

7.0 HISTORIC CONTEXT

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This section provides an overview of the historical development of St. Georges and Pencader Hundred, New Castle County, and the Upper Peninsula zone with a focus on the APE for a period extending from 1630 to the present. The majority of information presented herein was compiled from a review of previous historic contexts and studies prepared for this area (presented in Sections 5.0, 8.0, and the Bibliography of this report). Additional research was conducted to supplement the existing data review on an as-needed basis. The prehistoric history of the area will be provided in a future draft of the Archaeological Predictive Model Report.

7.1 1630-1730±, Exploration and Frontier Settlement

7.1.1 *General History*

The European settlement of Delaware was initiated by the competing colonial powers of Sweden and Holland in the 1620s and 1630s. They established several small, fortified settlements along the Delaware River and Bay. Following a series of military conflicts, the Dutch took control of Delaware in 1656 and established the town of New Amstel (New Castle) near Fort Casimir (Weslager 1961:12).

Because Delaware's Upper Peninsula Zone was removed from major navigable waterways, there was virtually no European presence in this interior area during the Swedish, Dutch, and early English periods of colonization along the Delaware River and Bay in the 1620s and 1630s. Significant settlement into the Upper Peninsula Zone did not occur until the 1680s when William Penn granted large tracts to Maryland and Virginia landowners, who were seeking to expand their holdings. However, settlement in St. Georges Hundred was sparse during this era; by 1683 only 50 taxable individuals and their families lived in the hundred, representing perhaps 250 total inhabitants (Scharf 1888:982). During the first decades of the eighteenth century, settlement of St. Georges Hundred increased and the local population began to grow.

7.1.2 *Agriculture*

Settlers in St. Georges Hundred found that this area contained some of Delaware's most fertile, well-drained, and highly productive soils. Initially practicing subsistence-level agriculture, farmers cleared and cultivated a patchwork of crop fields around their farm complexes (Herman 1987:84). Large, unimproved marsh or woodland areas were often kept for livestock forage (Herman et al. 1985). Early farmers followed a mixed farming strategy; large tracts of land provided the acreage to grow cash crops of wheat as well as to sustain subsistence gardens for the household and provide grazing for livestock. Largely following Old World patterns, the initial settlers constructed small, impermanent (i.e., earthfast or post-in-ground) barns and related farm structures of wood and earth to provide shelter for livestock and crops.

By the beginning of the eighteenth century, regional urban markets and transportation networks began to improve and stabilize. In response, farmers in the Upper Peninsula Zone began to shift the focus of their endeavors from subsistence to market-oriented

agriculture (Loehr 1952; Hoffecker 1977). During this period, wheat crops produced higher incomes than tobacco, rye, or barley. Also, a few permanent farm dwellings started appearing on the area's rural landscape, while most farm buildings were still constructed using impermanent methods and materials (Herman and Siders et al. 1989). No extant farm-related structures from this period are found within the study area.

7.1.3 Residential Architecture

As mentioned above, it was not until William Penn's immigration initiative of the 1680s that St. Georges Hundred began to be settled in any systematic way. However, even as the colonial population expanded, it was several decades before the new residents built permanent houses. As noted by Herman, "the first phase of building activity, up until ca. 1740, focused on the construction of impermanent architecture - temporary houses intended to endure from a few years to a decade or more" (1987:84). The builders of such dwellings "expected to replace them with more durable houses with the span of a generation," although they did not always succeed in doing so (Herman 1987:84).

Both impermanent and permanent dwellings were constructed of logs stacked horizontally and connected at the corners to form an interior space. Many of these early log dwellings, like their more common earthfast cousins, were without foundations. As a result, they were "constantly in want of repair" and have not survived to the present (Herman 1987:84-85).

The most common house form constructed during this period was a small single-room, one-and-one-half story dwelling with an interior chimney stack centered on the gable end wall. On the interior was a single room with a square or near-square plan and a ladder or winder stair adjacent to the fireplace (Nelson et al. 1992:E4; Herman 1992).

7.1.4 Transportation

During the period of Dutch and Swedish occupation, water transportation was the primary mode of conveyance; primitive paths were used for limited overland transport (Scharf 1888:413). Similarly, as English settlers moved into what would become New Castle County during the late seventeenth century, they established plantations along or near navigable waterways for a ready transportation modality. Initially, the settlers undertook road construction to move goods to landings along the streams, to gain access to mills for processing, to attend church or meetings, or to travel to larger communities on market days or for government business (Fox 2003:7). However, colonial government authorities quickly observed the need for roads and established standards for their construction (Scharf 1888:413-416).

One of the first roads in the area was "Herrman's Cart Road." This cartway extended from the village of Appoquinimink and reputedly traveled through present-day Middletown to Bohemia Landing, one of the most important places in the colony of Maryland for commerce (Scharf 1888:413-416). Bohemia Landing was located only a few miles from the navigable portion of Appoquinimink River, which provided a perfect opportunity to transship goods between the Delaware River and the Chesapeake Bay via the overland cartway (Johnston 1881:186-204). During a 1679 trip through Delaware,

Labadist missionary Jasper Danckaerts recorded several other cartways in present-day New Castle County in his journal (James and Jameson, eds. 1913:113, 127-128, 130). Also in 1679, the government established seven road districts and ordered the construction of a continuous road from Blackbird Creek northward through the Drawyer's Creek area to beyond the Brandywine Creek. This new highway (present-day SR 71) intersected several extant cartways: some were likely the same ones that Danckaerts recorded in his journal. For a more detailed discussion of Augustine Herrman's Cartway, see *Route 301 Project Development Archaeological Predicative Model* prepared in September 2005 (A.D. Marble and Company 2005:24-29).

7.1.5 Community and Commercial Development

The initial European occupation of Delaware in the mid 1600s was manifested by closely spaced Dutch and Swedish villages along the Delaware River and the Delaware Bay. Little community development occurred during this time in the interior areas. With the advent of English control of the Mid-Atlantic region in 1664, settlement patterns in Delaware began shifting to scattered farm complexes along internal drainages, such as the Appoquinimink River and along the emerging road network. The only village to develop in St. Georges Hundred during this time was the settlement of Appoquinimink, which later became known as Cantwell's Bridge and then Odessa (located southeast of the study area). This early village developed because of the transportation hub created by landings on the Appoquinimink River and Herman's Cart Road.

7.1.6 Industry

Industries dating to the first period of European settlement were generally conducted on a very small, local scale. The early industries were almost always related to agriculture or to the production of materials needed for the settlement and development of the region. These industries were located on or very near sources of raw materials and/or waterpower. Rural industries such as mills and tanneries began to be established. As early as March 1681, Edward Cantwell received a warrant for 200 acres bisected by Drawyer's Creek with the stated intention of constructing a mill. It is not known whether Cantwell succeeded in building his mill (Scharf 1888:981-1015).

7.1.7 African-American History and Culture

According to Hoffecker and Woolard, the Dutch sent 38 African men and 34 African women to Delaware in 1664 (1997). This indicates that that the Dutch were not just sending African men to the colony for menial labor, but were also sending women who could perform farm and household labor and propagate the next generation of slaves. By 1721, an estimated 500 African-American slaves lived in Delaware (Newton 1997). Of course, not all people of African descent in the colony were slaves: some were indentured servants, while others were free. Perhaps as many as 200 free African Americans also lived in Delaware around 1720 (United States Bureau of the Census 1961:756).

During the late 1600s, few differences existed between African-American and white servants. However, following similar laws imposed throughout the Mid-Atlantic colonies, an act of the provincial assembly in 1700 began to change the legal and social status of African Americans in Delaware. This act imposed harsh penalties on African Americans

for offenses, prohibited them from bearing arms, banned them from assembly, and established a separate jury system for the trial of African Americans. Subsequent laws placed even greater restrictions on African Americans by prohibiting them from voting, holding office, giving evidence against whites, and marrying outside of their race (Newton 1997).

7.2 1730-1770±, Intensified and Durable Occupation

7.2.1 General History

The mid-eighteenth century in Delaware's Upper Peninsula Zone was a time of intensified population growth, maturation of the rural economy, establishment of local agricultural service center towns, improvement to the transportation network, and expansion of market-oriented farm production. During this period, farming dominated Delaware's colonial economy, as it did in the wider Mid-Atlantic region, with 80 to 90 percent of the population engaged in agriculture (Egnal 1975:201). The built environment became a much more prominent and permanent element of the rural landscape during this period.

7.2.2 Agriculture

During this time, large grant parcels were broken up by absentee Maryland and Virginia landholders and sold as smaller farms, which were increasingly operated by their new owners or by tenants. Gone were the days of isolated or scattered farm complexes. Rather, the expansion of the agricultural landscape during this period meant that farms now literally abutted one another across most of the Upper Peninsula Zone. This period of agricultural intensification was physically manifested by a major increase in the acreage tilled as cropland. The increased need for larger tracts of land forced new buyers to purchase and cultivate property once reserved as marginal grounds (Herman and Siders et al. 1989).

Mixed crop and livestock farming continued to be practiced with wheat constituting the primary crop, followed by rye, corn, barley, oats, and garden vegetables. Livestock husbandry supplemented the income produced from field crops; additionally, home manufactured products such as soap, butter, and cloth were introduced into the local economy (Main 1972). But it was the desire to produce surplus crops, predominately wheat and Indian corn, to sell in the open market that drove many farm operations during this period. With the focus on surplus production for the market and the expansion of tilled cropland, the need for human labor also grew markedly. During the mid 1700s, Upper Peninsula Zone farmers increasingly met labor needs through the use of indentured servants from Europe and slaves of African origin, the latter becoming a significant and permanent portion of the population in the study area (Herman and Siders et al. 1989:19-37).

Advantageously situated along the mid-peninsular drainage divide (a subdivision of the Atlantic Coastal Plane physiographic province that runs north-south through the center of Delaware), farmers in the study area were able to ship their surplus produce to markets in the north and east up the Delaware River via landings on the Appoquinimink River

(present-day Odessa) or to markets to the south and west via the Bohemia and Sassafras Rivers and the Chesapeake Bay. The income generated from surplus production facilitated a greatly increased standard of living among successful farmers during the mid 1700s. Surplus income was used to build durable new dwellings and furnish them with domestic and imported luxury goods. Also, surplus income helped finance farm expansions, thereby increasing the potential for more production. Construction of specialized farm structures, such as granaries, corncribs, and barns, became more commonplace. No extant farm-related structures from this period are found within the study area.

7.2.3 Residential Architecture

Logs continued to be the preferred building material for early permanent dwelling construction in southern New Castle County during this period. Log houses predominated in rural Delaware until the nineteenth century (Andrzejewski and Siders 1995:E1, E9). Log dwellings of a wide range of proportions and various styles housed the poor, middling, and elite alike. Timber-frame dwellings were also built during this period, although less commonly than log houses. Throughout the eighteenth century, brick was also used in house construction in the Upper Peninsula Zone. However, owing to its much higher production and associated construction costs, brick was the least common of the generally employed domestic building materials, used only by the elite (Herman 1987:83; Lanier and Herman 1997:101).

The types of forms used in house construction expanded during this time. The most common Mid-Atlantic dwelling type in the period of earliest settlement, the single-cell plan, was replaced with the hall-parlor plan by those who were able to afford new construction or expansion of an original one-room plan. These structures, composed of two rooms of unequal size without passages or entryways, persisted until the mid-nineteenth century. Some members of Delaware's rural elite elaborated on the two-room plan to create three-room and four-room plans or two-and-one-half story tall versions (Nelson et al. 1992:E8).

Closed plan dwellings, most commonly associated with Georgian architecture and characterized by unheated formal entry halls or passages whose sole purpose was to house the stairs, were introduced in this period but did not become common until the late eighteenth and early nineteenth centuries (Lanier and Herman 1997:28). This form, which emphasized order and individual privacy, became the norm among the wealthier classes. In southern New Castle County, stair-passage plan types were introduced in the late 1740s (Siders et al. 1993:32). The earliest houses of this type were single-pile.

Domestic outbuildings were generally located in close proximity to the dwelling and sheltered specific activities that were usually related to the processing or storage of a particular food item. These spaces were considered to be separate and distinct from the living space of the formal dwelling. Examples of domestic outbuildings that developed in this period include kitchens, dairies, wash houses, and smoke houses. When a separate kitchen (the most common domestic outbuilding during this period) was not constructed near the dwelling, there was usually a separate space for domestic activities in the form of

a rear kitchen wing or a particular kitchen room incorporated into the house (generally the cellar) (Nelson et al. 1992:E10-E12).

7.2.4 Transportation

The connected system of early roadways and waterways became increasingly important in the rural development of the Upper Peninsula Zone. Roadways also improved during this time. In 1752, the Delaware Colonial Assembly passed an act establishing minimum standards for roads designated as “King’s Highways.” The Lower King’s Highway (present-day U.S. 13/SR 1) connected St. Georges Hundred to Wilmington and Philadelphia. Other roads developed throughout New Castle County and some eighteenth-century maps reflect at least a portion of the growing colonial roads matrix that developed as residents and travelers sought overland routes for travel and to conduct their affairs (Evans 1749; Faden 1777). Some of the local thoroughfares that appear on the cited colonial maps include: Choptank Road; Bunker Hill Road; Middletown-Odessa Road; and a route from St. Georges to Warwick, Maryland; they also appear to include portions of Lorewood Grove Road, Jamison Corner Road, Cedar Lane Road, and Middletown-Warwick Road. The mills at Noxontown became a nexus for roads; they provided an impetus for surveying roads, as mills did throughout Delaware. North-south through routes are also very much in evidence on these maps, indicative of the colonial government seeking to meet the need for an internal, dry-ground transportation corridor (ibid.).

7.2.5 Community and Commercial Development

Similar to today, the transportation system directly affected where settlements were established. This was particularly true for crossroad areas and creek landings. For instance, the settlement of Appoquinimink grew into the village of Cantwell’s Bridge and became one of the more prominent transportation hubs in the area due to its proximity to crossroads and landings. The construction of a bridge over the Appoquinimink River in 1731 by Sir Richard Cantwell made the settlement even more advantageous and further improved overland transportation in St. Georges Hundred. Thus, by 1761, David Witherspoon established a tavern at the crossroads of Herman’s Cart Road (SR 299/U.S. 301) and the road traveling north from Blackbird Creek (SR 71) at the site of present-day Middletown (Scharf 1888:416-418). These “commercial towns” served as focal points for the local society and economy (Heite and Heite 1986).

7.2.6 Industry

Mills, the backbone of rural industry in the eighteenth and nineteenth centuries, became a much more common sight in the rural landscape of St. Georges Hundred during this time. The expanding agrarian economy and the ever-improving transportation network spurred the growth of the milling industry. Mills produced products for local use as well as for export.

One millseat was erected in 1761 near the northeastern part of the study area on the estate that later became known as “The Plains” (CRS No. N05208) (Scharf 1888:981-1015). It can be surmised that this mill is no longer extant since no mention of it is made on the CRS form for “The Plains” (CRS No. N05208). A fulling mill for the treatment of

woolen cloth was also operated by the Vandegrifts at the headwaters of Augustine Creek (CRS No. N05201). No extant mills from this period survive on the landscape today although archaeological remains may be extant (CRS No. 12769).

7.2.7 African-American History and Culture

As more land was cleared and farms greatly expanded in Delaware, indentured servants from Europe could no longer supply the demand for agricultural labor. As a result, slaves began to be imported into Delaware after 1730 at increasing rates. This followed similar patterns that occurred in the tobacco colonies of Virginia and Maryland during this same period (Berlin 1998).

During this time, African-American slaves largely worked as field laborers or as domestic servants. However, some became skilled tradesmen, working as tanners, blacksmiths, shoemakers, cabinet and furniture makers, carpenters, and tailors. An estimated 1,836 African Americans lived in Delaware by 1770 (United States Bureau of the Census 1961:756).

7.3 1770-1830±, Early Industrialization

7.3.1 General History

During this period, profound economic, political, social and scientific changes occurred, all of which affected the agricultural landscape of the Upper Peninsula Zone, both positively and negatively. The study area was spared from the direct effects of military action during the American Revolution save for an ill-fated foraging mission by the Continental forces (American Philosophical Society web site). Similarly, the War of 1812 had no direct military effect on the study area. However, economic disruption caused by the wars and a series of trade embargoes, the depletion of soils, and the opening of new lands in the West, seriously affected the farm families of St. Georges Hundred. The population of St. Georges Hundred actually decreased markedly between 1800 and 1830 (Herman et al. 1989:28). A ray of hope on the horizon for the area, however, was the construction of the Chesapeake and Delaware Canal, which opened in 1829.

7.3.2 Agriculture

Despite wild economic fluctuations precipitated by war and embargoes, market-oriented farming further intensified during this period. Farmers continued to practice the same mixed farming, centered on grain production, and still predominantly wheat and corn. However, scientific agricultural principles, chiefly four- to nine-field crop rotation systems, began being applied during this time. Also, market-oriented livestock holdings increased significantly after the Revolution (Passmore et al. 1978:34-35). Recognizing the need to improve soils and increase crop production, farmers formed the first agricultural society in New Castle County in 1804, which was subsequently revived in 1818 (Reed 1947:378). By 1820, farm complexes in the Upper Peninsula averaged just over 200 acres, with 60 to 70 percent kept as improved land (Herman 1987:113-114).

During this period, lines of social and economic stratification became more pronounced as a highly successful rural farming elite class began to develop out of this prosperous

farm economy. While possessing multiple properties and hundreds of acres, members of the elite farming class diversified their wealth through investment in urban property, banking, transportation, and manufacturing interests. Elite farmers constructed well-ordered rural estates that reflected their prominence in the social hierarchy. Dwellings on these estates often took Georgian forms (Herman et al. 1992).

The period also saw the emergence of more durable and numerous farm outbuildings on the more economically successful farms in the study area. These outbuildings included smokehouses, barns, granaries, corncribs, stables, and combination structures (i.e., barns with attached stables). Also, specialized horse barns were constructed as farmers shifted from oxen to horses as preferred work animals (Herman et al. 1992). Few examples of farm outbuildings from this period survive in the study area. One exception is a three-bay, English style frame barn at the Retirement Farm (aka James M. Vandegrift Farm). This barn is one of the last known surviving examples of an agrarian outbuilding dating to the eighteenth century in St. Georges Hundred (National Register Nomination CRS No. N05201). The barn is of braced frame construction with mortise and tenon joints.

Absentee landownership and the consolidation of large land holdings among the wealthy elite further increased the rate of tenancy in St. Georges Hundred during this time. The widespread manumission of slaves between 1780 and 1830 also greatly contributed to farm tenancy among the African-American population. In response to increased needs for tenant housing wrought by demographic pressures, changing farm practices, and the influence of agricultural reform writers, the “house and garden” plan developed. Under the “house and garden” plan, a farm owner leased his laborer a small house and a small plot for raising garden crops and livestock as part of a formal contract. These tenancies were often clustered together along roadways or tree lines, but were always within sight of the main farm complex. Built on piers and thus being portable, “house and garden” tenant houses were easily moved; farm owners would frequently move these dwellings within the farm (Sheppard et al. 2001). According to the 1816 tax assessment of St. Georges Hundred, over 70 percent of taxable individuals and their families were living in dwellings provided for them on parcels owned by the landowning minority (Herman et al. 1985). The size and quality of construction of these tenant houses was not equivalent to the more permanent main dwellings; thus, few tenant houses remain on the landscape from this or later periods.

During the 1810s and 1820s, wheat farmers in the Upper Peninsula Zone (and in other portions of the Mid-Atlantic region, as well) suffered from a series of set-backs. The European grain export market via Philadelphia began to seriously erode after 1815. Economic depression followed in 1819 and grain prices fell throughout the 1820s. Also, the opening of new and fertile wheat-producing farmland in America’s Midwest and in the Ohio and Mississippi valleys, put immense pressure on grain operations in the East. Increasing competition for labor also ensued, as industries began to expand in the Northeast and as former propertyless farm laborers and tenants sought land and opportunity in the West. To make matters worse, soils became depleted and crop yields diminished in the Upper Peninsula Zone, despite nascent scientific attempts to improve

farm production. As a result of these collective conditions, many farms failed during the early 1800s (Herman et al. 1985:8-2).

7.3.3 Residential Architecture

According to *Dwellings of the Rural Elite, 1770-1830+/-*:

The architectural development of Delaware's Upper Peninsula Zone from 1770 through 1830 was strongly influenced by a period of an intensive building activity that resulted in increased numbers of durable houses. A significant component of this new architectural landscape was made up of houses of the rural elite—individuals who were among the wealthiest 20 percent of the taxable population, owned land, and were engaged in a market-based extensive agricultural economy. . . . The dwellings of the rural elite symbolized their self-perceived status within the communities they occupied. (Siders et al. 1993:18)

The double-pile, closed plan, “full Georgian” dwelling variations were introduced in the study area in the later decades of the eighteenth century (Lanier and Herman 1997:26, 31). Variations in the placement of the unheated entrance and stair hall resulted in the popular central-passage plan (center hall flanked by two heated rooms) and the side-passage plan (stair passage ran full length of one gable end of the building) (Nelson et al. 1992:E9-E10). The presence of the interior passageway served to provide functional control (separating domestic and social space) and effective direct movement through the house: it was most common to the dwellings of the upper classes during this period (Siders et al. 1993:E5-E6). Also in this period, architectural ornamentation on dwellings became more common, particularly among the houses of the rural elite (Siders et al. 1993:E4).

Brick was used less commonly than wood during this period; only five percent of the population of St. Georges Hundred owned brick houses in 1816 (Siders et al. 1993:E11). Nevertheless, brick is the most common building material of the surviving eighteenth-century dwellings in the Upper Peninsula, largely because of their larger size and their ownership by members of the elite class who could afford to construct these dwellings. In the absence of locally available fieldstone, the upper class often erected local brick kilns to supply their needs (Siders et al. 1993:E4). No brick dwellings dating to this period were identified in the APE during the reconnaissance survey.

Houses generally continued to be constructed of frame or log. Achmester (CRS No. N03930) built of braced frame construction in 1829, is an example of a single-pile, five-bay wide center hall plan with rear ell that was later expanded with a linear addition. The dwelling is notable as it was not removed for reconstruction during the rebuilding period that occurred among the elite of St. Georges Hundred in the next period (1830-1880) (National Register Nomination CRS No. N03930).

Plank construction, which utilized logs sawn on all sides and joined at the corners with vertical planks, was also used. One example of plank construction remains in the study

area: the Biddle House (CRS No. N03935). The earliest portion of the house dates to the last quarter of the eighteenth century and is a one-story, one-room plan. This small dwelling was expanded in the first quarter of the nineteenth century when a two-story, three-bay, braced frame side-passage addition was made to the west gable end (National Register Nomination CRS No. N003935).

As noted above in the agricultural discussion for this period, another dwelling type that appeared with increasing frequency on the rural landscape was the tenant house. These open plan structures, built with log or timber frame, contained one to three rooms and ranged from one to two stories in height and provided shelter for agricultural laborers on the farm (Sheppard 2001:11). No extant tenant houses dating to this period were identified during the reconnaissance survey.

7.3.4 Transportation

The transportation network continued to improve during this period. One example of such improvement is the Warwick-Middletown Road. This roadway first appeared on William Faden's 1777 map of New Jersey, revised on Dennis Griffith's 1795 map of Maryland, and later revised again on Heald's 1820 map of New Castle County roads. The road provided access to Warwick, Maryland, and the landings on the Sassafras River. At Middletown, the Warwick-Middletown Road connected with the Appoquinimink Road, which led to Cantwell's Bridge and the landings on the Appoquinimink Creek, providing another route for transshipments between the Delaware River and the Chesapeake Bay (Faden 1777; Griffith 1795; Heald 1820; Johnston 1881:200-204; Scharf 1888:413-433). A review of Heald's 1820 map suggests that a crop of new roads had eclipsed some of the older routes. Heald does not show a road extending from St. Georges to Warwick, Maryland, as Faden does. However, Heald does show Armstrong Corner Road between Choptank Road and present-day Summit Bridge Road. He also shows the continuation of this route, known today as Marl Pit Road, Shallcross Lake Road, and Greylag Road, thereby connecting Choptank Road and Summit Bridge Road with present-day U.S. 13. Other modern local roads appearing on Heald's map include: Bunker Hill Road; Silver Lake Road; Trap Road; Boyds Corner Road; a portion of Lorewood Grove Road; Rutledge Road; and another section of Lorewood Grove Road and Hyetts Corner Road (Heald 1820; ADC 2002).

A major transportation improvement of this period was the construction of the Chesapeake and Delaware (C&D) Canal. Beginning with the Dutch in the seventeenth century, men conceived of constructing a canal between the Delaware River and the Chesapeake Bay to improve trade opportunities and provide means to move goods more easily. During the 1760s, Thomas Gilpin conducted a number of surveys for such an undertaking but accomplished nothing further. In December 1799, the Maryland General Assembly chartered the Chesapeake and Delaware Canal Company and work on the canal began in 1804. Despite a large expenditure of money, the company failed to complete any substantive work. Practical construction work began during the mid-1820s. Finally, the canal opened to general boat traffic in 1829 (Scharf 1888:413-433; Gray 1989).

7.3.5 *Community and Commercial Development*

Because the primary groups living in the community at this time were generally self-sufficient, commercial centers and villages developed relatively slowly in the study area. In time, however, businesses were established within the communities to service the growing population and were generally formed at the intersection of major roads or at economically strategic locations. Within the study area, today's largest remaining communities, Middletown, Summit Bridge, and Mt. Pleasant, were also among the earliest organized communities in the APE. Commercial development in the study area, which included taverns for travelers, was limited to these early crossroads villages (Figure 1).

Middletown

The town of Middletown was laid out and developed significantly during this period. The earliest industry recorded in the vicinity of modern Middletown was the Peterson Tannery, which was purchased by David Witherspoon in 1761 from the heirs of the tannery's original owner. In the same year, a tavern was recorded in St. Georges Hundred, also belonging to David Witherspoon. A small settlement subsequently began to grow around the tavern and, in December 1784, Thomas Witherspoon, nephew and heir of David Witherspoon, announced in *The Pennsylvania Gazette* that he had platted a town called Middletown around the Witherspoon Tavern and offered 300 building lots for sale (*The Pennsylvania Gazette*, August 4, 1784). A second advertisement in December of the same year announced the town's layout completed (*The Pennsylvania Gazette*, December 15, 1784).

Middletown profited from the economic activity associated with the wagon traffic that passed through the town (Heite 1972:2). The Academy, the first educational institution in Middletown, was constructed in 1824 (Heite 1972:5). In 1822 its largest church, the Bethesda Methodist Episcopal Church, included among its members the state's governor, Benjamin T. Biggs (Scharf 1888). Biggs was one of a number of gentleman farmers who resided in Middletown and cultivated land located outside of the town's boundary; Biggs operated at least two farms northwest of Middletown on present-day Choptank Road (CRS Nos. 005123 and 06190).

Summit Bridge

At the northern end of the study area, the intersection of the St. Georges Creek (later the C&D Canal) and the upper King's Road was a perfect location for a colonial tavern and for the development of a village. In the eighteenth century, the village at this location came to be known as Summit Bridge. At that time, the old "Buck Tavern" was situated in St. Georges Hundred on the Upper King's Road. In 1797, Jacob Glinn was the proprietor (Scharf 1888:958). The community would remain a small crossroads town throughout this period.

Mt. Pleasant

Mt. Pleasant initially developed as a crossroads community at the intersection of present-day U.S. 301 (SR 71/Summit Bridge Road) and Churchtown Road on the west and SR 896 (Boyd's Corner Road) on the east. By 1705, John Davids owned the land upon which

Mt. Pleasant is now situated. During the Revolutionary War, the land was transferred to William Bird and later to his daughters, Mrs. Buchanan and Mrs. Mary Scott. The earliest commercial activity in Mt. Pleasant was a hotel kept by Zachariah Jones in the late-eighteenth and early-nineteenth century. The hotel was abandoned by the 1820s (Scharf 1888:993).

7.3.6 Industry

No significant changes occurred in the industrial character of the study area during this period. According to the 1804 tax list, four mills were in operation in St. Georges Hundred during this time (Scharf 1888:981-1015). Also, a tannery was located in Middletown.

7.3.7 African-American History and Culture

A series of social movements and economic changes affected Delaware's African-American population during this period. This period witnessed large-scale manumission of slaves, thus creating a significant free segment among the African-American population. The widespread manumission began among the Methodists and Quakers. Delaware Quakers began to free their slaves in 1775. Soon, many other slave owners followed their example (Newton 1997).

In 1787, Delaware's assembly passed a manumission law and an act banning the sale of Delaware slaves out of state (Berlin 1998:278; Gooding 1978:3; Newton 1997). Despite the new manumission law and the efforts of local abolitionist societies, in 1790 the first United States decennial census recorded 2,565 slaves in New Castle County and over 8,800 slaves statewide. A total of 484 slaves resided in St. Georges Hundred in 1800, representing 50 percent of the Hundred's African-American population. At this time, African Americans accounted for 29 percent of the Hundred's total population. In comparison with New Castle County as a whole, St. Georges Hundred had a higher percentage of slaves and a higher proportion of total African Americans in 1800 (Gooding 1978). In addition, during this period other labor arrangements, such as tenancy, sharecropping, and employment of wage-laborers, proved to be much more practical and profitable solutions and began to replace the institution of slavery.

As a result of these social, legal, and economic changes, a large-scale manumission of slaves occurred in Delaware between 1780 and 1830. The slave population in New Castle County decreased by almost 70 percent during the period between 1790 and 1830 (Table 3).

Table 3. African Americans in New Castle County, Delaware: 1790-1860.

Year	Total Population in New Castle County	Slaves in New Castle County	Free African Americans in New Castle County	Percentage of Total African Americans in New Castle County Population
1790	19,688	2,562	no data	no data
1800	25,361	1,838	2,754	18%
1810	24,429	1,047	3,919	20%
1820	27,899	1,195	4,343	20%
1830	29,720	786	5,708	22%
1840	33,120	541	6,773	22%

1850	42,780	394	7,621	19%
1860	54,797	254	8,188	15%

Source: United States Historical Census Browser, University of Virginia

The manumitting of the state’s slaves directly resulted in the burgeoning of the free African-American population. Between 1800 and 1830, New Castle County’s free African-American population more than doubled. Skelcher identified both free and slave African-American settlements in St. Georges Hundred extending from the Delaware River shore at Port Penn south to Odessa and west into Middletown (1995a:81-82). In the rural portions of the county, free African-American men worked as farm laborers or in trades relating to the growing agricultural economy, such as milling and hauling. Increasingly, African Americans became tenant farmers. They rented farms via cash payment to the landlords or through distribution of a share of the crop harvest. Landownership among African Americans in rural New Castle County remained low throughout this period (Skelcher 1995a).

Still, Delaware’s white majority population generally regarded African Americans, slaves and free alike, with suspicion and condescension. In spite of adopting laws fostering manumission and barring interstate slave trade, the Delaware assembly passed a law in 1807 in response to the rapidly growing free African-American population in Delaware barring “free negroes” from entering the state. Although this law was repealed the following year, an even stricter law was subsequently passed that all but prohibited African-American migration into the state (Gooding 1978:4).

This period also witnessed the birth of the African Methodist Episcopal Church (A.M.E.), which was formed by Richard Allen, a former Delaware slave, and black preacher Absalom Jones in 1816 (Wright 1916:5). By 1824, the Smyrna Circuit of the A.M.E. had 173 congregants including 17 from Middletown (Payne 1891:44).

7.4 1830-1880±, Industrialization and Early Urbanization

7.4.1 General History

During the mid-nineteenth century, the inhabitants of St. Georges Hundred generally experienced an economic upsurge, which resulted in a revitalization and rebuilding of the agricultural landscape. This boom was the result of the convergence of a number of positive factors, including the full exploitation of the C&D Canal, the extension of the railroad into the area, improved farming techniques, the adoption of new agricultural products, and the blossoming of major markets in the industrial cities of the Mid-Atlantic and Northeast. During this period, manufacturing expanded, with 380 factories in the state at the beginning of the Civil War. Although a border state, Delaware remained unscathed during the Civil War. The Underground Railroad, the emancipation of slaves in 1863, the subsequent Union victory, and economic opportunity brought thousands of free African Americans from the South to Delaware during this time. Many of the large-scale farm complexes that remain on the landscape today were constructed during this period. The Multiple Property National Register Nomination Form entitled *Rebuilding St. Georges Hundred, New Castle County, 1850-1880* was prepared in the mid 1980s to

document the effects of this period of agricultural prosperity on the landscape; 13 properties in the study area were listed in the National Register as a result of this effort.

7.4.2 Agriculture

Agriculture was at the center of the economic prosperity that occurred during this period in the Upper Peninsula Zone. The general upswing in fortunes for farmers in the northern section of the Upper Peninsula Zone was the result of numerous factors. Farm revenues increased greatly as new farming techniques and crops were adopted, mechanization was introduced into the agricultural process, the urban market grew, and the transportation network greatly expanded and improved. During the mid-1800s, farms in New Castle County and in particular those in the area around Odessa were some of the most productive in the state (Reed 1947:374-375). The average farm size in St. Georges Hundred in 1850 was 210 acres of which an average of 88 percent was held as improved land. The Hundred's average farm size reduced to 188 acres by 1880 with 91 percent maintained as improved land (Mayer 1975:57-71).

Farmers in the northern section of Upper Peninsula Zone continued wheat and corn cultivation during the first half of this period. However, farms in this area became more specialized, diversified, and commercially-oriented after the Civil War as dairy production and the fairly short-lived boom in peach growing became important aspects of this area's agricultural output. This move to diversification was the result of negative pressures resulting from the massive expansion of grain production in the Midwest and Upper Midwest and positive factors resulting from the growth of Delaware's railroad system. Railroads facilitated quick shipment of perishable dairy and fruit products to the growing urban markets in Wilmington, Philadelphia, and Baltimore (Herman and Siders et al. 1989). These cities experienced a great industrial boom during this period, which resulted in major population influxes and exponential growth. Railroads directly linked rural areas in central Delaware to these burgeoning urban markets. Population in the study area, which had been in decline, rebounded in this period as prosperity returned.

Also, by 1874 the Grange movement had spread to the study area with the chartering of the Peach Blossom Chapter of the Grange in Middletown (Delaware State Grange 1975:10, 317). These societies, which helped farmers share knowledge and experience in a spirit of fellowship and cooperation, fostered innovative agricultural methods that aimed to increase production and thereby promote farm life. Of particular importance in the Upper Peninsula Zone was the effort to encourage fertilization to restore exhausted farmland. A system of manuring, liming, and marling was vigorously employed throughout Delaware. Improved land drainage practices were also adopted, as was the increasing use of much-improved, horse-powered farm implements such as mechanical planters, hay rakes, and reapers. These combined efforts resulted in a major growth in crop yields per acre, which also led to a great increase in the value of farmland (Reed 1947:373-377).

The peach industry was also a major economic boost for Delaware farmers in the mid- and late 1800s. Beginning in the 1830s in the vicinity of Delaware City to the northeast, peach orchards became wildly profitable for a number of prominent farmers. Peach

growing spread south in the 1850s and 1860s into the Middletown-Odessa area. Peaches netted Daniel Corbit, a prosperous farmer near Odessa, over \$12,000 in 1857 and over \$21,000 in 1860 (Reed 1947:382). As the peach crop was so potentially profitable, some farmers converted as much as half of their former wheat fields into peach orchards during the mid-1800s. According to Reed, by 1875 the center of Delaware's peach growing industry was in the Middletown area (1947:382). Governor Benjamin T. Biggs raised thousands of peach trees on multiple farms including his farm southwest of Summit Bridge (National Register Nomination CRS No. N05123). Henry Clayton also became a highly successful peach grower on his farm "Woodside" which is located just outside the APE (National Register Nomination CRS No. N00427). At the height of his successful foray into peach cultivation, Clayton became the largest shipper of peaches in St. Georges Hundred in 1875, boasting 19,000 peach trees on his farm (National Register Nomination CRS No. N00427). At the Rumsey Farm (CRS No. N00113), located in the U.S. 301 APE west of Middletown on Choptank Road, Governor John P. Cochran and his son Charles cultivated a 200-acre peach orchard (National Register Nomination CRS No. N00113). The peach growing industry subsequently moved south as a peach blight known as the "yellows" began decimating Delaware's peach orchards. The blight had appeared as early as 1842 in the Delaware City area (DeCunzo and Garcia 1992:46). The blight then spread throughout the state. By the 1890s, Delaware's peach boom was over (Smith n.d.:56 in Reed 1947:382).

Significant dairy production also emerged during the mid-1800s in New Castle County. The upper portion of New Castle County had traditionally been known as the primary dairy production center of the state. Dairying first centered on butter production. In 1850, farmers in St. Georges Hundred produced butter at an average rate of 534 pounds per year (Herman et al. 1985:3). In the study area, the Old Ford Dairy (CRS No. N05196) and the Plains (CRS No. N05208) represent farms that successfully engaged in dairy production during the mid- and late- nineteenth century. However, with the demand spurred by expansion of urban markets now accessible by the railroad network, liquid milk became a more viable product. Farmers in St. Georges Hundred responded to this market opportunity, and by 1880 sold nearly 50,000 gallons of milk (Mayer 1975:93). St. Georges Hundred farmers also raised cattle for beef at an increasing rate between 1850 and 1880, no doubt for the expanding urban market (Mayer 1975:84-99).

The fortunes of Delaware farmers vastly grew between 1830 and 1880. This was particularly true for farmers in St. Georges Hundred, which was ranked among the top three wealthiest hundreds in Delaware in 1850. With their increased wealth, farmers and the rural gentry in St. Georges Hundred and surrounding areas reinvested substantial quantities of newfound capital back into their farms through a concerted effort to refurbish and rebuild their houses and farm complexes (Herman et al. 1985).

Continuing a trend from the late 1700s, farm tenancy became an even more common and vital system during this period, with approximately half the farms being operated by tenants during any given time (Siders 1991:3). Tenant farmers paid landlords through a share of the crops or a fixed rent. The employment of tenant laborers and day laborers also increased during this period. The "house and garden" system continued to be

employed to shelter farm tenants. In some cases, farm owners actually sold or gave the house and a small lot to their tenants, particularly after 1860 (Sheppard et al. 2001:E3). Members of the Cochran, Biggs, and Clayton family owned a number of tenant farms scattered throughout St. Georges Hundred, while George Brady owned operations in St. Georges, Red Lion, and Appoquinimink Hundred (Brooks, et al. 1985:7-12).

Numerous agrarian outbuildings were constructed during this period as commercial farming developed and diversified. Common agrarian outbuildings were related to the fattening of cattle and included grain and hay storage facilities such as threshing barns, corncribs/granaries, and hay barns. The Cochran Grange retains a threshing barn (1834), brick bank barn (1834), and granary (1834) from this period (National Register Nomination CRS No. N00117). Transportation related outbuildings that appeared in this period include carriage houses, wagon sheds, and stables (Lanier and Herman 1997:55-57). Also, by this time outbuildings related to transportation repairs and domestic craftwork were beginning to be constructed including shops for blacksmiths, coopers, cord wainers (shoemakers), weavers, wagon builders, furniture makers, and joiners. These shops were not always part of the farm complex and were sometimes located on small parcels of land adjacent to urban areas or major roadways.

7.4.3 Residential Architecture

As mentioned above, the vastly increased wealth of farmers and the rural gentry in St. Georges Hundred precipitated a widespread rebuilding of the built environment. The self-stated goals of the St. Georges Hundred farmers in this rebuilding effort were to create rural estates that reflected their social values and economic station. The initial phase of this rebuilding focused on remodeling existing houses by adding service wings and replacing dilapidated farm buildings. By the late 1840s, rebuilding of the St. Georges Hundred rural landscape entered a new phase as the construction of wholly new houses rose dramatically and continued vigorously through the mid-1860s. Known throughout the area as “Peach houses,” these new and rebuilt houses and their surrounding landscapes were architectural representations of the rural elite’s agrarian sensibilities regarding class, economics, social relationships, and domestic roles (Herman et al. 1985:8-3 to 8-5). The term “Peach house,” used to describe the new farm houses built in St. Georges Hundred during the 1840s through 1860s, is largely a misnomer. The peach boom did not affect the area until the end of the rebuilding phase described by the *Rebuilding St. Georges Hundred* National Register multiple property nomination (Herman et al. 1985).

In the rebuilding of the dwellings on the St. Georges Hundred farm complexes, the owners used an amalgamation of architectural styles that were in common use by the mid-nineteenth century. According to the National Register Nomination Form, *Rebuilding St. Georges Hundred, New Castle County, 1850-1880*, “All the [twenty-eight] buildings make use of a locally characteristic mix of Italianate, Second Empire, Gothic, late Federal, and Greek Revival architectural elements” (Herman et al. 1985:7-1). While it is difficult to isolate a house of a “pure” style, it is possible to see the preponderance of a few dominant post-Georgian styles including Federal, Greek Revival, and Italianate in individual examples.

A late example of rebuilding is The Maples on Bunker Hill Road (CRS No. N00106) (Photograph 7). This dwelling was constructed using the standard two-and-one-half story, side gable, center hall form that persisted from the late eighteenth through the early twentieth century. When the building was erected in the 1850s, elements of the Federal, Greek Revival, and Italianate styles were applied. In the 1880s, the house was reworked to present the Second Empire style. At that time, the Graham Gable, a form of cross-gable meant to be used with a mansard roof, was added. This dormer form was more commonly found in cities and towns and several examples exist in Middletown (CRS Form for CRS No. N00106).

The B. F. Hanson House (1843) at the southern end of the study area is peculiar in the study area as it is a pure example of the Greek Revival style. This dwelling, constructed by one of St. Georges Hundreds most affluent residents, exhibits a high level of exterior detailing associated with the Greek Revival style (barge boards, wide band of trim at eaves, classical entry porch, transom with sidelights) and is reflective of the conspicuous consumption that occurred during this period of prosperity (CRS No. N05525). Unlike most of the other dwellings of the period, which combined stylistic details, the Hanson house lacks stylistic details of other styles such as brackets (Italianate) or dentils (Federal).

The dwellings of tenants were not always relegated to simple one- and two-room structures. Some of the dwellings erected on tenant farms during the rebuilding period of the mid-nineteenth century were similar in design and finish to other dwellings being erected by landed farmers in the area. A more complete picture of the hierarchy of dwellings erected in this period is discussed in documentation of the area around "The Levels":

Major tenants, also known as farmers and farm managers, were provided with houses comparable in plan and finish to those of the owners, but still decidedly less extravagant. The tenants' residences describe a middle range of an architectural hierarchy. At the upper end were mansions like those occupied by the Cochran's; at the bottom for laborers were the rough one and two-room cottages set on the edges of nearby towns or along the margins of fields. Competent farm managers were in demand in the mid 19th-century neighborhood of the Levels, and among the concessions made to their stature was housing appropriate to their social and economic station. Despite their non-property owning status, the tenants on the Levels in the 1850s were probably better off financially, materially and certainly architecturally than most land-holding farmers in the remaining three-quarters of the state (Brooks et al. 1985:7-13-71-15)

Dwellings also arose for the housing of slaves. On Cochran Grange (CRS No. N00117), a two-room brick quarters was constructed to the rear of the dwelling to provide living space for the house laborers. This dwelling was subsequently expanded in a linear fashion

with the addition of a brick room and a later frame room (CRS No. N00117.01). Extant buildings associated with slavery are rare in the APE.

7.4.4 *Transportation*

Innovations in the transportation system, particularly the establishment of railroads, were critical to the economic expansion of the United States during the mid-1800s. This was true for the agricultural economy of St. Georges Hundred as well. The use of the full potential of the C&D Canal also facilitated economic expansion. In 1837, 100,000 tons of cargo passed through the C&D Canal, and by the late 1850s, tonnage on this route exceeded the half-million mark (Taylor 1951:41-42; Snyder and Guss 1974). By 1872, the peak tonnage year, over 1.3 million tons were transported on the manmade waterway (Snyder and Guss 1974). The towns of St. Georges and Summit Bridge grew rapidly and became social and economic points for the local community as a result of the commercial traffic on the canal. The canal, along with the completion of the DRR in 1855, provided the necessary transportation linkages with major markets and assured the economic success of the farms in the APE and New Castle County (Taylor 1951:78).

Weston, a farm located south of the canal on the east side of U.S. 301 (CRS No. N00121), served a role in the operation of the canal. The James Brady family lived here in the mid-nineteenth century and Mr. Brady is said to have kept horses and mules in his large bank barn, which were used in towing along the canal. He also cut ice from the canal to keep it open, stored the blocks in an ice house on his property, and sold ice to local farmers in the area (Fulman n.d.:7).

The construction of the Philadelphia, Wilmington, and Baltimore (PW&B)-backed DRR changed the fortunes of central and southern Delaware. First incorporated in 1836, the DRR Company envisioned linking Wilmington and the southern half of the state by rail. However, periodic downturns in the economy stalled the project for years (Hoffecker 1977:46). The State of Delaware delayed lending its financial backing to the project until 1852. Within a year, the PW&B grew increasingly interested in the Delaware project and threw its weight behind the line's successful completion by funding construction work. In 1855, the PW&B leased the DRR for a period of 21 years, which gave the PW&B operational control of the route. As a result, the PW&B provided the rolling stock necessary to service the line. The track gangs reached Middletown by August 1855 where the DRR erected a handsome brick station building (once located in the APE but no longer extant). The railroad also had a station at Mt. Pleasant (no longer extant) and eventually a flagstop at Armstrongs Corner. By the end of 1856, the DRR's tracks had passed through Dover and arrived in Seaford, a distance of over 70 miles. In 1859, the DRR reached to the Delaware-Maryland state line at a location the railroad company dubbed Delmar (Hayman 1979:19-31).

According to Thomas Scharf's *History of Delaware*, the DRR had a profound effect on the state's agricultural economy, allowing perishable produce to quickly reach distant markets (1888). Even before the DRR's completion, peach orchards began to be planted along its route. During 1875, the Middletown railroad station shipped 35 carloads of peaches daily with 530 baskets per car, making a total of 1.5 million baskets shipped to

market during that year. Total peach shipments for the entire state in 1875 amounted to five million baskets (Scharf 1888:433-444). Hence, it can be safely said that the railroad directly precipitated Delaware's amazing, albeit short-lived, peach boom.

Maps contemporary with this time period more accurately show an expanded local road network. The 1849 Rea and Price map includes such roads as Old School House Road and Churchtown Road (Rea and Price 1849). By the time Griffith Morgan Hopkins compiled his 1881 map of New Castle County, the road system in the local area between Middletown and the Chesapeake & Delaware Canal was essentially complete (Hopkins 1881).

7.4.5 Community and Commercial Development

Largely due to developments in transportation and economic prosperity on the surrounding farm complexes, the towns in the study area experienced significant growth during this period. Middletown in particular became a hub for the shipment of local farm produce on the DRR to urban centers to the north and south (Darsie 1997:35-38). A number of canneries for the processing of peaches were started within the crossroads communities located along the DRR south of the canal, including Middletown and Armstrongs Corner. The intersection of primary and secondary roadways came to be known as "corners" in the nineteenth century. These small communities were generally named for a prominent local landowner and contained one or two commercial services, the dwellings of those who worked in nearby factories or farms, and sometimes a school.

Middletown

Due to the commercial and residential growth that the coming of the railroad prompted, Middletown was formally chartered in 1861. In 1867, Middletown Hall was erected, and by 1868 the town's population had reached 1,000, up over 650 residents from the year 1850. The *State Directory* (Boyd 1874) characterized Middletown as a railroad town and listed among its business enterprises four banks, a carriage maker, a wagon maker, a tinsmith, five hotelkeepers, a postmaster, four general merchants, a saloon, a physician, two milliners, a watchmaker, a shoemaker, and an undertaker (Boyd 1874). (The tinsmith is particularly noteworthy as tinsmiths were often associated with the canning industry).

Summit Bridge

While Middletown grew as a result of the railroad, Summit Bridge's growth was more directly related to the coming of the C&D Canal along the bed of St. Georges Creek. The post-office at Summit Bridge was established on April 20, 1825 (Scharf 1888:958), and the town was incorporated in 1827 (Doherty 2002). With the formal opening of the canal in 1829, the town became a stopover point between the Delaware and Chesapeake Bays (Scharf 1888:949).

The 1849 Rea and Price map of the area shows the Summit Bridge Post Office, the Buck Tavern, a store in Summit Bridge, and a small hamlet of residences located to the south of Summit Bridge in a town called Jesterville (Figure 5). The 1868 Pomeroy and Beers map suggests that this small town was subsequently incorporated into Summit Bridge

(Figure 6). By 1881, smaller side-streets had developed and Summit Bridge contained a number of residences (Hopkins 1881).

Mt. Pleasant

The 1849 Rea and Price map reveals that the community of Mt. Pleasant had changed little since the previous period, containing two structures at the northwest and southwest corners of the crossroads (Figure 5). The construction of the DRR in the mid-1850s east of U.S. 301 prompted mid-nineteenth-century development in Mt. Pleasant, as reflected on the 1868 Beers map of St. Georges Hundred (Figure 6). By this date, a store at the northeast corner of the crossroads was under the operation of “H. Vandegrift.” Residences at the northwest corner were attributed to prominent landowners “A. Eliason” and “J. Clayton.” Clayton also owned a residence at the southwest corner of the crossroads (Beers 1868). Although not reflected on the map, Vandegrift evidently established a post office at his store one year earlier (Scharf 1888:993). Vandegrift sold the store to John F. Eliason, a land holder and peach farmer in St. George Hundred, in 1879 (CRS No. N05182).

Armstrongs Corner

Armstrongs Corner (also known as Armstrong) initially developed as a crossroads community at the intersection of U.S. 301 and SR 429 (Bohemia Mill Road/Marl Pit Road), a local road that existed by the early nineteenth century to connect the local farming community to the market route. Armstrongs Corner is likely named for the Armstrong family who occupied lands in the area along the north side of SR 429 from sometime in the nineteenth century through the twentieth century. While shown only as an area of farmland at a crossing of roadways in 1849, by 1868 eight buildings occupied the immediate vicinity of the crossroads including a store and shoe shop labeled collectively as “Armstrongs Corner” (Beers 1868) (Figure 6). This growth of the community was largely encouraged by the construction of the DRR along the east side of U.S. 301. In 1868, a number of the buildings located in the community were shown as under the ownership of Benjamin Armstrong, a farmer who operated a brickyard in the area of Armstrongs Corner. It is likely that this group of buildings (no longer extant), located in close proximity to each other, were tenant houses or houses for workers in the brickyard. Benjamin’s dwelling, known as the Armstrong-Walker House (CRS No. N05146), a ca. 1870 dwelling, was constructed at the southwest corner of the intersection, possibly from bricks produced in the local yard and may be the only aboveground evidence of this former operation.

Boyds Corner

Boyds Corner initially developed as a crossroads community at the intersection of U.S. 13 and SR 896, a local road that existed in the early nineteenth century to connect the local farming community to the shipping point at Port Penn. Boyds Corner is named for the Boyd family who occupied lands in the area along the Kings Road (present-day U.S. 13/DuPont Highway) in the nineteenth century (Rea and Price 1849) (Figure 5). The 1849 map also reveals that a store was in operation at the crossroads by this time. Subsequent nineteenth-century maps, however, make no mention of this store (Beers 1868, Hopkins 1881, Baist 1893) (Figures 6, 7, and 8).

In 1868, J.R. Boyd still owned land at the crossroads (Beers 1868) (Figure 6). The crossroads intersection was surrounded by large seated farms such as “The Plains” (CRS No. N05208) and “Elm Grange” (CRS No. N05181). “Boyds Corner” is identified on the 1881 Hopkins map. The 1881 map reveals only agricultural activity in the vicinity. The village of McDonough to the south likely provided residents of Boyds Corner with necessary supplies (Hopkins 1881). Maps produced in the late nineteenth and early twentieth century reveal no significant changes to Boyds Corner (Baist 1893, Mueller 1919) (Figures 7 and 8).

Jamisons Corner

The small hamlet of Jamisons Corner is located at the present day intersection of Cedar Lane, Boyds Corner Road, and Jamisons Corner Road. Jamisons Corner was named after a prominent citizen, Thomas Jamison, who owned a large tract of land located in the vicinity of this hamlet in 1804 (Scharf 1888). Very little is specifically known about the early development of this area, but, similar to other small crossroads communities of the area, a number of farm complexes began to develop at this intersection during the first half of the nineteenth century.

The 1849 Rea and Price map of the area shows a “T. Jamison” owning two dwellings north of Boyds Corner Road on the west side of Jamisons Corner Road. A schoolhouse labeled “S.H. 59” was located on the south side of Boyds Corner Road and east of Cedar Lane. (Figure 6). It was not until the preparation of the 1881 Hopkins atlas of the area that the small crossroads community is officially labeled as “Jamisons Corner.” It appears that there was little non-residential development in this area besides the school, which no longer remains on the landscape today.

7.4.6 Industry

The types of industrial enterprises operating in the study area diversified during this period. Joining the traditional grist milling operations were brickmaking and canning firms. The expansion of industry was linked to the extension of the DRR to St. Georges Hundred in the 1850s. The industrial facilities were built with sidings on the railroad for easy loading and unloading of goods. This allowed for the further expansion of industry through this agricultural area.

Brick manufacturing and associated clay mining never played a large role in Delaware’s economy. Brickmaking was performed on a small scale throughout the eighteenth and nineteenth centuries in all three Delaware counties (Booth 1841:177). By 1860, only four brickyards were operating in the state along with one drain tile works, one firebrick manufactory, and four potteries (Ries and Leighton 1909:77). Around 1870, Benjamin Armstrong identified a local clay deposit along the tracks of the DRR north of Middletown and established a brickyard at this location. By 1882, Armstrong only produced bricks during seven months of each year, closing down operations when the weather became too cold to properly temper the clay and mold the bricks. At that time, Armstrong provided part-time employment to three men and fired 100,000 bricks per year, which he sold entirely to the local market (Scharf 1888:992). It is currently

unknown when Armstrong closed his brickyard. Armstrong's dwelling at the southwest corner of Armstrongs Corner was likely constructed of bricks that were fired in his brickyard (CRS No. N05146).

During the 1840s, canning represented almost 12 percent of the state's manufacturing establishments, employed a number equaling 25 percent of the labor force, and hired more women than all other industries combined. From 1860 to 1940, the number of canneries operating within Delaware increased from three to more than 70, and the value of cannery products approached \$7 million or nearly five percent of the state's manufacturing production (Doerrfield et al. 1993:1). Most canneries were located south of the C&D Canal, which separates the northern third of New Castle County from the southern portion of the state. The Upper Peninsula and Lower Peninsula/Swamp zones contained a majority of the canneries in the state (Doerrfield et al. 1993:9-11).

The canneries more than likely produced canned fruits and vegetables including peaches, tomatoes, peas, and sweet potatoes. Survey forms prepared for CRS Nos. N05143 and N05146 mention that the small crossroads community of Armstrongs Corner grew in size due to the number of industries concentrated at this intersection and within several hundred feet of the DRR. The cannery at Armstrongs Corner, known as the Cole Canning Company, was owned by a Baltimore businessman (Mildred Schafer, personal communication, 2005) (CRS Form Nos. N05143 and N05146). The property is now vacant with the exception of one building located adjacent to the DRR tracks. The property is currently being used as a gravel operation. One additional property type commonly associated with areas of peach production is basket factories; background research revealed no known basket factories within the APE.

7.4.7 African-American History and Culture

During the antebellum period, Delaware continued to follow a conflicted path in regard to African-American rights. Efforts by Delaware abolitionists to enact a law banning slavery failed in the legislature in 1847 (Dalleo 1997). In the same year, the legislature issued laws protecting the property of African Americans and their right to seek redress in the court system for injury to property. In 1852 the Delaware legislature enacted further constraints that barred African Americans from holding public office, restricted them from testifying against whites, and curtailed voting rights. In 1859, the state passed a Jim Crow law that prohibited blacks from riding in any Delaware railroad car used to convey white passengers (Reed 1947:576).

Being a border state in regard to the slave issue, Delaware became an important conduit in the Underground Railroad. Harriet Tubman, the most recognized figure on the Underground Railroad, made 19 forays into slave territory, which took her through many Delaware communities including Middletown (Thompson 1986; Hoffecker and Woolard 1997; Bernhardt 2003:67-73). According to Bockson, Underground Railroad "stations" were located in Middletown and Odessa (1987:146). Members and ministers of the A.M.E. Church Smyrna Circuit were suspected of helping slaves escape via the Underground Railroad (Trusty 1999:295). According to documentation on file at the DE

SHPO, the ice house at Weston (CRS No. N00121) had an underground passage into it that was used for concealing slaves (Fulman n.d.).

The trend of decreasing slave numbers and a rising free population among African Americans continued up until emancipation in 1863. Just prior to the Civil War, New Castle County had only 254 slaves. The county's total free African-American population also rose significantly between 1830 and 1860 (Table 3). By 1840, free African Americans accounted for 20 percent of the county's total inhabitants. By 1860, eleven free African Americans owned farms in Pencader Hundred, and four owned their own farms in St. Georges Hundred (Dean 1970). Just prior to the beginning of the Civil War in 1860, both St. Georges and Pencader Hundreds had the highest proportions of African American inhabitants of all the hundreds in New Castle County. Thirty-six percent of the inhabitants in St. Georges and Pencader Hundreds were of African descent in 1860 (DeCunzo and Catts 1990:76).

Following trends from previous periods, African Americans in St. Georges and Pencader Hundreds were predominately employed in agriculture during the mid- and late 1800s. African-American enclaves also began developing in Odessa and, in particular, Middletown, where the extension of the railroad and the related economic growth created non-agricultural employment opportunities. By the late 1860s, a small African-American community was established on the northeast side of Middletown on Lake and Lockwood streets. This community came to be known as "Hamtown" (Skelcher 1995a:107-109). The small cadre of A.M.E. adherents in Middletown eventually formed the Trinity A.M.E. Church on Lockwood Street. It is unclear when the church received its charter although the Beers map of Middletown indicates that the A.M.E. church was there by 1868. The congregation erected the current edifice in 1899 (New Castle County Parcel View website). By 1874, Middletown also had an African-American school.

Delaware provided very little support for public schools until 1829 when the state legislature passed a free school act. The act provided for the education to whites only and did not fund schools for black children (Bevan 1929:667-669). As a result, the education of African-American children fell to philanthropic or religious organizations. Prior to the Civil War, only seven schools dedicated to the education of African-American children existed in Delaware (Skelcher 1999:3). In 1866, Quakers and Methodists formed the Delaware Association for the Moral Improvement and Education of the Colored People to create an educational system for African Americans (Skelcher 1999:6-7). Between 1867 and 1876, this association established 32 schools throughout Delaware, enrolling 1,200 students (Hoffecker 1977:107-108). By 1874, African-American schools were also operating in Middletown, Mt. Pleasant, Summit Bridge, and Odessa (Skelcher 1995b:213).

7.5 1880-1940±, Urbanization and Early Suburbanization

7.5.1 General History

During this period, industry and manufacturing greatly expanded in Delaware. A reciprocal decrease in the number of people employed in agriculture also occurred. With

this change, a greater percentage of the state's population resided in cities rather than in rural areas. Important improvements in transportation occurred, chiefly the construction of U.S. 113/U.S. 13, T. Colman DuPont's innovative concrete highway. By 1900, commercial agriculture, urbanism, and light industry were all growing in Delaware. Farmers in this "automobile age" further diversified their products, moving towards dairy, poultry, and garden vegetable/orchard farming. Toward the end of the period, suburban communities began developing outside of urban centers (DelDOT website).

7.5.2 Agriculture

During this period, farmers in the study area faced a growing set of challenges. They responded to changing market and economic conditions by adopting new products, moving into product specialization, finding new labor sources, and increasingly using laborsaving technology.

Following the short-lived peach boom of the 1870s, farmers in St. Georges Hundred began to suffer a series of setbacks. During the last quarter of the nineteenth century, farm commodity prices began to fall. The value of farmland also began to decrease. By 1880, farm values in the Upper Peninsula Zone had fallen back to their 1850 levels (Herman et al. 1989:34). Depressions in the early 1890s and in the 1930s further eroded the holdings of farmers, disrupting well-established landownership patterns. Some farmers were forced to split up and sell off their land holdings, which resulted in diversification and reallocation of property.

Although the expanding industrial cities of the Mid-Atlantic and Northeast were a vital market for Delaware's agricultural production, the industrial sector also created its share of problems. As industries greatly expanded in and around Wilmington, the competition for labor increased. Workers were increasingly lured away from farm jobs in rural New Castle County to urban industrial jobs, which promised significantly higher wages. As a result, the overall cost of labor rose, and in some cases, rural labor shortages developed. In 1920, a shortage of reliable tenants also developed, disrupting the long-standing labor relationships, and negatively affecting landlords' standards of living (Bausman 1933:165-166 in DeCunzio and Garcia 1992:188-190). In response, farmers began to increasingly employ laborsaving technology, including steam-powered and internal combustion engine-powered machines and tractors. They also employed itinerant or migrant laborers during periods of seasonal demands, primarily during harvest time.

Another factor in the complex agricultural milieu of this period was the advent of large-scale canning companies, which began purchasing large tracts of agricultural land in the state. These big commercial operations used modern mechanization to significantly reduce product costs. This made it difficult for small, independent farmers to compete with the canning companies (Doerrfield et al. 1993).

In spite of growing industrialization in northern Delaware and the challenges that it wrought, agriculture remained an important and viable economic pursuit in New Castle County although farm sizes and total agricultural acreage decreased (Siders et al. 1993:16). Farmers in St. Georges Hundred responded to the changing economic and

market conditions by continuing to commercialize their efforts. Dairy production steadily rose between 1880 and 1940. As a result, a milk station and granary were located at Mt. Pleasant adjacent to the railroad during this period (DeCunzo and Garcia 1992:163). The sanitary dairy movement also resulted in the construction of modern dairy barns, which included concrete floors, improved ventilation, and much better milk handling mechanisms (Shriber 2002). The raising of poultry for both egg and meat production also became an important component of the area's farm economy after 1880. Apple and pear crops became profitable replacements for the once mighty peach harvest. Many of St. Georges Hundred farmers focused on growing grains such as wheat and corn although they also cultivated other crops, specifically soybeans (Brooks et al. 1985:7-3).

With the advent of the automobile in the early 1900s and vastly improved highways, farmers could truck their fresh produce directly to farmers' markets in Wilmington and Philadelphia and sell it themselves. Some farmers began to specialize in truck farming (the cultivation of vegetables on a large and specialized scale), while others focused on dairy or poultry production. Some farmers raised produce on a contract basis for the canning companies. These large corporations were able to utilize the most up-to-date machinery, effectively decreasing their costs in manpower and making it difficult for the small independent farmers to compete. Still other farmers continued to grow a diverse range of products as their forefathers did. Farmers with access to large amounts of acreage generally focused on field crop production such as wheat and corn (Siders et al. 1993:47; DeCunzo and Garcia 1992:170).

7.5.3 Residential Architecture

Beginning around 1900, residential building types diversified. A change in building materials took place around the turn of the century as improving transportation and technology made mass-produced building materials available including concrete, crushed stone, and cinder block. The new materials replaced fieldstone and other traditional masonry materials. Brick was also used, especially as less costly machine-made bricks became available. Cut lumber was brought in by rail from the West as local lumber supplies became depleted. These new, cheaper materials were used for most building types, from farm buildings to residences. Another important aspect of house construction during this period was the expansion of materials available for exterior cladding and roofing materials. These included wooden clapboards, tar paper, asphalt siding and shingles, and tin roofing (McAlester 2000:33-48).

By 1900, the romantic styles of the previous period were generally replaced by new styles, including the Colonial Revival and new forms such as the Bungalow. A few housing forms were built repeatedly in the study area with limited stylistic pretension applied to a vernacular shell. The most common forms of this period were the Bungalow, the Front Gable Cottage, the Side Gable Cottage, and the Cape Cod Cottage. These forms featured more open floor plans than the central hall dwellings of earlier periods, and they quickly became the new forms used in the APE.

Despite the introduction of new dwelling styles and forms, the two-story home with a side gable roof and central hall continued to be erected in the APE during this period (CRS No.

N05226). The addition of a cross gable at the façade was a common elaboration at the turn of the century (McAlester 2000:263-265). Examples of this form are found south of Mt. Pleasant (CRS Nos. N12014 and N12015) and on Retirement Farm (CRS No. N005201).

Also during this period, with the introduction of the automobile, garages began to appear on residential properties in the APE. These early garages were not attached to the house and were generally located either beside or behind the residence (CRS No. N14363).

Simple, vernacular, open-plan forms were still used during this time for resident laborers. A survey of a laborer house on the Cochran Grange property in 1977 documented a frame tenant house that was constructed in the early twentieth century. This was one of six buildings designated on Beers' 1868 atlas. The house, constructed of frame with a one-story shed addition against the west gable-end chimney wall, was very similar in size (one and one half stories in height with two interior rooms and a loft) to the brick slave quarters located to the rear of the main dwelling that was constructed nearly 100 years earlier. This dwelling was subsequently destroyed in 1978 (CRS No. N00117.02) (Brooks et al. 1985:7-15).

7.5.4 Transportation

In March 1881, the Pennsylvania Railroad (PRR) gained control of the PW&B and with it came the PW&B lease of the DRR. At the turn of the twentieth century, before the highway era, railroads provided the most important means of transportation in Delaware (Hoffecker 1977:157). The PRR continued to operate the DRR under the existing lease arrangement until 1917 when the PRR directly assumed the lease of the DRR and began operating the route as a direct PRR subsidiary (Burgess and Kennedy 1949:404-406, 554). By 1923, the DRR featured the stations and sidings within or in the vicinity of the U.S. 301 APE (Table 4).

Table 4. List of Stations and Sidings on the Delaware Railroad within the U.S. 301 APE.

Station or Siding Including Names of Businesses Served	Distance From Wilmington Passenger Station
Mt. Pleasant, Del. (Scale Yard) [Telegraph Office]	20.0
Mt. Pleasant, Del. (Scale)	20.0
Mt. Pleasant, Del. (Marlin-Rockwell Loading Co.)	20.5
Mt. Pleasant, Del. (Station) [Telegraph Office]	20.6
Mt. Pleasant, Del. (Supplee-Wills-Jones Milk Co.)	20.7
Mt. Pleasant, Del. (J. Lawson and Andrew M. Crothers)	20.7
Mt. Pleasant, Del. (Harry P. Strasbaugh No. 2)	20.9
Armstrong, Del.	22.7
Middletown, Del. (J.B. Baker)	24.7
Middletown, Del. (Short & Walls)	24.8
Middletown, Del. (Station)	24.9

Source: Pennsylvania Railroad 1923:132

During the opening years of the twentieth century, maritime officials expressed interest in developing the Intracoastal Waterway, which would include the C&D Canal. However, its narrow channel and relatively small locks prevented modern ships from passing through the canal. In order to bring the canal up to modern standards befitting the

Intracoastal Waterway, the federal government acquired the C&D Canal in 1919. Work to improve the canal began in 1922, and the U.S. Army Corps of Engineers completed the project in 1927. As a result of widening the waterway and removing the locks, shipping skyrocketed from 608,000 tons in 1927 to 3.8 million tons in 1940 (Gray 1989:199-247).

In 1916, the United States Congress approved the Federal Aid Highway Act, which offered 50 percent matching funds to states that established highway departments. The Delaware General Assembly passed the Highway Act of 1917 creating such a department within the state. The new highway department initiated the planning of a state highway network by surveying and defining routes. This first effort in establishing intrastate routes resulted in present-day SR 1, U.S. 13, and U.S. 113. In 1923, the state lawmakers approved a motor vehicle fuel tax to fund highway construction and improvements. With federal matching funds and fuel tax revenue, every large population center in Delaware had a paved road to connect to the primary highway system by the mid-1920s.

The DuPont Highway (U.S. 13/U.S. 113) served to connect northern and southern Delaware and shifted the state's agricultural production permanently toward non-local markets. The Federal Highway Administration designated DuPont Highway as "U.S. 13" from Wilmington to Dover and "U.S. 113" from Dover southward to the Delaware-Maryland state line. Named for T. Colman DuPont, who personally financed the project, the DuPont Highway was the first modern, paved road to run the entire length of Delaware (Historical Society of Delaware website). A contract for \$164,961.84 was awarded to Sutton & Corson of Ocean City, New Jersey on April 11, 1923, for construction of an 18-foot concrete roadway between Boyds Corner and St. Georges (Delaware State Highway Department 1923:111). The DuPont Highway opened in 1924 (Historical Society of Delaware website). During the late 1920s, Delaware obtained federal funding to widen the DuPont Highway from two to four lanes (Spero 1991:183-188). The Delaware State Highway Department approved plans for a 20-foot northbound concrete route located immediately east of the existing 18-foot wide DuPont Highway in 1930 (Delaware State Highway Department 1930c). The dual-lane highway was completed through New Castle County in 1933 (Delaware State Highway Department 1933:25).

Modern, paved highways not only aided Delaware's agricultural economic sector, but also gave rise to automobile tourism at the eastern end of the study area. The rise of the automobile led to a need for better roads. In November 1921, national lawmakers approved a \$75 million appropriation for road construction in the Federal Highway Act (FHWA 1976:108-109). With federal assistance, highway construction during the 1920s boomed. However, following the stock market crash in 1929, Congress sought to shore up the economy by authorizing large sums of money for public works projects, including road construction. Federal funds apportioned for highway aid increased to \$125 million during 1930; the representatives budgeted the same amount for 1931 and 1932. Other federal agencies and departments also provided money for rural road work (FHWA 1976:123). Delaware received its apportionment of these funds.

The availability of federal highway aid dollars, along with an increase in automobile traffic in Middletown likely prompted the State Highway Department to construct the “Frogtown Cutoff” in 1930, along with other improvements to Middletown-Mt. Pleasant Road (Delaware State Highway Department 1930b). The 1.22-mile cutoff, partially known as Peterson Road today, paralleled the western boundary of the Delaware Railroad and avoided two railroad crossings at the northern and western entrances of Middletown. George & Lynch, Dover, submitted the winning bid of \$184,720.60 for the entire 5.12-mile contract, which included 1.22 miles of 18-foot width concrete roadway (the Frogtown Cutoff) and 3.90 miles of roadway between Frogtown and Mt. Pleasant comprised of concrete and amiesite (Delaware State Highway Department 1930a).

Other improvements to the U.S. 301 study area’s network of roads included paving of a 9-foot roadway along Levels Road in 1929 and the widening of SR 71 between Mt. Pleasant and Tybout’s Corner in 1936 (Delaware State Highway Department 1929:15; 1936:65). Seasonal traffic to resorts on the Chesapeake Bay “overtaxed” the road between Warwick, Maryland, and Middletown (Delaware State Highway Department 1940a). Improvements to Middletown-Warwick Road included the building of a 22-foot concrete roadway and the straightening of curves at Warwick Road, Middle Neck Road, and Bunker Hill Road (Delaware State Highway Department 1940b).

7.5.5 Community and Commercial Development

The vastly improved transportation system and technology of the late 1800s and early 1900s had a profound effect on community development across the state. Access to railways and trolley transportation systems and the introduction of the automobile, opened up new areas to development, particularly residential development, as residents could now commute relatively long distances to their jobs. During this early phase of suburbanization, residential communities not only expanded outwards from the urban cores of cities like Wilmington but also from moderately sized towns such as Middletown and Summit Bridge (Herman et al. 1989:34). As a result, a number of new houses were built in the area, generally on the outskirts of existing communities or on narrow strips of land at the edges of farms in close proximity to the improved highways. While some communities expanded in this period, others, including Boyds Corner and Jamisons Corner, appear to have remained the same in size or to have ceased growing altogether.

The introduction of modern transportation also greatly facilitated the growth of commercial districts, which provided retail, leisure, and tourist services. A new breed of automotive business developed along the modernized roads and highways in the second quarter of the twentieth century. These businesses included gas stations, diners, motels, campsites, roadside stands, and specialty shops. Within the study area, this new automotive entrepreneurship appears to have been confined to U.S. 301 and U.S. 13, and, to a lesser extent, on secondary roads such as SR 299.

Middletown

With the decline in the local area’s peach production in the 1880s, the focus of Middletown’s canneries turned to processing tomatoes and other vegetable crops. By 1888, the population had reached 1,600, with the focus of economic activity still related

to farming in the study area. In 1900, there were five canneries operating in the town (Darsie 1997:53).

Despite the growth of the canning industry, by 1900 Middletown had begun to experience a net decrease in population, as the prospect of higher-wage manufacturing jobs in Wilmington, Philadelphia, and Baltimore, and instability in the local farm economy led many workers previously engaged in agricultural activities to seek jobs in the cities. The trend continued throughout the early part of the twentieth century with Middletown's population reduced to 1,247 by the time of the 1930 census. The loss of labor available to farmers was in part offset by increasing mechanization on farms.

The trend toward suburban residential development that had begun in the 1930s in other parts of Delaware, closer to cities, initially had a modest effect on Middletown. By 1940, the town's population had climbed to 1,529, and by 1950 it had reached 1,755. These increases in population were reflected a trend toward the subdivision of strips of land fronting on major roads along the edges of farms for the purpose of constructing residences.

As local and interstate highway traffic increased during the 1920s, traffic in downtown Middletown became intolerable. To relieve the problem, the State Highway Department drafted plans during 1930 to improve the stretch of Summit Bridge Road between Mt. Pleasant (Boyd's Corner Road) and Lockwood Street, Middletown. This project included a cutoff or bypass around the west side of Middletown, extending from Frogtown Crossing to the western end of Main Street (Delaware State Highway Department 1930b). While this bypass portion of this project relieved the traffic in downtown Middletown, it also provided interstate travelers with a through route around Middletown.

Summit Bridge

A historical account of Summit Bridge in 1888 states the following with regards to the growth of the town: "It [Summit Bridge] contains a church, a post-office, the Delaware Wagon Works, two blacksmith-shops, a hotel, three stores, the proprietors of which are A.P. Alrichs and Harry Salmon, and about fifteen residences" (Scharf 1888:958). The 1893 Baist map of the area shows continuing development of Summit Bridge with a number of residences and small farm complexes developing along the main arteries of the town (Figure 7). Also, by the late nineteenth century, a school was located on one of the town's main thoroughfares (Baist 1893) (Figure 7). The early-twentieth-century development of Summit Bridge continued much like the nineteenth century had ended. The 1919 Mueller map of the area shows the continual development of the town with the expansion of roads and an additional school on the northern side of the C&D Canal (Mueller 1919) (Figure 8).

Armstrong's Corner

By 1881, the community of Armstrong's Corner, likely spurred by industrial operations in the immediate vicinity, contained ten buildings centered largely on the intersection of SR 896 and U.S. 301 (Hopkins 1881). In the late nineteenth century, a store, the brickyard, a

Presbyterian Chapel, a wheelwrights shop, a blacksmith shop, a school, and about 20 dwellings extended out from the crossroads and railroad (Baist 1893) (Figure 7). By 1919, the village retained a school located east of the village (Mueller 1919) (Figure 8). Road plans dating to 1930 and 1938 depict approximately 11 frame dwellings, a store, a church, and three buildings related to the cannery as directly fronting either Summit Bridge Road or Armstrong Corner Road (Delaware State Highway Department 1930b; 1938).

Mt. Pleasant

The 1881 map reveals that development at Mt. Pleasant continued spreading outward from the crossroads in this period. By 1881, the DRR had erected a station and freight house at Mt. Pleasant (Hopkins 1881). Also by this date, the community boasted two stores, a post office, a blacksmith and wheelwright shop, and residences owned by the Clayton, Eliason, Vandegrift, and Brady families. In 1888, the community was described as consisting of “a railroad station, a post-office, two stores (kept respectively by J.F. Eliason and Mrs. Eliza Devereaux), a blacksmith and wheelwright-shop and thirteen residences” (Scharf 1888:993). Eliason’s store was purchased in 1934 by George Thornton who reoriented the store property to no longer front the railroad but instead to front SR 896 and thereby accommodate automobile traffic (CRS Form No. N05182). Similar to Armstrongs Corner, the 1930 road improvement project had no direct impact on Mt. Pleasant, but the resultant concrete and amiesite highway likely changed this hamlet from its role as a rural crossroads community (Delaware State Highway Department 1930b). As indicated above, however, George Thornton saw an opportunity with the improved highway and reoriented his store to attract the motoring public (CRS No. N05182)

Although the Mt. Pleasant Schoolhouse (CRS No. N12020) was erected along the north side of Churchtown Road west of U.S. 301 ca. 1890; it is not depicted in Baist’s 1893 map of the area. An examination of the Baist map reveals little development has occurred in and around Mt. Pleasant since 1881 (Baist 1893) (Figure 7).

Following the turn of the century, new residences were erected along both sides of Churchtown Road (CRS Nos. N05235, N05236, N12018, N12019). By the 1930s, Crother’s Granary, a successful feed business, was operating out of a warehouse at the southeast corner of the crossroads. A general store was also established on the property (CRS No. N12017). A milk station was located in the village and served the area’s dairy farmers. Today there is no physical evidence of the former milk station, the granary, or the general store in Mt. Pleasant.

7.5.6 Industry

In 1882, a fertilizer production firm was established in the study area near the Middletown railroad station. The initial phosphate manufactory was started by Parvis and Biggs in a former machine shop. In the following year, the partners constructed a building, measuring 36 by 70 feet, approximately one mile north of Middletown, along the railroad at Armstrongs Corner (Scharf 1888:992, 1001). In 1884, Nathaniel J. Williams purchased Biggs’ share of the partnership. The partners constructed several

additions to the plant, and by 1888 the manufactory measured 130 by 170 feet. At that time, the plant's capacity was ten tons per day produced by eight men. The partners marketed their products under brands that included "Delaware Wheat Grower," "Globe Guano," "Soluble Bone and Potash," and "Delaware Soluble Bone," which they shipped throughout Delaware and adjacent states (Scharf 1888:992). The products that Biggs and Williams manufactured represent a range of chemically processed fertilizer options for its agrarian customers. Production of "Delaware Wheat Grower" likely stemmed from the expansive wheat fields surrounding the manufactory in the Middletown area (DeCunzo 2004:130). The former location of the phosphate plant is currently being used as a sand and gravel operation in the Armstrongs Corner area.

7.5.7 African-American History and Culture

The African-American population continued to grow in New Castle County during this period, although it began slipping in terms of its percentage of the total county population (Table 6). This growth, however, was increasingly due to expansion of the African-American population in Wilmington, as thousands of blacks migrated northward to flee from the economic privations and discrimination of the Jim Crow South. In rural central Delaware, including the study area, African-American populations actually declined, especially during the 1920s and early 1930s (Skelcher 1995a:114). Still, African-American population concentrations could be found around Summit Bridge, Mt. Pleasant, Middletown, Odessa, and Port Penn during this time (Skelcher 1995a:131). This was largely due to poor economic conditions and limited opportunities. Some rural black communities were also displaced by infrastructural improvements. For instance, the African Americans living along the C&D Canal at Summit Bridge were forced to relocate when the canal was expanded in 1937. Other groups were displaced by the construction of the DuPont Highway in the 1920s (Skelcher 1995a:112-113).

Table 5. African Americans in New Castle County, Delaware: 1880-2000.

Year	Total Population in New Castle County	African Americans in New Castle County	Percentage of Total African Americans in New Castle County Population
1880	77,716	12,636	16%
1890	97,182	14,365	15%
1900	109,697	16,241	15%
1910	123,188	15,682	13%
1920	148,239	16,325	11%
1930	161,032	18,471	11%
1940	179,562	20,446	11%
1950	218,879	25,739	12%
1960	307,446	36,039	12%
1970	385,856	n.d.	n.d.
1980	398,115	59,492	15%
1990	441,946	71,895	17%
2000	500,265	99,648	20%

Sources: United States Historical Census Browser, University of Virginia, Accessed 5/25/05; United States Census, 1950-2000. Note: n.d.= no data

African Americans in Delaware continued to be at a social and economic disadvantage due to a number of chronic negative factors. First, literacy rates remained below average, although over 80 schools for African Americans had been established by the turn of the

twentieth century (Skelcher 1999:35). A boon for African-American public education came in the form of Pierre DuPont, who created the Delaware Auxiliary Association and funded it with a \$2.5 million trust. Between 1920 and 1931, the Auxiliary Association completed 89 schools for African-American children. These new schools improved the education of black children in Delaware dramatically (Skelcher 1995b:144). The Mt. Pleasant Schoolhouse (CRS No. 12536), located south of the community for which it is named along Old Schoolhouse Road, is a highly altered example of a DuPont Schoolhouse. By the early 1930s, some rural African-American schools were being closed due to declining population, lower enrollment, and consolidation: the African-American school in Odessa closed by 1932 (Skelcher 1995a:115). Schools remained segregated throughout this period.

Although they gained the right to vote, African Americans were not able to organize an effective political base during this period, as state politics were dominated by the pro-white Democratic Party. Democrats had established a restrictive poll tax in 1873 although it was abolished by the new state constitution in 1897 (Livesay 1968:91-9).

Although farming continued to be the economic mainstay of southern New Castle County, census statistics from 1900 show that African Americans owned only 1.7 percent of New Castle County's farms (United States Historical Census Browser, Year: 1900). Of the 69 farms in the county overseen by managers, only three were operated by African-American managers in 1900 (United States Historical Census Browser, Year: 1900). Following wider trends, African Americans began leaving agricultural jobs during this period for work in industry. Nevertheless, African Americans still made up a significant percentage of Delaware's agricultural labor force in 1940 (United States Historical Census Browser, Year: 1940).

Still, when African Americans did find industrial work, they were mainly relegated to unskilled jobs. By 1940, African Americans accounted for just over two percent of the skilled and semi-skilled jobs in Delaware (Livesay 1968:101). Non-farm opportunities for African Americans in the study area would have included jobs in areas such as industry and transportation.

The A.M.E. Church experienced unprecedented growth during the late 1800s and into the 1900s, remaining a social pillar for the African-American community (A.M.E. Church website). During the first half of the twentieth century, a group of blacks residing in and around Armstrongs Corner formed the Ringgold Chapel A.M.E. Church (CRS No. N14330). The congregation's edifice still stands along U.S. 301 in Armstrong and members of the Ringgold family own the property and building, which may be the derivation of its name (New Castle County Parcel View website).

7.6 1940-Present, Commercialization and Suburbanization

7.6.1 General History

As transportation networks expanded and automobiles became commonplace after World War II, suburbanization spread throughout northern Delaware in earnest. Dense

suburbanization and commercialization began around Wilmington and then affected areas adjacent to Newark and New Castle. As the available lands around Wilmington were swallowed up by massive-scale residential and commercial development, the more rural portions of New Castle County became attractive locations for further development. This pressure, the modernization of SR 896, and the construction of the new SR 1 highway in the 1990s, all helped facilitate the extreme level of suburbanization and commercialization present in and/or planned for development in the study area today. With this dramatic change in land use, farming in the study area declined, ending its nearly 300-year prominence as the primary livelihood in St. Georges Hundred.

7.6.2 Agriculture

Farmers in the study area continued to successfully run dairy, grain, and truck operations throughout the mid-twentieth century. Some farmers continued to grow sweet corn, melons, and other vegetable crops, which were either trucked to nearby urban markets or sold from the farm, usually from a roadside stand. Increases in agricultural production were accomplished by the increased use of modern farm machinery, hybrid crop species, man-made fertilizers, and agrichemicals. The use of large diesel tractors enabled larger tracts of land to be cultivated. Mechanical milking equipment also facilitated increased dairy production from larger herds, as fewer young people entered the agricultural labor force. These modern inputs pushed agricultural production yields to heretofore unattainable levels.

Despite record production levels, adverse economic pressures affected the remaining farmers in the study area. By 1990, agriculture accounted for only one-half of one percent of the total jobs in New Castle County (Mullin & Lonergan Associates, Inc. 2003). This statistic can be related to the demand for new houses in northern Delaware. As the housing demands increased in the late twentieth century, land prices rose to record levels. Infrastructural needs created by the increase in the residential population of formerly sparsely-populated agricultural areas like St. Georges Hundred caused property taxes to rise dramatically. Faced with rising operational costs, increasing competition from industrial-scale agribusinesses, and unwillingness or inability of the younger generation to take over farm operations, many older farmers ceased operation and sold their land to large development companies. These firms have constructed or plan to construct multi-unit residential subdivisions and commercial services on former agricultural land. This trend is altering the area's rural landscape.

Although limited in scale, agriculture is still practiced in the study area. Agricultural fields not yet consumed by ever-expanding residential developments are still cultivated, although this is done via large-scale custom farming. In these cases, crop farming operations pay rent to lease large agricultural tracts, often from multiple landowners. These operations often grow soybeans, corn, wheat, and barley, which are sold in bulk to large agribusinesses. Generally, these large field tracts are actively cultivated in those portions of the study area not located in the immediate vicinity of Middletown.

Horse farming is conducted at the west end of the APE and includes Rosedale/Marydel farm (CRS No. N05148). This operation, which owes some allegiance to the horse

country traditions of nearby northeastern Maryland, appears to include breeding and training of race horses and contains stable spaces and a race track (CRS No. N05248). Another activity that is widely popular in the area is pleasure horse riding, which includes Western, English, and Dressage forms as well as trail riding and fox chases. The Middletown Pony Club still sponsors many shows and events today. Based on the results of the reconnaissance survey, it appears that horse farming did not begin in this area until the 1960s; future investigations should be conducted to confirm or refute this theory.

7.6.3 Residential Architecture

The most recent period of development has seen dramatic changes in the range of building types in the APE and a significant increase in the number of non-farm residences. The earlier dwellings were generally one-story in height and were constructed on small strips of land at the edges of farms or as secondary dwellings on family farms. More recent residential development is usually located in planned subdivisions and is generally larger in size than the dwellings constructed through the 1970s.

Minimal Traditional, or “tract,” houses (small one-story houses with side gable roofs, often with dominant front gable projections) were constructed during this post-World War II period in the APE. As suggested by their label, Minimal Traditional houses incorporate a minimal amount of traditional detailing. Ranch houses became popular in the 1950s and 1960s and are still built to some extent today. After 1945, garages were most commonly attached to the house.

There is one development of mobile homes located in the APE north of Mt. Pleasant. The Mt. Pleasant Mobile Home Park appears to contain some examples of prefabricated housing that date to the early 1960s. Other examples of mobile homes are located within the farm complex and appear to have served as secondary dwellings.

7.6.4 Transportation

In the late 1930s through the late 1940s, as passenger ridership on the railroads began to wane, the PRR started decreasing service on various lines in southern Delaware. Passenger train operations between Wilmington and Delmar ended in 1965 (Baer, personal communication, 2004). However, freight service continued on the DRR. During the early to mid-1970s, freight traffic dropped precipitously and the northeastern railroad companies deferred track maintenance as a cost-saving measure (Gunnarsson 1991:165-166). Today, Norfolk Southern operates the former DRR line through Mt. Pleasant and Middletown and southward through the State of Delaware.

The C&D Canal remains as the route of choice for cargo ships and pleasure craft traveling between the Delaware River and the Chesapeake Bay. In 1954, the U.S. Army Corps of Engineers received authorization to increase the canal’s measurements to a working depth of 35 feet and a channel width of 450 feet to accommodate ever larger ships that were being built, although the agency did not complete the enlargement project until 1981. Even without the improvements being completed, tonnage increased beyond 11 million in the mid-1960s. In 1989, tonnage on the C&D Canal was projected to reach

the 20 million ton mark, with deep-draft commercial ship traffic exceeding 10,000, not to mention the pleasure craft that used the waterway (Gray 1989: xi, 247, 255-256).

By 1940, the Delaware State Highway System comprised 3,930 miles of improved roadways, with 70 percent of New Castle County's highways hard-surfaced (Spero 1991:189). During the early 1940s, the State Highway Department began assigning State Route (SR) numbers to various roadways throughout Delaware. Middletown-Warwick Road and Middletown-Odessa Road became SR 4, while Summit Bridge Road was designated SR 71 from its intersection with U.S. 13 near Blackbird State Forest to the C&D Canal. Above the C&D Canal, SR 71 veered to the northeast on Red Lion Road, and the state designated the northern section of Summit Bridge Road SR 896 (Delaware State Highway Department 1942). These designations appear on a "General Highway Map" of New Castle County published in 1941. The U.S. 301 study area's network of roads was comprised of a various types of roadways in 1941. DuPont Highway (U.S. 13) was identified as a "divided highway" while Middletown-Warwick Road (SR 4), Summit Bridge Road (SR 71), and Boyd's Corner Road were identified as "paved" roadways. Other roads, such as Churchtown Road, Marl Pit Road, and Lorewood Grove Road were identified as "low type bituminous" roads. Cedar Lane Road, Old Schoolhouse Road, Choptank Road, Jamisons Corner Road, and Ratledge Road were "graded and drained earth" road. Levels Road was identified as a "dual type" road, comprised of both "paved" and "graded and drained earth" types (Delaware State Highway Department 1941).

Numerous road improvements occurred within the study area in the 1950s. In addition to widening, road plans approved in 1952 straightened out a curve north of Mt. Pleasant (Delaware State Highway Department 1952). The process of widening the road and straightening the curve north of Mt. Pleasant resulted in the removal of two frame dwellings at the northwest intersection of Summit Bridge Road and Churchtown Road. A contract in the amount of \$543,929 was awarded in November 1952 for the scheduled 7.38 miles of improvements (Delaware State Highway Department 1953:49). In 1955, plans for a "bypass" of Warwick, Maryland, were approved (Delaware State Highway Department 1955). The new roadway also served as a link between the new Maryland expressway and its connection of the Bay Bridge with Delaware. George & Lynch submitted a winning bid of \$148,748 for the 1.21-mile Warwick connector, which commenced in 1955 and was completed in 1956 (Delaware State Highway Department 1955a:19; 1956:80). The "Middletown Warwick Spur" led to the establishment of auto-related businesses along its route. Other improvements within the study area included the widening of U.S. 13's northbound route between McDonough and St. Georges. The widening route's median side resulted in a 24-foot wide roadway (Delaware State Highway Department 1957a:18).

By 1957, the Delaware State Highway Department had re-designated Middletown-Warwick Road as combined SR 71/SR 299. At Middletown, SR 71 extended north on Summit Bridge Road, combining with SR 896, while SR 299 traveled east on Middletown-Odessa Road (Delaware State Highway Department 1957b). Two years later, Middletown-Warwick Road and Summit Bridge Road received the federal highway designation of U.S. 301, a route designed to carry traffic between Richmond, Virginia,

and U.S. 13 in the Wilmington metropolitan area, where it provided connections to other highways traveling north and south (Delaware State Highway Department 1959; Esso 1964).

In 1960, the new Summit Bridge over the C&D Canal opened after the State Highway Department constructed a new section of road around the north end of Baker Airfield to connect SR 71/SR 896/U.S. 301 to the new bridge (Delaware Department of Transportation 1959b; AARoads website). Today, Summit Bridge Road remains a two-lane roadway north of Middletown. In the early 1990s, a small stretch of roadway west of Peterson Road formed a direct link with Middletown-Warwick Road (AARoads website). This bypass of the original 1930s bypass of Middletown prompted modern commercial development along its stretch that continues today. Also in the 1990s, a large section of SR 896 was reconstructed and widened north of the study area. Originating in the 1990s and continuing into the 2000s, SR 1 was rebuilt into a limited-access, four-lane highway.

Following World War II, airfields proliferated throughout Delaware. The 1953 air navigation sectional chart shows 20 aviation facilities around the state. Around 1950, Franklin B. Baker Sr., owner and founder of Baker Petroleum, acquired a 209-acre farm situated six miles north of Middletown in Summit, Delaware. In 1953, the Baker family began to construct a private airfield at the farm. By 1955, Frank Baker obtained a state license to operate the airfield, known as Baker Airfield, for commercial and public use (CRS No. N14341). Frank Baker constructed a combination hangar/operations office in close proximity to his house and installed aviation fuel pumps. During the subsequent three years, Frank acquired a small fleet of aircraft for rental and flying school purposes (Frebert 1998:267-270).

In 1960, Richard C. “Kip” DuPont Jr. succeeded in leasing the airfield and formed Summit Aviation, Incorporated, with himself serving as president and Baker as vice president. In 1964, DuPont purchased the facility and renamed it “Summit Airpark.” Between 1960 and his death in 1986, DuPont’s tenure continually expanded the airpark to include two 4,500-foot runways, numerous hangars and service shops, corporate offices, and a lounge. Summit Aviation boasted a flight school, cargo and air-taxi services, fixed-wing aircraft and helicopter maintenance, and hangar storage. After DuPont’s death, Summit Aviation reorganized and found a niche market in performing annual Federal Aviation Administration inspections along with repairs and routine aircraft maintenance. As of 1998, the physical plant of Summit Airpark consisted of 540 acres and it provided employment for over 100 skilled aviation technicians. The company continues its strong presence along 301/SR 71/SR 896 today in 2005 (Frebert 1998:278-286)

7.6.5 Community and Commercial Development

By the end of World War II, the pattern and density of settlement in Delaware had spread from localized urban centers to interlocked suburban communities across the state. Small communities were replaced by commercial and industrial strip development extending along major roads. Planned communities began to grow out of subdivided former farm fields. Most of the subdivisions are single-family residential developments of low or

medium density and typically feature modest to ample lots on curvilinear streets terminating in cul-de-sacs. As in the case of Middletown, suburbanization also continued to expand outward from established towns. The growth of automobile ownership in the second half of the twentieth century fueled these patterns of development. This scenario is still in effect today, as planned communities and commercial strip developments continue to be created, approved, and constructed in the U.S. 301 study area.

Middletown

Since the early 1990s, the southern New Castle County area has undergone rapid development. Growth in residential, commercial, and industrial areas surrounding the town of Middletown has greatly contributed to this expansion. This unprecedented growth has changed the rural character of the area. Towns like Middletown and nearby Odessa have traditionally been the centers of residential, educational, commercial, and industrial activities within the broader agricultural landscape. However, this pattern has been replaced by intensive planned residential communities concentrated around the C&D Canal bridge crossings of major highways: SR 896/U.S. 301 and SR 1 (Middletown Comprehensive Plan Update 2001:6).

Because rapid growth was outstripping infrastructure capacity, affecting resources and impacting quality of life, both local and county governments realized the need to manage new development. In the late 1990s, New Castle County government outlined its plans for the pattern of development in the region (New Castle County, Department of Land Use 1997 and 2002; Tatman and Lee Associates 1999). These plans zoned areas north, northwest, and northeast of the Middletown municipal boundaries for residential, commercial, and industrial development with a suburban character ideally serviced by a new public sewer and water system. The 1999 Wastewater Management Facility Plan designated a total of 5,735 acres as “Proposed Development,” and 2,135 acres as “Approved Plans,” representing an aggregated 7,870 acres in some stage of the development process. Of this area, the State of Delaware’s 1997 Land Use/Land Cover survey classified 6,812 acres as agricultural land (Delaware Office of State Planning Coordination 1997; Middletown Comprehensive Plan Update 2001:6-7).

In an effort to manage local development, the town of Middletown began an annexation program of rural lands west, east, and south of the original municipal boundary between 1997 and 2001. This added nearly 1,900 acres to Middletown, doubling the size of the incorporated town. Of these annexations, just over 800 acres were in the adopted Growth and Mixed Use corridor along SR 299. Between 1998 and 2000, annexations of 435 acres on the west side of Middletown provided space for office, business, and light industrial park. Annexations included land to provide public service facilities, open space, and school sites (Middletown Comprehensive Plan Update 2001:11-12).

In May 2001, the State Assembly entertained a bill to limit Middletown’s expansion. The lag in State-provided roadway and school infrastructure provided the impetus for the bill (Jackson 2001). Ultimately, Middletown officials agreed to a five-year annexation moratorium (Tyrrell 2004). According to Chuck Mulholland (2005) of the Southern New Castle County Alliance, beginning in early 2005, the New Castle County government has

delayed expansion of the Southern Sewer Service area, since the towns of Middletown, Townsend, and Smyrna have absorbed much of the recent growth. This absorption has removed the need for the estimated \$100 million sewer expansion for the foreseeable future. Still, growth is expected to continue unabated. The Delaware Population Consortium's report (2000) projects population in the Middletown-Odesa Census County Subdivision to grow 52% from an estimated 28,379 persons in 2000 to 43,123 persons by 2020. Households in the Middletown-Odesa area are projected to grow 73% from 9,564 to 16,607.

Other Communities

While the historic-period core of Middletown remains at the center of more recent development, the other communities in the study area experienced a general decline due to the loss of associated industry and businesses during this period. Most of the former "corner" communities, located at the crossroads of important roadways, have been removed or are slated for removal to make way for planned development.

As the industrial operations in Armstrongs Corner ended, so did the residential dwellings and the former services (general store) located there. Today, all that remains of the community of Armstrongs Corner (now known as Armstrong) are a few wood-framed residences along U.S. 301, a former industrial building on the west side of the DRR (now the site of a sand and gravel operation), and a small A.M.E. Church on the east side of U.S. 301 south of the intersection with SR 429.

The historic-period core of Mt. Pleasant has been reduced to five residences located along Churchtown Road, west of U.S. 301. Following the consolidation of schools in the area, the Mt. Pleasant Schoolhouse was sold and converted into a residence ca. 1943, which remains today (CRS No. N12020). By the mid-twentieth century, the nineteenth-century homes located along the east side of U.S. 301 north of Churchtown Road were no longer extant. The granary at the southeast corner of U.S. 301 and Boyds Corner Road has been demolished, and Thornton's Store (CRS No. N05182) at the northeast corner has been removed. Modern commercial strip development is located at the northeast and northwest corners of U.S. 301 and Boyds Corner Road.

The construction of the SR 1 Expressway (a "relief" route for U.S. 13) immediately east of Boyds Corner in recent decades has spurred development in the surrounding area. A Wawa convenience store stands at the northeast corner of U.S. 13 and Boyds Corner Road. Historic-period resources in the vicinity include two former farm complexes (CRS Nos. N05181 and N05202), the Parkway Motel (CRS No. N12742) (ca. 1952), and mid-twentieth-century residences along U.S. 13 (CRS Nos. N14352-N14357).

Today, the community of Summit Bridge remains a largely residential, nineteenth-century village, with two churches on the west side of Old Summit Road. It appears that the construction of a new Summit Bridge Road around the community in the 1960s contributed to the retention of the original core of the village.

7.6.6 Industry

Industrialization began to expand throughout the U.S. 301 project area during the World War II and post-war eras. As the automobile became a part of everyday life and the network of local, state, and national roadways continued to grow, so did the idea of moving businesses along major thoroughfares outside of the historic-period cores of small-town America. This phenomenon was no exception in the U.S. 301 corridor. During this time period a number of industrial businesses that began to develop in the project area. These businesses continued to take advantage of the C&D Canal, the DRR, and the numerous state and national highways that service the area. A number of industrial resources dating to this period are located north and west of the residential community of Middletown in the vicinity of the railroad. Figure 9 shows the appearance of the industrial area of Middletown in 1942.

7.6.7 African-American History and Culture

During the first half of this period, segregation continued to limit opportunities for African Americans desiring a higher education. The State College for Colored Students in Dover remained the only institution of higher learning for African Americans until 1948, when the University of Delaware opened a few of its programs to black students. While the *Brown v Board of Education, Topeka* decision ended legal segregation of public schools in 1954, the U.S. Civil Rights Commission did not certify Delaware's school desegregation until 1968 (Skelcher 1999:117-118). In the interim, the schools built by DuPont and the Auxiliary Association not only provided for education but also served as community centers for many African-American communities.

As indicated by Table 6, the African-American population of New Castle County continued to grow in the mid- and late twentieth century, becoming an increasingly larger portion of the total population. This growth was largely due to the expansion of the African-American population of urban and suburban Wilmington to the north. The proportion of African Americans in rural parts of the county decreased, especially as upscale residential developments began encroaching into former agricultural areas. The African-American residents in the study area appear to have remained in Middletown, as they constituted 20% of the population of the town in the late twentieth century (Vanasse 2000)

Churches continued to serve as important social and cultural centers for the African-American community during this time. African-American churches still operating in the study area include the Ringgold Chapel A.M.E in Armstrongs Corner, the Trinity A.M.E. in Middletown, and the Rehoboth Apostolic Church, also in Middletown.