Project Constraints

There were a number of constraints on the project from its inception. As the study was a Location Level Survey, only a limited amount of research was carried out. In most cases this was enough to provide a sufficient context within which the properties could be evaluated, but in other cases more detailed work is needed to confirm and evaluate the historical contexts of a historic property or district. Another constraint associated with the level of survey effort includes the criteria for evaluation. Individual properties were preliminarily evaluated for eligibility for listing on the National Register of Historic Places under Criterion C: architectural significance. Since the amount of research allotted to this level of survey was limited, each resource could only be assessed according to its external architectural appearance. In some limited cases, preliminary background information suggested that resources could be eligible under other criteria. These properties were then judged as eligible, but require additional background research to confirm this finding. Properties, for the most part, were not evaluated for their potential significance according to National Register Criterion A, Criterion B, or Criterion D.

Properties that had lost their integrity due to deterioration or substantial alterations were not considered to be eligible according to the National Register. It is known to the researchers that each of these properties may have potential significance under other National Register Criteria, but, for the most part, these avenues were not pursued in this study.

An additional project constraint, also primarily due to the limitations inherent in a Location Level Study, was the lack of interior examinations of the surveyed historic properties. Detailed interior studies would have aided in understanding the evolution of the properties. These studies would have also assisted in evaluating the properties according to National Register Criteria.

BACKGROUND RESEARCH

Introduction

A large portion of the Environmental Overview and the Historical Overview is taken from excellent documents recently completed and submitted to the Bureau for Archaeology and Historic Preservation (BAHP) for review. The report prepared by LeeDecker (et. al. 1989) possesses a well crafted physiographic discussion of the general area, along with a review of the area's topography. The report prepared by Catts, Custer and Hoseth (1991) contains an accurate and detailed history of the project corridor, as well as a history of the development of the state of Delaware. Finally, a report prepared by Tidlow et. al. in 1990 possesses a good discussion of the history and development of the easternmost section of the study corridor. These materials will form the basis, along with other supplementary data, for the Environmental and Historical Overview sections.

A variety of repositories were accessed and individuals consulted for information and materials pertinent to this project. The *Delaware Comprehensive Historic Preservation Plan* (Ames et. al. 1989), and the accompanying *Historic Context Master Reference and Summary* (Herman et. al. 1989) were both utilized in order to develop a context within which the historic properties could be assessed. These documents provided a useful overview of the social, economic, and political history of Delaware. They also furnished contextual materials for the study of the Lower Peninsula/Cypress Swamp geographic zone, within which the project corridor is located. These two comprehensive documents provided the foundation for the additional primary and secondary research carried out during the course of this Location Level Study. Additional research was carried out in order to develop a more specific regional and local

Additional research was carried out in order to develop a more specific regional and local history of the project area. Repositories accessed by the staff of CHRS, Inc. during the course of the study included: Delaware State Archives, Dover; Bureau for Archaeology and Historic Preservation, Dover; Delaware Department of Transportation, Dover; University of Delaware, Newark; Bridgeville Historical Society, Bridgeville; Bridgeville Public Library, Bridgeville; Delaware State Agricultural Museum, Dover; Georgetown Historical Society, Georgetown; Georgetown Public Library, Georgetown; Sussex County Planning Department, Georgetown; Philadelphia Free Library, Philadelphia, PA; University of Pennsylvania Main Library, Philadelphia, PA; and others.

Physiography

[This discussion of the physiography of the region and the environmental setting, is taken largely from LeeDecker 1989; Catts, Custer and Hoseth, 1991; and Herman and Siders, 1989.]

The study area falls within the Low Coastal Plain physiographic zone, which includes most of Kent and Sussex counties. The Low Coastal Plain is underlain by the sands of the Columbia Formation (Jordan 1964; Delaware Geological Survey 1976). These sands have been extensively reworked by various geological processes. The result is a flat and relatively featureless landscape with elevation differences that range up to thirty feet. These small differences in elevation are moderated by long and gradual slopes. Most of the river systems in the project corridor are tidal in their middle reaches, including much of the Nanticoke, Marshyhope, Broadkill, their tributaries, and lower order tributaries of Indian River and Rehoboth Bay (Catts, Custer and Hoseth 1991:7).

Compared to the well watered riverine areas of the western part of the project corridor, and the eastern section which is dominated by the creeks draining into Rehoboth Bay, the central section of the corridor is not well watered. These areas are poorly drained and are characterized by woodlands, containing willow oak, white oak, sweet gum, red maple, water oak, cow oak, black gum, sweet oak, holly, and dogwood (Braun 1967:268).

The soils in the project corridor range from moderately well to poorly drained, with a subsoil of sandy clay or loam. Major flora include cypress, loblolly pine, tulip, magnolia, Atlantic white cedar, maple, ash, and oak. Early historical descriptions of the area typically label it as forest. The Nanticoke River, draining southwest into the Chesapeake Bay, is the main waterway in the zone. The other major body of water is the freshwater Cypress (or Burnt) Swamp. The entire zone is crossed by numerous smaller streams and ponds (Herman and Siders 1989:38).

There is a slightly raised, central, dividing spine through Sussex County, "with all the streams to the east flowing into the Delaware and all those to the west flowing into the Chesapeake" (Carter 1976:48). This ridge contains a series of shallow depressions along its length. The ridge extends from the cedar swamps in the hardwood forests of northern Sussex and Kent to the vast system of the Great Cypress Swamp on the southern border with Maryland. This ridge forms a natural barrier that has had a large impact on the historical development of Sussex County. "Western Sussex Countians looked to the Chesapeake as their natural artery of commerce with the world outside Delmarva, [while] their neighbors across the forests to the east have relied upon the Delaware, the Atlantic Ocean, and the Indian River" (Carter 1976:48).

The varied physiography within the Sussex East-West Corridor guided early European settlement, which was primarily restricted to water-borne access routes. Passage into the interior of central Sussex County was extremely limited and difficult due to the lack of roads and navigable creeks. The topography and physiography of the project corridor was a definite

limiting factor in the settlement and development of Sussex County. Settlement seems to have been guided by the topography, with concurrent movements from the Delaware Bay spreading westward, and a second thrust up the Chesapeake Bay and the Nanticoke River system and spreading eastward across Sussex County. This bipolar settlement pattern, influenced by the topography and physiography of Sussex County, is reflected in its historical development.

Regional History

[This material was taken primarily from Catts, Custer and Hoseth 1991]

1630 to 1730: Exploration and Frontier Settlement. The earliest colonial settlement in Delaware, known as Swanendael ("Valley of Swans"), was made at present day Lewes, Sussex County in 1631 under the sponsoring of the patroons of the Dutch West India Company for the purpose of whaling and raising grain and tobacco. This venture was privately financed, but it ended in tragedy when the all-male population was wiped out in a massacre by the local Indians, the Sickoneysincks, in 1632. Farther north, a group of Swedes in the employ of the New Sweden Company built Fort Christina in 1638 in what is now part of the present city of Wilmington. Fort Christina thus became the first permanent European settlement in Delaware. The Swedish government supported the venture, and Fort Christina, located at the confluence of the Brandywine and Christiana creeks, became the nucleus of a scattered settlement of Swedish and Finnish farmers and traders known as New Sweden (Weslager 1987).

The Dutch claimed the identical land, from the Schuylkill River south, by right of prior discovery. In 1651 the West India Company retaliated by building Fort Casimir at the present site of New Castle, in an attempt to block Swedish efforts to control commerce on the Delaware River. The Swedes responded by capturing this fort in 1654 and renamed it Fort Trinity. Rivalry between the Swedes and the Dutch continued, and the Dutch returned to the Delaware Valley in 1655 with a large military force and recaptured Fort Trinity and also seized Fort Christina. As a result, New Sweden ceased to exist as a political entity due to a lack of support from the homeland. Despite the lack of political presence, Swedish and Finnish families continued to observe their own customs and religion.

The city of Amsterdam acquired Fort Casimir from the West India Company in 1657, and founded a town in the environs of the fort called New Amstel. This was a unique situation in American Colonial history, a European city became responsible for the governance of an American colony. The Dutch erected a small fort at Whorekill (present day Lewes) near the mouth of the Delaware Bay in 1659 for the purpose of blocking English incursions, particularly settlers from the Chesapeake Bay and Virginia areas. At Whorekill several Dutch families built homes, including Dutch Mennonites under the leadership of Cornelius Plockhoy, who established a semi-socialistic community there in July of 1663. They too, were under the supervision of local officials appointed by the burgomasters of Amsterdam.

English hegemony of the Delaware River and Bay area began in 1664 when Sir Robert Carr attacked the Dutch settlement at New Amstel on behalf of James Stuart, Duke of York, brother of Charles II. This was an important move on the part of England to secure her economic position in the New World. The settlement at Whorekill was seized and pillaged by the English. A transfer of political authority from the Dutch to the English followed during the 1660s, and the Dutch settlers who swore allegiance to the English were allowed to retain their lands and personal properties with all the rights of Englishmen. Former Dutch magistrates continued in office under the Duke of York's authority. The Swedes, Finns, and Dutch peacefully accepted the rule of the Duke of York through his appointed governors.

The first local court was established at Whorekill by Governor Lovelace in 1670. By 1671 the population of Whorekill consisted of forty-seven individuals, both Dutch and English (Gehring 1977:100). It was reported at that time that the Marylanders were unlawfully settling

within the boundaries of the Duke of York's lands, about twenty miles from Whorekill in the vicinity of Assawoman Inlet. Indeed, in 1670 Lord Baltimore had created a new county, called Durham, that encompassed much of the lands presently occupied by the state of Delaware (Papenfuse and Coale 1982:11). Between 1676 and 1682, when William Penn became the proprietor of the lands from Whorekill to New Castle, Baltimore issued at least forty-five warrants for lands on the west side of the Delaware Bay, along "Duke Creek" (probably Duck Creek), Slaughter Creek, Prime Hook, Indian River, and Whorekill Creek (Skirven 1930).

During the third Anglo-Dutch War, in 1673, the Dutch recaptured New Netherlands, including New Amstel and Whorekill. The Dutch retained possession of the region only briefly, returning the lands to the English in 1674 in exchange for the captured Dutch colony of Surinam. The short war had an effect on the settlers at the head of the Delaware Bay, however, for in December of 1673, the Maryland government sent an expeditionary force of forty men to Whorekill, which was burned and pillaged for a second time in less than a decade (deValinger 1950).

Governor Edmund Andros established the county of Deale in 1680. This new county included the settlements at Whorekill northwards to Cedar Creek. The settlement of the Whorekill region, particularly around the town of Whorekill, and the area ten miles south at Indian River and Assawoman Inlet, was encouraged by Governor Andros. Between 1676 and 1678, forty-seven land patents were issued by the Duke of York's government for lands in the area, all fronting on the coast or on navigable streams and rivers (Hancock 1976).

Proprietary rights were granted to William Penn and his representatives by the Duke of York in 1682. This grant essentially gave political and economic control of the Delaware region to Philadelphia, the new seat of government in Penn's colony of Pennsylvania (Munroe 1978). The name of Deale County was again changed, this time to Sussex County. The name of the town of Whorekill was also changed to Lewes, the county seat of the English county of Sussex. In 1682 the first surveyors of highways and bridges were appointed for the county. Sussex County at this time was heavily forested and swampy, and settlement in the county for much of this period was confined to an area within about ten to twelve miles of the coastline, extending inland along a line running roughly from modern Milford-Milton-Harbeson-Millsboro-Dagsboro. Grist mills were established on Broadkiln Creek (Milton) by 1695 and on Bundick's Branch soon thereafter; an earlier grist mill had existed in Lewes by 1676. Lewes was the only town of any size in the county, and it became a political, maritime, and commercial center for the region. Anglican, Presbyterian and Quaker houses of worship were established in the town at the end of this period. A second Presbyterian Church, the Cool Springs Meeting House, was erected about six miles west of Lewes on Cool Spring Branch circa 1728.

Located in Lewes and Rehoboth Hundred, Cool Spring was a small hamlet that owed its origins to the existence of two active religious groups. A Quaker Meeting was established here by 1720, although no meeting house was actually constructed until 1742 (Carter 1976:37). The Quaker Meeting here died out by the early nineteenth century. The Cool Spring Presbyterian Church was established prior to 1728, and along with the Lewes First Presbyterian Church and the later Indian River Presbyterian Church, formed one of the earliest centers of that denomination in the state.

Yards for ship building were present in Lewes by the early 1680s (Hancock 1976:21). The population of Sussex County has been estimated to have been less than one thousand persons by 1700, and the majority of these inhabitants were farmers, raising crops of tobacco (the primary medium of exchange), corn, wheat, and rye. Hogs and cattle were also raised. The exporting of cattle, by driving them overland from Lewes to New Castle, appears from the records to have been a significant source of income for the settlers of Sussex (Munroe 1978:198).

Political relations between the three lower counties of Pennsylvania and the other portions of Penn's grant deteriorated. By 1704 representatives from Sussex County began to meet with legislators from New Castle and Kent counties in a separate assembly at the town of New Castle, but the Governor continued to be appointed by Pennsylvania. Economic and social ties, however, continued to link the "Lower Counties" and Philadelphia throughout the seventeenth and eighteenth centuries (Munroe 1954).

Settlement patterns in the project corridor dating from this earliest period were characterized by a reliance on waterways, based on the work of several historical archaeologists and geographers in the Middle Atlantic region and elsewhere (Miller 1980; Wise 1980; Custer, Jehle, Klatka, and Eveleigh 1984:102-113; Lewis 1976:14-15; Rubertone 1986; Blouet 1972; Earle 1975). Settlement was circumscribed by the drainages within the region, such as the Mispillion, Broadkill, Indian River and Bay, Assawoman Bay, and the smaller tributary creeks, such as Cool Spring Branch, Bundick's Branch, Herring Creek, and Lewes Creek. In the western portion of the project corridor, the region claimed during this time period by Maryland and Lord Baltimore, the Marshyhope and the Nanticoke served as the foci of settlement. Limits of historical settlement were approximately ten to twelve miles from the Atlantic Coast, or to the heads of the eastern-flowing drainages in the project corridor, and probably within one-quarter to one-half of a mile from the Nanticoke and Marshyhope drainages. Figure 3 (Herrman 1670) illustrates the extent of settlement and its limitations during the late eighteenth century.

The Dutch at Lewes, and at other locations on the shores of the Delaware estuary, instituted a system of "long lots" that fronted on and extended inland from the waterways (Custer et. al. 1984:103; Delaware Division of Historic and Cultural Affairs 1976:15; Wise 1980:7;). Other researchers in the Middle Atlantic have identified a similar "long-lot" system in Virginia, Pennsylvania, and New Jersey (Wise 1980:7). Based on the results of the Atlantic Coast Comprehensive Survey undertaken in the late 1970s, Wise (1980:4) has postulated that historic sites dating from this time period will be located within three hundred feet of the drainage on which they fronted.

The long-lot pattern allowed easy access to navigable water, which also served as the primary mode of transportation and communication, since overland travel was severely limited by dense woodlands and marshes. Lots laid out using the long-lot system varied considerably in size, those in towns like Lewes being fairly small, while those established by patents from the Penn government on the south side of Indian River contained several hundred acres. In the late seventeenth and early eighteenth centuries, the Penn government also divided land up in haphazard, irregular lots, generally consisting of about two hundred acre parcels (Eastburn 1891). Like the long-lot system, these irregular parcels always contained some water source, and usually had a stream serving as a property line, or running through the parcel. Within the project corridor, irregular lots of this pattern would have been found along the Nanticoke and Marshyhope drainages, and west of the immediate vicinity of Lewes, around Cool Spring Branch and Bundick's Branch.

Dwellings and "plantations" were generally constructed on well drained soils with small agricultural field(s) close-by. The low population density of Sussex during this period is reflected in the distances between plantations, which ranged from .25 to 1.5 miles from each other (Earle 1975; Hancock 1962). Tobacco was the major agricultural crop at this time, along with livestock raising. Land use of this type suggests that plantations of the period would exhibit an intensive use of the land in the immediate vicinity of the dwelling house and outbuildings, with a patchwork of new and old fields, but significant portions of the property would be kept in woodland or marsh for cattle forage. Structures present on agricultural complexes dating to this period would have included small dwelling houses generally built of wood (frame or log), and only rarely of brick. Dwelling plans included a range of traditional options such as hall, hall-parlor, double cell, cross-passage, and four-room (Herman 1987:27).

STUDY REGION CIRCA 1670

SUSSEX EAST-WEST CORRIDOR STUDY | FIGURE 3

House foundations were generally of earth or impermanent construction, a building style that characterized much of the architecture of North America during this period (Carson et. al. 1981; Kelso 1984; Herman 1987:84). A variety of outbuildings such as kitchens, tobacco and grain sheds, milk houses, barns, smokehouses, and meat houses would have been present on the farmsteads (Herman 1987:61-72). Job-specific buildings, such as ship carpentry shops and blacksmith shops, were few in number, and were located primarily in the Lewes area.

The town of Lewes during this period was the only "urban" location in Sussex. Lewes functioned as a center of social, political, economic, and religious activities, and as the entrepot between Sussex County and the upper Delaware communities, overseas to Europe, and the West Indies. In this capacity the town fits Lewis' (1976:14) definition of a "frontier town".

Built Environment Analysis: The built environment of this earliest period of Sussex County, **Exploration and Frontier Settlement 1630-1730**, was characterized by small, impermanent, frame construction. These structures are defined as "temporary houses intended to endure from a few years to a decade or more" (Herman 1987:84). The landscape was sparsely settled, with settlement limited primarily to the Delaware coastline. The inadequacies of transportation access into the interior of the county inhibited any extensive settlement during this period. The only concentrated area was at Lewes, with forty-seven residents as of 1671. The population of Sussex County was estimated to be less than one thousand by 1700.

Within the project corridor, based upon the history and settlement patterns during this period, there would have been a wide variety of resource types comprising the built environment. Along the eastern and western project limits, there would have been a number of small grist and saw mills on the major streams. Churches were located at Cool Springs by 1728. The economy was dominated by agriculture, with farmers raising tobacco, corn, wheat, and rye. Hogs and cattle were also raised.

Domestic architecture of this period would be characterized primarily by one room plan dwellings of one or two stories (Herman 1987:15). Houses averaged sixteen to twenty feet square, and could be categorized as hall-plan dwellings. The building would have a large chimney along one gable; a boxed staircase; and a large, single room. The dwelling was likely to have been sheathed in horizontal wood siding, have timber frame construction, and a gable roof (McAlester and McAlester 1984:82). Agricultural architecture of this period would be characterized by buildings and structures directly related to the early tobacco and grain based economy, and would have included frame tobacco sheds, small barns, and other sheds. Structures to house the hogs and cattle could also be expected to be found in the period. Commercial architecture would be characterized by small, rural stores and isolated, frame mills.

Architectural styles during this period are likely to have varied only slightly according to the location of the resource. Dutch and Swedish influences should be evident in the extreme eastern portion of the county, specifically at Lewes and along the coastline, but English influence would become the dominant factor in building and structure design. English settlers continued to press into the region, from the Chesapeake Bay on the west, and inland from the Delaware Bay on the east. Both settlement zones brought with them a strong tie to the traditional English house type: rectangular, narrow, and only a single room deep with a gable roof. This house type, defined as Chesapeake Bay Vernacular, would provide the foundation for much of the domestic architecture in Sussex County through the early twentieth century.

Survival rates for all property types from this period are extremely low. Any resource identified must be given an extremely high historic preservation priority regardless of integrity or condition. One extant historic property dating to this time period in the project region was previously recorded. This property is the Coolspring Church (S-138), constructed in the first quarter of the eighteenth century. It is listed on the National Register of Historic Places. The present study identified one property dating to this period within the project alternatives. This

dwelling (S-5080) is part of the proposed Governor Collins Historic District. No other extant buildings or structures dating from this period are presently known in the project corridor. Specifically lacking are the impermanent sites from the earliest occupation of the area, and their immediate, more durable replacements. Sites dating to this period are therefore significant cultural resources and have high potential within the corridor.

1730 to 1770: Intensified and Durable Occupation. Settlement in Sussex County by the start of this period had penetrated the interior portions of the lower Delaware region, reaching the area of the mid-peninsular divide (just to the west of present day Georgetown). Patents for land west of the headwaters of the Broadkiln and Indian rivers, and along Gravelly Branch and its tributaries were being issued from the Pennsylvania government by the second decade of the eighteenth century (Scharf 1888:1237-1293). According to one contemporary observer:

> The Inhabitants here live scattering generally at 1/2 a mile or miles distance from each other, except in Lewes where 58 families are settled together. The business or Employment of the Country Planters, is almost the same with that of an English Farmer, they commonly raise Wheat, Rye, Indian Corn, and Tobacco, and have Store of Horses, Cows, and Hoggs. The produce they raise is commonly sent to Philadelphia...The people here have generally the Reputation of being more Industrious then they of some of the Neighboring Counties.... (Hancock 1962:139).

On the opposite side of the Peninsula, in the area that would become Northwest Fork, Nanticoke, and Seaford Hundreds, the Maryland government was issuing patents and warrants as early as the 1680s for lands on the Marshyhope Creek, Clear Brook Branch, and other tributaries of the northwest fork of the Nanticoke River. In 1682 John Nutter of Maryland took up the tract of land between Clear Brook Branch and Bridge Branch that would eventually contain the town of Bridgeville (Hancock 1985:13). Other prominent family names from the western part of Sussex County, such as Cannon, Polk, Richards and Adams, appeared in the area during this period under Maryland land patents. Until the settling of the dispute over the boundary line between Maryland and Pennsylvania (including the Three Lower Counties) in 1765 by the establishment of the Mason-Dixon Line, the traditional western boundary between Sussex County and Worcester County was the Nanticoke River and its tributaries, particularly Tussocky Branch and Gravelly Branch. Those settlers on the west side of the Nanticoke resided in the Province of Maryland, and those on the east side lived in Sussex County. Needless to say, this rather arbitrary boundary caused considerable confusion and dissension among the "Border People" on the Peninsula. Numerous disturbances occurred along the borders of New Castle, Kent, and Sussex counties throughout the period.

The land remained heavily wooded and overland passage was difficult for most of the eighteenth century. Major roads included the King's Highway, officially established by an Act of the General Assembly in 1752. This road ran northwards from Lewes to Cedar Creek and St. Mathews Anglican Church (built in 1707), and from there to Dover and up country to Wilmington (Laws of the State of Delaware 1797:320, 390-394). From Lewes the main road ran south through St. Georges Chapel to Warwick and the ferry crossing on the Indian River, and from Lewes southeast down the Atlantic Coast towards the Inlet. At St. Georges Chapel (built in 1719), a side road extended down Angola Neck, a site of early settlement in the county (Munroe and Dann 1985). In the western part of the county, claimed at this time by Maryland, a major overland route ran from Choptank Bridge across Gravelly Branch in the vicinity of Coverdale Crossroads. The roads were described at the beginning of this period as "very commodious for traveling, the land being level and generally sandy, so that the people usually come to Church Winter and Summer some 7 or 8 miles, and others 12 or 14 miles...." (Hancock 1962:140).

The population of Sussex County grew slowly throughout this period. In 1728, the Reverend William Beckett reported that there were a total of 1,750 inhabitants in the county. Beckett also noted that there were 241 slaves and free blacks in the county. By the 1740s, it was estimated that the population of Sussex County was between 1,800 and 2,000 (Pennsylvania Archives 1891). Hancock (1976:26) estimates that by 1775 there were nearly fourteen thousand inhabitants. The tremendous growth of the population between 1740 and 1775 may be attributable to the strong migration of settlers from the eastern shore of Maryland to Delaware lands, as well as to overseas immigration from Great Britain (Munroe 1978:150).

Farming continued to be the major occupation of the settlers in Sussex throughout the period. The farms and plantations in Sussex have been generally characterized as subsistence farms, operated by poorer farmers and farm laborers, particularly when compared to the farms located in New Castle County (Main 1973:26-32). Tobacco declined from its position as the prominent cash crop in Kent and Sussex counties, and was replaced somewhat by corn and wheat. The lumber industry, particularly the harvesting of vast stands of cedar and pine from the Indian River area, began in this period to grow in importance, and the shellfish industry was established in the bays of Sussex. Shipbuilding remained a significant industry, especially at Lewes, on the Broadkiln, and along Indian River.

An important industry that flourished in the county during this time period was the iron industry. Several iron furnaces and plantations were established along the Nanticoke, Gravelly Branch, and Deep Creek beginning in the 1760s (Tunnell 1954; Heite 1974). These furnaces used bog iron ore, dug from the surrounding swamps and wetlands, for their sources of ore. The Deep Creek Furnace was established in 1763, as was Nanticoke Forge, located at Middleford. Pine Grove Furnace was situated at the present site of Concord. The Unity Forge (blast furnace), owned by Joseph and Samuel Shankland, was located at the Head of the Nanticoke River in Northwest Fork Hundred. Most of these furnaces were out of production by the beginning of the American Revolution.

Lewes continued to be the major town in the region, though there was some dissension in the 1760s among the inhabitants of the southern and western portions of the county to have the county seat moved to the Crossroads on the Broadkiln (present day Milton). Several small hamlets sprung up during this time period, mostly located at stream and river crossing points. Besides the Crossroads, also known as Clowes, these hamlets included Bridgebranch (later Bridgeville) in Northwest Fork Hundred, established in 1730 with the erection of a bridge over the creek of the same name; Warwick in Indian River Hundred, a ferry point erected before 1750 on the upper reaches of Indian River; and St. Johnstown in Nanticoke Hundred, the location of a crossroads village and Presbyterian Church in the last quarter of the eighteenth century.

The boundary between Maryland and the Three Lower Counties (Delaware) was settled at the close of this period. In earlier times the Nanticoke River and its tributaries served as the provincial line. Because of the vagarities of nature, the river channel often changed. As a result, there were overlapping land grants issued by both governments in this portion of the project area. The land grant patterns of the previous period continued into this one, with large, irregular parcels often bounded by a watercourse. Water continued to function as the primary transportation and communication medium, and overland routes, though present, were poor. The few roads that did exist were primarily local secondary roads or regional connectors that ran from the Chesapeake Bay across to the Delaware Shore, and from Lewes up country to Philadelphia.

Settlement patterns during the second quarter of the eighteenth century may have shifted from a water-oriented plantation pattern to a more inland focus (Wise 1980). A settlement shift of this nature was probably due to the change from tobacco agriculture that occurred in the early eighteenth century in southern Delaware (Munroe 1978). Grain agriculture would

have required more extensive land clearing and planting, thus allowing more mobility in dwelling and farmstead location. Documented population increases, caused by immigration from overseas, and overland from the Eastern Shore, would have also contributed to the change in settlement orientation. This change from water to land has been suggested for historic sites located along the St. Jones River in Kent County (Wise 1980), but whether the pattern is applicable to Sussex County, and the project corridor in particular, is not known at present.

The change in settlement pattern orientation was reflected in changes in plantation layout and architecture. Starting in the 1740s, Georgian architectural house forms began to appear, and more permanent methods of construction and material types were utilized (Carson et. al. 1981; Herman 1987:26, 109-110). Livestock raising continued to be an important occupation of the area's inhabitants, and home manufacturers were added by the middle of the eighteenth century to the subsistence economy of Sussex (Main 1973; Jordan 1914). Outbuildings reflected the changes in agriculture, with a disappearance of tobacco sheds, the presence of more durable granaries, and barns, and the addition of structures related to home manufacturing, such as weaving houses.

Large tracts of forest land and swamp in the western portion of the project corridor were taken up by the iron companies that were established in the second half of the eighteenth century. To operate, these iron plantations required large amounts of charcoal and wood supplies, which required extensive tracts of timber. A dispersed pattern of settlement was therefore maintained in the vicinities of the forges, though the population of the forges may have been relatively high, and the furnace complexes themselves contained a variety of structures, such as grist and saw mills, blacksmith shops, dwelling houses, stables, and perhaps churches (Heite 1974; Virginia Gazette 1770; Lewes Presbytery Minutes 1758-1810).

Several small "commercial towns" (Heite and Heite 1986) were established in the project corridor by the middle of the eighteenth century. Commercial towns were those that appeared at prominent crossroads or navigation locations, and served as focal points for the local economy and society, such as Bridgebranch (Bridgeville), Warwick, and at the Head of the Broadkill (Milton). These towns usually consisted of a tavern, a bridge or fording place, a grist or saw mill, wharves if on a navigable river, maybe a store and perhaps some domestic dwellings. The economic effect of these small towns during this period was probably negligible on the overall region, or on the economy, and Lewes remained the only major urban location in Sussex.

Built Environment Analysis: The built environment of this period of Sussex County, **Intensified and Durable Occupation 1730-1770**, was characterized by buildings larger in scale than in the previous period, but still small in size, and primarily of frame construction. More durable construction became the goal of the builders (Herman 1987:110), however, timber construction did not lend itself well to permanence. Inland settlement was spurred by timber clearing and the development of arable lands away from the coasts (Herman et. al. 1989:43). Settlement had reached west of present day Georgetown, and patents were being issued throughout the corridor by both Pennsylvania and Maryland governments. The population of the county was estimated to be approaching fourteen thousand by the last quarter of the eighteenth century. Lewes continued to be the economic and social focus of the county, but small crossroads villages were appearing.

There would have been a wide variety of resource types comprising the built environment within the project corridor. Saw and grist mills would have been located on the major streams. Churches continued to be constructed in Lewes and in the crossroads villages, with the inception of Anglicanism as the strongest religious force during this period (Herman et. al. 1989:47). The economy was dominated by agriculture, with farmers shifting away from tobacco, and focusing more on the cultivation of corn and wheat. The lumber and iron industry also flourished during this period. Husbandry was primarily subsistence oriented with most

households maintaining a few hogs, geese, and a cow (Herman et. al. 1989:44).

> Society [during this period] developed and mutated along the lines of a southern plantation system. At the top of the social and economic ladder were the proprietors and major landholders. Lesser landholders composed the remainder of this upper stratum. Beneath landholders were farm managers and forest overseers, whose job was to monitor and regulate the production of the estates. In descending order under overseers were tenants, laborers, and slaves (Herman et. al. 1989:46).

The development of a more stratified society, both economically and socially, during this period, would suggest that this would be reflected in changes in the built environment. Major landholders would have the largest houses, while others lower on the economic ladder would have correspondingly smaller and poorer quality dwellings. Domestic architecture of this period would be characterized primarily by narrow, rectangular, one room plan dwellings of one or two stories (Herman 1987:15). However, some residential structures could have two, or three room plans (Herman 1987:110). Center passage houses dating to the 1740s could be expected, but more commonly are found in the 1750s and 1760s (McAlester and McAlester 1984:80). The buildings would still be dominated by one or two, large, gable end chimneys; a boxed corner staircase; and, for the most part, a large, single room that could be divided by a central staircase. It is likely that such buildings would be sheathed in horizontal wood siding, and reflect timber frame construction with a gable roof (McAlester and McAlester 1984:82).

Agricultural architecture of this period would be characterized by buildings and structures directly related to the grain based economy, and would have included frame barns, granaries and corn cribs. Structures to house the hogs and cattle could also be expected to be found in the period. Commercial architecture would be characterized by small, rural stores and isolated, frame mills. Kitchens and dwellings utilized during this period as home manufactures would also be found. As settlement increased, and additional lands were granted, the need for surveyors and other professionals also grew, thus professional offices could be found during this period, primarily in the areas of concentrated settlement. However, these types of structures would most likely have been within individual's homes, and not freestanding buildings expressly constructed for professional purposes.

Architectural styles during this period would vary only slightly according to the location of the resource. Chesapeake Bay architectural traditions are believed to have dominated the built environment within the project corridor during this period. English settlers continued to press into the region, from the Chesapeake Bay on the west, and inland from the Delaware Bay on the east. Both settlement zones brought with them strong ties to the traditional English house type; rectangular, narrow, and only a single room deep with a gable roof. This house type, defined as Chesapeake Bay Vernacular, would provide the foundation for much of the domestic architecture in Sussex County through the early twentieth century.

Survival rates for all property types from this period are low. Few dwellings survive from this period, and most have been moved from their original sites (Herman et. al. 1989:43). All property types within this period remain highly significant. Catts, Custer and Hoseth (1991) recorded a total of four standing structures dating to this time period within the project region. These include the Short Farmstead (S-410), a National Register site; the Hopkins House (S-410); and the Poplar Level Farm (S-3779 and S-5144). All of these historic properties are agricultural or dwelling complexes, and date from the 1750s. One dwelling (S-827) within the project alternatives was placed on the National Register of Historic Places in 1982. The building is the Ricards House which is part of the Peach Mansion District. According to the Ricards' family history, the earliest section of the house dates to 1731 (Carter 1981). As with the previous period, historic properties from this period are considered to be significant.

1770 to 1830: Transformation from Colony to State. By the start of this period, the century long boundary dispute between Maryland and Pennsylvania had been decided, and the area west of the Nanticoke officially became part of Sussex County. The addition of such a substantial tract of land spurred the creation of five new hundreds in Sussex: Baltimore, Little Creek, Dagsborough, Nanticoke, and Broad Creek. These hundreds in "New Sussex" were joined with the five hundreds of "Old Sussex:" Lewes and Rehoboth, Indian River, Northwest Fork, Broadkill, and Cedar Creek (Hancock 1976:25). Sussex County thus became the largest of the Three Lower Counties, with a surface area of ninety-four square miles, nearly the size of both New Castle and Kent counties combined. By 1800 the population of the county was 19,358, with nearly 40 percent of the total located in the hundreds of Northwest Fork, Nanticoke, and Broadkill. The largest slave holding hundreds at this time were Northwest Fork, Baltimore and Dagsborough, each with between eighteen and nineteen percent slaves in their respective populations.

The American Revolution dominated the social and political scene in the county at the start of this period. Much of the effects of the war were limited to the coastal areas around Lewes, the Mispillion, Broadkill, and Indian rivers, where British blockades and shore raids disrupted trade and commerce. Inland, however, strong loyalist sentiments among the population prevailed, and in 1780 about four hundred Tories took part in the Black Camp Rebellion. The headquarters of the rebellion was located in a swamp about six miles north of Georgetown. The rebellion was quelled with the use of Kent County militia (Hancock 1976:43). Many of the participants in the rebellion were inhabitants of the poorer regions of the county, and complained about a lack of paper currency, and of destitution for their families. Economic grievances of this sort would continue after the Revolution, and throughout the period.

The Sussex County legislature voted to move the county seat from Lewes to the new town of Georgetown in 1791. The new village was named Georgetown in honor of George Mitchell, one of the local commissioners. Georgetown developed slowly, with tanning and brickmaking as the first industries. The town also served as an entrepot for the surrounding agricultural lands. As a result of this move, improvements in the transportation network, particularly in the interior parts of the county, were undertaken. By 1796 a road running south from Georgetown to Laurel was established, as was a road from Georgetown north to Milton and the Broadkill (Delaware State Archives 1792, 1796). Within the project area, both the transportation network and the settlement pattern focused on grist mills, saw mills, and mill dams. The mills provided nodal points for the surrounding population, and other services. Taverns, shops, and stores were erected in their vicinities. The mill dams often provided the easiest means of crossing low, swampy ground and of crossing the mill ponds, thus becoming ready-made causeways across streams and creeks in the area. The mills located at Collins Pond, Hunter's Pond, and Red Mill Pond are examples of this settlement pattern, as are the roads that cross at their dams. Mill seats sometimes expanded into larger towns, such as Laurel (1802), Millsboro (1792), and Dagsboro (circa 1780). Other small towns grew up around crossroads and fords, such as Seaford (1799) and Bridgeville (renamed in 1810). Ship building provided the impetus for the growth of Bethel (1800) and Milton (1807).

Bridgeville, located in Northwest Fork Hundred, was known first as Bridgebranch until the name was changed in 1810. The land was granted to John Nutter in 1682 from Lord Baltimore, and by 1730 the town had a few houses at the creek crossing (Ferguson n.d.). Early settlers included Roger Adams, Francis Woodgate, John Rider, and Tilghman Layton. The town grew rapidly during the early nineteenth century, being chosen in 1812 as the polling place for Northwest Fork Hundred. For a brief period, Bridgeville was more prosperous than Laurel and Seaford. Due to the lack of navigable streams, however, development slowed in Bridgeville in the 1830s and 1840s, while Laurel and Seaford both grew rapidly, as both were situated on major waterways.

Another crossroads community, Coverdale Crossroads, was founded during this period and lies within the study corridor. This community, located near the center of Nanticoke Hundred, was founded as Bethel Crossroads in 1800, and later was known as Passwater's, Collins', Coverdale, Lafferty's, and finally, Coverdale's again. The town became a polling place for the hundred in 1811, and at its height, contained a store, two taverns, and a post office (Carter 1976:48).

Corn agriculture predominated throughout this period in Sussex County, and in the southern part of the county livestock raising contributed substantially to the economy (Macintyre 1986; Michel 1985; Garrison 1988). Homesteads in Sussex were generally characterized by a frame or log, one and one-half story house averaging under 450 square feet of living space, a small orchard of apple and peach trees, and usually about four outbuildings, including a corn barn, smoke or meat house, and kitchen. Livestock on the farm might include a herd of hogs, cows, sheep, oxen, and an occasional horse. On most plantations, only fifty percent of the total acreage of the farm was under cultivation (Hancock 1987:24-5). "Out plantations" or "out fields" might be located close by the farm, and were areas of tenant houses or well-used fields. A form of extensive subsistence farming coupled with home manufacturing dominated the economy of Sussex County during this period. Tench Coxe (1814:76), in his report on the manufactures of the United States for the year 1810, indicated that over seventy percent of the looms in the state of Delaware were located in Sussex County. Over sixty-two percent of the total value of flaxen goods, and over seventy-five percent of the wood produced in Delaware, came from homes in Sussex County. Coxe also reported that the five iron forges in the state were located exclusively in Sussex and produced 215 tons of iron annually. Twenty distilleries in the county produced nearly half of the annual value of all of those establishments in the state. Other categories of manufacturing, like grist mills, fulling mills, cotton and woolen factories, and snuff mills, were all situated in the industrial counties of Kent and New Castle.

Iron operations in Nanticoke Hundred such as the Pine Grove Furnace, were present as early as the second half of the eighteenth century. This furnace operation was later purchased by the Collins family, and renamed Collins Forge. It was owned and operated by Governor John Collins of Laurel, and at his death in 1822, the forge was operated by his son Theophilus Collins until 1850. Declining bog iron supplies and waterborne shipping led to the closing of the forge (Carter 1976:48). The demise of many of the iron furnaces of western Sussex County occurred at the start of this period. Iron furnaces were replaced by bloomery forges, that were smaller and more economical to maintain. The forge that was once at Collins Mill Pond and the Unity Forge near Bridgeville are examples of these types of forges (Heite 1974).

This period of time within Sussex County saw a great deal of change and development of the landscape, as new areas were brought into cultivation, new towns and market centers were founded, and the forests were lumbered off. Subsistence agriculture (predominantly corn production), forestry, and home manufactures continued to dominate the economic growth of the project corridor in the period. For the most part, dwellings were constructed of log or frame, with only a few brick houses. Farmsteads were small and averaged few buildings, typically including a house, a smokehouse, one or two corn barns, and perhaps a stable and speciality structure like a loom house or weaving shed. The occupation of the land by tenants rose during this period, and many of the farms in the project corridor were considered to be "out plantations," or tenant occupied farms (Herman 1988; Garrison 1988).

The population of the county grew from about fourteen thousand in 1775 to over twenty-four thousand in 1790. Though the population fluctuated throughout the remainder of the period, it generally rose, and reached twenty-seven thousand by 1830. The early growth may be attributable to the acquisition of Maryland lands in the 1770s (the settling of the boundary issue). The rise in population over time is indicative of the increased development of agriculture, the rise of tenancy, and home manufactures in the region (Herman and Siders 1986:79).

The founding of the "planned town" of Georgetown in the 1790s was a significant event in the history of Sussex, because it reflects the changing social and economic environment of the period. By the start of the nineteenth century, Georgetown was followed by the establishment of other centralized market place towns like Seaford, Laurel, Milton, and Millsboro. These towns stimulated the growth of the interior portions of Sussex County. Although not large by regional standards, these commercial towns became the foci of service and merchant locations, and shops, stores, wharves, and taverns were located in them. The iron industry located in the Nanticoke watershed began to decline in economic importance during this period, and the lands were sold off for farming and lumbering. Mill seats became significant locations in the project corridor during this period. Often, mill seats were the center of other service-oriented structures, such as blacksmith and wheelwright shops, and taverns. Religious diversity in the county was reflected by the erection of numerous churches and chapels in the interior locations throughout the project corridor, most notably Methodist and Baptist churches.

Water-oriented transportation and commerce remained the primary means of business and communication, with two major foci of shipping in Sussex. The towns of Seaford and Laurel were oriented towards the south and the Chesapeake, while Indian River, Rehoboth Bay, Milton and Lewes faced the Atlantic and were part of the economic hinterland based on Philadelphia. Historic maps from the period suggest that the road network was developing. Dennis Griffith's *Map of the State of Maryland* in 1794 (Griffith 1794) shows the sparse road network across the eastern end of the project corridor, but no roads through the central and western sections of the corridor. A map from 1797, however, does show a road leading from the coast to the newly developed county seat of Georgetown (Sotzmann 1797), suggesting that the interior of the county was developing. Fielding's map of Maryland from 1822 (Fielding 1822) shows a burgeoning road network radiating out from Georgetown.

The landscape of the project corridor was transformed during this period. More land was cleared and put into agricultural production, an intensive deforestation of the interior portions of the county was accelerated, and improvements in the internal transportation network were undertaken (Herman and Siders 1986:80). All of these changes were reflective of larger-scale significant economic and social changes, as more land was occupied by the poorer classes of farmers and tenants.

Built Environment Analysis: The built environment of this period of Sussex County, **Early Industrialization 1770-1830**, was characterized by a variety of property types scattered across the county. Building construction continued to be almost exclusively of frame following the Chesapeake Bay Vernacular pattern which, by this time, had become the traditional building form in the region. Social changes during this period may have had a substantial influence on the built environment. The number of slaves in the county was decreasing, while the percentage of free blacks within the county was rising. "In 1800 over half of the black population had been slaves; by 1830, more than 80 percent were free" (Herman et. al. 1989:50). In 1830, blacks made up twenty-five percent of the total population of Sussex County. The decline in slave holding and the resulting growing numbers of free blacks led to the establishment of free black and tenant communities within the study region.

There would have been numerous small houses within the project corridor, primarily associated with agricultural operations. Saw mills would also have been found, with small villages developing around them. The villages would include stores, taverns, post offices, schools, and possibly, professional offices. Churches again experienced a period of growth, coinciding with the rise of Methodism. "Lay preachers and circuit riders, rural chapels and meeting houses, and annual camp meetings became common features" (Herman et. al. 1989:52). Religious structures associated with this dominant theme were extant throughout the corridor.

Domestic architecture of this period would be characterized primarily by narrow, rectan-

gular dwellings of one or two stories, and one to three room plans (Herman 1987:15, 110). Many would have a central staircase dividing a large, open room; however, some could have a tripartite plan, with a central hall dividing the house (McAlester and McAlester 1984:80). In contrast to houses from the earlier periods, residences during this period tended to incorporate a number of domestic functions that previously had occupied separate structures. Instead of a separate office, summer kitchen, and servant residences, these functions were added to the house, usually as part of a rear wing (Herman 1987:148). Early dwellings began to be expanded and adapted to changing needs. Farmsteads typically were composed of a house; a service structure such as a smokehouse; and one or two, small farm buildings such as a cornhouse, barn, or stable. It is likely that such buildings were sheathed in horizontal wood siding, and reflected timber frame construction with a gable roof (McAlester and McAlester 1984:82).

Agricultural architecture of this period would be characterized by buildings and structures directly related to the grain based economy. "As land was more intensively tilled, a new generation of farmbuildings was erected" (Herman et. al. 1989:51). These structures included small hay and feed barns, cornhouses of log and frame, tenant housing, stables, granaries, and others. Structures related to growing husbandry would be evident. These buildings were associated with hogs, cows, sheep, oxen, and horses (Catts, Custer, and Hoseth 1991:37).

Commercial architecture would be characterized by small, rural stores and isolated, frame mills. Kitchens and dwellings utilized during this period as home manufactures would also be found. Home manufacturing dominated the economy of Sussex County during this period, with over seventy-five percent of the wool produced in Delaware coming from Sussex County homes (Catts, Custer and Hoseth 1989:38). Examples of architecture relating to the manufacturing context of the period would include the iron forges within the corridor, including foundries at Collins Mill Pond and Unity Forge near Bridgeville.

Architectural styles during this period would be dominated by the Chesapeake Bay architectural traditions. This tidewater pattern evolved from a simple, one room, narrow, rectangular plan structure to what is currently characterized as an I-house (McAlester and McAlester 1984:80; Glassie 1979:64; Kniffen 1986:7; Noble1984:48). Although variations in plan have occurred, the I-house basically consists of a two story hall and parlor dwelling. Thus continuity remains from the earliest temporary, frame dwellings erected by the first settlers in the seventeenth century through the nineteenth century. The pattern would most likely apply to all levels of housing, from the wealthy landowners down to the tenant workers dwellings. Slave dwellings were extant during this period, but their design and appearance have not been documented for this study. It is suggested, however, that the architecture of these simple shelters would vary with the origins of the builder: i.e., if the slave houses were constructed by the master, they would be influenced by his cultural background. If the slave houses were built by the slaves, themselves, it is unclear what architectural traditions they may have followed.

Survival rates for all property types from this period are much higher than those of earlier periods. Most of the remaining structures within the project corridor would be rural in location, except for those related to town growth found within Bridgeville and Georgetown (Herman et. al. 1989:48). Development pressures are increasing in the area due primarily to modern highway construction along Routes 404/9/18, Route 113, and Route 13, along with pressures associated with the steady expansion of the beach resorts. Property types within this period require a more critical assessment of material integrity, physical condition, rarity, and significance.

Catts, Custer, and Hoseth (1991) identified twenty-five previously surveyed, standing historic properties within the project region dating to this period. The largest number of these are located in Northwest Fork Hundred, and include agricultural complexes and dwellings, and

two saw mills. Nanticoke Hundred contains five extant historic properties including two forge locations, a bridge, and a grist mill and dam. The remainder of the hundreds within the project corridor have four or less sites. Though there are comparatively more potential sites within the corridor dating from this time period than from the two earlier periods, these site locations are well-documented, and are considered to be significant and to have high potential. During the course of Location Level Historic Resources Survey, only five properties were identified that may date to this period within or adjacent to the project corridor alternatives.

1830-1880: Industrialization and Capitalization. The most significant event to occur within the county during this period was the arrival of the railroad. Prior to this time, the preferred method of long-distance travel out of the county had been by steamboat, since overland travel was hampered by poor roads. Constructed in the western portion of the county, the Delaware Railroad reached the town of Seaford in 1856, and exited the state at Delmar by 1859 (Hancock 1976:63). The Delaware, Maryland and Virginia Railroad ran from Harrington to Milford, and from Milford south to Georgetown in 1869 (LeeDecker et. al. 1989:32). A third line, the Junction and Breakwater Railroad was constructed between 1859 and 1868. It reached Lewes in 1868. A spur of the Junction and Breakwater Railroad eventually connected to Rehoboth in 1878 (Hancock 1976:89; Baer 1981).

The arrival of the railroad in the county stimulated changes in agriculture and industry, and the growth of new towns. In 1868 the Junction and Breakwater Railroad from Harrington to Lewes was constructed through Georgetown (Carter 1976:46). In 1874, Georgetown became the northern terminus for a second rail line, connecting it with Millsboro, Dagsboro, Frankford and Selbyville. These transportation connections brought about rapid growth and spurred commercial development. Wood working and canning industries soon followed, and flourished through the early twentieth century (WPA 1938:382).

The growing of perishable market crops, particularly fruits like peaches, blackberries and strawberries, became possible after the railroad. By the end of the period, Sussex County was the leading peach producing area of Delaware. Most of this crop was shipped by rail or water to urban locations. The transportation of the fruit crops was made possible in turn by the establishment of canneries, like the Fruit Preserving Company and the Georgetown Packing Company, both constructed near the railroad depot in Georgetown by the mid-1870s (Scharf 1888:1241). Other towns, such as Milton and Bridgeville, also constructed packing companies at this time (Hancock 1976:88). Town growth was also spurred by the railroad. Depot towns of Lincoln, Ellendale, and Greenwood were established as direct results of the passage of the railroad. These towns were laid out on grid patterns of streets utilizing the rail line as the primary axis, and were a departure from the layouts of the earlier towns in the region. Smaller crossroads hamlets, such as Harbeson (started in 1869) and Bennum, sprang up at the railroad stations on the Junction and Breakwater Railroad between Georgetown and Lewes (Eckman 1955:494).

The arrival of the railroad allowed the tourism industry to grow in the county during this time period. Beaches and coastal areas had always held a special allure to the region's inhabitants, and with the improved transportation methods, these areas became more accessible to the urban populations of Philadelphia and Baltimore, who no longer had to rely solely on the steamboat to travel to Lewes. The Rehoboth Beach Camp Meeting was organized by the Methodists in 1873. The Hotel Henlopen, with seventy-five rooms, was constructed in 1879 (Hancock 1976:90).

Sussex County was the largest slave holding area in Delaware at the outbreak of the Civil War, containing over half of the state's slave population. The vast majority of these bondsmen were the property of small farmers, and worked as domestic servants or field laborers. Free blacks in the county generally owned little land, and like their enslaved counterparts, worked as day laborers and hired farm hands, though some were skilled artisans. As in the rest of

Delaware, blacks were denied the opportunity of education, were not permitted to own firearms, and had their freedom severely circumscribed by laws (Hancock 1976:65). The end of the Civil War and the emancipation of the slaves in Sussex, though providing freedom, did little to improve their social or economic status. Several, small, black communities sprang up at the end of this period, notably the village of Belltown (started in the 1840s) and Jimtown in Lewes and Rehoboth Hundred (Eckman 1955:494).

Southern sympathies and leanings were strong in the county during the Civil War, particularly in the southern and western hundreds. In Broad Creek Hundred the inhabitants openly celebrated Confederate victories, and the town of Seaford was notorious for it's role as an illicit trade center with the south. For the most part, however, the population of the county was pro-Union, or at best neutral. Sussex's economy did well during the Civil War due to high grain prices and renewed construction activities at the local shipyards (Hancock 1976:89).

Corn agriculture continued to dominate Sussex County. The corn that was raised was used to feed livestock, and the small livestock herds of Sussex County were the chief source of agricultural income for the area's farmers. Home manufactures also continued to be a major source of income in Sussex. Long after a few New Castle County or Kent County farmers produced any home manufactures, between fifty and eighty-five percent of the Sussex County farmers reported it as a source of income in the 1849 Census Schedule. The majority of Sussex inhabitants have been characterized as self-reliant, and often in addition to farming used smithing, carpentry, fishing, milling, tanning, hunting, and trapping as supplements to their incomes (Michel 1985:10-12; Garrison 1988).

Industrialization in the county still lagged behind that seen in New Castle and Kent counties. By 1860 there were a total of 141 manufacturers of all kinds located in the county. There were 37 grist mills, 56 lumber mills, 15 blacksmith shops, and 6 shipyards in Sussex, with smaller numbers of boot and shoe manufacturers, leather works, agricultural implement shops, fisheries, and wagon and carriage shops (U.S. Census of Manufactures 1865:54). The majority of these industries were oriented toward intra-county services, though shipbuilding touched all areas of the Delaware and Chesapeake bays. Ships were constructed at Seaford and Laurel, as well as Milton and Lewes. The lumber industry was nationally known. By the end of this period shipbuilding in villages like Milton had reached its peak (Eckman 1955:416), and the number of flour and grist mills, though still important in the county, had declined to twenty-six (Passmore 1978:24).

It is during this time period that the amount of cleared land within Sussex County reached its apex. A rise in population and a revolution in farming occurred with this clearing. Changes in agriculture in Sussex were manifested during this period by the reclamation of waste and forest lands, and by the ditching and draining of low swamp lands. Major transportation changes, most obviously the arrival of the railroad in the county in the late 1850s, spurred the further development of the interior of Sussex, forcing the occupation, clearing, and farming of previously marginal lands. Within the project corridor, these lands are situated at the drainage divide, south and west of Georgetown in the vicinity of Flea Hill, and east as far as Sand Hill (Bausman 1941).

The number of new roads constructed within the project corridor was greater than in any previous period, particularly roads running from interior locations to railheads and stations (Anonymous 1859; Richmond 1864). Land was used for truck farming and orchard crops such as peaches and strawberries; although, corn production was still predominant as a major agricultural product of the county. Subsistence farming continued to reinforce dispersed settlement, but the housing stock in the project corridor improved during this period. By 1860, earlier dwellings were being replaced and enlarged by two story, hall-parlor or center passage, single pile dwellings, with barns, corncribs, and stables as outbuildings (Herman and Sider 1986:87).

The railroad directly created several new towns in or near the project corridor, such as Greenwood and Ellendale. At the same time, the railroad allowed other crossroads locations such as Knowles Crossroads to decline in importance. Knowles Crossroads, situated at the southeastern end of Nanticoke Hundred within one of the project corridors, was founded during this period. "At its height, [the community] contained one store and one tavern, both long since defunct" (Carter 1976:48).

The new towns provided new foci for urban industries constructed at these locations. In addition, several religious "new towns," such as Rehoboth, were founded during this period. The land around Rehoboth was settled in the late seventeenth century. During the eighteenth century, "larger and larger fields of corn, tobacco, flax, wheat, and other crops surrounded the cypress-sheathed plantation houses and the smaller slave quarters" (WPA 1938:255). The area was primarily agricultural until 1855, when the state of Delaware granted five acres of beach-front property to the Rehoboth Hotel Company on the condition that they construct a hotel. However, it was not until 1870 that the first summer hotel was constructed at Dewey Beach. In 1872, a group calling themselves the Rehoboth Association and later the Rehoboth Beach Camp Meeting Association of the Methodist Episcopal Church (1873) purchased a tract of land across the beach and laid out streets. The next year two hotels were built, as well as a number of summer cottages: the resort era had begun. The camp meeting grounds were situated in a grove of trees near the canal bridge, accessed by the railroad from Lewes after 1878. "The campers came in wagons, mostly bringing everything needed for a two-weeks stay and lived in small frame "tents" arranged in the usual circle" (W.P.A. 1938:255).

Older towns like Bridgeville received a boost when the Delaware Railroad was constructed through it in 1858, connecting the town to Kent County (Carter 1976:49). Bridgeville's early industries included berry basket production, canning operations (1850s), and a peach and apple nursery. With the arrival of the railroad, farmers were able to make better use of farmlands, and this area of Sussex County "came into its own as a center of the Delaware fruit growing industry" (Carter 1976:49). Crops included peaches, apples, strawberries, cantaloupes, tomatoes, and asparagus.

Changes that occurred during this period such as population increases, new transportation routes, gradual shifts in agriculture from subsistence to market gardening, land clearing and reclamation, and the establishment of new urban centers are suggestive of changing social, cultural and economic values within Sussex County. Though agriculture was still the predominant occupation of the people of the project corridor, significant urban locations contrasted with the rural nature of the region, and the rise of the tourism industry reveals changes in social perceptions of leisure time.

Built Environment Analysis. The built environment of this period of Sussex County, **Industrialization, Capitalization and Early Urbanization 1830-1880,** was characterized by a wide variety of property types scattered across the county. Concentrated development persevered at the "urban" sites of Georgetown, Bridgeville, Lewes, and Rehoboth. Building construction continued to be almost exclusively of frame following the Chesapeake Bay Vernacular pattern.

Social changes during this period persisted to have an influence on the built environment. The black population remained generally constant overall, but the slave population decreased slightly. However, at the outbreak of the Civil War, Sussex County was the largest slave holding area in the state. Generally, the slaves were the property of small farmers, while the free blacks worked as laborers. Housing for these groups would be commonly found across the project corridor, with scattered slave houses standing in association with farming operations, as well as free black tenant housing that would be located in association with farming operations (McDaniel 1982). Free black communities, including Belltown and Jimtown, developed after

the Civil War. The built environment as it reflects these cultural trends and changes is unclear at this time, and deserves additional study.

There would have been numerous small houses within the project corridor, primarily associated with agricultural operations. Saw mills would also have been found, with small villages developing around them. The villages would include stores, taverns, post offices, schools, and possibly, professional offices. Churches again experienced a period of growth, coinciding with the rise of Methodism. "Lay preachers and circuit riders, rural chapels and meeting houses, and annual camp meetings became common features" (Herman et. al. 1989:52). Religious structures associated with this dominant theme were extant throughout the corridor.

Domestic architecture of this period would be characterized primarily by narrow, rectangular dwellings of one or two stories, and one to three room plans (Herman 1987:15, 110). A number would have the central staircase dividing a large, open room as seen in earlier periods, but the majority would have a tripartite plan, with a central hall dividing the house (McAlester and McAlester 1984:80). In contrast to houses from the earlier periods, residences during this period tended to incorporate a number of domestic functions previously occupying separate structures. Instead of a separate office, summer kitchen, and servant residences, these functions were added to the house, usually as part of a rear wing (Herman 1987:148). Early dwellings were expanded and adapted to changing needs. Farmsteads typically were composed of a house; a service structure such as a smokehouse; and one or two, small farm buildings such as a cornhouse, barn, or stable. It is likely that such structures were sheathed in horizontal wood siding, and reflected timber frame construction with a gable roof (McAlester and McAlester 1984:82).

Agricultural architecture of this period would be characterized by a wide variety of buildings and structures relating to the cultivation of corn, fruits, and vegetables. "Cash crops, like peaches and strawberries, required significant capital outlay to get underway, and the availability of a sizable short-term labor force for harvest, processing, and packing" (Herman et. al. 1989:54). This would suggest that housing would be necessary for this seasonal temporary workforce. Examples of this housing could include small, tenant houses and migrant labor camps that would be found throughout the corridor. Structures related to the agricultural theme during this period would include cornhouses, orchards, and grading sheds. Other building types associated with agricultural reform and architectural renewal [which took place to a limited extent in Sussex County during this period], and would have been evident on the landscape, were granaries or crib barns, livestock barns or stables, carriage houses, and cart sheds (Herman 1987:199).

Commercial architecture would be characterized by small, rural stores; frame, saw mills; blacksmith shops, etc. Kitchens and dwellings utilized during this period as home manufactures would also be found: pursuits included shell button making and weaving (Herman et. al. 1989:55). Examples of architecture relating to the manufacturing context of the period would include small factories producing baskets, leather works, furniture, and wagons. Although few in number, buildings related to professional services within the corridor would also be found, including the offices of attorneys.

Transportation architecture during this period would be dominated by the arrival of the railroads in the 1850s. Property types that would have dotted the landscape include bridges, railroad tracks and stations. Other buildings and structures that would be found throughout the corridor in this period include schools and post offices.

Architectural styles during this period would be dominated by the Chesapeake Bay architectural traditions. This tidewater pattern evolved from a simple, one room, narrow, rectangular plan structure to what is currently characterized as an I-house (McAlester and McAlester

1984:80; Glassie 1979:64; Kniffen 1986:7; Noble 1984:48). Although variations in plan have occurred, the I-house basically consists of a two story, hall and parlor or center passage, single pile dwelling. The average size of a typical I-house was sixteen to twenty-four feet deep by twenty-eight to forty-eight feet wide by twenty to twenty-four feet tall (Noble 1984:52). After the Civil War, "service functions that were formerly housed in various outbuildings were connected to the house" (Herman et. al. 1989:57) in the form of service wings. During this period, various architectural detailing would have been used to decorate the exteriors of these I-houses, but little changes were made to the form itself. Greek Revival, Italianate, and Gothic Revival elements would be found on many of the more substantial dwellings, those owned by major landholders or farm supervisors. It would not be expected that the lower classes of buildings, tenant houses, for example, would have had a substantial amount of embellishments on the exterior of the structures.

Survival rates for all property types from this period are much higher than those of earlier periods. Most of the remaining structures within the project corridor would be rural in location, except for those related to town growth found on the outskirts of Bridgeville and Georgetown (Herman et. al. 1989:48). Developmental pressures are increasing in the area due primarily to modern highway construction along Routes 404/9/18, Route 113, and Route 13, and pressures associated with the steady expansion of the beach resorts. Property types within this period require a more critical assessment of material integrity, physical condition, rarity, and significance.

There were a total of 367 known extant historic properties dating from this period within the study region (Catts, Custer and Hoseth 1991). The number of properties dating from this period is clearly a bias in the data. Nearly a third of these sites are located in Nanticoke Hundred, followed by Northwest Fork Hundred, Georgetown Hundred, and Lewes and Rehoboth Hundred. These numbers reflect both the amount of study region corridor passing through these hundreds, and the relative levels of population growth and historic development for these hundreds. The overwhelming majority of site types within the corridor from this period are identified as agricultural complexes (288), with considerably fewer numbers of dwellings (12), dwelling complexes (14), schools (10), and family cemeteries (10). It should be noted that many of these historic sites were probably occupied at an earlier date than the 1830-1880 period, but this is the earliest documentary data available for these sites. During the course of the Location Level Historic Resources Survey, eighty-three properties were identified that may date to this period within or adjacent to the project alternatives.

1880-1980: Suburbanization. Trends in agriculture begun in the preceding periods continued in Sussex County, and the county remains the most important agricultural section of the state. At the start of this period corn was still dominant as a cash crop. The county produced over 1,676,000 bushels of corn in 1900. Today corn and soybeans, both used for feed in the broiler industry, are primary products of the county, and Sussex is characterized by a "broiler-corn-soybean complex." Several large-scale agri-businesses, such as the Newtons and Cannons of Bridgeville, and the Townsends of eastern Sussex, dominate the agricultural economy of the county (Munroe 1984:233; Hancock 1976:100-101). The trends in truck farming and market gardening, started in the 1870s, saw their zenith by 1890.

> Between the Delaware Bay and the western Maryland/Delaware state line, State 18 runs across the flat, sandy plain of Sussex County marked by small farms and squared off blocks of loblolly pine timber. Cornfields alternate with fields planted with tomatoes, peas, and other cannery crops. Along the road the occasional sheds covering heavy machinery are 'bean-viners' to which lima bean vines are brought in by the wagonload to be thrashed. Other crops of these sections are asparagus, broccoli, apples, and peaches (WPA 1938:492-3).

By the early 1960s, however, the orchard crops had been supplanted by other, more lucrative, agricultural products.

The holly wreath industry flourished in Sussex from the 1880s until the 1960s. Many farmers supplemented their incomes during the months of November and December in the holly business. It was an especially significant industry during the Depression, and in 1936 over two million wreaths were shipped from the towns of Bridgeville, Milton, Millsboro, and Selbyville. The industry declined quickly after the Second World War (Eckman 1955:385; Hancock 1976:102).

The lumber industry was a significant source of income for Sussex County at the start of the twentieth century. In 1909 a record amount of timber, over fifty-five million cubic feet, was shipped from the county. Most of this was virgin Sussex pine that had grown following the initial cuttings caused by the arrival of the railroad several generations earlier. Along with lumbering, the charcoal industry was an important related industry of the county. Some charcoal was still being produced in the Redden area as late as the 1950s (Passmore 1978:13,14).

The county also experimented with new agricultural methods, most notably in the chicken industry (broilers, or chickens weighing under three pounds). In 1923 Mrs. Wilmer Steele, a farmer in Ocean View, raised chickens for profit to be sold in the urban markets for broiling, frying, and roasting. She was extremely successful; the number of broilers raised in Delaware grew from seven million in 1934 to fifty-four million in 1942, or over one quarter of the entire commercial broiler production in the country (Munroe 1984:214-215). By 1944, sixty million broilers were being raised annually, mostly in the southeastern portion of the county in the vicinity of Millsboro and Selbyville. By 1969 Sussex farmers were deriving over eighty million dollars per year income from this source, and its associated agricultural jobs of soybean and feed production (Hancock 1976:99-101). "Thanks to broilers, Sussex became one of the richest agricultural counties in the eastern United States" (Munroe 1984:216).

Less than forty percent of the land in Sussex County was farmed in 1939. The acreage of land in farms had declined by nearly one quarter since 1880, and the number of farms in the county had decreased by 15.3 percent between 1910 and 1940. Both of these trends were largely the result of changing economic conditions and the difficulties in farming marginal lands (Bausman 1941:4,7). At that time, one of the major problems confronting Sussex farmers was drainage. Today, this problem has been largely solved through the construction of a vast network of drainage ditches and channelized streams. In the last forty years, the growth of corn and soybeans as cash crops in the county has allowed the reclamation of over thirty-five thousand acres of land from swamp and brush to tillable acreage (Hancock 1976:100).

Grain farming in the late 1930s was spread fairly evenly across the county, with slightly heavy concentrations of farms in Northwest Fork Hundred and in the southeastern portion of the county. Cannery crops, such as lima beans, tomatoes, and string beans were grown mostly in Broadkill, Cedar Creek, and Lewes and Rehoboth hundreds, while truck crops and fruit crops were mostly produced in the fertile western hundreds. Timber lands, brushlands, and open untillable lands were the dominate landform in 1941, and covered large portions of the central part of Sussex (Bausman 1941:16-21). Significantly, the farmers of Sussex were characterized in 1941 as being more closely tied to the land than the farmers of New Castle or Kent counties. There were few foreign born inhabitants in Sussex, and the vast majority were native Delawareans; "in fact, most of the farmers of Sussex County were born and reared in Sussex County" (Bausman 1941:61).

Strawberry farming was also an important agricultural crop during this period. The first strawberries planted near Selbyville were set out in 1871 by D.J. Long. The coming of the railroad soon afterward resulted in a boom in strawberries that reached its peak in 1918, when

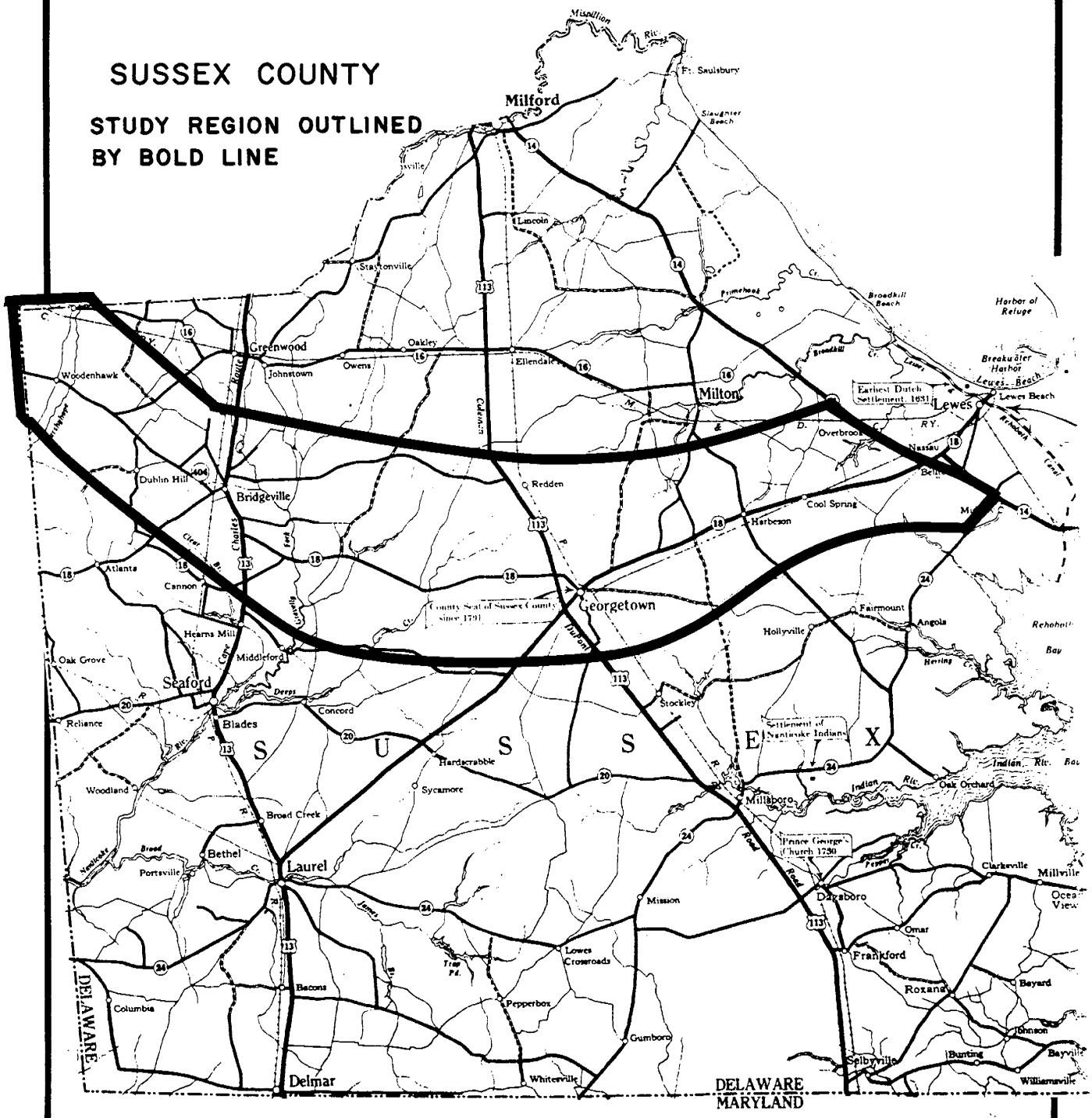
250,000 crates were shipped. Less than half as many berries are now sent by highway and rail, but Selbyville still retains its place as an important strawberry center (WPA 1938:393). By 1900, over seven million quarts of strawberries were grown in the county, making Sussex the leading producer in the nation (Hancock 1976:89). In 1938, a Strawberry Auction Block was present at Selbyville, operating from May 20 to June 20:

> Growers from a 12 mile radius of Selbyville come to sell their berries to brokers' agents from the cities or to local commission men. The local negroes look forward eagerly to the sociability of the berryfield gangs as well as to the $3 or $4 a day that a fast berry picker can earn. Farmers who do not grow berries have trouble finding help to thin or cultivate corn. Carloads of Negroes, brought up from the nearby Eastern Shore of Virginia to pick berries, are houses in vacant tenant houses, barn lofts, tents, or anything with a roof over it. Sanitary and living conditions are frequently bad; petty thievery and the robbing of hen roosts are traced to the less respectable of the floaters (WPA 1938:391).
>
> Another large contingent of floating labor is brought in by labor agents in Wilmington, Baltimore, and Philadelphia who round up families of south-European extraction, chiefly Italians. These people likewise camp in anything offering some protection from the weather. The sun may be hot, but an excursion to the fields and the quick cash to be made are attractive to these families of peasant background who gladly leave city slums behind them and return year after year, often to the same employers. Many of them stay on to harvest cucumbers, cantaloupes, tomatoes, peaches, and apples (WPA 1938:391).

Internal transportation and inter-regional routes continued to develop and connect Sussex more fully with the Mid-Atlantic region. By 1910 the Maryland, Delaware, and Virginia Railroad extended from Lewes to Love Point, a ferry landing on the Chesapeake Bay, providing easier access for the people of the western shore of Maryland to the Delaware beaches. A 1913 map of the project region (Atkinson 1913) shows the region crossed by numerous, small roads and dotted by dwellings outside of the more intensively developed areas of Bridgeville and Georgetown. Smaller towns are shown, including Collinsville (north of Georgetown), Redden, Harbeson, and Cool Spring. Schools are also visible, including Woodenhawk School at the western boundary of the corridor, Sharp Hill School north of Georgetown, and Jones School at the eastern end of the corridor. A number of other schools are noted, but few have names.

Sussex had less than thirty-five miles of macadam roads prior to 1917, but in that year the first twenty miles of Coleman Du Pont's revolutionary concrete highway were completed, connecting Selbyville with Georgetown. By 1924, the Du Pont Highway (present day Route 113) ran the length of the state (Rae 1975; LeeDecker et. al. 1989). Route 113 connected Georgetown to increased trade and traffic from points south. "During and after World War II, the town was the site of a U.S. Navy Air Station which later became the site of an important All-American Engineering Company, Inc., testing facility, where sophisticated equipment as the airplane arresting gear used on aircraft carriers was developed during the late 1940s and 1950s" (Carter 1976:47). The town seems to have had a fairly concentrated military focus during that period, with a number of military companies involved in research and production, including the General Development Corporation that manufactured blimps for the United States Government.

Major roadway improvements, as well as other changes, took place in the 1920s and early 1930s. By 1934 (Figure 4), the majority of the highway network extant today was in place (State Highway Department 1934). An examination of a State Highway Department map from 1934 shows the layout of the major arteries through the project corridor. Completed roads



State Highway Department
Dover, Delaware

1934

Scale of Miles

Prepared by ***CHRS, Inc.***

OFFICIAL ROAD MAP OF THE STATE OF DELAWARE

SUSSEX EAST-WEST CORRIDOR STUDY | **FIGURE 4**

included the east-west Route 18 and 404, connecting Lewes with the Maryland State line through Georgetown and Bridgeville; Route 113, identified as the Coleman Du Pont Road, connecting Milford with the Maryland State line through Georgetown; and Route 13, called the Cape Charles Route, connecting Greenwood and points north with Seaford, Laurel, and the Maryland State line, through Bridgeville. These "modern" highways had a marked effect on the social and economic development of Sussex County.

Several state-maintained highways (Route 13, Route 1) made travel both into and out of the county easier by the early 1960s. The improvements in regional transportation in turn stimulated continued tourism growth along the beaches (Hancock 1976:90). Presently, tourism is a powerful economic force in the county, dominating the eastern portions of Sussex for much of any given year. Industry in Sussex is represented by the presence of a major Du Pont nylon plant in Seaford (built in 1939), and other facilities like Nanticoke Homes of Greenwood and Vlasic Foods at Millsboro (Munroe 1984:189; Hancock 1976:103). Overall, there are over one hundred firms in Sussex, employing over twelve thousand people. Seven of these firms, including five food processing plants, one chemical company, and an instrument manufacturer, employ over 250 persons each (Hancock 1976:103).

The population of Sussex at the start of this period was over thirty-six thousand, making it larger than Kent County, but smaller than the city of Wilmington and New Castle County. Throughout this period, the population of the county has grown steadily, spurred by the growth of the broiler industry, the reclamation of land, and the arrival of light industry to the area. As of 1980, over ninety-eight thousand people made their homes in the county (Munroe 1984:269), and this total swells tremendously during the summer season. In spite of this growth, Sussex is still overwhelmingly rural and agricultural, though intensive suburban and resort development in the last decade are dramatically altering the landscape of the eastern part of the county.

Herman and Siders (1986:93) have characterized the existing landscape of the region as one that is a reflection of the agricultural practices and markets that were created or practiced during the 1880 to 1940 period. The most obvious changes that can be seen today are the mechanical cultivation of large field areas, natural forests confined to watercourses or nature preserves (such as Ellendale and Redden State forests), and a network of roads that shortens the distance between the "backcountry" and the towns. There has been a decline in forest area in the county, and an increase since 1940 of the number of channelized and ditched drainages. Bausman (1941:7) has identified a twenty-five percent decline in the number of farms in Sussex since 1880, attributable to the exhaustion of marginal soils for farming.

A large amount of the housing stock, including barns, corncribs, sheds, perishable-related buildings (potato houses, etc.), chicken houses, and tractor sheds, within the project region dates from this period or later. About seventy-seven percent of the housing stock in Sussex County was constructed after 1940, as either new construction or the enlarging or replacing of other buildings (Ames et. al. 1987:58).

The rise in popularity of the automobile as a means of transportation during this period has had a profound effect within the project region, especially with the construction of new roads, such as Routes 13 and 113. New roads in turn have provided new economic opportunities, particularly in the service-related industries (service stations, restaurants), which is evident by the "strip development" in sections of the project corridor along major regional connectors. Improved transportation also sparked the further development of market gardening and perishable crops, as well as continued growth of the tourism industry.

The community of Gravel Hill, which lies within one of the study corridors, was directly tied to highway development. The community, located in Georgetown Hundred, was named for the large number of gravel ridges in the area. The gravel at the town "has been of prime

importance in highway construction in lower Delaware and through most of its history, the gravel pits have played a major role in the hamlet's economy" (Carter 1976:47).

Settlement patterns remained dispersed, with scattered dwellings lining most of the roads. It seems likely that this pattern reflects the continued agricultural usage of the land, and the lack of any major developmental pressures. Bridgeville and Georgetown are visible as heavily developed as the other areas within the project corridor. Harbeson is also visible as a built-up community.

The development of the broiler industry, beginning in the 1920s, has experienced a tremendous change from the previous agricultural methods followed in the area, and in land use patterns related to chicken farming. Large chicken houses are readily apparent on the landscape, and are a ubiquitous part of the agricultural growth of Sussex County.

The current land use patterns across the corridor are predominantly rural in character, with numerous residences, agricultural complexes, and a number of commercial establishments along the alternatives. Concentrated areas of mid to late twentieth century residential and commercial resources are located around Bridgeville and Route 13, Georgetown and Route 113, the Five Points area along Route 1, and along Route 404, primarily near the eastern end of the project corridor, toward Rehoboth Beach.

Built Environment Analysis: The built environment of this period of Sussex County, **Urbanization and Early Suburbanization 1880-1940**, was characterized by a wide variety of property types scattered across rural areas. Development continued at the "urban" sites of Georgetown, Bridgeville, Lewes, and Rehoboth. Suburban development occurred during this period, with properties constructed spreading outside of the early town limits. Building construction continued to be almost exclusively of frame following the I-house pattern, but new suburban architectural styles also came into use.

There would have been numerous, small houses within the project corridor, primarily associated with agricultural operations. Saw mills would also have been found, with small villages clustered around them. The villages would include stores, taverns, post offices, schools, and possibly, professional offices. Churches continued to experience a period of growth, coinciding with the rise of Methodism. "Lay preachers and circuit riders, rural chapels and meeting houses, and annual camp meetings became common features" (Herman et. al. 1989:52). Religious structures associated with this dominant theme were extant throughout the corridor.

Domestic architecture of this period would be characterized primarily by narrow, rectangular dwellings of one or two stories, and one to three room plans (Herman 1987:15, 110). A number would have the central staircase dividing a large, open room as seen in earlier periods, but the majority would have a tripartite plan, with a central hall dividing the house (McAlester and McAlester 1984:80). In contrast to houses from the earlier periods, residences during this period tended to incorporate a number of domestic functions that had previously occupied separate structures. Instead of a separate office, summer kitchen, and servant residences, these functions were added to the house, usually as part of a rear wing (Herman 1987:148). Early dwellings were expanded and adapted to changing needs. Farmsteads typically were composed of a house; a service structure such as a smokehouse; and one or two, small farm buildings such as a cornhouse, barn, or stable. It is likely that such buildings were sheathed in horizontal wood siding, and reflected timber frame construction with a gable roof (McAlester and McAlester 1984:82).

Agricultural architecture of this period would be characterized by a wide variety buildings and structures relating to the cultivation of perishable seasonal crops, corn, and the broiler industry. Crops such as peppers, melons, tomatoes, peaches, strawberries, and other fruits

and vegetables were raised, processed, canned, and exported. Buildings relating to this process are found throughout the corridor during this period. These structures included canneries, packing, and sorting structures. Corn was a dominant cash crop during the early years of this period. Later, corn was utilized for chicken feed for the broiler industry. Corncribs, silos, and dryers relating to the cultivation of corn would have been evident. The broiler industry also developed during this period and grew to dominate the economy. Buildings related to the broiler industry include chicken houses.

Commercial architecture would be characterized by small, rural stores at the crossroads; frame, saw mills and lumberyards; and also roadside establishments along the improved routes. New transportation related developments included service stations, roadside restaurants, stores and shops. Examples of architecture relating to the manufacturing context of the period would consist of small factories on the outskirts of the towns, producing baskets and buttons. Home manufactures continued, with the production of holly wreaths and boxwood Christmas ornaments during this period. It is unknown how this practice was reflected in the built environment. Buildings related to professional services within the corridor would also be found, especially in the larger towns, but also could be evident in the smaller crossroads villages. Property types would include doctor's offices, lawyers offices, and others.

Transportation architecture during this period would be dominated by the changes brought on by the development of the automobile. Highway construction and improvements through the corridor included Routes 113 and 13. Property types that would have dotted the landscape during this period include new roads, bridges, railroad tracks and stations, freight depots, and airports.

Other buildings and structures that would be found throughout the corridor in this period from a variety of contexts include schools, post offices, and churches. From the Depression period, public works such as new ditches, CCC camps, public service buildings, and World War I and II related buildings and structures would be found.

Architectural styles during this period would still be dominated by the frame I-house tradition, based in the historic architectural tradition of the Tidewater South (McAlester and McAlester 1984:80). Although variations in plan have occurred, the I-house basically consists of a two story, hall and parlor or center passage, single pile dwelling. The average size of a typical I-house was sixteen to twenty-four feet deep by twenty-eight to forty-eight feet wide by twenty to twenty-four feet tall (Noble 1984:52). The buildings would have rear wings housing kitchens. During this period, various architectural detailing would have been used to decorate the exteriors of these I-houses, but little changes were made to the form itself. Many dwellings would have had cross-gables added to provide drama to the house's facade. Machine cut moldings and detailing to porches and eaves would also have been added.

Other housing forms coterminus with the suburbanization theme of the period included Queen Anne, Bungalow, Foursquare, and Late Victorian Eclecticism (Herman et. al. 1989:63). These suburban designs were primarily mass-producible and were taken from popular catalogues that also became accessible during this period (Gowans 1987). The distribution of these catalogues, (Sears, Aladdin, and others) brought new styles into the region, including Cottages, Bungalows, Foursquares, and Colonial Revivals. These building styles were quickly utilized by local residents, and can frequently be found on suburban streets encircling Bridgeville and Georgetown, as well as on newly laid out arteries like Routes 113 and 13. Many of the historic properties between Georgetown and Bridgeville, currently lining Route 404, were constructed during this period, probably soon after the construction of that section of the road, prior to 1934.

Survival rates for all property types from this period are the greatest of all the periods. "Shifts away from first the railroad and later truck farming [beginning during and continuing

after this period] has threatened whole functional categories of buildings, like sweet potato houses, grader sheds, and railroad related structures" (Herman et. al. 1989:59). Developmental pressures are increasing in the area due primarily to modern highway construction along Routes 404/9/18, Route 113, and Route 13, and pressures associated with the steady expansion of the beach resorts. Modern housing construction is occurring around Georgetown, Bridgeville, and along both sides of Route 404 at the eastern end of the corridor. Often this modern development takes place on former farmsteads, with concurrent destruction of the agricultural character of the site and the removal of the original historic farmhouses and support buildings. Architectural integrity should be a consistently high measure of significance for property types within this period (Herman et. al. 1989:59).

There are twelve known extant historic properties dating to this time period in the project region (Catts, Custer and Hoseth 1991). All of these were identified from the BAHP inventories. During the course of the Location Level Historic Resources Study, 148 properties were identified that may date to this period within or adjacent to the project alternatives.

RESEARCH DESIGN

Introduction

A research strategy was developed, as part of this Location Level Architectural Survey, in order to further the knowledge and understanding of the historical, economic, social, and architectural development of Sussex County from its initial settlement by Europeans through the late twentieth century. The research strategy consisted of 1) developing the goals of the project, including research questions; 2) developing a methodology to achieve those goals, and answer the research questions; and 3) integrating the goals, methodology, and results into a comprehensive document that answers the research questions, addresses the State Plan, and furthers the knowledge of the history and historical resources of Sussex County.

The purpose of this Location Level Architectural Survey was to locate all extant historic properties within the project alternatives, describe their appearance, and assess their significance based upon an external examination. Thus, all of the historic properties that met the pre-1945 criterion were identified, mapped, photographed, and assessed according to BAHP standards. Research questions were developed in order to ascertain how the historic properties within the project corridor would fit within the framework of the State Plan's temporal and functional contexts. In order to assess the significance of a historic property, it is first necessary to understand how the property fits within the preservation priorities of the region by utilizing the contextual materials in the State Plan as a framework. The *Delaware Comprehensive Historic Preservation Plan* (Ames et. al. 1989) and the accompanying *Historic Context Master Reference and Summary* (Herman et. al. 1989) were utilized in order to develop a context within which the historic properties could be assessed.

Historic Context Priorities

Historic context priorities, as discussed in the State Plan (Ames et. al. 1989), were taken into consideration in developing the research strategy utilized during this study. Priorities for the Lower Peninsula/Cypress Swamp Zone, within which the project corridor is located, included Priority #1, Agriculture; and Priority #3, Settlement Patterns and Demographic Change. It was anticipated that the theme of agriculture would be the most important aspect in interpreting and assessing the development of the built environment of Sussex County, and that the buildings, structures, landscape features, and processes associated with this context would be significant. Priority #3, Settlement Patterns and Demographic Change, suggested that the development of towns and villages within the project corridor would be a significant factor to