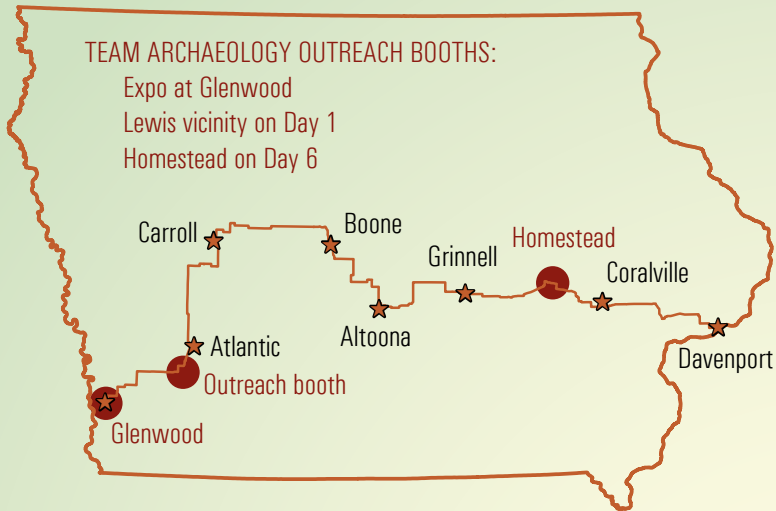




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JULY 23-30, 2011

ARCHAEOLOGY ON THE ROAD



TEAM ARCHAEOLOGY OUTREACH BOOTHS:
 Expo at Glenwood
 Lewis vicinity on Day 1
 Homestead on Day 6

GLENWOOD EARTHLODGES

Approximately 1000 years ago, due to the widespread use of maize agriculture, major lifestyle changes swept across the mid-continent of North America. Throughout portions of Kansas, Nebraska, Colorado and extreme western Iowa these changes are associated with the development of what is known as the Central Plains tradition. The Central Plains tradition is characterized by communities of scattered earthlodges along the tributaries of major rivers with the occupants of these lodges supplementing their diets with maize. While these sites are widespread throughout Nebraska and northern Kansas, they are restricted to the Glenwood locality in Iowa. Hundreds of these sites have been identified within a 10-mile radius of the Platte and Missouri

confluence in Iowa, surrounding the community of Glenwood. First identified in the 1880s, these Iowa sites were investigated by local collectors who laid the groundwork of our understanding of these prehistoric people. During the last few decades, professional archaeologists have greatly broadened the understanding of Central Plains tradition life-ways, in large measure based on data from the Glenwood earthlodges.



Glenwood pot



Reconstructed earthlodge

IOWA'S BYWAYS

This year's route takes us along and across many of Iowa's scenic byways, including the Lincoln Highway Heritage Byway, Iowa Valley Scenic Byway, Western Skies Scenic Byway and the Dagoon Trail. The first day of our ride we cross over the Loess Hills National Scenic Byway. The Loess Hills are a unique geological formation made almost entirely of very fine windblown soils deposited toward the end of the last ice age, thousands of years ago. This natural wonder extends all the way from St. Joseph, Missouri, to north of Sioux City, Iowa, encompassing an area approximately 200 miles long and up to 15 miles wide. Although there are loess deposits throughout the world, only China can boast higher loess hills than those found in Iowa. The Loess Hills National Scenic Byway, which spans the entire length of the loess hills, began in 1989 as a grass roots effort in cooperation with Golden Hills Resource and Conservation Development, Inc. and the Western Iowa Tourism Region. It became an Iowa Scenic Byway in 1998 and later received recognition as a National Scenic Byway in 2000. The Loess Hills National Scenic Byway takes you on an incredible journey through 12,000 years of western Iowa culture and history, and includes a wide array of archaeological and historical sites, museums, nature preserves, state parks and wildlife areas.



HITCHCOCK HOUSE

On day one of our ride, about 1.5 miles east of the route near the town of Lewis, is the Rev. George B. Hitchcock House. Rev. Hitchcock was an ardent abolitionist, and his home is recognized as a stop along the Underground Railroad. Built in 1855, Rev. Hitchcock lived there until 1865, and conducted antislavery activities by harboring fugitive slaves in a secret room in the basement. After the war, Rev. Hitchcock moved to Missouri where he was minister to freed slaves and whites alike. The Hitchcock House was declared a National Historic Landmark in 2006, a designation given to fewer than 2500 historic places nationally, and is 1 of only 24 in Iowa.



Abolitionist symbol



Hitchcock House

THE MEHAFFEY SITE

Just west of the town of Atlantic, a 4000-year-old Late Archaic site was confirmed when the Office of the State Archaeologist (OSA) began an archaeological survey in 2002. The survey was done as a part of the mitigation process for the construction of a new runway at the town's airport. In 2005, archaeologists from The Louis Berger Group, Inc., returned to lead data recovery excavations at the site, and exposed over 50 archaeological features. Among these features were fire pits and surface hearths that appear to have been used for roasting plant material, as charred remains of hickory nuts, walnuts and grass seeds were also found. The Mehaffey site (13CA33) as it is now known, ultimately revealed important data on the Late Archaic period in Iowa.

WHITEROCK CONSERVANCY SOFT TRAILS PROJECT

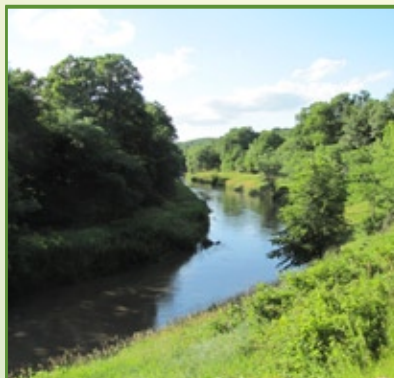
A few miles off the route on Day 2, near the town of Coon Rapids, sits the Whiterock Conservancy, a 4300 acre outdoor enthusiast's dream. The Whiterock Conservancy was initiated by the Garst family, and formed in coordination with the Iowa Natural Heritage Foundation, as a way to protect their land and sustain the family's conservation practices for years to come. The Conservancy was recently awarded a grant in the amount of \$474,000 to create or improve 30 miles of sustainable soft trails throughout its land base. The Office of the State Archaeologist is just one of many consultants on this soft trails project, which when complete, will give mountain bikers, hikers and horseback riders a unique and beautiful location to enjoy their hobby.



Pit feature at the Mehaffey site (13CA33).



Late Archaic Thebes point recovered from the Mehaffey site (13CA33).



Middle Raccoon River at the Whiterock Conservancy (taken by Joe Alan Artz).



Nathan Boone



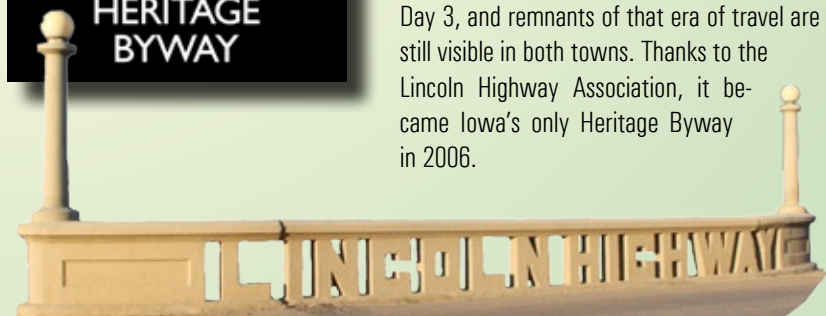
Dragoons

DRAGOON TRAIL

After the Black Hawk Purchase of 1832, the U.S. Regiment of Dragoons was organized. Dragoons were lightly armed, cavalry soldiers who scouted, patrolled and mapped this newly acquired land that would become Iowa. In 1835, Nathan Boone, youngest son of Daniel Boone, led a company of Dragoons up the Des Moines River valley to find the junction of the Des Moines and Raccoon Rivers, and possible location for a military post. The junction was missed, and further along they came to an unnamed river, which became the Boone River. The town of Boone, Boone County and Boone River are all namesakes of Nathan Boone. Iowa's Dragoon trail is 200 miles long and follows the path of the country's first mounted infantry unit on their historic march up the Des Moines River.

LINCOLN HIGHWAY HERITAGE BYWAY

The Lincoln Highway, America's first transcontinental highway, spanned 472 miles through Iowa, from Council Bluffs on the west side, to Clinton on the east. Constructed between 1913 and 1915, as much as 85% of the roadway is still drivable in Iowa. Cyclists will twice come into contact with the historic roadway; first, as we overnight in Carroll on Day 2 of the ride, and then again in Boone on Day 3, and remnants of that era of travel are still visible in both towns. Thanks to the Lincoln Highway Association, it became Iowa's only Heritage Byway in 2006.





Geoarchaeologist Joe Alan Artz scraping trench walls at site 13LE10, located at Ft. Madison.



Students screening for artifacts at Archaeology Camp at site 13ML390.

Bryan Kendall working the flotation machine in OSA lab.



Chérie Haury-Artz educating young students about Iowa prehistory.

Volunteers identifying ancient seeds and small artifacts from lowaville.



Shovels resting on trench wall at the Palace Site in Des Moines.

Newly constructed OSA artifact repository.



Mapping features at the Palace Site in Des Moines using a total station.

Test Unit excavation during Cornell College archaeological field school.



Making small clay pots at Archaeology Camp.

Mark Anderson teaching students about atl atl throwing.



Prehistoric artifacts from the Sagers Collection on display in OSA lab.





Archaeological excavation at Saylorville Lake, 1960 (taken by David M. Gradwohl).



Boone Mound excavation, 1908.

SAYLORVILLE LAKE

On Day 4 of our ride, we peddle out of Boone and descend south to near the Saylorville Lake area. Construction of the Saylorville Dam, approximately 11 miles up the Des Moines River from the City of Des Moines, was approved by Congress in 1958. In 1960 an archaeological survey of the Saylorville reservoir was begun by Iowa State University, and decades later, nearly 700 archaeological sites have been recorded in the area. A total of seventeen mounds or mound groups were either recorded or reported during the Saylorville surveys. Of these mounds, the most impressive was the Boone Mound. Located just west of Boone, near where the Kate Shelly High Bridge stands, the mound was excavated in 1908 under the direction of Thompson Van Hyning of the State Historical Museum. Boone Mound was one of the largest mounds west of the



Map by Colleen Eck of the OSA.

Mississippi, and measured 14 ft high, 130 ft wide across one axis and 160 ft across the other, and contained over 4,000 potsherds, human remains and stone artifacts. The mound floor was comprised of closely spaced limestone slabs and included several crypt-like compartments, which may indicate its use as a charnel house. Strict state and federal laws now rightly protect Native American burials from disinterment.



Merchants National Bank, one of the "jewel box" banks, constructed in 1914.



Ricker House, designed in 1912 by Walter Burley Griffin.



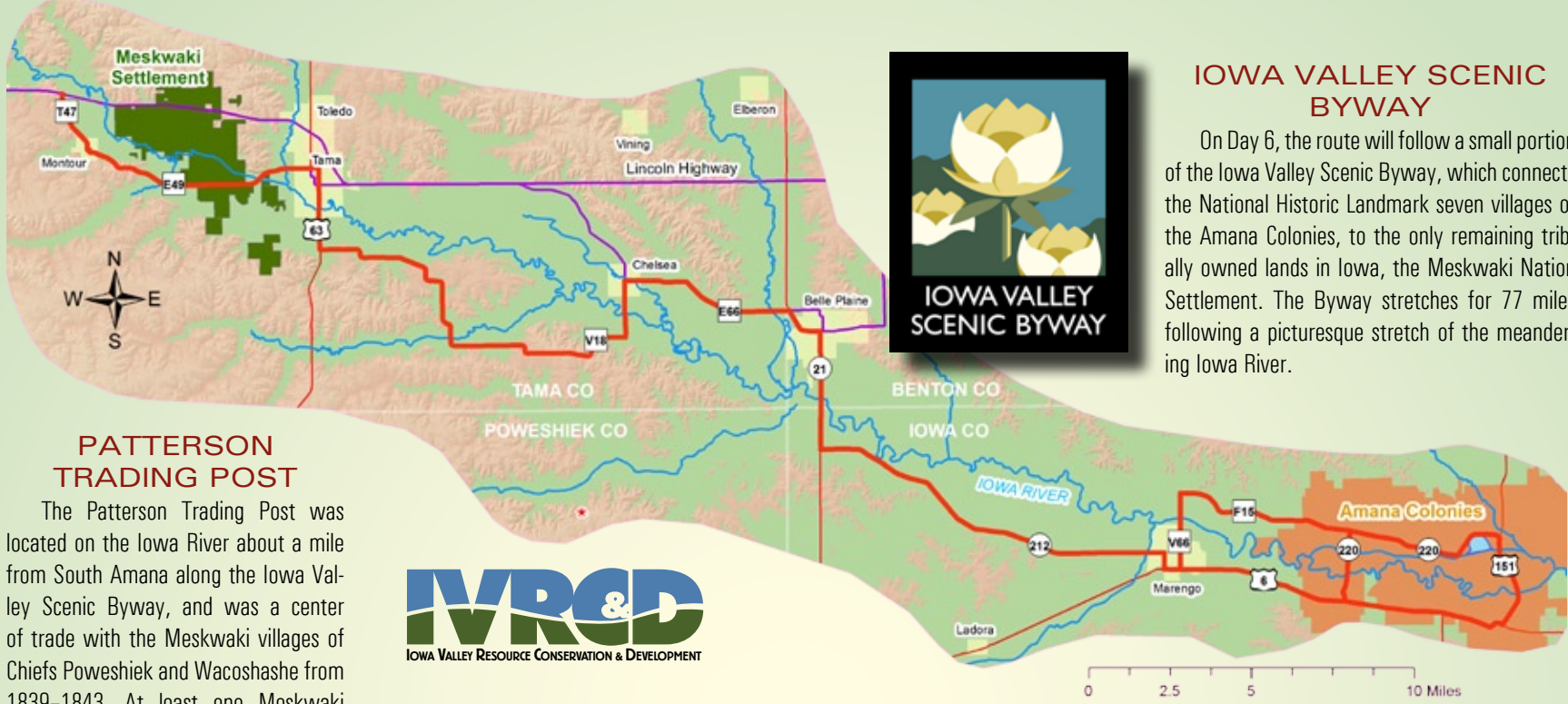
E. W. Clark Memorial Fountain, designed in 1911.

HISTORIC PRESERVATION

As we ride in and overnight in Grinnell, don't miss two gems of Prairie School architecture in town. One is Merchants National Bank, designed by Louis H. Sullivan in 1914. This beautiful structure is one of only eight of the so-called 'Jewel Box' banks Sullivan created late in his career.

The other is the Benjamin J. Ricker House, designed by Walter Burley Griffin in 1912. It's a stunning example of the Prairie School style and is now owned by Grinnell College. Another example of Griffin's work, the E. W. Clark Memorial Fountain, designed in 1911, was unfortunately demolished in 1959, giving rise to the continued importance of historic preservation.

Dozens of Iowa communities have participated in the state's Main Street Iowa program and are excellent examples of how historic preservation is revitalizing communities and driving economic growth. Iowans are justifiably proud of their reputation as a state where preservation is fueling economic development; in just the past 25 years, Main Street Iowa communities have seen over \$700 million in private funding invested in the rehabilitation of thousands of commercial buildings, many of which were abandoned or underused historic structures. These buildings have been given new life as coffee shops, restaurants, unique retail outlets, and other businesses that contribute to their communities.



IOWA VALLEY SCENIC BYWAY

On Day 6, the route will follow a small portion of the Iowa Valley Scenic Byway, which connects the National Historic Landmark seven villages of the Amana Colonies, to the only remaining tribally owned lands in Iowa, the Meskwaki Nation Settlement. The Byway stretches for 77 miles following a picturesque stretch of the meandering Iowa River.

PATTERSON TRADING POST

The Patterson Trading Post was located on the Iowa River about a mile from South Amana along the Iowa Valley Scenic Byway, and was a center of trade with the Meskwaki villages of Chiefs Poweshiek and Wacoshashe from 1839-1843. At least one Meskwaki village, with an estimated population of nearly 1000 people, was located nearby. The village has not yet been archaeologically identified, however an archaeological survey of the trading post area, sponsored by Iowa Valley Resource Conservation and Development, Amana Colonies Land Use District, and Amana Heritage Society, is scheduled for later this year. This project may shed some light on the whereabouts of this village and enable its long-term preservation.



AMANA METEOR

In 1875, the Great Iowa Meteor (also known as the Detonating Meteor or Amana Meteor) showered over the Amana Colonies near Homestead. Over 800 pounds of the meteorite was recovered including several pieces weighing over 50 pounds. One of the largest pieces is currently displayed at The Amana Heritage Museum in the village of Amana. Visit <http://www.amanaheritage.org/> for more information.

CORALVILLE'S EDGEWATER WETLAND PARK

Just a few years ago, Coralville's Iowa River Landing area looked much different than it does today. Before, it was a low lying industrial 'brownfield' area, prone to annual flooding. Now you are able to look out from the new Coralville Marriott's terrace and view a beautiful wetland park. Prior to the hotel's construction on that spot in 2006, the Office of the State Archaeologist excavated a prehistoric Native American camp site along the Iowa River in 2004, pulling out over 15,000 artifacts. After excavations, EarthView Environmental, LLC took the reins and conducted wetland delineation, and developed a mitigation plan for the site. Today, Coralville's Edgewater Wetland Park consists of a stunning 2 acre pond and 4 acres of wetland sitting adjacent to the new hotel, in an eloquent balance between the modern and natural worlds.



Drawing of a trading post in Iowa.



The 74-pound meteor that fell near Homestead in 1875.



Archaeological excavation at Edgewater Park prior to wetland development.



Completed wetland and new hotel at Edgewater Wetland Park in Coralville.

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www.iowahistory.org



www.earthviewenvironmental.com

HUMAN AND NATURAL HISTORY PARTNERS

The Office of the State Archaeologist is pleased to once again partner on this year's outreach with the IDNR-Geological and Water Survey and the U.S. Geological Survey, creating the "Human and Natural History Partners." This partnership begins at Expo and continues at select locations throughout the week's ride. Our groups have been doing similar educational outreaches along the route for the past several years, and because we share this common venue and common goals for bringing information to the public, we decided to join forces. So keep a lookout for us at Expo, on the ride, in the campgrounds, and along the route!



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Booklet designed and edited by John Hall and Angela R. Collins of the OSA.