

## **ARCHITECTURAL RESOURCE INVESTIGATIONS**

### **INTRODUCTION**

This section presents the cumulative results of historic architectural resource investigations conducted between 1988 and 1991. The ultimate objective was to locate all architectural resources within the U.S. Route 113 area of potential effect that were listed in or previously determined eligible for the National Register of Historic Places, and also to identify those previously unrecorded (or unevaluated) resources that possessed the necessary qualities of integrity and significance to be considered eligible for the National Register.

Undertaken in association with the archaeological component of this study, the first step of the architectural resource investigations was the compilation of data on previously recorded resources and a program of historical research. The three-fold purpose of this work was (1) to obtain a basic understanding of the developmental history of the project area; (2) to identify appropriate historic contexts; and (3) to identify any significant persons, events or developments which might be linked to properties within the project area. Given the general locational attributes of the project area, it was expected that applicable historic contexts would be focused around the themes of architecture, agriculture and retailing/wholesaling (rather than, for example, resort development, urbanization, or extractive industries). Expected property types included hall/parlor and center passage dwellings, primarily from the 19th and early 20th centuries (under architecture), farmsteads and farm buildings (under agriculture), and highway-related commercial enterprises such as motels, gas stations, produce stands, and diners (under retailing/wholesaling). These expectations concerning historic contexts were generally realized in the course of the research effort.

Subsequent field survey ultimately resulted in the identification of 60 architectural resources over 50 years of age within the U.S. Route 113 area of potential effect. Each property was photographed and mapped, and examined for information on physical characteristics and integrity. BAHP structural and locus identification forms were completed for all properties. Field data, plus historical information obtained during the historical research, were then utilized to interpret each property according to appropriate historic context and property type. Very little historical information was found during the research effort to indicate important associations between individual properties and significant persons, events or developments. The occurrence of highway-related commercial properties proved rather less than might have been expected, given the importance of the Du Pont Highway (U.S. Route 113). Also somewhat unexpected (given the area's distance from major urban centers) was the generally exurban character of much of the project area arising from the sizeable number of

early 20th century Craftsman/bungalow houses located on small lots subdivided out of larger agricultural holdings.

Preliminary evaluation of the recorded architectural resources was intended to identify those properties which might reasonably benefit from more detailed historical and/or physical investigation to determine National Register eligibility. Properties recommended for further work included those which possessed integrity, documented historical associations and/or significant architectural qualities in terms of design or use of materials, such that they might constitute significant manifestations of a context and its property types.

Results of the initial investigations were presented in the 1989 draft cultural resources report for the U.S. Route 113 project (LeeDecker et al. 1989). On the basis of a field review by staff members from DelDOT and BAHP in August of that year, LBA conducted additional survey and research on selected properties. A second draft of the U.S. Route 113 cultural resource report, including the results of the additional work, was submitted to DelDOT and BAHP in late 1991. In January, 1992, a meeting was held among BAHP, DelDOT and FHWA at which time the parties achieved general agreement concerning the eligibility of architectural resources for the National Register. The end result of the architectural resource investigations, plus initiatives on the part of BAHP, has been the listing of two properties in the National Register (Teddy's Tavern and the Ellendale State Forest Picnic Area) and the determination that seven other properties (Fitzgerald's Auto Salvage (incorporating the John T. Fitzgerald, Sr. House), Coleman Farmstead, Morgan Douglas House, Smith Farm Stand, Jonathan Macklin House, and Maull Tenant House) meet National Register Criteria for Evaluation. National Register forms were prepared for properties evaluated as potentially eligible for the National Register. In addition, LBA has prepared a historic context statement for twentieth-century roadside commercial architecture in Delaware, which is presented in Appendix A of this volume.

## **HISTORIC CONTEXTS AND THEIR REPRESENTATION IN THE PROJECT AREA**

The majority of architectural resources identified in the Route 113 study are related to the historic context "Lower Peninsula/Cypress Swamp Zone, Urbanization and Early Suburbanization 1880-1940+/-" of the Delaware State Plan. Within this context, themes applicable to architectural resources are Architecture, Engineering and Decorative Arts; Agriculture; Retailing/Wholesaling; and Government.

The two-story, three-bay or five-bay single-pile dwelling with kitchen wing, and the Craftsman-type house or bungalow are the property types which generally represent the theme of "Architecture, Engineering and Decorative Arts" in the Route 113 project area. As noted in the Delaware State Plan, the architectural renewal attending agricultural revival and

expansion in the mid- to late nineteenth century (and carrying into the twentieth century) was commonly expressed by construction of two-story, single-pile houses. Given the generally rural character of the project area, it was expected that this building form would be encountered relatively frequently during the survey. In the field, it became evident that examples of this house type in the project area are for the most part located on east-west roads that predated the Du Pont Highway, which had been constructed on new location for much of its length. The exceptions are those dwellings located on that portion of the Old State Road incorporated into the Du Pont Highway north of Georgetown, and several which have been relocated to new sites along the highway (the most recent such relocation having occurred in 1988).

All examples of this house type recorded in the project area are of frame construction. Most have three-bay facades in which the front entrance is centered between the windows. Exterior architectural ornament indicative of "style" is minimal (a major factor in this regard is extensive twentieth-century application of asbestos, aluminum, or vinyl siding). Where present, exterior ornament may consist simply of partially returned cornices at gable ends, or, in several examples, of a triangular dormer centered above the entrance and fitted with small attic windows with triangular tops. Chimneys are commonly located within the gable-end walls, flanked by small fixed-sash windows at attic level. Based upon the State Plan, general proportions and limited interior inspection, it can be reasonably assumed that most of these two-story, single-pile houses in the project area have (unless extensively remodeled) two-room "hall-parlor" plans, or plans in which a center passage separates two rooms of equal size. Kitchens are commonly located at the rear, either in an ell of one or two stories set perpendicular to the main block, or in a one-story shed-roofed addition built across part or all of the rear.

Another example of this general type is also two stories high and one room deep, but only one room wide. Unlike the hall-parlor or center-hall-plan house, which is found throughout Delaware in one variant or another, this smaller dwelling appears to be most closely associated with the lower portion of the state. As such, it represents a two-story version of the one-story, one-room "hall-plan" house, which Herman (1982:181) notes as remaining a "dominant form on the landscape" in Sussex County.

After construction of the Du Pont Highway in 1915-17, the "streetscape" along its edges, at first largely vacant, began to be developed, in a very small-scale way, with new residences and occasional commercial enterprises. Unlike the two-story, single-pile houses which represented the evolution of centuries of rural building traditions, the new houses represented the results of nationwide mass marketing efforts on the part of architects, commercial builders, and mail-order firms through the dissemination of booklets, catalogs, and advertisements in home, building, and women's magazines (Lancaster 1986:97-98). The generic, popular term for these houses was "bungalow," which in its most distilled form was a

house with "no more than an absolutely necessary number of rooms, . . . no attic, or second story, and no cellar" (Lancaster 1986:82). Basic characteristics included "simple, horizontal lines, wide projecting roofs, numerous windows, one or two large porches, and woodwork of the plainest kind" (Lancaster 1986:82). Plans for bungalows could be ordered easily and cheaply, as could the pre-cut materials for an entire house, which were shipped by rail to the nearest stop and then, with relative ease in the new age of trucks and improved roads, to the building site.

Along Route 113 may be seen a variety of bungalow styles and types. They are constructed of light balloon framing set on low foundations of concrete block cast to resemble stone. They are no higher than one and one-half stories, the upper story illuminated by carefully placed dormers. A plenitude of windows, often with 3/1 sash grouped in blocks of two and even three, is a common feature. Where a full-length front porch is present, it is often contained beneath the main roof of the house, rather than projected from the front wall. Perhaps the most common form has a side-gable roof, three- or five-bay facade with center entrance, and small gabled porch with or without supporting posts. The "Cape Cod" variant has a steeper roof and eaves either very narrow or flush with the wall plane. The most common exterior alteration to these dwellings appears to be the application of aluminum, asbestos, or vinyl siding, and the expansion of interior space by rear additions. A number are associated with garages of the same period as the houses, sometimes with the garage roof imitating the shape of the roof of the larger building. Most bungalows in the project area are situated on small residential lots, with a few occurring on farmsteads.

As noted in the Delaware State Plan, survival rates for property types from the 1880-1940 period are quite high over the Lower Peninsula/Cypress Swamp Zone as a whole. Thus, physical integrity, particularly in terms of interior as well as exterior design, materials, and workmanship, as well as demonstrable architectural values are key considerations in assessing the significance of these property types (two-story, single-pile dwellings, and "bungalows") in the project area under National Register Criterion C. Significant resources should retain historic form, massing, exterior siding, pattern of fenestration, and basic interior plan. Integrity of setting is enhanced for those two-story, single-pile dwellings that still retain a complement of agricultural outbuildings, since such outbuildings can mark an important distinction between the agrarian origins of these houses and the "suburbanization" represented by the bungalows. However, since many Sussex County farms historically possessed no major outbuildings, integrity of setting may be present where the extant structure retains simply an agrarian environment of fields or cropland. The presence of a "matching" garage enhances the integrity of setting for bungalows, since that outbuilding speaks to the transportation development that fostered the dissemination of such dwellings across a hitherto essentially rural landscape. In addition, the ability of the bungalow to illustrate the early suburbanization phenomenon may be most readily

appreciable when examples of the type occur as a group, where they in effect constitute a small suburban development.

Under the theme of "Agriculture," the State Plan notes that transportation improvements encouraged greater production of dairy products and perishable seasonal crops (vegetables and fruits), and also that broiler chickens and sweet potatoes offered new areas for agricultural endeavor. However, production of corn and grains, never significantly supplanted by these new products, appears to have increased since World War II. Although much of Sussex County remains generally rural, the Route 113 corridor above Georgetown is swiftly losing its ability to convey its agricultural past. Few of the two-story, single-pile farmhouses retain a "farmstead" setting. None of the properties recorded during the architectural survey retained domestic outbuildings, such as smokehouses or detached summer kitchens. The Delaware State Plan's catalog of property types for agriculture offers a lengthy enumeration of resources, many of them specialized according to product. Agricultural outbuildings remaining in the project area, however, appear for the most part to pertain to the storage of equipment, rather than to the production of livestock or crops. Small barns, usually with attached and/or nearby open-sided machine sheds, remain associated with a number of properties, apparently due to their modern utility as garages and as extra space for generalized storage. The only historic period agricultural outbuildings suggestive of specific purpose recorded in the project area were a small timber-framed "English" barn, a gambrel-roofed, early twentieth-century barn possibly used in dairy farming, and a greenhouse. In general, the ability of a resource to represent the agriculture context under National Register Criterion A or B would require documented association of the property with an event or trend that was important in the agricultural history of the area or county, or with a person or persons who made significant contributions to the practice of agriculture in the area or county. Such a property would also be required to retain, through integrity of design in particular, the characteristics it possessed at the time of its association with the significant person or event. Eligibility of a resource under Criterion C depends in large measure on its ability to clearly convey a specific use or function through integrity of design and, to a lesser extent, materials and workmanship. Agriculture-related resources may also be significant under Criterion C for design or use of materials that illustrates a particular time period, method of construction, or response to particular circumstances or needs.

A third theme represented in the Route 113 project area is that of "Retailing/Wholesaling," primarily commercial enterprises of the automobile era. As indicated earlier in this report, one of the area's single most notable events was construction of the Du Pont Highway, completed through the area by 1917. All but the southernmost two miles of the highway in the project area between Georgetown and Milford were constructed on an alignment cut across forest, swamp, and farmland approximately one-half mile to the west of, and parallel to, the old State Road through the region (now Road 213). As a new road, the Du Pont Highway lacked a built

environment of its own at first; buildings and structures in the vicinity of the highway were oriented, physically or functionally, toward pre-existing local roads which extended in a westerly direction from the old State Road through Clear Creek and Georgetown Hundreds. Slowly through the 1920s and 1930s, however, the "roadside" of the Du Pont Highway began to be developed, as modest lots were sold out of farm tracts for residential construction and small commercial enterprises. The very limited number of resources associated with the automobile era in the Route 113 project area include former service stations (including roadside retail establishments that purveyed gasoline as well as other items), roadside produce stands, an auto salvage yard, and a picnic area in Ellendale State Forest (for discussion of the latter, see below). There appear to have been two general classes of service stations: one, commonly associated with or franchised by oil companies, constituted an identifiable "type" due to design and construction features specific to association with a parent oil company. The other simply amounted to the installation of gas pumps in front of or adjacent to a small retail establishment.

Roadside produce stands represent a form of "cottage industry" that developed along with the phenomenon of leisure motoring, constituting part of the automobile-borne urban dwellers' weekend or vacation experience in touring the countryside. The stands, located close to the highway with or without informal provision for parking, were simple wood-framed buildings. Some amounted to little more than open-sided sheds set directly on the ground, while others might have concrete floors, windows, and doors and could be closed and secured during winter months. Unfortunately, the often ad hoc and ephemeral nature of these buildings militates against the existence of many examples over 50 years of age.

The automobile as a perishable commodity spawned new avenues for retailers: first the sales room, then the repair shop, and then the salvage yard. While sales rooms represented the "factory outlet" for auto manufacturers, most repair and parts shops, and certainly salvage yards, were "home-grown" endeavors by local entrepreneurs. The primary distinguishing feature of repair shops would be vehicle bays to enclose the auto being worked on as well as a readily at-hand assemblage of tools and parts. The primary distinguishing feature of a salvage yard is the yard itself. Depending upon the scale or relative "sophistication" of the operation, there might be only a small office, or there might be a larger complex of buildings in which discarded vehicles could be dismembered or repaired for resale and/or particular kinds of salvaged parts stored.

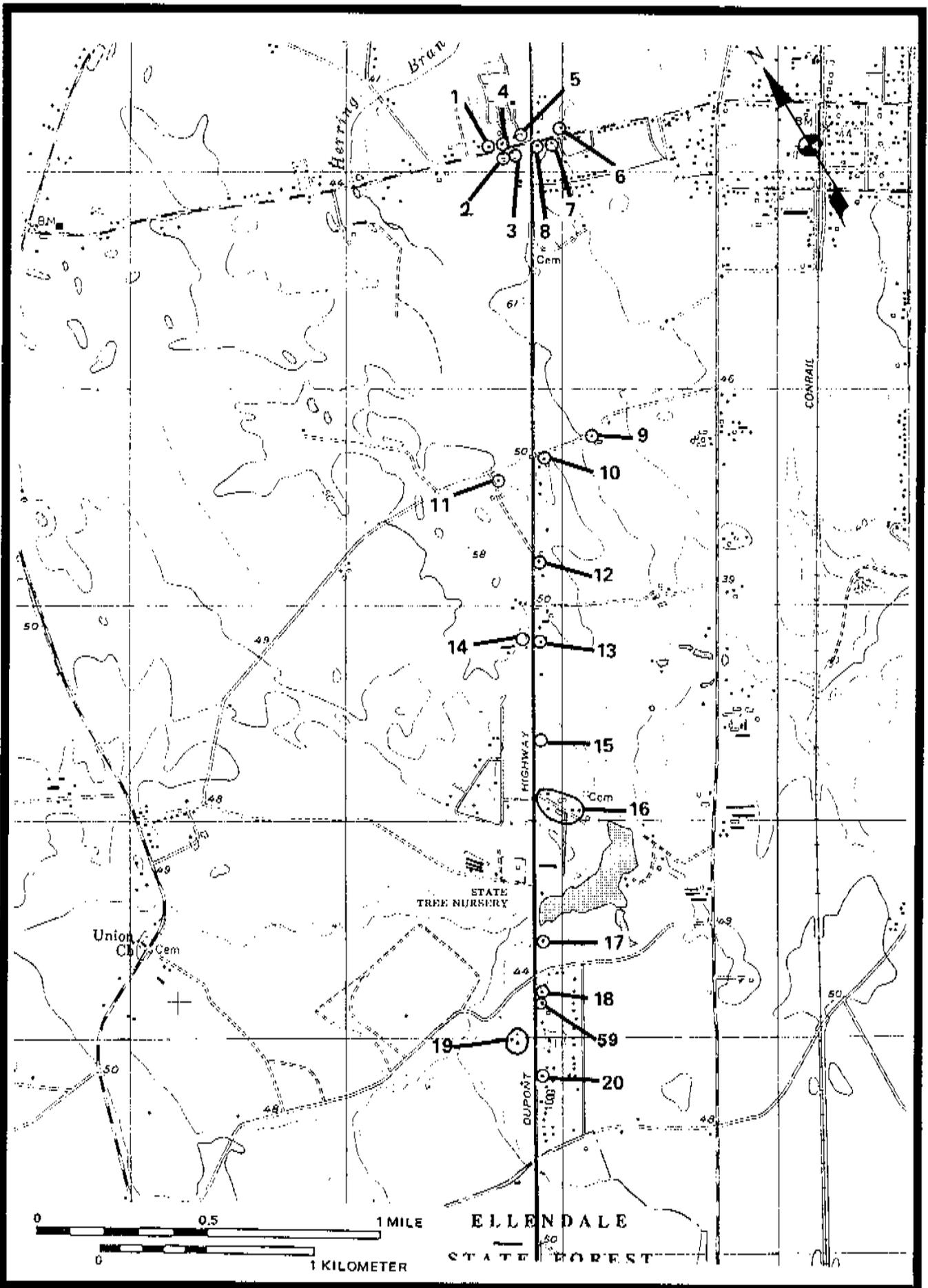
For resources representing these property types, sufficient integrity of design to convey character as a commercial enterprise would be considered necessary for examples evaluated under Criterion C. For resources evaluated under Criteria A and B, association with the commercial development of the region, however limited prior to World War II, would need to be clearly documented. Under all three criteria, the resources should possess integrity of location and setting, since the purpose of such buildings was to

attract and serve the motoring public. In evaluating salvage yards, integrity of association (length and continuity of the enterprise) would be a key consideration, since qualities of design, workmanship, and materials would be problematic at best.

A fourth theme applicable to the project area is that of "Government," specifically the federal relief programs of the 1930s. Both the Works Progress Administration (WPA) and Civilian Conservation Corps (CCC) initiated programs in Delaware, and as of 1935 there were eight CCC camps in the state, including camps at Milford, Redden, Lewes, and Georgetown (Works Progress Administration for Delaware 1935). The bulk of projects undertaken under both programs, particularly in the lower counties, were focused on farmland drainage and mosquito control. Existing drainage ditches and canals were cleared and new channels excavated; the largest project of this type occurred in the Big Cypress Swamp, where some 16,000 acres were drained (Works Progress Administration for Delaware 1936). The CCC was also involved with other kinds of projects, particularly in state forests. In Sussex County, CCC workers planted some 274,000 loblolly and scotch pines in the Redden and Ellendale State Forests, and erected a variety of camping, picnic, and rest areas within these tracts (Doughty 1985). These facilities would be functional and unelaborate, designed for erection by unskilled labor at minimal cost. A rustic character could be achieved through "pole-log" construction, a derivative of the Adirondack "style" which de-emphasized sawed or planed members in favor of logs or branches simply peeled, or with the bark left on. Within the Route 113 project area, the property type representing this context is the public facility in a state forest. Particularly because such facilities were inherently simple and utilitarian, and were intended to complement or blend into a "natural" landscape, integrities of setting, design, materials and workmanship are of particular importance in establishing the significance, under Criteria A and C, of buildings and structures associated with CCC projects.

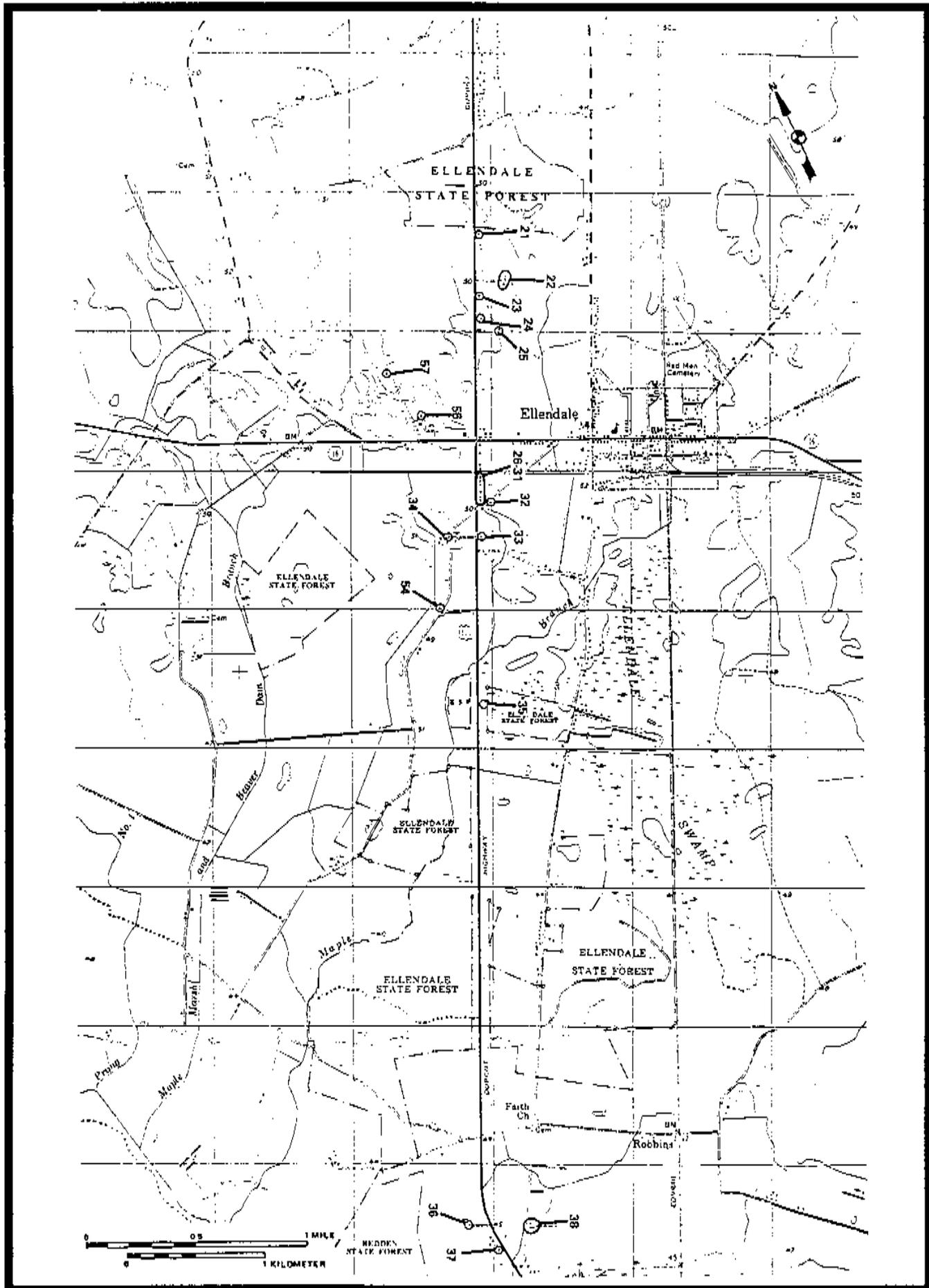
## **INVENTORY OF HISTORIC ARCHITECTURAL RESOURCES**

The locations of the properties described in this section are indicated on Figures 10, 11, and 12. In general, the properties are numbered from north to south, beginning at Road 207 west of Lincoln and extending to Georgetown. Unless otherwise indicated, the boundary of each property corresponds to the legal tax parcel, the number for which is given in parentheses following the location.



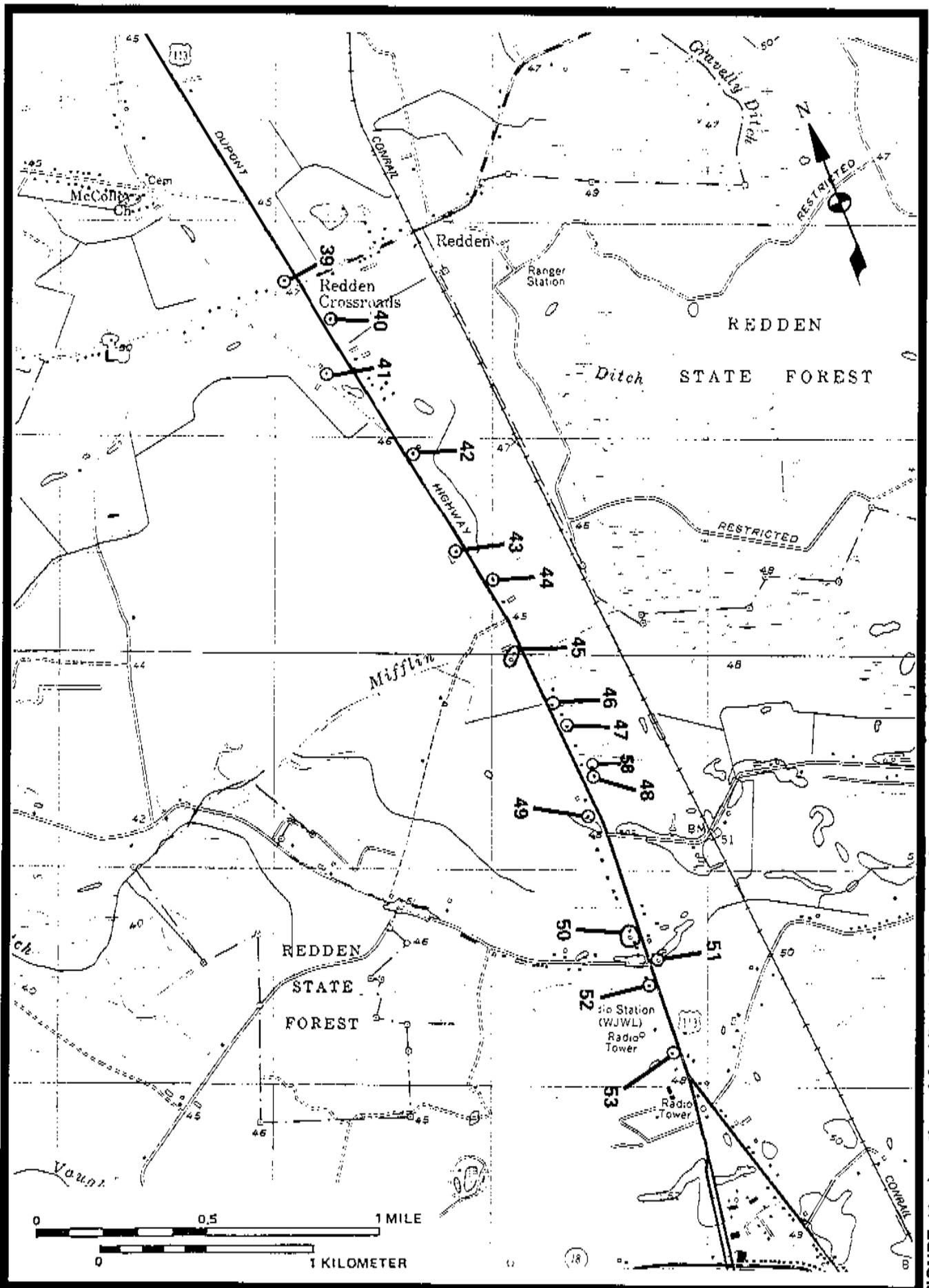
**FIGURE 10: Location of Architectural Resources, Northern Section**

*Source: U.S.G.S. Georgetown and Ellendale Quadrangles*



Source: U.S.G.S Georgetown and Ellendale Quadrangles

FIGURE 11: Location of Architectural Resources, Central Section



Source: U.S.G.S. Georgetown Quadrangle

FIGURE 12: Location of Architectural Resources, Southern Section

**1. Brenda Dantonio House (S-8558)**  
**Road 207 (1-30-6-86.2)**  
**(Plate 1)**

**Description:** This house, dated visually to the 1920s-30s period, is a very small 1 1/2-story frame dwelling with front gable orientation, set on a cast concrete block foundation. The exterior is clad with wide asbestos shingle siding, and the roof with composition shingles. A short brick chimney is centered on the roof ridge. The main (south) elevation is two bays wide, with entrance toward the west end, sheltered by a small gabled hood. Double-hung window sash, with 3/1 lights, are set in flat frames with narrow drip shelves.

**Applicable Historic Context:** Lower Peninsula/Cypress Swamp Zone, Urbanization and Early Suburbanization 1880-1940+/- . Architecture theme, "bungalow" property type.

**Evaluation:** This house does not constitute a significant representation of the small Craftsman house or "bungalow" type. No documentary basis for association with important persons or events has been identified. Integrity of materials is diminished by application of modern artificial siding. The house does not appear to meet National Register Criteria for Evaluation, and no further work is recommended.



**PLATE 1: Building 1, Brenda Dantonio House, View to Northwest**

**2. Harry Swain House (S-3976)**  
**Road 207 (2-30-5-6)**  
**(Plate 2)**

**Description:** This late nineteenth-century house is a two-story side-gable dwelling of frame construction on a brick foundation. The main (north) elevation is divided into three bays, above which rises a centered gabled dormer. The house has a full-height rear ell, to which are attached a one-story gabled frame kitchen unit and a shed-roofed enclosed porch. The exterior of the house is covered with asbestos siding which obscures the trim of window openings fitted with 1/1 aluminum sash. Small triangular-headed windows are set within the east and west gable ends, and in the front dormer, to illuminate the attic. A full-length porch across the front has been completely enclosed with brick walls. To the rear of the house is a small side-gable barn, with wood-shingled exterior painted red, used as a garage.

**Applicable Historic Context:** Lower Peninsula/Cypress Swamp Zone, Urbanization and Early Suburbanization 1880-1940+/- . Architecture theme, two-story hall-parlor house property type.

**Evaluation:** This building is a representative example of a regional variation on the two-story, hall-parlor-plan house type, in which the basic side-gable, single-pile block is ornamented with a center front gable and (often but not always) triangular-headed attic windows. However, the house lacks integrity of design and materials as a result of installation of metal window elements and aluminum siding and the visually and historically inappropriate use of brick to enclose the front porch. No documentary basis for association with important persons or events has been identified. It does not appear to meet National Register Criteria for Evaluation, and no further work is recommended.



**PLATE 2: Building 2, Harry Swain House, View to Southwest**

**3. John T. Fitzgerald 3rd House (S-8559)**  
**Road 207 (2-30-5-7)**  
**(Plate 3)**

**Description:** This house is a 1 1/2-story side-gable frame Craftsman "cottage" set on a low concrete basement. Exterior walls are clad with gray asbestos shingle siding, the roof with composition shingles. A short brick chimney is centered on the roof ridge. The main (north) elevation is symmetrically divided into three bays, with paired 1/1 windows flanking a center entrance sheltered by a gabled porch. The porch roof is supported on thin wood posts set on high concrete block piers. A one-room kitchen unit is projected off the rear.

**Applicable Historic Context:** Lower Peninsula/Cypress Swamp Zone, Urbanization and Early Suburbanization 1880-1940+/- . Architecture theme, "bungalow" property type.

**Evaluation:** This house is an example of early 20th century, Craftsman-derived residential architecture, but lacks qualities of clear architectural distinction as well as integrity of exterior materials. No documentary basis for association with important persons or events has been identified (although the present owner is a member of the Fitzgerald family associated with the auto salvage business across the road (see below)). It does not therefore appear to meet National Register Criteria for Evaluation, and no further work is recommended.



**PLATE 3: Building 3, John T. Fitzgerald House, View to Southeast**

**4. John T. Fitzgerald, Sr. House (S-3973)**  
**Road 207 (1-30-6-87)**  
**(Plate 4)**

**Description:** This property, located on a 1.1-acre lot, consists of an early twentieth-century, 2 1/2-story frame dwelling with front-gable orientation and side-hall plan. It is set on a brick foundation and sheathed with aluminum siding. At the rear, behind the short brick chimney projecting from the ridge, the roof forms a cross-gable to reflect the slight projection of the walls below. Window openings have flat surrounds and 1/1 sash. Three windows, the upper sash of which contain colored glass lights, are arranged in "Palladian" fashion in the front gable at attic level. The full-width front porch is raised on a concrete slab, and has a hipped-roofed porch supported on thin wood posts. An enclosed lean-to kitchen unit extends across the rear.

**Applicable Historic Context:** Lower Peninsula/Cypress Swamp Zone, Urbanization and Early Suburbanization 1880-1940+/- . Retailing/Wholesaling theme, auto salvage yard property type.

**Evaluation:** According to the present owner, Alvin Fitzgerald, this house was built between 1906 and 1908. It was the lifetime residence of John T. Fitzgerald, Sr., who founded Fitzgerald's Auto Salvage on adjacent property at the corner of Route 113 and Road 207 in 1935. The form, massing, and front-gable orientation of the house are more commonly found in more urbanized areas of lower Delaware (a number of similar examples can be found in Milford, for example). It is thus something of an architectural curiosity in the still relatively undeveloped Route 113 project area. Nonetheless, it lacks qualities of clear architectural distinction, and integrity of materials has been diminished by application of aluminum siding. The house thus does not appear to meet National Register criteria for architectural significance. However, it possesses direct association with the adjacent Fitzgerald's Auto Salvage complex and thus meets National Register Criterion C as a contributing element to that complex. See next entry for further elaboration.



**PLATE 4: Building 4, John T. Fitzgerald, Sr., House, View to North**

**5. Fitzgerald's Auto Salvage (S-3941)  
Road 207 at Route 113 (1-30-6-88)  
(Plates 5, 6, 7)**

**Description:** This commercial enterprise occupies some 40 acres at the northwest corner of the Route 113-Road 207 intersection. Apart from a gravel parking lot along Route 113, the tract is devoted to an extensive scrap yard containing hundreds of automobiles, a large number of buses, heaps of tires, and piles of steel debris. Toward the southeast corner of the property, fronting on Road 207, is the administrative center of the concern. The principal building, situated nearest and parallel to Route 113, is a two-story frame building with front-gable orientation, set on a concrete foundation and clad with brown wood shingles. The long side elevations are divided into 12 bays by regularly spaced 6/6 and 2/2 windows very subtly grouped in pairs. Many window openings have been filled in and shingled over, but their placement is still readily evident. A small brick chimney is centered on the roof ridge at the point where the composition roof shingles change color. The main (south) elevation is clapboarded, and has a large picture window beside a raised doorway. Immediately within is a public "reception" area, with plank floor and two long wooden counters. To the rear are informally partitioned offices. A second-story entry, originally accessed by a flight of wooden stairs, has been closed and is partly obscured by a wooden sign. West of this building is a smaller frame structure, again oriented to face Road 207. This smaller building is one story high and four bays long, with gable roof. Most of the 6/6 double-hung sash windows have been shingled over, and the large sliding doors at the south end have been replaced with a man-door between two single-sash windows. Toward the rear, a one-story concrete block wing with entrance large enough to accommodate a vehicle extends to the east. Also on the property are several gabled frame sheds and, to the rear of the administrative complex, a large modern, metal-clad building, located within the scrap yard.

**Applicable Historic Context:** Lower Peninsula/Cypress Swamp Zone, Urbanization and Early Suburbanization 1880-1940+/-, Retailing/Wholesaling theme, auto salvage yard property type.

**Evaluation:** Fitzgerald's Auto Salvage potentially meets National Register Criterion C as an excellent representative of a particular type of commercial enterprise which emerged in response to the automobile as a perishable commodity in the decades prior to World War II. While businesses such as gas stations, motels and produce stands catered to the auto traveler, others were oriented toward the automobile owner and various stages in the "process" of ownership. In the first stage, new autos were purchased in dealers' sales emporia; in the second stage, repair shops addressed the wear of use; and in the their and last stage, salvage yards offered a means by which ultimately unwanted vehicles could be discarded and, however gradually, recycled. Fitzgerald's Auto Salvage exemplifies the latter type, with its few sturdily functional buildings, built during the 1930's, and extensive scrap yard.

Fitzgerald's Auto Salvage was founded in 1935 by John T. Fitzgerald, Sr., who was born and lived in the front-gabled house directly to the west. The original building of the salvage firm still exists as the southern section of the main building, where the public reception area and business offices are located. Soon thereafter, Fitzgerald erected the smaller frame building to the west, and later expanded the original building to its present length (Mary Fitzgerald, Alvin Fitzgerald, and John "Jack" Fitzgerald, personal communication 31 May 1991). Photographs in the firm's office, appearing to date from the late 1930s or early 1940s, indicate that the two wood frame structures retain a good measure of exterior integrity, in terms of shingle siding and fenestration pattern. The property also retains integrity of association, as three generations of the Fitzgerald family currently participate in the enterprise.

Buildings contributing to the significance of this property are the residence of John T. Fitzgerald, Sr. (#4 above), and the three buildings that constitute the open quadrangle.



PLATE 5: Building 5, Fitzgerald Auto Salvage, View to Northwest



**PLATE 6: Building 5, Fitzgerald Auto Salvage, Historic View**



**PLATE 7: Building 5, Fitzgerald Auto Salvage, Historic View to West**

**6. Doris & Co. Crafts (S-3972)  
Road 207 (1-30-6-115)  
(Plate 8)**

**Description:** This house is a one-story side-gable frame structure, sheathed with asbestos shingle siding, on a cast concrete block foundation. The composition-shingled roof has clipped or "jerkinhead" gable ends. The main (south) elevation is symmetrically arranged with five bays, with paired windows in the outer bays. Windows throughout the house are primarily 3/1 double-hung sash, set in flat surrounds with narrow drip shelves. Small one-room additions have been extended off the west end and from the rear. To the northwest is a frame garage, with clipped front gable to match those on the house.

**Applicable Historic Context:** Lower Peninsula/Cypress Swamp Zone, Urbanization and Early Suburbanization 1880-1940+/- . Architecture theme, "bungalow" property type.

**Evaluation:** This house is representative of early twentieth-century bungalows and cottages from the 1920s and 1930s, and retains a "matching" garage. However, the presence of asbestos shingle siding and the additions, particularly the one at the west end, diminish the overall integrity of design and materials. On the whole, the house does not possess qualities of demonstrable architectural distinction that would weigh against the loss of integrity. No documentary basis for association with important persons or events has been identified. The house does not appear to meet National Register Criteria for Evaluation, and no further work is recommended.



**PLATE 8: Building 6, Doris & Co. Crafts, View to North**

**7. Douglas Morgan House (S-3940)**  
**Road 207 (2-30-5-10.3)**  
**(Plates 9, 10)**

**Description:** This property consists of a late nineteenth-century dwelling and two outbuildings located on the south side of Road 207 east of Route 113. The dwelling is a two-story, three-bay hall-parlor type, with full-height rear ell and screened porch across the front. The re-entrant formed by main block and ell has been enclosed to create one or more additional rooms. A one-room gabled kitchen section, with 3/1 window sash, appears to have been added in the 1920s or 1930s. The aluminum-sided frame house is set on a cinder block foundation, and the side-gable roof is covered with composition shingles. The siding obscures the trim around 1/1 aluminum window sash. Small triangular-headed windows set at attic level in the side gables and in the gabled center-front dormer are distinctive features. A brick chimney rises inside the south gable end (at the rear of the ell).

The original hall-parlor plan of the main block is no longer evident on the first floor, as the partition wall has been removed to create one large living room. The stair, with turned spindles and shaped newel post, rises up the west wall, just inside the main entrance. A plastered elliptical arch provides access from the living room into the dining room, which occupies the first floor of the ell. On the south wall is a framed-out chimney "breast" to which a simple wooden mantel shelf, supported on small brackets, is affixed. The stove thimble has been covered with modern wallpaper.

The two outbuildings are a combination corn crib-machine shed, with lean-to sections flanking a gabled center section raised on clay tile footings; and a two-level side-gable frame barn with asphalt shingle siding and a large lean-to garage unit off the west end.

**Applicable Historic Context:** Lower Peninsula/Cypress Swamp Zone, Urbanization and Suburbanization 1880-1940+/- . Architecture theme, two-story hall-parlor house property type.

**Evaluation:** The Morgan house is significant under Criterion C as a representative example of a regional variation on two-story, hall-parlor or center-hall house type, in which the basic side-gable single-pile block is ornamented with a center front gable and (often but not always) triangular-headed attic windows. The central gable and triangular-headed attic windows, perhaps remotely derived from the Gothic Revival and/or later Victorian Gothic styles, represent an architectural "treatment" broadly popular in rural areas of the mid-Atlantic and southeast regions during the 19th century.



**PLATE 9: Building 7, Douglas Morgan House, View to Southwest**



**PLATE 10: Building 7, Douglas Morgan House, Outbuildings, View to South**

**8. H.T. Fitzgerald Property (S-8560)  
Route 113 at Road 207 (2-30-5-9)  
(Plate 11)**

**Description:** This property is located at the southeast corner of the Route 113-Road 207 intersection. Now abandoned, the structure is a former commercial enterprise consisting of a small one-story clapboarded T-plan gable-roofed building to which a large concrete block false front is attached. Much of the frame portion of the building has collapsed, and is heavily overgrown. Large display windows in the concrete block front are edged at top and bottom with brick header courses, a feature also used along the coping of the parapet. The double-leaf centered door is slightly recessed.

**Applicable Historic Context:** Lower Peninsula/Cypress Swamp Zone, Urbanization and Early Suburbanization 1880-1940+/-, Retailing/Wholesaling theme, roadside commercial building property type.

**Evaluation:** This structure is one of a limited number of examples of automobile-era roadside commercial architecture along this lower portion of the Du Pont Highway. Its character appears to have derived from the addition of a concrete commercial front to an earlier, possibly residential, building. Apart from the durable concrete block facade, however, the building is in ruinous condition and no longer clearly conveys its original character or use. Due to lack of physical integrity, it does not appear to meet National Register Criteria for Evaluation, and no further work is recommended.



PLATE 11: Building 8, H.T.Fitzgerald Property, View to Northeast

**9. Kathlene M. Bullock House (S-8561)  
Road 625 (2-30-12-21)  
(Plate 12)**

**Description:** This structure is a 1 1/2-story frame dwelling erected on a cast concrete block foundation. The exterior is clad with asbestos shingle siding, the side-gable roof with composition shingling. A screened porch, with flat roof and battered wood posts set on high concrete block pedestals, extends across the main (north) elevation and wraps around the northwest corner to become fully enclosed along the west side. Two shed-roofed dormers on each roof slope illuminate the upper story. Windows have 1/1 sash, the openings edged with flat trim. A lean-to addition extends across the rear. Behind the house is a small frame garage.

**Applicable Historic Context:** Lower Peninsula/Cypress Swamp Zone, Urbanization and Early Suburbanization 1880-1940+/- . Architecture theme, "bungalow" property type.

**Evaluation:** This house, which appears to date from the late 1930s or early 1940s, combines Period Colonial Revival massing with details, such as the shed dormers and battered porch posts, derived from the Craftsman idiom. Although the juxtaposition of "colonial" and Craftsman features was not uncommon during the period, this house does not constitute a particularly noteworthy representation of the phenomenon. No documentary basis for association with important persons or events has been identified. As such, it does not meet National Register Criteria for Evaluation, and no further work is recommended.



**PLATE 12: Building 9, Kathlene Bullock House, View to Southeast**