costs."

The ten functional categories that each task was sorted into consist of 1) Agricultural Implement Maintenance or Repair, 2) Horseshoeing, 3) Hardware Production (here referred to "Supplies"), 4) Non-Agricultural tool Maintenance or Repair, 5) Harness Repair, 6) Buggy Repair, 7) Wagon Repair, 8) Tire Repair, 9) Architectural Hardware Manufacture, and 10) Miscellaneous Activities. Table 20 summarizes the number of occurrences and total cost for each activity. Tables 21-31 detail the entries associated with each functional category.

Whether the significance of the Vanceborough blacksmith's tasks were ranked on the "Number of Occurrences" or "Total Billable Costs", the most significant task for this particular blacksmith was the maintenance and repair of agricultural implements. With regard to the Number of Occurrences, this task accounted for 46.16% of all the tasks performed by the blacksmith. Similarly, with the Total Billable Costs, this task accounted for 37.25% of the billable accounts. Entries recorded by this blacksmith associated with the repair of agricultural implements were predominately associated with the maintenance of plows as well as repairing reapers. Some of the most significant tasks performed by this blacksmith during these months consisted of sharpening both the coulter and lay of the plow. It is suspected that the seasonality of the account book (June-July) may have over-inflated the significance of these agricultural tasks. Other tasks within this category included mending a clevis, mending plow and reaper braces, mending sickles, and repairing reapers, hay rakes and snathes (scythes).

Similarly, horseshoeing was a significant task for the blacksmith whether ranked with regard to the Number of Occurrences (18.80%) or Total Billable Costs (11.95%). Based on the entries in this account book, it could be determined that this blacksmith charged approximately \$0.13 to set a single shoe. Costs to set multiple shoes were slightly less (2 shoes cost \$0.25). To toe a shoe costs \$0.18.

The major discrepancy between the Number of Occurrences and the Total Accounts Billable was with regard to the task of Buggy Repairs. When considered as a function of the Number of

Occurrences, buggy repair accounted for 10 entries (representing only 4.27%) of the work conducted by this blacksmith. In contrast, when one considers the Total Accounts Billable for this blacksmith, buggy repair accounted for \$32.01 (or 25.86%) of the billable accounts. High cost items associated with this workshop included painting buggies (\$5.00 each) as well as general buggy repair (average cost equal to \$4.37). Other tasks within this functional category included the repair of buggy tops, repairing buggy rub irons (brakes), as well as buggy steps and braces.

Tool Maintenance ranked fourth with regard to the Total Billable Accounts (6.42% of the total) and fourth with regard to the Number of Occurrences (8.12% of total). Tasks performed by this blacksmith included "altering" drills, sharpening gads, wedges and drill pits, laying picks, as well as mending hammers, hay(?) forks, hoes, sledge hammers, and chisel handles. Although located east of Freeport (Stephenson County) well removed from the lead mine district of northwestern Illinois, this blacksmith was sharpening numerous mining tools (ie. gads and picks).

The Manufacture of Supplies ranked fifth with regard to the Total Billable Accounts (6.32%) and third with regard to the Number of Occurrences (8.55%). Supplies produced by this blacksmith included such items as bolts (approximately \$0.20 each), bucket valves (\$0.25 each), spikes for poles, scythe wedges, staples, and nuts (\$0.06 each).

Harness Repair ranked sixth with regard to the Total Billable Accounts (representing 3.81% of the total) and fifth with regard to the Number of Occurrences. Items associated with this functional category included working with the leather accouterments of the harness as well as the repair and "ironing" of neck yokes and whiffletrees.

Miscellaneous items ranked seventh with regard to the Total Billable Accounts (accounting for only 2.93% of the total) and sixth with regard to the Number of Occurrences (accounting for only 3.85% of the total). Items associated with this functional category included banding axle trees, mending chains, repairing shafts and headers, making bucket irons, punching blocks, and apparently selling "piece gagine iron." Also tabulated within this category was the debit of \$1.50 for "work on well."

Tire Repair ranked eighth with regard to Total Billable Accounts (accounting for only 2.42% of the total) and ninth with regard to the Number of Occurrences (0.85% of the total). "Setting Tires" (for the sum of \$1.00 each) was the only tasks entered within the account book within this category.

Wagon Repair ranked ninth with regard to Total Billable Accounts (accounting for 2.0% of the total) and eighth with regard to the Number of Occurrences (accounting for 3.0% of the total).

The manufacture of Architectural Hardware ranked last with

regard to both the Total Billable Accounts (1.00%) or Number of Occurrences (0.43%). Only one entry for architectural hardware was made within this account book. This entry was for a door fastener which cost \$1.25 to manufacture.

Between June 6th and July 31st, 1855, this blacksmith worked a six day week (presumably 12-hour days) and accrued \$128.04 in billable accounts. During this time period, his minimum daily billable total consisted of \$0.38 while his maximum daily billable total amounted to \$15.89. The average daily billable services for this blacksmith consisted of \$2.98. This total of billable accounts were accrued over a period just short of 8 weeks (which represented approximately 15.4% of the total work year). Assuming a constant rate of production throughout the year (which may not be an accurate assumption), this blacksmith would have accrued approximately \$831.43 in billable accounts.

Unfortunately, this blacksmith received only \$30.71 in payment on his accounts during this same time period and his customers were in arrears for over \$97 during this period. During this same time period, the blacksmith had expended \$40.91 for coal and iron purchases. As such, the blacksmith's cash flow was so low during this period that he was not able to cover the expense of his coal and iron purchases. It is suspected that this cash flow deficit was a factor of the agricultural seasonality of this blacksmith's work cycle. If not, it seems doubtful that this blacksmith would have remained in business for a very long period of time. It is suspected that the post-harvest period during the fall months may have been when this blacksmith received payment on many of his accounts. As was typical during this period, this craftsman lived for the fall months when he was able to settle up many of his accounts with the rural agricultural community.

Assuming that the coal and iron purchases during this approximately 8 week period represented 15.4% of his yearly coal and iron expenses, it appears that this blacksmith purchased approximately \$265 in supplies that year. If this amount is subtracted from his estimated gross income (\$831.43), this rural blacksmith appears to have earned approximately \$565 per year. Based on his account books for this period, \$6.50 worth of agricultural goods and woodworking services (consisting of 21.2% of his cash flow) were taken in on account as barter. The woodworking services received as barter were associated with another apparently local craftsman that repaired wooden parts associated with buggy repairs conducted by the blacksmith.

TABLE 20

FUNCTIONAL CLASSIFICATION OF BLACKSMITH'S WORK

	Costs(\$)	Percent	Number	Percent
Ag Implement Repair	46.10	37.25	108	46.16
Horse Shoeing	14.80	11.95	44	18.80
Manufacture Supplies	7.82	6.32	20	8.55
Tool Maintenance	7.95	6.42	19	8.12
Harness Repair	4.72	3.81	14	5.98
Miscellaneous Items	3.63	2.93	9	3.85
Buggy Repair	32.01	25.86	10	4.27
Wagon Repair	2.52	2.04	7	2.99
Tire Repair	3.00	2.42	2	0.85
Architectural Hardware	1.25	1.00	1	0.43
Total	123.80	100.00	234	100.00
Repair Snath	0.38	0.31	2	0.85
Repair/Work on Reaper	7.76	6.27	12	5.11
Repair Rode	0.50	0.40	1	0.42
Sharpen Coultter	2.59	2.10	18	7.67
Sharpen Lay	10.25	8.28	36	15.33
Sickle Guard	0.25	0.20	1	0.42
Skans for Breaking Plow	0.75	0.60	1	0.42
Work on Hay Rake	0.75	0.60	1	0.42
Total	46.16	100.00	108	100.00

TABLE 21

TASKS ASSOCIATED WITH AGRICULTURAL IMPLEMENT REPAIR

	Costs(\$)	Percent	Number	Percent
Lay Breaking Plow	2.00	4.37	1	0.92
Lay Coulter	2.50	5.47	4	3.77
Make Lay	2.00	4.37	2	1.85
Mend Clevis	0.82	1.79	3	2.78
Mend Lay	1.00	2.19	1	0.92
Mend Plow Brace	0.19	0.42	1	0.92
Mend Reaper Brace	0.10	0.22	1	0.92
Mend Sickles	5.74	12.55	9	8.33
Nose Plow	2.00	4.37	3	2.78
Pair Clevis	0.50	1.09	1	0.92
Repair Coulter	0.25	0.55	1	0.92
Repair Lay	0.63	1.38	1	0.92
Repair Plow	5.14	11.24	8	7.41
Repair Snath	0.38		2	1.85
Repair/Work on Reaper	7.76	16.97	12	11.11
Repair Rods	0.50	1.09	1	0.92
Sharpen Coulter	2.59	5.66	18	16.67
Sharpen Lay	10.25	22.42	36	33.33
Sickle Guard	0.25	0.55	1	0.92
Skanses for Breaking Plow	0.75	1.64	1	0.92
Work on Hay Rake	0.75	1.64	1	0.92
Total	46.10	100.00	108	100.00
Bucket	0.25	3.33	1	0.92
Hook and Eye	0.63	8.06	1	0.92
Nails	0.08	1.02	1	0.92
Nut	0.06	0.77	1	0.92
Scythe Blade	0.38	4.86	3	2.78
Spikes for Sods	0.88	11.25	8	7.41
Staple for Plow	0.50	6.45	1	0.92
Staples	0.80	10.20	1	0.92
Staple and Ring	2.00	25.64	2	1.85
Total	7.82	100.00	20	100.00

TABLE 24

TASKS ASSOCIATED WITH TOOL MAINTENANCE

TABLE 22

TASKS ASSOCIATED WITH HORSE SHOEING

	Costs(\$)	Percent	Number	Percent
Altering Drill				
Old Shoe	0.37	2.50	1	2.27
Old Shoe	0.19	1.28	1	2.27
Set Shoe	10.69	72.23	35	79.54
Toe Shoe	3.55	23.99	7	15.91
Total	14.80	100.00	44	100.00
Ring Chisel Handle	0.10	1.36	1	5.26
Sharpen Drill	2.02	25.41	3	26.32
Sharpen Drill, Pick and Gads	0.31	3.90	1	8.26
Sharpen Wedges	0.13	1.64	1	5.26
Cant Hook	0.38	4.78	1	8.26
Total	7.95	100.00	19	69.76

TABLE 23

TASKS ASSOCIATED WITH MANUFACTURE OF SUPPLIES

	Costs(\$)	Percent	Number	Percent
Bolts	2.44	31.20	7	35.00
Bucket Valve	0.25	3.20	1	5.00
Hook and Eye	0.63	8.06	1	5.00
Nails	0.08	1.02	1	5.00
Nut	0.06	0.77	1	5.00
Scythe Wedge	0.38	4.86	3	15.00
Spikes for Pole	0.88	11.25	2	10.00
Staple for Plow	0.50	6.40	1	5.00
Staples	0.60	7.67	1	5.00
Staple and Ring	2.00	25.54	2	10.00
Total	7.82	100.00	20	100.00

TABLE 24

TASKS ASSOCIATED WITH TOOL MAINTENANCE

	Costs(\$)	Percent	Number	Percent
Altering Drill	2.00	25.16	1	5.26
Gads	0.50	6.29	1	5.26
Lay Pick	0.50	6.29	1	5.26
Mend Hammer	0.13	1.64	1	5.26
Mend Pick	0.50	6.29	2	10.53
Repair Forks	0.50	6.29	1	5.26
Repair Hammer	0.38	4.78	1	5.26
Repair Hoe	0.06	0.75	1	5.26
Repair Sledge and Sharpen Pick	0.44	5.53	1	5.26
Ring Chisel Handle	0.10	1.26	1	5.26
Sharpen Drill	2.02	25.41	5	26.32
Sharpen Drill, Pick and Gad	0.31	3.90	1	5.26
Sharpen Wedges	0.13	1.64	1	5.26
Cant Hook	0.38	4.78	1	5.26
Total	7.95	100.00	19	99.70

TABLE 25

TASKS ASSOCIATED WITH HARNESS REPAIR

	Costs(\$)	Percent	Number	Percent
Buckle	2.44	51.70	1	7.14
Iron Neck Yokes	0.25	5.30	3	21.43
Iron Pair Whiffletree	0.63	13.35	2	14.29
Repair Harness	0.08	1.69	4	28.57
Repair Whiffletree	0.06	1.27	2	14.29
Ring Neck Yoke	0.38	8.05	1	7.14
Whiffletree Hook	0.88	18.64	1	7.14
Total	4.72	99.99	14	100.00

TABLE 26

TASKS ASSOCIATED WITH MISCELLANEOUS ITEMS

	Costs(\$)	Percent	Number	Percent
Band Axletree	0.25	6.89	1	11.11
Bucket Irons	0.19	5.22	1	11.11
Mend/Repair Chains	0.63	17.36	2	22.22
Piece Gagine Iron	0.31	8.54	1	11.11
Punch Block	0.25	6.89	1	11.11
Repair Header	0.25	6.89	1	11.11
Repair Shafts	0.25	6.89	1	11.11
Work for Well	1.50	41.32	1	11.11
Total	3.63	100.00	9	99.99

TABLE 27

TASKS ASSOCIATED WITH BUGGY REPAIR

	Costs(\$)	Percent	Number	Percent
Braces	1.50	4.69	1	10.00
Paint Buggy	15.00	46.86	3	30.00
Pair Buggy Steps	1.50	4.69	1	10.00
Pair Rub Irons	0.38	1.18	1	10.00
Repair Buggy	13.13	41.02	3	30.00
Repair Buggy Top	0.50	1.56	1	10.00
Total	32.01	100.00	10	100.00

TABLE 28

TASKS ASSOCIATED WITH WAGON REPAIR

	Costs(\$)	Percent	Number	Percent
Iron Shafts	0.38	15.08	1	14.29
Piecing Wagon Rod	0.13	5.16	1	14.29
Repair Wagon	2.01	79.76	5	71.42
Total	2.52	100.00	7	100.00

TABLE 29

TASKS ASSOCIATED WITH TIRE REPAIR

	Costs(\$)	Percent	Number	Percent
Set Tire	2.00	66.67	1	50.00
Set Tires	1.00	33.33	1	50.00
Total	3.00	100.00	2	100.00

TABLE 30

TASKS ASSOCIATED WITH ARCHITECTURAL HARDWARE
MANUFACTURE

	Costs(\$)	Percent	Number	Percent
Door Fastenings	1.25	100.00	1	100.00
Total	1.25	100.00	1	100.00

TABLE 31

CASH AND BARTER RECEIVED ON ACCOUNT

June 12	\$0.38	Cash
June 21	\$1.75	Barter (Woodworking Services)
June 21	\$1.75	Barter (Woodworking Services)
June 22	\$3.00	Cash
June 26	\$5.00	Cash
July 3	\$8.33	Cash
July 9	\$2.00	Cash
July 13	\$0.50	Cash
July 16	\$5.00	Cash
July 28	\$3.00	Barter (Corn)



Figure 70: Blacksmith tasks ranked by the number of occurrences in Vanceborough Account book.

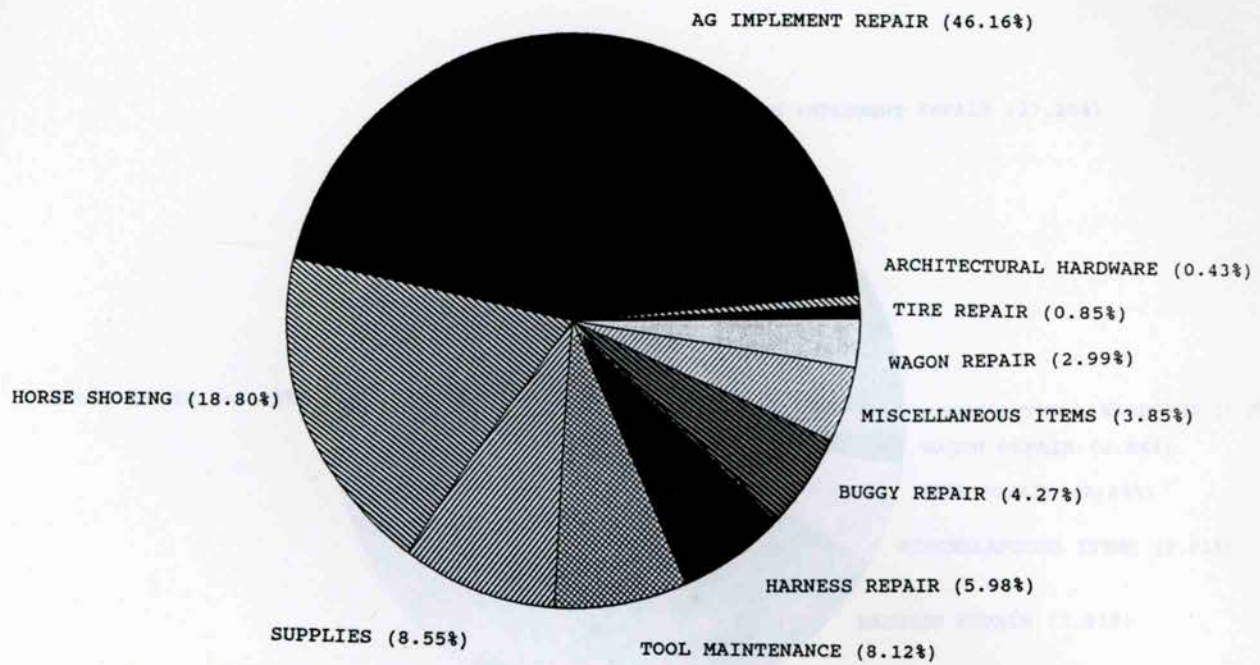


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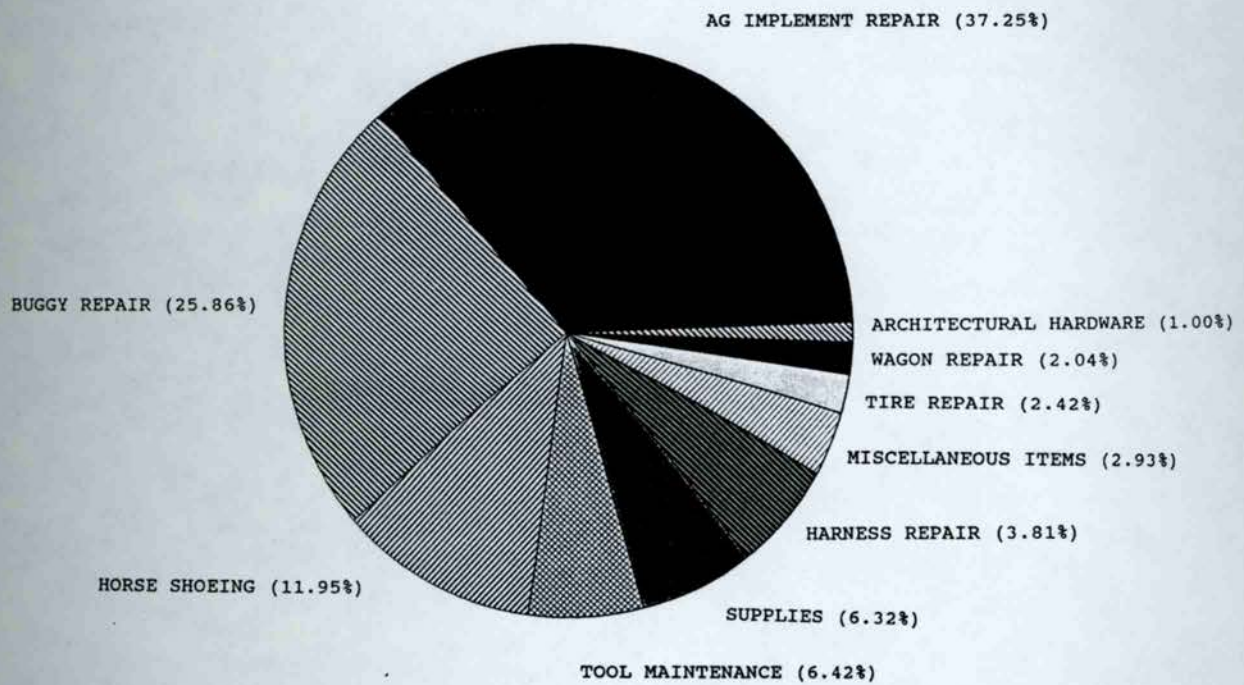


Figure 71. Blacksmith tasks ranked by the total billable accounts in Vanceborough account book.