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Looking West
Looking North

Pit 2
C
D
Looking West
Looking North

Plow Zone

0 1 2 3 FEET

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THE FRED YOUNG SITE-A RIVER PHASE COMPONENT

Paul L. Weinman, NYSAAF
Thomas P. Weinman, NYSAAF

During a survey of artifact collections in Greene County, New York, the material of Frederick Young was found to contain a large proportion of Normanskill projectile points. Using test-pitting methods with trowels and shovels, the present writers eventually isolated a single component of the River phase (Ritchie 1965) confined to a limited area of Mr. Young’s property. We are very grateful for his permission to excavate.

The locus (Cox 27) lies on a small, well-drained terrace approximately 2 mi. north of Coxsackie and .5 mi. west of the southern tip of Bronck Island in the Hudson River. Coxsackie Creek flows northward some 30 ft. below and 75 ft. east of the site, being nearly 20 ft. wide at the site and expanding greatly where it turns abruptly eastward to flow into the Hudson. The site is bounded on the north by a 25 ft. deep extinct stream bed, to the south by a downward slope of the land, and to the west by a gradual rise.

A total of 1100 sq. ft. were excavated in 5-foot squares during the summer of 1967 by the present writers with help from Mrs. Paul Weinman, Mark Weinman and David Wilcox (New York State Museum and Science Service). The upper 7-14 in. was a plow zone of light brown sand, beneath which was Stratum I, a tan fine-grained sand between 5-8 in. in thickness. Somewhat similar material from nearby areas had been used as molding sand in recent years. Stratum II was a gray-brown clay of untested thickness. Except in the case of features, nearly all artifacts were found within the plow zone and the sand directly beneath it.

ARTIFACTS

(unless otherwise indicated, all are of Normanskill flint)

71 Normanskill projectile points (5 Fort Ann flint, 1 Kalkberg flint) - plate 1, fig. 1-21.
6 narrow, stemmed projectile points Two of these resemble the Lamoka type; 4 the Bare Island type -- fig. 22-25.
2 Normanskill spear points -- fig. 26.
1 untyped broad side-notched projectile point.
1 Brewerton Side-Notched projectile point and 1 Susquehanna Broad projectile point. These must be considered intrusive.
6 narrow projectile point blanks (1 Onondaga flint) -- fig. 37, 38. 11 projectile point tips (1 Onondaga flint).
39 fragments of knives or point blanks (2 Fort Ann flint)
29 ovate to triangular (slightly asymmetrical knives) (2 Fort Ann flint) - fig. 31, 32, 39.
9 retouched flake knives (2 Fort Ann flint).
1 rectangular notched bannerstone (shale) -- fig. 45.
1 crescentic bannerstone (shale) -- fig. 40.
1 polished, engraved crescentic bannerstone fragment (?) (slate) The engravings on this are in 2 sets of fine straight lines which cross each other diagonally. -- fig.41.
3 straight drills -- fig. 30.
1 stemmed drill -- fig. 28.
4 notched drills -- fig. 27, 29.
1 drill tip
5 small side scrapers -- fig. 34, 35 - (1 Upper Mercer, Ohio flint).
Plate 1. Fred Young Site Artifacts
3 flint fragments utilized as end scrapers -- fig. 33, 36.
1 end-side scraper
34 variously worked fragments of flint Z chipped cell bit (quartzite) - fig. 43.
1 rectangular whetstone (sandstone) -- fig. 42.
1 tabular whetstone (gneiss) This is an elongate piece, squarish in cross-section and utilized on all sides and at one end. The wear on the sides has created shallow, concave depressions.
3 anvil-hammerstones with Jem-shaped anvil scars (1 quartzite, 2 sandstone). Such anvilstones are a diagnostic of the River phase as described in Ritchie 1958, p. 49 -- fig. 46. 3 pebble hammerstones (1 sandstone, 2 quartzite)
1 notched hammerstone (quartzite) This appears to have been thinned on one side, possibly for ease in hafting.
1 possible notched 7zetsinher (sandstone)
1 notched chopper (sandy-shale) --fig. 44.

FEATURES

Pit #1 (cover illustration): in oral outline this was kidney-shaped, 43 in. long, 26 in. wide and 32 in. deep at the extremes. The fill was reddish-brown sand. Although it was basically bowl-shaped in cross-section, a narrow and shallow curved section projected from the north end of the feature. This tongue-like portion was 12 in. long, 4-8 in. below plow zone (thinning away from the pit) and 6-14 in. wide. Associated objects were 3 Normanskill points, 2 projectile point blanks, a crescentic bannerstone, 1 knife tip, 25 flint chips and 10 fire-cracked rock fragments.

Pit #2 (cover illustration): This had an elongated oval shape in oral outline, 63 in. long, 26 in. wide and 30 in. deep at the extremes. Again, the pit was essentially bowl-shaped but had a tongue-like projection at the north end. The depression leading into the main pit area was somewhat larger than the one in the first pit. The fill was a fine, reddish-brown sand. Associated objects were 1 small side scraper, 2 narrow projectile point blanks, 65 flint chips, 16 fire-cracked rocks, bits of unidentifiable calcined bone and a small charcoal sample.

Hearth #1 (plate 2): This feature was constructed of 8 fist-sized fire-cracked rocks, some of which appeared in the 10 in. thick plow zone in close association with the underlying sand. It extended 4 in. below plow zone and was 16 in. long by 14 in. wide at the junction of plow zone and the sand. Interspersed among the fire-cracked rocks were: 1 Normanskill and 1 narrow, stemmed projectile point, 12 flint chips, and flecks of charcoal. Judging from the light scatter of fire-cracked rocks

Plate 2. Hearth #1. Fred Young Site
in the plow zone, other hearths probably had existed before modern activity.

Postmolds. Two relatively large postmolds (6-8 in. wide, extending 18-21 in. below surface) were found, but careful search for others proved futile.

COMMENTS

Unless otherwise noted, the following references were used: Pickle Hill (Weinman, Weinman and Funk 1966), River (Ritchie 1958), Bent (Funk nd), Sylvan Lake (Funk 1966).

Funk has suggested (1966) that the River phase may have evolved out of or received influences from the Sylvan Lake complex. Evidence supporting this hypothesis might be found in site-to-site comparisons of the attributes and percentage frequencies of the diagnostic point forms used by these two groups. Recent excavations at the Fred Young and Pickle Hill Sites, and analysis of previously excavated material from the River and Bent Sites (all River phase components), yielded data which suggest a possible temporal change in percentage differences between the frequency of stemmed and side-notched projectile points. Comparing the possible related changes in stemmed and side-notched forms of the Sylvan Lake complex there appears to be a case for implying that stemmed points were carried over from the Sylvan Lake complex, but gradually diminished in frequency until they practically disappeared during River phase times. On the other hand, it seems that the side-notched forms grew in frequency within the time span of the Sylvan Lake complex and may have been altered slightly to conform to a new mode and to become the Normanskill point which is a diagnostic of the River phase.

That the Sylvan Lake complex preceded the River phase in time has been fairly well established by both stratigraphic and carbon 14 evidence. At the Dennis site (Funk 1966), stemmed and side-notched points of the Sylvan Lake complex were found in the lowest levels beneath Normanskill points of the River phase. There was some mixture of the two point groups in the middle levels. Points of the Sylvan Lake complex were found in the lowest occupied stratum at the Bent site and were separated from the stratigraphically higher River phase artifacts by a sterile stratum. The carbon 14 date for the Sylvan Lake complex at the Sylvan Lake Rockshelter is 2210 B.C. ± 140 years; the River phase dates are 1350 B.C. ± 200 years and 1930 B.C. ± 100 years at the Bent site and 1760 B.C. ± 100 years at the Pickle Hill site.

In relation to the problem of the evolution of point styles, Funk found in Stratum II at Sylvan Lake that the stemmed forms greatly predominated in number over side-notched forms in the lower levels but that the two were nearly equal in number in the upper levels. If Funk's suggestion that the River phase arose from or was influenced by the Sylvan Lake complex is correct, it would not be unreasonable to see the side-notched forms continue in their trend toward dominance, even being changed somewhat to become the Normanskill point. Apropos of this, a small sample of Normanskill points was found to cluster in the upper level of Stratum II at Sylvan Lake in association with stemmed and Sylvan Side-Notched points. In addition, it will be recalled that there was a mixture of Normanskill and stemmed points in the level separating River phase and Sylvan Lake complex levels at the Dennis site.

The River phase sites excavated to date show interesting percentage differences between stemmed and Normanskill points. Tentative analysis shows that of 25 points from Pickle Hill, 32% were stemmed; of 174 points attributed to Stratum 5 at the River site, 12.6% were stemmed; of 77 points at Fred Young, 7.8% were stemmed; of 249 points from zone C at Bent, less than 2% were stemmed. The sample from Pickle Hill is very small, but the fact that the proportion is approximately 16 times higher than that of the extensive Bent site may be of significance. Although the differences between River, Fred Young, and Bent are slighter than that between Bent and Pickle Hill, they do appear to be of significance and may represent steps in the evolution of River phase points from the Sylvan Lake complex forms.
One disturbing factor that must be considered is the probability (partially supported by the Carbon 14 dates) that the Bent site was repeatedly occupied over a long period of time within the River phase period, while the other sites were relatively briefly occupied. If this is true, the markedly infrequent occurrence of stemmed points in the River phase level at Bent would confuse or negate the hypothesis under discussion. In addition, the Carbon 14 dates do not support the hypothesis. Those from Bent are too widely separated to be used as evidence in this instance, perhaps because of the possibility just mentioned. The Pickle Hill date would set this site approximately midway between the Sylvan Lake complex of 2210 B.C. and the Snook Kill complex of 1470 B.C. (Ritchie 1965). Obviously, the Pickle Hill date is too late to support the suggestion that it represents an early stage of River phase development. At present, Carbon 14 dates may not be adequate for the type of pinpoint accuracy necessary for solving problems like this.

The negative and positive occurrences of other artifacts and features on River phase sites also pose problems that cannot be fully explained at this time. The following are some of the comparative data that may be of significance.

Like the stemmed projectile points, the slightly asymmetrical knives which ranged from triangular to ovate in shape also occurred in a wide range of percentage differences at the four sites. At Fred Young they represented 12.2% of the total artifacts. This percentage would be greater if the 39 artifacts listed as fragments of knives or point blanks could be more accurately defined. Of the artifacts at River 10.5% were ovate to triangular knives, with 2.6% at Bent and only 1.1% at Pickle Hill.

Noteworthy artifacts in the Fred Young site collection are the scrapers and drills. Ritchie (1965, p. 128), in his discussion of the Bent and River sites, makes note that, "Scrapers have not been found, and there is only one drill point, from the Bent site. Many of the projectile points seem, however, sufficiently slender to have served for drilling, yet none shows indicative use marks." The Pickle Hill site produced definite "...scrapers of varied, often unusual, form. Generally, these are large, flat irregular flakes trimmed to curved, steeply bevelled edges which extend along 1/4 to 1/2 of their perimeters. Some can be described as 'end-side' scrapers, others are strictly side scrapers." Except for the addition of the flint flakes utilized as end scrapers, the 5 side scrapers and single end-scraper of the Fred Young site correspond generally to the Pickle Hill scraping tools. The end scrapers are not nearly as well made as the classic Laurentian and Woodland forms, being crudely shaped and poorly chipped. Evidence for 9 drills, representing 3 forms, is in marked contrast to their negative occurrence at Pickle Hill, the River site, and to the single drill at the extensively occupied Bent site.

At the Bent site 102 netsinkers (12.7% of the artifacts) were found, indicating that fishing in the nearby Mohawk River was an important activity. On the other hand, the River site on the Hudson River produced only a single possible netsinker. The Fred Young site, although situated on the smallish Coxsackie Creek, is less than .5 mi. from the Hudson, yet again only a single possible netsinker was found. Pickle Hill is too far from water for any important fishing activity. The explanation of the absence or paucity of netsinkers at the River and Fred Young sites might be that they were merely hunting and/or winter camps, though their proximity to the Hudson would strongly suggest that the occupants were there to fish.

Large roasting features were used at Bent and Pickle Hill but apparently not at River or Fred Young.

One very large pit appeared at Bent, 2 smaller, unique pits at Fred Young, none at River and Pickle Hill.

Fifteen pestles were found at Bent, 1 at Pickle Hill and none at the other stations.

Forty-nine single or multiple pitted stones (6.1% of the artifacts) were unearthed at Bent, but at none of the other 3 sites.

Bannerstones were present at all stations but Pickle Hill.

Why all these differences? Distances between sites are not so great that the traits
would be so drastically affected by regional variation. Except for the 70 miles between Fred Young and Pickle Hill, no one site is more than 45 miles from any of the others. Bent and River are only 16 miles apart. Temporal differences, previously considered, or perhaps seasonal economic requirements, may be alternative explanations.

Although this report may have solved few problems and confirmed few "knowns," it has, we think, set forth some data that should encourage further work on new River phase sites and rethinking of some of the data from known sites.

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THE OCCURRENCE OF EDGED WARE IN HISTORIC SITE CERAMICS FROM WESTERN NEW YORK STATE

Charles F. Hayes III, NYSAAF
Alice Wood

One of the common non-Indian ceramics found on historic archaeological sites of the late 18th and the first half of the 19th centuries in western New York is edged ware. It is the intent of this paper to describe the varieties so far documented and to assess the possibility of utilizing this ware as a regional chronological indicator.

The sites chosen for this study are within a thirty-mile radius of Rochester, New York. The dating of their occupation is not exact, but some fairly accurate approximations can be made on the basis of local historical documentation. The range in years appears to be from about 1800-1865 A.D. The following is a brief description of each site and its estimated date.

Avon Bridge (Cda 6-3). This site was excavated by the Rochester Museum of Arts and Sciences in 1965 (Hayes 1966) and is located in Avon Township, Livingston County. A large collection of artifacts was obtained from an apparent refuse area and pit which may have been related to the former home of Gilbert Berry, an Indian agent and trader, on the east bank of the Genesee River (Wood 1966). It is estimated that the refuse dates from the first two decades of the 19th century.

Jacksonville (Hne 39-4). In 1966 a large surface collection was made at this village site in Livonia Township, Livingston County, by the Rochester Museum. Jacksonville was believed to have been occupied from 1827 to the middle of the 19th century (Hayes 1967). The ceramics were obtained from an area where two homes were located during this period.

Marsh (Roc 36-4). Located in Mendon Township, Monroe County, this small house site was excavated in 1967 by the Rochester Museum. The ceramics came from a cellar
area. It is believed that the Marsh home was occupied approximately during the middle of the 19th century. The site is now part of the Monroe County Parks System.

Many potteries in England, particularly those in Staffordshire, manufactured a cream colored earthenware or Queensware in the late 18th and early 19th centuries. There were also a large number of creamware decorators. Undoubtedly the variations in technique of decoration, style and patterns resulted from competing potteries. The lack of hallmarks on many specimens further complicates precise identifications as to factory origin.

The two most prominent potteries that perhaps can be associated with early creamware are Wedgwood and Leeds. It is generally recognized that creamware was first made by Josiah Wedgwood in 1765. In 1767 and 1768 the pattern boxes, for example, listed "green feather edge" and "purple shell edge" wares (Mankowitz 1953). "Blue and green shell edge" appear in the patterns and borders of 1774 (Ibid). A page from the first pattern book in the Wedgwood Museum shows the many creamware border decorations (Ibid: Pl. V). Pattern #83 is the blue shell edge border so commonly found on archaeological sites in myriad subsequent variations.

The "Design of Sundry Articles of Queen's or Cream Coloured Earthenware" manufactured by Hartley, Greens, & Co. at Leeds Pottery lists in the Pattern Book "feather" dishes 6" - 20" (Pl. 19), "shell edge" dishes 10" - 19" (Pl. 21), and "feather" table plates 9 1/2" (Pl. 23) (Towner 1965).

It must be noted at this point that among historic site archaeologists and non-Indian ceramic specialists, there appears to exist a problem of terminology. One can find references, for example, to "featheredged," "shell edged" and "edged" wares without specific reference to decorative techniques. Shell edge usually refers to an edge molded to represent a sea shell. It was originally believed to have been developed in England from designs formerly in silver (Charleston 1967).

In differentiating among varieties of edged ware a distinction must be made between the molded feather decoration and the painted feather decoration. The former is probably the original meaning for feather and is found on some of the first Wedgwood plates (Mankowitz 1953). This molded feather on the edges of plates has not to our knowledge been found on the historic archaeological sites under consideration. Impressed, embossed and smooth plate edges are, however, found decorated by what has been termed "feathering" the edges with a paint brush or by transfer printing in blue and green. The impressed and embossed patterns over which this "feathering" has been done may be variations on the original feather molded pattern. Often the range of varieties includes circles, tree-like motifs and fronds. Table I indicates the varieties that can be described. Basically in the sample under study from western New York there are smooth, impressed, embossed, and impressed and embossed edged categories in blue and green. Blue is by far in the majority. Rims may be straight or scalloped. Hardness ranges from 5.0 to 7.0 with the majority of sherds 5.0 - 5.5 on the Mohs Scale.

If one looks at the varieties in Table 1 and their distribution among the three sites it can be seen that Jacksonville has the largest number of embossed varieties. Avon Bridge has about the same number of impressed varieties as Jacksonville, but fewer are embossed. Edged ware was not too plentiful at the Marsh site and the impressed varieties predominate. Edged ware may well have reached the height of its popularity and complexity around 1830. An earlier analysis (Hayes 1965:59) of a limited number of edged ware sherds from the Orringh Stone Tavern site near Rochester, and from Canawaugus Village directly opposite the Avon Bridge site, support this contention. Both these sites date in the latter part of the 18th and the first quarter of the 19th century. There is a definite lack of embossed varieties. Recent analyses of two sites, Tonawanda Village (Vanderlaan 1964) and the Fording Place, dating in the mid-19th century, indicate that embossed edged ware was not in the majority.

It is interesting to note that the evidence concerning edged ware seems to agree in general with some of the observations made by studies of similar ware at New Echota, Georgia. This Cherokee site dates about 1825 - 1832 (Fairbanks 1962:11).
In conclusion it can be said that there is some chronological usefulness in edged ware occurrence in western New York. As seen by the figures in Table II, however, edged ware cannot compete statistically with hand painted and transfer printed earthenware. The latter may, in the last analysis, be the most valuable chronological ceramic type for 19th century sites. The proper identification of this ware by means of hallmarks and designs will be a lengthy process for merely the three sites in this paper. It is hoped that this can be accomplished in the near future.

Note

The authors would like to express their appreciation to the following persons who kindly provided information on edged ware to the Rochester Museum's Anthropology Division: R. J. Charleston, Keeper, Department of Ceramics, Victoria and Albert Museum, London, England; Mrs. Robert D. Chellis, Wedgwood International Seminar Inc., Wellesley Hills, Massachusetts; the Museum of Fine Arts, Boston, Massachusetts; William A. Billington, Museum Curator, Josiah Wedgwood and Sons Limited, Barlaston, Stoke-on-Trent, England.

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Mankowitz, Wolf

South, Stanley

Towner, Donald

Vanderlaan, Stanley

Wood, Alice

Varieties of Edged Ware*

1. Green-on-White - sided rim, impressed edge with lines perpendicular to the rim. 2. Green-on-White - scalloped rim, impressed edge with lines curved from the rim.
3. Blue-on-White - scalloped rim, impressed edge with lines curved left to right and right to left from the rim.
4. Blue-on-White - scalloped rim, impressed edge with lines perpendicular to the rim.
5. Blue-on-White - straight rim, impressed edge with lines curved left to right from the rim.
6. Blue-on-White - straight rim, impressed edge with lines slightly oblique to another impressed line parallel to the rim.
7. Blue-on-White - straight rim, impressed edge with lines curved right to left from rim.
8. Blue-on-White - scalloped rim, embossed edge with line parallel to rim and cabling below.
9. Blue-on-White - scalloped rim, embossed edge with band of small circles parallel to the rim below which depend frond impressions.

*Varieties 1-7 and 9 are from the Tonawanda Village Site on the Tonawanda Indian Reservation. Variety 8 is from the nearby Fording Place Site. Both are mid-19th century sites. All sherds are in the collection of Stanley Vanderlaan, Albion, N.Y.
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<tr>
<td>2</td>
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<td>IMPRESSED EDGE</td>
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<td>3</td>
<td>scalloped</td>
<td>beaded border with feather and tassel pattern</td>
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<td>scalloped</td>
<td>beaded border with dependent feathers partially covered by rim, even blue border</td>
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<tr>
<td>5</td>
<td>scalloped</td>
<td>embossed circles within depression parallel to rim, below which depend well-defined molded feathers curved right to left</td>
<td>13</td>
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<tr>
<td>6</td>
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<td>body of sherd shows molded scale or shingle pattern</td>
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<td></td>
<td>Avon Bridge</td>
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<td>deep blue border slightly raised feathers depend directly from rim</td>
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<td>everted lip, rope rim, molded fronds depend from depression parallel to rim</td>
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<tr>
<td>10</td>
<td>scalloped</td>
<td>molded interrupted rosette and line pattern parallel to rim below which depend molded human-shaped fronds</td>
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<tr>
<td>11</td>
<td>scalloped</td>
<td>slightly roped rim, below which depend embossed fleur-de-lys</td>
<td>4</td>
</tr>
<tr>
<td>12</td>
<td>scalloped</td>
<td>molded grapes and leaf depend from molded wavy lines parallel to rim</td>
<td>4</td>
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<tr>
<td>13</td>
<td>scalloped</td>
<td>very watered blue color follows irregular embossing below rim</td>
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<td>14</td>
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</tr>
<tr>
<td>15</td>
<td>scalloped</td>
<td>embossed feathers depend from rim</td>
<td>1</td>
</tr>
<tr>
<td>16</td>
<td>straight</td>
<td>embossed feathers depend from roped rim</td>
<td>1</td>
</tr>
<tr>
<td>17</td>
<td>straight</td>
<td>embossed leaf below rim</td>
<td>1</td>
</tr>
<tr>
<td>18</td>
<td>straight</td>
<td>embossed leaves perpendicular to rim</td>
<td>1</td>
</tr>
<tr>
<td>19</td>
<td>straight</td>
<td>embossed rim with flowers below</td>
<td>1</td>
</tr>
<tr>
<td>20</td>
<td>straight</td>
<td>everted lip, large embossed beads parallel to rim</td>
<td>1</td>
</tr>
<tr>
<td>21</td>
<td>straight</td>
<td>roped rim, dependent fleur-de-lys below - partly covered by brush stroke</td>
<td>1</td>
</tr>
<tr>
<td><strong>IMPRESSED AND EMBOSSED</strong></td>
<td>scalloped</td>
<td>ribbing at rim below which are molded rosettes</td>
<td>1</td>
</tr>
</tbody>
</table>

**Total** | **74** | **1** | **1** | **1** |
### INCIDENCE OF GREEN-ON-WHITE EDGED WARE

<table>
<thead>
<tr>
<th>Variety</th>
<th>Rim</th>
<th>Description</th>
<th>Sites</th>
<th></th>
<th></th>
</tr>
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<tbody>
<tr>
<td>SMOOTH EDGE 1</td>
<td>scalloped</td>
<td>thin band of green at rim</td>
<td>Avon Bridge</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>IMPRESSED EDGE</td>
<td>scalloped</td>
<td>brush and impressed lines perpendicular to rim</td>
<td>Jacksonville</td>
<td>9</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>scalloped</td>
<td>incised lines curved from rim</td>
<td>Marsh</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>scalloped</td>
<td>incised lines curved left to right and right to left from rim, interspersed with barbed impression</td>
<td></td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>EMBOSSED EDGE 1</td>
<td>straight</td>
<td>molded brush dependent from rim in green band below which is molded scale pattern</td>
<td>Avon Bridge</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>scalloped</td>
<td>beads in band parallel to rim below which are molded fronds</td>
<td>Jacksonville</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>scalloped</td>
<td>beads in band parallel to rim below which are embossed fronds</td>
<td>Marsh</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>scalloped</td>
<td>scalloping faint, molded line parallel to rim below which depend feather and fronds</td>
<td></td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>scalloped</td>
<td></td>
<td>Total</td>
<td>6</td>
<td>1</td>
</tr>
</tbody>
</table>

### TABLE II

EDGED WARE PERCENTAGES IN COMPARISON WITH SOME OTHER MAJOR NEW YORK CERAMIC TYPES*

<table>
<thead>
<tr>
<th>Type</th>
<th>Avon Bridge</th>
<th>Jacksonville</th>
<th>Marsh</th>
</tr>
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<tbody>
<tr>
<td></td>
<td><strong>Number</strong></td>
<td><strong>Percent</strong></td>
<td><strong>Number</strong></td>
</tr>
<tr>
<td>Edged Ware (Blue and Green)</td>
<td>91</td>
<td>1.9</td>
<td>165</td>
</tr>
<tr>
<td>Banded Ware (Mocha, Marbled, Seaweed)</td>
<td>91</td>
<td>1.9</td>
<td>161</td>
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<tr>
<td>Hand Painted Earthenware</td>
<td>882</td>
<td>18.1</td>
<td>247</td>
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<tr>
<td>Transfer Printed Earthenware</td>
<td>356</td>
<td>7.5</td>
<td>225</td>
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<tr>
<td>Creamware (Undecorated White) (Some tinted)</td>
<td>3283</td>
<td>69.1</td>
<td>1158</td>
</tr>
<tr>
<td>Other (Luster, Spatterware, Porcelain, and Untyped)</td>
<td>71</td>
<td>1.5</td>
<td>105</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>4754</td>
<td>100.0</td>
<td>2731</td>
</tr>
</tbody>
</table>

*This table does not include wavy, buff and brown earthenwares and stonewares. It is confined primarily to wares believed imported from abroad, especially Great Britain.
A PLEA FOR COOPERATION

Marian E. White, NYSAAF
President, Eastern States Archeological Federation

By the time this Bulletin reaches the hands of NYSAA members, a number of archaeological sites will have been destroyed by 1968 highway activities. Already (May 15) we have reports of several sites which have "bit the dust." One of these was the Arborio Mastodon near Montgomery, New York. In this case, prompt recognition, reporting, and cooperation by the Orange County Chapter led to salvage of over 90% of the skeleton by scientists of the New York State Museum. A quote from the May Orange County Newsletter follows, "We sincerely hope the proposed plan for the Mastodon to be displayed in the State Museum comes true. Then our efforts will not have been in vain." All of us will share the new knowledge which this find provides.

What a contrast to the nearly total loss of a historic Iroquois cemetery by construction on Route 17! Amateur archaeologists saw these burials struck on a known site but did not disclose their presence until after they themselves had put in several days of hectic digging. By then the destruction was complete and the information was lost through the un-thinking or selfish action of irresponsible individuals.

A third site supposedly destroyed south of Watertown reached our attention by such a circuitous route that we have not yet located the place. The major piece of information that came with the rumor was that some local collector rushed in and departed with the material. Most disturbing of all is the nagging suspicion that each day more sites are being destroyed than reach our attention even by rumor.

Why does the destruction of archaeological sites by highway construction continue? What can we do to decrease the loss of important archaeological information? The necessary legal steps were taken years ago, but the ground work moves slowly compared to the Euclid. The following article by Jack Schock will describe how the highway program works in New York State and will point out some of the problems within the program. But these are snags of which we are aware and which we are improving as rapidly as administrators and legislators can be moved. If we are successful, there will be more personnel and more money to survey in order to locate sites and salvage them before destruction can take place.

Funds and muscle alone will not eliminate the problem of destruction of sites through highway activities. Only a sense of concern and cooperation on the part of all of us-professional, non-professional, highway personnel, and general public-can reduce the loss to a minimum. Here is how the NYSAA can help in two specific ways.

First, we are asking for information on sites which lie in the right-of-way and which should, therefore, receive attention before construction begins. Most members of the NYSAA know the location of sites in their own areas and are familiar with those threatened by destruction. Reporting these sites at the earliest possible moment allows time to plan salvage excavations a year or two ahead and the work can precede routinely. Suitable survey techniques and proper communication should locate 99% of the sites this way.

The occasional site which goes undetected until the contractor's machinery breaks ground can also be salvaged through the help of the NYSAA. Each member can serve as a communicating link between the contractor and the salvage archaeologist. Every contractor knows that he is legally bound to stop work and report finds. Usually a word of interest and encouragement from a local source will remind him of his responsibility. Often the local archaeologist is the closest authority to identify what the blade turns up. The appearance of Indian material is the signal for immediate action. A report to the project engineer and a phone call to the State Museum, the writer, or the nearest professional archaeologist can stop destruction until an assessment can be made. Then salvage excavation can take place where required.

Material recovered from sites on State land is legally the property of the State and
morally belongs to society as a whole. In accordance with the aim of our association we share our knowledge of New York State archaeology and have a particular responsibility for furthering that knowledge. Cooperation and help in the highway salvage program is one important contribution in that direction.

ARCHAEOLOGICAL SALVAGE ON NEW YORK HIGHWAYS BY SUNY AT BUFFALO

Jack M. Schock
SUNY at Buffalo

The first state-wide highway salvage program in the United States was initiated in 1954 in the State of New Mexico. Two years later the Federal Aid Highway and Highway Revenue Acts of 1956 authorized Federal funds for the salvaging of archaeological and paleontological sites in highway projects receiving Federal aid. This Federal aid is available to individual states through their state highway departments. In 1959, the highway salvage program was modified to allow Federal funding of preliminary archaeological surveys on Federally financed projects (Wendorf 1962:58-64).

In 1963, the Commissioner of Education of the State of New York and the New York State Department of Public Works (now the Department of Transportation) signed an agreement to carry on a highway salvage archaeological program for New York. This agreement was obtained largely through the efforts of William N. Fenton, then Director of the New York State Museum, and William A. Ritchie, State Archeologist. The New York State Museum and Science Service and designated cooperating institutions were to make the necessary archaeological surveys and excavations. The agreement in Article 10 specified that:

"the amount of reimbursement under this agreement shall not exceed the sum of $10,000.00 during any one fiscal year unless otherwise expressly authorized by a supplemental agreement therefore."

The above figure was changed in 1968 to $20,000. No additional supplemental agreement for highway archaeological salvage has ever been requested during a fiscal year.

At the start of the program, SUNY at Buffalo became one of the designated cooperating institutions. Other cooperating institutions have included Syracuse University, SUNY at Binghamton, the Rochester Museum of Arts and Sciences, and the Nassau County Museum. During the past five years SUNY at Buffalo has utilized a major share of the highway salvage appropriations and has thus carried the bulk of the program. The writer directed the program from February, 1966, to September, 1967. Emil Liddell is currently in charge. The program has been under the supervision of Dr. Marian E. White since it was initiated at SUNY at Buffalo.

Our general procedure in determining highway survey priorities is as follows:

First we contact the local Department of Transportation office and obtain a summary of all highway projects in that district. There are ten highway districts in New York (Figure 1), of which we usually contact six.

The highway projects are classified in the following stages when reported to us: (1) design, (2) contracts to be let at a postulated future date, and (3) contracts recently let.

We prefer to survey the right-of-way during the design stage. We examine plans of both new highway projects and partial relocation or widening of existing highways. Detailed highway plans are obtained for all new highway projects and for most projects involving relocations or widening. These plans are then plotted on 7.5 minute United States Geological Survey quadrangle maps. Based on the locations of these projects and their archaeological potential, we decide our highway salvage priorities. Then a request is sent to Dr. Robert Funk.
of the New York State Museum to have the projects verified for eligibility and to obtain the necessary funds to hire personnel for the individual survey projects.

If the highway project is acceptable to the Department of Transportation in Albany, and the New York State Museum has the necessary money available, we survey the project. These archaeological surveys are usually carried out in June or July by surface reconnaissance of the right-of-way with minimal testing under Article 3 of the New York State Highway Salvage Program. After the initial survey is completed, we recommend one of the following alternatives for each highway project.

1. No additional work
2. Testing under Article 4 to evaluate the archaeological potential of sites located under Article 3 survey
3. Excavation under Article 6 of such site or sites as warrant excavation
4. No additional work at present, but a second walking survey of selected areas once highway construction has started

The fourth category is occasionally needed when pasture or forests cover large areas of highway right-of-way which have a high potential for archaeological sites.

Personnel from the Department of Anthropology, SUNY at Buffalo, have been engaged in the New York highway archaeological salvage program since 1963. During the first three years SUNY at Buffalo surveyed the following major highway projects in western New York: Sections of the Southern Tier Expressway in Chautauqua, Cattaraugus, and Allegheny counties, the Youngmann Expressway, the Robert Moses Expressway, and the Aurora Expressway. Numerous smaller projects were also surveyed. During this period about 30 different students were engaged in surveys and $16,000 spent. No archaeological sites were found in the highway right-of-ways of these projects, although several previously unknown archaeological sites were found in close proximity to various projects.

In 1966, Buffalo spent 85% of the total archaeological highway salvage budget allotted to the New York State Museum on survey and excavation. In May, we were called at the last minute to salvage parts of two sites about to be destroyed by the Southern Tier Expressway near Binghamton. Our major emphasis was placed upon STE-7, an Archaic-Transitional site along the south bank of the Susquehanna River near the community of Apalachin. Due to limited funds and the impending construction deadline, only fourteen days could be spent at STE-7 and the adjacent site of Apalachin Creek. Immediately after we terminated work on STE-7 it was destroyed by highway construction.

The Apalachin Creek site (Apl 6-3) was a Late Woodland site downstream from STE-7. It was examined for settlement pattern in conjunction with the excavations of Murray Shapiro who, together with some SUNY at Binghamton students, spent many hours recording information from this site before our arrival. Copies of our records for the few days spent on the Apalachin Creek site were given to Shapiro, who is incorporating them into his much larger body of data for a forthcoming site report.

During June and July, 1966, 68.5 miles of the Southern Tier Expressway were surveyed in the counties of Chautauqua, Cattaraugus, and Allegany. Of these 13 highway projects (most highway contracts average 5 to 8 miles in length), three were later tested in 1967 under Article 4. Other highway projects surveyed were an 8 mile section of the Genesee Expressway near Dansville, a 13 mile stretch along the west side of Keuka Lake, the Lockport Expressway in Erie County, a 5 mile highway project in the northeast corner of Cattaraugus County, the Young Street-Division Street Arterial in Erie County, the relocation of Highway 15 along the Canisteo and Tioga Rivers south of Painted Post in Steuben County, and the relocation of Highway 62 southeast of Jamestown.

Only one archaeological site in imminent danger of being destroyed was located on these projects. This site was on the west side of the Conewango Valley southeast of Jamestown where Highway 62 was being relocated. During our survey we had found pottery.
sherds and flint debris on both sides of Kiatone Creek in the general area of the highway right-of-way. As this project was to be let sometime in 1967, further work was required as soon as the crop was off. The Leon Johnson West site on the north side of the creek was tested during four wet rainy days in November and December 1966. This testing revealed a large pit and several large post molds. Twelve rimsherds of Late Woodland types were recovered. The second concentration on the George Coon farm on the south side of the creek could not be tested in 1966 due to reluctance on the part of the property owner.

During the last week of April 1967, we found the highway contract had been awarded and construction had commenced in the area of the two sites. A "crash" program of archaeological salvage was initiated. With the help of the contractor's earthmovers large strips of subsoil were uncovered in each of the two site areas. This revealed that the very western edge of the Leon Johnson West site was in the right-of-way. Four pits were found along with one pit and one hearth on the George Coon property across the creek. These features were excavated but no diagnostic artifacts were found. Diagnostic artifacts from the Leon Johnson West site will be illustrated in the doctoral dissertation of the writer.

During June, 1967, three sites in the Southern Tier Expressway were tested and found to require no further work. The first area examined was at Stow, New York, near the mouth of Ball Creek. Eight test pits were excavated, but the only diagnostic artifact found was a Brewerton side-notched projectile point.

The second site tested was on the east bank of the Allegheny River a mile south of Carrolton, New York. This was a historic site with kaolin pipe fragments and crockery eroding out of the river bank. Our test squares indicated that the major component was late 19th century and that little of the site remained.

The third site was on a high terrace east of the Genesee River on the Victor Austin property near Belvidere. The 1966 survey had recovered three Madison projectile point bases and grit tempered cord-roughened body sherds from the site. Eight test pits totaling 197 square feet were excavated. Nothing was found below the plow zone.

During the first part of June, 1967, we were notified that a site was being destroyed by gravel pit operations in connection with the Southern Tier Expressway. The site was immediately visited by Robert Funk of the New York State Museum and by our survey crew. The Englebert site, as it is now known, is located on a high ridge just south of the Susquehanna River. It contains at least Archaic, Owasco, and Historic components. We spent 5 1/2 days excavating 35 features and recording about 80 features. More extensive excavation was then carried on in 1967 and 1968 by SUNY at Binghamton under the direction of William B. Lipe and Delores Elliott, with assistance from the Triple Cities Chapter of the New York State Archeological Association and a grant from the Tioga County Historical Society.

In July, a site at Smithboro on the north bank of the Susquehanna River was tested. An Archaic and a Woodland component were found, but the site did not require any further work (Liddell 1968).

Major projects which were surveyed during 1967 include Cadyville-Plattsburgh in Clinton County, St. Regis Falls-Lake Meacham in Franklin County, Eagle Bay-Big Moose in Herkimer County, Watertown-Carthage Pt. 1 and a north-south stretch across Wellesley Island in Jefferson County; Boonville-Pt. Leyden Pt. 2 in Lewis County, and an 11 mile stretch from Gouverneur-Edwards Pt. 1; and 8 miles from Canton-DeKalb in St. Lawrence County. In Steuben County, projects surveyed were the Avoca-Cohocton section of the Genesee Expressway, Caton-Corning, Hornell-Canisteo, and the Greenwood Bypass. In Broom County, the Route 7 Expressway and in Niagara County the Sanborn-Pekin and Ham Road to Lockport projects were examined. In addition 10 projects averaging 2.9 miles in length were surveyed in the counties of Erie, Herkimer, Madison, Montgomery, and Oneida.

The Avoca-Cohocton project in Steuben County was the only project surveyed in 1967 for which future work is indicated. Two sites, one Archaic and one Late Woodland site are in the right-of-way and need to be tested to determine whether sub-surface features are present.
As we begin our sixth year of highway salvage archaeology in New York we can point to a number of problems which hamper our salvage efforts. The previously mentioned Leon Johnson West site was an example of two of these. First, project plans may not be available far enough in advance to afford an early survey which will allow time for possible excavation. Second, sites may be uncovered or threatened with destruction at times when salvage is very difficult due to inclement weather or the lack of experienced personnel during the school year.

A third problem is that some sites are buried and therefore not found until construction starts. Unknown numbers of sites in this category have probably been destroyed. This loss is intensified because in most cases these sites are not recognized or reported by construction workers and are soon destroyed.

A fourth problem is obtaining permission to test or excavate on certain sites. Often highway contracts are awarded before the State of New York has completed negotiations for all of the right-of-way. Thus we may need to obtain permission to work on a site from an owner who is bitter about the impending loss of his property. After the property has been purchased by the State, we have no problem in testing or excavating sites in the right-of-way.

Perhaps the most important research problem is that no provision is made for the analysis or publication of archaeological material by the Federal Highway Act. Since most cooperating institutions lack the necessary personnel to do special research on highway material, the publication of salvage reports tends to be greatly delayed.

The major purpose of a highway salvage program is to locate and excavate historic and prehistoric sites which will be destroyed by highway activities. Certain side benefits accrue to a participating institution. One is the accumulation of a body of information on a considerable number of archaeological sites in the general area of the highway-right-of-way. For example, we photograph and record collections belonging to landowners or private collectors along the route. Some of this data is being analyzed for research projects by students in anthropology at SUNY at Buffalo. One such project deals with two Paleo-Indian and two probable "plano" projectile points recorded from southwest New York.

One last benefit, to students interested in archaeology as a career, is the invaluable experience in survey and excavation in the field under salvage conditions. Some of these students in turn form a cadre for future highway archaeological salvage operations.

FIGURE 1
NEW YORK STATE HIGHWAY DISTRICTS
May 1 1968

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<thead>
<tr>
<th>DISTRICT NUMBER</th>
<th>COUNTIES</th>
<th>DISTRICT ENGINEER</th>
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<tbody>
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<td>Albany</td>
<td>Saratoga</td>
</tr>
<tr>
<td></td>
<td>Essex</td>
<td>Schenectady</td>
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<td>Warren</td>
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<td>Bernard F. Terry</td>
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<td>Livingston</td>
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<td></td>
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<td>6</td>
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<td>A. M. Sarr</td>
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**PROJECTED SURVEYS, 1968**

**District 2**
- Route 8
- Route 12
- City of Rome

- Cold Brook to Nobleboro
- Deerfield Corners to Trenton
- Stanwix to Griffiss Air Force Base

**District 3**
- Route 5
- Route 5
- Route 57
- Interstate 281
- Route 298
- Route 173

- Syracuse City to South Geddes Street
- Camillus Bypass
- Phoenix to Thruway
- Dewitt to Forestville
- Onondaga County-City Line to Smith Road
- Jamesville to Manlius

**District 4**
- Genesee Expressway

- South Rochester to West Henrietta Road
District 6
Genesee Expressway Avoca to Cohocton
Genesee Expressway Avoca to Bath
Southern Tier Expressway Avoca to Cohocton
Southern Tier Expressway East Corning to Horseheads
Southern Tier Expressway Big Flats Interchange
Southern Tier Expressway Andover to Greenwood
Southern Tier Expressway Nichols to Waverly (borrow pits only)
Southern Tier Expressway Waverly to Loman (borrow pits only)
State Road 5324 Dundee to Penn Yan

District 7
Route 30 Saranac Inn to Lake Clear
Route 11B Potsdam to Southville
Route 12D Oneida County Line to Locust Grove
Route 12E Brownsville to Limerick
Route 26A New Breman to Croghan
Route 58 Governeur to Edwards
Route 68 Route 181 Woodbridge Corners LaFargeville to Interstate 81

District 9
Southern Tier Johnson City to Binghamton
Expressway Route 23 Waldron Corners to North Pharsalia

REFERENCES
Allen, Jr., James E. and J. Burch McMorran
Brockington, Donald
Liddell, Emil
Ritchie, William A.
Wendorf, Fred
MINUTES OF THE 51st ANNUAL MEETING  
New York State Archeological Association  
Holiday Inn, Rome, New York  

April 19 - 20 - 21, 1968  

EXECUTIVE COMMITTEE  

The meeting of the executive committee was held on Friday, April 19. President Charles F. Hayes, III called the meeting to order at 8:10 p.m. The following voting members including state officers, chapter presidents, and trustees were present:

- Charles F. Hayes, III (Morgan Chapter)
- Richard L. McCarthy (Morgan Chapter)
- Michael J. Ripton (Morgan Chapter)
- F. Newton Miller (Metropolitan Chapter)
- Louis A. Brennan (Metropolitan Chapter)
- Mrs. Jean Haskell (Auringer-Seelye Chapter)
- Mrs. Dorothy Taylor (Auringer-Seelye Chapter)
- Mr. Theodore Whitney (Chenango Chapter)
- Mr. Henry Wemple (Chenango Chapter)
- Dr. Marian E. White (F.M. Houghton Chapter)
- Charles Pierce (F.M. Houghton Chapter)
- *Ronald J. Pappert (Morgan Chapter)
- Edward Johannemann (Metropolitan Chapter)
- *William Vernooy (Orange County Chapter)
- *William Ehlers (Orange County Chapter)
- F. J. Hesse (Upper Susquehanna Chapter)
- Everett Goldsmith (Upper Susquehanna Chapter)
- Arthur Johnson (Van Epps-Hartley Chapter)
- Dr. Kingston Larner (Van Epps-Hartley Chapter)
- Mrs. Dolores Elliott (Triple Cities Chapter)
- *Murray Shapiro (Triple Cities Chapter)

*alternates  
Committee Chairmen:  
- Dr. Kingston Larner (Chapters and Membership)
- Dr. Marian E. White (Fellowship)
- (Unfilled) (Finance)
- Henry Wemple (Local Arrangement)
- Thomas Lanphear (absent) (Nominating)
- Walter Burr (absent) (Program)
- Ronald J. Pappert (Publications)

ORDER OF BUSINESS  

1. Roll call was taken.

2. Minutes were not read, but distributed to all those present. Corrections and additions were made. A copy of the corrected minutes is filed in the NYSAA files. Henry Wemple made a motion to accept the minutes as corrected, seconded by Ted Whitney. Motion carried.
3. Committee Reports were called by President Charles F. Hayes, III from the following:
   a. F. Newton Miller - Finance Committee - (Unfilled) Report was prepared and distributed by F. Newton Miller, Treasurer.
      F. Newton Miller - Finance Committee (unfilled)
      Treasurer's Report (Attached)

Six recommendations were made:
   (1) Arrangements should be made with Marine Midland Trust Co. for only one officer to sign checks for NYSAA business transactions. (2) Available funds have increased each year. (3) "Bulletin" expense remained at $600 annually. (4) Dues income - $1,400 and publications sales = $200 annually. (5) A change in distribution between general and publications fund is recommended. (6) $1,000 could be transferred to the savings account. It was determined that appropriate action could be taken without vote. $1,000 will be transferred to the savings account. An audit of the books will be made within weeks per Charles F. Hayes, III.

b. Ronald J. Pappert - Publications
   (1) Ten members on the publications committee represent only eight chapters. Three chapters did not appoint a representative. Three issues of "The Bulletin" were mailed to chapter secretaries this year. One problem exists in that the publication committee is not kept posted re chapter membership changes. Authors are allowed to buy extra copies of "The Bulletin" at $.20 each. There is no manuscript ready for "Researches and Transactions." The Stewart papers, formerly approved by the NYSAA, are in the possession of Volkert Veeder, and will be ready for publishing in a few weeks.

   (2) James Fitting of Eastern States Archeological Federation, will publish articles from ESAF affiliates in hardcover this year and give royalty to ESAF. Motion for approval made by R. Pappert, seconded by H. Wemple. Motion carried.

   (3) The committee favored the reprinting of "The Bulletin" by the Johnson Reprint Co. It was stipulated that single articles be made available for reprint in other publications by authors or the association without penalty. R. Pappert made a motion to accept the Johnson contract with the above stipulation. The motion was seconded by Marian White. Motion carried.

   R. Pappert moved that $1,000 be appropriated to the publishing of 90 pages of "The Bulletin." Seconded by Marian White, the motion carried.

Dr. Kingston Larner pledged to send/deliver the Stewart papers manuscript to the Rochester Museum soon after the annual meeting.

Mrs. Roberta Germeroth of the Metropolitan Chapter was approved unanimously as Assistant Editor of "The Bulletin." Mauck Brammer will receive a letter of appreciation as former Assistant Editor.

In regard to publications, the question of the difference in Association and Chapters' fiscal years was discussed. Since valid reasons for change were not brought forth, it was decided to keep the NYSAA fiscal year from April 1 to March 31. Chapters may decide on fiscal year dates themselves.

c. Thomas Lamphear (absent) - Nomination Committee (Report attached)

(2) "I would recommend that in the future a chairman be appointed by September and he be directed to activate his committee no later than October in order to insure a timely and complete slate."

(3) Two questions were raised to get more nominations for state offices. M. Ripton suggested for discussion the idea to help nominations by "establishing an expense account for the four NYSAA officers to travel to the annual meeting and the ESAF representative to travel to the ESAF meeting. A stipend of $30 maximum each officer be set up for every meeting not to exceed $150 per year. Officers who have their expenses paid by institutions may elect to waive the stipend." Motion above made by R. Pappert, seconded by D. Taylor. Motion carried.

(4) The nomination committee recommended a two year term for Association officers. Although no vote was taken, it was recommended by the Executive Committee that elected officers would seek to succeed themselves.

d. Dr. Kingston Larner--Chapters and Membership

Dr. Larner reported that no action was taken in 1967-68. It was a dormant committee. Membership-at-large blanks were sent to secretaries. The question of a new chapter in the SUNY Plattsburg area was raised. Dr. White offered to contact people there.

e. Henry Wemple -Constitutions

Most chapter constitutions have been approved and conform with the N.Y.S.A.A. constitution. Those not having formal approval at this time are being worked with. Report attached.

f. Henry Wemple -Local Arrangement

Brief report given on annual meeting preparations. Charles F. Hayes, III made a motion to commend the local arrangements committee for their fine job. Seconded by E. Kaeser. Motion carried.

g. Theodore Whitney--Program

Final program attached. Extra Sunday morning sessions will be added to accommodate all speakers.

h. Dr. Marian White-Fellowship and Awards

A consideration of nominees for fellowship awards was made by nine NYSAA fellows at a "rigorous" two hour meeting this afternoon, and three new fellows were appointed.

The fellowship committee recommended changing the present two categories to four: 1 - Achievement Award 2 - Fellows class 3 - Certificate of Merit 4 - Meritorious Service. (Report attached) Motion for above made by M. White, seconded by R. McCarthy. Motion carried.

NEW BUSINESS

4. A progress report was given by M. Ripton on the NYSAA brochure, being readied by Art Glamm, Jr. and committee. It will be printed in 2000 copies by summer. Motion made by M. White to compliment M. Ripton and Art Glamm on work completed. Seconded by R. Pappert. Carried unanimously.

5. A "NYSAA Informational Handbook" was suggested to be mimeographed to give specific information to association officers, chapter officers, trustees, committee personnel, editors, etc. Suggested appropriation $20. Motion made by M. Ripton, seconded by N. Miller. Motion carried.
6. A President’s Committee for Public Relations was suggested by M. Ripton. Seconded by M. White. Motion carried.

7. It was suggested that each Chapter create an annual student scholarship to provide young students of archaeology an opportunity to attend the annual meeting. There is a basis for this in the Constitution, where it states, “The Purpose of the Association shall be to promote archaeological study.... effecting a wider knowledge of the archaeology and history of the past occupants of New York State...”

Each Chapter would provide at least one scholarship annually at $30, plus a year's membership in that Chapter. The scholarship would not be renewable.

Since this was a chapter matter, the Executive Committee did not vote on this proposal, but strongly recommended it to all Association Chapters.

8. 1969 Annual Meeting Site was discussed for Rochester, Buffalo or Long Island. No decision was made.

Henry Wemple made a motion to adjourn the Executive Committee at 10:00 p.m.

---------------15 minute recess --------------

BUSINESS MEETING

Under the new procedure adopted by the Executive Committee of April 1966, the Business Meeting of the Association will follow the Executive Committee meeting instead of being held on the Sunday following, as was the practice in former years.

1. The meeting was commenced at 10:15 p.m.

2. Tellers' report was presented by M. Shapiro and Stan Gibson. In the annual election of officers, the following were elected:

   President     Charles F. Hayes III
   Vice President Richard L. McCarthy
   Secretary    Michael J. Ripton
   Treasurer    Nannette J.
   ESAF Representative    Hayes Louis A. Brennan

3. The corrected minutes were accepted as printed.

4. Committee Reports were read and accepted. No changes were made in reports and appear as written in the preceding Executive Committee minutes.

5. Two recognitions were decided upon by those present at the Business Meeting.
   a. NYSAAF will appear after the names of all fellows elected by the NYSAAA.

6. Dr. F. W. Clune made a motion to adjourn, seconded by Charles Pierce. Motion carried.

7. President Charles F. Hayes III adjourned the Business Meeting at 10:45 p.m.

Michael J. Ripton
Secretary
PROGRAM OF PAPERS
Saturday, April 20

9:30 A.M.  "An Archaic Site on the Farrell Farm"
            Charles F. Hayes, III, NYSAAF, Morgan Chapter
10:00 A.M. "Discovery at Sheep Rock"
            Michael J. Ripton, Morgan Chapter
10:30 A.M. "The Colgan Site, A Prehistoric Cayuga Settlement"
            Dr. Peter P. Pratt, Chenango Chapter
11:00 A.M. "Pine Hill, A Prehistoric Iroquois Site in St. Lawrence County, New York"
            Mrs. Marjorie Burger, Chenango Chapter
11:30 A.M. "New Developments in the Lower Hudson Valley"
            Louis A. Brennan, NYSAAF, Metropolitan Chapter
1:30 P.M.  "A Typology for Iroquois Pipes"
            Edward Rutsch, Metropolitan Chapter
2:00 P.M.  "The Dead Sheep Site -- A Snook Kill Workshop"
            Paul L. Weinman, NYSAAF, Auringer-Seelye Chapter
2:30 P.M.  "The Fred Young Site-A River Phase Component"
            Thomas P. Weinman, NYSAAF, Auringer-Seelye Chapter
3:00 P.M.  "A New Middle Woodland Complex in Eastern New York"
            Dr. Robert E. Funk, NYSAAF, Van Epps-Hartley Chapter
3:30 P.M.  "A Single Component of the Fox Creek Complex"
            Franklin J. Hesse, Upper Susquehanna Chapter
4:00 P.M.  "Preliminary Report of Excavations on the Engelbert Site, Near Nichols, New York"
            Mrs. Dolores Elliott, Triple Cities Chapter
6:30 P.M.  "Excavations and Restoration at Fort Ligonier"
            Jacob L. Grimm, President, Society for Pennsylvania Archaeology and Curator, Fort
            Ligonier Memorial Foundation, Inc., Ligonier, Pennsylvania

Sunday, April 21

10:00 A.M. "Western New York Burial Mounds"
            Dr. Marian E. White, NYSAAF, Houghton Chapter, Morgan Chapter
10:30 A.M. "Preliminary Report on Wagner's Hollow Site"
            Donald Lenig, MYSAF, Van Epps-Hartley Chapter
11:00 A.M. "Wagner's Hollow Cemetery: An Example of Modern Enlightenment"
            Dr. Audrey J. Sublett, NYSAAF, Frederick M. Houghton Chapter