

PROGRAM

The Southeastern Conference on Historic Sites Archaeology In Honor of Dr. Stanley A. South



“The Archaeology of Transportation”

**6th Annual Meeting
Master Mechanics Office
The North Carolina Transportation Museum
Spencer, North Carolina
September 15-16, 2017**

Organizing Committee

**Natalie Adams Pope (New South Associates, Inc.),
Thomas E. Beaman, Jr. (Wake Technical Community College),
and Carl Steen (Diachronic Research Foundation, Inc.)**

History and Theme of The 6th Annual Meeting of The Southeastern Conference on Historic Sites Archaeology

Prior to the formation of the Society for Historical Archaeology, in the days before papers on historical archaeology were regularly presented at the Society for American Archaeology, the Southeastern Archaeological Conference (SEAC), and many other regional, state, and topical meetings, there was the Conference on Historic Sites Archaeology (CHSA).

As told in his autobiography, *An Archaeological Evolution*, the CHSA was organized by Stanley South as an effort to reach out to colleagues who worked on historic sites to share and discuss common findings. First held in November 1960 on the day prior to the annual SEAC Conference in Macon, Georgia, the CHSA flourished and grew. It spawned numerous annual proceedings that helped historical archaeology evolve from a once perceived orphaned and antiquarian activity into an archaeological science, complete with unique methods and theories tailored to the historic past. CHSA continued to meet until 1982 when, as noted by South, “no papers were submitted for publication, removing the primary reason for its existence.”

In the 30 years since the original Conference on Historic Sites Archaeology regularly met, presentations on historical archaeology topics can now be heard at almost every conference. In fact, between 800 and 1000 papers are regularly presented at the annual Society for Historical Archaeology conference. For those of us who attend such meetings it means a hectic schedule with overlapping sessions and often a difficult choice between many different presentations, with little to no time for questions or discussion with the presenter. Travel to all of these conferences also tends to be prohibitive in terms of time and money (to both join the organization and to attend its conference).

To address this topical growth as well as the sheer volume of conferences and presentations, through the collective vision and efforts of Natalie Adams Pope, Carl Steen, and David Jones, the Conference on Historic Sites Archaeology was re-inaugurated in 2012 as The Southeastern Conference on Historic Sites Archaeology with a meeting at Charles Town Landing State Park in Charleston, South Carolina. Designed to mirror the original CHSA and to honor original founder Stanley South, this meeting provided a venue to share professional research on southeastern historic period sites in a platform that is larger than a single state, yet in a smaller and more intimate setting with questions and discussions that followed each presentation. And as with the original CHSA, there was no professional organization to join and no annual dues to pay, only a small nominal fee to attend.

Since that meeting, The Southeastern Conference on Historic Sites Archaeology has continued to annually meet. In 2013, Historic Fort Caswell on Oak Island, North Carolina, was the setting for the conference. Sponsored by New South Associates, the 2014 meeting was held at Stone Mountain, Georgia. Georgia Regents University hosted the 2015 conference in Augusta. Most

recently, the 2016 meeting were sponsored by and held at the McClung Museum of Natural History and Culture in Knoxville, Tennessee.

This year, The Southeastern Conference on Historic Sites Archaeology arrives at the historic Spencer Shops in Spencer, North Carolina, located just north of Salisbury. Established in 1896, through the first half of the twentieth century Spencer Shops was Southern Railway's major steam locomotive repair facility between Washington D.C. and Atlanta. At its height, the facility operated a 37-bay roundhouse, a machine shop, wood working shop, a smith and boiler shop, a power plant, an automotive repair facility, storehouse, and office building, and employed between 2500 and 3000 workers. The widespread appearance and use of diesel locomotives in the 1950s caused the facility to be gradually phased out and eventually close. Today, four surviving buildings of Spencer Shops, including the locomotive round house, are part of the North Carolina Transportation Museum.

The overall theme for this year is "The Archaeology of Transportation". Whether through travel by path, plank, or paved road, on rails, over water, or through the air, transportation has historically played, and continues to play, a vital role for the movement of people, their cultural practices, as well as material goods. Presentations center around archaeology involving transportation-related investigations, industrial sites of different sizes, and an assortment of domestic, landscape, geophysical, and cemetery studies.

Thank you again for joining us at Spencer Shop and the North Carolina Transportation Museum as we ride the rails to "The Archaeology of Transportation."



Excavation in downtown Fayetteville, North Carolina, during the 1980s, of the Fayetteville and Western Plank Road that was originally built in 1849.

Conference Schedule

Friday, September 15th

8:00 AM – Registration Opens

9:00 – 9:10 – Welcome and Announcements – Natalie Adams Pope and Thomas E. Beaman, Jr.

9:10 – 9:30 – Bobby Southerlin and Carl Steen - *The Inclined Plane of the Charleston and Hamburg Railroad*

9:30 – 9:50 - Matt Tankersley - *Georgia's Historic Streetcar Context*

9:50 – 10:10 – Jim McKee - “*To a Great and Useful Purpose*”

10:10 – 10:30 – Stephanie M. Byrd - *Curious Case of Construction: Building Methods in Pre Revolutionary Brunswick Town Wharves*

10:30 – 10 Minute Break

10:40 – 11:00 – Geoffrey R. Hughes - *Looking for the Congregation Pottery on the East Side of Main Street: Recent Archaeological Work on Lot 38, Salem, North Carolina*

11:00 – 11:20 - Carl Steen - *38AK172- The Hitchcock Woods Pottery Kiln*

11:20 – 11:40 - William M. Balco and Matthew D. O’Leary - *Hidden Ubiquity: Rediscovering the Historic Mining Ditches of Lumpkin County, Georgia*

11:40 – 12:00 – Shane C. Petersen - *Historic Mills: Missed Opportunities?*

12:00 PM – 1:00 – Lunch (Provided)

1:00 – 2:30 – Guided Tour of North Carolina Transportation Museum

2:30 – 2:50 – Deborah Dunn – Discussing *The Coffins*

2:50 – 3:10 – Paul J. Mohler - “*To die is but to live again*”: *Ongoing Cemetery Research at the North Carolina Department of Transportation*

3:10 – 3:30 – Hugh B. Matternes - *A Venue for the Working Man: Archeological Detection in a Portion of Wilmington’s Oak Grove Cemetery*

3:30 – 3:50 - Megan Cope and Ari Lukas - *Ground Penetrating Radar Examination of the Confederate Prison in Salisbury, North Carolina*

3:50 – 4:10 – Shawn Patch - *Skip the Shovel and Go Straight to the GPR and Magnetometer: Historic Sites of Hiwassee Island (40MG31), Meigs County, Tennessee*

4:10 – Business Meeting

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5:00 – 7:00 PM – Reception at Morgan Ridge Railwalk (421 North Lee Street, Salisbury, North Carolina 28114; <http://www.morganridgerailwalk.com/>). Specific directions to Morgan Ridge Railwalk from the North Carolina Transportation Museum will be provided at the conference.

Saturday, September 16th

9:00 – 9:10 – Announcements and Updates – Natalie Adams Pope and Thomas E. Beaman, Jr.

9:10 – 9:30 – Thomas E. Beaman, Jr. - *In Pursuit of Eighteenth-Century Urban Landscapes in the “Old North State”: A Summary and Common Themes of 50+ Years of Urban Archaeology in North Carolina’s Colonial Country-politan Port Towns*

9:30 – 9:50 – Rosie Blewitt-Golsch and Sherry Boyette - *Finding a Gibson Girl at the Ailey Young House*

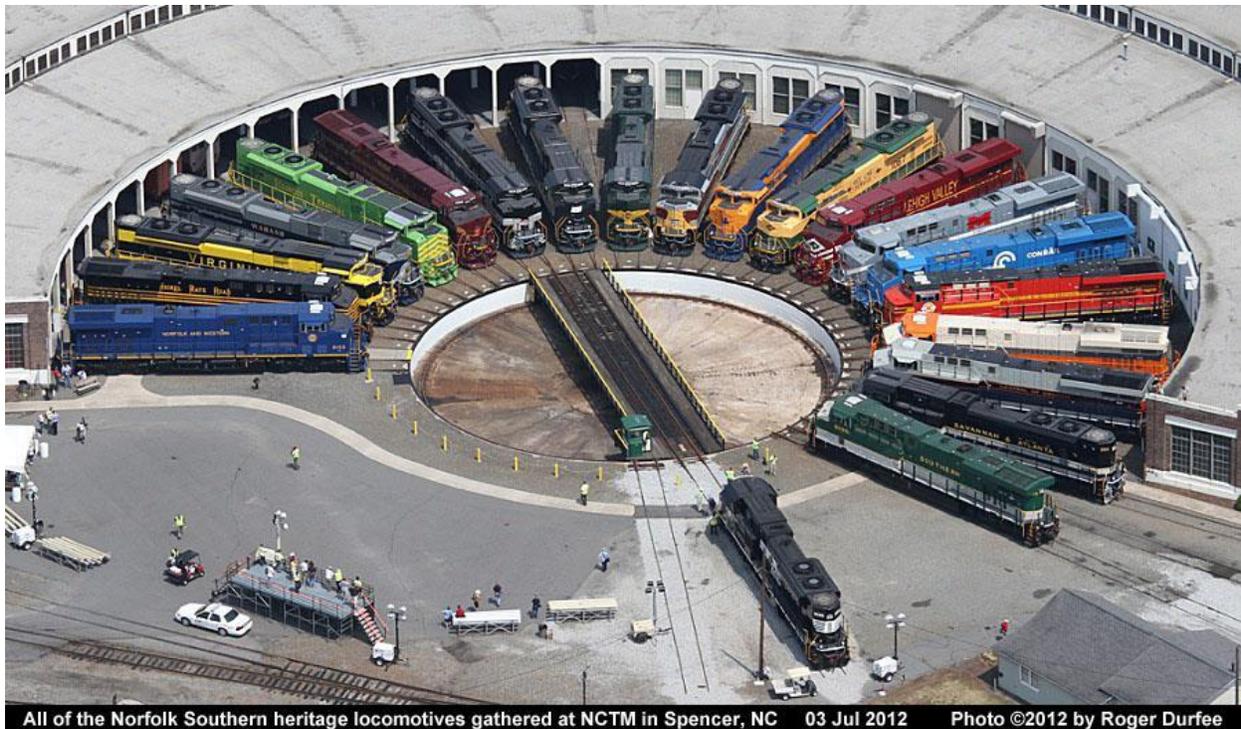
9:50 – 10:10 – Juliana Falk and Martha Zierden - *Who is John Stoney?*

10:10 – 10:30 – Carl Steen - *Tri-Racial Communities in the Carolina Sandhills*

10:30 – 10:50 – Natalie Adams Pope - *Preservation Plan for the Honey Hill Battlefield, Jasper County, South Carolina*

10:50 – 11:10 – Jim McKee - *What Happened to FDR’s Bridge of Ships?*

11:30 – Train Ride and End of Conference.



All of the Norfolk Southern heritage locomotives gathered at NCTM in Spencer, NC 03 Jul 2012 Photo ©2012 by Roger Durfee

Presentation Abstracts

Balco, William M., and Matthew D. O’Leary

Hidden Ubiquity: Rediscovering the Historic Mining Ditches of Lumpkin County, Georgia

Historic maps are an invaluable resource recording the locations and names of features that were once present or remain hidden on the landscape. Historic mining maps from Lumpkin County, Georgia, record extensive features such as ditches, drains, tubes, and cuts associated with gold-rush era hydraulic mining operations. Many of these are resistant to destructive post-abandonment transformation processes, consequently remaining preserved in many undeveloped areas. As important as they are, employing historic mining maps to facilitate archaeological study of these features remains challenging, particularly in north Georgia as many of the historic maps are not readily georeferenced to modern ones. We discuss the problems associated with investigating extensive mining features using historic maps, presenting novel solutions to re-locate these features on the landscape, permitting archaeological recordation and study.

Beaman, Thomas E., Jr.

In Pursuit of Eighteenth-Century Urban Landscapes in the “Old North State”: A Summary and Common Themes of 50+ Years of Urban Archaeology in North Carolina’s Colonial Country-politan Port Towns

Given their historically modest size and meager populations, one could hardly consider the colonial port towns of North Carolina “urban” by period standards when compared to contemporary Philadelphia or Charleston. Largely due to unique coastal geography, the culturally rural character, and comparatively late development of North Carolina during the colonial era, smaller towns shared common characteristics of design and development that fulfilled regional needs as developed centers, where material goods could be obtained and services rendered. It was not until the early 19th century when their essential function as ports diminished, and these towns ceased expansion as urban growth moved to inland centers. Today, many of these towns self-identify as historic towns and benefit from heritage tourism. This presentation will explore the search for the eighteen-century in the past 50+ years of urban archaeology in North Carolina’s historic port towns.

Blewitt-Golsch, Rosie and Sherry Boyette

Finding a Gibson Girl at the Ailey Young House

The Ailey Young house was built in 1875 by Professor William G. Simmons of Wake Forest, North Carolina as a part of a group of tenant farm houses known as “Simmons Row.” In 1895 his widow, Mary Elizabeth, sold the house to Ailey Young, a married African-American woman. Ailey and her husband, Henry, raised their 13 children in the house, including son Allen Young, founder of the first school for African-American children in Wake Forest. Among the artifacts recovered from the house, a Gibson Girl pendant stood out as representative of the unique accomplishments of the Young family women. By looking at the national significance of the Gibson Girl as well as the local history of Wake Forest, we can better understand how this piece of jewelry ended up at the Ailey Young house and what it says about the women who lived there.

Boyette, Sherry. See Blewitt-Golsch, Rosie and Sherry Boyette

Byrd, Stephanie M.

Curious Case of Construction: Building Methods in Pre Revolutionary Brunswick Town Wharves

The waterfront area of Brunswick Town, a small but important transatlantic port on the Cape Fear River, was a major shipping and commercial center for southeastern North Carolina. The major export of tar, pitch, and turpentine to British controlled areas helped established this town for naval supplies. In his original investigations of Brunswick Town, Stanley South noted ballast stone piles in the river that might be evidence of up to five colonial wharves. At one of these locations, river front erosion from increased modern commercial traffic recently revealed a colonial era wooden dock that connected to a property historically owned by William Dry II. This presentation will focus upon the archaeological investigations conducted in 2015 by the East Carolina University Archaeological Field School, specifically on the construction of this wooden wharf at the point of land connection, and the recovery of artifacts associated with Brunswick Town's shipping and commercial enterprise.

Cope, Megan and Ari Lukas

Ground Penetrating Radar Examination of the Confederate Prison in Salisbury, North Carolina

In 1861 Salisbury, North Carolina, an empty cotton factory stood on the 300 block of East Bank street. Later that year, the factory was converted into barracks for a confederate military prison, which at its peak held ten thousand prisoners. Thousands of prisoners were shipped and received by the trains running through the heart of downtown Salisbury. At the request of the Salisbury Historic Society, Ground Penetrating Radar data was collected with the goal of locating the original prison barracks. GPR is a non-invasive subsurface and surface mapping tool that can quickly layout and structure archaeological sites. Signals from the antenna propagate through the ground recording the levels of frequencies allowing the operator to detect anomalies. With the aid of historical and sanborn insurance maps a area was chosen for surveying. Two areas, Grids 1 and 2, were surveyed, on 313 E. Bank Street. Results showed that in Grid 2, a foundation located in the subsurface closely resemble the barracks outline on the hand drawn maps and GIS shapefiles created by the Salisbury GIS. This presentation will include the geophysical methods used, the results and findings of the survey as well as the future work for this project.

Dunn, Debroah

Discussing "The Coffins"

Drawing on her love of archaeology and the legends surrounding the Lost Colonists of Roanoke Island, author Deborah Dunn has woven a spell-binding murder mystery about a young archaeologist, Andrea Warren, who goes in search of why her father committed suicide as a young man while looking for the infamous coffins of Beechland, coffins the locals claim belong to remnants of the 117 men, women, and children who vanished without a trace in 1590. But what she discovers soon puts her life in danger. Who wants to stop her? And how far would they go to keep her from making one of the most important archaeological discoveries of all time: What happened to the Lost Colony of Roanoke Island? Where did Virginia Dare go? Dunn will be speaking on researching and writing fiction about archaeology, as well as autographing copies of her work.

Falk, Juliana and Martha Zierden

Who is John Stoney?

When I moved to Laurens Street in Charleston, South Carolina in March 2010, I did not know much about the 1810 house, other than that it was built by Simon Jude Chancognie, former French consul to Charleston. An 1817 advertisement in the City Gazette for the sale of Chancognie's property contained a list of outbuildings – kitchen house, pantry, wash house and bathing house. No outbuildings remain, but there are outlines of buildings in a brick wall separating Chancognie's property from the property to the north. Could one of these buildings have been the bathing house?

In an effort to learn more about the mysterious bathing house, archaeologists from The Charleston Museum conducted a week-long dig. While we did not find conclusive evidence of Chancognie's bathing house, we found a wide range of artifacts from late 18th century ceramics to 20th century Lego pieces. One part of the site was dug in the 1960s by a relic hunter, but still contains a rich concentration of artifacts in the redeposited soil. With professional oversight, my family and I continue to dig here.

Among the items found in this area were several pieces of a brown and white transferware plate with the name "John Stoney." What did this plate have to do with the Chancognie House? At first, it would seem nothing at all. There was never a Stoney who owned the property or was in residence. So who is John Stoney? And how did it end up at a house built by the French consul to Charleston in 1810? The answer relates to our conference theme.

Hughes, Geoffrey R.

Looking for the Congregation Pottery on the East Side of Main Street: Recent Archaeological Work on Lot 38, Salem, North Carolina

Located within today's Old Salem National Historic Landmark District in Winston-Salem NC, the Moravian's congregation-owned pottery (1771-1831) originally occupied Lots 48 and 49 on the west side of Main Street. In 1784 the pottery expanded across the street, incorporating Lots 38 and 39, and by 1793 a small experimental kiln was built there under the supervision of master potter Rudolf Christ. This kiln was then followed by two additional, full-sized kilns in 1806 and 1811. Historic records suggest that all three kilns were built to expand the pottery's traditional offering which was dominated by coarse earthenware to include refined earthenware, stoneware, and faience—techniques introduced in Salem by the itinerate potters William Ellis from Staffordshire, England, via South Carolina in 1773 and Carl Eisenberg from Germany in 1793. Building on previous archaeological research on Lot 39 in the 1950s and 1970s, this paper summarizes the results of ongoing fieldwork on Lot 38. Ultimately, this project seeks to understand how experimentation and the introduction of new wares affected the production process, potter's social relations and identities, and the landscape from 1784 until 1831.

Leary, Matthew D. See Balco, William M. and Matthew D. O'Leary

Lukas, Ari. See Cope, Megan and Ari Lukas

Matternes, Hugh B.

A Venue for the Working Man: Archeological Detection in a Portion of Wilmington's Oak Grove Cemetery

Located along the former southeastern edge of Wilmington, North Carolina, Oak Grove Cemetery was established in 1870 as a municipal burial ground. The facility originally covered approximately 12-acres and was estimated to contain about 10,000 interments. Since its closure in 1962, the cemetery has seen several depredations including relocations, construction, monument removal, and forest encroachment. Very few records of the size and contents of the cemetery have survived to the present day. In late spring, 2017, New South Associates examined a 2.75-acre parcel within the former burial ground to determine if evidence for gravesites was still present. Systematic surface examination and soil compaction surveys found surface and subsurface features indicating that no fewer than 306 potential gravesites were detectable. Despite the loss of most gravestones, surface representations included depressions, monument bases, surface decorations, edgings, and covers. Many gravesites still exhibited bits of handmade, non-mainstream grave decorations commonly seen in other folk-style cemeteries. While not readily apparent, careful examination revealed that many aspects of the burial ground have survived to the present day.

McKee, Jim

“To a Great and Useful Purpose”

This is the title of a book about the Wilmington District, U.S. Corps of Engineers. It is an appropriate title for this paper due to the importance that the Cape Fear River has played in the development of southeastern North Carolina. Rivers served as the super highways of civilization for centuries; the Cape Fear River continues that trend today. This paper will study the natural and man-made changes to the Cape Fear River and how they have affected the natural and cultural resources associated with it. Much of the focus will be on the colonial port of Brunswick. Recent discoveries over the last decade have added greatly to research begun by Stanley South from 1958-1968.

What Happened to FDR’s Bridge of Ships?

The Wilmington Reserve Fleet was a high profile entity in the lower Cape Fear Region from 1946 to 1968, and it is largely forgotten. By 1951 the Wilmington Reserve Fleet was at full capacity, and was the second largest reserve fleet in the nation. There are thousands of local residents who still remember the ships moored in the Brunswick River but have no idea why they were there or what their purpose was. The Wilmington Fleet was just one of eight National Defense Reserve Fleet (NDRF) anchorages setup around the United States to store merchant vessels after World War II. Until recently, the Wilmington Reserve Fleet had never had a proper study conducted upon it. Furthermore, the Wilmington Reserve Fleet had never been properly inventoried, nor has there been a complete history written about it. This paper will right the first two points.

Mohler, Paul J.

“To die is but to live again”: Ongoing Cemetery Research at the NCDOT

In a state rapidly approaching 11 million people, the North Carolina Department of Transportation’s mission is to efficiently and effectively enhance the state’s infrastructure, while supporting economic growth, job creation, and a higher quality of life, with respect to our state’s natural and human environment. Settlement patterns and population density, however, necessitate improvements to our transportation network. Although welcomed and needed, such changes have generated a greater awareness of many abandoned or otherwise obscured gravesites that may hold clues to the past lives of our state’s earlier populations. This paper highlights my ongoing GIS digitization efforts to identify and document the many cemeteries, graveyards, and burial sites that constitute an integral part of the North Carolina landscape, and by lending a voice to those who are silent, I attempt to enhance the level of research warranted for such resources.

Patch, Shawn

Skip the Shovel and Go Straight to the GPR and Magnetometer: Historic Sites of Hiwassee Island (40MG31), Meigs County, Tennessee

In 2014-2015, the Tennessee Valley Authority (TVA) sponsored a large-scale geophysical survey of Hiwassee Island (40MG31) in Meigs County, Tennessee. The primary goals were to identify community organization in the Mississippian village and other precontact loci. However, the survey also identified numerous historic loci spanning the late nineteenth and early twentieth centuries. Beyond identification, the geophysical datasets provide unique insight into historic site patterns and potential artifact distributions that can serve as models for future studies in the Southeast.

Petersen, Shane C.

Historic Mills: Missed Opportunities?

It should come as no surprise that water-powered mills are historically linked to the transportation system. As centers of commerce and economic growth in the Carolina backcountry, these places evolved to also become centers of political, social, and religious community. As the function and role of water-powered mills evolved, the concomitant transportation facilities have changed in ways that reflect that evolution. Today, many of these historic sites are located immediately adjacent to roads and bridges that bypass the community resources that once dictated their alignment and, as a result, are threatened by the increasing demands of maintenance and upgrades to modern infrastructure. The traditional regulatory approach to these historic resources, while technically correct, may allow for missed opportunities for water-powered mills to again serve an important function in the 21st-century landscape.

Pope, Natalie Adams

Preservation Plan for the Honey Hill Battlefield, Jasper County, South Carolina

In 2014 the Town of Ridgeland was awarded an ABPP grant to fund a preservation plan for the Civil War Honey Hill Battlefield in Jasper County, South Carolina. New South Associates contracted to assist in this effort. The Battle of Honey Hill occurred in late 1864 when the Confederate troops successfully defended the Charleston to Savannah Railroad from Union forces. The work included understanding the key features of the battle located on town owned property, assessing the battlefield's integrity, and making recommendations for preservation and interpretation as available funding allows.

Southerlin, Bobby and Carl Steen

The Inclined Plane of the Charleston and Hamburg Railroad

The Charleston and Hamburg Railroad, completed in 1833, was one of the first railroads in the United States. Between 1833 and 1852, steam locomotives could not travel the route non-stop between Charleston and Hamburg. Early steam locomotives of the period lacked the power to ascend especially steep slopes. Near mile-marker 120, mechanical assistance was needed to haul the rail cars up and down a steep grade. The mechanism for aiding the train cars up and down the steep slope was called the Inclined Plane. For about 20 years the Inclined Plane helped the move passengers and cargo between Charleston and Hamburg. This paper discusses details about the Inclined Plane, including archaeological remains recently identified in Hitchcock Woods, at Aiken, South Carolina.

Steen, Carl

38AK172- The Hitchcock Woods Pottery Kiln

In 1972 an avocational archaeologist, J. Walter Joseph, directed the collection of some 30 bankers boxes of sherds from the surface at a pottery kiln site in a privately held nature preserve in Aiken, SC. Fieldwork was planned but health issues put that on hold. In 2015 a cultural resources study of the Hitchcock Woods preserve was planned and the site was in our survey area, so I asked Mr. Joseph if I could take a look at the collection. He decided to donate it to the foundation, so I had the opportunity to examine it in some detail. I was also able to spend a few days working at the site and was fortunate to find that the kiln floor was intact. In this paper I will discuss the collection and the 2015 excavations.

Tri-Racial Communities in the Carolina Sandhills

Academic History and Archaeology seems to have, for the most part, forgotten that Native Americans have been present in the rural South throughout the Historic Period. Indeed in a recent synthesis of historic communities at Fort Jackson, SC, Native Americans who may have lived there after the early years of colonization were never even mentioned. But they did discuss a "Free Black" settlement that existed there in 1850. The residents, however, had names common among modern Native Americans, such as Chavis, Goins, and Jacobs. The federal census did not have a classification for Indians in South Carolina until 1980, so it has been assumed that since it wasn't written down, they didn't exist. After the 1970s people who had hidden or downplayed their Native American heritage in response to inter-personal and institutional racism began to try to recapture their native identities, and our understanding of these forgotten people has grown as they have conducted tribal history and genealogical research. Instead of the simple black and white dichotomy most observe there is a third group to consider as well. In this paper focused on Sandhills communities near Aiken, Columbia, and Fayetteville, I will introduce what the physical anthropologist William Pollitzer termed "Tri-Racial Isolate" communities and discuss approaches for studying them.

Tankersley, Matt

Georgia's Historic Streetcar Context

The Georgia Department of Transportation (GDOT) and the Federal Highway Administration (FHWA) funded the development of a context for Georgia's historic streetcar systems to provide preservation professionals a better understanding of these resources and a framework for evaluation the National Historic Preservation Act (NHPA). This study sought to define the development of this important period in Georgia's transportation history and identify and evaluate what remained.

Historic map analysis and field survey was conducted within the Metro Atlanta area to find the remains of what was an extensive transit system. Field investigations included survey of former routes, as well as GPR survey for resources buried under modern roadways. The study also provided a history for Atlanta's streetcar system and evaluation guidelines for resources throughout Georgia. A GIS database of the location of formerly active streetcar lines was developed, and a public website (<http://www.georgiastreetcars.org/>) was launched. A Programmatic Agreement (PA) was authored to provide a process for defining streetcar archaeological resources requiring additional study from known resources requiring no further evaluation by the GDOT during active road projects.

Zierden, Martha. See Falk, Juliana and Martha Zierden

Poster Abstracts

Overton, Brian P. and Paul J. Mohler

"When is an Earthwork Not an Earthwork?"

The Archaeology Group of the North Carolina Department of Transportation investigated a linear earthen berm along the northern bank of the Yadkin River in Davidson County in 2003. Based on its unnatural appearance and proximity to Civil War-era Fort York (31DV654**), some had speculated that this aboveground earthen feature represents an outlying earthwork. From an archaeological perspective though, when is an earthwork not an earthwork? Can standard archaeological methods and historical research verify or debunk supposed military defenses? The results of this investigation may provide an introductory methodological framework for the archaeological expectations of Civil War earthworks...and those that are not.



Conference Sponsors

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