3.0 HISTORIC CONTEXTS

3.1 Introduction

Kent County, South Murderkill Hundred, and portions of the project area have been the subject of numerous cultural resource investigations. The historic contexts produced below rely heavily on those earlier reports. These include the *Historic Context and Master Reference and Summary* (Herman *et al.* 1989); *Agricultural Tenancy in Central Delaware, 1770-1990+/-: A Historic Context* (Siders *et al.* 1991); *Historic Context: The Archaeology of Farm and Rural Dwelling Sites in New Castle and Kent Counties, Delaware, 1730-1770 and 1770-1830* (Bedell 2002); *Historic Context: The Archaeology of Agriculture and Rural Life, New Castle and Kent Counties, Delaware, 1830-1940* (De Cunzo and Garcia 1992); *Architectural Survey and Evaluation, Proposed SR 1/Frederica Interchange, South Murderkill Hundred, Kent Count, Delaware* (Archibald *et al.* 2004); and *Architectural Survey and Evaluation Report, SR 1, Little Heaven Interchange, South Murderkill Hundred, Kent County, Delaware, Vol. 1* (Archibald *et al.* 2005). A complete bibliography is provided in Section 7.0.

3.2 Exploration and Frontier Settlement (1630-1730±)

During this period, Euro-American settlements were widely scattered and found predominantly along the coast or navigable streams of Kent County. Water was the most dependable form of transportation, and roads were non-existent or crude and often impassible in spring and fall (Herman *et al.* 1989:19-29). Although Swedish, Dutch, and Finnish settlers had been in the Delaware area since 1630, in 1682, the year William Penn assumed control over the "lower three colonies," only 99 tithables (adult males) were present in Kent County (Scharf 1888:1030). Land in the project vicinity was predominantly divided into large estates or manors of several hundred acres each. In the eastern part of the project region, the land was part of a 600 acre tract called "Williams' Chance" (Scharf 1888:1156), sometimes also referred to as Williams's Clearance (Kent County Deeds 1770). It was surveyed in 1680 for Thomas Williams and Peter Groendyk, and later came into the possession of Philip Barratt (Scharf 1888:1156). A nearby, and perhaps overlapping estate, was called Ausbe or Ouesby, a manor containing 1,600 acres that was surveyed in 1682. In the western part of the project region, encompassing a large area surrounding Barratts Chapel and McGinnis Pond roads and north of the tributary of the Murderkill River known as Hudson's Branch, was an 880 acre estate known as Arundel, sometimes also called Avendale. It

was warranted to Peter Baucom in 1680, and upon his death in 1684, passed to his daughter, Ruth Baucom. Through marriage, the tract passed to her husband Richard James and then to their son, George James, and his son, Jacob James (Scharf 1888:1162-1163).

By the early eighteenth century, Hudson's Branch was already being referred to as Mill Creek, in reference to a mill located on the branch at what is now McGinnis Pond Road. The mill predates 1722; Scharf notes that in that year, the mill of the late Samuel Nichols plus 100 acres were sold to Andrew Caldwell (Scharf 1888:1163). The land continued to support a mill or mills into the mid-twentieth century (Delaware State Highway Department 1941).

The presence of a mill or mills on Hudson's Branch indicates the need to process agricultural grains and wood from the area's fields and forests, suggesting that farms had been established in the area by at least the early eighteenth century. This is confirmed by deed research, which indicates that tracts were being subdivided into manageable-sized farms (Kent County Deeds 1740:86). Area farmers raised predominantly cereals and livestock. What could be sold at market was generally shipped by water. Murderkill Creek was navigable between the Delaware Bay and three miles above Frederica, a distance of approximately 25 miles (Scharf 1888:1148).

Houses during this period tended to be impermanent for all but the wealthiest of landholders. Houses were built on wood sills or with shallow foundations or piers of brick or stone. Log was a frequent construction material, and houses tended to be small by today's standards, often just one or two rooms, sometimes with a habitable loft above. Consequently, architectural remains from this period are uncommon. Outbuildings from this period almost never survive (Bedell 2002:53-57).

3.3 Intensified and Durable Occupation (1730-1770±)

Although this time period is notable for the formation and development of towns and villages in many parts of Delaware, the land in the project area remained in agricultural production during this period. The large manors and estates that characterized the preceding period were subdivided into smaller farms that were farmed by the actual owners or their tenants (Herman *et al.* 1989:24). Deed research indicates that farms remained fairly sizable, averaging between 150 and 250 acres (Kent County Deeds 1770:12, 1797:25, 1801:38). Chief crops in the region were wheat and Indian corn (Herman *et al*. 1989:24). Most crops were shipped by shallow-bottomed boat on navigable streams, as the road system remained crude. In 1736, the first ship to have been built and launched on the Murderkill was the *Hopewell*, a 10-ton sloop (Archibald *et al.* 2004:11). Over the course of the period, the road system improved somewhat, tying settlements together. The most important overland route was the north-south King's Highway between Lewes and Wilmington, which was in

place by 1764 (Bedell 2002:7). This highway's route generally approximates the route of S.R. 1. A portion of S.R. 1 is included in the Barratts Chapel Road Improvements project area.

During this period, Delaware and Kent County witnessed a rapid growth in population. This was fueled by a steady stream of overseas immigrants from England, Wales, Scotland, Ireland, Germany, and Africa, out-migration by settlers in Maryland, and the creation of large families by residents. Scots-Irish immigrants and dissenters from the Church of England, such as Presbyterians, Quakers, and Methodists, made up much of the population (Bedell 2002:7-8).

During this period, Philip Barratt, one of the region's most influential citizens, settled in the area prior to 1755 along with his brother, Roger. Philip Barratt established a 600 acre tract of land, a part of Williams' Chance, on which he lived. The well-to-do farmer and entrepreneur owned two sloops, which he used to ship corn, pork, bark, and staves to Philadelphia (Conrad 1908:892). Philip Barratt was also an early convert to Methodism, which would have a profound impact on the region and the state. Other prominent early settlers include Henry Newell, the Sipple family, Nicholas Bartlett, the James family, the Lowber family, John Price, and John Stradley (Scharf 1888:various).

Scharf notes that the mill on Hudson's Branch was owned in 1767 by William Roads, who operated it as a water-powered gristmill (Scharf 1888:1163). Gristmill owners and owners of large or multiple farms, like the Barratts and Sipples, were part of the upper class in a society that was becoming increasingly stratified. Tenant farmers and laborers occupied a lower class, while still lower were the area's slave and free blacks (Herman *et al.* 1989:25).

Architecturally, there was an increase in the number of durable farmhouses, including Georgian (stair-passage) houses. The number of buildings constructed on a farmstead was also beginning to increase, although it is extremely rare to find surviving examples of outbuildings from this period (Herman *et al.* 1989:25).

3.4 Early Industrialization (1770–1830±)

This time period is noteworthy for the advent of agricultural reform and experimentation, which resulted in new systems of crop rotation and field patterns, adopted by progressive farmers to combat decreased soil fertility. This, in turn, allowed for greater crop yields, particularly as farms moved away from coastal areas into upland fields (Archibald *et al.* 2004:12). Proponents of scientific agriculture typically owned more than one farm, urban or village property, and investments in various speculative endeavors including transportation, banking, and manufacturing.

Epitomizing the movement to scientific agriculture was wealthy farmer, Jehu Reed, whom Scharf describes as "an enterprising merchant, agriculturalist and horticulturalist of Kent County" (Scharf 1888:1151). He is credited with being the first person in Kent County "to grow peaches on budded trees" (Scharf 1888:1151), which he shipped *via* sloop to Philadelphia beginning in the late 1820s. Reed ground king crab shells and used them to fertilize his peach trees. "He also taught the community to profitably use the worn-out soil, before the use of modern fertilizers, by sowing pine-seed" (Scharf 1888:1151). He further understood that timber could be a farm product, shipping cords of wood and transforming the newly cleared land into garden farms (Scharf 1888). Timber resources in Murderkill Hundred included hickory, chestnut, oak, maple, poplar, and sweet gum (Scharf 1888:1148). The Reed farm was located along the west side of S.R. 1 near the northern boundary of the Barratts Chapel Road Improvements historic structures APE.

Not all the farmers in the region were owner-operators like Reed. As Kent County's elite farmers consolidated farm ownership, the rates of agricultural tenancy also increased in the county, hundred, and project area (Herman *et al.* 1989:27-29). As noted in the study of agricultural tenancy in central Delaware (Siders *et al.* 1991:3), "Tenancy offered advantages to both the landlord and the tenant. The landlord profited from the contractual improvement of depleted agricultural lands and a solution to the shortage of seasonal farm labor. The tenant gained access to larger, more productive farms." Tenants and landlords strove to maximize yields and profits and contributed to the success of the agricultural reform movement.

The rise in agricultural tenancy was tied, in part, to a decrease in soil fertility prior to the adoption of scientific management principles. Decreased crop yields, combined with a drop in wheat prices, forced many farmers of small operations to sell off their holdings to larger, wealthier farmers. The dispossessed farmers left Delaware during the 1820s and 1830s or sought occupation in the numerous urban and industrial centers where employment was readily available. In Murderkill Hundred, the population decreased by one-third between 1800 and 1840 (Siders *et al.* 1991:14).

A study of agricultural tenancy in central Delaware provides a snapshot of the relationship between farm tenants and farm owners in Murderkill Hundred in 1822 (Siders *et al.* 1991:29). Tenants formed the bulk of the agricultural population, occupying two-thirds of the hundred's farms and agricultural land. The average farm size was 168 acres, whether owner or tenant operated. Farms ranged in size from 10 to 500 acres. Deed research indicates that a number of farms in the project area were tenant farms during the period 1770 to 1830.

Other than agriculture, the most noteworthy occurrence in the project area during this period was the establishment of Barratts Chapel by Philip Barratt in 1780. Barratt, a prominent land holder and politically active figure, who served as sheriff before and during the Revolutionary War and as a

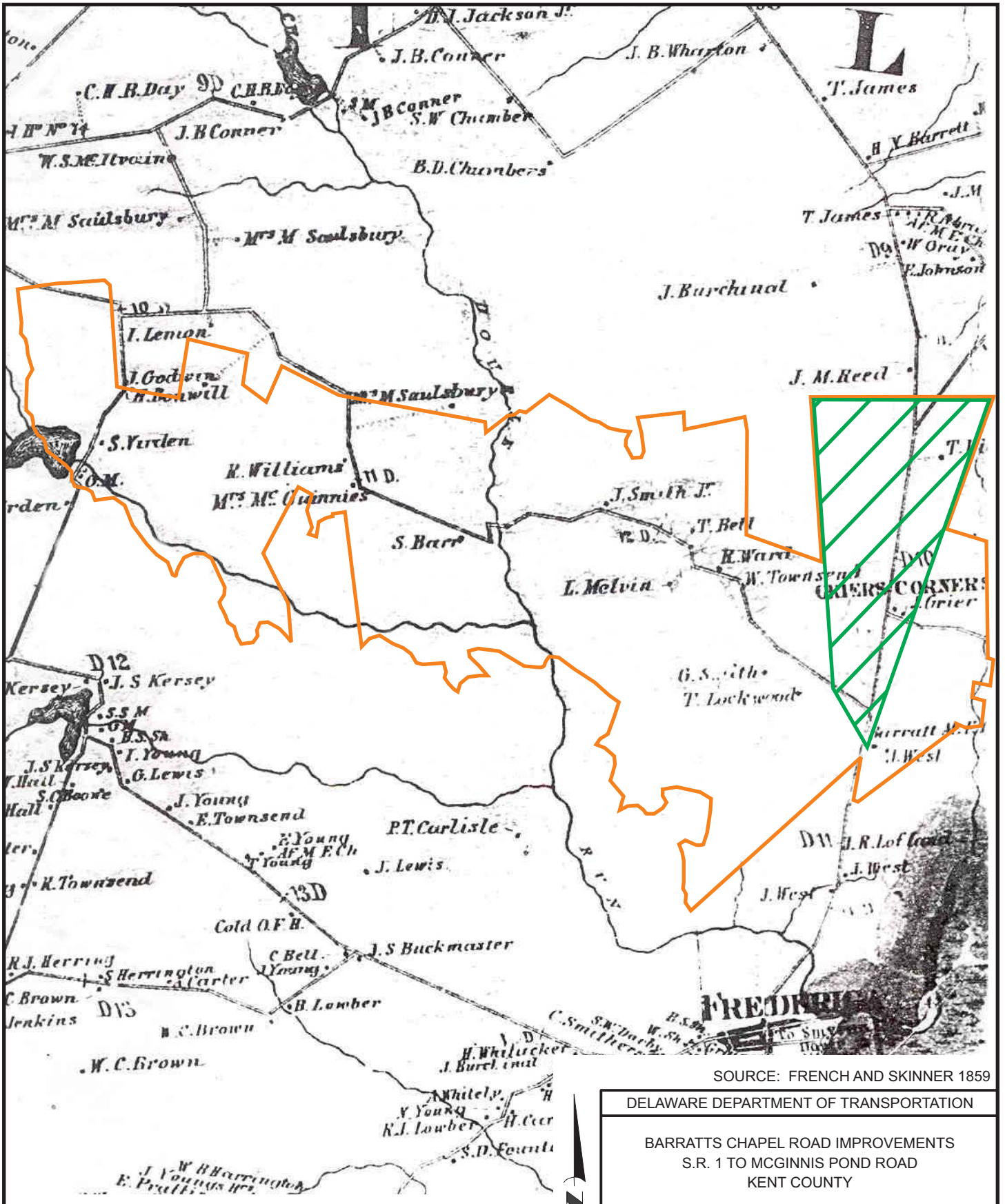
member of the Delaware State Legislature between 1779 and 1783, was an early convert to Methodism. Barratt wished to build a center for the growing Methodist movement in Delaware. To that end, he donated land for the brick chapel that would bear his name. Barratt's Chapel is the oldest surviving church building in the United States built by and for Methodists and is known as the "Cradle of Methodism." In 1784, John Wesley, the founder of Methodism, sent his friend Thomas Coke to America with instructions to find Francis Asbury, Wesley's emissary to America, and to discuss with him the future of American Methodism. Coke met with Asbury at Barratt's Chapel. During this service the sacraments of baptism and communion were administered for the first time in America by ordained Methodist clergy. Following the service, Coke and Asbury adjourned to the home of Philip Barratt's widow (Philip Barratt had died the month before), across the field from the Chapel, where they formulated plans to gather together all Methodist preachers for a meeting in Baltimore on Christmas Day. As "across the field" is not specific, the exact location of the Barratt farm is not known. At this Christmas Conference of 1784, the Methodist Episcopal Church was organized (Bishop's Commission on Barratts Chapel 2008).

3.5 Industrialization and Early Urbanization (1830-1880±)

In the period between 1830 and 1880, Delaware's "Upper Peninsula Zone" was divided into two agricultural regions: the northern part (New Castle, Red Lion, Pencader, St. Georges, Appoquinimink, Duck Creek, and Little Creek hundreds) became known for grain production, while the southern section (Dover, Murderkill, and Milford hundreds) was a mixed farming region. However, as grain production and grain milling shifted to the Midwest beginning in the 1870s, the agricultural economy declined in Delaware, and all farms were forced to become more diversified (Herman *et al.* 1989:30-31).

The project area as it appeared in 1859 and 1868 is shown in Figure 3 (French and Skinner 1859) and Figure 4 (Beers 1868). The Barratts Chapel Road Improvements project area falls into the Upper Peninsula Zone's mixed farming region. At the beginning of the period, the soil was wet and exhausted, forcing a much less intensive use of the land. Scientific management principles introduced in the preceding period had not yet fully taken hold in the region. Initially, corn was the only real market crop (Herman *et al.* 1989:30-31).

Transportation improvements, better farm management, and demographic changes during this period would transform the state of agriculture in the project area and the hundred, and have profound far-reaching effects. In 1829, the Chesapeake & Delaware Canal was completed, linking the head of the Chesapeake Bay to the Delaware River and eliminating the long water journey



SOURCE: FRENCH AND SKINNER 1859

LEGEND:

HISTORIC STRUCTURES AREA OF POTENTIAL EFFECTS (APE)

LITTLE HEAVEN PROJECT AREA

DELAWARE DEPARTMENT OF TRANSPORTATION

BARRATTS CHAPEL ROAD IMPROVEMENTS
S.R. 1 TO MCGINNIS POND ROAD
KENT COUNTY

PROJECT AREA IN 1859

FIGURE - 3
NOT TO SCALE

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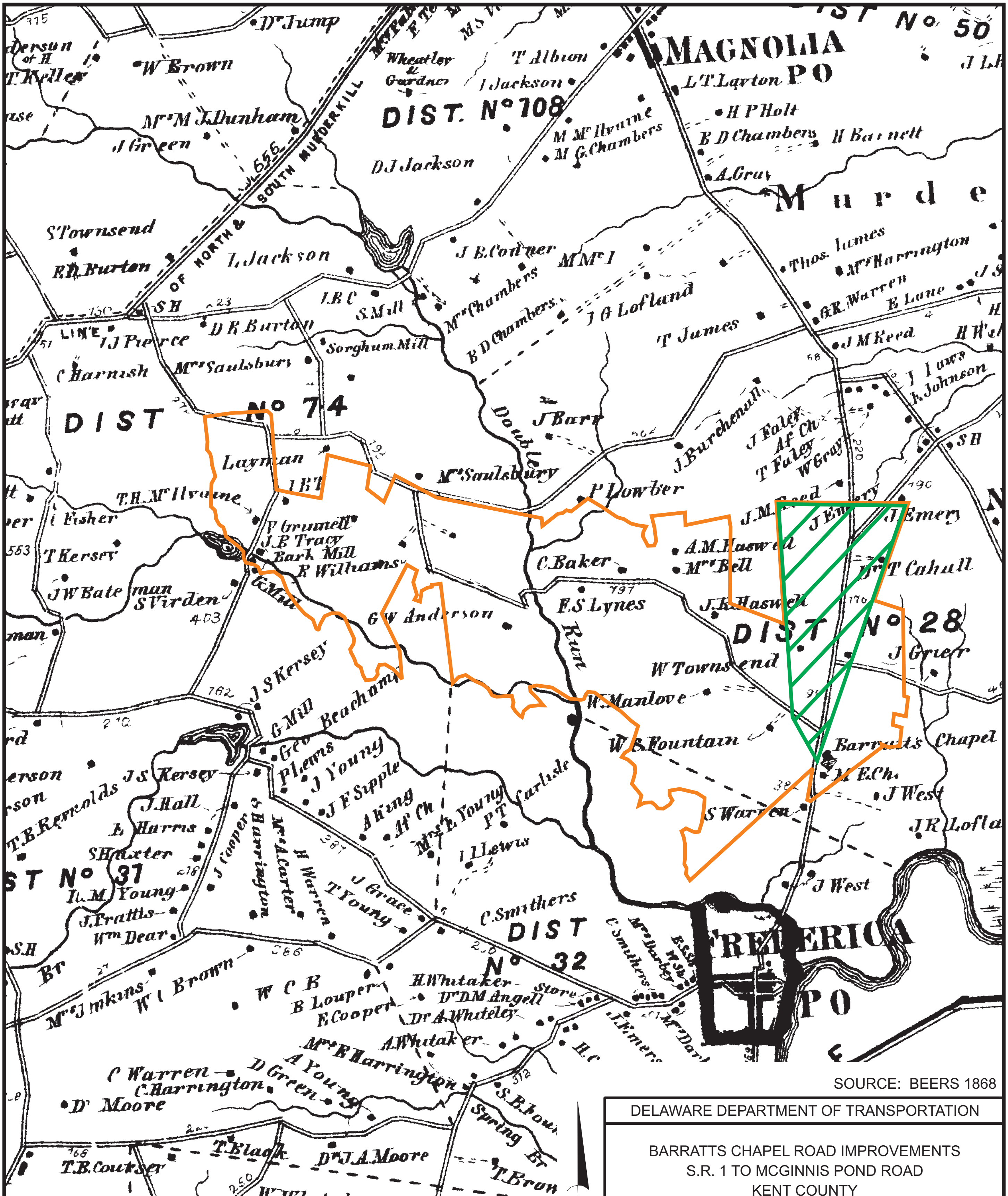
ENGINEERING - PLANNING



LEGEND:

HISTORIC STRUCTURES AREA OF POTENTIAL EFFECTS (APE)

LITTLE HEAVEN PROJECT AREA

DELAWARE DEPARTMENT OF TRANSPORTATION

BARRATTS CHAPEL ROAD IMPROVEMENTS
S.R. 1 TO MCGINNIS POND ROAD
KENT COUNTY

PROJECT AREA IN 1868

FIGURE - 4
NOT TO SCALE

SKELLY and LOY Inc.
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ENVIRONMENT - ENERGY
ENGINEERING - PLANNING

around the Delmarva Peninsula. The shortened travel time opened greater markets for the Upper Peninsula's farm products in the urban centers of Baltimore and Philadelphia. In 1837, 100,000 tons of cargo passed through the canal. By the late 1850s, tonnage on this route exceeded the 500,000 ton mark. In 1872, the peak tonnage year, 1,318,772 tons were transported (Snyder and Guss 1974; Taylor 1951:41-42), much of it products from Delaware farms. To take advantage of the opportunities offered by the canal, entrepreneurs began using steam-powered boats on Delaware's streams. The first steamboat to navigating the Murderkill was the "Egypt Mills," operated by James S. Buckmaster in 1858 (Scharf 1888:1160).

The second transportation improvement was the completion of the Delaware Railroad between Wilmington and the Delaware-Maryland state line in the 1850s and 1860s. The railroad enabled Delaware farmers to transport perishable crops to urban centers along the Mid-Atlantic and along the eastern seaboard. The rapid transportation network re-ordered downstate agriculture and town development.

Initially, Kent County did not benefit from the transportation improvements to the same extent as New Castle County. Kent County's economy and population remained static during first half of the Industrialization and Early Urbanization period. Between 1790 and 1850, the population of Kent County increased only 21 percent, from 18,920 to 22,816 people. By comparison, during the same period the population of New Castle County jumped 117 percent, from 19,688 to 42,780 (University of Virginia Geospatial and Statistical Data Center 2004). As New Castle County prospered during the first half of the nineteenth century, Kent County suffered from economic stagnation. Intense farming of the land, coupled with a lack of soils conservation, completely exhausted the soil in the southern parts of the state by 1850. Wheat yield per acre in Kent County fell to five bushels (Hoffecker 1977:44).

With the completion of the canal and railroad, however, downstate farmers began to experiment with perishable crops, most notably peach orchards. Prior to the arrival of the railroad in particular, large-scale peach production would have been nearly impossible. Transportation of peaches, an easily-damaged fruit, over nineteenth-century roads would have made the venture unprofitable. The railroad, however, offered a mode of transportation that conveyed the product to market with minimal damage and spoilage. Farmers in Delaware's mid and southern areas planted peach orchards in anticipation of the railroad's arrival. Between 1860 and 1870, the value of Kent County's orchard products jumped from $35,694 to $489,283 (University of Virginia Geospatial and Statistical Data Center 2004).

Nearly as important as the transportation improvements was the founding of the Kent County Agricultural Society in 1835. The society encouraged farmers to increase the productivity of

agricultural lands by improving drainage, using fertilizers such as guano and manure to restore soil viability, rotating crops, and employing machinery to plant and harvest crops (Siders *et al.* 1991:96).

Transportation improvements and scientific management of farm land paid dividends. By the 1860s, the Upper Peninsula ranked among the finest agricultural regions in the nation. Overall, farm size and the number of farms both increased in Kent County between 1830 and 1880, indicating that land previously considered marginal for agriculture was being brought under cultivation. The county's percentage of cultivated land and the amount of improved land per farm also increased (DeCunzo and Garcia 1992:25-26, 31; Siders *et al.* 1991:25). Taking full advantage of the transportation and agricultural improvements, Kent County farms moved away from subsistence-level to a more market-based form of agriculture (DeCunzo and Garcia 1992:40-41).

Exemplifying the shift to perishable crops and scientific farming were Jehu Reed and his son, Jehu M. Reed. The senior Reed "cultivated a large nursery of the best fruit trees from 1829 to 1858," and also grew mulberry trees in order to raise silk from silk worms. His son used the knowledge gained from his father to become "one of the most successful farmers and fruit-growers in Kent County" (Scharf 1888:1153). Jehu M. Reed was among the first Kent County farmers to raise strawberries on an extensive scale, as well as asparagus for markets outside of Delaware. At the end of the Industrialization and Early Urbanization period, Reed owned more than 400 acres of land and had 10,000 peach trees, 5,000 pear trees, and 1,000 apple trees. He also grew vast quantities of wheat and corn (Scharf 1888:1152). He expanded the family's home, which was originally constructed in 1771, and improved the types and layout of his farm buildings (Scharf 1888:1152). His Italianate Style home, now eligible for listing in the NRHP, is an example of a "peach mansion", a home constructed or reconstructed by fortunes made in the peach market (Herman *et al*. 1989:33). While no other peach mansions exist within the project historic structures APE, a number of other farmhouses are constructed in the Italianate style or with Italianate style influences. The style was extremely popular during this time frame and represented a modernization of the building stock.

To disseminate knowledge of sound agricultural practices, farmers in Kent County began organizing Grange Halls during the 1870s. The Grange offered a forum for the discussion of scientific crop management and techniques. The Grange also consolidated the buying power of the local farmers to obtain favorable prices on fertilizers, equipment, seed, and shipping rates (De Cunzo and Garcia 1992:172).

The coming of the railroad also re-ordered settlement patterns in the vicinity of the Barratts Chapel Road Improvements project area. Established communities like Frederica (founded 1772) and Magnolia (founded 1847) were bypassed by the railroad, stagnating or slowing further

development, although the establishment of canneries brought new employment to the towns. New towns like Viola and Felton sprang up around railheads; the latter became the post office noted on the agricultural and population censuses in 1870 and 1880.

The improved agricultural picture at the end of the period and the growth of towns and villages thanks to the railroad and the establishment of canneries led to a population increase in Kent County by the end of the period. Between 1840 and 1870, Murderkill Hundred's population increased by 68 percent, accompanied by an increase in the number of households in the hundred (Siders *et al.* 1991:14). The increase reflects an influx of farmers and the subdivisions of existing farms into smaller units (De Cunzo and Garcia 1992:76). One result of the increase was the splitting of Murderkill Hundred into North and South Murderkill hundreds in 1867 (Scharf 1888:1148). A second result was a realignment of the western part of Barratts Chapel Road. Maps from 1859 (French and Skinner 1859) and 1868 (Beers 1868) (see Figure 3; Figure 4) show the road running in a northwesterly direction. In 1867, local residents petitioned for the road to be extended in a more westerly direction beginning near the R. Williams property to an intersection with what is today McGinnis Pond Road (Kent County Road Books 1867:154). The road terminated at the T. McIlvaine House (Beers 1868).

Many more farms in the hundred were owner-occupied than had been in the preceding period. Tenants occupied about 40 percent of the farms. Tenant farms tended to be larger than those of owner-operators, averaging 153 acres versus 109 acres (Siders *et al.* 1991:29).

The population increase included a large number of free African Americans. Kent County had the highest percentage of free blacks of any county in the nation in the mid-nineteenth century, rising from 22 percent of the population in 1800 to 29 percent in 1840 and then leveling off at 25 percent for the remainder of the century. The percentage of free African Americans in Murderkill Hundred is virtually identical to that of the county (Siders *et al.* 1991:73). Free African Americans comprised a cheap labor force that could be effectively prevented from emigration to the west or to northern urban centers during the nineteenth century by a variety of legal maneuvers on the part of powerful white landowners. This labor force cushioned Delaware from the severe labor shortages experienced in rural areas without a sizeable free African American population (Siders *et al.* 1991:97). Population census records from the 1860s indicate that both African American farmers and laborers lived along Barratts Chapel Road (U.S. Census 1860b:296-297). The dwellings of two of the farmers, J. (Joseph) Smith, Jr. and T. (Thomas) Bell, are shown on the 1859 Murderkill Hundred map (French and Skinner 1859) (see Figure 3).

There was also some slavery in Kent County, but at the comparatively low proportion of only about five percent of the total population. Delaware had a relatively short growing season compared

to states further to the south, which prevented the development of a one-crop economic system. This made the expense of keeping slaves year-round impractical. Farm owners found it more economical to hire workers, in many cases African Americans, during the summer growing season only (Archibald *et al.* 2004).

3.6 Urbanization and Early Suburbanization (1880–1940±)

Kent County, in general, and the project area in particular, remained overwhelmingly agricultural during this period. Economic depressions in the 1890s and 1930s diversified landholdings, with proprietors of a large number of farms often forced to sell off some of their holdings. As the period progressed, there was a trend toward greater commercialization in agricultural production, as large canning companies purchased extensive tracts of land and contracted for the produce. It became increasingly more difficult for independent farmers to compete, and they instead turned to producing fresh vegetables and fruit for local markets (Herman *et al*. 1989:35).

The average farm size in Kent County declined throughout the period, relatively modestly between 1880 and 1910 (130 acres to 107 acres) and more significantly after that. By 1930, 54 percent of Kent County's farms were between 50 and 174 acres, and thirty percent were smaller. By contrast, in 1880, 55 percent of the county's farms had been between 100 and 500 acres (De Cunzo and Garcia 1992:97-102).

Early in the Urbanization and Early Suburbanization period, peaches remained an important crop. However, peaches presented many difficulties to growers, which ultimately led to the demise of much of the industry in Delaware. Orchards required intensive maintenance of the soil, and the productive life of a peach tree lasted only about 20 years. What ultimately decimated the industry was an outbreak of a disease known as "peach yellows," which infected many orchards during the last few decades of the nineteenth century. The disease caused the fruit to mature rapidly, tainted the flavor, turned foliage yellow, and ultimately destroyed the tree within two growing seasons (Rutter 1880:11). By 1940, the size of Kent County's peach crop was one-tenth what it had been in 1890 (De Cunzo and Garcia 1992:134).

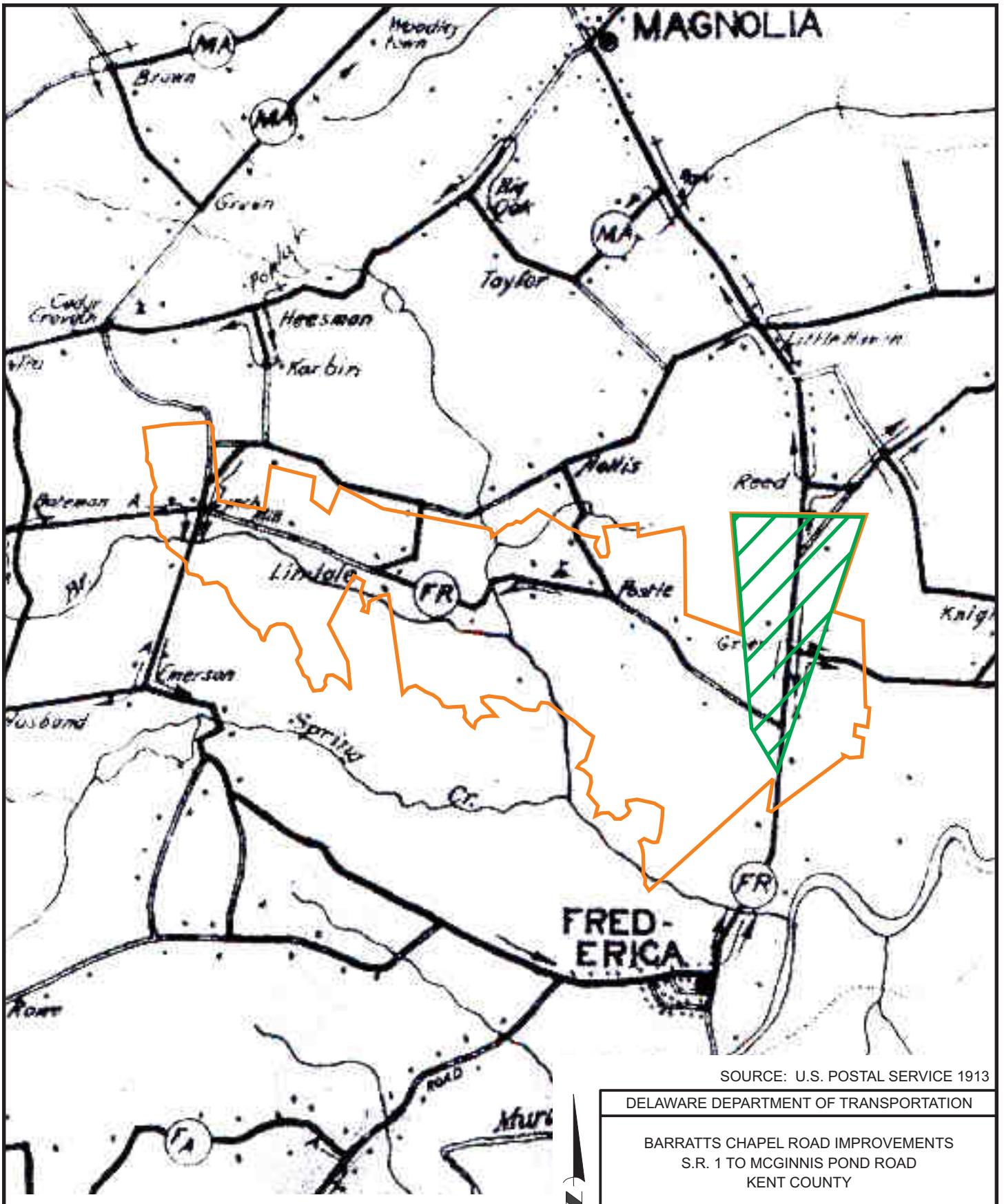
In response to the declining peach production, Kent County growers diversified their crops, continuing a trend begun in the preceding period. In addition to decreased peach production, staples were also de-emphasized. Corn production in Kent County declined by two-thirds between 1880 and 1940; wheat production also fell, although less precipitously. There was an increasing emphasis on truck and cannery crops, particularly in South Murderkill and Kent County's other

south-central hundreds. Crops included tomatoes, asparagus, beans, peas, melons, and strawberries. Between 1900 and 1930, sweet potatoes became an important root crop. The number of chickens kept increased by 365 percent between 1880 and 1935. Apples, and to a much lesser extent pears, became the primary fruit orchard crops (De Cunzo and Garcia 1992:110-143). Between 1890 and 1925, the number of apple trees in Kent County rose from less than 700,000 to nearly 1.1 million, and the number of bushels harvested rose to over 824,000 (Bevans 1929:761).

Nuts were another valuable crop. Kent County became the largest fruit and nut producing county in Delaware. The value of fruits and nuts in Kent County rose from $231,803 in 1910 to nearly $1.3 million in 1920. The yearly value of the crops continued to grow over the next decade, exceeding $1.6 million in 1930. By 1950, however, the value of fruit and nut products fell to $388,000 (University of Virginia Geospatial and Statistical Data Center 2004). Area farmers continued to harvest orchard products, but never again would they figure so prominently into the economic success of Kent County.

During this period, Kent County farmers increasingly mechanized production (De Cunzo and Garcia 1992:167). This led to construction of new buildings on the area's farms, such as garages and equipment barns. Tenancy rates also increased. In 1896 in South and North Murderkill hundreds, for example, tenants occupied slightly more than half of the farms. As in the preceding period, tenant farms tended to be larger than those of owners, 120 acres as compared to 88 acres (Siders *et al.* 1991:29).

Kent County's agricultural products continued to be shipped to market by rail. However, in the early twentieth century, produce could also be transported over an improved road network. The Delaware State Highway Department, the precursor to DelDOT, improved the State Road to Dover (now U.S. Route 1) near Frederica in 1919 and at various other times over the years. The Dupont Highway (U.S. 13/113) opened west of the project area in 1924. Secondary roads like Barratts Chapel Road were also improved, reorienting overland transportation networks and collapsing the distance between town and back country (De Cunzo and Garcia 1992:28). In 1913 (Figure 5) (United States Postal Service 1913), Barratts Chapel Road intersected what is today McGinnis Pond Road near Lynch's Mill. The juncture, however, was not a four-way intersection, as can be seen on USGS maps from the 1930s (USGS 1931, 1936) (Figure 6) an aerial photograph from 1937 (Delaware DataMIL 2008) (Figure 7). That intersection was re-aligned as part of improvements undertaken in 1938 by the Delaware State Highway Department (Delaware State Highway Department 1938). Barratts Chapel Road first appears in its current configuration in a Delaware State Highway Department Map from 1941 (Delaware State Highway Department 1941) (Figure 8).



SOURCE: U.S. POSTAL SERVICE 1913

LEGEND:

HISTORIC STRUCTURES AREA OF POTENTIAL EFFECTS (APE)

LITTLE HEAVEN PROJECT AREA

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DELAWARE DEPARTMENT OF TRANSPORTATION

BARRATTS CHAPEL ROAD IMPROVEMENTS
S.R. 1 TO MCGINNIS POND ROAD
KENT COUNTY

PROJECT AREA IN 1913

FIGURE - 5
NOT TO SCALE

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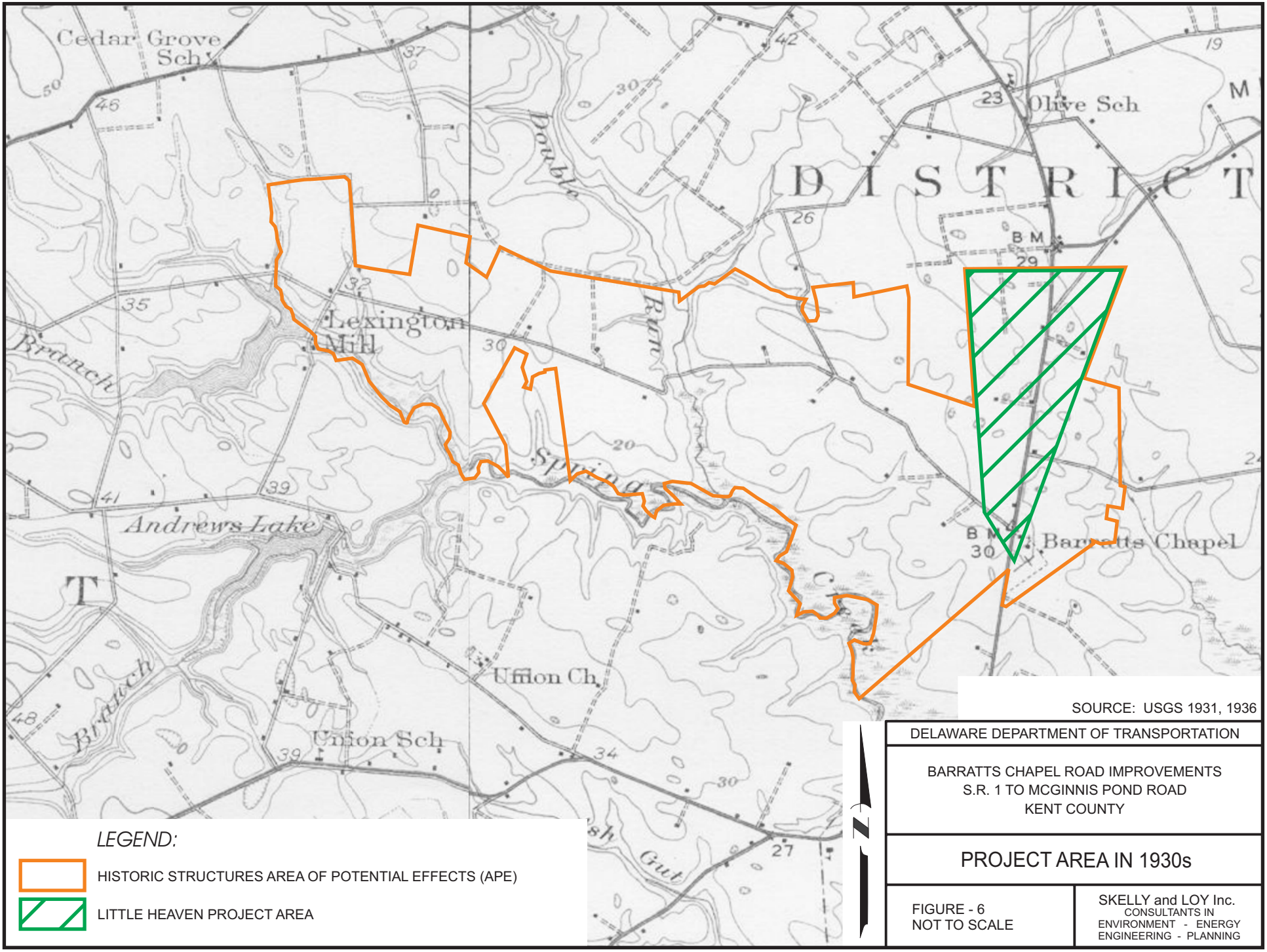

SOURCE: USGS 1931, 1936

DELAWARE DEPARTMENT OF TRANSPORTATION

BARRATTS CHAPEL ROAD IMPROVEMENTS
S.R. 1 TO MCGINNIS POND ROAD
KENT COUNTY

PROJECT AREA IN 1930s

FIGURE - 6
NOT TO SCALE

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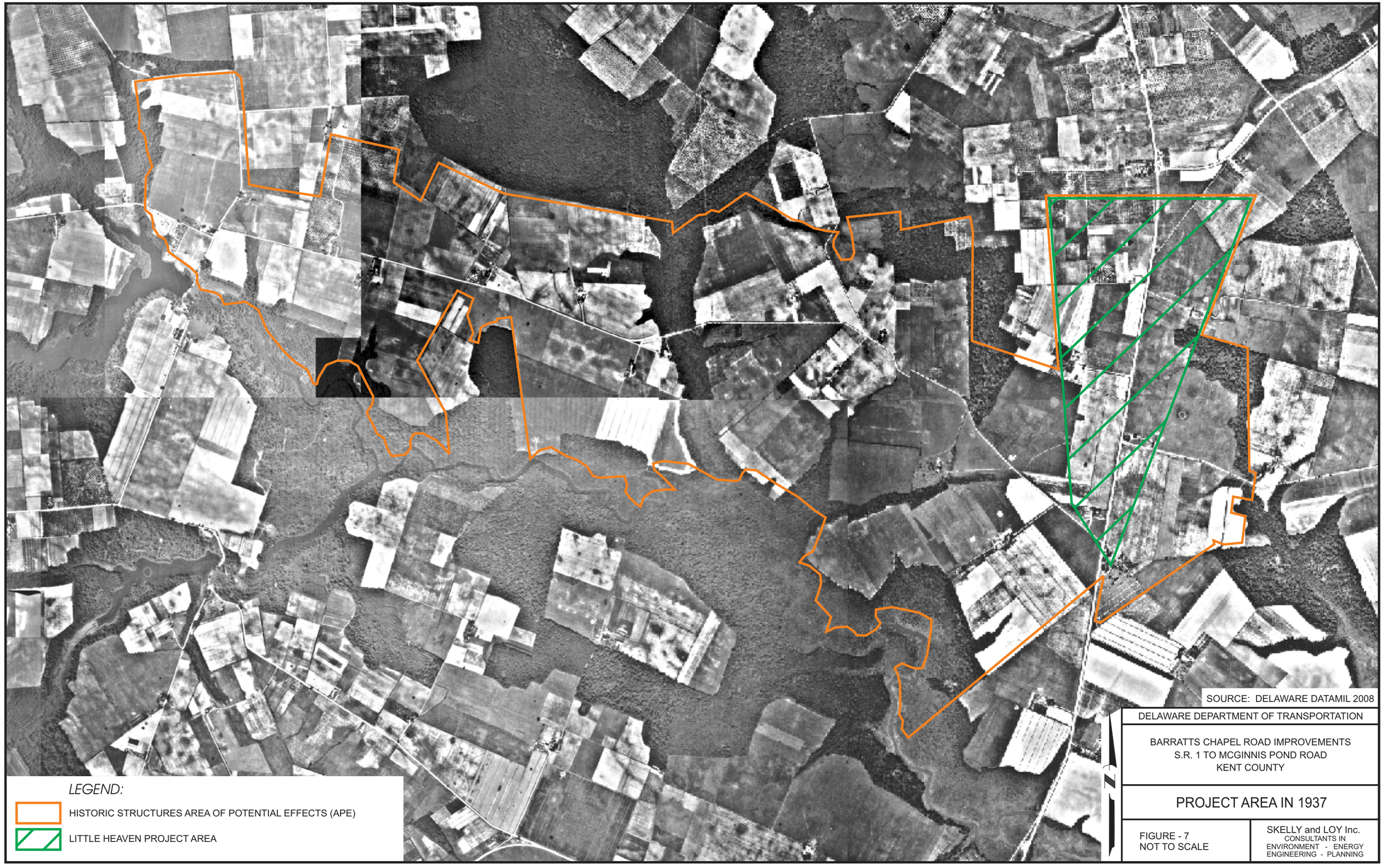
ENGINEERING - PLANNING



DELAWARE DEPARTMENT OF TRANSPORTATION

BARRATTS CHAPEL ROAD IMPROVEMENTS
S.R. 1 TO MCGINNIS POND ROAD
KENT COUNTY

PROJECT AREA IN 1937

FIGURE - 7
NOT TO SCALE

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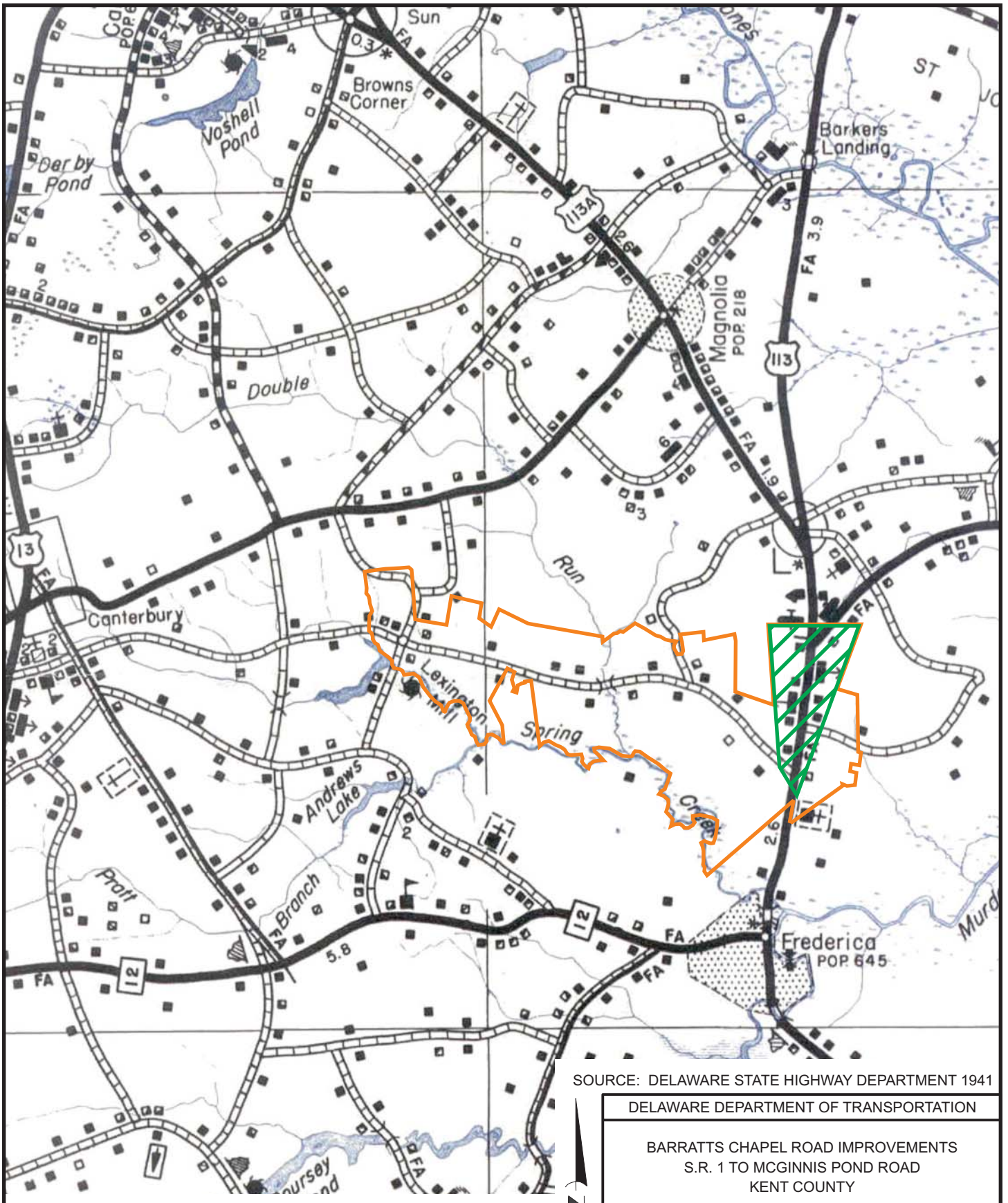
ENGINEERING - PLANNING



SOURCE: DELAWARE STATE HIGHWAY DEPARTMENT 1941

LEGEND:

HISTORIC STRUCTURES AREA OF POTENTIAL EFFECTS (APE)

LITTLE HEAVEN PROJECT AREA

DELAWARE DEPARTMENT OF TRANSPORTATION

BARRATTS CHAPEL ROAD IMPROVEMENTS
S.R. 1 TO MCGINNIS POND ROAD
KENT COUNTY

PROJECT AREA IN 1941

FIGURE - 8
NOT TO SCALE

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CONSULTANTS IN
ENVIRONMENT - ENERGY
ENGINEERING - PLANNING

At the close of the period in 1940, the project area remained a rural, agricultural area, as is clearly shown on the 1930s topographic maps (see Figure 6) and the 1937 aerial photograph (see Figure 7). The 1940 census enumerated nearly 3,000 farms in Kent County, with an average farm size of more than 100 acres (University of Virginia Geospatial and Statistical Data Center 2004). In the 60-year period from 1880 to 1940, the population of Kent County remained almost unchanged, while the population of the rest of Delaware grew rapidly. During this period, the population of Kent County rose from 32,874 to 34,441, an increase of less than five percent. The population of the rest of the state, however, more than doubled from 113,734 to 232,064 during the same period (University of Virginia Geospatial and Statistical Data Center 2004).