



Humaston Road where it turns east from Beck's Grove and forms the northern boundary of the project area. A number of structures now exist within the project area. All are built along the various roadways with the exception of one sawmill labeled *Tuttle S.M.* The sawmill is situated on the north bank of the east branch of Beaver Brook (labeled *Beaver Creek*). A short access road or driveway appears to connect this sawmill with Oswego Road to the south.

Adjacent to the southeastern corner of the project area, a cluster of five structures are shown on Oswego Road. Structures within the project area are labeled *Comstock* and *S. Roberts*. One of the structures adjacent to the project area is labeled a tavern. About 0.25 miles to the northeast along Canada Creek stand three or four more houses including one labeled *Wells* and another one where the name is obscured by the road. A sawmill is depicted adjacent to these structures across Canada Creek. Approximately one mile further to the northeast along Canada Creek is the *Whitmore Tannery*. The tannery is evidently within the project area. Directly across the road and adjacent to the project area is a second structure, perhaps a house. Whether this structure also belonged to N. Whitmore is unknown. A number of structures can be seen further to the northeast along Tannery Road, but these lie outside the project area.

There are seven structures shown within the project area along Oswego Road from southeast to northwest, labeled *E. Graves*, *I.B. Morrison* and *Graves*, then two across the road from one another labeled *Toll Gate* and *D.S.H.* (probably District School House) and *D. Brown*. To the south on Lauther Road are two structures within the project area labeled *Austin* followed by an *H. Ford*. Further south at the crossing of *Beaver Creek*, there are four structures within the project area. To the north of the creek is a house labeled *R.H. Jones*. South of the creek is a saw mill and a second structure also labeled *R.H. Jones*. On the west side of Lauther Road opposite the southern *R.H. Jones* building is a structure with an illegible label. Further south on Lauther Road immediately after the junction with New York State Route 69 is another toll gate. To the northwest up New York State Route 69 are two structures labeled *Patrick* and *H. Patrick*. Adjacent to the *H. Patrick* house is a saw mill. All three structures are within the project area. Another structure labeled *W. and H. Patrick* is shown on the northwest side of Beaver Creek just outside the project area.

The second nineteenth century map found is from the 1858 French map. See Figure 9. Mostly minor changes have occurred during the six years since 1852, such as changes in occupation of the structures. The 1858 atlas depicts lot boundaries. There are 36 lot divisions shown within the project area, many overlapping the boundaries partially. The only road added since 1852 is a short one connecting Lauther Road and New York State Route 69.

Beginning at the southeast corner of project area is Seifert Corners, a school house has been added to the group of structures. Across Canada Creek, outside of the project area, are three more structures including a tavern. Moving north up Canada Creek is a previously depicted house now labeled *N. Sweeney*. Immediately after it are the old houses of F. Wells and T. Hitchings, followed by one illegibly labeled. Further to the northeast along Tanney Road are houses labeled *Wm. Agans* and *J. Whittemore*. Slightly to the northeast of the railroad is a Tannery and Mill along with two other structures, all labeled *Whittemore*. Moving northwest along Oswego Road is a new



group of five houses situated on both sides of the road about one-half mile from Canada Creek. Two of these are labeled *H. Hitchings* and *M.L. Einyon*. Further northwest is the house of *J. Hitchings Jr.* followed by *H. Patrick* just before Beaver Brook. To the northeast of *H. Patrick* a little more than one-fourth mile off Oswego Road, two houses have been built near the old sawmill, those of *W.H. Peckham* and *D. O'Bryan*. To the northwest between the creek and the intersection with Lauther Road, most of the houses remain unchanged. A new house occupied by *E. Ford* has been built, as well as another labeled *C. Kenyon*. The old toll gate has apparently been removed and one *N. Ingersoll* now occupies the house formerly owned by D. Brown.

To the south along Lauther Road are a number of new houses on both sides of the road, including two set back to the east. The old Austin residence is now *S. Austin*. *F. Smith* has built a house just north of *H.F. Ford* (previously *H. Ford*). Across Lauther Road from these stand houses labeled *A. Brown* and *A. Hartman*. Further south, near Beaver Brook, is *J. Lewis* occupying the old I. Degroff place with the *J. Lewis* residence to the south now labeled *J.D. Lewis*. Across the road *J. Thorn* now occupies the former R.H. Jones house. The sawmill is now shown across Beaver Brook on the north bank, just south of *J. Thorn*. Moving further south across the creek is another house labeled *H. Patrick*, situated in the fork formed by Lauther Road and New York State Route 69. The toll gate still exists just to the south. Turning up New York State Route 69 is yet another *H. Patrick* residence, formerly just Patrick, then a sawmill and residence and two other structures. This group is labeled *H. Patrick*. Further to the northwest, but still within the project area, are two structures labeled *W. Brodock* and *P. McVey*.

The final map included is Figure 10, taken from the 1905 U.S.G.S. 15 minute quadrangles. Due to its scale, this map does not have the same resolution as the two Beers maps. It does not show ownership. The 1905 map depicts fewer structures than the 1858 map. The same rail line is shown, but it is now the Oswego and Rome Line of the New York Central and Harlem River Railroad. Several new roads have been added. These include Hogsback and Humaston Roads, which still exist. Other roads shown which no longer exist include a road connecting Oswego and Hogsback Roads, and one connecting Oswego and Tannery Roads.

Historic Sites

A search was made for known historic sites within or adjacent to the project area. Most of the information on these sites was obtained through Philip Lord, Jr. of the New York State Museum. He is the director of the Durham Project, which has compiled information on historic sites near Wood Creek dating from 1790 through 1820.

A total of nine historic sites are located within or adjacent to the project area. Five of these sites are located in a group at Seifert Corners. Fort Rickey is located south of Wood Creek and north of New York State Routes 46 and 49. This places the fort across Wood Creek from the project area. The fort was built during the 1750s by the British as one of a series of forts to protect the Wood Creek Corridor. Fort Rickey was located adjacent to the confluence of Wood and Canada Creeks. The second site is the Dam at Fort Rickey, which lies within the channel of Wood Creek adjacent to the fort and just within the project area. This dam was built by the British during 1758. The purpose was to create a pond of water behind the dam. When a boat was ready to proceed



downstream, the gates on the dam were opened allowing the boat to float over on the surge of water provided (Lord 2002).

Also at Seifert Corners were two taverns. One of these was Widow Armstrong's Cottage or Tavern. This structure was located north of Wood Creek, west of Canada Creek and south of the Oswego Road. This tavern was in use by the early 1790s, and continued into the nineteenth century. Across Canada Creek from Armstrong's Cottage was Ranny's Tavern, later Gilbert's Tavern. This tavern was in use during the same time period. Both taverns are shown on a map dating to 1795. During periods of low water on Wood Creek, this location was the point at which the boats were located for their downstream journey. Travelers traveling to and arriving from Rome often had to wait for their boats, so the taverns were erected to serve their needs (Lord 2002).

The final historic site located at Seifert Corners is Lock #1. This lock lies within the channel of Wood Creek just southeast of New York State Routes 46 and 49. This lock was built by the Western Inland Lock Navigation Company during 1802 and 1803. It was constructed of wood. A dam was also constructed to impound the waters above the lock. Lock #1 was one of a series of four locks built at this time (Lord 2002).

Approximately 2.4 miles to the west of Seifert Corners is the location of Wood Creek Canal Cut #1. This site lies within Wood Creek slightly northeast of the New York State Route 49 bridge. Canal Cut #1 is one of a series of thirteen short canals cut across necks of meanders in Wood Creek during 1793. These improvements were made by the Western Inland Lock Navigation Company. They managed to shorten the distance between Rome and Oneida Lake by six miles. Canal Cut #1 is probably the best preserved of the thirteen cuts. It lies just within the project area. There are two more of these cuts within the project area. Canal Cut #2 lies approximately 1.4 miles further to the southwest, slightly to the southeast of the confluence with Beaver Brook. Canal Cut #3 lies slightly to the west of this same confluence. Canal Cuts 2 and 3 also lie just within the project area within Wood Creek. They were also created during 1793 by manually digging through the narrow necks left by the meanders of the creek (Lord 2002).

The final site discussed is Oak Orchard. It lies on the south side of Wood Creek adjacent to the project area, north of Wood Creek Road about 1.1 miles west of New York State Route 49. Oak Orchard was the next location with high ground next to the creek downstream from the Canada Creek confluence. It also had a source of fresh water from a nearby spring. Oak Orchard was used as a campsite or for resting during both the French and Indian and Revolutionary Wars. Although used as a camp since the 1750s, no permanent structures appear to have been built prior to the 1790s when the DeWardenou family built a house. At that time General Schuyler of the Western Island Lock Navigation Company decided that a lock should be built at this location. This was to be the 5th of six locks on Wood Creek. During August through October of 1802, a wooden locktender's house was constructed. It was 36 by 20 feet in size and 1½ stories. It had a half cellar and a brick chimney. One of the company's carpenters was sent to live there and care for the house. During the winter of 1802/3 he cut pitch pine from a plain to the north, evidently near Teelin's Pond. This timber was to be used for the lock; which was never built. When the house was built, an infant burial was disturbed. This was probably the child of the DeWardenou family, French settlers who arrived during



1796 or 1797. The infant was reburied on the highest part of the sandy hill. This location had developed into an extensive Burying Ground by the mid-1860s (Lord 2002).



CONCLUSIONS AND RECOMMENDATIONS

The section on prehistoric sensitivity shows that portions of the Rome Sand Plains project area may preserve archaeological remains from the prehistoric period. Five prehistoric sites are known within two miles of the project area. The project area includes numerous fresh water sources such as streams, marshes and swamps. The streams could have supplied fish and possibly shellfish, and game would have been attracted to the streams, marshes and swamps. Any relatively elevated, well-drained land near the water resources could have been used for hunting and/or fishing camps. Locations near the three confluences within the project area would have been particularly attractive. In addition, Wood Creek itself certainly served as a transportation route during this period.

The section on historic sensitivity shows that the Wood Creek corridor has been used for transportation since the 1750s. Improvements were made to the channel during 1793, 1796 and 1802-03. Two locations of high ground along the corridor, Seifert Corners and Oak Orchard, were used by travelers on Wood Creek from the 1750s until the opening of the Erie Canal in 1820. Both are the locations of known historic period sites. Seifert Corners is partly within the project area. The project area includes the location of Armstrong's Cottage or Tavern, in use from the 1790s through the early nineteenth century; and probably part of the dam at Fort Rickey, built during 1758. Oak Orchard is adjacent to the project area.

In addition to the cultural resources discussed in this report, the project area includes important natural resources. Much of the landscape has been preserved close to the conditions it appeared when Euro/American settlers first arrived.

The project area also includes three of the canal cuts made in 1793. The historic maps show that most of the roads within the project area existed by 1852, and that nearly all the historic period structures were located along the roads. The most important locations that may preserve historic period archaeological remains are the known historic period sites. Other locations that could preserve evidence are the locations of structures shown on the historic maps. Evidence for historic period use of these locations exists. Any other locations with high ground along the streams or roads may also have been used, although no evidence of this use has yet been found. Locations not near the streams or roads were probably never used except for agriculture or logging.

Should any development be planned in any of the locations mentioned above, including any pieces of high ground near the streams or roads, then Stage 1B archaeological testing should be completed there prior to any construction activities.



Plate 1 View of the eastern end of the project area looking southwest at Canada Creek from the former Penn Central Railroad bridge.