

**AN ARCHAEOLOGICAL ASSESSMENT OF THE PROPOSED
FACILITIES SERVICES COMPLEX OFF ESTES DRIVE
EXTENSION AT THE UNIVERSITY OF NORTH
CAROLINA AT CHAPEL HILL**

by

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Introduction

At the request of the UNC Division of Facilities Services, the Research Laboratories of Archaeology (RLA) undertook an archaeological survey of the proposed construction site for the Facilities Services Complex off Estes Drive Extension at the University of North Carolina at Chapel Hill (Figure 1). The survey covered approximately 20 acres and was conducted in two phases. Phase I consisted of a field reconnaissance and was undertaken by staff of the Research Laboratories of Archaeology on July 5, 2002. During this reconnaissance, the partial remains of a possible log cabin and outbuildings were discovered. Phase I fieldwork was followed by research at the Orange County Land Records Office to construct a chain of title for the property and to ascertain the project site's history. During Phase II, undertaken during late October and early November, 2002, these remains were mapped and investigated by limited excavation and probing with a soil auger and metal detector to determine site integrity. These investigations showed that the cabin foundations and surrounding area had been heavily disturbed, probably during the construction of Horace Williams Airport in 1940. Based on these results, it is our recommendation that no additional archaeological assessment is warranted.

Field Reconnaissance

On July 5, 2002, the author and two other staff members of the Research Laboratories of Archaeology undertook an archaeological survey of the entire project area (Figure 2). This survey was conducted by walking transects across the project site at 30-meter intervals, searching eroded areas for the presence of cultural artifacts and looking for evidence of building foundations (i.e., large stones in a pile or forming a regular alignment). Most of the surveyed area was found to be heavily eroded and deep gullies were present along the southern and western portions of the project site. No artifacts were found in these areas. However, in the north-central part of the site which comprises a low knoll just south of Estes Drive Extension, erosion did not appear pronounced and several piles of large stones were observed. Upon closer inspection, an alignment of partially buried stones with hand-made bricks interspersed between them was discovered. Our initial interpretation was that this alignment probably was the

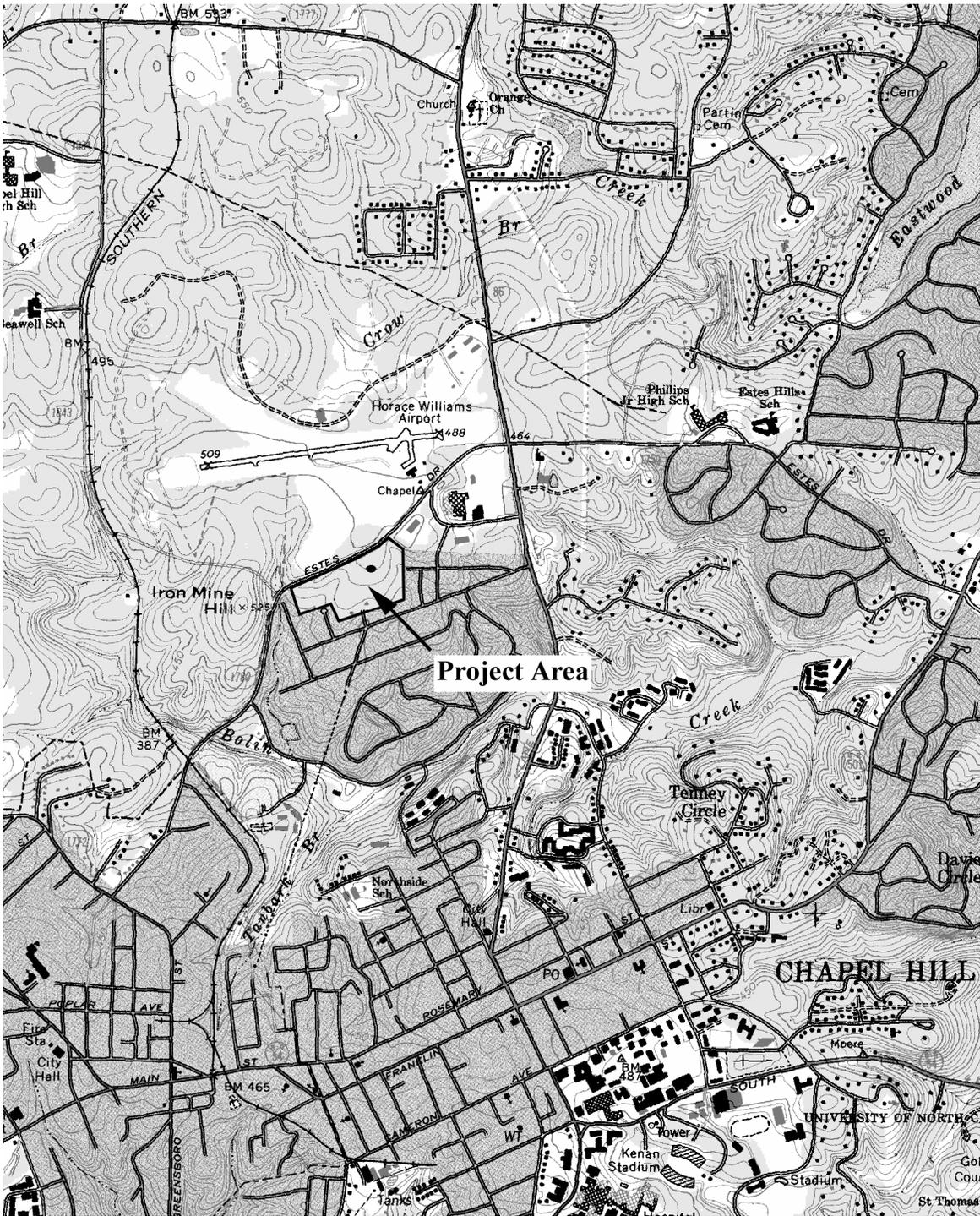


Figure 1. Section of the Chapel Hill, N.C. 7.5-minute U.S.G.S. quadrangle showing the location of the project area.

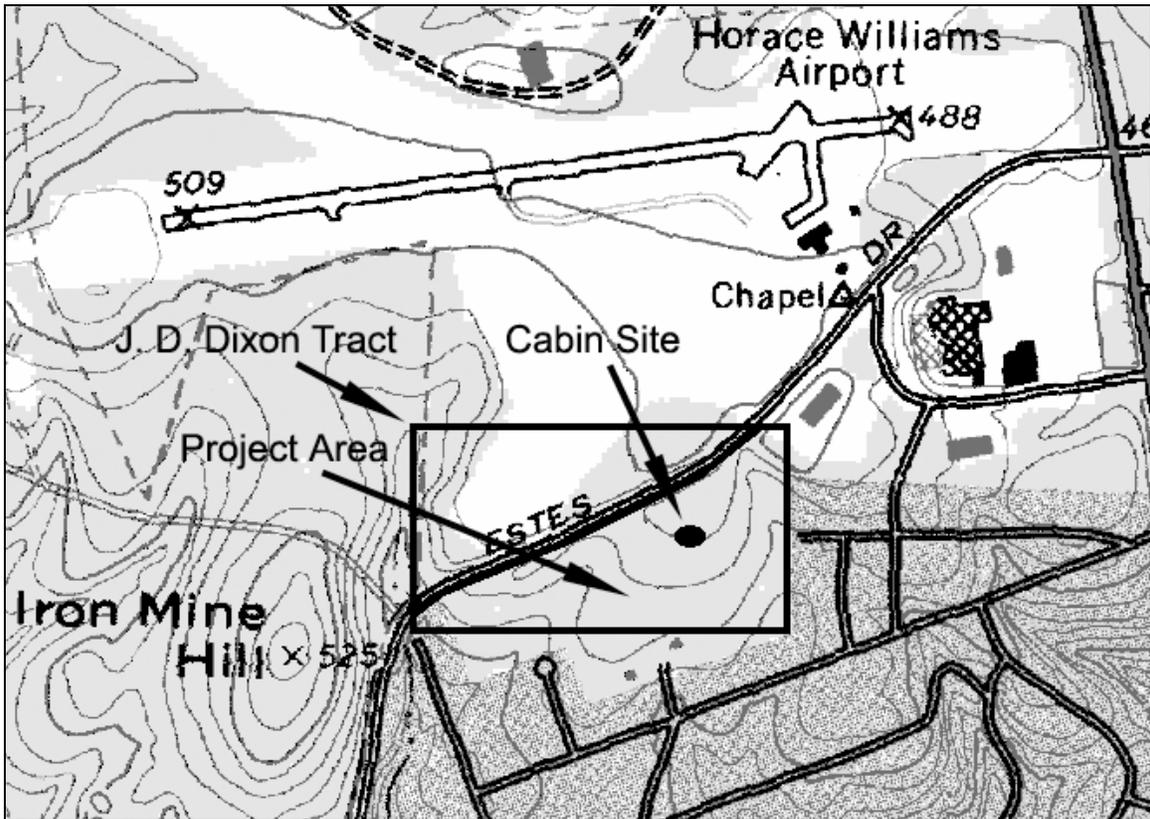


Figure 2. Map of the project area showing the J. D. Dixon Tract, the project area, and the location of the cabin site found during field reconnaissance.

foundation remnant of a log cabin and that the adjacent stone piles likely represented chimney falls or removed foundation stones (Figure 2). Sixty meters (about 180 feet) to the east, we also found a stone-covered springbox, and closer to Estes Drive we found several large rocks (possibly footings for a barn) and a deep depression about one meter (3 ft) in diameter. Given the results of the field reconnaissance, we proposed that additional fieldwork, coupled with a deed search of the property, be undertaken to assess these identified resources.

Results of Deed Research

On July 8, 2002, the author and Melissa Salvanish researched the chain of title for the project area at the Orange County Land Records Office. The project area is part of a rectangular parcel of land referenced in UNC records as the J. D. Dixon Tract and formerly known as the Jim Shaw Place (see Figure 2). We were able to trace ownership of the tract back to W. J. Hogan, who sold the property to James F. Shaw in 1887 (Table 1).

Between 1887 and 1940, when the university acquired the property as part of the development of Horace Williams Airport, the property changed ownership at least 10 times. While it is uncertain if any structures stood on the property prior to Shaw's purchase, the fact that it is referred to on subsequent deeds as "the Shaw place" suggest that James Shaw resided there before he sold the property to A. J. Brockwell in 1898. A substantial increase in the purchase price (from \$380 to \$600) between 1913 and 1915 indicates that some improvements probably were made at that time. The record of the property's transfer four years later, in 1919, from Roy A. and Sallie S. Patton to C. L. Lindsay states that a single-story frame house, a two-story log house, and a frame barn stood on the property. Given that the property's sale price was the same as in 1915, it is likely that these structures predate that year.

In 1921, C. L. Lindsay sold the property for \$750 at public auction to the Chapel Hill Insurance and Realty Company, who immediately transferred the property back to Lindsay "in consideration of the premises & for the consideration of the sum of ten dollars." This suggests that the structures may have been removed at that time. In any event, by 1930 the tract was one of three properties that sold (to a family member) collectively for \$100. Whether this seemingly low price was due to the sale being within a family, the absence of improvements on the property by that time, or simply the effect of the Great Depression is not known.

Estes Drive Extension now bisects the J. D. Dixon Tract diagonally from southwest to northeast, and it is unclear whether or not the buildings mentioned in the 1919 deed were situated in the area south of the road (and within the project limits), north of the road (heavily graded in 1940 for the airport and now the location of the Estes Drive Park-and-Ride Lot), or both. Also, it is not known when these structures were first built; however, it appears likely that they were built no earlier than the late nineteenth century. We can say that the archaeological remains observed during the field reconnaissance are generally consistent with the 1919 deed description.

Table 1. Chain of title for J. D. Dixon Tract at Horace Williams Airport.

Date	Transaction	Reference
Nov. 14, 1887	W. J. Hogan to James Shaw, 40 acre (more or less) for \$300 (in land)	Deed Book 51:432
Nov. 19, 1898	J. F. Shaw to A. J. Brockwell	Deed Book (?):377
Feb. 1, 1907	S. J. Brockwell (administrator for A. J. Brockwell) to Norman Shaw	Deed Book (?):377
Jan. 20, 1913	Norman Shaw to Henry Lloyd	Deed Book G:104
Jun. 14, 1913	Henry Lloyd to Lulco Lloyd, sold at public auction for \$380	Deed Book 41:518
Jan. 1, 1915	Henry Lloyd and Nancy A. Lloyd (his wife) to Sallie Shelton, 40 acres (more or less) for \$600	Deed Book 73:63
May 12, 1919	Roy Alexander Patton and Sallie Shelton Patton (his wife), 40 acres to C. L. Lindsay, for \$600. "This tract has on it a one story frame house, and a two story log house. Also has a frame barn on the tract...."	Deed Book 75:474
Mar. 3, 1921	C. L. Lindsay (Mrs. C. L. Lindsay, trustee) to Chapel Hill Insurance and Realty Company, sold at public auction for \$750.	Deed Book 76:567
Mar. 3, 1921	Chapel Hill Insurance and Realty Company to C. L. Lindsay (Mrs. C. L. Lindsay, trustee), "in consideration of the premises & for the consideration of the sum of ten dollars."	Deed Book 76:567
Mar. 25, 1930	C. L. Lindsay and Mary McCauley Lindsay (his wife) to Mary McCauley Lindsay, 3 tracts for \$100. "This tract of land known as Shaw Place...containing thirty eight acres, more or less...."	Deed Book 92:99
Dec. 29, 1937	C. L. Lindsay et al. to J. D. Dixon and Mary Frances Dixon (his wife)	Deed Book 107:367
Aug. 19, 1940	J. D. Dixon and Mary Frances Dixon (his wife) to the University of North Carolina, for \$1000. "This property needed to fill out land requirements for University Airport."	Deed Book 112:363; UNC Property Inventory

Archaeological Testing

Archaeological testing within the project area was conducted between October 23 and November 15, 2002. Initially, we cleared the vegetation from the cabin site area and used leaf rakes to expose the ground surface. We then removed the soil from around the foundation stones using shovels and trowels. Although we expected to find numerous artifacts (e.g., pottery, glass, nails, etc.) while cleaning the tops of the foundation stones, we actually found very little and no artifacts were collected. Mostly, we found fragments of handmade bricks. The alignment of the foundation stones also was much more irregular than we anticipated, several stones had been previously dislodged, and only a small portion of the foundation was still intact (Figure 3).

Next, we used an auger to probe the soil adjacent to the foundation in order to determine if a filled-in cellar pit was present. No disturbances below the shallow topsoil were noted. Finally, we employed a metal detector to determine the presence of nails and other metal artifacts around the foundation stones and across the site. Very few such artifacts were detected, and most were wire nails. This suggests that much of the topsoil probably had been removed from the house site. These results contrast sharply with our inspection of a linear, two-foot high pile of dirt situated just southeast of the foundation. Here, numerous metal objects were detected within the soil pile.

Given these results, it appears that the topsoil at the cabin site, as well as much of the cabin's stone foundation, was extensively disturbed by bulldozing. Collectively, our investigations indicate that a late nineteenth-century or early twentieth-century structure, probably of log construction, stood at this location, but, because of subsequent land-modifying activities associated with adjacent Horace Williams Airport, the archaeological remains associated with this structure lack the integrity necessary for the meaningful study of these remains.

As mentioned earlier, three other areas of archaeological interest also were identified: (1) a stone-covered springbox; (2) an area with several large rocks suggestive of footings for a barn; and (3) deep depression of indeterminate origin. The latter two areas were examined with soil augers and a metal detector, with negative results. The springbox, still intact, was not investigated but its location was mapped relative to the cabin site (see Figure 3). It consists of a large ceramic pipe covered with a stone-and-mortar veneer, and does not appear to pre-date the twentieth century.

Conclusions and Recommendations

Based on the results of archaeological reconnaissance, test excavation, and archival research, it is our conclusion that the archaeological remains found in the proposed project area for the Facilities Services Complex are not significant because of substantial prior disturbance and a corresponding destruction of archaeological site integrity. Moreover, it is unlikely that further investigation within the project area would produce significant information. Therefore, it is our conclusions that the project will not have an adverse impact on any archaeologically or culturally significant resources and that no additional archaeological assessment of the project area is warranted.

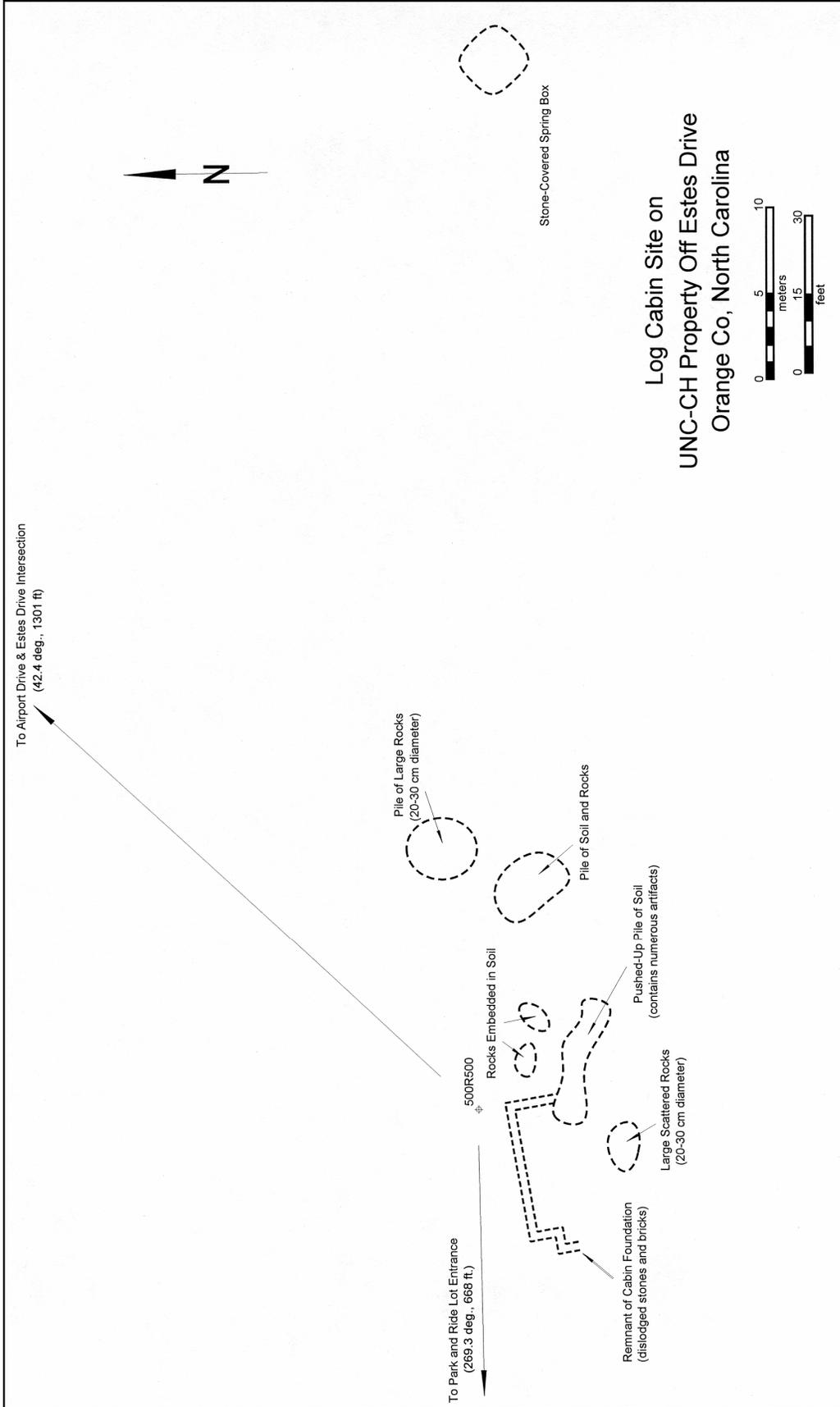


Figure 3. Map showing the archaeological remains found at the proposed construction site for the Facilities Services Complex