

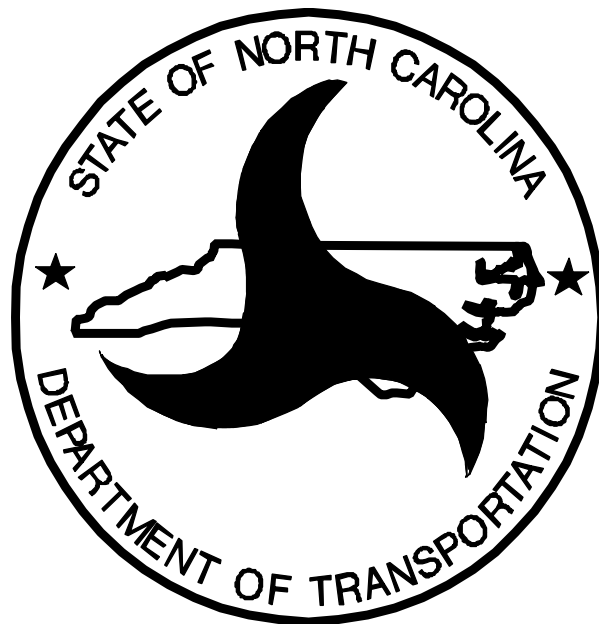
Archaeological Data Recovery at the Lockville Historic Complex

Site 31CH690

**Chatham and Lee Counties, North Carolina
TIP No. R-2500
State Project No. 6.409006T**

by

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Management Summary

The North Carolina Department of Transportation (NCDOT) is making improvements to U.S. Highway 1 in Lee, Chatham, and Wake Counties, North Carolina (TIP No. R-2500). Part of the project includes the replacement and construction of north and southbound bridges over the Deep River at the border of Lee and Chatham Counties. These bridges cross through a National Register of Historic Places property known as the Lockville Dam, Canal and Powerhouse Site (State Archaeological Site Number 31CH690).

Environmental planning for the proposed U.S. Highway 1 improvements was conducted by NCDOT in 1991. At that time, an archaeological survey of the project Area of Potential Effect (APE) was conducted by NCDOT archaeologists. Archaeological and architectural features associated with the Lockville Dam, Canal and Powerhouse Site and other nearby historic resources were identified (Robinson 1991). These resources were designated as part of a “Lockville Historic Complex,” and included archaeological and architectural features other than those of the Dam, Canal and Powerhouse site. The complex was considered potentially eligible for listing in the National Register of Historic Places.

According to information provided by planning engineers in 1991, it did not appear that important archaeological remains associated with the National Register property were included in the area that was to be disturbed by bridge construction. However, at the onset of construction in 1996, NCDOT construction managers determined that, due to a proposed haul road and associated drainage facilities, the impact area was larger than previously anticipated. The area of impact included substantial archaeological remains. After careful evaluation of project plans, it was determined that there would be unanticipated destruction and disturbances to several archaeological features. It was not possible to redesign the project at this late date to avoid impacting the archaeological features.

In order to mitigate the disturbances to the archaeological site, an archaeological data recovery investigation was conducted within the portion of NCDOT right of way which contained significant archaeological features or remains. The archaeological investigation was undertaken between April and July, 1996. The study resulted in the documentation of several features associated with the historic Lockville community, a small village that developed in association with the lock and dam operation between the 1850s and 1870s. Archaeological features documented during the investigation included a terraced hillside with stone retaining walls, the remains of a miller’s house, a subterranean cellar and well, and the foundations of a store structure which faced onto the canal. Also included in the impact area were foundations of Ramsey’s Mill and the associated spill pond. The mill had its origins in the late eighteenth century and continued to operate until the first decade of the twentieth century when it was destroyed by flooding.

This report provides a summary of the archaeological documentation effort and the data recovered during the investigation of the Lockville Dam, Canal and Powerhouse Site (State Site Number 31CH690). Also included are recommendations relating to the significance of the site and consideration of the mitigation efforts.

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I. INTRODUCTION

The North Carolina Department of Transportation (NCDOT) is making improvements to U.S. Highway 1 in Lee, Chatham, and Wake Counties, North Carolina (TIP No. R-2500). Part of the project includes the replacement and construction of the US Highway 1 bridges over the Deep River at the border of Lee and Chatham Counties (Figures 1 - 4). These bridges cross through a National Register property known as the Lockville Dam, Canal and Powerhouse Site (State Site Number 31CH 690).

Initial planning studies for the U.S. Highway 1 project were conducted in 1991. As part of that study, NCDOT archaeologists considered the impacts to historical and archaeological properties that might result from highway construction and replacement of the bridges, and the obligations NCDOT has to protect these historical and archaeological resources. According to information provided by project planning engineers at the time, it did not appear that the archaeological remains associated with the Lockville Dam, Canal and Powerhouse Site would be disturbed by construction (Robinson 1991). However, as part of that assessment, it was noted that there could be disturbances to significant archaeological resources if drainage improvements were added along the margin of the construction zone or if the area was to be used as a staging area for construction. Actions were recommended in the report so these potential impacts could be avoided, or at least identified prior to construction (Robinson 1991:13).

At the onset of the bridge construction activities in 1996, however, NCDOT construction managers determined that the construction impact zone would be larger than originally anticipated. This was due to the construction of a haul road and bridge over the canal to permit access to the bridge supports, and associated drainage facilities. The Area of Potential Effect (APE) was determined to extend into an area containing a large stone retaining wall, architectural ruins and other archaeological remains (Figures 5 - 7). Archaeologists with the NCDOT were contacted to review and assess the potential disturbances. After review of the project plans, it was determined that there would be unanticipated destruction and disturbances to several major archaeological features. Redesign of the project plans to avoid impacting the archaeological features was determined impracticable at that late stage in the project. After this was determined, the State Historic Preservation Office (SHPO) was contacted and discussions were initiated on how best to mitigate unavoidable adverse impacts to the site (Figure 7c). As a result of the consultations, the general areas containing important archaeological features were identified and marked so they would not be disturbed by construction of the haul road and associated drainage features, while allowing the construction to proceed in the surrounding area. To mitigate the eventual loss of archaeological and historical information from the area to be disturbed, it was decided to plan and conduct an archaeological data recovery investigation that would permanently document the archaeological resources that would be destroyed or disturbed. To expedite the investigation, NCDOT archaeologists were assigned to conduct the investigation, with Kenneth Robinson designated as Principal Investigator.

The investigation was conducted between April and June, 1996. The investigation was limited to that portion of NCDOT right of way which contained significant archaeological

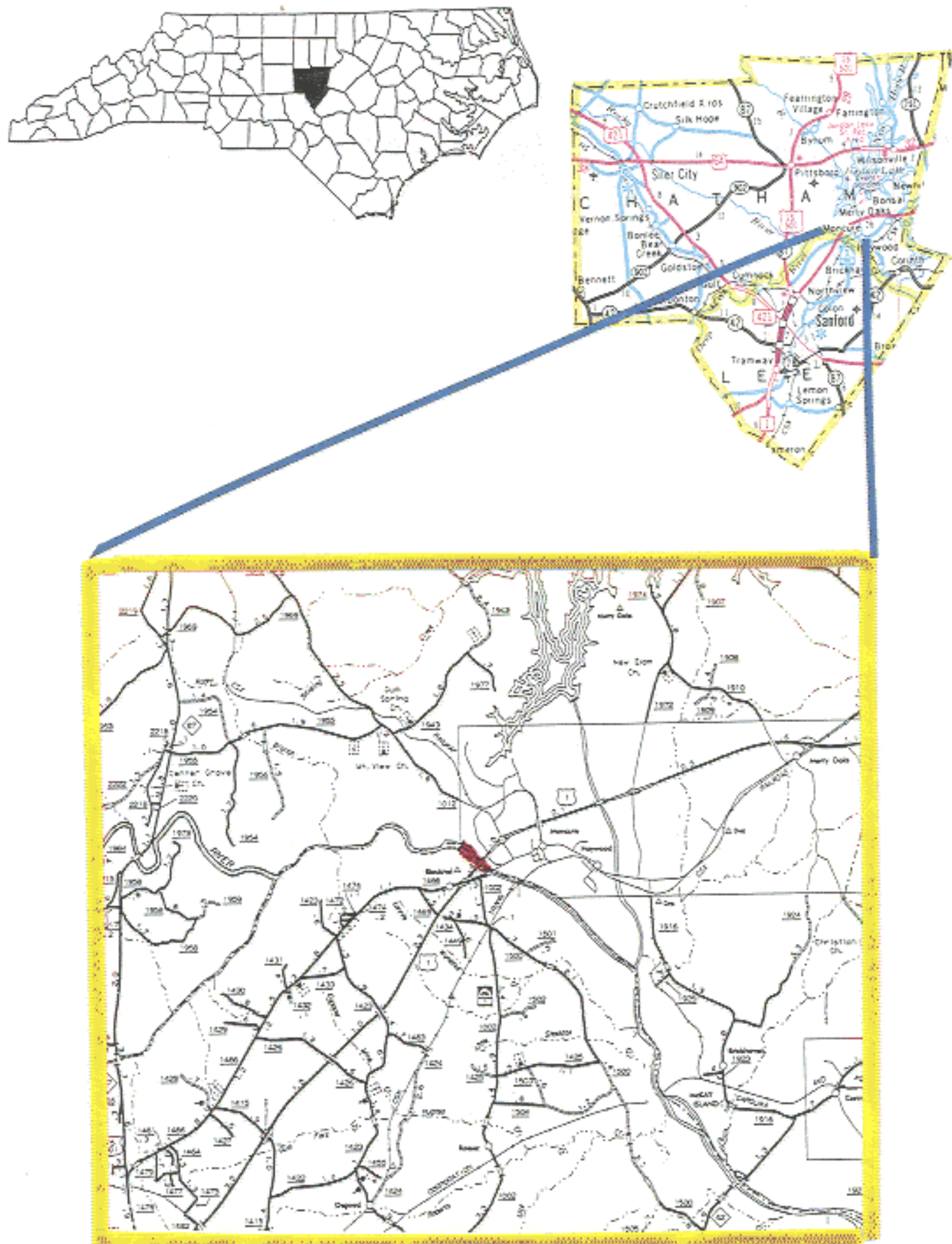


Figure 1. Location of Site 31CH690, the Lockville Historical Complex.

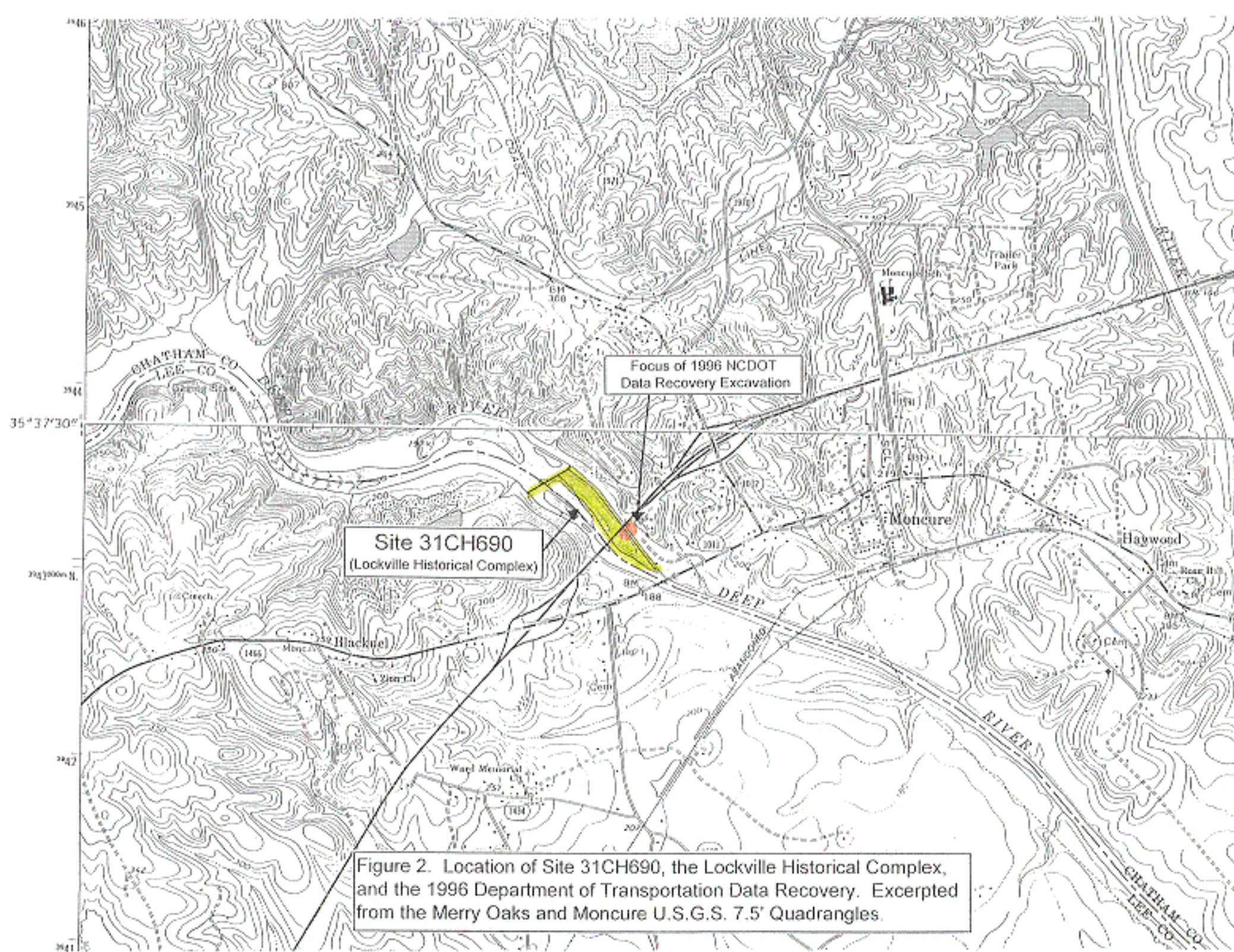


Figure 2. Location of Site 31CH690, the Lockville Historical Complex, and the 1996 Department of Transportation Data Recovery. Excerpted from the Merry Oaks and Moncure U.S.G.S. 7.5' Quadrangles.

features or remains (Figures 4 - 6). The archaeological study resulted in the documentation of several very large and prominent features associated with the historic Ramsey's Mill and the historic village of Lockville, a small community that developed along the Deep River in the 1850s next to the Lockville Canal, Lock and Dam complex. Archaeological features documented during the investigation included a terraced hillside with stone retaining walls, the remains of a miller's house, a subterranean cellar and well, and the foundations of a store structure which faced onto the canal. Also investigated were the foundation and spill pond of Ramsey's Mill, a prominent nineteenth century industrial site with origins in the late eighteenth century.

The remainder of this report provides a summary of the archaeological documentation effort and the data recovered during the investigation of the Lockville Historic Complex (Site 31CH690). The report is divided into sections which describe the background of the project and the project area, review the historical context of the Lockville Lock and Dam/Ramsey's Mill complex, and present the results of the archaeological documentation. A historical and project summary, along with compliance recommendations also are presented.

II. GEOGRAPHICAL SETTING

The US 1 Deep River Bridge project area and the historic community of Ramsey's Mill or Lockville are located along the north side of the Deep River in southeastern Chatham County, North Carolina (Figures 1 and 2), near the modern town of Moncure. The Deep River marks the boundary between present-day Chatham and Lee County. Ramsey's Mill and Lockville area were historically a part of Chatham County. Lee County was not formed until 1907. Ramsey's Mill and Lockville are situated along a historic road of considerable antiquity. This road, not the same as modern U.S. Highway 1, historically connected Fayetteville on the Cape Fear with Pittsboro in Chatham County. From Pittsboro the road branched in several directions to the north and northwest leading to Hillsboro, the Haw Fields region of Alamance County, and the New Garden area of Guilford County. Today U.S. Highway 1 is a major north-south connector between Raleigh and Sanford.

The project area is situated near the eastern edge of the Piedmont physiographic region of the state. To the east are Sandhills and the Coastal Plain. The project area, though actually situated in the Piedmont, can be considered part of the fall zone marking the transition between the Piedmont and Coastal Plain physiographic provinces. Land in the vicinity of the project area is characterized by steep to gently rolling hills and Piedmont uplands. The area is dissected by numerous streams and several large rivers, including the Deep River. Lockville is situated on the Deep River approximately 9 miles upstream from its confluence with the Haw River. This confluence marks the beginning of the Cape Fear River.

Geologically, the project area is situated within the Triassic Basin geologic area (1985), or more specifically within the Sanford sub-basin (Olsen et al. 1991:142). This area is comprised of a complex assortment of geologic belts and rock formations. Rock exposures in the vicinity of the project area are mostly contained within the channel of the Deep River and consist of sandstone, siltstone and metasedimentary rock (Stimpson et al. 1989:60). The resistant rock in the river forms rapids or shallows which hinder navigation of the river. Surrounding the Lockville area, farther upstream along the Deep River, are substantial deposits of iron ore, coal, copper and other minerals. Iron ore and coal in particular have played an important role in the history of the region. Iron was mined as early as the 1770s, and several iron furnaces were constructed on the upper Deep River. The Willcox, Ore Hill-Sapona, and Endor furnaces operated from the 1770s through the 1880s. Coal was mined in the nineteenth and early twentieth centuries at Egypt and Cumnock (Hadley et al. 1976).

The area surrounding the immediate project area (Figure 2) is comprised of clayey or loamy soils developed from Triassic rocks (Daniels et al. 1984:40). Congaree silt loams are present in the lower areas and Mayodan and Wickham fine sandy and silt loams can be found on hills and ridges (Stimpson 1989). These are fairly deep soils which contain abundant rock and stone. The Piedmont landscape of Chatham County is characterized by large expanses of mixed pine and hardwood forests, and cleared agricultural fields. Corn, hay, small grains, and tobacco are all successfully grown in the region.

III. PROJECT DESCRIPTION AND COMPLIANCE BACKGROUND

The archaeological investigations described in this report stem from improvements being made to a 26.5 mile long section of US Highway 1 in Lee, Chatham, and Wake Counties (TIP Project No. R-2500; State Project No. 6.409006T) (Figures 1 and 2). The overall project involves the completion of a four-lane highway, the replacement and construction of bridges over the Haw and Deep Rivers and the construction of other highway overpass bridges. The portion of the project in and around the Lockville Historic Complex is located southwest of the modern town of Moncure and involves the replacement and construction of bridges over the Deep River (Figure 3). This highway project is state-funded, with no involvement of Federal-Aid Highway funds. However, the project is subject to regulations regarding historic and archaeological resources, including Section 106 of the National Historic Preservation Act, because the crossing of the Deep River requires a federal permit from the U.S. Army Corps of Engineers. The project is also subject to review and consideration under North Carolina General Statute 121.12 and Executive Order Number XVI of 1976, which deal with the protection and preservation of significant historical and archaeological resources. These require that impacts to National Register Properties be considered and addressed when they are to be impacted by state funded developments.

Environmental planning for the US Highway 1 improvements in Lee, Chatham and Wake Counties took place in 1991 and 1992. As part of the project's Environmental Assessment considerations, an archaeological survey of the 26.5 mile project area was conducted in 1991 (Robinson 1991). At that time, the area in the vicinity of the bridges over the Deep River was noted to be the location of a designated National Register of Historic Places historic property, the Lockville Dam, Canal and Powerhouse site (Figure 2). Several other potentially significant historical and archaeological resources were identified in and around the designated historic property (Figures 4, 5, and 6). These properties and sites related to the historic Ramsey's Mill, the historic Lock and Dam, and the historic community of Lockville. The resources identified included:

- a. A subterranean cellar, foundations remains, stone retaining walls and associated well;
- b. A shed structure on the hillside near the cellar;
- c. Two wells or cisterns south of the cellar near the canal;
- d. Massive stone piers and abutment of an old covered highway bridge and trace of old highway;
- e. Archaeological remains of a structure on the north side of the canal;
- f. The Parham House (standing, constructed 1830-1845) located on the hillside above the canal (Osborn and Selden-Sturgill 1991:278); this site is potentially eligible for listing on the National Register;
- g. The archaeological remains of Ramsey's Mill, possibly a

late-eighteenth century structure;

- h. Possible archaeological remains of other mills and industrial sites related to Lockville (Robinson 1991:9-10).

The various properties, including the National Register property, were collectively referred to in the 1991 report as the “Old Lockville Complex” or “Lockville Historic Complex,” and were assigned State Archaeological Site Number 31CH690. The Lockville Historic Complex and was considered to represent a potential historic district comprised of several types of resources. The complex included preserved examples of standing architecture (Parham House), preserved industrial and transportation structures (Lockville Dam, Canal and Powerhouse Site and remnant structures from the mid-nineteenth century), archaeological remains of several mills and houses (cellar with associated foundations, other foundations and retaining walls), other water control and landscaping features, and possible remnants of Ramsey’s Mill, an eighteenth century structure. As a result of the 1991 study, the historic property was considered to be historically and archaeologically significant and potentially eligible for listing in the National Register of Historic Places under all four eligibility criteria. It was also noted that the existing Lockville Dam, Canal and Powerhouse site, along with the other resources, could qualify for listing in the National Register of Historic Places as parts of a Cape Fear, Deep and Haw Rivers Navigation and Transportation System multiple resources designation, although such a nomination was not at that time being prepared. A similar type National Register designation is in place for the Dan River Navigation System (Clauser 1983).

The potential of the proposed highway and bridge improvement project to disturb or destroy some of the significant historic and archaeological resources in the vicinity of the Deep River crossing was considered in the 1991 archaeological study. Based on information provided in preliminary project plans, and information provided by the project planning staff in an on-site visit to the project area, it was determined that the proposed bridge replacement would not directly affect either the designated Lockville Dam, Canal and Powerhouse site or the greater Lockville Historic Complex (Robinson 1991:10-14). It was noted that the proposed new bridge would be built over the old Ramsey’s Mill site with little or no disturbance, and the cellar and house foundations, the archaeological features closest to the proposed construction area, could be avoided if construction were strictly limited to the proposed area of impact then being considered. However, the proximity of the archaeological features to the construction area, and potential for these resources to be accidentally disturbed, prompted NCDOT to include the following recommendations:

Though this site [cellar and house foundations] may not be directly affected by the construction, it is in a location that is likely to be used as a staging area for the bridge construction, or where drainage and runoff lines may be excavated as the bridge is constructed. Therefore, NCDOT will need to begin planning for the avoidance and protection of the site as soon as possible. Special care will be needed to avoid and protect the site during construction. To this end, it is recommended that prior to construction the NCDOT mark the archaeological site with

stakes and flagging to show areas that are to be avoided and protected. Designs plans and project specifications should indicate the location of the archaeological remains and should note that this area should not be disturbed in any way. (NCDOT staff archaeologists can assist with the definition of these areas.) Contractors and others involved in the construction should be alerted in contract documents that the site is not to be disturbed (Robinson 1991:13).

If it is determined that the archaeological site cannot be avoided, then intensive archaeological documentation and excavation should be conducted within the affected area prior to any construction activity (Robinson 1991:13).

When the bridge construction began in 1996, it was found that the proposed construction impact area was larger than anticipated in 1991, and the areas containing the ruins of Ramsey's Mill and the cellar and retaining wall would be disturbed by the construction of a haul road and associated drainage facilities, and use of the area for construction staging and equipment storage. In April of 1996, as construction began, the project planning engineer was notified by NCDOT field construction personnel of the impending disturbances to the archaeological site. NCDOT archaeologists were subsequently notified and the site was visited to assess the situation (Figure 7a, b).

The area to be disturbed was delineated and assessed (Figures 4 - 6). It was determined that avoidance of the archaeological resources was not feasible at this late stage of the highway project. NCDOT archaeologists initiated consultations with the North Carolina State Historic Preservation Office (SHPO) to determine the appropriate course of action (Figure 7c). It was decided during the consultations that an archaeological data recovery investigation was needed to document the important archaeological data from within the site before it was to be disturbed. An archaeological data recovery plan of action was drawn up by NCDOT (Appendix 1), and this was reviewed and agreed to by the SHPO and the US Army Corps of Engineers. The archaeological field investigation was conducted by NCDOT archaeologists Kenneth Robinson, Thomas Beaman, John Mintz, Gary Glover, Megan O'Connell, and Deborah Joy between April and June, 1996, with Kenneth Robinson serving as Principal Investigator.

IV. PREVIOUS HISTORICAL RECOGNITION & DOCUMENTATION OF RAMSEY'S MILL & THE LOCKVILLE LOCK & DAM COMPLEX

Ramsey's Mill and Tavern and the Lockville Lock, Canal and Dam, have long been recognized by the local populace as prominent historic features along the Deep River.

Ramsey's Mill and Ramsey's Tavern were constructed in the mid to late eighteenth century. Located along a major road between Cross Creek and Pittsboro (Figure 8), part of an interregional road system connecting the central Piedmont and Coastal Plain regions, the mill and tavern were prominent travel destinations during the late eighteenth and most of the nineteenth centuries (Greensboro Daily News 1938). The sites are identified as places British Revolutionary War troops bivouacked during Cornwallis' trek to the North Carolina coast after the Battle of Guilford Courthouse (Guilford County). General Greene's troops also stayed in the Ramsey's Mill area after pursuing Cornwallis to the Deep River (Pancake 1985). This association with the American Revolution has given the mill and tavern a special place in local lore and history. The sites are mentioned in several local histories (Hadley et al. 1976; London 1876; Osborn 1986) and historical resource inventories (Osborn and Selden-Sturgill 1991). Ramsey's Mill and Lockville also are designated by North Carolina State Highway Historical Markers along US Highway 1 and Old U.S. Highway 1 (Hill 1990).

The Lockville Lock, Dam and Powerhouse property is an industrial and transportation feature which occupies a prominent position on the local landscape (Figures 3, 4 and 9). The canal and lock system operated from about 1856 through the remainder of the nineteenth century. The lock and canal were converted into a water-powered electrical generating power plant in about 1899, and the dam, canal (modified into a power plant turbine race) and power plant have remained prominent features on the landscape throughout the present century.

Both the Lock and Dam and Ramsey's Mill, received considerable attention in the late 1950s and 1960s when plans were being made to relocate old U.S. Highway 1 to its present location. The highway alignment crossed the Lockville canal, passed through the site of a mill (Barringer's Roller Mill) and beside the ruins of Ramsey's Mill. The road cut for this alignment, located north of the river, also encompassed the site of Ramsey's Tavern, obliterating any traces of it. Concern by local historians about the impending destruction to the Ramsey's Mill/Lockville site led to an effort to salvage materials from the mill site before it was destroyed. Under the direction of Mr. Paul Barringer and W.E. Horner, both residents of Sanford, a backhoe was brought into the Ramsey's Mill site to uncover items. As mentioned in newspaper articles, the salvage effort led to the recovery of six mill stones and other iron items (Mudge 1957; The Chatham Record 1963) (Figure 10). Some, if not all, of the mill stones were taken to the offices of the North Carolina Archives and History in Raleigh. Also included in the newspaper articles were photographs of Ramsey's and Barringer's Mills at Lockville, the Barringer House, and the Electric Power Plant.

Descriptions of Lockville and Ramsey's Mill were included in a local history book entitled *Chatham County: 1771-1971*, compiled and written in 1976 by Wade Hadley, Doris Horton and Nell Strowd. Included in this book are photographs of Ramsey's Mill and Ramsey's Tavern, as well as extensive historical information about the mill and Lockville. Another publication by Wade Hadley, "The Story of the Cape Fear and Deep River Navigation Company, 1849-1873," published in 1980, includes considerable information about Lockville and its role in the navigation improvements of the Cape Fear and Deep Rivers (Hadley 1980).

Additional attention was focused on the history of Lockville and Ramsey's Mill in the early 1980s when researchers with the North Carolina Division of Archives and History began to document industrial sites in North Carolina. In 1981, a student intern with the Research Branch of the North Carolina Division of Archives and History prepared a research paper entitled "The Lockville Canal Works and Hydroelectric Plant: Significance Statement" (Barnett 1981). In 1983 and 1984, this report was expanded into a National Register of Historic Places nomination form (Thomas, et al. 1984). The historical significance of the site was formally recognized in 1984 when the "Lockville Dam, Canal and Powerhouse" property was placed on the National Register of Historic Places. The designated site included the remains of the lock and dam, Ramsey's Mill, and the early twentieth century power plant located on the old canal and lock. The property was considered to be historically significant under National Register Criteria a, c, and d (Thomas et al. 1984).

An architectural survey of Chatham County was conducted in the late 1980s. This resulted in the publication of "The Architectural Heritage of Chatham County, North Carolina," authored by Rachel Osborn and Ruth Selden-Sturgill (1991). This architectural study includes brief descriptions of Ramsey's Mill, Ramsey's Tavern, Lockville, and nearby properties such as the Parham House. This study added information about the age and style of historic properties in and around Lockville.

As mentioned earlier in this report, the North Carolina Department of Transportation conducted an archaeological survey of the Lockville/Ramsey's Mill area as part of their environmental planning study in 1991 (Robinson 1991). At that time, the Lockville Lock and Dam site was already listed on the National Register of Historic Places and U.S. Highway 1 bisected the historic property. The archaeological report described the historic property and its significance. The survey also resulted in the documentation of other historic properties within or close to the bridge replacement project area. These included architectural structures and archaeological remains of houses, industrial sites, stores and old bridge piers. These historic structures, remains and features were collectively referred to in the report as the "Old Lockville Complex" or the "Lockville Historic Complex" and these were collectively designated as State Archaeological Site Number 31CH690 (Robinson 1991). It was suggested that the Lockville Dam, Canal and Powerhouse historic property and the surrounding historic and archaeological resources could comprise a National Register historic district.

V. HISTORICAL BACKGROUND AND CHRONOLOGY

The histories of Ramsey's Mill and Lockville are best understood when placed in context with the historical and industrial development of the Cape Fear and Deep Rivers.

Ramsey's Mill--Early Industry On The Deep River. The interior of North Carolina began to be extensively settled in the 1750s and 1760s. The first industry to develop during the late eighteenth century was milling. Mills were essential for the processing of agricultural products and other industrial tasks such as fulling and sawing. North Carolina, and Chatham County in particular, were fortunate to have rivers and streams well-suited for the construction of water-powered mills (Figure 9). One of the first along the Deep River was Ramsey's Mill (renamed Pullens Mill or Lockville in the mid nineteenth century), constructed in the late 1760s or 1770s (Figures 11 and 12). The mill was erected near a river shallows where it was crossed by a road connecting the early towns of Cross Creek (Fayetteville) and Pittsboro, a vital connector between the Coastal Plain and Piedmont regions of the state (Figures 8 and 9). This road made northern and western connections with early communities such as Hillsboro, Haw Fields in Alamance County, New Garden in Guilford County, and the Wachovia settlements in what was to become Forsyth County (Figure 8).

Ramsey's Mill took advantage of a set of river falls, actually a set of shallow rapids, for its dam construction. (These falls were later known as part of Pullen's Falls, and later Lockville: Figures 11, 12 and 13.) The dam, a wooden crib structure filled with rock, was built on a rock ledge within a part of the falls. The dam diverted river water through a long race along a low slough on the north side of the river to the mill seat. Water flow from the Deep River was more than adequate to power the mill throughout the year.

By the onset of the American Revolution, Ramsey's Mill had become a landmark in the region and its owner, Ambrose Ramsey, was one of the area's most prominent citizens. Ramsey served nine terms as a state Senator and he was a delegate to the 1788 and 1789 state constitutional conventions. He also served as Colonel of the Militia and a Court Justice (Hadley et al. 1976:436; London 1876:14). Ramsey also owned a tavern on the hilltop north of his mill. Here he entertained and housed travelers making their way between the Cape Fear region and the interior Piedmont. The tavern building, constructed prior to 1781, was a "hall-parlor structure" with "steeply pitched roof, engaged front and rear porches, and broad end chimneys of brick" (Figure 14) (Osborne and Selden-Sturgill 1991:16). The building survived into the 1950s and its site was destroyed when the road cut for the existing U.S. Highway 1 was excavated in the early 1960s.

In 1781, when Cornwallis' troops hastily retreated toward the North Carolina coastal port of Wilmington after a long and tiring battle at Guilford Courthouse, they bivouacked at Ramsey's Mill and Tavern. The troops stayed in the area for two days while bridges were constructed to allow their equipment to be hauled over the river (Seymore 1896:22). General

Greene's American troops gave chase but abandoned their pursuit upon reaching Ramsey's Mill. Greene's troops camped in the area for several weeks (Pancake 1985:190).

Ramsey's Mill was in a position to provide services to a rapidly growing population of farmers in the late eighteenth century, and it was conveniently situated on a river which could be navigated given ample rainfall and water flow. Though water travel was not well developed in the late eighteenth century along the Deep River, small boats occasionally made the trip to and from Fayetteville, and on to Wilmington at the mouth of the Cape Fear.

The 1808 Price-Strother Map shows Ramsey's Mill by name. Hadley (1980:74) mentions that the mill was called Stokes Mill around 1800. The MacRae-Brazier Map of 1833 marks the location of the mill, but designates the area as Boylans Ferry (Figure 8). It is suspected, though not yet confirmed, that the mill building was renovated or rebuilt in the first decade or two of the nineteenth century, and that it was the renovated structure that survived until the turn of the twentieth century. The remains of the structure are described later in this report. The mill has an important role in the local economy throughout the nineteenth century, although it was variously known by other names, including Pullens Mill in the 1840s and 1850s (Figure 11), and the Alston Jones' Mill in the 1850s (Hadley 1980:75). It became an integral part of the Lockville community (Figure 9, 12 and 13) as it developed in the 1850s and the mill continued to operate throughout the latter decades of the nineteenth century.

Early Attempts to Improve Navigation On Cape Fear and Deep Rivers: As North Carolina began to be settled, transportation between the Coastal Plain and Piedmont regions became ever more important. Farmers in the interior were seeking ways to get their surplus agricultural products to market, and the potential for a profitable naval stores industry was substantial if the tar, pitch and turpentine could be conveniently and inexpensively transported to markets and export facilities in Wilmington. Roads of the late eighteenth and early nineteenth century were exceedingly poor quality, and the only other transportation option (prior to railroads) was river transport. For much of the central Piedmont of North Carolina, the convenient waterway to the coast was via the Cape Fear River and its two major tributaries, the Deep and Haw Rivers. These tributaries originate in the central Piedmont region in the vicinity of Guilford and Randolph Counties, then flow generally to the southeast where they converge in Chatham County (Figure 12). The Cape Fear River proper begins at the confluence of the Haw and Deep, and flows southeast and south past Fayetteville and Wilmington, until it empties into the Atlantic Ocean. The Deep and Haw Rivers, and upper Cape Fear above Fayetteville, pass through the Fall Line between the Piedmont and Coastal Plain regions. The rivers are naturally wide and shallow and contain numerous outcrops and rocks shallows. The rivers are periodically broken with rapids or falls which provide obstacles to river navigation. It also was common for trees and vegetation to hang on rocks, further impeding river travel.

The need to improve navigation on the Cape Fear River was recognized quite early. In 1784, the North Carolina legislature passed an act that encouraged the clearance of streams for navigation. In 1792, The Cape Fear Company was formed to make the Cape Fear River navigable to the confluence of the Deep and Haw Rivers (9 miles below Lockville) (Weaver 1903:50-51, Watson 1997:57) (Figure 12). In 1796, this act allowed for improvements above the confluence of

the Deep and Haw Rivers (Hadley 1980:3). Some improvements resulted from this attention, but most activity took place downstream from Fayetteville.

Considerable attention was given to internal improvements in the second and third decades of nineteenth century due to the efforts of Archibald Murphy and others. In 1815, the Cape Fear Navigation Company was formed with the purpose of making improvements wherever navigation was possible (Hadley 1980:3, Watson 1977:57). By 1818, steam boats were running between Wilmington and Fayetteville. A few small pole boats were even making it as far upstream as the Deep River (Hadley 1980:1). However, the Navigation Company had difficulty with its finances. In 1823, control of the company's river improvements was handed over to the North Carolina Board of Internal Improvements. In 1834, the company relinquished control of the river above Fayetteville, concentrating its efforts in the stretch between Wilmington and Fayetteville (Russ 1980).

In 1846, in response to the appearance of several railroads in the region, the Cape Fear and Yadkin Canal Company was chartered. It was hoped the company would provide a link between the Yadkin and Deep Rivers. This effort never resulted in any construction, and it was soon abandoned.

Lockville and The Cape Fear and Deep River Navigation Company: Renewed interest in making the Deep and Cape Fear navigable was spurred on by the report of coal along the Deep River. In 1849, the Cape Fear and Deep River Navigation Company was chartered with the goal of constructing a series of locks, dams and canals upstream from Fayetteville (Figure 12). The area downstream from Fayetteville continued to be managed by the old Cape Fear Navigation Company. The State of North Carolina contributed \$80,000 in subscriptions to the new company, and both cash and labor subscriptions were taken to raise the remainder of the capital (Hadley 1980:9; Watson 1977:65).

The initial plan for the Cape Fear and Deep River Company was ambitious and included the construction of sixteen dams, seventeen lift-locks and two guard locks, and four canals (one-quarter to one mile in length) (Figure 12). The locks were to be 100 feet long and 18 feet wide, although this was later modified to 118 feet and 24 feet (Hadley 1980:6 & 8). When the survey for the Navigation Company was conducted in 1848, mill dams already existed at Pullens Falls (Ramsey's Mill, also known at the time as Pullen's or Jones' Mill) and four other locations on the Deep River (see Brien 1852, Figure 11; also Emmons 1856). These were all to be replaced (Hadley 1980:8).

Construction began on the Deep River project in late 1849. Progress was slow due to a shortage of manpower and high water but optimism ran high. At the insistence of the state, plans already were being made to connect the Deep River Navigation System with railroads and plank roads that were to connect to interior sections of the state. By 1852, two plank road companies, the "Locksville-Chapel Hill" and "Locksville-Hillsborough" plank roads, were chartered in Chatham County (Starling 1939). As their names imply, both of these roads were intended to connect with Lockville and the Deep River. Plans also were explored on how best to provide transportation between the Deep and Yadkin Rivers. Consideration was given to the construction

of a canal, and a railroad, and later a combination portage railroad, by which barges were floated off the rivers onto submerged rail cars for rail transportation (Hadley 1980:19-20). None of these plans, however, were brought to fruition.

Work on the navigation system continued into the 1850s, but a series of freshets and financial problems slowed progress. Construction finally began at Lockville in 1852. The 1852 map drawn for the Navigation Company shows Pullens Falls, Pullen's Bridge, and the lock and dam on the north side of the river (Brien 1852) (Figure 11). The project's engineer, William Thompson, had reported several years earlier that Pullen's Falls (Lockville) offered the greatest obstacle in making the Deep River navigable (Thomas et al. 1984:3). As a result, there were actually two dams constructed at Pullens Falls. The upper dam was known as Bryants or Rives' dam, and was located about one mile upstream from Lockville. Construction began on this dam in 1852 (Hadley 1980:75). By this time, the river from Fayetteville to Jones Mill (Lockville--not to be confused with Jones Falls) was periodically navigable, depending on the water level, and several steamers made the journey as construction around Lockville commenced (Hadley 1980:38).

The Lockville dam was built on the lower falls during the year of 1856. Work on the Lockville canal began in 1852 and lasted until 1858 (Hadley 1980:74). Thompson provided an account of the planned work at Pullens Falls, which has been excerpted in the National Register nomination form:

... a boat will pass into a pool formed by the dam, it will be 8 feet high and 446 feet long to the island, including the abutments. There also will be required 170 feet of damming to connect two other islands with the first.

From Pullens dam, it is intended to take out a canal through the level bottom in which his mill race is dug. It will be 1026 yards long, of easy excavation and will require one guard lock where it leaves the pool, and two lift locks of 10-1/2 feet each, to drop the boats into the river, somewhere about the new bridge, being erected by Dr. Smith and others... [note: the abutments and piers of this "new bridge" are part of the Lockville Historic Complex described in Robinson 1991].

From the outlet of this canal the boats will float into a pool 11-1/2 miles long reaching to Buckhorn Falls... (Thompson 1848:6-7; cited in Thomas et al. 1984:3)

The dams being constructed were crib dams, filled with stone and earth. Hadley (1980:74) notes that the canal at Lockville was constructed on the same location as the mill race used prior to this for Pullens (or Ramsey's) Mill. A pond was located at the head of the canal.

The outlet lock for the canal was to have a lift of twenty-three and a half feet, to be built of rubble masonry and lined with wood. It was about one-fourth done in the fall of 1857 but was badly constructed

and was taken down. Work on a lock at this point continued into the fall of 1858... (Hadley 1980:74).

The work at this time was being done by William H. Morell and Co. Of New York. Slaves provided much of the labor for the construction, but German and Hungarian immigrants also were brought in to work (Hadley 1980:22).

It was possible for a steamer to make its way to Lockville as early as 1855:

On Monday morning the steamer took on a load of flour, cotton and peas from Jones' Mill, as short distance above Haywood, and amidst the cheers of a large crowd assembled to witness, to them, a novel sight, started on its trip down the river to Wilmington, and has, doubtless ere this time, reached its point of destination (*North Carolina Standard*, Raleigh, N.C., February 24, 1855; cited in Hadley 1980:37).

Perhaps as a result of the excitement of actually having a steamboat reach Lockville, this destination point was dubbed "Lockport" for a while during 1856 (Powell 1968:294).

Construction of the Deep River Navigation System went slowly and was hampered by flooding and deterioration of some of the structures built earlier. However, there was substantial interest in seeing the lock and dam system completed, fueled by the potential of the region to yield quantities of coal and iron, and by a plan to construct a National Foundry in the Deep River ore fields. The State Geologist, Ebenezer Emmons, noted in his report on this subject, "In conclusion I may very properly say that Deep River possesses those advantages which a National Foundry requires in an eminent degree--namely coal, iron ore, timber, stone for construction, water power, and accessibility" (Emmons 1857).

By June of 1856, problems plagued the Lockville operations. The project engineer, E.A. Douglas, reported that timbers used in the lock and dams were decaying, and leaks were a major problem. The lift lock at Lockville had to be repaired and it was eventually replaced by a stone structure (Thomas et al. 1984:4). Meanwhile, steamers were at times able to reach Jones Mill (Lockville), as this excerpt demonstrates:

Steamer John H. Haughton Making Regular Trips to Chatham County, March, 1856

The steamer John H. Haughton has at length commenced making regular trips to Chatham. On her first trip, March 8, she brought a tow-boat with about 75 tons of materials for work on Deep River. On her second trip she remained 3 days at Haywood and Jones' Mill, two miles above, and gratified all the neighbors in pleasure excursions. In the meantime the tow-boat was unladen and charged with coal, cotton, flour, and the like for Fayetteville and Wilmington (The Wilmington Journal, March 28, 1856;

cited in Hadley 1980:41).

This boat was owned by the Cape Fear and Deep River Navigation Company and was used primarily to haul materials for construction of the navigation structures (Hadley 1980:30).

On a second trip, the steamer John H. Haughton was able to carry coal to Wilmington, and in April of 1856, the Navigation Company President reported:

The steamboat has been running between Cross Creek and Lockville for some time past. She has carried some freight from Lockville, and a considerable amount of rosin from different points. We have made an arrangement with Worth & Williams' line to take the freight from Cross Creek to Wilmington (cited in Hadley 1980:41).

Despite these optimistic reports from the newspapers, river navigation remained subdued. Maintenance of the various locks, canals and dams continued to present serious difficulties and makeshift repairs were about all that could be accomplished. Hadley notes:

On March 10, the steamer Houghton, the shanty boat (Negro quarters and workshop), and a stone barge arrived at Lockville in Chatham County. The stone lock there was not in working order when they arrived and the canal had two rather serious breaks. These defects were attributed to poor and improper work by the previous contractor, Morell & Co. More than a month was spent making repairs on the works at Lockville. They were restored to working condition. The work needed to make them dependable and secure for the future could not be undertaken due to the time and cost it would require (Hadley 1980:55).

By late 1858, the navigation company was facing financial difficulty and possible bankruptcy. The state legislature refused to commit more money to the project, but some of the region's coal companies secured notes that allowed the navigation improvements to continue for a short time. By 1859, steamers were making their way to the Egypt coal mines, although the trips were infrequent and possibly were intended primarily for show. Financial problems continued to plague the company and additional assistance from the state was sought. Given the substantial role the state already had in the company, with little or no returns on its investment, the state decided to assume control of the company. In March, 1859, the State of North Carolina assumed ownership, and commissioners were appointed by the governor to manage the concern. Some repairs to the system were forthcoming, including some work at Lockville in 1860 (Hadley 1980:55). It is recorded that the water-tight lining at the head of the stone lock was fixed, and pits in the canal floor were filled (Thomas et al. 1984:5). But even with strict management controls in place, it became obvious that resources were not available to perform the substantial amount of work needed to maintain and improve the entire system. In October, 1860, Governor Ellis, with

members of the Board of Directors, made a tour of the navigation system from Fayetteville to Gulf, and recorded the following in his journal: "Found the locks, 23 in all, capable of passing vessels 100 ft. By 20 ft.--though somewhat decayed and otherwise imperfect" (Hadley 1980:56). Perhaps symbolically, the Governor returned to Fayetteville by train.

During the decade of the 1860s, the mills at Lockville were utilizing water from the navigation canal for their operation. When the lock was being used for navigation, water became unavailable to the mills. The engineer in charge of making repairs to the lock and dam complex noted that Clegg and Morris, proprietors of a mill at Lockville issued a bill for \$25 per day to the Navigation Company for those days the water was not made available. The mill owners apparently had the ear of the governor at the time, who ruled that gates should be opened for mills along the Deep River canals. This made navigation difficult, if not impossible, demonstrating that river navigation was not yet considered an economic priority. Attempts to keep the company afloat were exacerbated by flooding and constant high water during the winter of 1860-1861. In February, 1861, the Governor suspended work on the river. By October, the suspension became permanent and with the onset of the Civil War, the company ceased to function. The navigation structures were allowed to deteriorate throughout the war.

An important development at Lockville in 1861 was the construction of the Chatham Railroad. Built with Confederate money, this line extended from Raleigh to Haywood and Lockville. The railroad was designed to haul coal from the Deep River coal fields. One of the companies formed to mine the coal was the Lockville Mining and Manufacturing Company. In 1864, apparently needing labor, the company placed an advertisement in the *Raleigh Daily Confederate* for the purchase of "thirty good negroes" (August 9, 1864). Though the railroad was important during war time, it was abandoned in 1865 (Osborn 1986:19). It appears to have been reactivated in 1868 (Osborn and Selden-Sturgill 1991:24 and 358).

The village of Lockville, now with several mills, a lock and dam, and railroad connections, maintained itself and may have actually prospered in the years immediately after the war. Branson's Business Directories for 1867 through 1869 notes the presence of the Lockville Foundry and Machine Shop operated by Silas Brown, Bynum and Lambeth Merchants, G.A. Long and J.A. Long Merchants, and the Lockville Grist and Sawmill with its proprietors Heck, Clegg & Co. (called Heck's Mill in the 1867-1868 Directory) (Branson Business Directories 1867-68, 1869). At the conclusion of the Civil War, properties associated with the Cape Fear and Deep River Navigation Company began to be sold off. The area around Lockville was sold to the Deep River Manufacturing Company in 1868.

George Lobdell, The Deep River Manufacturing Company and the Lobdell Car-Wheel Company: Not until 1871 was there a renewed interest in improving the Cape Fear and Deep Rivers. The state, which still owned the Cape Fear and Deep River Navigation Company, was considering its disposition. In 1871, the Cape Fear and Deep Rivers were surveyed and mapped by the U.S. Army Corps of Engineers. This provided an inventory of workable and potential navigation structures. It was still recognized that improvements to the river would enhance economic development of the region, but railroads already were established in the region providing alternative modes of transportation. In 1873, the Board of the Cape Fear and Deep

River Navigation Company decided to sell the assets of the state-owned company. A public auction was held at Lockville in July of that year. The assets were sold to the Deep River Manufacturing Company (Deed Book A-R, pp. 95-98, Chatham County Courthouse). Later the franchise for the Navigation Company (rights to receive fares and tolls) also was sold to the Deep River Manufacturing Company (Hadley 1980:65).

By the early 1870s, the Lobdell Car-Wheel Company of Wilmington, Delaware, had purchased an interest in the Deep River Manufacturing Company. George Lobdell, principal owner of the company, was interested in developing the coal and iron ore deposits found in the Deep River basin. He also purchased the Endor Iron Furnace at Cumnock, located upstream from Lockville, and built a blast furnace at Buckhorn, downstream from Lockville. Lobdell hoped to transport ore up and down stream to and from his ore pits, furnaces and forges (Thomas et al. 1984:5). Lobdell also had plans to develop iron processing (forging) and manufacturing facilities at Lockville. A Wilmington, North Carolina, newspaper reported on December 8, 1871, that “a factory for the manufacturing of railroad car wheels is to be built at Lockville, on Deep River (*The Weekly Star*, December 8, 1871).” This undoubtedly referred to Lobdell’s Car-Wheel Company, and this likely refers to the construction of a foundry which was operating at Lockville in the 1880s (see below).

The Lobdell Company, under the aegis of the Deep River Navigation Company, began to make repairs to the Lockville lock, dam and canal in 1871. This same year George Lobdell constructed a steamer at Lockville, naming it after himself. The Wilmington *Weekly Star* reports:

Vessel Launched at Lockville, Chatham County

...We learn from Capt. Exline, of Chatham, that the new steamer, *George Lobdell*, will be launched at Lockville, on the 15th. Inst., and make her trial trip the same day to Buckhorn. The Sentinel thinks the new steamer should be called after Judge Archibald Murphy, who, fifty years ago, first conceived the idea of navigating the Upper Cape Fear (*The Weekly Star*, April 12, 1872).

Lobdell’s goal of hauling ore to the iron furnaces apparently was realized by 1873, as indicated by this citation:

... in 1873-74, a boat named *George G. Lobdell* hauled iron ore from mines near Battle’s Dam, about 3 miles below Buckhorn furnace and 14 miles below Lockville, to Endor furnace and brought back barge loads of pig iron, etc., for shipment by rail at Lockville. This navigation was restricted to rivers above Battle’s Dam and reached Carbonton (London 1923; cited in Hadley 1980:67).

It is noteworthy to point out that the objective of Lobdell’s navigation company was not necessarily to ship ore or other cargo all the way down the Deep and Cape Fear Rivers. It appears he was most interested in simply shipping the ore to and from his furnaces and foundries, where it could then be shipped from railheads such as Lockville.

Repairs to the locks evidently took several years to accomplish. In 1873, the *Raleigh News* reported:

The work on the locks at Lockville is going rapidly forward, and soon steamers will find an opening to upper Deep River and the Rick Coal mines it is intended to reach. The main lock of the three near Lockville is said to be the highest in the United States, having a fall of 28 feet. Work on the dams on Deep River, and down the Cape Fear to Lillington, is also progressing (reported in *The Weekly Star*, Wilmington, N.C., July 25, 1873).

The lock and dam evidently was operating by 1876 and it remained in operation well into the 1880s.

The village of Lockville apparently was thriving throughout the period of Lobdell's improvements. Branson's Business Directory for 1872 notes the presence of a Lockville Post Office, with E.B. Clegg, Postmaster. Also present were two churches, a hotel, an iron foundry, five merchants, a minister, a Merchant Flour and Saw Mill run by Heck & Co. and two physicians. Many of the businesses cited were probably situated in the Ramsey's Mill area, while others would have been located up and down the canal. Though the exact locations have not been established, housing for many of the business owners and workers probably was clustered around the industrial center, forming a coherent, moderate-sized village for the time. It is estimated the population at any one time was about 150 to 200 individuals.

By 1876, George Lobdell had formalized plans to develop Lockville into a residential and industrial development (Figure 13). He retained the name "Lockville" for his development. A plan of the proposed town was prepared, showing a town square, individual lots, named streets, and the locations of two existing mills. The mills were situated around a tail race pooling area. The larger of the two mill structures clearly represents Ramsey's Mill and the smaller is probably the grist mill mentioned in an 1881 description of the area (see below). Three other structures, probably industrial structures, are located near the eastern end of the canal. These likely represent the foundry, machine shop and possibly the cotton gin mentioned in the aforementioned account. Another prominent feature of the planned village is a "School Lot".

The layout of the lots in the village varied in size. Larger lots on the western side of the plan are 256 feet by 165 feet while those near the center of the town were smaller. The block of lots fronting onto Canal Steet, the street closest to the canal and included in the archaeological study area, were considerably smaller, measuring 40 by 208 feet. This block represents commercial lots which had street frontage, be valued higher, and thus be smaller in size. The four lots at the western end of this block, numbers 42-45, were the focus of the archaeological investigations (described below). At the center of the village plan is a "Market Square." It is believed that this would be located on or near the crest of the hill north of the Deep River, probably incorporating Ramsey's Tavern already in place. The angled road leading north from the river to the square most likely followed the alignment of the earlier Cross Creek-Pittsboro Road.

Other streets in the planned development were named after the company owner (Lobdell Street) and an owner of one of the mills (Heck Street). Also shown on the 1876 map is the covered bridge across the Deep River. This was located east of the mills, and the old piers of this bridge still stand today (Robinson 1991:Figures 3, 12, 13 and 14). Once crossing the river and the canal, this road was crossed by Canal Street.

The map also shows a spur of the Raleigh and Augusta Air Line Railroad (R. & A.L.R.R.) extended into the center of Lockville past the mills. The rail line extended along Canal Street or what used to be an old wagon roadbed, part of the Cross Creek-Pittsboro Road. The Raleigh and Augusta Railroad had taken over the tracks of the Chatham Railroad in 1871 which were originally built in this location at the beginning of the Civil War. The company's depot and switching yard was situated about two miles north of Lockville. A small town grew up around the depot and was named Moncure. It still survives today.

Lockville, as shown on the development plat map (Figure 13), never materialized. While some lots were sold, and a few probably were built on, growth in this part of the Deep River valley remained slow during the late nineteenth century. Nevertheless, the town continued to function with considerable activity. Branson's Business Directory for 1877-1878 lists three churches, Nash's Hotel, an Iron Foundry (Orenshaw & Luke Bros.), an Iron and Steele Co., a Merchant, Flour and Sawmill (Heck & Company), a Merchant Flour Mill (Heirs of Silas Burns), a Physician, a Post Office, five merchants, a Copper Mine and a Gold and Iron Mine (presumably offices for the mining companies).

In 1876, the Deep River Manufacturing Company/Lobdell Car-Wheel Company was sold to the American Iron and Steel Company. This apparently was a buy-out by a larger company which probably had the effect of making more capital available for operation. By 1880, a sawmill and gristmill owned by the American Iron and Steel Company were operating at Lockville (Thomas et al. 1984:6). The apparent success of the enterprise at Lockville did not go unnoticed, and a piece in a Raleigh newspaper seems to express regret that the State of North Carolina no longer owned the lock and canal:

Raleigh Farmer and Mechanic: We have several times heard recently of a project likely to be brought before the legislature this winter; namely to get the state to buy back the Lockville Canal, etc., which was "sold" during the flush times to private individuals (reported in *The Morning Star*, Wilmington, N.C., Sept. 26, 1880).

It is suspected that some of the sentiment in this notice was probably fueled by the fact that the then apparently successful business was being run by northern entrepreneurs, and profits, if any, were going to these individuals.

Other manufacturing activities were centered around Lockville at this time. A survey of the river taken in the latter part of 1881 noted the presence of six mills and other industrial operations utilizing water from the canal for power, "all owned by the Navigation Company, viz, 1 cotton-gin, 14 feet fall, 1 saw-mill, 16 feet, 1 grist-mill, 16 feet, 1 foundry, 18 feet, 1 grist-mill,

18 feet, 1 machine-shop, 18 feet; all on the canal, fed directly from it, and discharging the water into the river” (Swain et al. 1899:159). It is estimated that about 150 people lived and worked in the vicinity of Lockville during this period (Mudge 1957:16). The Branson Business Directory for 1884 notes that the Iron Foundry was run by Luke Bros. and the Iron & Steel Company was owned by the American Iron Company. The Merchant Flour and Saw Mill were operated by Heck & Company and the Merchant Flour mill by the Silas Burns Estate.

By 1899, both the foundry and saw-mill had burned and been abandoned. The machine shop was “replaced by a roller flour mill, capacity 40 barrels a day, owned by John Barringer” (Swain et al. 1899: 159). From other records, we know the roller mill was situated approximately 300 feet west of Ramsey’s Mill, and it was constructed of brick. It was referred to as the “Little Mill” to differentiate it from the larger, wood frame, Ramsey’s Mill (Mudge 1957:16). John Barringer resided in a miller’s house north of the mill and canal. This house site was one focus of the 1996 archaeological investigation (see below).

James Parham was the miller at the old Ramsey’s Mill from about the time of the Civil War through the last years of the nineteenth century. He lived in a house on the hillside north of the canal, east of Barringer’s residence. The house is believed to have been built in the 1830s or 1840s, and Parham is reported to have moved into the house in 1849. The Parham House still stands today and has been considered to be eligible for listing in the National Register of Historic Places (Osborn and Selden-Sturgill 1991:277-278).

An interesting feature of the Parham House is the numerous penciled entries written on the surface of the weather boards under the porch. These are dated entries and they describe the weather and river conditions at various times during Parham’s tenure as miller. A selection of his entries are as follow:

Snow	16th of April, 1849--1-1/2 inches
Snow	8th of April, 1880
Frost	June 3rd, 1884
Frost	May 18, 1893
Snow & Frost	October 24, 180?3
Freshet of	May 22, 1901--highest ever known stood 2-1/2 ft. In Lockville Mill. J.A. Parham
Snow	Nov. 12, 1904
Freshet	August 26 & 27, 1908 6 ft. In roller mill
Frost	May 29, 1907
Snow	Oct. 29, 1910
Snow	3rd of April, 1915--5 inches

Snow Nov. 28, 1917--3 inches

In 1899, the Lockville canal and associated properties were taken over by the Virginia Trust Company, as trustee for the bonds issued by earlier companies. In 1906, the navigation structures were sold to the Lockville North Carolina Power Corporation for the purpose of generating water power (Thomas et al. 1984:6). There is no evidence, however, that this actually resulted in any power generation for the next 15 years. Meanwhile, the mills of Lockville suffered. Ramsey's Mill was badly damaged by the flood of 1901 and is reported to have fallen into disuse (*The Chatham Record*, April 4, 1963). It was ultimately destroyed by fire around 1911. Barringer's Roller Mill burned in 1910 (Mudge 1957:16). The canal itself was blocked by the hulk of a steamboat left to rot in the canal (*The Chatham Record*, April 4, 1963).

Lockville maintained a Post Office until at least 1905. Local informants have indicated the Post Office was located in the old Parham House. In that same year, two merchants are listed, but the only manufacturing concerns still operating were two cotton gins (North Carolina Year Book 1905). From 1910 to 1915, a roller mill and two saw mills were in operation. One of these may have been Barringer's Mill. It is not clear if these were water powered, or if they were powered by steam, oil or electricity (North Carolina Yearbook 1910, 1912, 1913 and 1915).

Farther up the hill from the mills, Ramsey's Tavern stood vacant (Figure 14). After the 1920s, pieces of the building were periodically removed by souvenir hunters (*The Chatham Record*, April 4, 1963). The building may have survived until the 1940s or 1950s.

Lockville as a Power Plant: In 1920, the Moncure Manufacturing Company purchased the canal and lock (Saville 1924). The abandoned boat was removed from the canal and a hydroelectric generating plant was constructed at the downstream end of the lock and canal. As noted in *The Chatham Record*, the conversion "connected the old locks into a forbay for the electric plant, replacing the log dam with a concrete and rock structure, and installed a 1,300 horse power generator" (cited in Thomas et al. 1984:6). Photographs of the lock and power plant can be found in Saville (1924). The Lockville generator was to be used to provide power to Pittsboro. Distribution lines were run through the countryside and power was being delivered by September, 1922 (Thomas et al. 1984:6). In the mid-1920s, the generating plant was purchased by Carolina Power and Light Company (CP&L). CP&L continued to operate the plant, but the construction of larger facilities at nearby Moncure and Buckhorn diminished the importance of the small plant (Riley 1958:24). The generating plant was sold to Wolf Summit Coal Company in 1962 (Figure 15). Today the privately owned plant continues to generate electricity with two turbines, selling its modest, but profitable, output to CP&L.

VI. ARCHAEOLOGICAL INVESTIGATIVE METHODS

Following this section of the report are Figures 16 through 33 which illustrate the Lockville site during excavation and show the archaeological features and structural remains documented during the archaeological investigation. The archaeological data recovery effort involved several phases of site preparation and investigation. After initial definition of the area that was to be impacted by the road construction, and marking of NCDOT Right of Way and property, the site was cleared of vegetation. The lower part of the site was covered with a very dense cover of small trees, briars, and weedy undergrowth (Figures 4, 5 and 7). Members of the NCDOT archaeological team and NCDOT construction inspectors and surveyors cleared approximately 2500 square meters of the lower terrace with hand tools, including bush hooks and machetes, and a chain saw. The remainder of the lower terrace and parts of the hill slope north of the main retaining walls were cleared of thick undergrowth by a group of inmates from a North Carolina Correctional Facility, using bush hooks and axes. Care was taken to define and expose the faces of the stone retaining walls and other obvious landscape features (Figure 5 and 23). Following these efforts, the archaeological team, consisting of two to four people, used rakes, bush hooks, shovels and trowels to clear additional areas, including exposed brick walks and retaining walls, and other areas which required specific investigation or assessment (Figure 23).

The first phase of the archaeological investigation involved shovel testing of the lower terrace area. To guide the placement of shovel tests, a tile probe and 1-inch soil cores were used to determine the depth of topsoils and fill, and to test for possible subsurface foundations. Probing and shovel tests eventually led to the discovery of buried building piers made of large stones, and the existence of an former ground surface buried under modern fill. The piers were later found to be part of a store building (see description below).

Twelve excavation units were placed in selected areas within the lower terrace to assist in the exposure of buried foundations and piers and to examine the associated stratigraphy. These units varied in size from 1 by 2 feet to 2 by 9 feet (Figure 23 and 27). None of the excavated soil was screened, since it consisted of clay fill placed in the site in modern times (probably during construction of the extant U.S. Highway 1 bridge in the 1960s). At the conclusion of the archaeological investigation, the area around these excavation units was scraped out with grader cuts so more of the foundation stones could be exposed and a clear view of the original ground surface could be obtained. Units were hand excavated within the grader cut (Figure 27).

Because this project focused on the definition of structural remains (foundations, wall, etc.) and landscaping features, little effort was given to recovery of artifacts. While the investigators were prepared to document artifact bearing contexts if found, no attempt was made to avoid these contexts, and as expected, few artifacts were encountered. Those that were recovered were mostly twentieth century items with little or no interpretive value. Artifacts recovered were returned to the NCDOT archaeological offices where they were washed, labeled and catalogued. An artifact catalog number (96-080) was obtained from the North Carolina Office of State Archaeology (Raleigh) for the labeling of artifacts and curation purposes. A list of the recovered material is presented in Appendix 2.

Selected features and other potential feature areas within the site (brick walks, retaining structures, and depression features), some quite extensive in size, were exposed by removing ground vegetation and forest matting. This involved the use of various hand tools, including trowels, shovels, rakes, and bush hooks. Features were individually numbered or labeled (Lower Terrace, First Terrace, etc.). Shovel tests or small (24x24 inch) test units were excavated within depressions to determine whether fill was present.

Mapping of the site was accomplished with a contractor's level and stadia, augmented with hand-held tapes (Figures 23 and 24). The map was prepared by laying out a north-south base line through the center of the site and running reference (grid) lines perpendicular to the base line when needed. The locations of individual features and specific points on the ground were triangulated from the base line or from one of the perpendicular runs. Elevation readings were taken from points along the baseline and from various points throughout the site, using NCDOT construction elevation data as reference points. The construction data were keyed to absolute elevations, thus it was possible to assign absolute elevations to features and points within the site. A profile view of the archaeological study area was prepared to illustrate the rise in elevation through the area (Figure 24).

One of the conditions of the archaeological data recovery plan (see Appendix 1) was to have an archaeologist monitor construction activity within the area of the archaeological ruins at the conclusion of the archaeological investigation. This would insure that deeply buried or unexpected archaeological features or remains were not present within the site. The specific goal of the monitoring was to examine the areas behind the large stone retaining walls. This activity was conducted on September 9, 1996. No unanticipated archaeological features were uncovered. The thickness of the wall was confirmed and the location of the former steps was determined.

VII. ARCHAEOLOGICAL FEATURES AND SITE INTERPRETATION

The area investigated during the archaeological study is situated on the north side of the Deep River within Chatham County, immediately east of the U.S. Highway 1 bridge which crosses over the river and north of the Lockville canal (Figures 4, 5 and 6). The river and canal run in a generally east-west direction at this location, while the bridges are roughly oriented north-south. The archaeological study area bisects the canal and the boundaries of the Lockville Lock, Dam and Powerhouse historic property. The total study area includes approximately 1.1 acres. The study area is best described in four parts: (1) the Ramsey's Mill Site (Between Deep River and Lockville Canal), (2) the General Lockville Community Area (Canal and Area to North), (3) the John Barringer House Site, and (4) the Store Remains along the lower terrace (Figure 5).

Ramsey's Mill Site (Between Deep River and Lockville Canal): Investigations and Interpretations

The southern part of the study area consists of a narrow strip of riverside land between the Deep River and the Lockville Canal (Figure 3). The riverbank rises gradually from the steam channel in this area and joins a narrow terrace beside the canal. The riverbank and terrace have been heavily modified by the construction of Ramsey's Mill. Foundations of the mill still exist. West of the mill foundations, in and around the existing U.S. Highway 1 bridge, the landscape has been heavily altered by earth moving associated with the construction of the highway bridge in the 1960s.

Two types of ground cover were present in this portion of the study area (Figure 16). The area near the existing highway bridge contained thick underbrush, representing approximately 25 years of growth after the construction of the bridge in the late 1960s. The eastern edge of the study area, the area where impacts had not been anticipated, including the area where the ruins of Ramsey's Mill are located, was forested. Some of the larger trees in this area were two to three feet in diameter, suggesting they are 80 or more years in age. All of these areas were cleared of vegetation by construction crews in anticipation of using the area for a construction staging area (materials storage). The vegetation, some of it quite thick, was raked out using a bulldozer and backhoe. Approximately 6 to 10 inches of topsoil was loosened during the clearing, which exposed the stone foundations of Ramsey's Mill (Figure 17).

The foundations of Ramsey's Mill and an associated walled terrace are found on a narrow strip of land south of the canal's towpath. The mill seat is marked by a rectangular set of stone foundations situated on a sloped area above a large pond. Extending northward from the mill foundations is a large level terrace bounded on the east by a stone retaining wall and on the south by the north mill foundation. The ruins of Ramsey's Mill were only briefly investigated. Although the ruins fall within the construction impact zone, the area will be used largely for equipment storage and most of the ruins will be left intact. A major excavation of the Ramsey's Mill ruins would require weeks of archaeological investigation aided by large earth moving

equipment. The limited investigations conducted at the site in this investigation provide some basic, though important, data about Ramsey's Mill.

The slope where the mill foundation walls are located is stepped with the upper bench formed by the north foundation wall of the mill and the lower step formed by the southern foundation wall (Figure 16). Circular metal bands were found sticking out of the eroded lower step of the ruin (Figure 17c). These were bandings around the stone mill wheels which were previously removed. A 14-foot long section of the north wall was exposed at the structure's northeast corner (Figures 17 a and b). The excavation in this area extended to a depth of 3 feet. The wall is approximately two feet thick. Stones used in the construction included roughly cut blocks and irregular shapes. The stones are tightly joined and mortared. A second exposure, 4-foot long, was made along the western side of this wall (Figure 16 and 17a).

The southern stone foundation line, situated immediately above the mill's tail race, is lower than the north wall (Figure 16a, b). An 8-foot section of the foundation near the middle of the structure was exposed in excavations. This exposure extended only about 3 feet deep. The southeastern corner of the structure was discernible even though it was grown over in weeds and covered with soil. Although this corner was not excavated, it is clear that this corner and the northeast corner of the upper foundation wall are connected by a north-south stone foundation which delineates the eastern side of the mill.

The pond to the south of the mill foundation represents the tail race, or splash pond, of the mill (Figure 16a). It drained to the east and southeast toward the Deep River. The pond originally was much bigger than it is today, and Barringer's Mill was located along its western side (Figure 18). The pond was partially filled when the existing highway bridge was constructed in the early 1960s.

The overall dimensions of the mill foundation were determined to be 22 feet north-south by at least 50 feet east-west. The western ends of the foundations, where they extended into the bridge alignment, were covered with earth or damaged by previous construction so the precise east-west foundation lengths are not known.

The only known photographs of Ramsey's Mill (Figures 19 and 20) are believed to date from the first decade of the twentieth century, although they could date a decade or two earlier (Hadley et al. 1976; Mudge 1957). Both photographs were apparently taken at the same time. The perspective is from the Lockville Canal tow path, facing southward. The pictured facade is the northern side of the building (side opposite from the river and the tail race). In Figure 19, the river can be seen through the trees in the background to the left side of the building. No evidence of the water wheel is visible in the photograph. It is suspected that the wheel was on the southern side of the building although it is possible the wheel works were located on the western end of the building. The photograph shows stone and wood foundation piers extending high above the foundation walls, leaving an open subfloor beneath the building. The stone foundations documented archaeologically essentially conform to the shape of the building. The level ground terrace on the near side of the pictured building is still intact and visible today.

With information taken from the photograph, other documentary sources and the archaeological evidence, it is possible to offer a summary description of Ramsey's Mill. The mill was a 3 or 3-1/2 story structure, rectangular in shape, measuring approximately 22 feet deep (north-south) by 50 to 60 feet in length. The building had a simple, though large, shed roof with a north-south centerline. The building was sited at the southern edge of a piece of terraced, leveled ground, south of the canal towpath. The southern side of the building was built above the edge of a tail race which flowed southeastward into the Deep River. The structure was elevated on stone and wood piers, and had an open subfloor. The terrace on the northern side of the building (toward the towpath and canal) was probably used for loading and other activities, and, according to the 1876 Lockville plat map, this terrace was accessed by a bridge placed over the Lockville Canal (Figure 18).

Six mill stones were salvaged from the site in the late 1950s (Figure 10), so there were at least three pair of grinding stones in Ramsey's Mill, perhaps more. The general procedure used in most grist mills was to unload grain or corn into an upper level of the milling for sifting and cleaning, then with the aid of gravity, work the grains downward to a storage level, then pass the grain through hoppers to a grinding and bagging level. Exactly how the interior of Ramsey's Mill was configured is not known, but Figures 21 and 22 illustrate a typical grist mill construction from the mid-nineteenth century that was probably similar in operation to Ramsey's Mill. The illustrated example was constructed on the Occoquam River in Virginia (Evans 1850:285 & Plate XXII). This example had six pairs of grinding stones. It also had screw grain elevators which may not have been present at Ramsey's Mill. In Figure 22, one can see that the grain was taken to the upper level of the structure (F), where it is sifted and cleaned, then stored within another upper level (K), before being introduced to the grinding stones (M) through hoppers (L). Ramsey's Mill probably operated in a similar way.

It is suspected that Ramsey's Mill was rebuilt or renovated at least once during its lengthy history. Most likely, the mill constructed in the 1770s was rebuilt or enlarged in the 1820s or 1830s. However, this interpretation has not been substantiated by historical evidence, so the ruins of Ramsey's Mill could actually represent a late eighteenth century construction.

At the time of the 1996 archaeological investigation, the portion of the mill site to be disturbed by the bridge construction was limited to the western edge of the stone foundations and the western part of the tail race. Trees and other vegetation were cleared to a point at the eastern edge of the mill foundations and associated terrace, but most of this area will only be used for equipment storage during construction and the archaeological remains will be left in place. Thus, most of the remains of Ramsey's Mill will not be exposed, and most of the ruins will likely survive the bridge construction project.

The Lockville Community Area (Canal and Area to North)

This part of the archaeological study area is north of the canal (Figures 23 and 24). Paralleling the north side of the canal at a slightly higher elevation is a roadbed. North of the roadbed, at a slightly higher elevation is an elevated ridge, or mound, of intact soil. Extending

northward from the ridge is a low, generally level terrace, measuring approximately 80 feet in length (north-south) by approximately 60 feet in width. The terrace is defined on its north and east sides by a massive stone retaining wall. Upslope from the retaining walls are additional retaining walls and terraces which eventually merge into the steep hillside. Various terraces, walls and other minor features are described individually below in position from south to north. The retaining walls are assigned numbers so they can be accurately referred to in the feature descriptions below. Table 1 summarizes the individual feature designations.

Lockville Canal and Towpath: The Lockville Canal is approximately 60 feet wide in the archaeological study area. The banks of this section of the canal appear to be earthen and no obvious evidence of wooden canal sides or lock structures was observed. The tow path is located on the south side of the canal. It is approximately 20 feet wide, and elevated above the surrounding natural land surface (Figure 25a). The towpath is used today as an access road. It extends along the length of the canal. No detailed archaeological documentation of the canal or towpath was attempted as these features were not going to be impacted by the bridge replacement project.

Canal Street (Roadbed and Railbed): Running parallel to and on the north side of the canal is a roadbed. The bed is grown over with trees and other vegetation but it is easily distinguishable on the landscape. A footpath extends eastward along the road trace through the wooded area. The highway in use during the late eighteenth and most of the nineteenth centuries crossed the Deep River at a point approximately 300 feet east of Ramsey's Mill. A bridge was built at this location quite early, and a very substantial covered bridge was in place by the 1850s (Figure 11). A truss bridge also was built over the Lockville Canal after the canal was constructed in the 1850s (Deed Book AU:409). The main road appears to have continued north up the hill, then west, passing by Ramsey's Tavern. From the north side of the canal, the road also branched east and west. The road extended west and paralleled the canal for about 400 feet, then turned northwest up the hill in front of Ramsey's Mill. It probably joined the other branch at the top of the hill by Ramsey's Tavern, and then continued westward toward Pittsboro. Additional traces of the old roadbed survive on the west side of US Highway 1.

The section of the road extending east-west along the north side of the canal was being called Canal Street during the 1870s (Figure 18) and possibly earlier. A bridge crossed the canal above (north of) Ramsey's Mill, allowing access to the industrial site. In 1860 or 1861, a rail line was built within the road bed, essentially following the route of the modern gravel road that approaches the project area from the east (Figure 18). The tracks paralleled the canal and extended westward past Ramsey's Mill. Tracks occupied the roadbed from about 1861 through the remainder of the nineteenth century.

This road was observed archaeologically in the drainage ditch excavated along the west side of the archaeological study area. It was evidenced by a layer of blackened, gravel surfacing. The gravel probably is ballast from the rail line.

Table 1. List of Landscape Features and Designated Features Documented In Project Area North of Canal (Compare with Figures 5 and 23).

Landscape Features (south to north)

Canal
Towpath
Road and Rail Bed
Store Mound
Lower Terrace
Wall 1
Cellar
Well
First Terrace
Wall 2
Second Terrace
Upper Slope

Designated Features

- Feature 1. East-West Line of Brick Pavers Between Second Terrace and Upper Slope.
- Feature 2. Concrete Green House Foundation.
- Feature 3. Concrete Slab.
- Feature 4. Lightning Rod
- Feature 5. Brick Walkway on Western Side of First Terrace, Extending Upslope To Second Terrace
- Feature 6. Concrete Driveway On First Terrace
- Feature 7. Pier Imprint in Soil On First Terrace
- Feature 8. Outbuilding Depression, Upper Slope
- Feature 9. Rock Pile, Outbuilding Remains, Upper Slope
- Feature 10. Rectangular Pattern of Stones on Eastern Side of House Mound

Low Mound and Store Site: North of the roadbed, running east-west, is a low, linear mound of intact natural earth (Figures 4 -6, 23, 25a,b,c, and 26). A wood frame store was built on this location in the nineteenth century and the store remained standing until the second or third decade of the twentieth century. The archaeological investigation of this area is described separately below. It is important to note here that the low mound was not artificially constructed. An explanation of this landscape feature is given in the description of the lower terrace presented below.

Lower Terrace: This is a large, nearly level area surrounded on its north and east sides by a massive stone retaining wall (Wall 1) (Figures 4 - 6, 23, 28a, b, c). A linear mound or ridge of earth is present along the south margin of the terrace. Reddish-brown clay soil has been spread over a large part of the terrace north of the mound. The fill is believed to originate from

construction of the Highway 1 bridge in the 1960s. The original surface of the terrace, still exposed along the eastern and northern edge of the terrace, was quite low. A well is present in the northern side of the terrace (Figure 23, 28c, 29a,b). The terrace was extensively probed, and later explored by grader cuts, but no evidence of structures or substantial activity areas were found within the terrace.

This low terrace is believed to be a remnant of a natural slough, or overflow channel, associated with the Deep River. The upstream (western) part of this slough is still visible west of US Highway 1. The slough carried overflow river water during times of flooding. Water moving through the slough would have scoured and eroded the base of the hillside along the north side of the slough. The low mound of intact soil located along the south side of the lower terrace was spared from scouring because it was on the inside of the water flow.

The slough interpretation helps explain why the lower hillside within the north side of the study area was heavily terraced and why the massive retaining wall (Wall 1) was constructed at this location. Before the locks and dam were constructed in the 1850s, the slough served as an overflow channel for flood waters. Ramsey's Mill was sited near the eastern end of this slough. The Lockville canal was built to the south of the slough channel and after its construction, the canal served as the overflow channel for flood waters. The remaining slough channel probably was a low, poorly drained, wet and muddy area. The base of the hill slope along the north edge of the slough channel likely was a ragged, eroded bank, that was subject to severe erosion by runoff from the hill above.

Despite its poor natural condition, the proximity of the slough channel to Ramsey's Mill and the other parts of the lock and dam complex made this potentially valuable land if it could be improved and utilized. To make use of the property, a massive stone retaining wall (Wall 1) was built along the north and east edges of the slough, at the base of this hillside. The wall was recessed several feet into the base of the hill. A cavity also was dug at least 20 feet into the base of the hill slope to permit the construction of a subterranean cellar (this feature is described in detail later in this section of the report). The hill slope to the north of the retaining wall also was terraced and a house was constructed on the first terrace (described in detail below). The low wet area in front (south) of the wall also was drained and made functional. A well was excavated in this low area. Eventually a line of stores was constructed along the southern edge of the terrace on the elevated mound of earth situated next to the old road. All of this work at the base of the hill would have served to stabilize the hillside and make the area usable. It is believed this construction occurred in the 1850s as part of the development of Lockville by the Cape Fear and Deep River Navigation Company.

The end result of all this land modification was a functional lower terrace situated next to the canal and the old roadway. Exactly how the lower terrace between the stores and miller's house was used is not known. It has been suggested, because of the presence of the well, that it was a stabling and resting station for horses and mules hauling wagons to the nearby mill. However, this has not been confirmed by historical records. The cellar may have been used as a cool storage area for commercial enterprises at Lockville. In general, this interpretation helps explain why so much effort was expended to build stone retaining walls and terraces at this

location, which essentially resulted in an extensive re-landscaping of the industrial center of the Lockville community.

Stone Retaining Wall 1: Except for the canal, this wall is the most prominent feature in the archaeological study area (Figure 4-6, 23, 28, and 29). It extends east-west for a length of approximately 70 feet before joining a north-south wall along the east side of the lower terrace. The eastern wall marks the eastern limits of the archaeological investigation. The entrance to a large subterranean cellar is present at the corner formed by these walls (Figures 23, 28a,b and 29a) (described below). The northern section of the wall is approximately 8 feet high. The eastern section ranges from 8 feet at its north end to 2.5 feet on its south end. The south end connects with another east-west retaining wall which extends eastward outside the archaeological study area (parallel to and along the north side of the roadbed).

The stones used in the wall construction are irregular shaped, natural field stones (Figure 29). Most are generally blocky or tabular in form. The stone construction is tight, and mortar was used to hold the stones in place. There is evidence that a set of steps originally extended down the face of the north wall to the lower terrace (Figure 29). The steps were apparently built into the wall when it was originally constructed. The steps are no longer present, but the broken stone and repaired area where they existed can be observed (Figure 29a). It appears the north and east sections of Wall 1 were constructed simultaneously when the Cape Fear Navigation Company made improvements to the area between 1852 and 1857.

First Terrace: This is the elevated, level area between the large stone retaining wall (Wall 1) and a smaller stone and brick retaining wall (Wall 2) located 35 feet to the north (Figures 4-6, 28 a-d, and 29b). Situated on this terrace are two very large surface features, the top of the subterranean cellar and a concrete slab drive dating from the twentieth century. A house structure (Barringer House) was built on the terrace (investigation and description provide later in this section of the report). This terrace was formed by cutting soil and leveling fill from the hillside.

Retaining Wall 2: This wall is located approximately 35 feet north of the east-west section of Wall 1 and forms the northern side of the first terrace (Figures 23, 24, 28 and 30a). The wall is made of stone and brick, and is generally two to four feet in height. The mixture of brick and stone suggests its was rebuilt over time. Portions of the wall have collapsed but the general run of the wall is easily distinguished. The eastern end of the wall is the most prominent part of the wall. Here it joins another north-south wall section which defines the eastern side of the first terrace. The resulting corner was made of brick and functioned as a corner foundation for the Barringer House. The wall along the eastern side of the first terrace extends downslope, and is stepped at several points along the way. Both the east-west and north-south sections of Wall 2 were utilized as foundations for the house. Additional details of this wall are provided in the Barringer House description later in this section of the report.

Second Terrace: This sloped terrace is north of Wall 2 (Figures 4-6, 23-24). It is defined on its north edge by a long pavement of non-mortared bricks laid flat on the hillside (Feature 1). This feature served to retard erosion from the hillside above, and it also marks the limits of the rear yard of the Barringer House site. The sloped terrace was created with only minor cutting into

the hillside. Also present at the east end of this terrace is a subsurface concrete box feature (described below).

Upper Slope: This part of the site extends northward from the second terrace to the top of the hill (Figures 4-6, 23-24, and 28a). It is wooded and the ground slope is mostly natural, except for a couple of depressions and rock piles which mark former outbuilding locations (described below). A trace of an old road is present at the top of the hill. This road originally extended by Ramsey's Tavern, and farther west across the area where the highway road cut is located.

Store Remains, Lower Terrace: Investigation and Interpretations

The remains of a store were located at the south edge of the lower terrace about 90 feet north of the canal (Figure 23, 24, 25 b,c,d, 26a,b,c, and 27). The store site was evidenced by a humped ridge or elongated mound of intact soil measuring approximately 50 feet (east-west) by 35 feet. A large pond was present on the east end of this ridge (Figure 23). The lower terrace immediately north of the mound contained one to three feet of reddish brown clay fill, believed to be put there during bridge construction in the 1960s.

When first discovered, the humped ridge of soil and associated stones obviously represented some kind of activity area or structure, but there was no clear indication of how the area was used. Only after the completion of several excavation units along the north edge of the mound, and the discovery of buried stone pier footings, did it become clear that a structure used to occupy the area.

The buried stone footings were first detected by using 1/4-inch corers and tile probes. A series of excavation units along the northern edge of the mound eventually revealed a series of pier footings (Figure 27). Descriptions of the excavation units are summarized in Table 1. The original ground surface was detected in the units, ranging from 0.5 to 3.0 deep from east to west. The fill was deeper farther to the west. From the location of the stone pier footings, it is apparent that the structure extended out over the low ground, and there would have been enough space under the edge of the building to store items.

Additional foundation stones were found relatively undisturbed on top of the mound. The foundation stones in the eastern end of the mound form a rough rectangle, designated Feature 10 (Figure 27). This is interpreted to reflect the location of floor joists, or perhaps an entire bay (room) of the structure.

After mapping all of the foundation stones, it became evident that a fairly large structure used to be located at this locality. The evidence suggested the building measured roughly 50 by 30 feet. The building was sited directly on the mound feature with the long axis extending east-west. The exact length of the structure could not be determined because the western side of this locality has been damaged by previous earth-moving activities. The structure was apparently a wood frame construction, as no substantial quantities of building stone or brick were found, and the

structure appeared to have sat on low footing stones and piers which rested on large stone pier footings.

Table 2. Information About Excavation Units In and Around Store Mound.

Unit No.	Size (feet)	Depth (feet)	Fill Tyoe	Results
1	2.5 x 2.5	.5	Reddish Clay Loam	encountered large stone
2	5 x 5	.6	Reddish Clay Loam	encountered pier footing
3	2 x 9	1.0	Reddish Clay Loam	encountered large stone footing
4	1 x 2	1.5	Reddish Clay Loam	encountered old ground surface
5	2.5 x 8.5	2.5	Reddish Clay Loam	exposed old ground surface
6	3.5 x 2.5	3	Reddish Clay Loam	exposed old ground surface
7	2 x 9	3	Reddish Clay Loam	exposed old ground surface
8	3 x 5	.3	No Fill, Intact Soil, Shallow Humus	Exposed pier stone
9	4.5 x 4.5	.4	No Fill, Intact Soil Shallow Humus	Exposed pier stone
10	7 x 12	.4	No Fill, Intact Soil, Shallow Humus	few loose stone
11	3.5 x 5 grader and hand exc.	1.5	Reddish Clay Loam	Pier Footings
12	5 x 9 grader and hand exc.	2.0	Reddish Clay Loam	Pier Footings and Former Ground Surface

The function of the structure was identified when a local resident, Mr. Sam Womble, visited the site. He used to live in the Barringer House on the hillside to the north of this spot (described below), and as a child (1920s) he remembered a row of wood frame stores at this location. The east end of the line of stores corresponded with the alignment of the retaining wall (Wall 1) along the east side of the lower terrace. The row of stores, with shed porches, faced the canal. Mr. Womble recalled there being a hardware store, grocery store and shoe store. The store may have been a single building, comprised of three or four bays. The store would have been situated directly beside Canal Street (old roadway) and the rail line that paralleled the canal.

There is considerable historical evidence of commercial establishments at Lockville. Branson's Business Directories and the North Carolina Directories list the following merchants at Lockville:

1867-68 I.N. Clegg, Dry Goods Store
 J.A. Long, Dry Goods Store

1869 A. Long, Merchant

Bynum & Lambeth Merchants

list of merchants at Lockville (continued)

- 1872 A.J. Bynum
Ed Long
Moffit & Parham
Pegram
A. Yarborough
- 1877-78 Powell & Crutchfield
Parham & Mann
M..J. Stone
W.B. Wilkie
A.M. Yarborough
- 1884 John Barringer
Parham & Mann
Moore & Walden
- 1890 John Barringer, Merchant
Farmer's Alliance Store
- 1896 John Barringer
S. Jordon & Sons
- 1902 John Barringer
J.J. Womble
- 1905 Mary Barringer
Lambeth Brothers

Some of the merchants who occupied the store buildings can be identified. Historic deeds records show the transferral of lots 42, 43, 44 and 45 at Lockville (Figure 18), the lots within the NCDOT study area, to John Barringer between 1879 and 1885. John Barringer begins to be listed as a merchant in the Business Directories above in 1884, so it can be inferred that he occupied one of the stores by about 1880. Lot 42 was previously owned by J.A. Long, who is listed as a merchant as early as 1867, while other Longs are listed as merchants (brothers or sons?) through 1872. This certainly represents at least two generations of shop owners in Lockville.

Lots farther to the east along the canal were owned by J.A. Parham as of 1876. A Parham is listed as a merchant in 1877 and 1884, and perhaps J.A. Parham was a merchant who occupied one of the stores through the 1870s and late mid-1880s. It is known that J.A. Parham lived in a house north of his canal front lots. The Parham House still stands today.

Given the record of merchants in these stores, it seems likely that the store building on this site was constructed as early as the 1850s, contemporaneously with the construction of the lock and dam. Stores certainly were in place by the end of the Civil War. Perhaps the building of the railroad tracks along Canal Street in 1861 was a stimulus for the appearance of the stores. It is suspected the stores were in place prior to the Civil War. If this interpretation is correct, the wood frame store building was utilized at least for 60 years (1860-1920) before it was razed.

John Barringer House Site and Related Features: Investigation and Interpretation:

House. One of the major archaeological features located on the terraced hillside north of the canal is the remains of the John Barringer House (Figures 5-6, 23-24 and 28a,b,c, and d). Mr. John Barringer was an immigrant from Germany (originally Behringer) who arrived in the United States in 1853. He fought with the Confederate Army during the Civil War, but returned to Chatham County after the war to work in milling. He

.... bought the old Bland Mill on Haw River. Two weeks after he made the purchase the dam washed out. So, when the people of the Lockville community offered him \$600 a year to run Ramsey Mill, he agreed. It was some years later that he bought Burns Mill in that community and operated it himself (Mudge 1957:16).

Barringer lived in the house north of the canal throughout the latter part of the nineteenth century. The house was occupied until the 1960s when it was razed. From deeds records it appears that Barringer acquired the house property (lots 41 through 44 in Figure 18) between 1879 and 1885 (Deeds Books BN:155; BN:153; AZ:329; BP:533). One of these lots (#42) was sold to Barringer by Nancy and Edwin Long, believed to be descendants of J.A. Long who is believed to have been a merchant at Lockville (Deed Books BN:155; BP:533). Long is documented to be at Lockville by 1867. It is likely the house predates this considerably, probably as early as the 1850s when the lock and canal were being constructed at Lockville. It should be noted that lots 40 and 41 shown on the 1876 Lockville plat map are believed to lie within the right of way road cut west of the archaeological study area (compare Figures 18 and 23).

The archaeological evidence for the house is substantial, and includes partial foundations, a foundation pier imprint, concrete slab entrance landings, a brick walkway which terminated at the back side of the house, a defined yard and a twentieth-century driveway, all situated on the first and second hillside terraces (Figure 23). When the archaeological study began, it was not known if the ruins in this part of the site represented a house or some other type of structure. The archaeological features indicated that the north side of the structure rested on an east-west stone and brick foundation wall (Wall 2), the same wall that divides the second and third hillside terraces. The western part of this wall is primarily made of stone while the eastern end is mostly brick (Figure 30). One large section near the center of the wall line was collapsed at the time of the investigation. The east end of the wall joins a north-south segment of foundation wall which supported the eastern side of the structure. The eastern wall extends down the slope approximately 60 feet and ties in with the corner of Wall 1.

Intact foundation walls for the west and south side of the structure were not found, suggesting that part of the structure was supported by piers or short segments of foundation wall which had been removed. A distinct, rectangular depression, obviously the footing of a structural pier, was located near the center of the first terrace (Figure 23). A concrete driveway extended to within a few feet of the pier imprint (Figure 23 and 30b), and it appeared the imprint marked a structural corner. Evidence to support this also was found along Wall 2, where the tie-in (in deteriorated condition) for the western wall of the structure were detected.

The most prominent section of foundation is located at the northeast corner of Terrace 2 where the north and east foundation walls join (Figure 30a). Here the foundation wall is 3.5 to 4 feet in height. The wall is made of brick and stone with a thin covering of cement pargetting. Vertical wood beam imprints are present in the pargetting material, clearly showing where upright posts supported the northeast corner of the structure. Along the north, exterior side of this foundation was the buried (grounded) base of a lightning rod (Feature 4, Figure 23). The lightning rod would have extended down the exterior wall of the structure, thus confirming the location of the exterior wall.

Based on the foundation evidence, it became apparent that a structure measuring at least 45 by 35 feet used to occupy the first terrace. Other features helped confirm its size and provided evidence that the structure was indeed a house. The end of a brick walkway (not mortared) was found to terminate abruptly at Wall 2, at a point where the north exterior wall of the house was located (Figures 30c, d). From this, the location of a door was inferred. The brick walkway was traced westward, down around the edge of the hill, to the level of Terrace 1 (Figure 23). Another prominent feature was an irregular shaped concrete driveway pad on the western side of Terrace 1 (Figures 23 and 30b). Straight edges along the eastern side of the feature showed where the western edge of the house structure was located.

The eastern side of the house was further defined by the presence of two large concrete features along the eastern foundation (Figure 23). One was a square concrete pad which served either as a step landing or a drain support. The second was a rectangular, concrete walled pit. This was found to be filled with earth and trash, mostly items of mid-twentieth century vintage. One corner of the feature was dug out to determine its depth, which turned out to be approximately 5 feet. The feature was found have a concrete floor. This feature was not easily interpreted. It appeared too deep to have been used for a pump house or storage compartment. Some thought was given to it being a water reservoir, or even a fish pond. However, its function was finally identified when Sam Womble, a former resident of the house, recalled that it was used during the mid-20th century as a hothouse for plants.

Despite convincing archaeological evidence that this was a house, several questions about the overall shape and height of the structure remained. Additional details about the house became available when a photograph of the house was found (Figure 31). The photograph, possibly taken in the 1940s or 1950s, and published in a November 2, 1957, edition of the *Sanford Herald*, was part of an article on the history of Lockville and Ramsey's Mill. The house is identified as the Barringer House, and a photograph of the former resident was provided (Figure 32). Still more

information about the house was obtained from Mr. Sam Womble, grandson of Mr. Barringer, who remembered living in the house during the 1920s.

The newspaper photograph shows the house from the southeast corner (Figure 31). It can be seen that the house has two wings. A one-story A-frame construction is located in the foreground, with the long axis of the wing oriented north-south. The front of the house, and a porch, faced to the east. The south end of this wing, resting on high piers, lines up with Wall 1. This wing was situated directly over the subterranean cellar located beneath the first terrace (see cellar discussion below). A fairly high crawl space is present under the house. A narrow porch is also attached to the west side (facing west) of the structure.

Another wing of the house extends east-west behind (west of) the north-south wing. It is a two-story structure. The side facing southward appears to have an enclosed porch on the second floor. The ground floor of this wing appears to have been enclosed, although this aspect of the photograph is not clear.

Combining archaeological and photographic evidence, we find that the Barringer House was an L-shaped, wood frame structure which contained both one-story and two-story sections (Figure 23). Porches were present on the east and west sides of the one-story section. The front of the house, at least during the latter years of its habitation, faced east. It is suspected that the Barringer House was built as the result of two separate construction episodes. The older portion is probably the two-story, “back” wing which is oriented east-west. Although evidence to confirm this has not been found, it is suspected this structure was built in the 1850s, around the time the Lockville Canal was being built and the hillside area was being improved with the construction of retaining walls. The east-west orientation of the back wing matches that of the retaining walls and the canal. The north-south wing, the one-story section, is a triple-A style structure of the type commonly built in the 1880s through 1930s. This wing likely was added to the structure in the 1870s or 1880s when Lockville was undergoing substantial improvements sponsored by the Lobdell Companies.

Another major feature associated with the miller’s house site is a brick retaining structure (Feature 1) which marks the north side of the third (upslope) terrace on the hillside (Figure 23). This feature extends east-west in a nearly straight line across the hillside. It is made of two to four lines of bricks, laid flat, running across the slope. The feature conforms to the natural slope of the hillside. Several trees have grown up along the line. It is believed this feature served to retard erosion and runoff into the back side of the house, and define the back yard of the house.

Subterranean Cellar. An underground cellar room is present on the north side of the lower terrace, beneath Terrace 1 (Figures 23 and 28 a, b and 29a, b). The cellar is accessed through an opening in the stone retaining wall (Wall 1) along the north edge of the lower terrace. No door is currently present, although there could have been one when it was in use. The cellar measures 16 by 10 feet. The interior walls are made of stone and brick and the ceiling, also made of brick, is slightly vaulted (arched) (Figures 33). Iron ventilation pipes extend through the ceiling to the open terrace above. Iron hooks hang from the interior of the ceiling. The floor surface is

cement. A square concrete pad is present in the northeast corner of the room. This appears to be a support for some type of machinery, or perhaps a water tank or pump.

The cellar was situated directly beneath the north-south wing of the John Barringer House. Sam Womble, grandson of John Barringer, and a former resident of the house, remembers going into the cellar as an adolescent to turn on a pump which provided water into the house above. This would have been between the years 1910 to 1920. He had no recollection of actually storing items in the cellar or using it for cooling purposes.

Whether this cellar was originally constructed as a part of the Barringer residence, or as a part of the Lockville commercial complex remains problematical. It was definitely constructed at the same time as the lower retaining wall, which is believed to date from the 1850s when the lock and dam system was constructed and the overall hillside is believed to have been terraced. The substantial size and configuration of the cellar suggests it had some commercial or industrial function, perhaps being used to store dairy, meat or other products that were being sold in nearby stores, or products to be shipped downstream by boat. However, this interpretation has yet to be confirmed through historic records.

Well. A well is present on the lower terrace beside the retaining wall (Figures 5, 28a,b,c and 29a,b). The well is stone lined from the ground level down. It is approximately 5 feet in diameter. It is probably the same age as the adjacent retaining wall, which is believed to have been constructed around 1850. The well is at least 14 feet deep, and it still contains water to an unknown depth. No excavation of the feature was attempted.

Outbuildings and Road Trace Upslope from House. Upslope from the house site was evidence of two major outbuildings associated with the John Barringer House. One of the structures is evidenced by Feature 8, a large oval depression in the ground (Figure 23). The maximum depth of the depression is two feet. Shovel testing showed the depression to be filled with large pieces of debris (box springs, tin roofing sheets) and a few inches of eroded soil. The depression is not deep enough to have functioned as a full cellar, but it could have been used for subfloor storage. From the size of the depression, it is clear that the outbuilding at this location measured at least 20 by 15 feet. It is presumed the construction was wood frame, and it likely rested on field stone piers, several of which are still present, but its overall shape and function is not known.

The second outbuilding feature, Feature 9, is evidenced by a pile of footing or pier stones (Figure 23). These have been moved from their original locations but they are clustered within a 20x20 foot area west of Feature 8. It is estimated this structure was slightly smaller than the one described above. It too presumably was a wood frame structure but its function remains unknown.

At the top of the hillside, above the outbuilding locations, is a trace of a drive or road. The road trace extends westward from the graveled drive that leads north to the modern trailer home that occupies the hill top. The trace abruptly ends at the cut bank alongside the existing U.S. Highway 1. This is believed to be a trace of the historic road that led to the hilltop location where

Ramsey's Tavern used to be located, the area now within the highway road cut. The trace is aligned with a surviving road trace located on the west side of US 1, which was part of a road leading to Pittsboro.

VIII. SUMMARY OF INTERPRETATIONS & HISTORICAL CONTEXT

Important aspects of the industrial, residential and commercial landscape at the historic Lockville have been archaeologically investigated and documented, resulting in the gathering of much new information about the historic property. The overall size and dimensions of Ramsey's Mill, and how it was sited, has been determined. A prominent terraced hillside, including the remains of a miller's house, and the location of a series of commercial structures (stores) has been identified and documented. Historical records have provided information about the age of construction, function and use of these various features. In general, the investigation has demonstrated that the Lockville community was a fairly large, industrious and prosperous community during most of the last half of the nineteenth century. With the exception of the canal and dam, both very prominent landscape features, few visible traces of the Lockville community remain on the landscape today. A visitor to the site would have difficulty imagining the level of industrial and mercantile activity, and the extent of the residential population, in nineteenth century Lockville.

To summarize the results of the archaeological investigations in a chronological fashion, a table has been prepared which outlines the important phases of historical activity at Ramsey's Mill and Lockville (Table 2). The (known) surviving or documented archaeological remains associated with each historical phase are briefly mentioned, as are historical characteristics of each phase.

While a great deal of information specific to the Lockville-Ramsey's Mill community has been gathered, there remains much to be learned about the Lockville Lock and Dam complex, the Lockville community and Ramsey's Mill. The long history of this important historic property is generally known, and a few specifics about the site have been revealed, but there is much more detailed research that could be accomplished. Given the apparent lack of engineering drawings, and relative scarcity of historical documentation about the site, a comprehensive investigation into the history and technology of the historic complex will ultimately require a continuance of archaeological and historical research. Although a comprehensive study is well beyond the scope of this NCDOT-sponsored archaeological project, the data recovery effort has produced substantial information which will be useful for guiding future research efforts.

Table 3: Summary Culture History of the Ramsey's Mill/Lockville Community With Specific Reference to Archaeological Study Area.

Phase 1: Ramsey's Mill, 1770s to 1849.

General Summary: Ramsey's Mill was focus of small settlement along Deep River; industrial landmark within rich agricultural region of state; mill is situated along major interregional road.

Surviving Archaeological Evidence: Ramsey's Mill ruins.

Phase 2.: Cape Fear and Deep River Navigation Company, 1849 to 1871.

General Summary: Navigation Company constructs lock and dam system on Pullens Falls and names it Lockville; lock and canal system operates but maintenance is difficult and river travel never develops as hoped; Lockville develops into small community with substantial industry (mills, roller mills, forges, and saw mills); community centered around mills and locks; hillslope north of Ramsey's Mill is heavily modified by terrace and retaining wall construction to accommodate commercial district and house; railroad built into area at onset of Civil War and tracks extend in front of Ramsey's Mill, through the archaeological study area; Lockville continues to operate during Civil War; the forges and rolling mills at Lockville may have been important for supplying the war effort; Ramsey's Mill continues to be center of industrial community.

Surviving Archaeological Evidence: Dam, Canal and Locks; Barringer House, constructed 1850s; Wood frame store structure, constructed 1850s, built facing canal; Landscaping features including massive stone retaining walls, terraced areas, cellar, well and other house associated features; traces of streets, roads and bridge over Deep River.

Surviving Architectural Evidence: Canal, lock and dam; Parham House on hillside northeast of Ramsey's Mill.

Phase 3: Deep River Manufacturing Company/Lobdell Car-Wheel Company, 1871 to 1906.

General Summary: Post-Civil War revival of Lockville community, stimulated by investment and companies of George Lobdell, northern entrepreneur from Delaware; Lock, canal and dam are repaired and Lobdell attempts to develop river travel, primarily as means to ship iron ore from mines to furnaces and forges; Railroad continues to operate; Lockville undergoes considerable revitalization and appears to have experienced considerable growth and development during period 1870-1890; a number of industries are present along the canal, including merchant mills, an iron forge, and a substantial commercial district; residential community develops along with stores and businesses; Lockville continues to function as a town until about 1899, then begins a decline; Ramsey's Mill and Barringer Mill both flood and burn during first decade of twentieth century, and both are abandoned or razed within a few years. Navigation structures sold in 1906 to newly established power company, but it would be another decade or more before power generation materializes; Lockville survives as a small community into the 1920s.

Surviving Archaeological Features: Canal, Locks, and Dam; Ramsey's Mill; Railroad track bed; Landscaping Improvements north of railroad (cellar, terraces and retaining walls); Barringer House, north-south wing probably added in 1880s or 1890; Stores in commercial strip north of canal.

Table 3 (Continued)

Surviving Architectural Features: Canal, locks, dam; Parham House.

Phase 4: Lockville Power Corporation and Decline of Lockville Community, 1906 to 1920.

General Summary: Power Company purchases canal, lock and dam in 1906 for purpose of generating electric power for use in Pittsboro; power company slow to develop and actual power production never develops; Lockville community survives during first two decades of the century, but community declines rapidly.

Surviving Archaeological Features: Lock, canal and dam; all of investigated area north of canal (store area; Barringer House; Parham House, etc.) continue to be used through this period.

Surviving Architectural Features: Lock, canal and dam; Parham House.

Phase 5: Carolina Power and Light & Private Power Production, 1920 to present.

General Summary: Moncure Manufacturing Company purchases canal and lock and construct hydroelectric generating plant on lock at lower end of canal; power may have been used to power textile or other types of mills built east of NCDOT project area; distribution lines for electricity are extended to Pittsboro; In the mid-1920s, Carolina Power and Light Company purchases generating plant. In 1960s, generating plant is sold to private company; power continues to be produced in 1997 with output being sold to CP&L.

Surviving Archaeological/Architectural Features: Rebuilt lock and generating plant on lower end of canal, east of the NCDOT project area.

IX. RECONSIDERATION OF THE NATIONAL REGISTER BOUNDARIES FOR THE LOCKVILLE HISTORIC COMPLEX

As part of the data recovery plan for the Lockville historic property, the North Carolina Department of Transportation has agreed to prepare a revised version of the National Register of Historic Places nomination form to reflect the new information obtained about the Lockville Lock, Dam and Powerhouse historic property. The original boundaries of the National Register property are shown in Figure 34. Note that all of the property except a small extension of the dam, falls within Chatham County and lies on the north side of the Deep River.

The revised nomination form will be prepared as a separate document from this report, so a detailed description of the recommended revised site boundaries need not be described here. However, a general view of the recommended boundary is presented in Figure 34. The new boundary is set to include archaeological, architectural and industrial properties not now contained within the site. This includes residential areas, commercial areas, streets and road traces, bridges and industrial sites now known to exist along the canal. Some of these important historical and landscape features are:

- a. Dam and Pooling Area (Lock Gate) at northwest end of canal;
- b. Ridge north of dam (west of Highway 1) which contains traces of old road and house structures (uninvestigated);
- c. Hillslope and ridgetop north of canal (east of Highway 1) containing Parham House (National Register eligible) and other house and outbuilding sites, part of Lockville residential community;
- d. Major Terrace and low riverside area east of NCDOT study area fronting onto Canal Street;
- e. Additional commercial area along Canal Street east of current NCDOT study area;
- f. Other industrial and residential sites on hillsides and lower terrace to southeast;
- g. Powerplant and canal locks on downstream end of canal;
- h. Stone bridge piers and abutments of nineteenth century covered bridge in and on either side of Deep River;
- i. Ramsey's Mill site;

j. Lockville Canal and Other areas along the canal where
industrial sites are known to have been located.

While additional archaeological investigation within the proposed site boundaries would be needed to verify and define the various features contained within the site, an endeavor that falls outside the scope of any NCDOT involvement, the proposed boundaries encompass the core of the industrial center of Lockville.

X. COMPLIANCE SUMMARY

An archaeological data recovery investigation has been conducted and completed within the portion of the US Highway 1 project area that is to be disturbed by the construction of bridges over the Deep River. The archaeological study has resulted in the documentation of several important features associated with the Lockville Historic Complex (State Site No. 31CH690). Each of these features have been described above, and discussed within the context of their historical setting. This documentation serves to preserve the important information that is to be lost by the disturbance to the site. In addition, at the request of the State Historic Preservation Office, a preliminary boundary for a revised National Register Nomination Form for the Lockville historic complex has been suggested. The investigation and results reported herein serves to mitigate the loss of significant archaeological information from the site and serves to meet the objectives of the data recovery plan prepared by NCDOT in consultation with the State Historic Preservation Office. Therefore, NCDOT has fulfilled its regulatory obligations under the US Army Corps of Engineers Nationwide Permit No. 25 for compliance with Section 106 of the National Historic Preservation Act, as well as its obligations under North Carolina General Statute 121.1 and Executive Order XVI.

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APPENDIX 1

ARCHAEOLOGICAL DATA RECOVERY PLAN FOR FEATURES ASSOCIATED WITH THE LOCKVILLE CANAL, DAM, AND POWERHOUSE NATIONAL REGISTER SITE, CHATHAM COUNTY, NORTH CAROLINA

North Carolina Department of Transportation
PROJECT R-2500

I. INTRODUCTION

Project Description

The North Carolina Department of Transportation (NCDOT) is currently working on a construction project to widen US 1 in Chatham and Lee Counties. The project involves the addition of two lanes to the existing two lane roadway, using existing right of way that had been purchased and largely cleared in the 1960's. The project also includes the construction of a new bridge over the Deep River and the Lockville Canal to carry the additional two lanes of traffic.

This is a state funded project with no Federal Highway Administration involvement. However, the U.S. Army Corps of Engineers has permit jurisdiction for the bridge structures over the Deep River. The right of way was examined during the planning stage for potential impacts to waters of the United States. No jurisdictional wetland impacts were identified along the project. Therefore it was determined that the project could be authorized under nationwide permit provisions. Specifically, the Deep River Bridge is authorized under Nationwide Permit No. 25 for Structural Discharges.

Background

An archaeological survey of the project area was conducted in 1991 by Kenneth Robinson, staff archaeologist with the Planning and Environmental Branch of NCDOT. Recommendations were made at that time to avoid archaeological resources associated with the Lockville Dam, Canal, and Powerhouse site, a property listed on the National Register of Historic Places. On April 1, the Planning and Environmental Branch was notified by the project inspector that construction of the project may have unexpected impacts on archaeological resources previously known but believed to be outside the impact area. Steps were taken immediately to notify the State Archaeologist in the State Historic Preservation Office and arrange an on-site inspection of the project area to evaluate the situation and determine a course of action to protect the

archaeological resources. No damage to any archaeological features had taken place.

Consultation

After consulting with the contractor's representative and the NCDOT project inspector, the NCDOT archaeologist and an archaeologist from the Office of State Archaeology flagged off an area of concern for the contractor to avoid. This flagged off area included suspected structural remains under a low mound of dirt and rubble on the lower slope near the canal and a retaining wall, well, and related foundation remains of a large structure built on several levels on the hill slope.

The attached copy of correspondence with the State Historic Preservation Office describes the historic resources and the circumstances of their being encountered by the project (Attachment 1). The North Carolina Department of Transportation continued to closely consult with the SHPO while conducting test excavations and documentary investigations to confirm the nature and extent of the historic remains. These investigations confirmed the presence of foundation remains of several buildings identified as small commercial stores (in the location of area #1 in the attachment). The stone retaining wall and foundations have been positively identified as associated with a multi-level house structure that was built by a miller associated with the mills included in the National Register property. These findings were reported to the Corps of Engineers, along with a summary of the consultations with the SHPO to date.

Significance

Because these features are closely related to the structures and features contained in the Lockville Canal, Dam, and Powerhouse site, forming with those features the nucleus of the Lockville community, the SHPO considers them to be eligible for the National Register under Criterion D. The NCDOT studied possible design modifications to avoid impacting as much of the site as possible. However, part of these features extend into the existing right of way and no feasible methods have been found to totally avoid all construction impacts. Therefore, continuing consultations with the State Historic Preservation Office have focused on a course of action to best preserve the historic resources. This Data Recovery Plan is the result of those consultations. The completion of the actions detailed in this Data Recovery Plan will result in No Adverse Effect upon the historic resources by recording and preserving the relevant information contained at the site.

II. SPECIFIC ACTIONS TO BE TAKEN

Clearing of Vegetation

In order to expose architectural remains and features, and allow access to the site for limited excavations, vegetation covering large parts of the site will be removed. This will require the cutting of small trees, brush, briars, and other vegetation, and mowing of ground level vegetation from areas within the right of way. Parts of the architectural ruins will be raked clean. The clearing will be sufficiently complete to identify major walls, foundations, and cultural features exposed on the surface.

Identification of Ruins and Features

It is expected that most archaeological remains within the site are architectural features (retaining walls, structural walls, floors, foundations, etc.) associated with either the miller's residence or the commercial strip that faced onto the canal. The structural remains and features observed within the site will be identified and interpreted. Walls and foundations will be followed to their corners or end points. Smaller features will be isolated through clearing or excavation. Attempts will be made to locate structural features such as steps, paths, structural supports (piers, etc.) and drainage-diversion features. The possible presence of subsurface features will be tested using a tile probe. The ultimate goal will be to construct a comprehensive map of the ruins and adjacent hillside which comprise the threatened portion of the site and surrounding area.

Mapping and Documentation of Ruins and Features

Once the major structural ruins and features are exposed and identified, the site will be mapped in detail. The major map will be a comprehensive, scaled plan map of sufficient size to illustrate both small and large (structural) features. If necessary, smaller features will be individually mapped at a larger scale and treated as inset maps in the larger plan. Profile or section views also will be prepared to illustrate the variation in elevations. Photographs of major features and structural details will be taken to complete the visual documentation of the site. Detailed descriptions of features and contexts will be compiled and synthesized into a report.

Selective artifact bearing contexts, if encountered, will be defined and investigated for temporal and functional information. It is not expected that many artifacts will be recovered during the archaeological data recovery effort, but if productive artifact bearing contexts are found, these will be excavated and collected. Artifacts of unusual antiquity (18th or early 19th century) or artifacts with special functional or architectural data potential will be especially sought. Screening (1/2 or 1/4-inch) of soils will be restricted to productive artifact bearing contexts.

Monitoring of Destruction

Subsequent to the completion of documentary efforts, an archaeologist will be on site to monitor and observe the destruction of the part of the site contained within the NCDOT right of way. This will allow observation and documentation of any buried or unexpected structural features that might be present behind walls or under floors.

III. CURATION OF ARTIFACTS AND DISPOSITION OF DATA

Any artifacts recovered during archaeological investigations will be processed and be prepared for permanent storage following the "Archaeological Curation Standards and Guidelines" revised in 1995 by the North Carolina SHPO, Office of State Archaeology.

Data collected on lands owned by the State of North Carolina under the jurisdiction of the North Carolina Department of Transportation are property of the State of North Carolina. Artifacts may be stored temporarily at NCDOT until space is available for permanent curation in a facility maintained by the Department of Cultural Resources.

IV. Report of Investigations

1. Management Summary

A brief summary report of the results of the investigations (management summary) will be prepared at the conclusion of the excavations, giving the investigator's preliminary interpretations and course of analysis. This report will be submitted to the SHPO as a progress report as part of the consultation process.

2. Technical Report

Following completion of the analysis, a report will be prepared detailing the documentation process including a summary of the historic documentary research, excavation, and analysis findings. The report will meet the requirements of the Secretary of Interior's Standards and Guidelines for archaeological data recovery investigations. Two copies of the draft of this report will be submitted to the SHPO for review. The SHPO shall have a thirty-day period to submit comments on the draft document.

After all appropriate revisions have been made the report of investigations will be finalized. The SHPO will be provided with 3 copies of the final report.

3. National Register Amendment

The NCDOT will prepare an amendment to the National Register Nomination form for the Lockville Canal, Dam, and Powerhouse site based upon the documentation resulting from this study.

V. Project Personnel

This data recovery project will be conducted by archaeologists from the NCDOT Planning and Environmental Branch. Ken Robinson, staff archaeologist for NCDOT, will be principal investigator for the project and will direct the fieldwork and report. Thomas Padgett, Archaeology Supervisor for the NCDOT, will coordinate consultation with the SHPO and Corps of Engineers.

All project personnel will meet the qualifications for professional archaeologist as listed in the Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation (36 CFR Part 61, *Federal Register* 48:190). Brief resumes for all principals involved in the project are included in Attachment 2.

Schedule

The highway project is currently under construction and the bridge structure is a key component of the construction schedule. Therefore, the data project will begin immediately. It is anticipated that the fieldwork will be completed within four weeks. A management summary will be completed within two weeks of completion of the field work. It is expected that a draft report of investigations will be submitted within a maximum of 3 months.

Project Changes

Unforeseen constraints or unexpected findings may necessitate changes to the data recovery plan or scope of work. If changes in this data recovery plan are necessary, NCDOT will consult with the SHPO and the Corps of Engineers.

Appendix 2

Artifact List for 1996 NCDOT Archaeological Investigations at the Lockville Lock, Dam, and Canal Site (31CH690)

Accession No. 96-080-1 Unit 1, Photo

Cleanup

- 3 fragments, Whiteware/Ironstone vessel with strawberry decal (17.7 grams)
- 3 fragments, undecorated Whiteware/Ironstone (same vessel shape as above) (5.7 grams)
- 1 fragment, colorless bottle/jar glass (2.1 grams)

Accession No. 96-080-2 Unit 2

- 3 fragments, lead-glazed red-bodied earthenware (2.9 grams)
- 1 fragment, undecorated Whiteware/Ironstone (2.3 grams)
- 8 fragments, colorless bottle/jar glass (49.2 grams)
- 6 fragments, colorless window pane glass (8.6 grams)
- 1 fragment, opaque white glass (0.6 grams)
- 1 brick fragment (13.4 grams)

Accession No. 96-080-3 North-South Trench, Unit 5, Feature A, Old Ground Surface

- 1 fragment, Whiteware/Ironstone with an interior floral decal (1.6 grams)
- 12 fragments, colorless bottle/jar glass (115.3 grams)
- 1 fragment, brown bottle glass (0.9 grams)
- 1 wire nail (14.8 grams)

Accession No. 96-080-4 Unit 10

- 23 fragments, colorless bottle/jar glass (350.6 grams)
- 5 fragments, opaque white glass (8.6 grams)
- 1 fragment, colorless chimney glass (0.3 grams)
- 7 fragments, colorless window glass (7.1 grams)
- 1 cut nail (7.8 grams)
- 2 wire nails (49.1 grams)
- 1 horseshoe fragment (102.9 grams)
- 2 mammalian faunal fragments, taxon not identified

Accession No. 96-080-5 Unit 7, Slit Trench, Lower Organic Zone at 2.9' BGS

- 1 fragment, red earthenware (flower pot) (59.3 grams)
- 2 fragments, colorless bottle/jar glass (61.0 grams)
- 4 fragments, colorless window glass (11.9 grams)