



Phase II and Phase III Archaeological Database and Inventory

Site Number: 18AP111

Site Name: Fleet Street Streetscape

Prehistoric

Other name(s) 14, 18, 45 Fleet Street & 79-81 East Street backyard

Historic

Brief Description:

Last quarter 17th-20th century streetscape in residential neighborhood; log road/corduroy road

Unknown

Site Location and Environmental Data:

Maryland Archaeological Research Unit No. 7

SCS soil & sediment code

Latitude 38.9822

Longitude -76.4776

Physiographic province Western Shore Coastal

Terrestrial site

Underwater site

Elevation m Site slope

Ethnobotany profile available Maritime site

Site setting

-Site Setting restricted

-Lat/Long accurate to within 1 sq. mile, user may need to make slight adjustments in mapping to account for sites near state/county lines or streams

Topography

- Floodplain
- Hilltop/bluff
- Interior flat
- Upland flat
- Ridgetop
- Terrace
- Low terrace
- High terrace
- Rockshelter/cave
- Hillslope
- Unknown
- Other

Ownership

- Private
- Federal
- State of MD
- Regional/county/city
- Unknown

Nearest Surface Water

Name (if any) Annapolis Harbor

- | Saltwater | | Freshwater | |
|--|---|---------------------------------------|---------------------------------|
| Ocean <input type="checkbox"/> | Estuary/tidal river <input checked="" type="checkbox"/> | Stream/river <input type="checkbox"/> | Swamp <input type="checkbox"/> |
| Tidewater/marsh <input type="checkbox"/> | | Lake or pond <input type="checkbox"/> | Spring <input type="checkbox"/> |
- Minimum distance to water is 45 m

Temporal & Ethnic Contextual Data:

- Paleoindian site
- Archaic site
- Early archaic
- Middle archaic
- Late archaic
- Woodland site
- MD Adena
- Early woodland
- Mid. woodland
- Late woodland
- Unknown prehistoric context

- Contact period site
- ca. 1820 - 1860
- ca. 1860 - 1900
- ca. 1900 - 1930
- Post 1930
- ca. 1820 - 1860
- ca. 1630 - 1675
- ca. 1675 - 1720
- ca. 1720 - 1780
- ca. 1780 - 1820
- Unknown historic context
- Unknown context

Ethnic Associations (historic only)

- Native American
- African American
- Anglo-American
- Hispanic
- Asian American
- Unknown
- Other
- Russian Jew

Y=Confirmed, P=Possible

Site Function Contextual Data:

Prehistoric

- Multi-component
- Village
- Hamlet
- Base camp
- Rockshelter/cave
- Earthen mound
- Cairn
- Burial area
- Misc. ceremonial
- Rock art
- Shell midden
- STU/lithic scatter
- Quarry/extraction
- Fish weir
- Production area
- Unknown
- Other context

Historic

Urban/Rural? Urban

Domestic

- Homestead
- Farmstead
- Mansion
- Plantation
- Row/townhome
- Cellar
- Privy

Industrial

- Mining-related
- Quarry-related
- Mill
- Black/metalsmith
- Furnace/forge
- Other

Furnace/forge

Other

Transportation

- Canal-related
- Road/railroad
- Wharf/landing
- Maritime-related
- Bridge
- Ford

Educational

Commercial

- Trading post
- Store
- Tavern/inn

Military

Battlefield

Fortification

Encampment

Townsite

Religious

Church/mtg house

Ch support bldg

Burial area

Cemetery

Sepulchre

Isolated burial

Bldg or foundation

Possible Structure

Post-in-ground

Frame-built

Masonry

Other structure

Slave related

Non-domestic agri

Recreational

Midden/dump

Artifact scatter

Spring or well

Unknown

Other context

log road/corduroy road

Interpretive Sampling Data:

Prehistoric context samples

Soil samples taken

Flotation samples taken

Other samples taken

Historic context samples

Soil samples taken

Flotation samples taken

Other samples taken

wood samples from log road; X-rays of bundle



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Diagnostic Artifact Data:

Projectile Point Types		Koens-Crispin	
Clovis	<input type="checkbox"/>	Perkiomen	<input type="checkbox"/>
Hardaway-Dalton	<input type="checkbox"/>	Susquehana	<input type="checkbox"/>
Palmer	<input type="checkbox"/>	Vernon	<input type="checkbox"/>
Kirk (notch)	<input type="checkbox"/>	Piscataway	<input type="checkbox"/>
Kirk (stem)	<input type="checkbox"/>	Calvert	<input type="checkbox"/>
Le Croy	<input type="checkbox"/>	Selby Bay	<input type="checkbox"/>
Morrow Mntn	<input type="checkbox"/>	Jacks Rf (notch)	<input type="checkbox"/>
Guilford	<input type="checkbox"/>	Jacks Rf (pent)	<input type="checkbox"/>
Brewerton	<input type="checkbox"/>	Madison/Potomac	<input type="checkbox"/>
Otter Creek	<input type="checkbox"/>	Levanna	<input type="checkbox"/>

Prehistoric Sherd Types

Marcey Creek	<input type="checkbox"/>	Popes Creek	<input type="checkbox"/>	Shepard	<input type="checkbox"/>	Keyser	<input type="checkbox"/>
Dames Qtr	<input type="checkbox"/>	Coulbourn	<input type="checkbox"/>	Townsend	<input type="checkbox"/>	Yeocomico	<input type="checkbox"/>
Selden Island	<input type="checkbox"/>	Watson	<input type="checkbox"/>	Minguannan	<input type="checkbox"/>	Monongahela	<input type="checkbox"/>
Accokeek	<input type="checkbox"/>	Mockley	<input type="checkbox"/>	Sullivan Cove	<input type="checkbox"/>	Susquehannock	<input type="checkbox"/>
Wolfe Neck	<input type="checkbox"/>	Clemson Island	<input type="checkbox"/>	Shenks Ferry	<input type="checkbox"/>		
Vinette	<input type="checkbox"/>	Page	<input type="checkbox"/>	Moyaone	<input type="checkbox"/>		
				Potomac Crk	<input type="checkbox"/>		

Historic Sherd Types

Earthenware		Ironstone		Staffordshire		Stoneware	
Astbury	<input type="checkbox"/>	Jackfield	<input type="checkbox"/>	Tin Glazed	15	English Brown	<input type="checkbox"/>
Borderware	<input type="checkbox"/>	Mn Mottled	<input type="checkbox"/>	Whiteware	130	Eng Dry-bodied	<input type="checkbox"/>
Buckley	7	North Devon	4	Porcelain	<input type="checkbox"/>	Nottingham	<input type="checkbox"/>
Creamware	350	Pearlware	<input type="checkbox"/>			Rhenish	4
						Wt Salt-glazed	35

All quantities exact or estimated minimal counts

Other Artifact & Feature Types:

Prehistoric Artifacts		Other fired clay	
Flaked stone	<input type="checkbox"/>	Human remain(s)	<input type="checkbox"/>
Ground stone	<input type="checkbox"/>	Modified faunal	<input type="checkbox"/>
Stone bowls	<input type="checkbox"/>	Unmod faunal	<input type="checkbox"/>
Fire-cracked rock	<input type="checkbox"/>	Oyster shell	<input type="checkbox"/>
Other lithics (all)	<input type="checkbox"/>	Floral material	<input type="checkbox"/>
Ceramics (all)	<input type="checkbox"/>	Uncommon Obj.	<input type="checkbox"/>
Rimsherds	<input type="checkbox"/>	Other	<input type="checkbox"/>

Prehistoric Features

Mound(s)	<input type="checkbox"/>	Storage/trash pit	<input type="checkbox"/>
Midden	<input type="checkbox"/>	Burial(s)	<input type="checkbox"/>
Shell midden	<input type="checkbox"/>	Ossuary	<input type="checkbox"/>
Postholes/molds	<input type="checkbox"/>	Unknown	<input type="checkbox"/>
House pattern(s)	<input type="checkbox"/>	Other	<input type="checkbox"/>
Palisade(s)	<input type="checkbox"/>		
Hearth(s)	<input type="checkbox"/>		
Lithic reduc area	<input type="checkbox"/>		

Lithic Material

Fer quartzite	<input type="checkbox"/>	Sil sandstone	<input type="checkbox"/>
Jasper	<input type="checkbox"/>	Chalcedony	<input type="checkbox"/>
Chert	<input type="checkbox"/>	Ironstone	<input type="checkbox"/>
Rhyolite	<input type="checkbox"/>	Argilite	<input type="checkbox"/>
Quartz	<input type="checkbox"/>	Steatite	<input type="checkbox"/>
Quartzite	<input type="checkbox"/>	Sandstone	<input type="checkbox"/>
		European flint	<input type="checkbox"/>
		Basalt	<input type="checkbox"/>
		Unknown	<input type="checkbox"/>
		Other	<input type="checkbox"/>

Dated features present at site

17th-20th century streetscape features

Historic Artifacts		Tobacco related	
Pottery (all)	545	Activity item(s)	<input type="checkbox"/>
Glass (all)	<input type="checkbox"/>	Human remain(s)	<input type="checkbox"/>
Architectural	<input type="checkbox"/>	Faunal material	<input checked="" type="checkbox"/>
Furniture	<input type="checkbox"/>	Misc. kitchen	<input type="checkbox"/>
Arms	<input type="checkbox"/>	Floral material	<input checked="" type="checkbox"/>
Clothing	<input type="checkbox"/>	Misc.	<input type="checkbox"/>
Personal items	<input type="checkbox"/>	Other	<input type="checkbox"/>

Historic Features

Privy/outhouse	<input type="checkbox"/>	Depression/mound	<input checked="" type="checkbox"/>	Unknown	<input type="checkbox"/>
Const feature	<input checked="" type="checkbox"/>	Burial(s)	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>
Foundation	<input type="checkbox"/>	Trash pit/dump	<input type="checkbox"/>	corduroy road/log road, drainage ditch	
Cellar hole/cellar	<input type="checkbox"/>	Sheet midden	<input type="checkbox"/>	Earthworks	<input type="checkbox"/>
Hearth/chimney	<input type="checkbox"/>	Planting feature	<input type="checkbox"/>	Mill raceway	<input type="checkbox"/>
Postholes/molds	<input checked="" type="checkbox"/>	Road/walkway	<input checked="" type="checkbox"/>	Wheel pit	<input type="checkbox"/>
Paling ditch/fence	<input type="checkbox"/>				

All quantities exact or estimated minimal counts

Radiocarbon Data:

Sample 1: +/- years BP Reliability Sample 2: +/- years BP Reliability Sample 3: +/- years BP Reliability

Sample 4: +/- years BP Reliability Sample 5: +/- years BP Reliability Sample 6: +/- years BP Reliability

Sample 7: 0 +/- years BP Reliability Sample 8: +/- years BP Reliability Sample 9: +/- years BP Reliability

Additional radiocarbon results available



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External Samples/Data:

Collection curated at University of Maryland, College Park and the Banneker

Additional raw data may be available online

Summary Description:

Site 18AP111 (also known as the Fleet Street Streetscape), consists of late 17th thru 20th century archeological remains associated with the evolving streetscape of the Fleet-Cornhill neighborhood in downtown Annapolis. The resource includes the remains of an early log or corduroy road. Historically the location included both residential and commercial space, as well as industrial waterfront spaces. The site is situated on a hillslope running down to the Annapolis harbor (City Dock). Fleet Street is near two known historic streams, one to the north on Pinkney Street, and the other currently running beneath Fleet Street. The surrounding landscape is heavily developed as an urban area. Soils at the site are Collington and Wist sandy loams, as well as human transported soils.

Between 1770 and 1830 the Fleet-Cornhill neighborhood underwent substantive urban development. What had previously been a neighborhood characterized in the first half of the 18th century by industrial spaces and sporadic if not ephemeral habitations near those industrial spaces, the Fleet-Cornhill neighborhood took on many of the physical elements that are recognizable today. One historical individual is primarily responsible for this change.

In 1771, Charles Wallace, a local merchant who is perhaps best known as the construction magnate for the third and final State House, bought almost all of the land that had once been owned by Francis Nicholson. The title to the parcel of land that included the Fleet-Cornhill neighborhood had been languishing for years in chancery court disputes. With no clear ownership of title, exact historical occupation of this parcel of land is unknown, and is thought to have been in a form of developmental stasis since the first quarter of the 18th century. However, Wallace's single purchase set in motion a series of developmental events that are well documented historically and quickly altered the character of the area. Wallace (a partner in the Wallace, Davidson, and Johnson merchant company) undoubtedly recognized the potential that this land held, not only for economic advances of the company, but also sizable economic potentials for himself.

One of the most striking changes to the Fleet-Cornhill neighborhood at this time was the construction of the Wallace, Davidson, and Johnson (WDJ) building, known as Factors Row, fronting the harbor. With construction underway in the early 1770s, this building would dominate the Annapolis harbor, both in terms of visual scale, as well as a site of economic exchange, until it was destroyed by a fire in 1883. Built as four separate structures tied together, utilizing the latest trends in Georgian architectural fashion, the building housed the WDJ company headquarters, the Annapolis Victualing House during the American Revolution, and personal residences. In addition to their company headquarters, the WDJ Company also made improvements to the city dock and extended their operations west, presumably using the space as a company staging area.

In addition to changes to the area fronting the City Dock, Charles Wallace began to subdivide his landholdings in the early 1770s. The contiguous piece of land formerly known as "Nicholson's Lot", extending from the City Dock to the State House was split into 24 separate lots, fronting the newly created Cornhill Street. These lots were quickly purchased by Annapolis residents, whose economic status could best be described as tradesmen, innkeepers, and those in the upper echelon of the working class.

An on the ground detail of the Fleet-Cornhill neighborhood at this time comes from land records and the 1798 Federal Direct Tax assessment. Land records clearly show substantive land division, home and lot improvements in the area, and mechanisms of land control, including ground rent retained by Wallace throughout the last quarter of the 18th century. The 1798 Federal Direct Tax record lists a total of 19 home lots on Cornhill Street and 5 home lots on Fleet Street. Based on these numbers it appears that Cornhill Street witnessed substantive growth in the period between 1770 and 1798. Fleet Street, predated Cornhill Street by at least 80 years, but most likely retained much of its early to mid 18th century character. By contrast, Cornhill Street (with the notable exception of land retained by the WDJ Company, to the west of Factors row), appears to date from this initial stage of late 18th century development. In terms of streetscape development, two important realizations can be drawn from these records. First, the subdivision of land by Wallace in the early 1770s necessitated the building of Cornhill Street, sometime prior to 1781. Second, the increase in population on these streets, in particular Cornhill, would have necessitated public amenities, including public wells and street maintenance.

City of Annapolis records regarding street maintenance are non-existent for the 19th century. However, beginning in the first quarter of the 19th century, Annapolis Corporation Proceedings records greatly detail City efforts to improve streets and public infrastructure. Both Fleet and Cornhill would have been unpaved earthen streets at that time, bordered by houses with ephemeral footpaths. In 1803, the City of Annapolis passed a by-law formalizing procedures and responsibilities for street maintenance and responsibilities for sidewalk maintenance. In addition to appointing commissioners to oversee City owned public right of ways, the by-law spelled out a series of rules to which residents of Annapolis would be held accountable. The by-law stated in no uncertain terms suggest that streets were in a state of disrepair by the early 19th century. City residents had been encroaching on public lands and right-of-way by constructing fences and varying obstacles that impeded their use.

This continual problem of shifting earthen streets, and private encroachment onto public lands was further called into question by the Corporation of Annapolis in 1819. Having already passed the 1803 by-law, Annapolis Corporation Commissioners sought to rectify this issue by making city residents responsible for maintaining footpaths in front of their personal property.

Once the issue of maintaining City sidewalks had been firmly placed on the onus of City residents, the City Administrators set their sights on maintaining the streets themselves. The actions to come would greatly alter the City, not only in the sense that the City would become more modernized throughout the 19th century, but also that it would come to be less and less a visually homogenous space. In the 1820s the process of modernizing City streets was well underway, especially on Cornhill Street. A citation in the Annapolis Corporation Proceeding in 1820 cites the citizens of Cornhill Street as petitioning the City to have Cornhill be designated a public street. Prior to this point, Cornhill Street had been in the hands of private individuals, again having been laid out by Charles Wallace in the 1770s. With its official inclusion as a public street in 1820, Annapolis Corporation Commissioner's put forth a law to have the street graded and improved as well as to have gutters and curbs placed along the street. These actions ushered in a period of urbanization that lasted throughout the 19th and early 20th centuries.

The time period between 1830 and 1880 can best be described as the first phase of intensive modern urbanization within the city of Annapolis, during which substantive changes were made to the streetscape of the Fleet-Cornhill neighborhood. Annapolis Corporation Commissioners followed the curbing of Cornhill Street, by curbing Fleet Street in 1829. Based on the number of entries within the Annapolis Corporation's records, there seems to be an unequal pattern of development between Fleet and Cornhill Streets throughout the 19th century. The reasons for this discrepancy are currently unclear. However, the resultant



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gap in equal development may be tied to unequal population densities and/or tied to class based discrepancies between residents of these two streets.

Class-based discrepancies within the Fleet-Cornhill neighborhood at the turn of the 19th century can be seen in the descriptions of architecture from the 1798 Federal Direct Tax Assessment. These discrepancies, witnessed in both construction materials of houses as well as the valuation of houses, by and large correspond to the development of the Fleet-Cornhill neighborhood. The 1798 Federal Direct Tax indicates that Cornhill Street (the newer of the two streets) had a higher proportion of brick houses, most of which were valued at more than those on Fleet Street. Exceptions to this generalization can be seen in several workers houses situated near the WDJ building at the corner of Cornhill and Fleet. These houses in many ways seem to more closely correspond to housing on Fleet Street. Houses on Fleet Street at the time appear to have been predominantly frame built houses. Notable exceptions to this pattern are three brick houses located on the corner of where Fleet meets East Street, built in the 1780s. These houses were relative latecomers to the development of Fleet Street, and most likely were substantively different than the houses along lower Fleet Street, nearest the city dock. A review of lot histories and chains of title for this part of Fleet Street indicate that houses on lower Fleet Street were likely frame structures, built earlier in the 18th century for local craftsmen. More thorough historical research is needed to draw out the economic based differences between Fleet and Cornhill Streets at this time.

Throughout the second and third quarter of the 19th century, the Fleet-Cornhill neighborhood underwent further land development, characterized by increasing land subdivision, as well as resultant increased City infrastructure projects. Significant projects that appear in the records of the Annapolis Corporation Proceedings include episodic street grading for both Fleet and Cornhill Streets, partial street paving with stone or brick (prior to the 1860s), as well as increased City modernization efforts such as the plan to install water pipes in 1856 and 1866, and the installation of oil street lamps in 1869.

In the period between 1880 and 1930, the neighborhood saw dramatic changes both in terms of the modernization of city infrastructure, as well as changes in population demographics. Census data prior to the 1880s enumerated houses in the area in a piecemeal fashion, with little indication of home ownership, occupation or economic class. However, beginning in 1880 census records were enumerated street by street and house by house, noting homeowners and renters, and also indicating immigration data. From 1880 to 1900 the majority of residents in the neighborhood were native born Marylanders split along racial and class lines. This division meant that Cornhill Street was effectively white working class, while Fleet Street had a slightly higher percentage of African American working-class residents. By 1900 this racial division was even more apparent, with Fleet Street almost entirely African American (86% as opposed to 60% in 1880).

In 1910 this demographic pattern changed dramatically across the entire neighborhood. A review of census data from 1910 to 1930 shows an influx of European immigrants within the area along both Fleet and Cornhill. Immigrant groups enumerated as white beginning in the 1910 census include Germans, Irish, English, Portuguese, and Russian Jews. During this period, the Fleet-Cornhill neighborhood went from being a working-class community split along a predominantly native Maryland-born black/white divide to an ethnically diverse community made up of both newly arrived European immigrants as well as African-American and white Annapolitans. Chain of title data and census records detailing occupation shows that many of these European immigrants began to set up local businesses such as grocery stores and tailor shops, as well as building boarding houses that further altered the character of the neighborhood.

Fleet street, in particular, witnessed many of these changes. In addition to new home construction in the last quarter of the 19th and first quarter of the 20th centuries, Fleet Street saw a marked number of boarding houses built to house working class Annapolitans, and a number of early 20th century grocery stores to provision working class Fleet-Cornhill neighborhood residents. A particularly interesting example of this demographic and social change is seen with the Jacob Blum property. Blum, a newly immigrated Russian Jew (most likely fleeing Tsarist-backed pogroms in the early 20th century) opened a boarding house known as the 'Ideal Hotel' at 14 Fleet Street.

Having emigrated from Russia to Annapolis prior to 1910, Blum became part of a small but thriving Ashkenazi Jewish community within the Fleet-Cornhill neighborhood from 1910-1930. In addition to the Jacob Blum family, census records from 1910 detail a total of 5 Russian Jewish households within the neighborhood (4 on Fleet and 1 on Cornhill). In 1920, the total number of Russian Jewish households had dropped to four. Included within these households was that of H.B. Zenitz, the Rabbi for the congregation of Kneseth Israel, based at a newly consecrated Synagogue at the corner of Prince George and East Streets. In 1930 the total number Russian Jewish households dropped further to just 3 households. Most likely Orthodox, this small Russian Jewish community would have stood out as an example of the changing demographics of America's urban centered in the first quarter of the 20th century.

Census data related to the African-American population of the Fleet-Cornhill neighborhood from 1880-1930 shows a pattern of increasing segregation. In 1880, African-Americans accounted for 60% of the total residents along Fleet, and 20% of the total residents along Cornhill. From 1900 to 1930, the African-American population of Fleet Street expanded to 93% of the total population of Fleet and dropped to a low of 7% along Cornhill Street in 1910. Interestingly, the only households enumerated as being white along Fleet Street from 1910-1930 were the newly immigrated Russian-Jews.

The increasing segregation of African-American working-class residents along Fleet Street mirrors patterns witnessed throughout the town in the early 20th century. During this period African-American Annapolitans were segregated into enclaves and ally communities throughout the town. Some communities, including the nearby Hell Point Community (between the Naval Academy and City Dock), and the West Street Community acted as social centers of African American Annapolitan life throughout the middle of the 20th century. Although segregated, African-American Fleet Street were part of a broader black community and would have been active members of African-American social and religious institutions.

In terms of modernization of city infrastructure, the Fleet-Cornhill neighborhood underwent dramatic changes in the period from 1880 to 1930. A review of Annapolis Corporation Proceedings records show an emphasis on road and curb maintenance. However, the most substantive difference between this period of urbanization and previous urbanization efforts by the city appears to be a move towards regularization. Beginning in the 1890s, paving problems are regularly recorded for the area. Likely first paved in the 1860s, both Fleet and Cornhill appear to have been in a state of disrepair by the 1890s. Between 1890 and 1915 no less than 15 separate actions were taken by the Annapolis Corporation to pave and modernize the neighborhood. Early paving efforts during the 1890s included the grading of worn streets and relaying paving stones along Cornhill. In 1915 Annapolis Corporation Proceedings records cite a proposal to cover both streets with bituminous concrete. It is clear from these records that the city intended to fully modernize the streetscapes of the Fleet-Cornhill neighborhood. In essence, these actions brought the neighborhood out of the 19th century, and quite literally, paved the way for future mid to late 20th century neighborhood development.

Site 18AP111 was first examined archeologically in the spring of 2008 prior to planned undergrounding and replacement of city-owned utilities along and beneath the street. Manual stratigraphic excavations were conducted in four formal test units of varying size placed in designated sidewalk areas. All of this work was conducted at the request of the City of Annapolis, Department of Public Works (DPW) as part of the Fleet and Cornhill Streets Reconstruction Project.



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The locations of test units were recorded both vertically and horizontally in relation to City of Annapolis survey benchmarks. Elevations recorded in the course of excavations were taken via line level from the highest corner of each test unit. As such, all elevations were recorded relative to the modern sidewalk grade. All excavation was carried out by hand. Test units were excavated by natural soil layers unless a layer was deeper than 15.24 cm (6 in), in which case arbitrary levels were designated within the natural strata. Detailed field notes were recorded for each unit, consisting of descriptions of soil layers, features and artifacts encountered, and standardized forms were kept for levels and features. Soil color, texture, and inclusions were recorded along with depths, stratigraphic relationships, artifacts recovered, and interpretations. Plans and profiles were drawn to scale using engineer's scale, and photographs were taken of all units, profiles, and features. All cultural artifacts were collected by stratum and feature, and all excavated soils were screened through hardware cloth. Excavation was terminated at least 15.24 cm into culturally sterile soils.

Test Unit 2 measured 91 X 152 cm (3 X 5 ft), and was located east of the entrance to the building at 14 Fleet Street, with the southernmost edge of the unit aligned with the curbstones. Test Unit 2 was laid in between modern utility lines servicing the residence on Fleet Street. Test Unit 2 was excavated to a depth of roughly 131 cm (4.3 ft) below the 2008 sidewalk grade, and contained 19 stratigraphic levels and 6 features. Features from Test Unit 2 included a builder's trench for slate curbstones, a builder's trench for a modern water meter, a curbstone, a wood plank, a post hole, and a plank hole.

Test Unit 7 measured 122 X 137 cm (4 X 4.5 ft), and was located east of the entrance to the building at 18 Fleet Street, with the southernmost edge of the unit aligned with the curbstones. Test Unit 7 was excavated to an approximate depth of 76 cm (2.5 ft), below the 2008 sidewalk grade before excavation was halted due to ground water. The ground water first appeared around 18 cm below grade and became increasingly worse until it was impossible to mitigate the problem. Test Unit 7 contained 7 stratigraphic levels and 6 features. Features identified in Test Unit 7 included a builder's trench for curbstones, a historic walking surface, a mortar deposit, a plaster deposit, a brick sidewalk, and another walking surface.

Test Unit 3 measured 137 X 91 cm (4.5 X 3 ft), and was located west of the entrance to the building, with the northernmost edge of the unit aligned with the curbstones. The unit was excavated to a depth of roughly 1 m (3.5 ft) below the 2008 sidewalk grade. Eighteen stratigraphic levels were excavated, along with 8 features. Features identified in Test Unit 3 included a builder's trench for curbstones, a deposit of burned material, a builder's trench for the original placement of curbstones, an alluvial sand deposit, a deteriorated brick sidewalk, a deposit associated with runoff erosion, a postmold, and a post hole.

Test Unit 4 measured 109 X 152 cm (3.6 X 5 ft), was located on Fleet Street but affected the backyard entrance associated with the buildings at 79 and 81 East Street, with the southernmost edge of the unit aligned with the curbstones. Test Unit 4 was laid in where the sidewalk appeared to have had modern repair work of some kind requiring the replacement of the cement. Test Unit 4 was excavated to a depth of roughly 131 cm (4.3 ft) below the 2008 sidewalk grade. This unit contained 17 stratigraphic levels and 9 features. Features identified in Test Unit 4 included a builder's trench for curbstones, a brick sidewalk, a 19th century trench for curbstones, a soil stain, the top of a road, a brick rubble deposit, a posthole, a ditch for an 18th century road, and a possible West African spiritual bundle placed within the ditch and subsequently silted over and buried. The spiritual bundle (designated Feature 41) consisted of a chipped and groundstone prehistoric grooved axe, surrounded by pieces of lead shot and copper alloy straight pins concretized together within a clay soil matrix and found at the base of the aforementioned ditch.

The stratigraphy of 18AP111 was characterized by 17th, 18th, 19th, and 20th century streetscape, surface scatter, sidewalks, and road surfaces. The stratigraphy of Fleet Street is comprised of twentieth century brick and concrete sidewalks, and ca. 1830 slate curbstones. Underlying the extant sidewalks were earlier ca. 1830s brick sidewalk surfaces. Underlying these surfaces were late 18th century packed earthen paths and accumulated sheet deposits. Approximately 122 to 152 cm (4 to 5 ft) below the 2008 street and sidewalk grade there was a log road surface at the lower end of Fleet Street and a dirt road correlate on the upper end of Fleet Street. These roads date to the last quarter of the 18th century and first quarter of the 18th century.

The first map depicting Fleet Street is the 1781 "Frenchman's Map of Annapolis", however, the street is interpreted to be potentially 100 years older. Seventeenth century surveyor Richard Beard mentions a street known as the northeast line, located as a lot boundary on the 1718 Stoddert Map of Annapolis. It ran between lots 86 and 87, and an area referred to as Nicholson's Lot. Fleet Street is believed to have terminated at the city dock on its southernmost end, and potentially terminated at College Creek at its northernmost end. Historically the street was bordered to the northeast by a boatyard, referred to as the "Ships Carpenter Lot" on the 1718 Stoddert Map, and it ran directly through an early industrial area in the first quarter of the 18th century. Fleet Street underwent substantial development during the late 18th and early nineteenth century, with the addition of paved surfaces, curbstones, and brick sidewalks. During the late 19th and early 20th century Fleet Street became the site of a prominent African American and European-Emigrant working class neighborhood. The early road surface was found to be a log road or "corduroy road". In the gutter of this road a clay bundle thought to be of African origin was recovered. The bundle's age, from the turn of the 18th century or no later than 1720, was estimated from in situ ceramics. The bundle was X-rayed and within the clay was an abundance of lead shot, iron nails, and copper pins (some of which were bent) and a stone axe, the blade of which protruded out of the clay and pointed skyward. This axe was thought to represent Shango, the Yoruba god of thunder, lightning, and storms who is commonly represented in Yoruba folklore by a double-sided axe on his head. An outer wrapping, probably of leather or cloth, originally enclosed this bundle, leaving impressions on the clay surface of what remained. The bundle was placed on display at the Banneker-Douglass African American Museum in Annapolis.

A summary of the artifacts recovered during the course of the 2008 excavations at 18AP111 is not available. Diagnostics recovered included 4 North Devon gravel-tempered sherds, at least 7 Buckley sherds, at least 4 Rhenish Grey stoneware sherds, at least 15 tin-glazed earthenware sherds, at least 35 white salt-glazed stoneware sherds, 350 creamware sherds, and 130 whiteware sherds.

The Fleet Street site (18AP111) comprises the public sidewalk and street areas within Fleet Street, located within the Annapolis Historic District. The site encompasses the late 17th - 20th c. streetscape within the residential neighborhood near the commercial areas of Market Space. Testing revealed well-preserved features and cultural deposits, including deeply buried materials, associated with the development of the Annapolis streetscape in this area used for residential and commercial activities. Identified resources include 1) evidence of land reclamation activities, 2) the remains of an early log or corduroy road, 3) artifact middens and former surface scatters, 4) evidence of the evolution of road and sidewalk paving, curbing, and surface treatments in the Fleet-Cornhill Neighborhood, and 5) the remains of various public works and infrastructure improvements spanning the area's more than 300 years of history and development. In addition, the investigations revealed unique artifacts reflecting cultural and ethnic practices in the area.

The 2008 study demonstrated that 18AP111 contains important information to contribute to our knowledge and understanding of the development of the Annapolis streetscape over the last 300 years and to the daily lives and cultural traditions of the residents in the Fleet and Cornhill neighborhoods. Based on the research results, it appears that the site is eligible for inclusion in the National Register of Historic Places under Criterion D as a contributing resource to the National Register listed Annapolis Historic District.

MARYLAND
HISTORICAL



TRUST

Phase II and Phase III Archaeological Database and Inventory

Site Number: 18AP111

Site Name: Fleet Street Streetscape

Prehistoric

Other name(s) 14, 18, 45 Fleet Street & 79-81 East Street backyard

Historic

Brief
Description:

Last quarter 17th-20th century streetscape in residential neighborhood; log road/corduroy road

Unknown

External Reference Codes (Library ID Numbers):

95000798, Site Files