contained a list of standing structures that "are presently standing on sites of historically documented structures--i.e., these buildings were shown on Beers' Atlas (1868)--but have not been inventoried by the BAHP" (Catts, Custer and Hoseth 1991:58).

SURVEY METHODOLOGY

Introduction

The Location Level Architectural Survey of the proposed Sussex East-West Corridor, Delaware Routes 404/18 and 9, in Sussex County, Delaware was conducted between October 1990 and June 1991 by Cultural Heritage Research Services, Inc. (CHRS). The Sussex East-West Corridor extends from the Maryland-Delaware boundary at Adams Crossroads to the vicinity of Five Points on State Route 1. The corridor is approximately thirty miles long and five miles wide, centered on State Roads 404, 18, 40, and 9. The survey documented all extant historic properties within a one thousand foot wide corridor along each of the proposed project alignments.

The Location Level Survey was carried out in accordance with "Guidelines for Architectural and Archaeological Surveys in Delaware," prepared in draft form by the Delaware Bureau of Archaeology and Historic Preservation (BAHP) in August of 1990. The goal of the survey was to locate all of the extant historic properties within the selected alignments, and to document the resources to a level sufficient to evaluate their potential significance according to National Register of Historic Places Criterion C: architecture. In some cases, when preliminary background research information revealed other levels of significance, the eligibility of historic properties was assessed based upon National Register Criterion A: association with an important event or pattern of events (U.S. Department of the Interior 1986:13). The eligibility of the identified resources was then determined according to specifications in the National Register of Historic Places (Ames et. al. 1989:121-123).

All properties appearing to meet the pre-1945 age criterion specified by the BAHP were surveyed, and their potential eligibility assessed. Properties of outstanding significance that may have been constructed after 1945 were also considered, but no such resources were identified during the course of this study. Properties that had lost integrity due to substantial alterations or extremely poor condition were proposed as not eligible for the National Register of Historic Places (Ames et. al. 1989:122-123). Properties requiring additional work in order to assess their significance were noted. Properties appearing to meet Criterion A were designated as eligible but require additional historical research to confirm the relationships between the properties and their historical contexts.

All of the surveyed properties were evaluated within the contexts discussed in the *Delaware Historic Context Master Reference and Summary*, and the historic preservation priorities stated in the *Delaware Comprehensive Historic Preservation Plan*. A total of 273 historic properties were included in this survey: 152 previously surveyed properties and 121 newly identified historic properties. Thirty-five were proposed to be individually eligible for the National Register of Historic Places, significant architecturally under Criterion C. Due to lack of integrity and/or lack of architectural significance, 155 properties were proposed to not be eligible for listing on the National Register of Historic Places. Forty-five were proposed to be eligible as part of a variety of multiple property submissions, which are detailed below. Thirty-eight historic properties were proposed to be eligible as part of a number of historic districts. And, twenty-five historic properties were proposed to need more work in order to ascertain their significance according to National Register of Historic Places criteria. All surveyed historic properties are located on a Historic Property Location Map (Appendix A), and are referenced by plate number and CRS number for ease of identification.

Architectural Style Definitions. The classification of historic properties within this survey was developed based upon external examinations of the primary buildings themselves. No internal investigations were attempted within the scope of this study. Thus, architectural types were based only upon the appearance of the primary facades of the resource. The types were taken primarily from those discussed by the BAHP in a revised draft of "Defined Function, Style and Material Computer Codes," provided to CHRS in October 1990. In general, the housing types found throughout the project corridor are remarkably in-line with the architectural heritage of the Tidewater South, indicating a strong influential movement of culture and ideas from the south that continues today. A wide variety of architectural styles were encountered within the project corridor.

Descriptions and definitions of these architectural styles were taken from a variety of sources in addition to the BAHP style guidelines. The utilization of these different architectural source materials produced a more well-rounded understanding of what constituted specific styles. Sources include:

Blumenson, John
1983 *Identifying American Architecture*. American Association for State and Local History, Nashville, TN.

This source was used for the identification of architectural styles within the corridor. However, its emphasis on "high style" architecture limited its usefulness during the study.

Gowans, Alan
1987 *The Comfortable House: North American Suburban Architecture 1890-1930.* The MIT Press, Cambridge, MA.

This source was used for the identification of late nineteenth and early twentieth century architectural styles.

Kniffen, Fred B.
1986 "Folk Housing: Key to Diffusion." In *Common Places, Readings in American Vernacular Architecture*. University of Georgia Press, Athens, GA.

This article formed part of the basis for our usage of the term I-house during this study.

McAlester, Virginia and Lee McAlester
1984 *A Field Guide to American Houses*. Alfred A. Knopf, New York.

This source was utilized for the identification of architectural styles within the corridor. It was very useful in categorizing vernacular styles such as I-houses, Shotgun Houses, and twentieth century styles.

Noble, Allen G.
1984 *Wood, Brick & Stone: The North American Settlement Landscape*, Volume 1, Houses. The University of Massachusetts Press, Amherst, MA.

This book is extremely useful for its discussion of "English Colonial Houses in the Chesapeake Bay Hearth." Within this section, Noble elaborates on origins, the development and evolution of plans, and creates subtypes for hall and parlor houses as well as I-houses. There are also valuable discussions on Shotgun Houses and the Classical Box style.

A number of historic properties within the project corridor could not be defined directly utilizing categories from the BAHP guidelines. These architectural styles included "I-house"

and "Shotgun House." For the purposes of this study, CHRS developed definitions of these types of properties for identification purposes during the course of the survey.

I-House: The I-house is defined as "two rooms wide and one room deep, and two to two and one-half stories high" (McAlester and McAlester 1984:96). This is a "traditional British folk form that was common in pre-railroad America, particularly in the Tidewater South...Post railroad southern examples are also common, but these were usually the more pretentious houses of affluent, local gentry. For this reason, many of these later southern I-houses have added stylistic detailing to make them appear fashionable...Post railroad I-houses were elaborated with varying patterns of porches, chimneys, and rearward extensions." Kniffen defined I-houses as buildings with "gables to the side, at least two rooms in length, one room deep, and two full stories in height" (Kniffen 1986:8).

Shotgun House: The Shotgun House is defined as a "narrow gable-front dwelling, one room wide, that dominated many modest southern neighborhoods from about 1880 to 1930. Some scholars note that similar forms are common in the West Indies and trace them from Africa to early Haitian influences in New Orleans, whence they became popular with Black freedmen migrating to southern urban centers following the Civil War" (McAlester and McAlester 1984:90).

Only one property (S-8493) met the criteria of this type. This is the only gable front, two bay wide and three bay deep structure surveyed within the entire study area. The house type resembles that of the "Shotgun House," mentioned in Virginia and Lee McAlester's *A Field Guide To American Houses*. In their book, the McAlesters relate that the Shotgun House is a "narrow, gable-front dwelling, one room wide that dominated many modest southern neighborhoods built from 1880 to 1930 (McAlester and McAlester 1984:90). Another theory presents the argument that the house is simply the traditional, one room deep, hall and parlor plan of the rural South "turned sideways to accommodate narrow urban lots" (McAlester and McAlester 1984:90). Architectural historian John Michael Vlach published an essay in 1986, tracing the history of the shotgun form to Africa, and reinforced the tie between the style "found all over the South," and its African roots (Upton and Vlach 1986:58). As early as 1936, Fred B. Kniffen defined the architectural type as being "one room in width and from one to three or more rooms deep, with frontward-facing gable" (Vlach 1986:59). Further research into the background of the original builder of this dwelling might reveal a possible connection with these same deep Southern origins, and an explanation as to why this unusual house type is found in this region of Sussex County.

Multiple Property Submissions

It became apparent, during the course of the survey, that there were a number of themes unifying a wide variety of geographically diverse historic properties. These themes were based upon architectural style, or when apparent, on historic function. It was felt by the authors that it was important to group related historic properties together in order to assess the significance of individual resources within their type. These groupings provided a context within which each property could be evaluated. Multiple property groupings were determined to be the best means of linking historic resources.

> The basic building block of the format is the **property type**, which groups together properties having shared physical or associative characteristics. The documentation form provides a perspective for evaluating properties by describing and assessing the overall significance of each property type and by specifying the physical and associative qualities and the kinds of historic integrity, called **registration requirements**, that properties must possess to be eligible for listing in the National Register (U.S. Department of the Interior 1986:17).

CHRS, Inc. developed five multiple property submissions to group and categorize significant historic properties according to the guidelines specified by the U.S. Department of the Interior, National Park Service. Each of the multiple property submissions was described in terms of the "associative and physical characteristics that defined each property type" (U.S. Department of the Interior 1986:21), as well as how they fit within the historic contexts and preservation priorities specified in the State Plan (Ames et. al. 1989; Herman and Siders 1989). Every historic resource within the project corridor was a potential member of these multiple property submissions, but had to be evaluated according to a number of criteria in order to be categorized within the submissions. Each was evaluated as to their qualities and current condition, and assessed against the "characteristics or qualities and the degree of historic integrity **required for the registration** of related properties in the National Register as a member of the property type" (U.S. Department of the Interior 1986:21). Thus each multiple property submission had a series of required elements that contributing resources had to possess in order to be considered part of the submission. These required elements are discussed within the individual multiple property submissions.

I-House Multiple Property Submissions. The first three multiple property submissions, the Three Bay I-house, the Four Bay I-house, and the Five Bay I-house, are all linked by a common theme: the I-house. The I-house form is the most dominant architectural form found within the corridor, and is the most persistent temporally as well. The I-house form can be analyzed more easily by breaking the type into three primary patterns: three bay, four bay, and five bay fenestration. The following general discussion of the history of the I-house and its importance within the built environment of Sussex County, is applicable for all three categories of I-houses utilized in this study.

The I-house has been defined by a number of cultural geographers (Kniffen 1986; Glassie 1968) and architectural historians (McAlester and McAlester 1984; Noble 1984) as "one room deep, two full stories, and [the] entrance in the long side" (Kniffen 1986:5). Kniffen continues his discussion of the I-house, stating that the form was first recognized in 1930 in Indiana, but soon other examples meeting the form were found throughout the Upland South, the Ohio River basin, the Middle Atlantic States, and in the northern Tidewater South. Although materials, finishes, and appendages varied, all of the I-houses were linked by the common basic form: "gables to the side, at least two rooms in length, one room deep, and two full stories in height" (Kniffen 1986:8).

The I-house did not appear on the settlement landscape in its currently recognized form. The form, within the Chesapeake Bay region, clearly evolved from an English patterned dwelling, "consisting of one room and end chimney" (Kniffen 1986:8). The English patterned dwelling was recorded full-blown by the late seventeenth century. This style of dwelling is referred to in the State Plan as "Chesapeake Bay Vernacular," and dates from 1680 to 1820 (BAHP 1989, 1990).

> The most significant plan was the one-room house. Usually flimsily built and frequently extremely small--as little as eight or ten feet square--these houses form the background against which everything else must be set. As late as the eighteenth century, one room houses characterized the accommodations of 80 to 90 percent of the white population of much of the Chesapeake, and, of course, all of the black population" (Upton 1982:45).

McDaniel wrote, however, that although the preponderance of Chesapeake Bay blacks lived in small, one room dwellings during the seventeenth, eighteenth, and nineteenth centuries, they were not restricted to that type (McDaniel 1982:80). Additional study on the evolution of black housing throughout the region is necessary.

One of the earliest foundations for the I-house was described as the "hall-and-parlor house," with two ground floor rooms.

> The parlor, used variously as a bedroom, guest chamber, and formal reception room was the smaller of the two rooms. The somewhat larger hall combined the functions of kitchen, dining room, work area, and informal living space. Both an exterior door and a corner stairway to the garret of loft were normal features of the hall. Sleeping quarters were provided in the loft, which was either partitioned or undivided (Noble 1984:49).

The development of the I-house from a simple, one room dwelling based upon English precedents brought over by the earliest settlers, is extremely well detailed in Noble's *Wood, Brick & Stone: The North American Settlement Landscape. Volume 1, Houses* (Noble 1984). The form, according to Noble, averaged about twenty feet by forty feet in size. This small, rectangular, one and one-half story dwelling with either an open plan or a hall-and-parlor plan, was the standard dwelling of the Chesapeake Bay colonies. Modifications were made to the basic plan as family sizes increased along with economic prosperity as life in the early years of Sussex County became more secure. The alterations to the basic form included "the expansion of the hall-and-parlor-house so that it included a center-passageway between the parlor and the hall" (Noble 1984:51). It has been documented that many of these earliest dwellings were soon surrounded by additions, and the original form became almost impossible to discern (Herman 1987:152). As the need for larger houses increased, "the evolution of a full second story produced quite a different group of houses" (Noble 1984:52).

The I-house was the next step in the evolutionary process taking place based upon the original, English, one room, or hall-and-parlor dwelling: the addition of a second story, or the construction of a totally new, two to two and one-half story structure to replace the original dwelling. The average size of what came to be known as the I-house, throughout its widely distributed hearth area (Glassie 1968:64), 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 building was basically a tall, narrow, rectangular box. The floor plans found in the I-house vary, but primarily have center-passage plans. Some structures still maintain the end boxed staircase from the original construction of the early core of the building, and a central staircase was added when the dwelling was enlarged into the I-house form.

The I-house form continued to dominate the built environment within the study corridor through the nineteenth century and into the twentieth. Although the basic form was common prior to the arrival of the railroads in Sussex County in the 1850s, this new development brought increased popularity of the I-house as a popular folk form (McAlester and McAlester 1984:96).

> I-houses are among the most significant folk dwellings of the eastern United States. In the nineteenth century the basic form was further modified by additions of large ells and wings that changed the floor plan. The exterior was often distinguished by Italianate style brackets, Eastlake style porches, and a variety of other decorative touches. Despite the changes that occurred through the years, this house type was constructed with a basic form and integrity from the seventeenth to the twentieth century. It, thus, has a continuity among the longest of any American house type (Noble 1984:55).

The I-house is an important element in the history of the built environment of Sussex County. The building type represents the most dominant architectural theme, continuing almost unaltered from the earliest dates of European settlement of the region through the twentieth century. I-houses within the project corridor appear to cross economic levels as well as geographic zones, being found on wealthy and poor farmsteads, and scattered from the Mary-

land line to the Atlantic Ocean. The building type can also be found throughout a much wider geographic and cultural region, extending to the north, west, and south (Kniffen 1986; Glassie 1968; McAlester and McAlester 1984; Noble 1984).

The I-house is an important architectural style, tied directly into the priority themes of the State Plan for agriculture, settlement, and architecture (Ames et. al. 1989; Herman et. al. 1989). The dwelling type was utilized by all levels of farmers and tenants. The wealthiest of landowners usually portrayed this wealth by constructing a larger or more ornate version. Tenant farmers built smaller structures corresponding to their reduced social and economic level. Thus the relationship between large landowners, farm managers, and their tenants, an agricultural hierarchy, was reflected in the scale and detailing of the dwelling form used.

The I-house is also important for the way it reflected the settlement patterns through the region. The form is basically an English derivative, based upon early one room plans brought with the settlers from their homeland. As England exerted her control over the region by the late seventeenth century, this building form became the dominant style. Dutch and Swedish influences of the early and mid-seventeenth century were only felt along the eastern shores, and did not penetrate into the interior. With settlement moving westward from the early settlements at Lewes, and eastward from Maryland and the Nanticoke Drainage, English dwelling forms were transported across the region.

Three Bay, I-House, Multiple Property Submission: This multiple property submission is defined by three bay I-houses, and includes twenty-two of the best and most representative examples out of a total of eighty-two of the type identified within the project corridor. The historic properties contained within the submission all represent the character defining elements of the style. The required elements consist of three bay fenestration on the primary facade, two to two and one-half story height, one room depth, good integrity, and agricultural and/or domestic outbuildings (Plate 1). The buildings appear to cross a number of temporal periods, from possibly the late eighteenth century through the turn of the twentieth century. Variations within the submission include cross-gables, applied ornamentation, window treatments, and rear wing layouts. These aspects were included as reflecting changes in the basic form over time: they do not detract from the form. The general distribution of this resource across the project corridor can be seen on Figure 5.

Integrity was a very important factor in the inclusion or exclusion of historic properties within this submission. In general, each property was evaluated according to the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association (U.S. Department of the Interior 1991:44-49). External cladding in aluminum, vinyl, or composition shingles did not disqualify a property from inclusion in the submission, but were taken into consideration when evaluating integrity. Primary factors affecting the integrity of the historic properties consisted of alterations and substantial deterioration.

The wide distribution of the three bay I-house form throughout the project corridor suggests that it was the most common pattern utilized. The size of the building suggests that it was occupied by mid-level agriculturalists: i.e. not the largest landowners, or the poorest tenants, but middle income farm managers or fairly successful tenants. Research has not revealed the relative age of this type of dwelling (three bays wide), but it is likely that examples could have been found throughout the corridor dating from the eighteenth century. However, the relative impermanent nature of frame and timber architecture in Sussex County during that period suggests that few examples from that period exist. Further documentation is necessary to determine if this fenestration pattern can be tied to a temporal period, or if it was commonly constructed throughout the eighteenth, nineteenth, and early twentieth centuries.

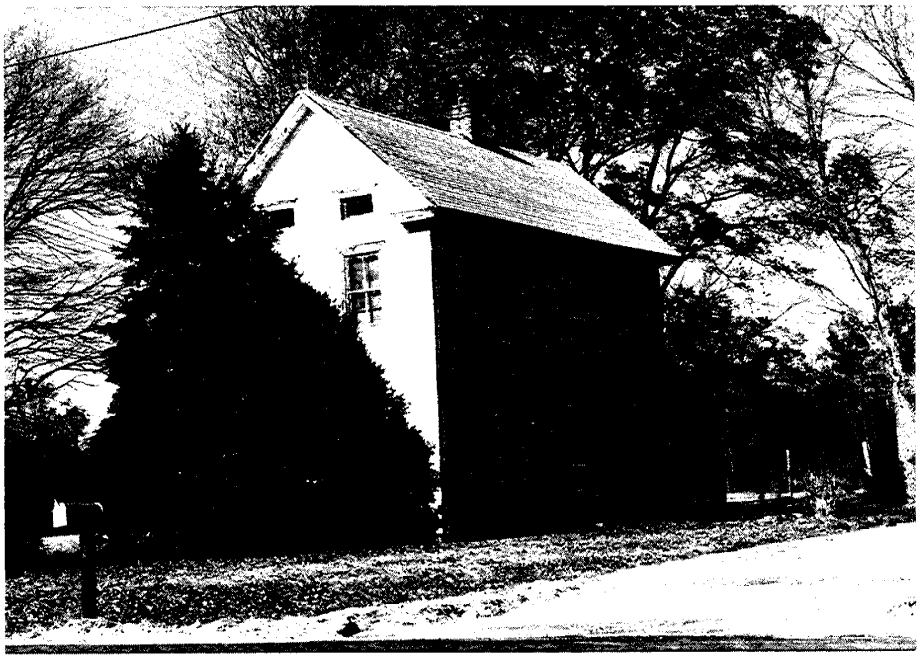
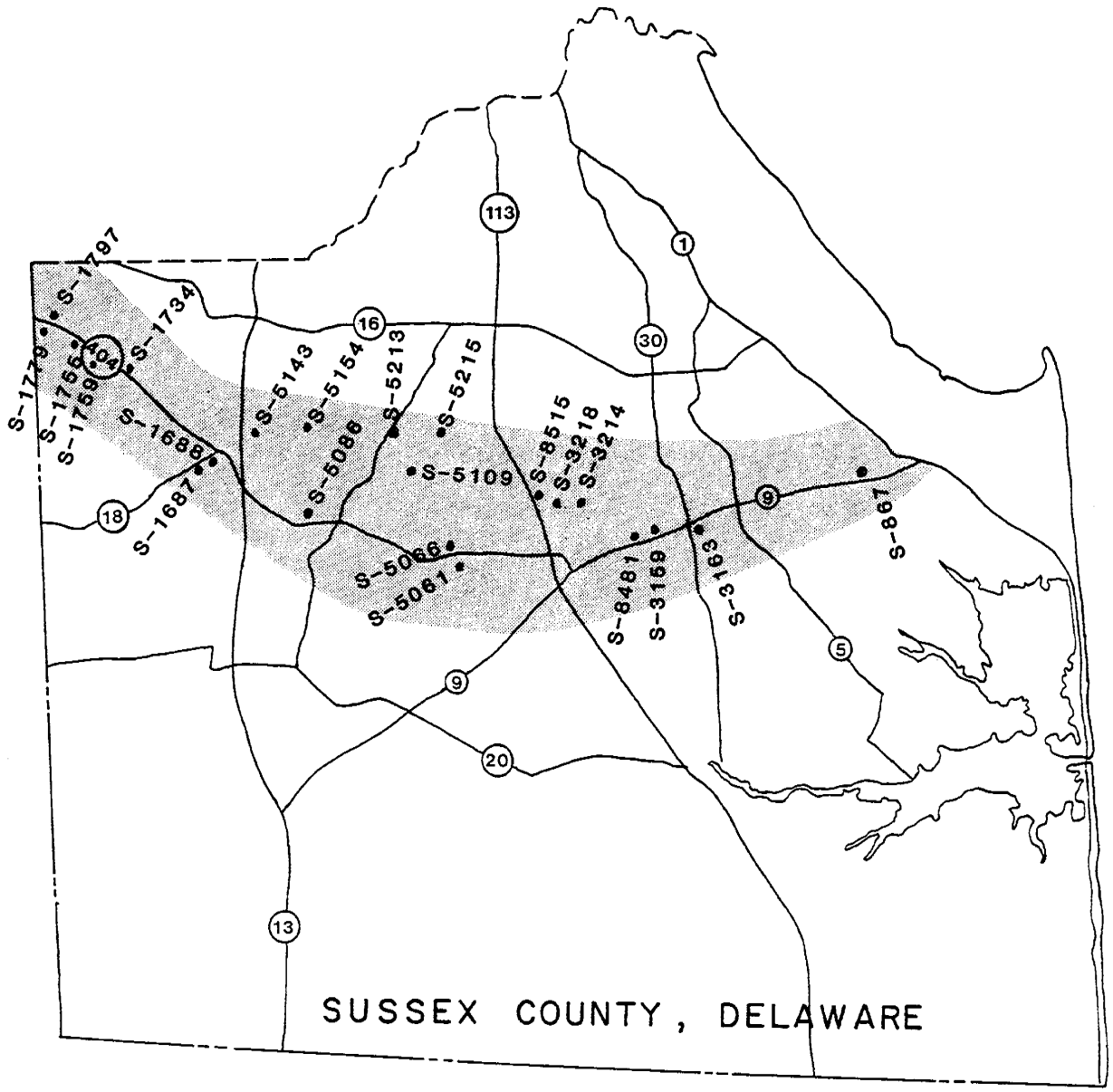


PLATE 1: CRS S-5066
View of a contributing resource to the Three Bay I-House Multiple Property Submission. Note the character defining elements, including three bay fenestration and good integrity.

PLATE 2: CRS S-8449
View of a contributing resource to the Four Bay I-House Multiple Property Submission. Note the character defining elements, including four bay fenestration and good integrity.

THREE BAY I-HOUSE MULTIPLE PROPERTY SUBMISSION



* LOCATIONS APPROXIMATE. FOR EXACT LOCATIONS, SEE APPENDIX A

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Prepared by *CHRS, Inc.*

LOCATION OF CONTRIBUTING PROPERTIES *

SUSSEX EAST-WEST CORRIDOR STUDY | FIGURE 5

Three bay I-houses are significant remnants of the basic vernacular dwelling type found throughout Sussex County. The majority of the houses contained in this submission were part of working agricultural complexes, and thus are also significant under the priority theme of Agriculture (Ames et. al. 1989:79, 83). Further research is necessary to reveal the role these historic properties played in the agricultural economy of the eighteenth and nineteenth centuries in this region.

Four Bay, I-House, Multiple Property Submission: This multiple property submission is defined by four bay I-houses. It includes two of the best and most representative examples out of a total of eight of the type located within the project corridor. This is the most uncommon type of I-house identified during the survey. The historic properties included within the submission all represent the character defining elements of the style. The required elements consist of four bay fenestration on the primary facade, two to two and one-half story height, one room depth, good integrity, and agricultural and/or domestic outbuildings (Plate 2). The buildings appear to date to the middle of the nineteenth century. Variations within the submission include applied ornamentation, window treatments, cladding, and rear wing layouts. Both properties have paired central entrances, a layout that is extremely unusual within the corridor. The general distribution of this resource across the project corridor can be seen on Figure 6.

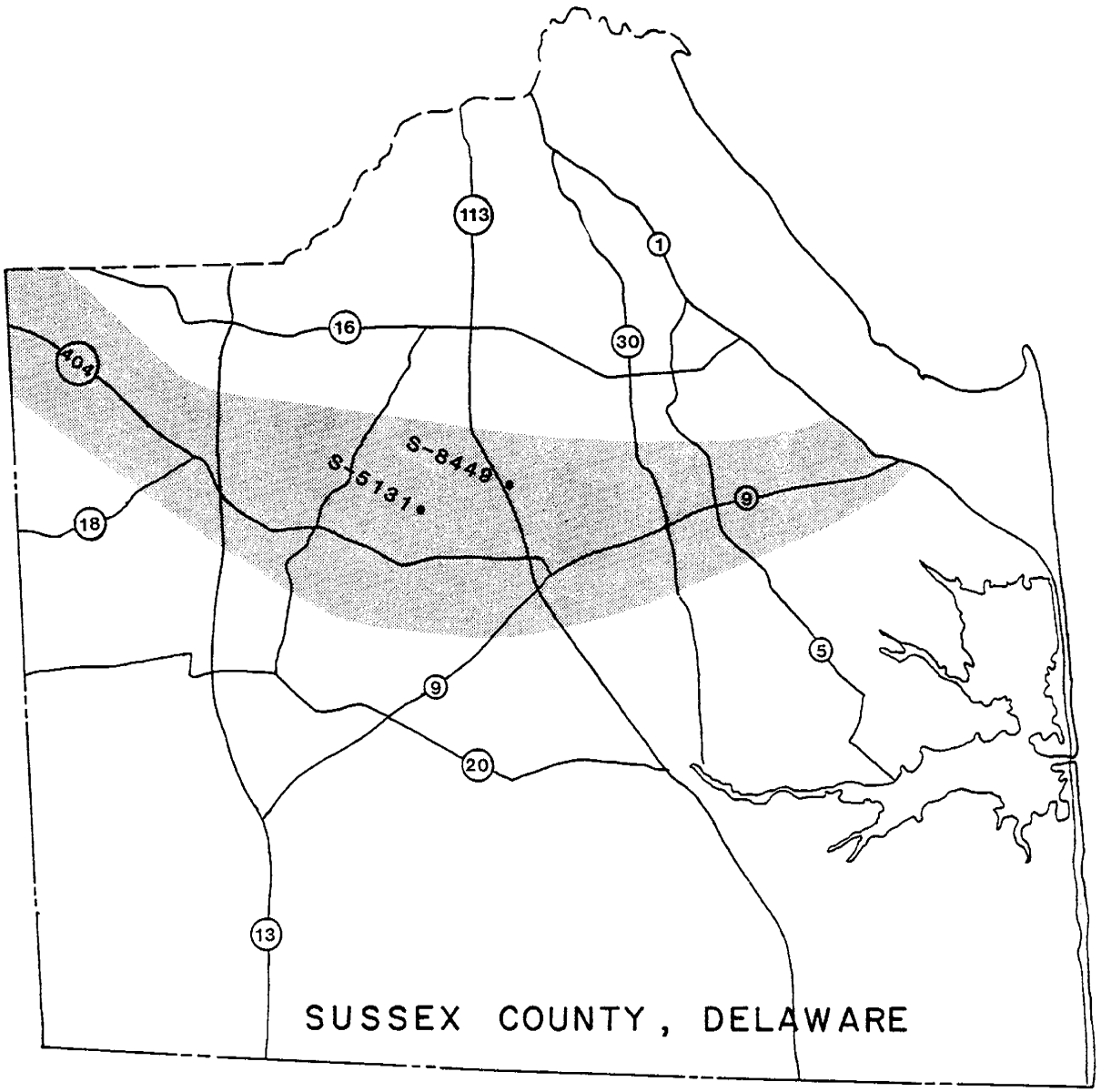
Four bay fenestration is unusual, and may tie to a developmental pattern of interior space utilization. Although the basic I-house form remains unchanged, the allocation and uses of interior space changes over time. The construction of twin entrances implies that the rooms accessed by these separate doorways had different functions that necessitated the individual entrances. It is known that during the eighteenth and into the nineteenth century, space utilization patterns were changing, and individual rooms were confined to limited functions (Herman 1987). Although most of the changes to domestic architecture of the period involved the incorporation of formerly external activities within the body of the main house (kitchens, servant quarters, storage, etc.), changes were occurring within the original fabric of the house as well. Additional study is necessary to detail the exact reasons behind the evolution of the Four Bay I-house, and how the fenestration is tied to the floor plan.

An extremely unusual variation of the basic I-house plan, the Four Bay I-house is an architecturally significant remnant of the nineteenth century built environment of Sussex County. The houses included in the submission were both part of working agricultural complexes, and thus are also significant under the priority theme of Agriculture (Ames et. al. 1989:79, 83). Further research is necessary to reveal the role these historic properties played in the agricultural economy of the eighteenth and nineteenth centuries in this region.

Five Bay, I-House, Multiple Property Submission: This multiple property submission is defined by five bay I-houses. The submission includes nine of the best and most representative examples out of a total of seventeen of the type identified within the project corridor. The historic properties included within the submission all represent the character defining elements of the style. The required elements consist of five bay fenestration on the primary facade, two to two and one-half story height, one room depth, good integrity, and agricultural and/or domestic outbuildings (Plate 3). These buildings are primarily frame, with gable roofs and paired brick chimneys, and appear to date to the mid to late nineteenth century. Variations within the submission include cross-gables, applied ornamentation, cladding, window treatments, and rear wing layouts. These aspects were included as reflecting changes in the basic form over time, and do not detract from the form. The general distribution of this resource across the project corridor can be seen on Figure 7.

The five bay I-house represents the combination of the I-house design with a traditional architectural style: Georgian.

FOUR BAY I-HOUSE MULTIPLE PROPERTY SUBMISSION



* LOCATIONS APPROXIMATE. FOR EXACT LOCATIONS, SEE APPENDIX A

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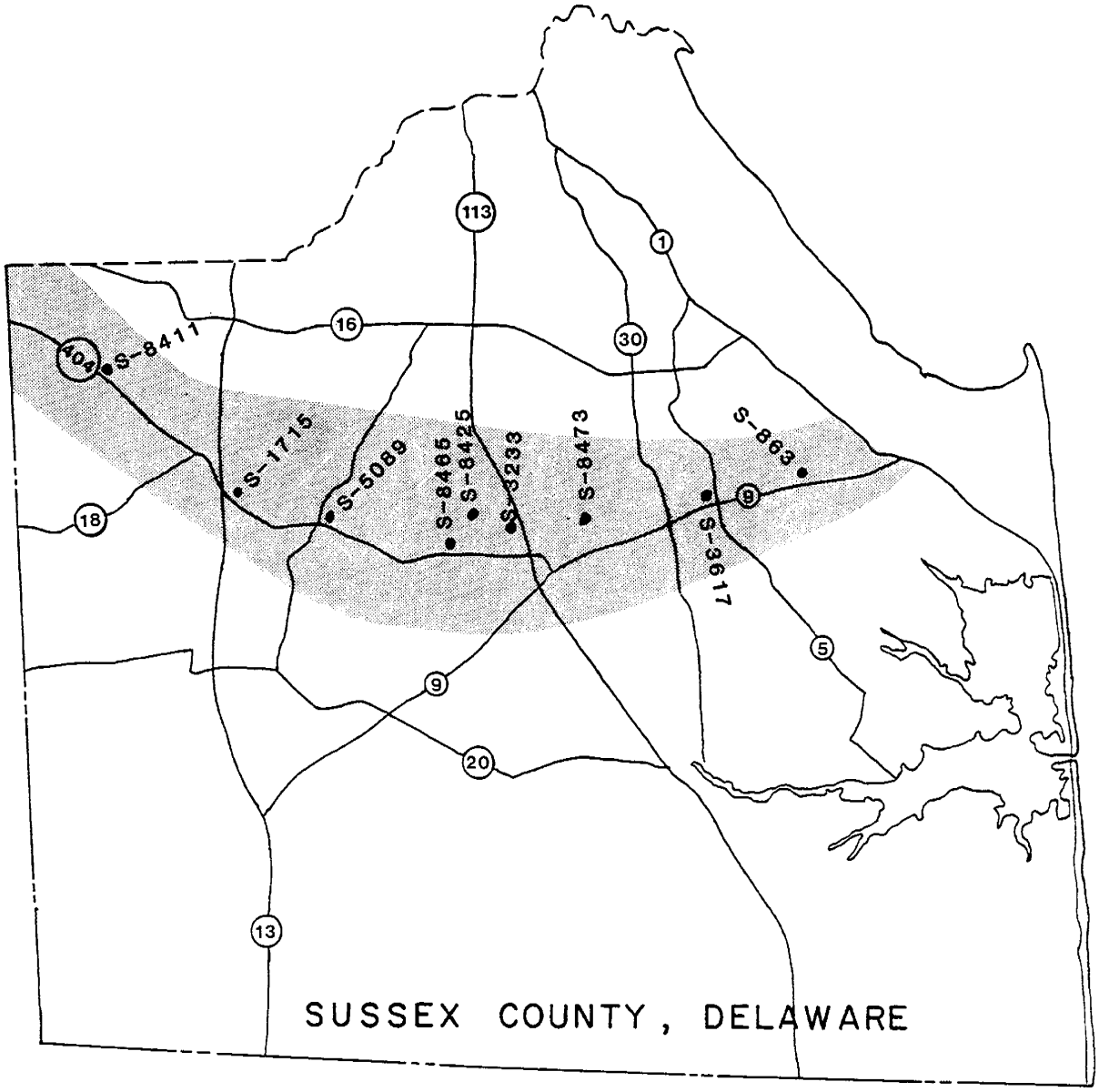
LOCATION OF CONTRIBUTING PROPERTIES *

SUSSEX EAST-WEST CORRIDOR STUDY | FIGURE 6

PLATE 3: CRS S-8465
View of a contributing resource to the Five Bay I-House Multiple Property Submission. Note the character defining elements, including five bay fenestration and good integrity.

PLATE 4: CRS S-8453
View of a contributing resource to the Classical Box Multiple Property Submission. Note the character defining elements, including pyramidal roof and symmetrical appearance.

FIVE BAY I-HOUSE MULTIPLE PROPERTY SUBMISSION



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LOCATION OF CONTRIBUTING PROPERTIES *

SUSSEX EAST-WEST CORRIDOR STUDY | FIGURE 7

> The form, primly symmetrical, was employed in America as early as 1700 and was employed for the home of affluent gentlemen the length of the Atlantic seaboard for the last three quarters of the eighteenth century, although its impact was not great until after the publication of handbooks advocating the Georgian style in the 1740s and 1750s" (Glassie 1986:400).

The elements of the Georgian style usually consisted of a gable roof; two bays per floor on the side facades; five bays on the primary facade; and internally, a double pile plan with two rooms on each side of a central hall with a staircase. The introduction of the Georgian form into the Chesapeake Bay region, including Sussex County, had a marked effect on the built environment.

> The I-house retained its one room depth, but its new plan approximated the front half of the Georgian house with rooms of about equal size separated by a hall. The five opening facade became standard, so that from the front a Georgian house and a Georgian influenced I-house are indistinguishable. The gable view, however, is quite different. The gables of early I-houses were normally blank, though an off-center window per floor became common on later Pennsylvania houses. Particularly throughout southern New Jersey and the Maryland Eastern Shore, there are often two windows on each floor, disguising the old I-house even more completely as a Georgian house (Glassie 1986:409).

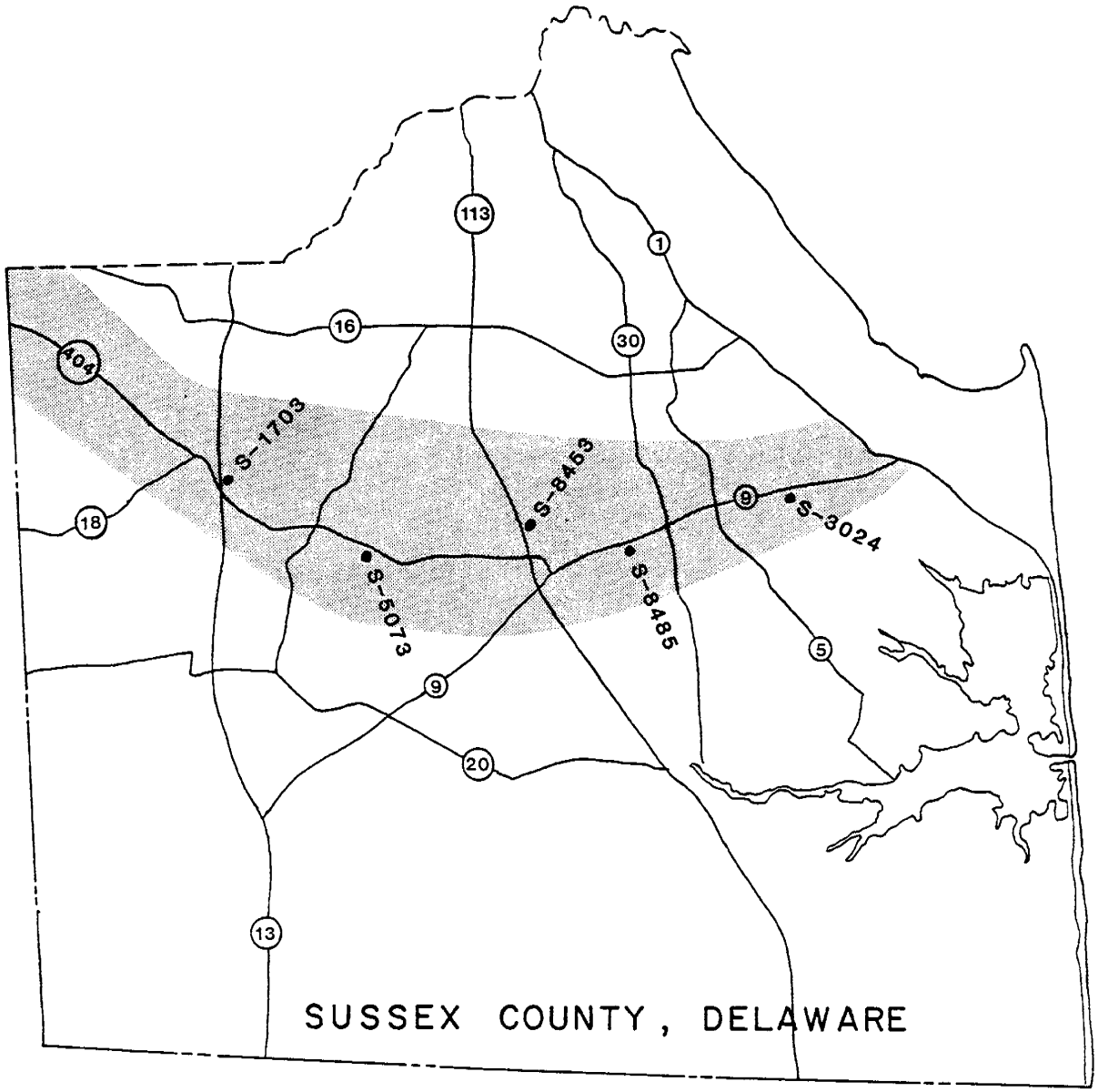
The merging of the Georgian style with the backbone of vernacular housing in the project corridor, the I-house, produced a large, visually impressive structure that overshadowed the surrounding landscape. The image portrayed by the five bay I-house was one of comparative affluence. It seems likely that the owners of these dwellings intended to portray a position of power and economic well-being. These dwellings represent farmers and landowners who had reached the apex of agricultural society within the region, for they are the largest and most ostentatious residential structures remaining from the eighteenth and nineteenth centuries. It is unclear when the Georgian style reached the interior of the project corridor

The five bay I-house is a significant architectural element of the nineteenth century built environment of Sussex County. These buildings are excellent examples of the adaptation of the I-house form with the Georgian style, and are representative examples of domestic architecture utilized by the wealthiest level of landowner in the corridor. The five bay I-house is an unusual elaboration of the basic I-house. The houses included in the submission were also parts of working agricultural complexes, and thus are also significant under the priority theme of Agriculture (Ames et. al. 1989:79, 83). Further research is necessary to reveal the role these historic properties played in the agricultural economy of the eighteenth and nineteenth centuries in this region.

Classical Box Multiple Property Submission. The Classical Box Multiple Property Submission includes five of the best examples of this type of architecture within the project corridor. A total of twelve examples of the style were identified. The properties within the submission are significant architecturally as well as for their association with the important cultural trend of suburbanization. The general distribution of this resource across the project corridor can be seen on Figure 8.

This style, also known as the Foursquare, is characterized by two story construction, square plan, hipped roof, and general impression of symmetry (Plate 4). It usually has at least one, hipped, attic dormer and frequently has a deep cross-facade porch (Gottfried and Jennings 1988:194). The chosen historic properties all represent the character defining elements of the style, including symmetry of form, fenestration, pyramidal roof line, and plan. Buildings that were excluded lacked at least one of these qualities. The origins and development of the style is well documented in Gowans' *The Comfortable House: North American Suburban Architecture 1890-1930.*

CLASSICAL BOX MULTIPLE PROPERTY SUBMISSION



* LOCATIONS APPROXIMATE. FOR EXACT LOCATIONS, SEE APPENDIX A

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Prepared by *CHRS, Inc.*

LOCATION OF CONTRIBUTING PROPERTIES *

SUSSEX EAST-WEST CORRIDOR STUDY | FIGURE 8

> Two stories high, set on a raised basement with the first floor approached by steps, a verandah running the full width of the first story, capped by a low pyramidal roof that usually contains at least a front dormer, and an interior plan of four nearly equal sized rooms per floor plus side stairwell--that is the form of house known variously as the box, the classic box, the double cube, the plain house, and the foursquare (Gowans 1987:84).

The Classical Box was one of the "new" types of residential architecture designed after the Victorian era, to be constructed in the developing suburban areas outside of the town centers.

> Its Americanness was often stressed at the time: 'Thoroughly American in architecture, it is a house anyone will be proud to identify as 'My Home,' was Aladdin's description of its Willamette model. "Massive" was another popular adjective for the style. 'The ever-popular square type which gives an air of massiveness,' says one advertisement, while another praises 'the square, significant of massiveness and strength.' The American foursquare thus appealed to that same need for stability and solidity which on another level was satisfied by associations with English or colonial American roots (Gowans 1987:84).

Primarily due to the growth of mail-order companies who offered these models, the Classic Box style became popular after 1900. According to Gowans, every mail order catalogue sold a variety of these types of dwellings between 1900 and 1925, including Ward, Sears, and Aladdin. The origins of the style lie in the Georgian symmetrical block of the eighteenth century, with a central hallway flanked by four rooms.

> The foursquare was a Georgian mansion reborn in middle-class form. By the 1850s the vogue for picturesqueness had already begun to tack brackets and arcaded porches on the older forms; by the 1860s towers and gables and wrap-around verandahs were swathing them. The old square or cubical shape became only a core for houses in High-Victorian Picturesque styles like General Grant and Queen Anne. In the 1880s the process began to reverse, as part of the growing reaction against the Picturesque villa's aimless and chaotic pretentiousness. Slowly the square form began to resurface, and the American foursquare of post-Victorian suburbs emerged from its Picturesque chrysalis (Gowans 1987:87).

The import of the development of this style is not only linked to its unique appearance, but also to the cultural trend with which it was primarily associated: suburbanization. With the advent of the automobile early in the twentieth century, changes in settlement patterns were evident in Sussex County. Bridgeville and Georgetown expanded, with new neighborhoods constructed around the original cores of the towns. The architecture found in these newly developed areas included late Victorian examples, such as Shingle style, but also the pattern book styles, including Classical Box and Bungalows. The ease of getting pre-cut and easy to assemble structures to the towns, along the rail lines, as well as to sites along the major roads, was an attraction to homebuyers and constructors. These houses were also used as replacement homes for the original farm dwellings, which, for the most part, were I-houses. The Classical Box was a popular style during this period, 1900 to 1930, tied directly into the suburbanization movement within the county.

The Classical Box Multiple Property Submission is important architecturally as a group of dwellings that all fall into one category and all meet the characteristics of the type. All of the historic properties included in this submission are good examples of the Classical Box style of architecture, and retain a majority of the character defining elements, including pyramidal roof line, box-like form, symmetrical facades, front porches, etc. Excluded buildings did not possess integrity due to the large amount of alterations that had occurred, including fenestra-

tion changes and large, obtrusive additions obscuring the original form. Architectural integrity was one of the most important factors in determining which historic properties were included in the Classical Box Multiple Property Submission (Herman et. al. 1989:59). The buildings mark the beginning of a substantial change in the architectural fabric of Sussex County, the evolution away from the I-house into new suburban forms distributed primarily by the catalogue companies. They are a preservation priority as discussed under the theme of "Architecture, Engineering, and Decorative Arts" (Herman et. al. 1989:63). These structures are under threat by modern development pressures as well as road construction.

The Classical Box Multiple Property Submission is also important as an example of changes in the settlement patterns of Sussex County: for their tie to suburbanization. Additional research is needed to detail the development of suburbanization within Sussex County, but it is clear that this was an important and growing trend beginning in the early twentieth century. Suburban growth in Sussex County varied from traditional patterns in that the county was always predominantly rural, and even the major towns (Lewes, Bridgeville, Georgetown) were small in scale. Thus, the traditional argument that population migration moves out of the cities and into the suburbs is not the case here (Gowans 1987:16). It seems that as new transportation developments occurred, new domestic construction took place in areas surrounding the towns. Bridgeville expanded, as did Georgetown, with the majority of twentieth century architecture taking place in these new neighborhoods outside of the core of the towns. It is not clear whether the population of these neighborhoods migrated from the center of the towns, or perhaps relocated from the surrounding farmlands. What is clear is the impact of transportation revolutions on these settlement patterns. Automobiles transformed the settlement landscape of the early twentieth century.

The local road network was still in its developmental stages in 1913 (Appendix C), and the major routes traveled today were only narrow, dirt paths. By 1934 (Figure 4), major improvements had been completed, with east-west, as well as north-south routes in place to what was then, modern highway design standards. These roads included a completed Route 18 and 404 from Lewes to the Maryland line, Route 113 (Coleman Du Pont Road) from Milford through Georgetown to the Maryland line, and Route 13 (Cape Charles Route) from Greenwood through Bridgeville and points south. This transformation in the road network can be directly tied to the coming of the automobile age:

> Registration figures indicate that something like two hundred thousand automobiles operating on American roads around 1910, over six million by 1919, over twenty-three million by 1929. Their proliferation presumed a comparably expanding infrastructure of the new steel-reinforced concrete roads and traffic light signs of all sorts, including electric stop-and-go lights (Gowans 1987:19).

The construction of new roads during the early years of the twentieth century permitted the rapid diffusion of the population. Work and residence often became widely separated and new dwellings were necessary to serve the changing needs of the population. The traditional I-house form began to be bypassed by new styles advertised in trade catalogues. As people settled in these new areas outside of the traditional town cores, a small housing boom developed, utilizing Classical Boxes, Bungalows, and Cottages. These houses were also built along the roadways like Route 404/18/9, Route 113, and Route 13. The Classical Box is significant as an example of the important trend of suburbanization within the corridor (Herman et. al. 1989:61-2).

Commercial Roadside Multiple Property Submission. The Commercial Roadside Multiple Property Submission includes seven of the best examples of this type of architecture within the project corridor, out of a total of sixteen examples of the style. The historic properties within this submission are significant architecturally as well as for their association with the important cultural trend of early roadside commercial development. Properties contained within the

submission all relate to early twentieth century roadside commercial patterns. These resources are rapidly diminishing due to modern highway construction, late twentieth century commercial needs, and residential development pressures. Property types include gas stations, stores, and a diner (Plate 5). The general distribution of this resource across the project corridor can be seen on Figure 9.

The invention and mass distribution of the automobile in the early twentieth century brought about a huge revolution in America that was also reflected in rural Sussex County. Roads began to be paved and improved, and new highways were constructed (Du Pont Highway in the 1920s, for example). "Suddenly, large segments of the population had an alternative to rail travel" (Liebs 1985:4). The roadside environment was at first tailored to earlier modes of transport, with old inns, horses and wagons, and winding roads with sharp curves designed for slow-paced vehicles. The construction of new roads involved the fairly substantial alteration of the landscape, with trees cut, buildings removed, curves flattened, and viewscapes changed. But probably the most visible change on the landscape was the "wholesale injection of 'commercials' into the roadside panorama" (Liebs 1985:5).

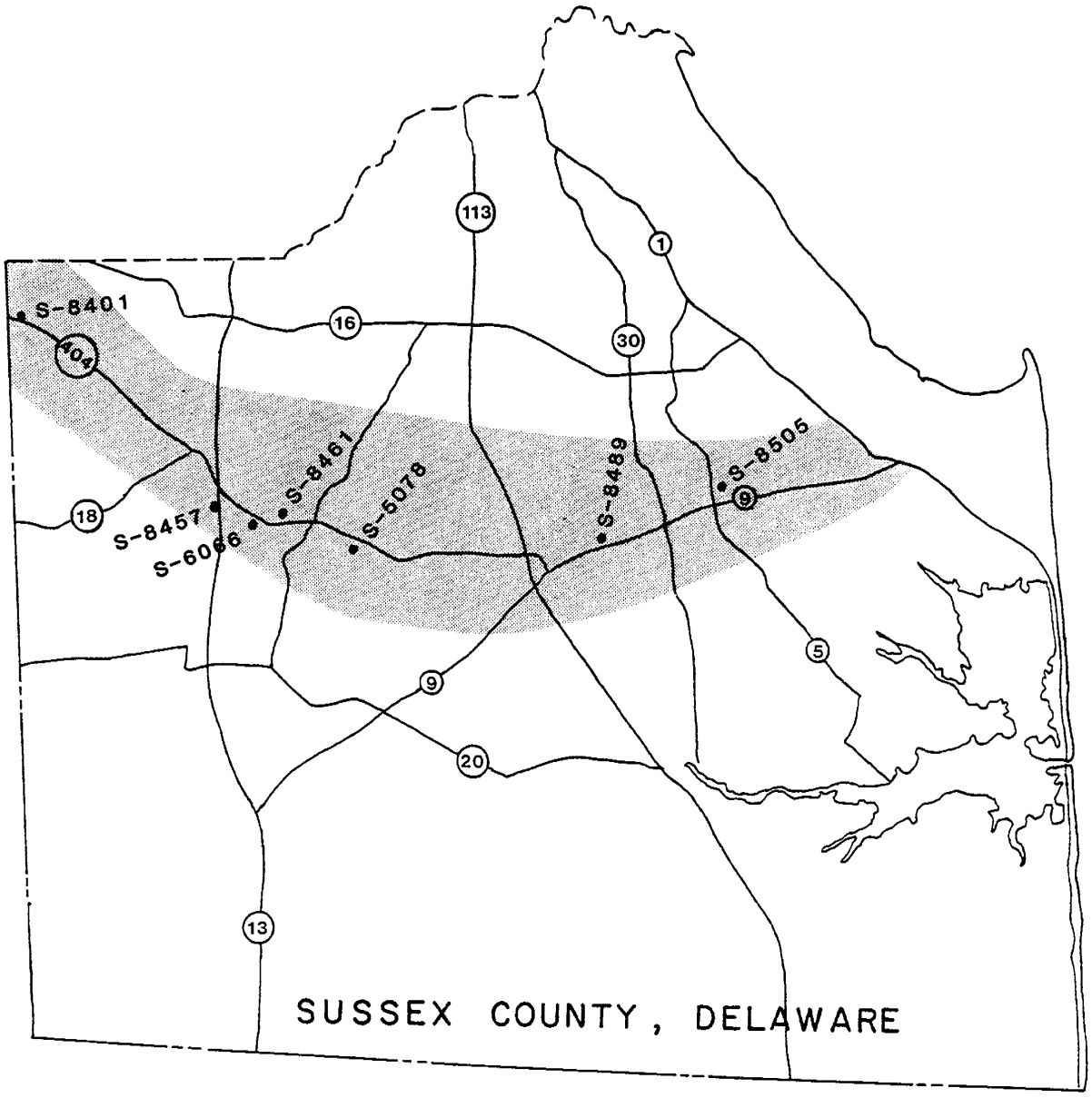
> About the time of World War I, sharp-eyed entrepreneurs began, almost spontaneously, to see ways to profit from the motorist's freedom to halt the windshield movie and step out of the picture. Shops could be set up almost anywhere the law allowed, and a wide variety of products and services could be counted on to sell briskly in the roadside marketplace. A certain number of cars passing by would always be in need of gas. Travelers eventually grew hungry, tired, and restless for diversions. Soon gas stations, produce booths, hot dog stands, and tourist camps sprouted up along the nation's roadsides to capitalize on these needs....Still more businesses moved to the highway-supermarkets, motor courts, restaurants, miniature golf courses, drive in theaters. By the early 1950s, almost anything could be bought along the roadside (Liebs 1985:5).

Road development within the project corridor can be seen on a series of maps from 1913 (Atkinson 1913, Appendix C), 1934 (State of Delaware 1934, Figure 4), and 1941 (Bausman 1941, Appendix D). The evolution of the road pattern visible here shows that from a series of small connecting farm roads, primarily scattered across the corridor, a formal pattern was built with a principal east-west route (Route 404/9/18), and two principal north-south routes (Route 113, Route 13). With the construction of these major modern roads in the 1920s and early 1930s, the transportation network of Sussex County was transformed. Economically, this coincided with the rise of the use of trucks for the transportation of agricultural goods to local markets and shipping points. The development of the automobile and the improvement in the local road network brought roadside commercial enterprises to the region. "Businesses by the thousands germinated along the 1920s roadside. New entrepreneurs-from farmers and factory workers to teachers and retirees-built refreshment stands, restaurants, stores, cabin camps, and other wayside emporia..." (Liebs 1985:20). This pattern of roadside development continued through the 1930s.

Many of the new roads in Sussex County appear to have been constructed following segments of historic roads. Such appears to be the case of Route 404 between Lewes and Georgetown. In the case of Route 113 (Du Pont Highway) and Route 13, it is known that both roads utilized some segments of older roads. "The State Road, the main route between Georgetown and Milford, had been authorized in 1796. It remained the principal road for over a century" (LeeDecker et. al. 1989:39). As some of these "new" roads were built over old existing roads, "sometimes wayside services simply overran existing crossroads villages. The sight of an old house or row of false-fronted commercial blocks engulfed in a glut of gas stations, motor courts, and other roadside emporia is a good clue that an older town was swallowed up in an onslaught of roadside development" (Liebs 1985:24). This appears to have been the case in a number of locations including Harbeson, along Route 404; Gravel Hill; north and south of Georgetown on Route 113; and along the approaches to Bridgeville.

PLATE 5: CRS S-8461
View of a contributing resource to the Commercial Roadside Multiple Property Submission.
This early, frame, gas station is an important element within this submission.

COMMERCIAL ROADSIDE MULTIPLE PROPERTY SUBMISSION



* LOCATIONS APPROXIMATE. FOR EXACT LOCATIONS, SEE APPENDIX A

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LOCATION OF CONTRIBUTING PROPERTIES *

SUSSEX EAST-WEST CORRIDOR STUDY | FIGURE 9

Examples of the type of early automobile related architecture within the Commercial Roadside Multiple Property Submission include a diner, a former restaurant, a gas station, a fruit and vegetable stand, and a number of small stores. Andy's Diner (S-8457) is the only one of its kind in the project corridor, and still functions as a popular restaurant. It appears to date to the first quarter of the twentieth century, and probably was constructed after the completion of Route 13, prior to 1934. The diner is situated in an ideal spot to attract travelers using the busy roadway between Wilmington and Cape Charles, Maryland. The diner is also positioned to lure local citizens living in and around Bridgeville. Dining cars of similar design are known to have been constructed as early as the 1920s, and continued being manufactured through the post World War II building boom. By the 1930s, one scholar estimates that there were roughly four thousand movable lunch cars scattered around the United States, with a large number of these being concentrated in the eastern states. Approximately one to two hundred new cars came out of the factories each year (Liebs 1985:219). Despite the large number of diners that once flourished in the first half of the twentieth century, dining cars such as Andy's Diner (S-8457) are rarely found operating today. Andy's Diner is an important cultural resource in Sussex County, representing the birth of convenient roadside restaurants that paved the way for today's "fast food" chains scattered across our nations highways.

A small, former restaurant dating to the early years of the automobile, is part of this submission. The Seafood Palace (S-6066) was identified in a previous survey as an early roadside restaurant. The historic property appears to date from the 1920s to early 1930s. Located immediately on Route 404 at the intersection with Road 18, the property was ideally situated to maximize access to traffic. As a major stopping place between Bridgeville and Georgetown, this was a prime location and must have been popular for travelers. Research also indicated that at one time this building served as a gas station. Thus, it provided both food and fuel to the automobile rider.

The Commercial Roadside Multiple Property Submission also contains an early twentieth century gas station (S-8461) that is still in operation. This small structure probably dates to the first quarter of the twentieth century. It is characteristic of its type with "a small shelter for an attendant or two, some gas pumps, and a sign mounted on a pole near the street. The remainder of the lot was given over to driveways and parking" (Liebs 1985:97-98). The rough construction of this gas station suggests that it was built during the earliest period of automobile related commercial roadside construction. The appearance of this small station is unusual, for most gas stations from this early period were replaced with "more acceptable" visions (usually Colonial Revival) of roadside architecture (Rhoads 1986:143).

The other major element of the Commercial Roadside Multiple Property Submission is the fruit and vegetable stand (S-5078), which appears to date to the second quarter of the twentieth century. It is known that, especially in rural areas, farmers began to offer their goods for sale to automobile tourists early in the twentieth century. Roadside stands were commonly found along newly constructed highways. With the tremendous growth in numbers of automobiles, rising to twenty-three million by 1930, all sorts of roadside establishments grew to service this ever expanding group of consumers. In rural and agricultural Sussex County, this practice appears to have been common and is still evident today.

The early twentieth century roadside commercial architecture within the project corridor is some of the most important of all of the region's historic resources. Roadside construction is continuing at a rising rate, and the few remnants of this early era are rapidly being replaced by modern construction. The historic properties within the Commercial Roadside Multiple Property Submission are significant for their association with the important cultural trend of early twentieth century road related economic patterns, as well as for their association with suburbanization. These resources are significant for their relationship to "the improvement in overland transportation networks and the advent of the automobile..." (Herman et. al.

1989:59). The historic properties within this submission are greatly threatened by modern road construction, expanded residential development from the coast westward, and suburban development outside of Georgetown and Bridgeville.

Historic Districts

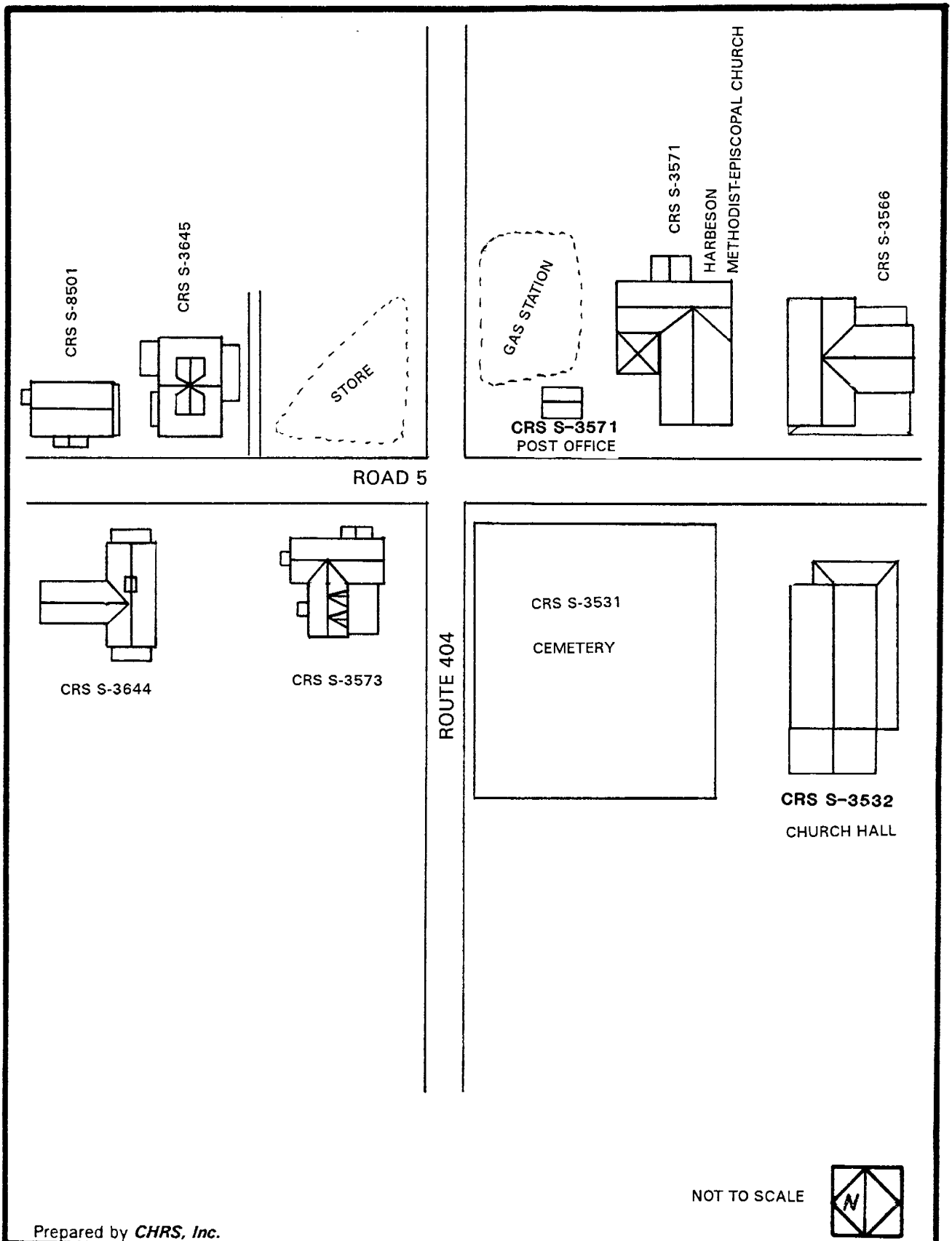
A historic district is defined as "a geographically definable area--urban or rural, small or large--possessing a significant concentration, linkage, or continuity of sites, buildings, structures, and/or objects united by past events or aesthetically by plan or physical development" (United States Department of the Interior 1991:5). Seven eligible historic districts were identified during the course of the study. All surveyed historic districts can be seen on the Historic Property Location Map (Appendix A), and are referenced by plate number and CRS number for ease of identification.

Harbeson Historic District: S-3531, S-3532, S-3644, S-3645, S-3566, S-3567, S-3571, S-3573, S-8501. The Harbeson Historic District (Figure 10) is significant as a collection of mid-nineteenth century through early twentieth century residential, commercial, governmental, and religious architecture. The historic district is important as an example of the development of a crossroads village, under the historic context of Settlement Patterns and Demographic Change, 1830-1880 (Herman et. al. 1989). Additional research and field survey is necessary to detail the extent of the historic district. During the course of this study, only those resources within the project corridor along Route 404 were identified. It is known that a number of other buildings in Harbeson were previously surveyed, but these were not identified by Catts, Custer and Hoseth in 1991.

Harbeson, located in Broadkill Hundred, was first called Beaver Dam, with its church identified as the Beaver Dam Methodist Church (Robinson 1976:34). Later, in 1869 with the establishment of a railroad station on the main line from Georgetown to Lewes, the name was changed to Harbeson for Harbeson Hickman, the major landowner in the area. In that year, the town had a post office. By 1890, it had a Methodist Church, a school, a blacksmith shop, two stores, and ten houses (Carter 1976:39). "The early enterprises which aided its economic growth involved the shipping of great amounts of timber and lumber cut in the nearby forests and sawed at the numerous mills in the vicinity" (Carter 1976:39). Harbeson had a racetrack in the late nineteenth century, as well as fairgrounds, but both of these sites had vanished by the early twentieth century. The poultry boom of the 1920s and 1930s brought a second surge of economic activity. In 1938, Harbeson was described as a small village, a "hamlet of neat frame buildings" (F.W.P. 1938:494). As of the late 1970s, the town's major industry continues to be poultry.

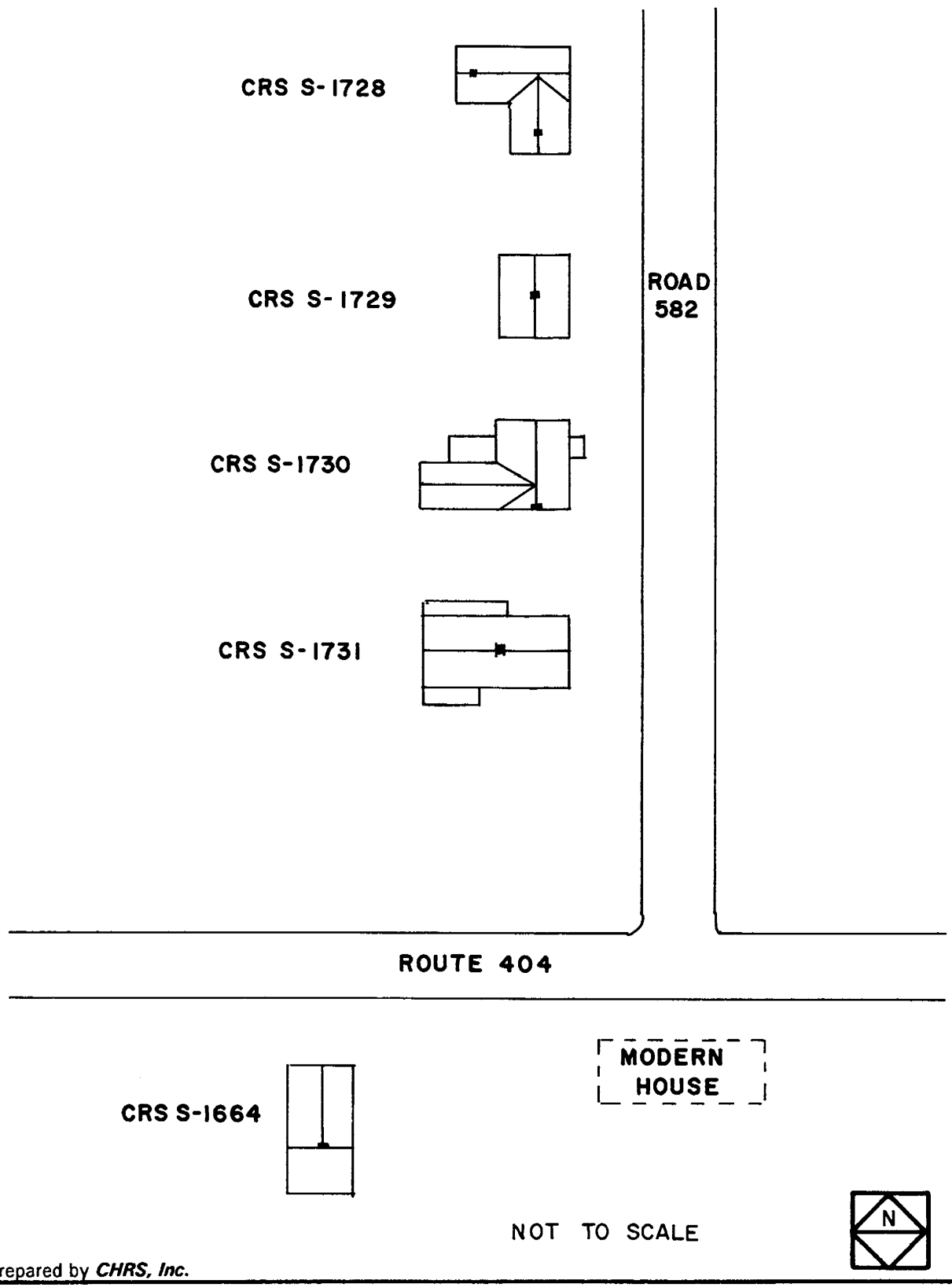
Historic buildings within the town reflect the changes in the crossroads community. Residential buildings include nineteenth century I-houses, early twentieth century Colonial Revival houses, a 1930s Bungalow, and a 1940s Cottage. Other buildings in the community include a circa 1930s post office; a nineteenth century church, rebuilt in 1927; a 1920 church hall; and a cemetery. More research is needed to clarify how Harbeson and its historic properties articulate with the hinterland and how the historic development of the region influenced Harbeson's growth and engendered changes to its built environment.

Nineteenth Century Tenant Historic District: S-1664, S-1728, S-1729, S-1730, S-1731. This proposed historic district is composed of a number of nineteenth century tenant houses, located on Road 582 just south of the town of Cocked Hat (Figure 11). This set of five houses is the most concentrated collection of tenant houses found within the project corridor. The district is significant under the historic context priority of Agriculture 1770-1830, and 1830-1880 (Herman et. al. 1989). Farm tenancy was a very important economic pattern in the agricultural history of Sussex County, and these resources are the best representative examples



HARBESON HISTORIC DISTRICT

SUSSEX EAST-WEST CORRIDOR STUDY | FIGURE 10



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NINETEENTH CENTURY TENANT HISTORIC DISTRICT

SUSSEX EAST-WEST CORRIDOR STUDY | **FIGURE 11**

from the nineteenth century. The historic properties within this historic district are also significant architecturally as examples of the dwellings of middle and lower economic strata farm families. The buildings have not been heavily altered and retain their integrity. Additional study is required to ascertain how these tenant houses, dating from the early to mid-nineteenth century, compare to those identified by Bernard Herman in his study of middle Delaware (Herman 1987:160-165). Tenant houses from this period formed a substantial part of the built environment of Sussex County, and tenants played a crucial role in the agricultural economy. This theme of nineteenth century tenancy is significant and deserves attention. Additional research is required to clearly document the historical context of this district.

Governor Collins Historic District: S-5079, S-5080, S-5082, S-5083, S-5084. This proposed historic district is composed of a collection of buildings and structures that once were associated with the homestead of Governor John Collins, as well as with Collins Mill and Bog Iron operations. The district is situated on the north side of Route 404, on both sides of Collins Mill Pond (Figure 12). The gravesite of Governor Collins is also included in the district. The district is significant for its association with the historic context of Early Nineteenth Century Industrialization 1770-1830, and the theme of industrialization 1830-1880 (Herman et. al. 1989). The Collins Forge was established in 1794 and continued to be operated by the family until 1850 (Works Progress Administration (WPA) 1938:95). The district is also significant for its association with Governor Collins and the Collins family, important individuals in the history of Sussex County.

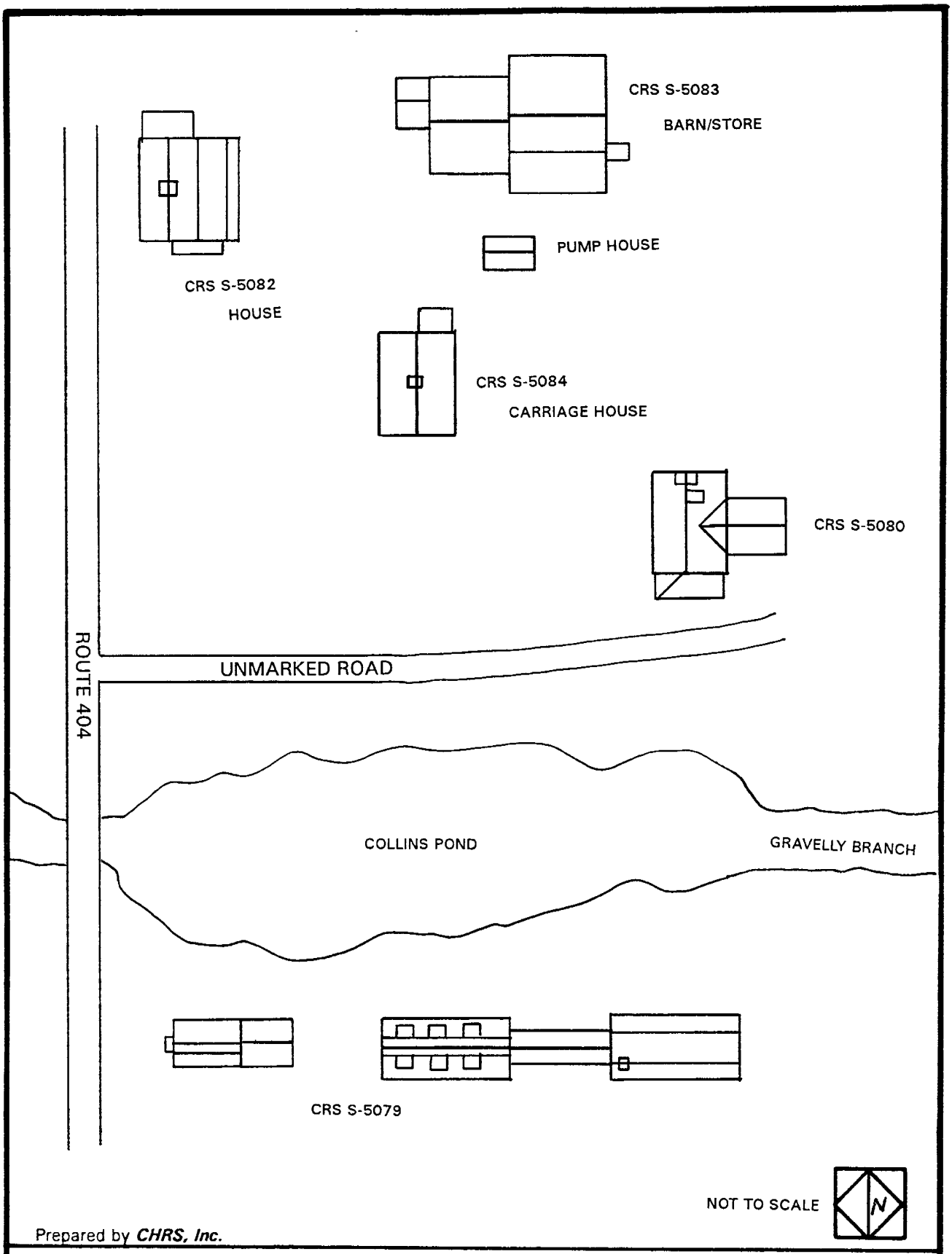
John Collins served as a Governor of the General Assemblies between January 1821 and April 1822. He was listed as a Democrat-Republican from Sussex County, a miller, and a methodist (Martin 1984:138). "Collins was buried on the shores of Collins Mill Pond and over the years his wife and son came to be buried there also. For years afterward the graves were open to the elements when finally they were sealed in 1974" (Martin 1984:138). As of the date of this survey, Collins' grave was exposed and has been heavily vandalized.

Governor Collins was the son of Captain and Mary Houston Collins. John appears to have been born in Nanticoke Hundred in 1776. His father was an industrious person who spent about ten years in the General Assembly, primarily in the State House. In 1795, Collins' father owned about 4,300 acres of land on Gravelly Branch near Coverdale Crossroads. Bog ore was an important resource in this area in the last half of the eighteenth century, and Captain Collins established a forge there and operated it until his death in 1804. Thereafter, the ore gave out and the forge was continued as a mill by Shadrack Elliott.

John Collins was chosen the Democratic Republican candidate for governor in 1820 and defeated Federalist Jesse Green of Concord in Sussex. Governor Collins died at age 46 in 1822. Jane, his wife, later married Dr. John Carey and was buried next to her former husband in 1837. Their son, Theophilus (1807-1857) worked the Collins estate until his death. He is also buried at Collins Mill Pond (Martin 1984:139).

This historic district is significant for its association with early industrialization in rural Sussex County. It is an important site of early bog iron production that continued from the eighteenth through the mid-nineteenth century. The Governor Collins Historic District is significant for its association with an important individual, Governor John Collins. The district is also important for its association with the theme of Major Families during the period of 1770 to 1830. The Collins family owned over four thousand acres of land that was kept in the family and tilled through the middle of the nineteenth century. This family had a major impact on the economic, social, and physical development of this section of Sussex County.

The district consists of two houses, a small cottage (purported to date to seventeenth century), a barn, a pump house, a carriage house, a cemetery, and a variety of outbuildings. Additional research is necessary to clarify the history of the site and the relationship of the



GOVERNOR COLLINS HISTORIC DISTRICT

SUSSEX EAST-WEST CORRIDOR STUDY | FIGURE 12

varied buildings to the site's history. Previous research has indicated that a number of buildings from the original complex were relocated from the east side of Collins Pond to the west side. The dates of this relocation are unknown, nor is there any explanation given for this movement. In addition, more work is required to evaluate the history of the individual buildings within the district.

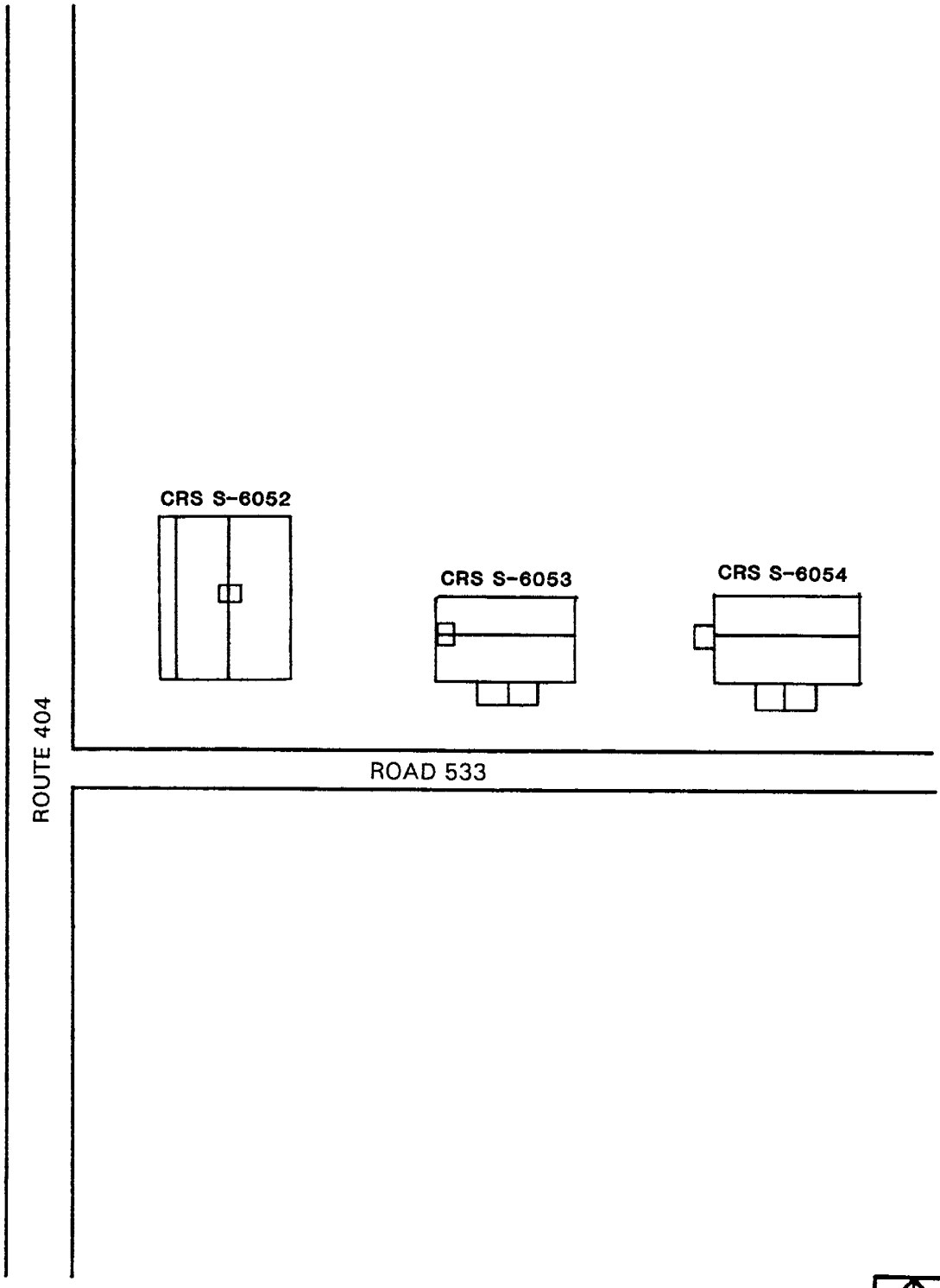
Mill Worker Housing Historic District: S-6052, S-6053, S-6054. This proposed historic district is composed of a collection of worker housing associated with a former nineteenth century mill (Figure 13). This district is located on the east side of Road 533 two miles west of Coverdale Crossroads, on the west side of the Nanticoke River. Beers' Atlas of 1868 shows two mills at this location, a saw mill and a grist mill (Beers 1868, Appendix B). Neither of the mills are currently standing, but three dwellings are extant. These structures appear to be worker housing associated with the milling operations. The district is significant under historic theme priority, manufacturing/agriculture (grist mill), and forestry (saw mill) within the period of **Industrialization and Early Urbanization 1830-1880** (Herman et. al. 1989).

Few resources relating to the industrial development of Sussex County remain, and as such, the Mill Worker Housing Historic District is an important collection of historic properties. The buildings appear to have housed workers employed in the nearby milling operations during the nineteenth century. Additional research is necessary to reveal the history of the milling operations at this location, the dates of operations, and the relationship between these small dwellings and the mills.

Peach Mansion Historic District: S-827, S-1707, S-8418, S-8419. This proposed historic district is situated on Road 600 north of Bridgeville, just east of Route 13. The district is composed of a main mansion house (S-827) which is listed on the National Register of Historic Places, as well as three tenant houses that seem to have been part of the agricultural operations of the farm (Figure 14). The district is significant under priority historic context one, Agriculture 1770-1830, 1830-1880 (Herman et. al. 1989).

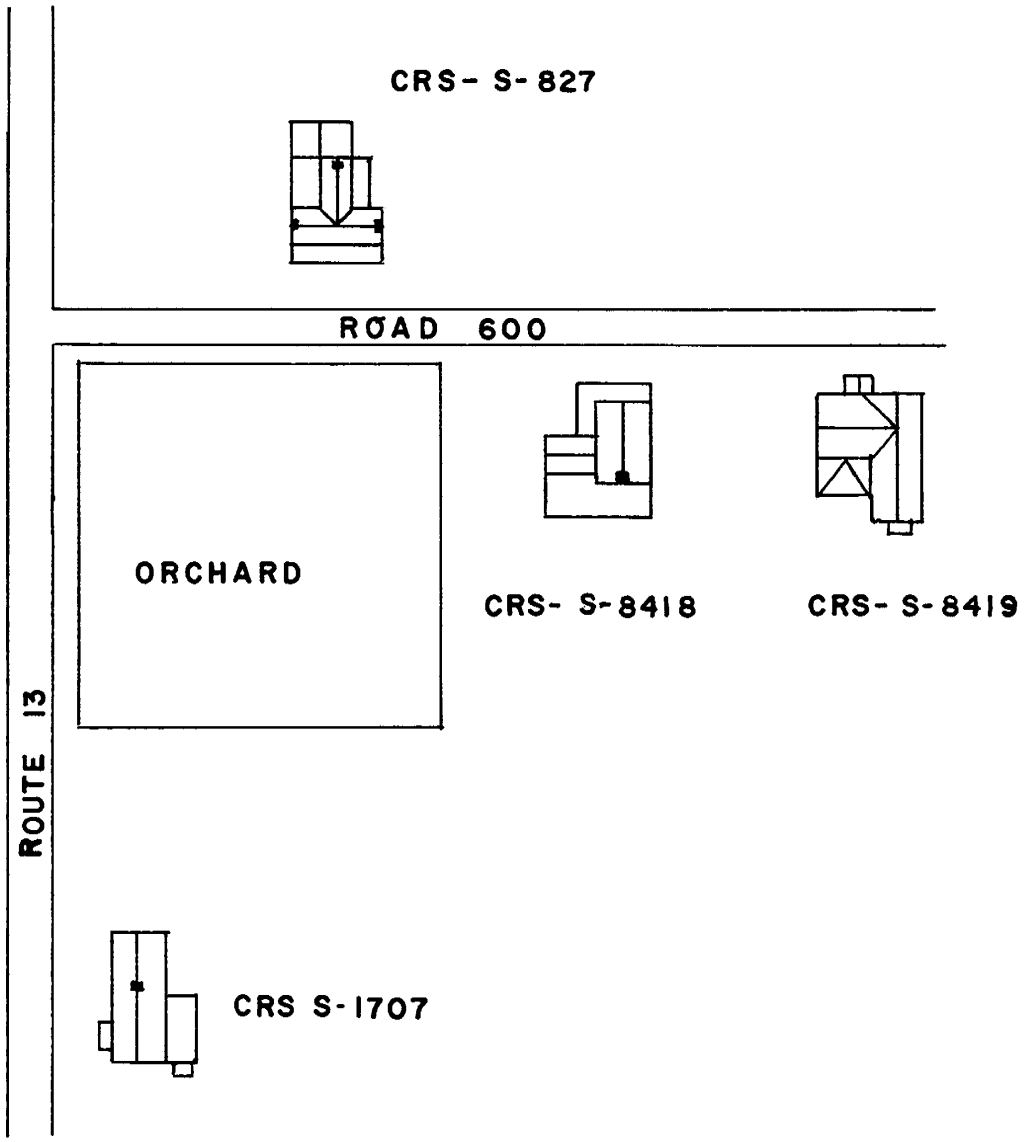
The core of this district is the peach mansion house itself. This mansion is the center of a large agricultural complex in operation from the late eighteenth through the twentieth century (Carter 1981). The house dates to the early eighteenth century and was described as Linden Hall-Ricards House. The structure was the mansion house of a large plantation of several hundred acres. The farm was the homestead of the Ricards family who were locally prominent settlers. The farm played an important role in the agricultural economy of Northwest Fork Hundred, through a variety of changes in crops. The farm achieved its greatest notoriety during the mid-nineteenth century peach boom, but must have been involved in the cultivation of a variety of crops. The tenant houses associated with the main house, are examples of all levels of agricultural society, from what appears to be a wealthy farm manager's dwelling (S-8418), to less affluent tenant and workers housing (S-1707, S-8419).

The Peach Mansion Historic District is significant as an intact plantation, with buildings dating from the eighteenth through the late nineteenth centuries. The district is an important example of the development of Sussex County agriculture over two centuries, from subsistence level farming to substantial land improvements and large acreage farmsteads. The district is significant under the priority theme of Agriculture, crossing a number of temporal periods from the eighteenth through the twentieth century (Herman et. al. 1989). Resources within this district are highly threatened by roadside development within the Route 13 corridor, and suburban expansion outside of Bridgeville. Additional research is necessary to detail the economic history of this agricultural district, and the exact relationship between the main house and the tenant houses.



MILL HOUSING HISTORIC DISTRICT

SUSSEX EAST-WEST CORRIDOR STUDY | FIGURE 13



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PEACH MANSION HISTORIC DISTRICT

SUSSEX EAST-WEST CORRIDOR STUDY | FIGURE 14

H.E. Williams Historic District: S-8506, S-8507, S-8508. The H.E. Williams Historic District is situated on the north side of Route 404 approximately one mile east of Harbeson. The district is composed of three, small, tenant houses and associated broiler houses (Figure 15). The district is significant as a collection of early twentieth century tenant dwellings associated with the early development of the broiler industry in Sussex County. This district is important under historic theme priority one, Agriculture, and chronological period priority three, 1880-1940 (Herman et. al. 1989; Ames et. al. 1989). Due to their location immediately adjacent to Route 404, a road under heavy pressure for roadside development, these resources appear to be heavily threatened and are a preservation priority. Evidence of the early twentieth century broiler industry in Sussex County is rapidly decreasing.

The broiler industry began in the early 1920s. Small, two pound chickens were raised in large quantities and sold for relatively high prices. In 1923 Mrs. Cecile A. Steele raised a flock of five hundred birds that sold for sixty-two cents a pound. In 1924, the Steeles raised one thousand broilers, and by 1927 they had a capacity of twenty-five thousand on their farm (Carter 1976:35). During the 1920s, the broiler industry quickly spread throughout Sussex County. By 1927, there was an estimated five hundred broiler growers with flocks averaging two thousand apiece.

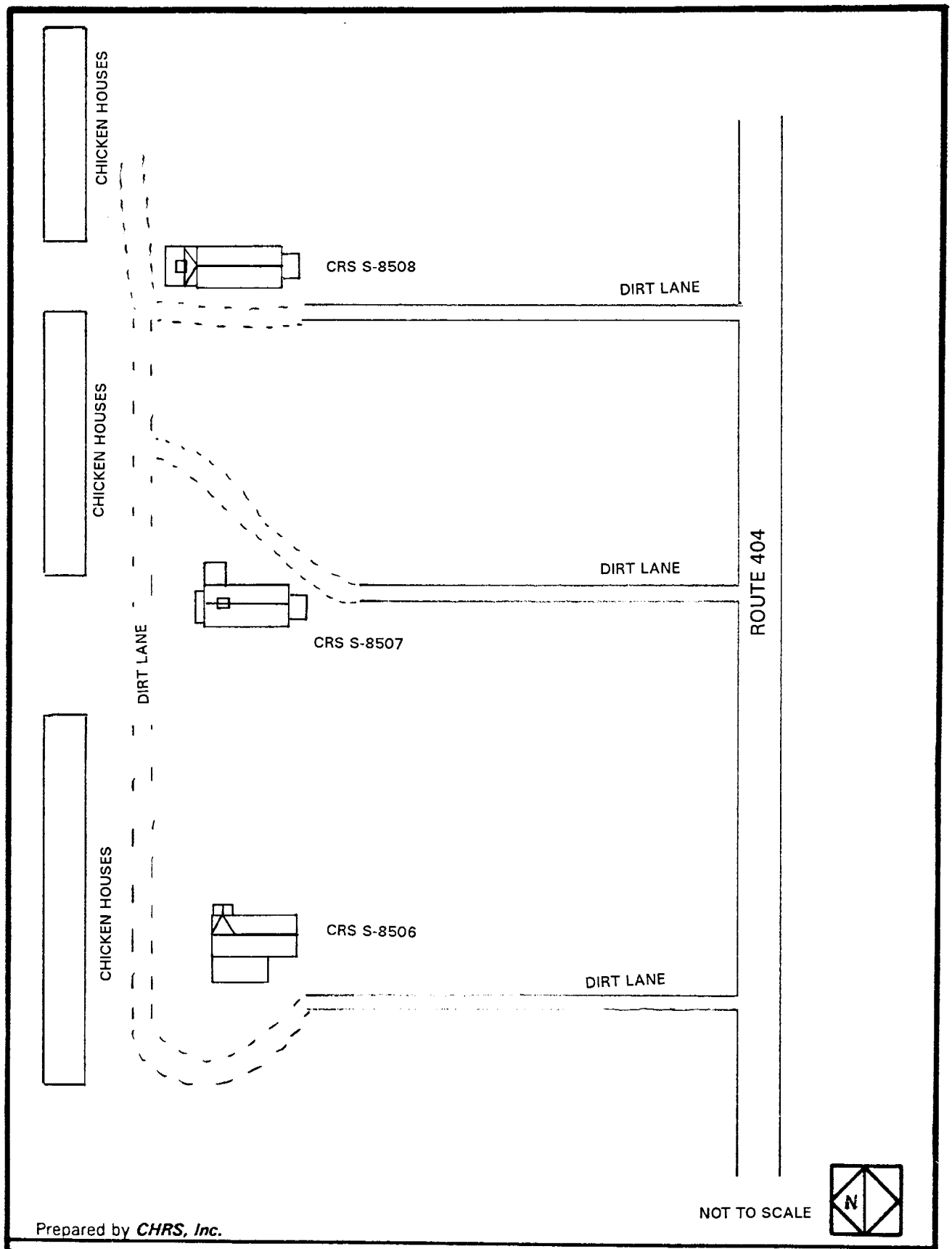
> Some large companies were beginning to combine several aspects of the poultry business within their overall operation by establishing feedmills, growing the crops needed for feed, building chicken houses, starting their own hatcheries, and raising chickens. Carpenters and farmers were busy building simple frame chicken houses from local lumber, creating in the process an architectural style which became a major characteristic of the Delmarva landscape.

Broiler production continued to rise in economic dominance through the 1930s. In 1939, twenty-four million chickens were raised in Sussex County. By the early 1940s, New York had become the major market for Delmarva chicken. Other related industries rode the boom, including basket companies, dressing plants, commercial fishing (fish meal), feed mills, the railroads, and trucking firms. H.E. Williams of Millsboro was noted as being one of the early leaders in the broiler business (Carter 1976:36).

The broiler industry had become Sussex County's most important business by the 1940s. By 1945 "the county's total farm income had risen to $72,307,385, of which $60,807,342 came from broilers" (Carter 1976:36). The development of the broiler industry was the most important economic force in twentieth century Sussex County, and revitalized the lagging agricultural economy. The broiler industry continues to dominate the economy of Sussex County, and the H.E. Williams Historic District is an important example of the development of this industry.

The three tenant houses in the district are examples of early twentieth century architecture, lacking individual distinction, but important for their relationship with the broiler industry. Tenant farmers lived (and continue to live) in these dwellings while caring for the young chickens in the broiler houses to the north. The buildings appear to have been built by the major landowner, and always were occupied by tenants working the property. As important examples of twentieth century architecture associated with the most dominant agricultural theme of Sussex County during this period, the H.E. Williams Historic District is a significant historic resource.

Twentieth Century Tenant Historic District: CRS S-8466, S-8467, S-8468, S-8469, S-8470, S-8471. This proposed historic district is located on the north side of Route 18, just west of Georgetown, and is composed of six concrete block dwellings, all identical in form (Figure 16). These small houses are significant resources in association with the important pattern of twentieth century agricultural tenant practices. The cultivation of "perishable seasonal crops



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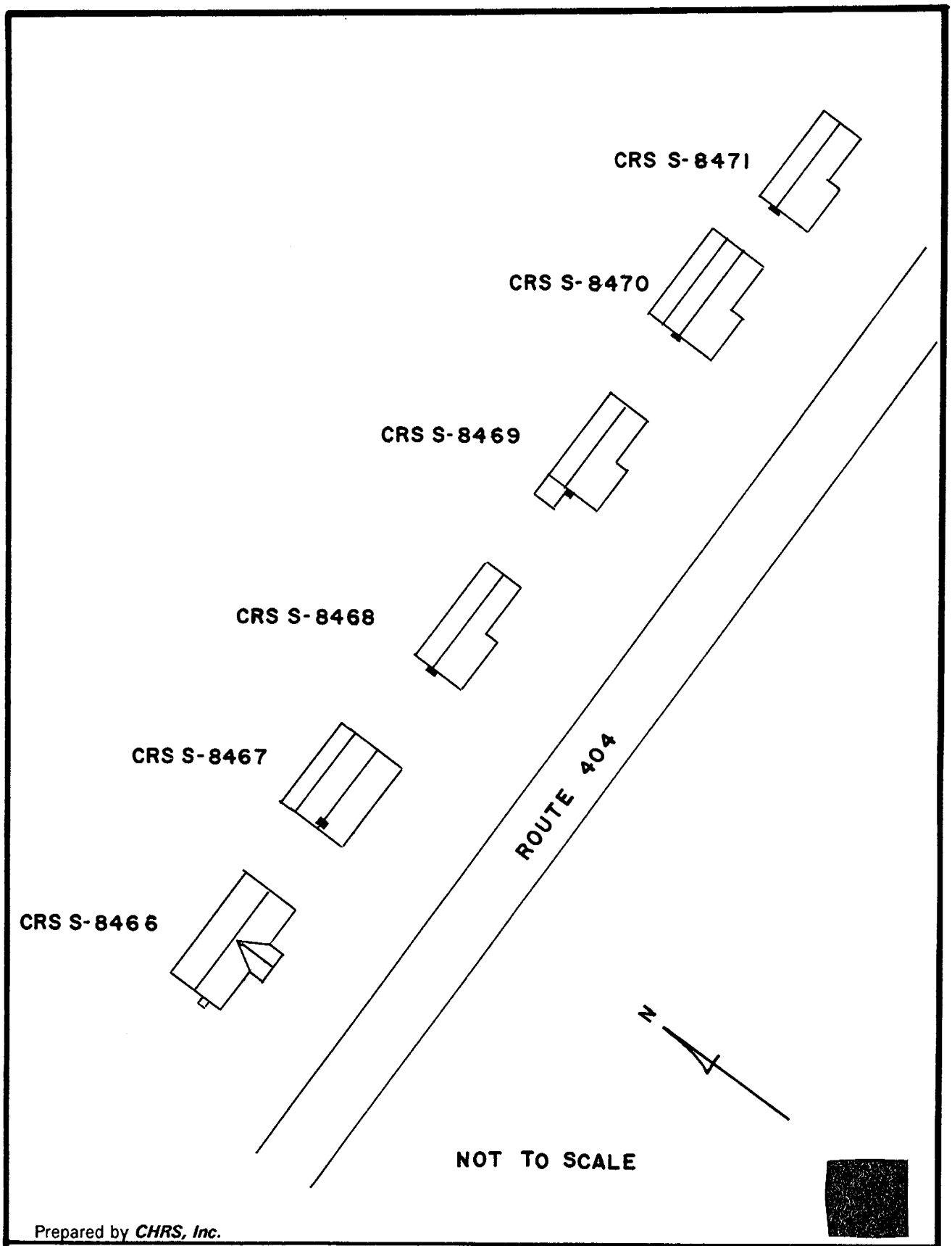
H.E. WILLIAMS HISTORIC DISTRICT

SUSSEX EAST-WEST CORRIDOR STUDY | **FIGURE 15**



TWENTIETH CENTURY TENANT HISTORIC DISTRICT

SUSSEX EAST-WEST CORRIDOR STUDY | FIGURE 16

such as peppers, melons, tomatoes, peaches, berries, and other fruits and vegetables" became a dominant pattern during the period 1880-1940 (Herman et. al. 1989:60), bringing with it the need for large groups of workers to harvest and process these seasonal crops. Thus, another major wave of tenants were integrated into the agricultural economy during this period, and the houses within this historic district appear to fall within this pattern.

The study of tenant patterns in Sussex County requires additional work, but some information on early twentieth century practices is available. The following discussion on the harvesting of strawberries in the 1930s is useful and can be applied to the cultivation and processing of other seasonal crops raised throughout Sussex County during the twentieth century. (The ethnic biases within the following text should be noted, and are a separate issue outside of the scope of this study.)

> The local Negroes look forward to the sociability of the berryfield gangs as well as to the $3 or $4 a day that a fast picker may earn. Cooks and handymen by the score desert their employers for the fields. 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 housed 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 henroosts are traced to the less respectable of the floaters.
>
> Another large contingent of floating labor is brought 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. "Peach-plucks" is the old time name applied to those working in the peach orchards (WPA 1938:391).

The writers of this passage make it clear that large bodies of short term labor entered the region during these harvest periods and were housed in a variety of structures of questionable quality. The tenant houses within this district seem to be of permanent construction, but it is not clear whether they were occupied all year or only during the periods of harvest. They are clearly significant for their relationship to this important pattern of twentieth century agriculture in Sussex County (Herman et. al. 1989:60). The buildings are of early ranch design, and are a departure from the architectural pattern of tenant and larger houses constructed throughout the project corridor.

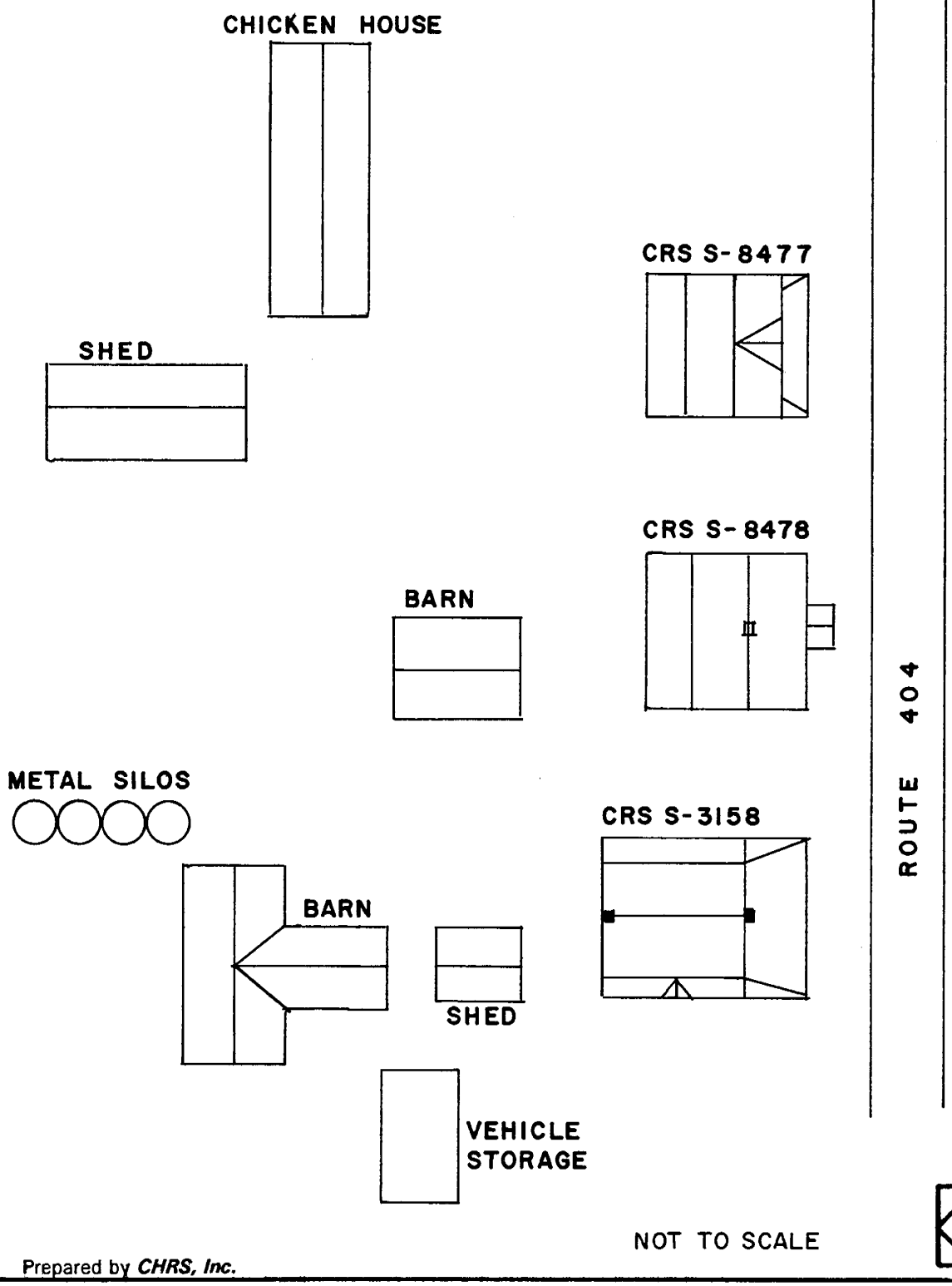
The buildings within this proposed historic district are under heavy developmental pressure due to their location immediately adjacent to Route 18, and their proximity to Georgetown. In addition, "shifts away from first the railroad and later truck farming has threatened whole functional categories of buildings" (Herman et. al. 1989:59), including related tenant housing. These dwellings should be viewed as a preservation priority as some of the last examples of twentieth century tenant houses within the project corridor. Additional research is necessary to detail the date of construction of these dwellings, and their relationship to the agricultural patterns in the immediate vicinity. Research into the social and cultural trends associated with these buildings, and the tenant movements of the first half of the twentieth century is also required.

H.N. Pepper Historic District: S-3158, S-8477, S-8478. The proposed H.N. Pepper Historic District is situated on the south side of Route 404 just west of the town of Shingle Point. The district consists of a main house, two tenant houses, and a number of agricultural buildings and structures (Figure 17). The district is significant as a nineteenth century agricultural complex that includes all of the character defining elements. The complex is significant under priority historic context Agriculture, within the period 1830-1880 (Herman et. al. 1989). This district appears to date to the mid-nineteenth century, and was visible on an historic map from 1868 (Beers 1868) as belonging to H.N. Pepper (see Appendix B). The property is one of the most complete collections of nineteenth century agricultural buildings and structures in the project corridor. The main house (S-8477), has been altered, but it still conveys the image of a large dwelling in association with a major farming operation. The two, smaller tenant dwellings are almost identical in form, and seem to have been constructed at the same time. Each is a three bay I-house in good condition. A large number of outbuildings stand to the rear (south) of the houses, including an early nineteenth century frame and plank barn, wooden connected sheds and storage structures, metal silos and grain driers, and mid-twentieth century broiler houses.

This large agricultural district is an important example of the evolution of a nineteenth century farmstead through the twentieth century, maintaining its historic function through the changing trends in Sussex County agriculture. The farm probably had a varied crop during the nineteenth century, as the county was primarily raising corn and wheat (Carter 1976:32), with some limited production of eggs and perhaps some dairying. By the early twentieth century, however, agricultural production here, as in most of Sussex County, was revolutionized by the broiler industry. It is likely that the entire complex was converted into broiler production, with the adjacent fields growing feed for the chickens. The tenant houses were occupied by workers responsible for maintaining the broiler houses.

The timber/frame barn located behind the main house may be one of the earliest barns found within the project corridor during the survey. It resembles many examples of early nineteenth century barns/granaries detailed in Herman's *Architecture and Rural Life in Central Delaware: 1700-1900*. Little work has been done on the history and development of agricultural outbuildings in Sussex County, but it is clear from an examination of the State Plan (Herman et. al. 1989; Ames et. al. 1989) that agricultural buildings from the earliest periods are a preservation priority. This building is a rare example of an early nineteenth century barn in good condition with excellent integrity. It is architecturally significant. Additional research is necessary to document the history of this important building within the context of agricultural construction in nineteenth century Sussex County.

The H.N. Pepper Historic District is significant as an agricultural complex associated with nineteenth and early twentieth century farming practices in Sussex County. This district is important under historic theme priority one, Agriculture, and chronological period priorities two and three, 1830-1880 and 1880-1940 (Herman et. al. 1989; Ames et. al. 1989). Due to their location immediately adjacent to Route 404, a road under heavy pressure for roadside development, these resources appear to be heavily threatened and are a preservation priority.



Prepared by *CHRS, Inc.*

H.N. PEPPER HISTORIC DISTRICT

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