



Phase II and Phase III Archaeological Database and Inventory

Site Number: 18BC59

Site Name: Brown's Wharf

Prehistoric

Other name(s)

Historic

Unknown

Brief Description:

late 18th-20th century wharves, warehouses, and rowhouses

Site Location and Environmental Data:

Maryland Archaeological Research Unit No. 7

SCS soil & sediment code Ub

Latitude 39.2834

Longitude -76.6006

Physiographic province Western Shore Coastal

Terrestrial site

Underwater site

Elevation 5 m

Site slope 0-5%

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
- Made land

Ownership

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

Nearest Surface Water

Name (if any) Northwest Branch of Patap

Saltwater

Ocean

Estuary/tidal river

Tidewater/marsh

Minimum distance to water is 0 m

Freshwater

Stream/river

Swamp

Lake or pond

Spring

Temporal & Ethnic Contextual Data:

Paleoindian site

Woodland site

Contact period site

ca. 1820 - 1860

Y

Archaic site

MD Adena

ca. 1630 - 1675

ca. 1860 - 1900

Y

Early archaic

Early woodland

ca. 1675 - 1720

ca. 1900 - 1930

Y

Middle archaic

Mid. woodland

ca. 1720 - 1780

Post 1930

Y

Late archaic

Late woodland

ca. 1780 - 1820

Y

Unknown historic context

Unknown prehistoric context

Unknown context

Ethnic Associations (historic only)

Native American

Asian American

African American

Unknown

Anglo-American

Other

Hispanic

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

warehouses, rowhouses

Interpretive Sampling Data:

Prehistoric context samples

Soil samples taken

Flotation samples taken

Other samples taken

Historic context samples

Soil samples taken N

Flotation samples taken Y

Other samples taken Fish (menhaden)



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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	80
Borderware	<input type="checkbox"/>	Mn Mottled	<input type="checkbox"/>	Whiteware	171
Buckley	<input type="checkbox"/>	North Devon	<input type="checkbox"/>	Porcelain	74
Creamware	181	Pearlware	263	Rhenish	<input type="checkbox"/>
				Wt Salt-glazed	4

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

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

Dated features present at site

late 18th-20th century wharves, warehouses (and additions), and rowhouses

Historic Artifacts		Tobacco related	
Pottery (all)	1257	Activity item(s)	102
Glass (all)	911	Human remain(s)	<input type="checkbox"/>
Architectural	591	Faunal material	<input type="checkbox"/>
Furniture	8	Misc. kitchen	577
Arms	3	Floral material	<input type="checkbox"/>
Clothing	84	Misc.	476
Personal items	8	Other	<input type="checkbox"/>

Historic Features

Const feature	<input type="checkbox"/>	Privy/outhouse	<input type="checkbox"/>	Depression/mound	<input type="checkbox"/>	Unknown	<input type="checkbox"/>
Foundation	<input checked="" type="checkbox"/>	Well/cistern	<input checked="" type="checkbox"/>	Burial(s)	<input type="checkbox"/>	Other	<input type="checkbox"/>
Cellar hole/cellar	<input type="checkbox"/>	Trash pit/dump	<input type="checkbox"/>	Railroad bed	<input type="checkbox"/>		
Hearth/chimney	<input type="checkbox"/>	Sheet midden	<input checked="" type="checkbox"/>	Earthworks	<input type="checkbox"/>		
Postholes/molds	<input type="checkbox"/>	Planting feature	<input type="checkbox"/>	Mill raceway	<input type="checkbox"/>		
Paling ditch/fence	<input type="checkbox"/>	Road/walkway	<input type="checkbox"/>	Wheel pit	<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: +/- 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 Maryland Historical Society

Additional raw data may be available online

Summary Description:

The Brown's Wharf site is a complex of late 18th-20th century wharves, warehouses, and rowhouses in the Fells Point area of downtown Baltimore. The site is located at 1621-1637 Thames Street and 906-914 South Broadway on the Patapsco River waterfront, and within the Fells Point Historic District of the NRHP. At the time of the first archeological excavations of the site in 1987, a garage and adjacent sheds were situated on the property. Fells Point is an urban area of mixed commercial and residential properties. Most of the area surrounding the site is heavily developed. Soils mapped for the area are classified as "Urban Land" meaning that 80% of the surface is covered either by buildings or by impervious surfaces such as asphalt or concrete.

The Brown's Wharf area of Fells Point has historically been an integral part of the Baltimore community and economy. The waterfront provided docks, piers, and warehouses for the shipping and storage of goods from all over the world. The buildings that fronted Fells Street (today's Thames) provided support to the activity on the wharves. Ship chandlers, rope makers, tailors, shoemakers, and even doctors provided goods and services to the shipping companies, sailors, and workers. However, towards the late 19th century the Thames Street residences increasingly became the verves for the sailors during their leisure hours, and the activity devoted directly to shipping declined. Saloons, boarding houses, and liquor stores began to edge out the tradesmen of the early 19th century.

After the turn of the century, this space devoted to leisure activity of the area working class continued as billiard rooms and pool halls appeared next to the bars and warehouses that were then to be found along Thames Street.

The story of the Brown's Wharf area is, in brief, the story of the working class. After a brief period of affluent residents before 1820, the names of the people who lived and worked here were predominantly from the latest immigrant group to arrive in Baltimore. The shipyards where they worked, the saloons where they drank, and the hotels where they slept can all be found in the vicinity of the site.

The Brown's Wharf area in 1773 was already divided into lots and roads were present if not paved. There were no wharves evident. However, by 1799, there were three such extensions on the block. The wharf that would later be called Brown's Wharf was then owned by James and Joseph Biays and the length of the pier is given in an 1810 petition as 130 feet. The shape and size of this and the other piers held constant through 1810. In 1813, the Biays' along with several of their neighbors, received permission from the City of Baltimore to enlarge their piers. In particular, the Biays' received permission to enlarge their pier behind Lots #64 and #65 by 60 feet in length, but not to exceed 20 feet in width. In 1828, the wharf and the surrounding piers had reached the shape and size they would retain for many years.

The work performed on these wharves was basically that of importing, exporting, and storage of goods from throughout the world. Coffee was one of the most important cargoes moving through the area. Robert Oliver, a local merchant, owned wharf property until 1835, specifically the wharf behind Lots #64 and #65. Oliver's Day Books show the destinations and cargoes of his ships in and out of the Fells Point area. During the peak years of 1796-1801 and 1807 the trade was concentrated in the Spanish Colonies of America. After 1810, foreign trade had dropped off. In 1815, the area saw a year of increased activity to Havana, Liverpool, Naples, and Amsterdam, however Oliver's business once again fell and by 1819 he had put nearly all of his capital into real estate. Oliver's ships were not the only ships to load and unload on the Fells Point wharves, but his Day Books provide a glimpse at the common goods in trade in the area. For the most part, commodities such as sugar, coffee, indigo, tobacco, and cocoa were moving through the wharf. However, many incoming ship from Europe contained linen, shirts, platillas, hats, and other garment related items. Warehouses on the wharf were used to store goods coming in and out of Fells Point, cargoes that at that time included slaves.

Primary evidence for the location and size of the warehouses is sparse, though tax assessments show improvements on Wharf property in this area as early as 1800. Archibald Kerr was assessed for two warehouses on his wharf property on Lots #66-69 in 1822, and John Craig's estate was also assessed for two warehouses on the southern portion of Lot #65, but not until 1846.

A map from 1870 shows the site area, its buildings, and their dimensions quite well. Also present at this time area a boiler house and a foundry. A tax assessment map also shows the configuration of the buildings and the wharf which is close to its modern dimensions. By 1880, the Sanborn Insurance Maps show in specific detail the location, size, uses, and dimensions of all of the contemporary buildings. Coffee and sugar are still the staples of shipping and storage on the wharves at this time according to the Sanborn Maps.

Many industries, large and small, were also to be found in this area, most of them pertained to shipping. John Wells and Son's machine shop, which is actually a little to the west of the site, is probably the largest business in the area not involved in shipping, though some of their repairs were for ship-related tools. The raw materials and actual size of the shop can be seen by its entry in the Products of Manufacturing Census of 1860. Other businesses in the area included plumbers, tinsmiths, shipsmiths, and of course saloons.

By the turn of the 20th century, little had changed concerning the physical configuration of the wharf property. According to the deed chains of the lots and the 1917 Sanborn Map, the Western Maryland Tidewater Railroad Company had acquired all of the property South of Thames Street, and a great deal of the land fronting directly on Thames. They used the existing warehouses for storage and converted everything they owned on Thames into storage facilities, though the actual goods they housed are not known. W.G. Rukert and his enterprises began to acquire all of the Brown's Wharf area for storage of ship cargoes and rail transported goods. By 1960 they had gained all of the area including the Thames Street property.

The late 1700s and early 1800s marked the only time that the Brown's Wharf area was populated by predominantly affluent residents and tradesmen. According to the Baltimore City Directories from 1796-1804, the area was understandably dominated by ship-related trades and residents, such as ship joiners, sea captains, and ship chandlers. Many of the other trades were less directly related to the shipping industry, but depended on the water commerce for a substantial portion of their profits. Mathematical instrument makers, innkeepers, hotels, and boarding houses all probably relied heavily on the ships, their cargoes, and their sailors for business. Among the trades people of the time period, many upper class residents made the area their home. Joseph Allender and James Cockrill, local physicians and civic leaders, and Joseph Biays, Jacob Shafer, and others noted simply as "gentlemen" in the city directories lived alongside of the many cooper, hatters, and tailors.

Though there is evidence of hotels, boarding houses, and inns dating back to 1796, these types of establishments grew in number beginning about 1820. The more "respectable" citizens began to move out, choosing instead to operate shipping interests, shops, and shipping related trades at a distance. Tradesmen



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late 18th-20th century wharves, warehouses, and rowhouses

were heavily represented after 1820, though the variety was decreasing. Garment trades were heavily represented on the block throughout the mid-1800s in the shops of hatters, tailors, and shoemakers.

By 1850 the area had seen the last of its physicians, ship's captains, and gentlemen. More inns (i.e. taverns and saloons) were moving in along with the hotels and boarding houses. The economy along Thames Street seems to have moved from one of interaction of trades, with the shipping activity of the southern portion of the block to one occupied with the supply of goods and services to the sailors and workers. Joseph Allender's old residence at 1621 Thames was by this time being used as a low rate boarding house for sailors owned by the Seamen's Bethel Church Association. By 1880, as evidenced by the Sanborn Insurance Map over half of the dwellings fronting Thames Street was a saloon, hotel, or boarding house.

The trades, although dwindling in number, were still dominated by garment-related goods. Clothiers, such as John and Henry Decker, and Shoemakers such as John Stein, were almost the sole tradesmen still working on Thames Street. Though there was still a tinsmith on the 1880 Sanborn, most of these traders, along with plumbers, coopers, and blacksmiths, were almost nonexistent, possibly driven out by the larger, richer, and more productive machine shops, like that of John Wells and Sons on the southeast corner of Bond and Thames Street.

The dwellings used by the residents of the area were undifferentiated two and three storey brick dwellings. Most, if not all, possessed some form of back building. Sometimes this took the form of stables, kitchens, or frame sheds. The best clue as to the placement and dimensions of these buildings are from maps. The evidence suggests that there was little if any destruction of buildings and quite a lot of addition. An 1870 plat, as well as the 1880 Sanborn, suggest nearly 100 years of adding on to existing structures. The 1880 Sanborns are also the best for a complete picture of the shapes and sizes of dwellings that front on Thames Street, the warehouses to their rear, and the physical relations between the two areas.

The turn of the 20th century saw the area dominated by Polish and Spanish immigrants. Though the saloons, boarding houses, and hotels still did business, they were increasingly being run and patronized by the most recent ethnic group to enter America. The Allender House was acquired by William Hofmeister and turned into a liquor distribution center. Pool halls, billiard rooms, and a confectioner began to make inroads in to the area during the early 20th century. The growth of blue collar labor and industrialization also began to show in the increase of a group of men called laborers, a class of unskilled workers employed in many different and transitory jobs. During this period there was also a growth in the minimally skilled positions of clerks, electricians, operators, and engineers. From the city directories it is only clear that these men lived in the area. It is unknown where they applied their trades.

Beginning in the early 1940's W.G. Norman Rukert began buying much of the south side of Thames Street, as he did for the wharf property, and converted a good deal of the structures into warehouses. 1621 Thames Street, once the home of one of Fells Point's most prominent citizens, Joseph Allender, was bought from a Carpet Cleaning Company by Joseph Demiski and torn down in 1937. W.G. Norman Rukert added it to his holdings in 1958.

One of the contributing factors allowing the conversion of the Thames Street residences into warehouses was the changing nature of its economy. The mainstay of its merchant businessmen, alcohol, was outlawed by the 18th Amendment to the United States Constitution in 1917. The many saloons and liquor distributors and stores converted to soft drink establishments, billiard rooms, or pool halls, and quite often found themselves in the hands of mortgage companies. This, coupled with the depression and the age of the dwellings, made living in the area uninviting even to the lower classes that had populated the street. The warehouses, old and new, were the main buildings in the area that were still of use, for Mr. Rukert and his companies.

In 1987 archeological investigations were conducted at the Brown's Wharf site as part of a larger redevelopment effort in downtown Baltimore. The excavation was carried out in partial fulfillment of requirements necessary to obtain Historic Tax Credits under the guidance of the Maryland Historical Trust. Construction plans required the removal of several modern structures. During the spring of 1987, this was accomplished. There were no basements in use in the demolished structures and flooring appeared to a cement cap or pad. There was some suspicion that there may have existed under the flooring, historical subsurface remains from 18th century dwellings including basements and crawl spaces. Thus, archeologists were called in to monitor removal of the cement flooring caps and excavation followed in July of 1987.

Five trenches were mechanically excavated during the course of the July 1987 excavations. These trenches were approximately 1.52 m (5 ft) wide and as much as 1.83 m (6 ft) deep depending on the depth of culturally sterile soil. Trenches were photographed on the east profile with both black and white print and color slide film. Profiles were drawn for both east and west profile exposures. These trenches were designed to satisfy several research design requirements. It was thought by running from fast-land to the water's edge, evidence of changes to the shoreline (creation of made-land) would be apparent in the soil stratigraphy. Additionally, shipping vessels sunk and in-filled would be encountered, providing evidence of change in ship-building and maritime technology. Land-use and spatial organization could be demonstrated by documenting the wharf building progression through these linear sampling trenches (i.e. transects).

Artifacts were collected in a "grab sample" basis while mechanically trenching. However, some soils found to contain toxic wastes had to be removed without any analysis to protect the health and safety of researchers and construction workers. All artifacts were located in the profiles while being prepared for photography and noted in the profile drawings. As time permitted, artifacts were collected from encountered features. Flotation samples were collected from each significant feature. The emphasis was directed towards features appearing to be associated with deposits dating before 1850.

Very limited inference about the original shoreline could be made because of subsequent structural subsurface disturbance. Sands of an undisturbed context were located below structures assumed to be located on fast-land. Unconsolidated fill sequences and tidal water movement prevented a thorough analysis of all associated soils. Very few structural remains of early wharves or docks were located. In a trench near the southern end of the site, behind 906 South Broadway, a timber was located perpendicular to the excavation and well below the water table in a disturbed context in fill. Based on this tenuous find, it appears that wharf cribbing or bulkheading was historically removed, thus effectively erasing some stratigraphic information.

No evidence was collected relating to ship building technology.

Evidence was recovered suggesting an indigenous industry at the Wharf revolving around the manufacturing of lint ship ballast into locally useful items such as gunflints, cores, and strike-a-lights. At least 23 examples of non-local flints in various stages of manufacture were recovered from the site. While the importation and use of manufactured European gunflints and gunspalls was an integral part of local 18th and 19th century material culture, the incidence of domestic flint-knapping technology is quite rare and of special interest. The plentiful supply of flint in the form of ship ballast provided a means for such an industry to evolve in the Brown's Wharf area.



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Analysis of the artifacts found implies predominantly residential use of this site. This is coupled with the fact that small dwellings can be noted in a photograph from as late as 1920. At least in the northern sections of the site, this may be an acceptable and predictable set of conclusions. In the southern section, given the historically verifiable commercial/industrial components of this site, this may seem incongruous. Several factors may mitigate these conclusions and were offered by researchers as interpretations. First and foremost, features and floor middens which received the most amount of careful investigation were located in the northern sections of the impact area. House basements were filled with demolition debris dating from the 20th century. The southern portion of the site, presumably filled earlier for industrial reasons, seemed to represent massive fill episodes of unconsolidated soils inhibiting artifact recovery and, simply put, containing less diagnostic cultural material in contexts where recovery was biased.

It seems that dwellings were located along Thames Street and back additions were added later. With each set of additions, it seems associated yard evidence was removed, as well as builder's trenches that presumably were located along the exterior of sequentially earlier structures. This makes dating of these specific events problematic. Middens and features could be dated, but only the immediate feature formation and not necessarily the full span of the structure's use. Fill episodes blanketing these deposits represent a 20th century demolition date.

The southern sections proved to be even more problematic. Associated fill sequences were massive, precipitating correspondingly radical landscape alterations. Areas tested, however, do seem to reflect a single mid 19th century waterfront expansion for commercial/industrial use.

Artifacts recovered during the course of the 1987 excavations at 18BC59 included 102 activity items (79 miscellaneous items and 23 pieces of worked flint ballast), 591 architectural artifacts, 84 clothing items (64 leather shoe parts and 20 button, pins, and thimbles), 8 furniture objects, 2,745 kitchen-related artifacts, 8 personal items (a King George II penny, a 1907 penny, a 1918 penny, a key, a mirror fragment, 2 worked bone fragments, and a bone comb), 27 tobacco-related artifacts (20 pipe stems and 7 bowls), 3 arms objects (a large cannon ball, a trigger guard, and a gunflint), and 476 miscellaneous objects. The kitchen assemblage included 1,257 ceramic sherds (80 tin-enamelled, 181 creamware, 263 pearlware, 74 porcelain, 171 whiteware, 324 redware, 4 white salt-glazed stoneware, 96 miscellaneous stoneware, and 64 unidentified sherds), 58 table glass shards, 853 bottle/container glass fragments, 5 crown caps, 2 stoppers, 6 utensils, and 564 miscellaneous kitchen artifacts (including faunal remains).

Artifactual evidence indicates a period of occupation for the Brown's Wharf site beginning in the late 18th century and continuing into the 20th century. The presence of tin-enamelled ware in the western portion of the site may indicate an early 18th century residence, especially in the southwestern part of the site where the majority of these sherds were found.

No additional archeological investigations were recommended at 18BC59, following completion of the trench excavations in 1987. Further trench excavations were not expected to reveal additional significant information or resources. Subsequent construction in the vicinity likely destroyed any remaining archeological deposits or features. Thus, Site 18BC59 has no significant remaining research potential.

External Reference Codes (Library ID Numbers):

00005633