II. Historic Preservation Planning Process in Delaware

The *Delaware Comprehensive Historic Preservation Plan* (Delaware Plan) provides the basis for preservation planning within the state. The plan itself defines certain priorities and goals for preservation activities. The survey and historic context research for this study contributes to several of the priorities established by the Delaware Plan, including those related to threatened resources, historic landscapes, and specific historic contexts and context elements.

Threatened Resources

The Delaware Plan places a high priority on the identification and documentation of cultural and historic resources threatened by development pressure as well as abandonment and neglect. The proposed creation of a new corridor for Route 301 represents a specific threat to resources in the study area at several levels. While some resources may face the direct impact of demolition, the integrity of setting for many others could be affected by the location of the corridor. This survey addresses the concerns of the Delaware Plan by providing identification of resources threatened by the Route 301 corridor.

Historic Landscapes

Two categories of historic landscapes appear as high priorities in the Delaware Plan: emerging historic landscapes and disappearing historic landscapes. **Emerging landscapes** contain historic resources that have only recently become eligible for the National Register in terms of the 50-year age limit. Delaware contains an enormous number of cultural resources related to the first half of the twentieth century. Research and survey of these resources has only recently begun to be dealt with in a comprehensive manner. A significant number of the resources facing potential impact from Route 301 are related to this emerging historic landscape of the early twentieth century. **Disappearing landscapes** contain resources in a setting that is being destroyed so that the surrounding environment no longer represents the historic period of significance for the resources. This concept applies particularly to the agricultural landscapes vanishing every day due to development pressures. The proposed Route 301 Corridor represents a major impact on one of the few remaining historic agricultural landscapes in New Castle County.

Historic Context Elements

The Delaware Plan uses historic contexts as the cornerstone of its historic preservation planning. A historic context is defined as an "organizational format that groups information about related historic properties, based on theme, geographic limits, and chronological period."[1] The combination of these three elements defines a particular historic context, such as" Agricultural Tenancy in the Upper Peninsula

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1*Federal Register*, 9/29/83, p. 44716.

Zone, 1770-1880+/-." This framework provides a uniform method for evaluating historic resources as they relate to patterns in history and determining the significance of those resources on both an individual and comparative basis. The second part of the historic context framework is the concept of property types. A property type is a group of individual historic resources that share particular associative or physical characteristics. It is the property type that links the theoretical historic context to the actual historic resources being evaluated.

Historic Themes. The plan describes 18 historic themes rooted in social, cultural, and economic activities that would have resulted in the creation of various kinds of resources on the landscape of Delaware. The historic themes from the Delaware Plan are listed below.

1. Agriculture
2. Forestry
3. Trapping & Hunting
4. Mining & Quarrying
5. Fishing & Oystering
6. Manufacturing
7. Retailing & Wholesaling
8. Finance
9. Professional Services
10. Transportation & Communication
11. Settlement Patterns & Demographic Changes
12. Architecture, Engineering, & Decorative Arts
13. Government
14. Religion
15. Education
16. Community Organizations
17. Occupational Organizations
18. Major Families, Individuals, & Events

The plan places a high priority on preservation activities related to the themes of Agriculture and Settlement Patterns & Demographic Changes, both of which represent important aspects of the resources in the Route 301 study area.

By far the most common historic theme illustrated by the historic resources in the study area is Agriculture with secondary themes of Architecture, Engineering, & Decorative Arts, and Major Families, Individuals, & Events. Primary crops in this area in the late eighteenth and early nineteenth century included feed crops (corn, hay, and oats), beef and dairy cattle, and wheat. In the mid to late nineteenth century, grains, butter, and dairy products continued to be major products along with peaches and other produce. The prosperity generated by these crops led to a wave of architectural renewal and rebuilding in the mid-nineteenth century. Many farms underwent extensive rebuilding--including the renovation of old buildings and the construction of new ones. Many of the farm buildings that survive on the landscape today date from this period. Dairy farming continued to be a major endeavor in the early twentieth century, and many of the large dairy barns in the study area date to that time period.

Many of the sites from the 1880-1940+/- time period are related to the historic theme of Settlement Patterns & Demographic Change, with Architecture, Engineering, & Decorative Arts as a secondary theme. These resources are primarily dwellings dating from the early twentieth century. Some are farm dwellings but others have no direct connection with the agricultural landscape, representing instead the early development of a proto-suburban rural landscape in New Castle County. There are also a small number of sites related to the historic themes of Education and Religion.

Chronological Periods. According to the Delaware Plan, the recognition of a series of time frames for the establishment of historic contexts must exist independent (yet cognizant) of benchmark historical periods defined by architectural styles and major events. Each set of dates is followed by the notation "+/-" indicating that chronological borders are neither rigid nor impenetrable; the dates approximate general historic and cultural trends both affecting and affected by Delaware's material history. The chronological framework seeks to regularize the period dates into roughly fifty-year blocks and to distill the cultural characterization of a given time period. The time periods and their characterizations are listed below.

A. 1630-1730+/-	Exploration and Frontier Settlement
B. 1730-1770+/-	Intensified and Durable Occupation
C. 1770-1830+/-	Early Industrialization
D. 1830-1880+/-	Industrialization and Early Urbanization
E. 1880-1940+/-	Urbanization and Early Suburbanization

The priorities in the Delaware Plan place an emphasis on preservation activities related to the three most recent time periods. Most of the sites impacted by this study are from the two most recent time periods--1830 to 1880+/- and 1880 to 1940+/-. Only a few resources date from 1730 to 1770+/- and 1770 to 1830+/-.

Geographic Zones. The geographic zones in the Delaware Plan are defined primarily by physiographic characteristics such as geology, drainage, soil types, and native flora and fauna. All of the resources and historic contexts discussed here are located in the Upper Peninsula Zone (Figure 5). The Upper Peninsula Zone is part of a larger geographical area known as the Atlantic Coastal Plain. With its level terrain, rich soils, and close proximity to the growing markets of Philadelphia and Baltimore, the zone became one of the most productive agricultural areas in the eastern United States during the eighteenth and nineteenth centuries. The Delaware Plan places the Upper Peninsula Zone second in priority among the geographic zones, primarily because of the development pressures mounting in that vicinity.

The Upper Peninsula Zone stretches from Route 2, which roughly approximates the fall line, south through New Castle, Pencader, Red Lion, St. Georges, Appoquinimink, Blackbird, Duck Creek, Little Creek, Kenton, East Dover, West Dover, North Murderkill, South Murderkill, and Milford hundreds to the Sussex County line. Soils in this zone were generally well-suited for agriculture and the topography of the region ranged from level through gently rolling or sloping to steep. The zone contained many waterways, including both large creeks and small streams. Many of these waterways originally could be navigated to inland towns, but they have been subject to heavy erosion and silting over the past three centuries. The primary form of landuse has traditionally been agriculture focusing on small rural communities such as Glasgow and Middletown.

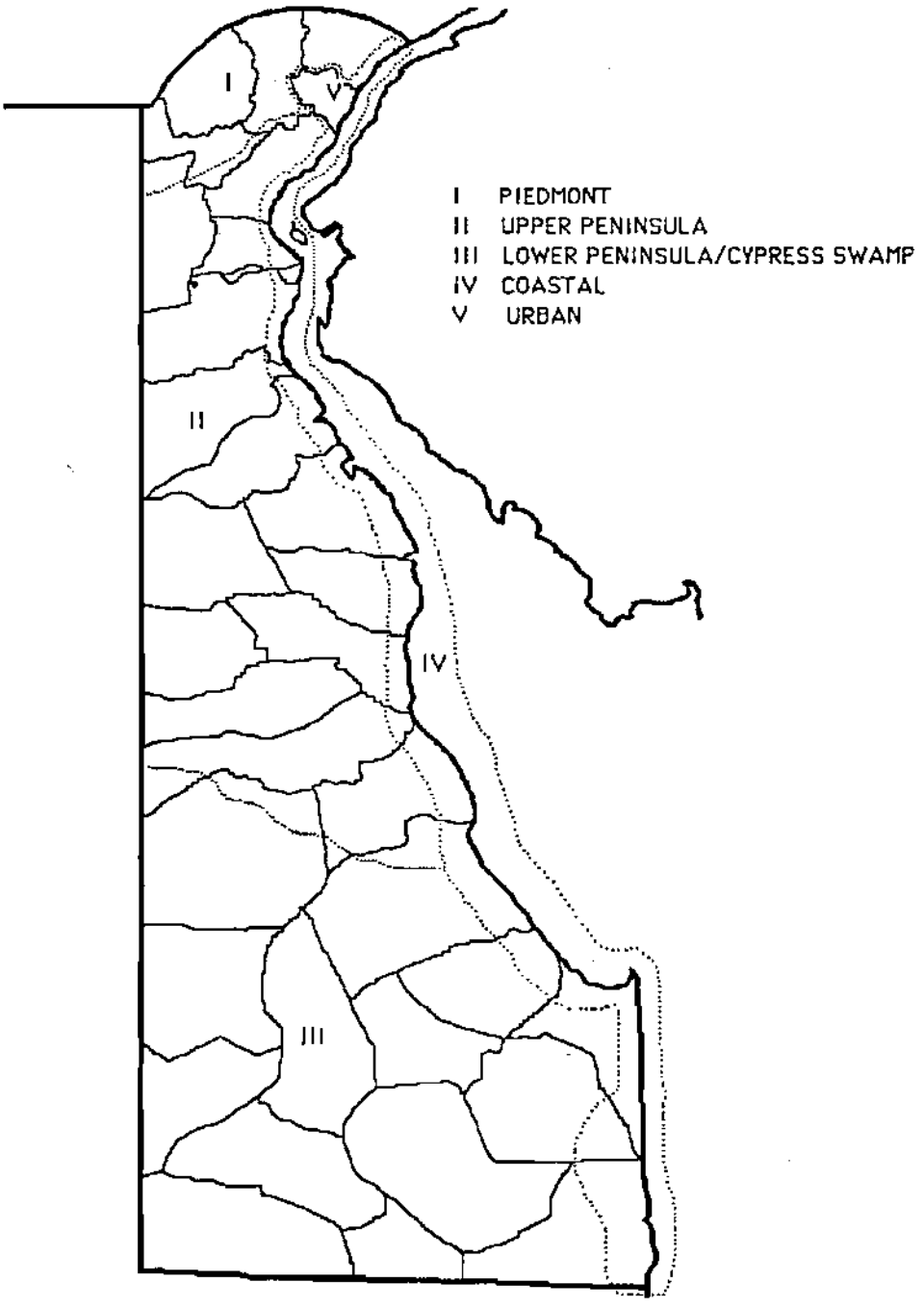

Figure 5: Geographic Zones in Delaware.
Source: Delaware Plan, p. 33.

Property Types. Based on existing research and survey, predictions can be made about the property types that will be found in the study area. For the most part, they will be agricultural complexes dating to the late eighteenth, nineteenth, and early twentieth centuries, and will include combinations of farm dwellings and outbuildings such as granaries, hay and dairy barns, corn cribs, and smoke houses. The other predominant property type will be early twentieth century rural housing such as bungalows and four-squares; this type will be found along primary transportation routes such as Route 896, Route 72, Old Baltimore Pike, and Route 40.

Historic Contexts for the Study Area. From the general historic themes of Agriculture, Settlement Patterns & Demographic Change, and Architecture, Engineering, & Decorative Arts, a number of more specific themes and historic contexts can be developed. Two thematic National Register nominations and two historic contexts provide significant information: **Dwellings of the Rural Elite** (NR), **The Rebuilding of Saint Georges Hundred** (NR), **Agricultural Tenancy in Central Delaware** (context), and **Early Twentieth Century Rural Architecture** (context). In addition to these four contexts, which have already been studied to some extent in this region, there are a number of resources related to four other contexts: **log building construction in central Delaware, early twentieth century farm planning, rural family development**, and **resources related to the African-American experience in Delaware**. Each of these historic contexts could be developed from resources in the study area that are potentially eligible for the National Register and face potential impact from the Route 301 Corridor.

General History of the Region[2]

The following is a brief history of the study area and its surrounding region, focusing on broad patterns in the state's development, especially in terms of the historic themes identified by the Delaware Plan. Organized by the chronological periods of the Delaware Plan, each section addresses general trends that occurred during that time and discusses in greater detail any specific historic contexts related to the surviving historic resources in the study area.

1630-1730+/-: Exploration and Frontier Settlement

Three phases of settlement can be identified in this period: initial scattered multi-ethnic European occupation; intensive occupation resulting from William Penn's promotional efforts; and the separation of the three lower colonies from Pennsylvania as an independent colony. Very little settlement occurred in the Upper Peninsula Zone prior to 1680. Most settlement up to that time concentrated primarily on the coastline in the vicinity of New Castle and present-day Wilmington and was carried out by settlers from

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2This section is adapted from volume II of the Delaware Plan, *The Historic Context Master Reference and Summary*, Herman and Siders, 1989, pp. 19-37.

Sweden, Finland, Holland, and England. Settlement patterns were nonnucleated with the exception of early fortified sites near New Castle and unplanned line towns and riverside ports along established transportation routes. From 1680 through 1730 British colonists represented the majority of new settlers, along with a substantial group of Welsh who emigrated to the area just south of present-day Newark. The earlier ethnic subgroups found themselves rapidly acculturated into the larger English population.

A shift toward stable and somewhat self-sufficient agriculture occurred with the advent of William Penn's successful colonization program. After about 1680 agriculture quickly established a pattern of cereals and livestock as the primary income-producing activities on the farm. Wildly fluctuating prices in the trans-Atlantic tobacco market did not affect early settlements in this region. The soil proved very productive for farming and was greatly sought after by Maryland farmers who wanted additional land.

Initial building technologies were impermanent (earthfast) in nature and reflected the rationalization of a variety of Old World practices. By 1700 substantial durable housing projects were undertaken. The first durable houses reflected the appearance of building styles and technologies associated more closely with local developments than European antecedents. Farm buildings remained impermanent in construction.

1730-1770 +/-: Intensified and Durable Occupation

During this period efforts toward settlement in the Upper Peninsula Zone greatly intensified. Old villages developed into towns, and new towns were carefully planned in areas that could be reached by the ships that served the Atlantic trade routes. This was a critical time in the demographic history of the area. As acculturation undermined ethnic diversity, a growing sense of an economically scaled social class system came into play. In the 1740s Peter Kalm remarked on the near total loss of Scandinavian culture in the lower Delaware Valley. At the same time stair-passage plan dwellings were first commissioned by individuals involved in defining new sets of market-oriented commercial relationships. An approximation of membership in a stratified class system based on wealth and occupation might be as follows:

Upper:	millowners, merchants, ministers, landholders (large tracts or multiple farms)
Middle:	artisans, farmers, shopkeepers
Lower:	tenant farmers
Even Lower:	laborers
Lowest:	slaves

This development was felt most keenly around emerging towns such as New Castle, Port Penn, Odessa, Smyrna, and Dover. These developments corresponded to the prosperity of the wheat trade, milling, and shipping along the navigable stretches of middle Delaware.

Initial large land-holdings were increasingly subdivided into smaller owner-occupied and tenant farms. The large tracts of land originally granted to Maryland and Virginia landowners began to be broken up into smaller parcels farmed by the actual owners or their tenants. These farmers were now clearing a greater proportion of their land for crop farming, leaving less in woodlot and pasture. Many farms

produced a surplus of crops for market sale, chiefly wheat and Indian corn. Some of this surplus supplied towns such as Dover, whose population swelled considerably when the county government met; the remainder was shipped to the urban centers of Wilmington, Philadelphia, and Baltimore.

During this period, rural industries such as mills and tanneries appeared and flourished. Although the zone remained colonial in character, economic and material dependence on European support systems for basic survival needs diminished. Income derived from the export of wheat, flour, leather, and butter provided capital to fuel a new consumerism. Merchants imported glass, ceramics, textiles, and other foreign products for local sale. Increased capital also fueled new building projects, accelerating the turnover to durable buildings and the first acceptance of Georgian (stair-passage) house plans. The number of buildings constructed per farmstead was slowly beginning to increase. In this period several significant public buildings were commissioned, including a number of churches and governmental structures.

1770-1830 +/-: Early Industrialization

This period witnessed the advent of agricultural reform and experimentation resulting in new systems of crop rotation and field patterns. Landowners became more concerned with the productivity of their soil. They formed the New Castle County Agricultural Society in 1819 and began to experiment with ways to increase their crop yields. This activity would eventually result in the highest level of wheat and dairy product yields in the state. The agricultural landscape began to exhibit the complex five- to nine-unit field patterns developed by scientific farming. Rural industrial sites, such as mills and tanneries, became more local in their market orientation; village industries continued with a greater regional orientation.

The major change in the zone in this period was the growth of the Dover area following the transfer of the state government from New Castle to Dover in 1777. This period witnessed a gradual population increase into the early 1800s, but after 1810 the population in some neighborhoods began to decline. Some areas, such as St. Georges Hundred, showed a marked decrease in population from 1800 to 1830 before beginning a dramatic rise. The population of the region remained predominantly Anglo-American and Afro-American; families with other European origins were rapidly assimilated. Economic developments fueled the growing concern with rural and village class order and it was during this period that a dominant new class of farmers emerged. These "new" farmers formulated the tenets of scientific agriculture, contractual labor relations, industrialization of the farm, and the transformation of household organization. Typically they owned more than one farm (sometimes more than twenty), urban or village property, and held investments in various speculative endeavors including transportation, banking, and manufacturing issues. Owners and tillers of small farms also contrived to work the land. The rate of tenancy increased; slavery waned.

The Delaware Orphans Court records for this period indicate that Duck Creek and Dover hundreds had by far the highest proportion of brick housing of any area in the state. At one point, one in four

houses was brick. This is also the period when service wings began to be incorporated into the main blocks of dwellings. The construction of new, more specialized horse barns, combination farm buildings, and other agricultural outbuildings reflected the growing industrialization of scientific farming. As an era of architectural renewal began at the close of the period, new houses were constructed and older buildings extensively remodeled in both the oldest settled and most productive agricultural areas.

A more reliable network of roads developed in this period to connect Dover with the rest of the state. Many of the rivers used for the transportation of goods and people in the 1770s and 1780s began silting in very heavily by the 1830s. This led to greater dependence on roads. The Chesapeake and Delaware Canal opened in 1829, linking the Delaware River and Bay with the Chesapeake Bay.

Log Building Construction in Central Delaware. Although the majority of the resources that survive on the architectural landscape of Delaware today are constructed of brick, frame, or stone, documentary evidence such as tax assessments and orphans court valuations indicate that in the eighteenth and early nineteenth centuries, the predominant building material used for both dwellings and outbuildings was log. Surviving log buildings are rare in Delaware and our knowledge of log construction methods is enhanced by each new discovery. A thematic nomination drawing together the known surviving log dwellings and outbuildings to provide a comprehensive discussion of construction techniques and details, as well as illustrating living space and conditions, would provide great insight into the living conditions of ordinary people in Delaware in the eighteenth and early nineteenth centuries. At least three of the properties impacted by the South Ridge, South Reconstruction, and South Modified Reconstruction alternatives contain dwellings whose core was of log construction and would make significant contributions to such a nomination.

The Brisbane House (N-6320) represents a rare survival of a log dwelling that was originally a 1-story, 2-room plan house (Figure 6). The building was later raised another story in log. The existing fabric of the house preserves its construction history. The R.G. Hayes House (N-5153) is another 1 1/2-story, 2-room plan log house that survives in the study area (Figure 7). Original construction of the dwelling dates to circa 1800 and a corner post frame addition was attached to the house in the early nineteenth century. The Fields Heirs House (N-105), already listed on the National Register, is scheduled for demolition to make way for commercial development just outside of Middletown (Figure 8). The dwelling is partially of log construction and should be documented in greater detail with measured drawings and photography before it is demolished. In this way, the information from the building could still contribute to a thematic nomination on log buildings even though the dwelling itself could not be nominated. These three resources, along with the log granary at Achmester (N-3930) would be essential to include in any thematic nomination dealing with log building construction in Delaware.

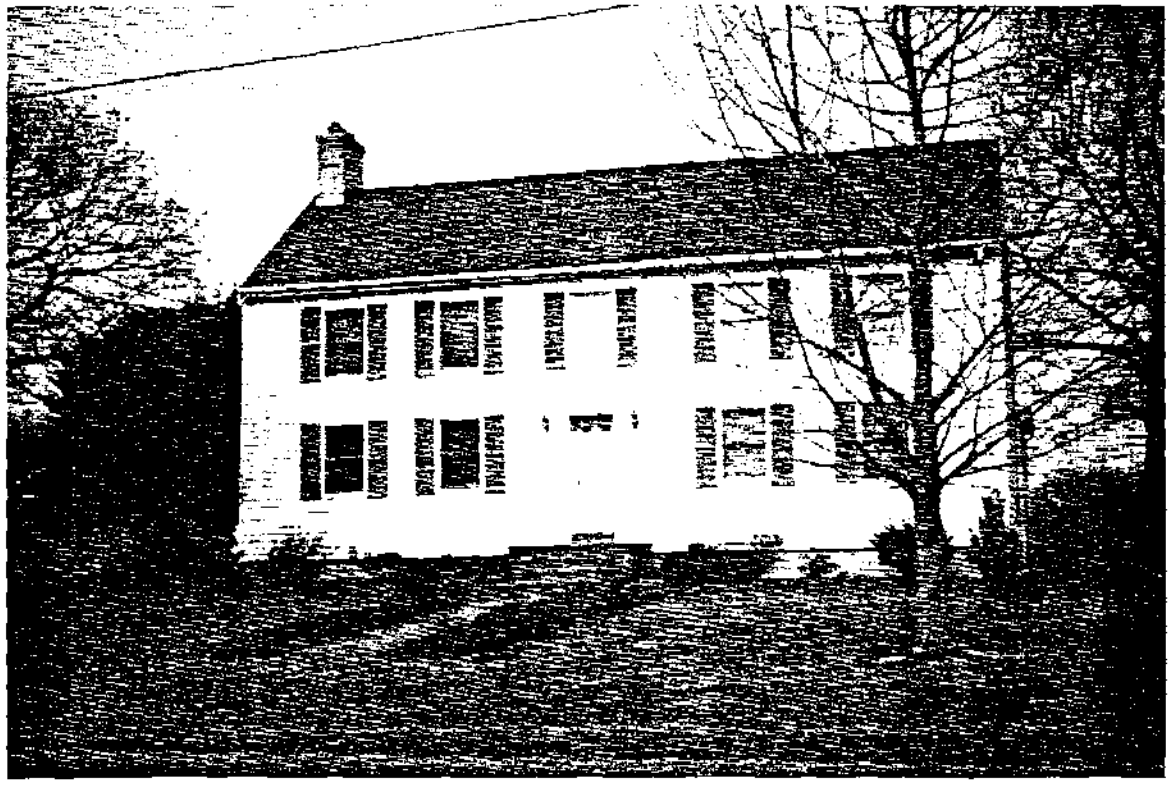

Figure 6: Mrs. Brisbane House (N-6320), located on the north side of Bethel Church Road, west of Route 896.

Figure 7: R.G. Hayes House (N-5153), located on the east side of Route 896/301, north of Middletown.

Figure 8: Fields Heirs House (N-105), located on the west side of Route 301, north of the intersection with Main Street, Middletown.

Dwellings of the Rural Elite in Central Delaware, 1770-1830 +/-.[3] The architectural development of Delaware's Upper Peninsula Zone from 1770 through 1830 was strongly influenced by a period of intensive building activity that resulted in increased numbers of durable houses. A significant component of this new architectural landscape was made up of the houses of the rural elite--individuals who were among the wealthiest 20 percent of the taxable population, owned land, and were engaged in a market-based extensive agricultural economy. They also tended to promote several new concepts: the privatization of the countryside--through forms of enclosure; the industrialization of agriculture--through their commitment to agricultural reform and scientific farming; the regulation of the rural economy--through the control of labor and tenancy; and the capitalization of farming--through agricultural machinery, farm buildings, and livestock. The dwellings of the rural elite symbolized their self-perceived status within the communities they occupied.

The dwellings of the rural elite represent a distinctive property type generally sharing a number of architectural features. Because the property type is associated with a particular socio-economic group there are notable exceptions to the general rule. The most common form of dwelling associated with the rural elite of the Upper Peninsula Zone in the late eighteenth and early nineteenth centuries is a two-story house, often of brick construction and laid out on a stair-passage (most often center-passage) plan. The interiors of these dwellings are typically fitted with paneled fireplace walls or mantles, open stairways with turned balusters and newels, and an internally consistent hierarchy of finishes signifying the relative importance of rooms within the house. Because the dwellings of the rural elite are recognized as expressions of social and economic status, there are non-architectural features that define the property type. In the period of greatest significance, the dwellings are associated with, and occupied by, individuals ranking in the top two deciles of assessed wealth within their hundred. Furthermore, these individuals are land owners, most owning multiple farms, who are engaged in extensive commercial relations and invest in agricultural improvement and the early industrialization of agriculture.

Written in 1989, this thematic nomination resulted in the listing of ten dwellings. A list of additional dwellings that were already listed on or determined eligible for the National Register and were potentially related to the theme was included in the text of the nomination. Several of the buildings on that list are located within the Route 301 Corridor study area and face a potential impact from the proposed corridors. They include Cann Farm (N-3997), Eliason House (N-413), Summerton (N-112), Rumsey Farm (N-113), Cochran's Grange (N-117), Hedgelawn (N-118), and Cochran Farm (N-5149). All of these sites possess dwellings and complexes of outbuildings with features that would make them potentially eligible for nomination within this theme (Figures 9-14). The dwelling at Bellvue (N-3975) has been demolished but the existing outbuildings may still provide valuable information for this theme.

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[3]See Max Van Balgooy, Bernard Herman, Rebecca Siders, and Gabrielle Lanier, *Dwellings of the Rural Elite in Central Delaware, 1770-1830+/-*, Newark, Delaware: Center for Historic Architecture and Engineering, 1989.

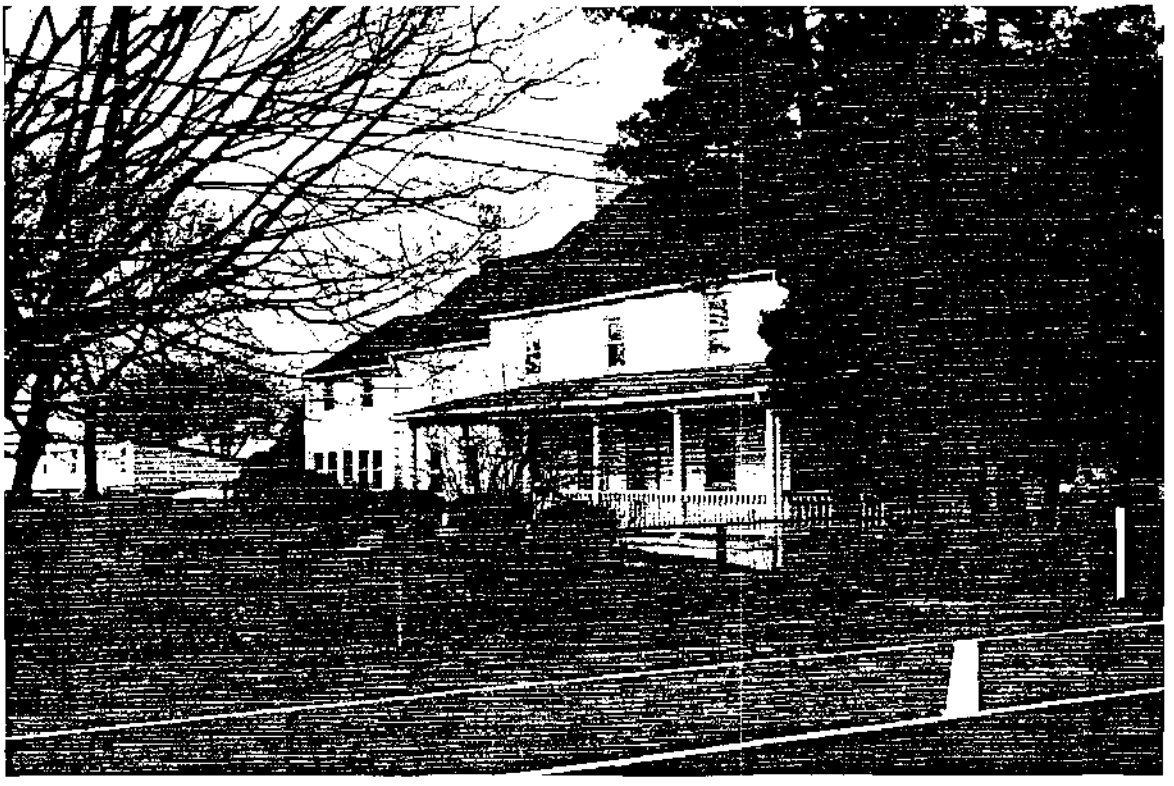

Figure 9: J. Cann Farm (N-3997), located on the west side of Old Route 896, south of Glasgow.

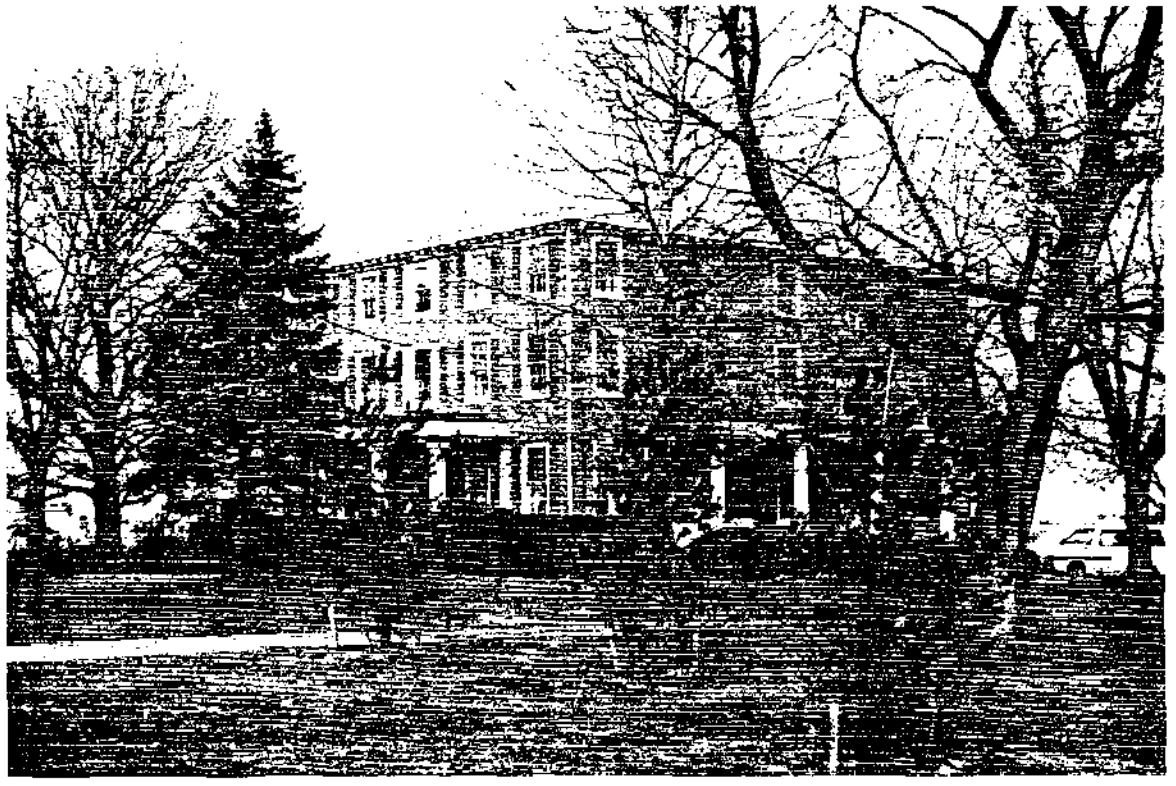

Figure 10: A. Eliason House (N-413), located on the east side of Route 896, north of Boyds Corner Road.

Figure 11: Summerton (N-112), located on the south side of Route 301, west of Levels Road.

Figure 12: Rumsey Farm (N-113), located on the north side of Route 301, across from Summerton.

Figure 13: Cochran's Grange (N-117), located on the south side of Route 301, east of Levels Road.

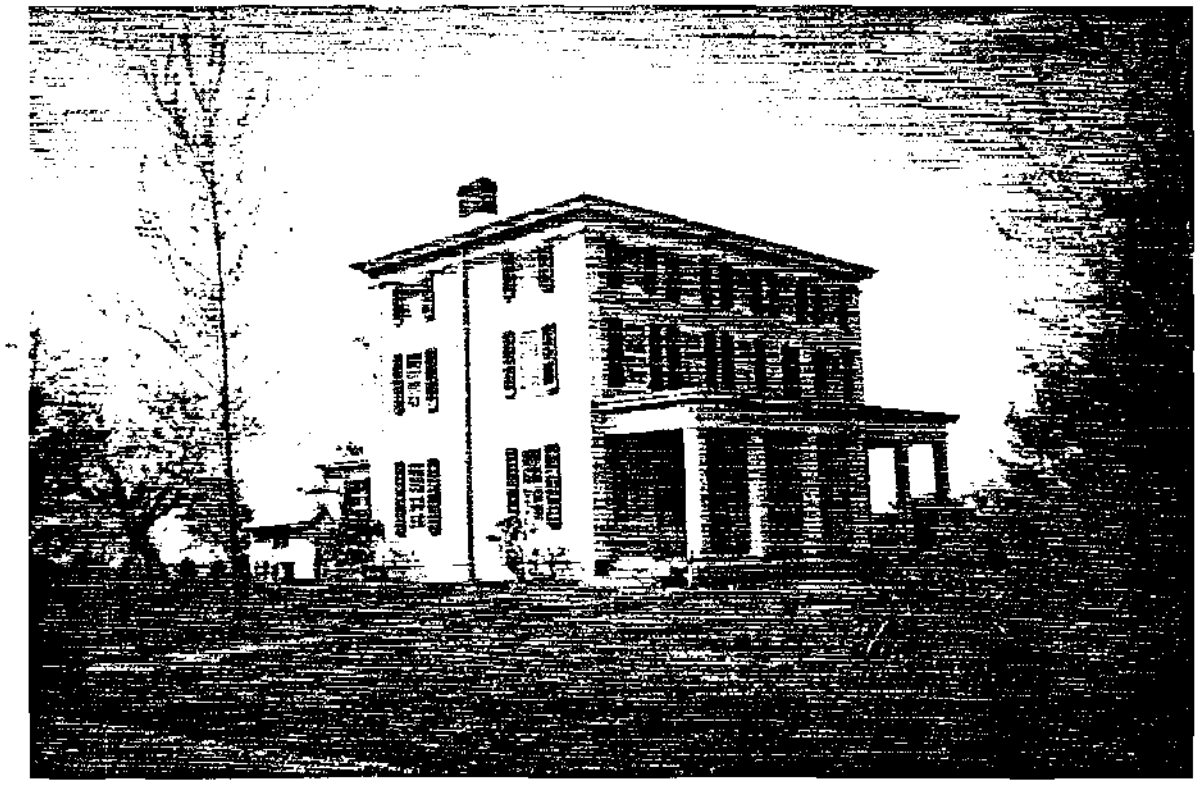

Figure 14: Hedgelawn (N-118), located on the south side of Route 301, east of Levels Road.

Agricultural Tenancy in Central Delaware, 1770-1900.[4] Between 1770 and 1900, tenants occupied at least half of the farms in central Delaware at any given time. Not only did tenancy represent an accepted and respected economic alternative, but tenants in many areas fared better financially than did their owner-occupant neighbors. Tenants and tenant farms reflected a cross-section of the population and landscape of central Delaware. Agricultural tenancy played a major role in shaping the eighteenth-century rural landscape and in the revival of the agricultural economy of the region in the nineteenth century. Tenancy provided one of several solutions to the restoration of the depleted and exhausted soils of the early nineteenth century and the farm labor shortages. Through lease-stipulated improvements (such as fertilizing with lime or guano, crop rotation, and ditching and draining for land reclamation), landlords saw the productivity of their land begin to return. Tenants invested their profits in livestock, particularly horses and oxen to be used as a means of production. Production and capitalization represent two key elements in the agricultural tenancy context. While acquiring one's own land remained a priority for residents of central Delaware, many found that the land they could tenant came in larger, more productive parcels than the land they could buy. This was particularly true for African-Americans. Thus, tenancy provided a form of access to limited resources. From the late eighteenth through the nineteenth century, tenancy was an accepted and usually mutually profitable method of agricultural land management for residents and landowners in central Delaware.

While there were some cases where dwellings were built specifically for farm managers and tenants, the overwhelming pattern in the late eighteenth and first half of the nineteenth centuries was that any farm could become a tenant-occupied farm for any one of a number of reasons. Some tenants lived in two-story brick houses with large complexes of outbuildings; others lived in one-story, single-room plan log dwellings with no outbuildings at all. There was no reliable way to predict whether a farm might become tenant-occupied in the course of its history but the chances were that at some point it would do so. The historic context for the theme of agricultural tenancy demonstrates that most of the farms in the study area had at least a 50/50 chance of having been tenant farms at some time.

The primary method for determining whether a resource is related to the agricultural tenancy context is through documentary research that locates a clear reference to the property as a tenant farm. Some of the resources impacted by the proposed corridor alternatives have already been identified as tenant-occupied farms or dwellings. They include Fields Heirs Farm (N-105), Gibson & Derrickson Tenant House (U-291B), the DeShane-Paxon House (N-3988), the S. Brady House (N-5240), and the Clarksdale Tenant House No.3 (U-270) (Figures 8, 15-18). Many of the other farms in the study area may also be related to this context but a positive determination cannot be made without further documentary research. The Fields Heirs Farm is already slated for demolition but no intensive-level documentation has been

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4 See Rebecca Siders et al, *Agricultural Tenancy in Central Delaware, 1770-1900: A Historic Context*, Newark, Delaware: Center for Historic Architecture and Engineering, 1991.

Figure 15: Gibson & Derrickson Tenant House (U-291B), located north of Route 301 near intersection with Main Street, Middletown. This building faced probable demolition for the current relocation of Route 301 at the time of this report.

Figure 16: DeShane-Paxon House (N-3988), located on the east side of Route 896, north of Howell School Road.

Figure 17: S. Brady House (N-5240), located on the west side of Route 896, south of Old School House Road.

Figure 18: Clarksdale Tenant House No. 3 (U-270), located on the west side of Route 896 at the entrance to the Pencader Corporate Center.

completed to date. This site is particularly significant due to its association with two other thematic contexts (Rebuilding and Log Construction) and intensive-level documentation would be strongly recommended. U-291B also faces demolition to make way for proposed development. This site has a main house probably dating to the late nineteenth or early twentieth century with a secondary dwelling on the same property, slightly removed from the main house, that was probably a tenant house. Again, we would recommend intensive documentation. The DeShane-Paxon House (N-3988) was previously evaluated for the study of Route 896 north of the Summit Bridge and was determined to be ineligible for nomination based on a lack of architectural integrity; we would argue that since the property was identified in that study as having potentially been occupied by tenant "farm managers," it may be significant under the tenancy context and would recommend further intensive documentation. The Clarksdale Tenant House No. 3 (U-270) was also previously evaluated for the study of Route 896 north of the Summit Bridge and was determined to be ineligible for nomination based on an apparent loss of integrity and loss of agricultural context. No examination of the interior of the building was made and the report states that this property was probably the least altered of the three tenant houses belonging to the Clark family and evaluated in the Route 896 study. If the interior is unaltered, there is much that can be learned from intensive-level documentation of the site. Due to its loss of agricultural context, the exterior setting of the dwelling is no longer significant.

1830-1880 +/-: Industrialization and Early Urbanization

The middle decades of the nineteenth century witnessed the rise of agricultural reform, regional marketing, architectural renewal, and a capitalist rural economy. During this period, architecturally and economically, the Upper Peninsula Zone was redefined as the Wilmington back country and assumed the first characteristics of a proto-suburban rural landscape. Steadily rising land values and returns on agricultural products reinforced the pattern of village growth and the reconfiguration of rural settlement through the 1860s. Although land values and farm income declined dramatically in the 1870s, the old settlement patterns remained intact.

During this period agriculture in the Upper Peninsula Zone appeared in two distinct forms: the northern grain region and the southern mixed-farming region. The study area falls within the northern grain region, an area with level land and well-drained, productive soil. The farms were large compared to the rest of the state, cultivating an average of three times more acreage per farm than the other regions (about 150 acres). Primary crops consisted of corn and wheat, produced in the highest volume per acre in the state. In addition, these farmers produced a great many dairy products, again more than anywhere else in the state. In essence, this region held the state's first modern market-profit farms. Some of the early agricultural success of this area can be attributed to the opening of the Chesapeake and Delaware Canal in 1829 and the construction in the 1850s of a north-south rail link from Wilmington down through Middletown, west Smyrna, and Dover. These new methods of transporting produce to the major markets

affected the grain region much earlier than the southern parts of the state.

In the later part of the time period the peach industry flourished, creating fortunes for many farmers in the northern part of the zone. The railroad allowed quick and easy transportation of this perishable crop to the large urban markets. It was during the later part of this period that many of the so-called "peach mansions" were constructed out of the fortunes made by many farmers from the peach market. By the 1870s economic decline in the rural markets set in due to major national shifts in grain production and the relocation of the milling industry to the upper midwest; Delaware farmers diversified in order to survive.

The construction of the railroad in the 1850s provided easier, faster access to urban markets, as well as the economic spark for the creation of new towns like Clayton, Townsend, Felton, and Harrington. At the same time, traffic on the canal intensified, and the towns of Delaware City, St. Georges, and Summit grew rapidly. Newer ports at Port Penn, Odessa, Leipsic, and Little Creek diminished in economic significance and became feeders for a larger coastal and railroad trade network. By 1880 village development around new transportation points increased substantially.

The overall population in the region rose dramatically in this period. While growth reflected in new architecture was concentrated in developing towns, there were also significant increases in the rural population. Starting in the 1830s the population in the northern part of the zone began to increase at a very rapid rate and continued to do so through 1880. The reorganization of rural society developing in the previous era solidified in the middle decades of the 1800s. The gentleman farmer/scientific agriculturalist evolved into the agrarian capitalist. In areas with rich farm land, the economic and social power of the landed few produced tenancy rates as high as 80 percent. With the opening of the Chesapeake and Delaware Canal in 1829 and the arrival of the railroad in the 1850s, the economic pressure on landholders intensified along transportation routes such as Route 896. The result was the intensive settlement of poor and even marginal farmlands in areas such as the Forest of Appoquinimink. At the same time, the unlanded population--both black and white--began to be concentrated at the edges of towns or along "waste" areas such as New Discovery.

The Rebuilding of St. Georges Hundred, 1850-1880+/-.[5] Through the middle decades of the nineteenth century, St. Georges Hundred was the scene of extensive improvements in farming and architectural design. The drive toward agricultural reform (which began in the first quarter of the century) was allied closely with contemporary attitudes toward the purpose and appearance of rural architecture. Over an extended period of 40 years nearly every house and farm building was subject to what locals referred to as "repairs and renewals." The self-described goal of St. Georges Hundred farmers was to realize the dream of an estate. The aggressiveness with which they pursued that ambition led to

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[5]See Bernard Herman et al, *The Rebuilding of St. Georges Hundred, New Castle County, Delaware: A National Register Nomination*, Newark, Delaware: Center for Historic Architecture and Engineering, 1986.

the transformation of local agricultural practice and architectural design.

The emerging consensus among scholars is that rebuilding cycles are actually part of broader historical building patterns, and that a direct correlation can be established between agricultural, economic, and social forces, and architectural transformations. The term "rebuilding" is used here because that is literally what took place in mid-nineteenth century St. Georges Hundred. In this period agricultural practice, social organization, images of domestic order, and the structure of regional economic systems were reconsidered and reformed. The most visible result was a new architecture involving the extensive alteration of old houses, redevelopment of established sites, development of new sites, and even reworking of new buildings.

Historically, the rebuilding of St. Georges Hundred has its origins in the early nineteenth century. Through the eighteenth century and into the first two decades of the nineteenth century, building activity in St. Georges Hundred moved through a series of building cycles. These cycles can be read as generally consecutive while having substantial periods of overlap. In order, they are 1) impermanent architecture; 2) durable housing beginning as early as the close of the first generation of permanent English settlement; 3) the introduction of stair-passage plan types in the late 1740s; and 4) by the end of the eighteenth century, the pattern of separate kitchen buildings beginning to be replaced by the custom of incorporating kitchens onto the secondary and tertiary elevations of the main house as service wings or ells. By the third quarter of the eighteenth century architectural traditions of southern New Castle County in general, and St. Georges Hundred in particular, had been fully developed. At the time of the 1816 tax assessment, the majority of buildings in St. Georges Hundred were built of wood. Of the 567 taxables, only 30 percent owned land. The lack of owner-occupied housing for two-thirds of the population is significant. Almost 400 taxable individuals and their families were living in housing provided for them on other people's land. Some of these dwellings were on out plantations, but the majority seem to have been grouped around crossroads, in villages, or in close proximity to the owners' dwellings. The types of buildings these folk occupied were typically hall or hall-parlor dwellings with separate outbuildings containing the cooking functions of the household and quarters for the servants. There were, of course, the houses of the wealthy which incorporated fashionable stair-passage plans and attached service wings.

This thematic nomination contains buildings that illustrate the end of a historic period defined in agricultural and architectural terms. The patterns described in this nomination are not unique in American, Canadian, or European history, but the intensity with which they were manifested in St. Georges Hundred is remarkable. In the rebuilding period we find not only the roots of American agribusiness, but also the drive to monumentalize an American landscape through the vernacular architecture of a single community.

Individually, at least 20 of the farms located in corridor alternatives south of the C & D Canal are eligible, or potentially eligible, for nomination to the National Register under the criteria of the existing thematic nomination *The Rebuilding of St. Georges Hundred*. They include J. Kanely Farm (N-5226), B.F.

Hansen Farm (N-5225), A. Crockett Farm (N-5224), C. Polk Estate (N-5221), The Maples (N-106), Rosedale (N-5148), S. Holten Farm (N-107), Cochran Farm (N-5149), Summerton (N-112), Rumsey Farm (N-113), Cochran's Grange (N-117), Hedgelawn (N-118), Fields Heirs (N-105), R.G. Hayes House (N-5153), Armstrong-Walker House (N-5146), Achmester Farm (N-3930), Weston (N-121), J.P. Lynch Farm (N-5238), Eliason House (N-413), and the S.H. Rothwell Farm (N-5191). The greatest period of significance for all the resources is the mid-nineteenth century, and several of the properties retain important surviving agricultural outbuildings (Figures 7-8, 10-14, 19-29). Together, they constitute a significant group of resources linked by their shared common agricultural environment; along with other previously listed or potentially eligible structures, they could form an integral part of a rural agricultural historic district.

The historic woodlot near Mount Pleasant could also be considered a significant part of this thematic nomination as it relates to the remaking of the agricultural landscape in the nineteenth century and is a rare surviving example of a manmade woodlot and wet meadow. Many of the properties included in this theme also possess historic planting in the yards that reach almost to the road. These are considered elements of the historic landscape and setting for the farmsteads and are part of what makes them potentially eligible for the National Register. Every effort should be made to avoid disturbing these plantings; where it becomes necessary to remove or destroy them, they should be documented thoroughly beforehand.

The Cochran Farm (N-5149) on Old School House Road requires further intensive investigation; it appears to be abandoned at the present time and its current condition cannot be determined from the road. It is probably eligible for nomination under the Rebuilding of St. Georges Hundred and most likely under Dwellings of the Rural Elite as well. The property is definitely a contributing element to the agricultural environment and landscape of the two thematic nominations.

Rural Family Development. One of the phenomenons once common to the agricultural landscape of central Delaware was the construction of multiple farm complexes in close proximity to one another by members of the same family. Kinship ties were particularly important to these farmers and their dwellings often reflect the close interaction of multiple generations. For instance, four of the farms on Route 301 between Middletown and the Maryland state line were all built by members of the Cochran family--Hedgelawn, Cochran's Grange, Summerton, and Rumsey Farm (Figures 11-14). Another example within the general study area, although not directly impacted by the proposed corridor alternatives is the Claytons Corner area where four farms were constructed by the Clayton family in the nineteenth century. A third example is two dwellings threatened by the South Reconstruction alternative (U-126 and U-212). Located on Route 896, the two dwellings once stood on either side of a third dwelling; the center dwelling belonged to a father who built the later two dwellings for his sons. The two surviving dwellings present mirror images of each other when viewed from the location of the father's house (Figures 30 and 31).

Figure 19: J. Kanely Farm (N-5226), located on the south side of Route 301, west of Warwick Road.

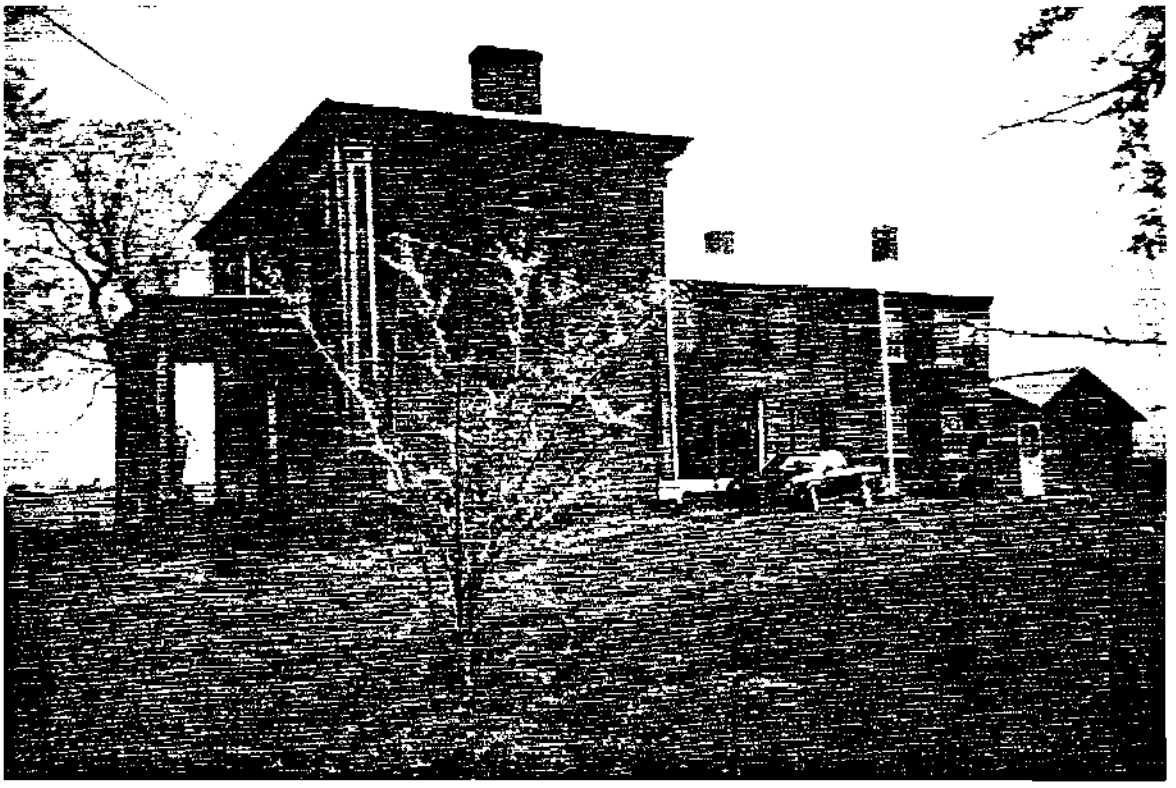

Figure 20: B.F. Hansen Farm (N-5225), located on the south side of Route 301, east of Warwick Road.

Figure 21: A. Crockett Farm (N-5224), located on the south side of Route 301, west of Middle Neck Road.

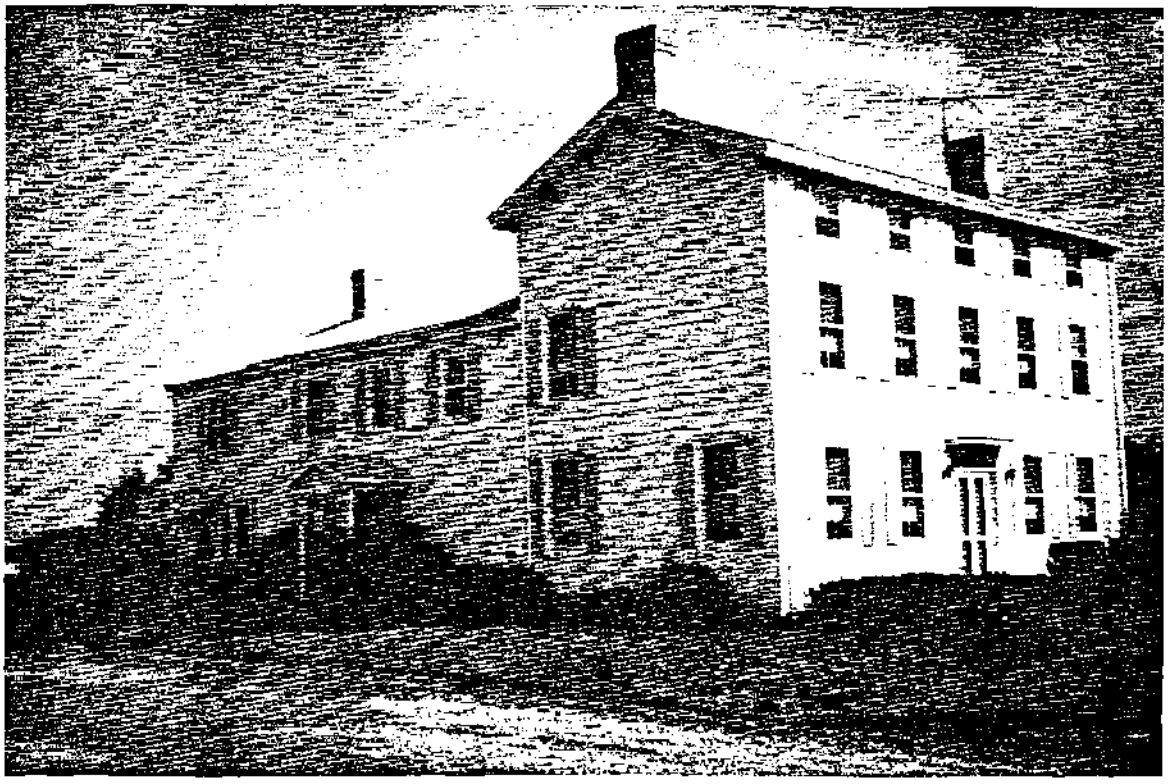

Figure 22: C. Polk Estate (N-5221), located on the north side of Route 301, east of Middle Neck Road.

Figure 23: The Maples (N-106), located on the north side of Bunker Hill Road, east of Choptank Road.

Figure 24: Rosedale (N-5148), located west of Choptank Road on the north side of Bunker Hill Road.

Figure 25: S. Holten Farm (N-107), located on the east side of Choptank Road between Sharp Lane and Bohemia Mill Road.

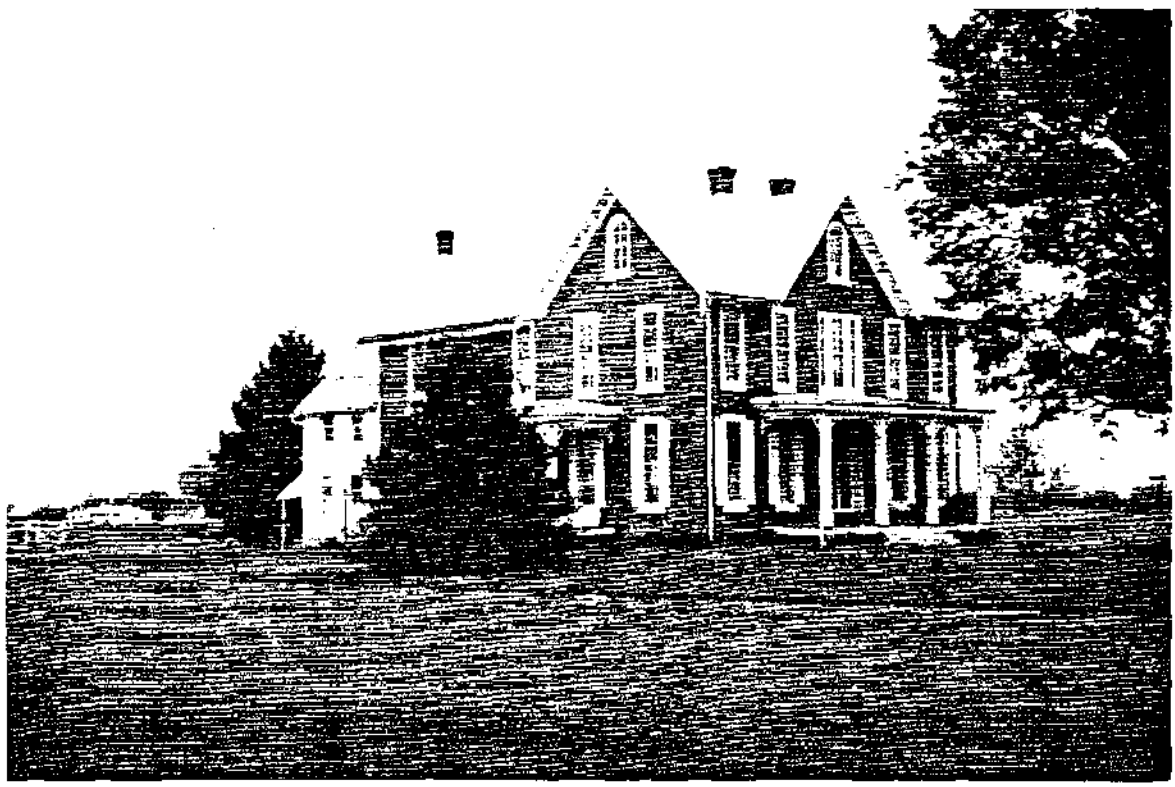

Figure 26: Armstrong-Walker House (N-5146), located on the west side of Route 896/301, south of Armstrong Corner Road.

Figure 27: Weston (N-121), located on the east side of Route 896, south of Old School House Road.

Figure 28: P.J. Lynch Farm (N-5238), located on the south side of Churchtown Road, west of Mount Pleasant.

Figure 29: S.H. Rothwell Farm (N-5191), located on the northeast side of Old Summit Bridge Road, north of Route 896.

Figure 30: Matlack Farm # 1 (U-126), located on the west side of Route 896/301, between Old School House Road and Armstrong Corner Road.

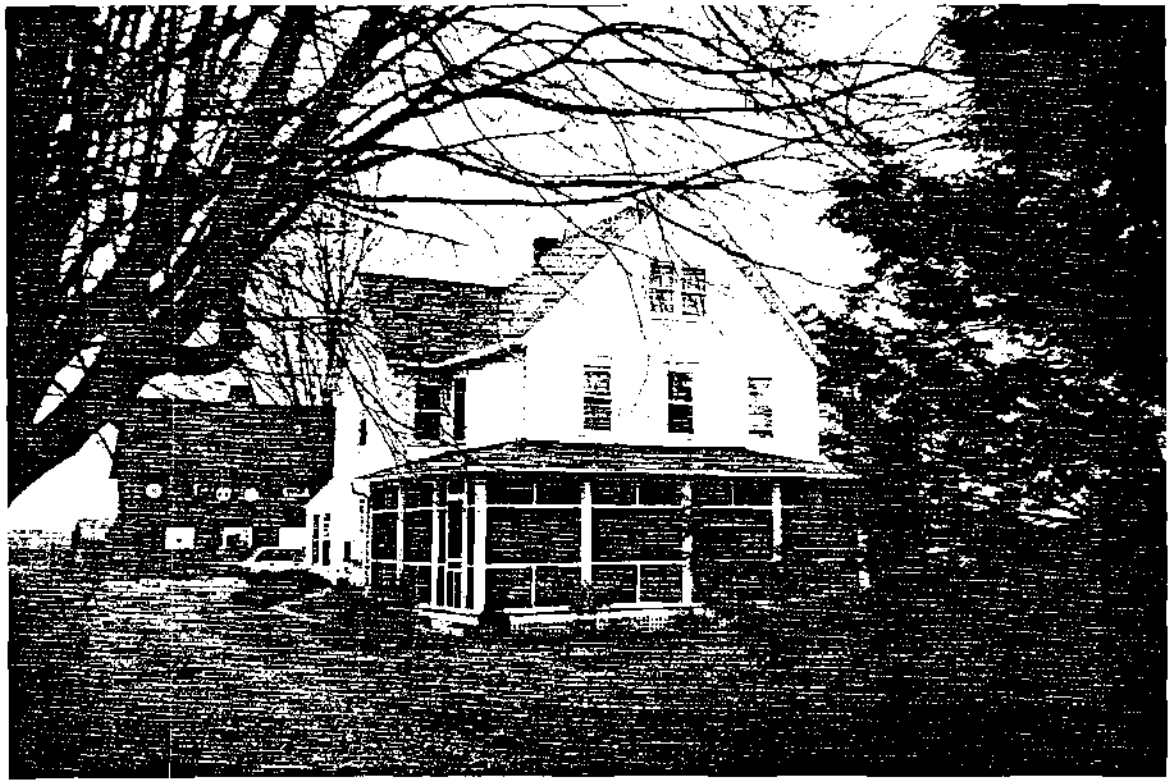

Figure 31: Matlack Farm # 2 (U-212), located on the west side of Route 896/301, between Old School House Road and Armstrong Corner Road, north of U-126.

Additional instances of these family complexes survive in other parts of the state and would make an excellent thematic nomination taken as a group. The resources discussed above presently retain much of the integrity of the agricultural landscape that linked them together; this element is often missing in other examples. It is important that every attempt be made to retain the visual integrity of this landscape.

1880-1940 +/-: Urbanization and Early Suburbanization

In this period the entire Upper Peninsula Zone back country contained an even distribution of farm complexes that by 1880 had fallen to their 1850 values. The greatest architectural growth occurred around the edges of towns in the form of extended residential neighborhoods in an early suburban settlement pattern. The architectural character of the previous period continued to dominate in rural areas.

While new industries in the region provided employment and the region was no longer so completely dependent upon farming for its economy, the majority of land was still used for agriculture. The drop in land values caused many farm families to reorient to a less profitable (but financially less risky), diversified agricultural pattern stressing the cultivation of cereals, truck crops, and dairy products. The advent of the automobile and accompanying road improvements intensified the markets for truck farming, enabling many farmers to carry their own goods to street markets in Wilmington and Philadelphia, bypassing commission merchants. Rural social movements, such as the Grange, grew to meet the needs of the rural populace. The Depression years of the 1890s and 1930s undermined local landholding patterns, resulting in the diversification of land ownership and the reallocation of property. Proprietors of twenty or more farms in the 1860s found themselves reduced to five or six properties or completely dispossessed. During this period the agricultural economy continued its trend toward greater commercialization. Large canning companies purchased extensive tracts of land and contracted for the produce of owner-occupied farms. These large companies were able to bring in the most up-to-date machinery, effectively decreasing their costs in manpower and making it very difficult for the small independent farmers to compete. Many of these small farmers turned instead to producing fresh vegetables and fruit for local markets.

Early Twentieth Century Rural Residential and Commercial Architecture in Delaware, 1880-1950 +/-.[6] Throughout the study area there are a number of previously unsurveyed early twentieth century residential resources. All are associated with the theme of Early Twentieth Century Rural Residential and Commercial Architecture. This particular context is one that until recently had not received much attention or recognition, in part because many of the resources have only recently become old enough to be considered for nomination to the National Register. While many of these resources are

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[6]See Susan M. Chase, David Ames, and Rebecca Siders, *Suburbanization in the Vicinity of Wilmington, Delaware, 1880-1950+/-: A Historic Context*, Newark, Delaware: Center for Historic Architecture and Engineering, 1992; Susan Chase et al, *Adaptations of Rural Bungalows in the Lower Peninsula Zone of Delaware, 1880-1940+/-: A National Register Nomination*, Newark, Delaware: Center for Historic Architecture and Engineering, 1990.

potentially eligible for listing in terms of age, integrity, and significance, it would be impractical to attempt to nominate the thousands of dwellings involved. A recent report produced for the Delaware State Historic Preservation Office describes the range of architectural styles built in the suburbs of northern New Castle County. The report recommends taking a representative approach to the listing of such resources--only the best examples of particular styles and periods or those with significance due to other themes would be nominated to the National Register. The problem we face at this point is that there has not been enough research and survey completed on these sorts of resources to allow us to make quick determinations about which of the resources in this study area are of particular significance. It is the recommendation of this report that any of the resources related to this theme that will be impacted by the final corridor alternative should be documented in detail to preserve the information for future study of this property type. Resources included in this context include two commercial buildings (N-5143 and U-313), a bungalow (U-130), two dwellings north of I-95 (U-302 and U-41), the complex of early twentieth century dwellings at Mount Pleasant (N-12019, N-12020, N-5235, and N-5236), two bungalows south of Glasgow (U-267 and U-268), the dwelling located near the road in front of the Hermitage (U-272), six dwellings on Route 896 near its intersection with Old Baltimore Pike (U-304, U-305, U-306, U-307, U-309, U-310), a dwelling on Old Cooch's Bridge Road (U-308), two dwellings on Route 40 (U-314 and N-6203), and a dwelling located off of Route 72 (U-158) (Figures 32-39). All of these buildings require closer examination to determine their physical condition and history in order to preserve the information for further development of the context on Early Twentieth Century Rural Architecture and to determine whether these particular resources would be good choices for nomination to the National Register.

Early Twentieth Century Farm Planning. As agricultural practices changed in the early decades of the twentieth century, Delaware's farmscapes also began to change. Many of these changes resulted from the introduction of engine-driven tractors and trucks, the electrification of rural areas, the growing importance of hygienic standards (especially for dairying), the introduction of large-scale poultry farming, and the geographic expansion of truck farming. Older buildings, especially those built to house draft animals, became obsolete and were either recycled to other purposes or pulled down. At the same time, farmers erected new types and styles of farm structures such as dairy barns and chicken houses. In particular, the issues of health and hygiene on the farm became critical during the early twentieth century and prompted a shift in dairy barn design. Even the comparatively recent farm architecture of the first half of the twentieth century is disappearing with astonishing rapidity as new housing developments and industrial ventures continue to encroach upon arable land throughout the state. A thematic nomination dealing with farm planning, and dairy farms in particular, would document the way agricultural changes reorganized the Delaware landscape. Resources related to this context that would be impacted by the proposed corridor alternatives include U-293, U-291A, U-130, N-5242, and N-3981 (Figure 40). The first four properties are all located on Routes 896 and 301 south of Mount Pleasant and would be impacted by

Figure 32: Bungalow (N-12019), located on the south side of Churchtown Road, west of Route 896/301.

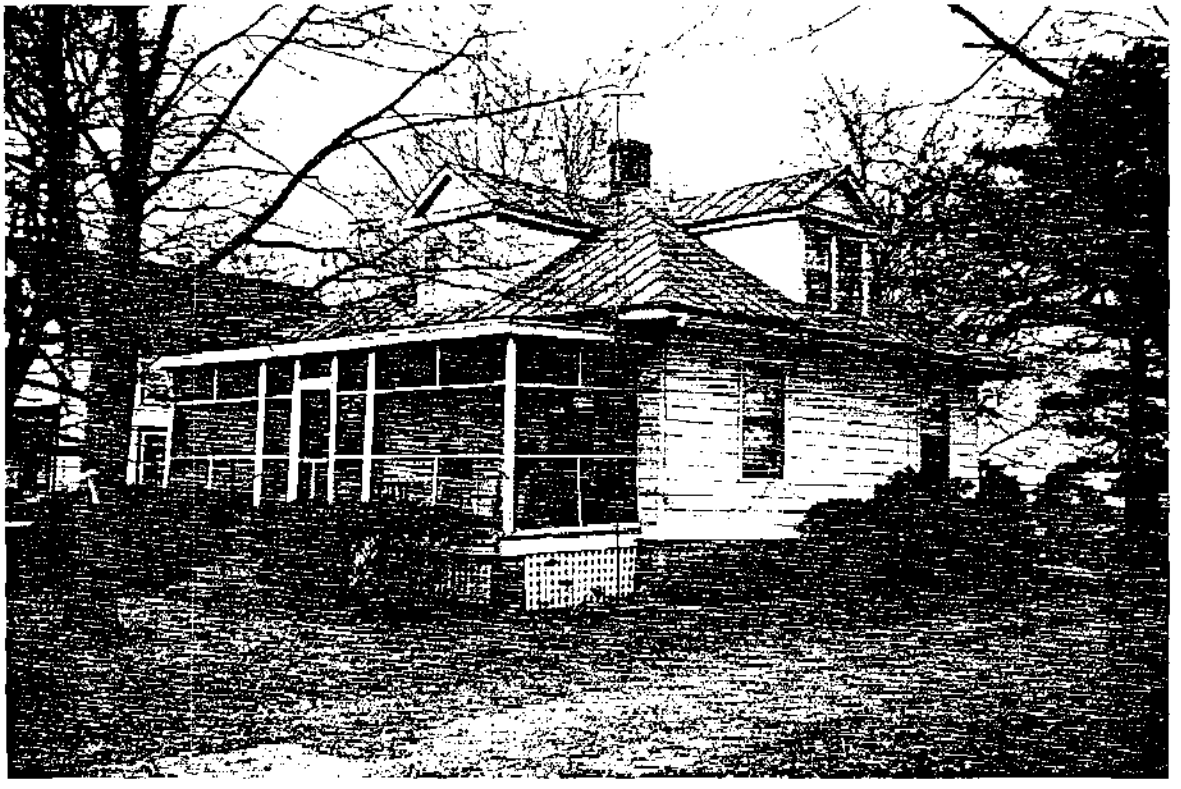

Figure 33: Bungalow (N-5236), located on the north side of Churchtown Road, west of Route 896/301.

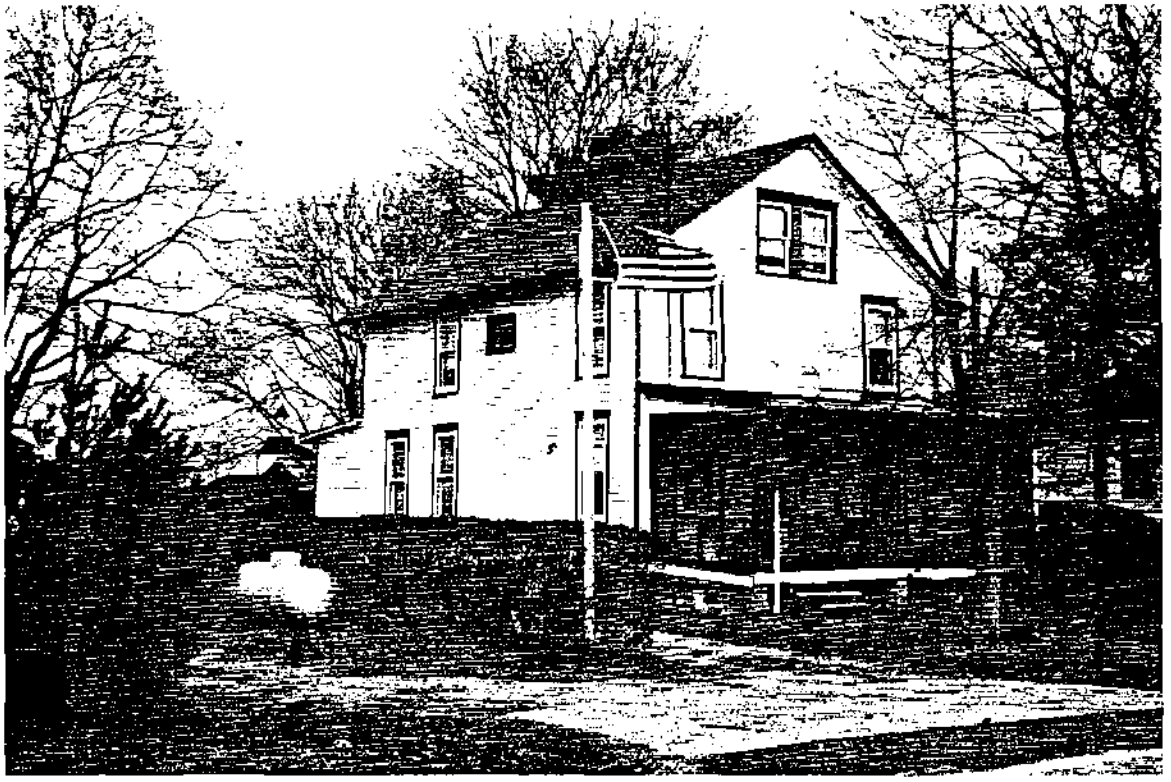

Figure 34: Dwelling (N-5235), located on the north side of Churchtown Road, west of Route 896/301.

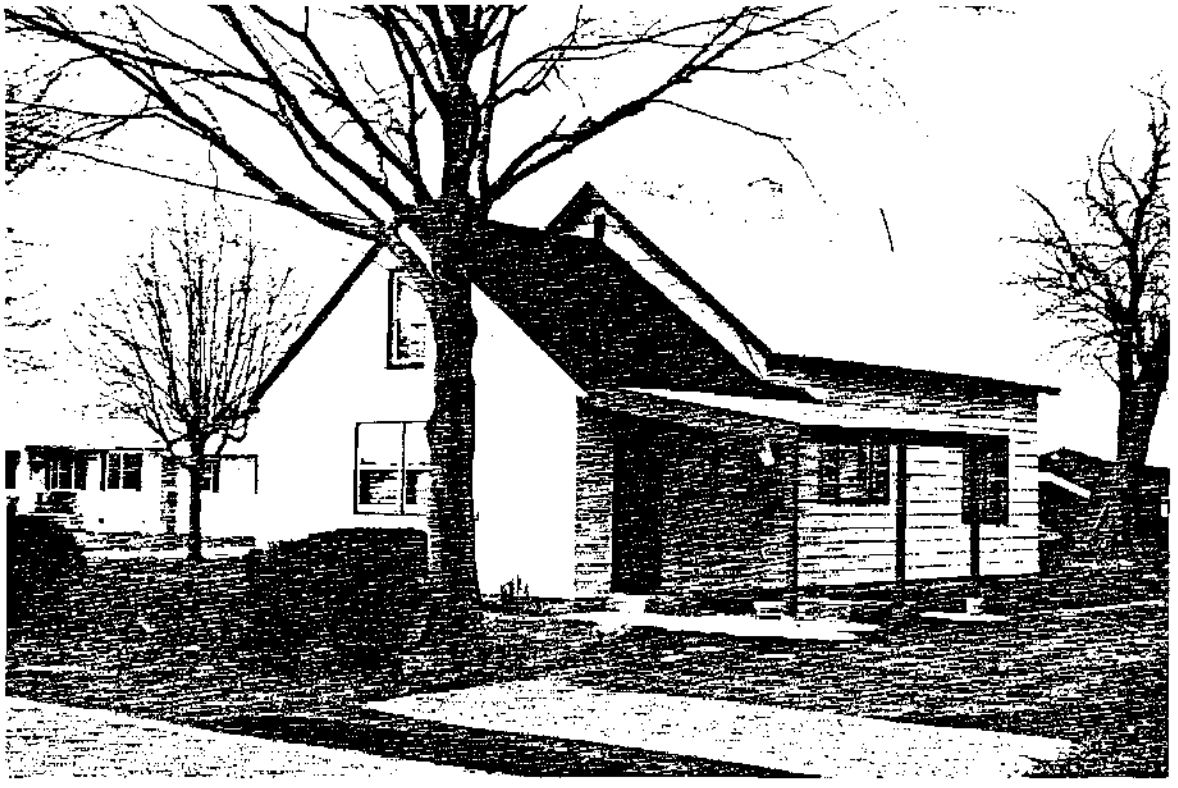

Figure 35: School/Dwelling (N-12020), located on the north side of Churchtown Road, west of Route 896/301.

Figure 36: Dwelling (U-267), located on the north side of Old County Road, west of old Route 896.

Figure 37: Dwelling (U-268), located on the north side of Old County Road, west of old Route 896.

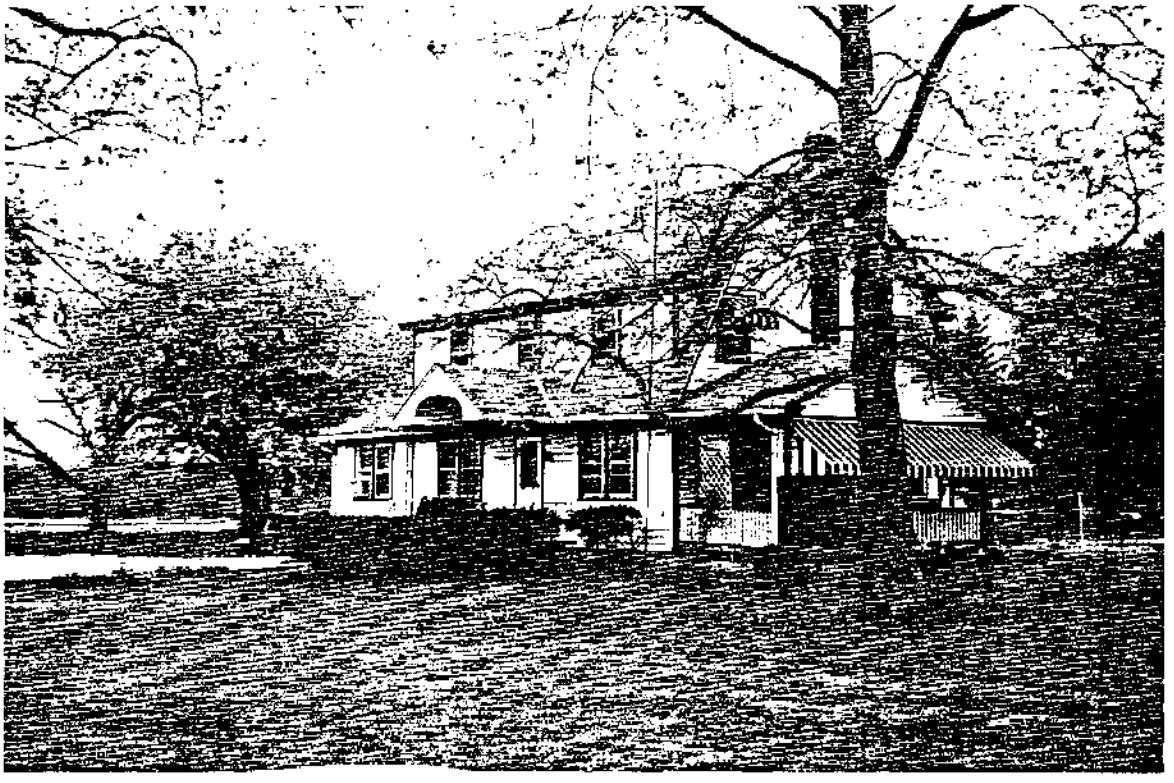

Figure 38: 20th C. Dwelling at the Hermitage (U-272), located on the north side of Route 40, east of Route 896.

Figure 39: Dwelling (N-6203), located on the north side of Route 40, between Route 896 and Route 72.

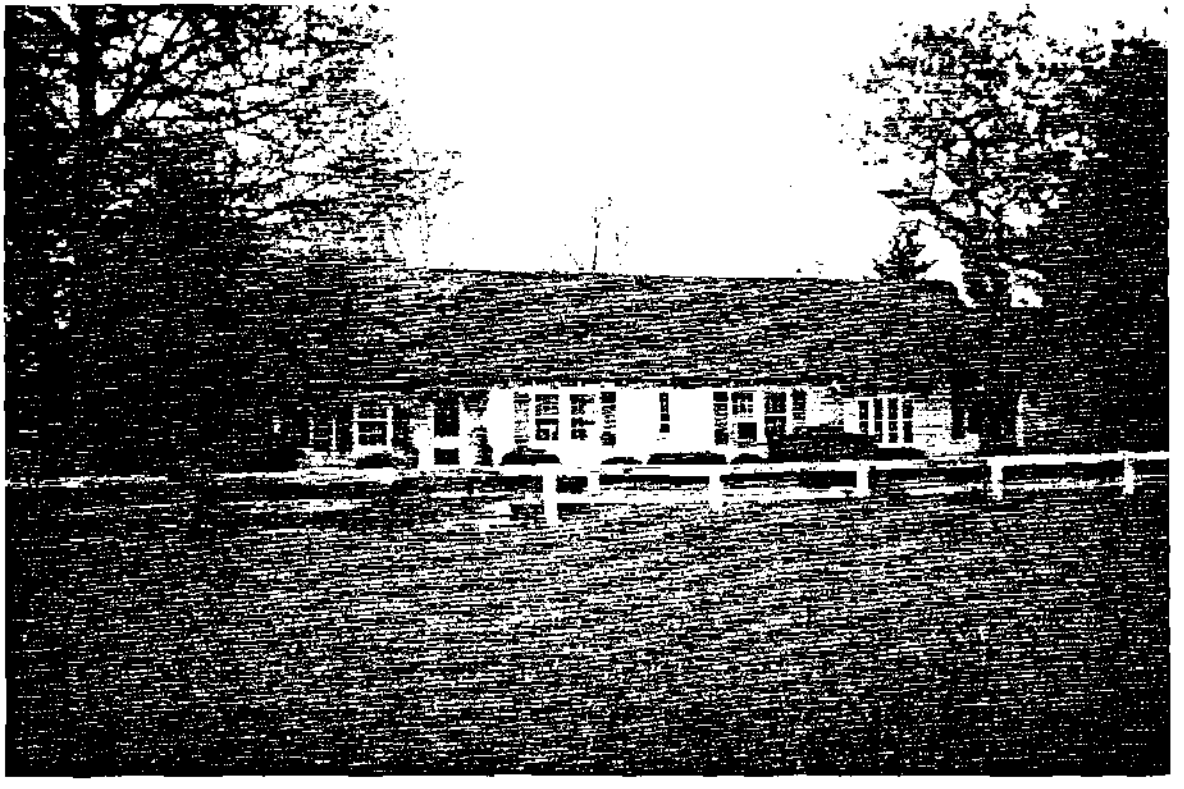

Figure 40: Farm Complex (N-3981), located on the south side of Route 40, east of Route 896.

the South Reconstruction and South Modified Reconstruction alternatives. In each case the impact would damage the integrity of the agricultural setting and most likely affect the buildings themselves. In each case we would recommend thorough documentation. N-3981 is located on the south side of Route 40 and would be impacted by all five of the northern alternatives.

Resources Related to African-Americans in Delaware. The Delaware Plan and subsequent reports and funding priorities generated by and for the Delaware State Historic Preservation Office have clearly stated the need to begin a comprehensive program to identify and nominate resources related to the African-American experience in Delaware. Due to the history of this group of people, and the fact that historically they have been poor and often landless, architectural resources that can be tied specifically to them are rare. The state has placed a high priority on the documentation and preservation of any resources identified as being related to this group. Only one resource in the study area has been definitely linked at the present time to the context of African-Americans in Delaware: the school house on Route 896 south of Mount Pleasant (U-273). Although local tradition seems to hold that the school building has been moved from its original location, any structure that can be linked to this context must have every attempt made at preserving the standing structure and documenting its history and current condition (Figure 41). Three other resources located on Old Baltimore Pike (N-11167, N-11168, N-11169) may be related to this context as well but will require further documentary investigation to prove the connection (Figures 42-44).

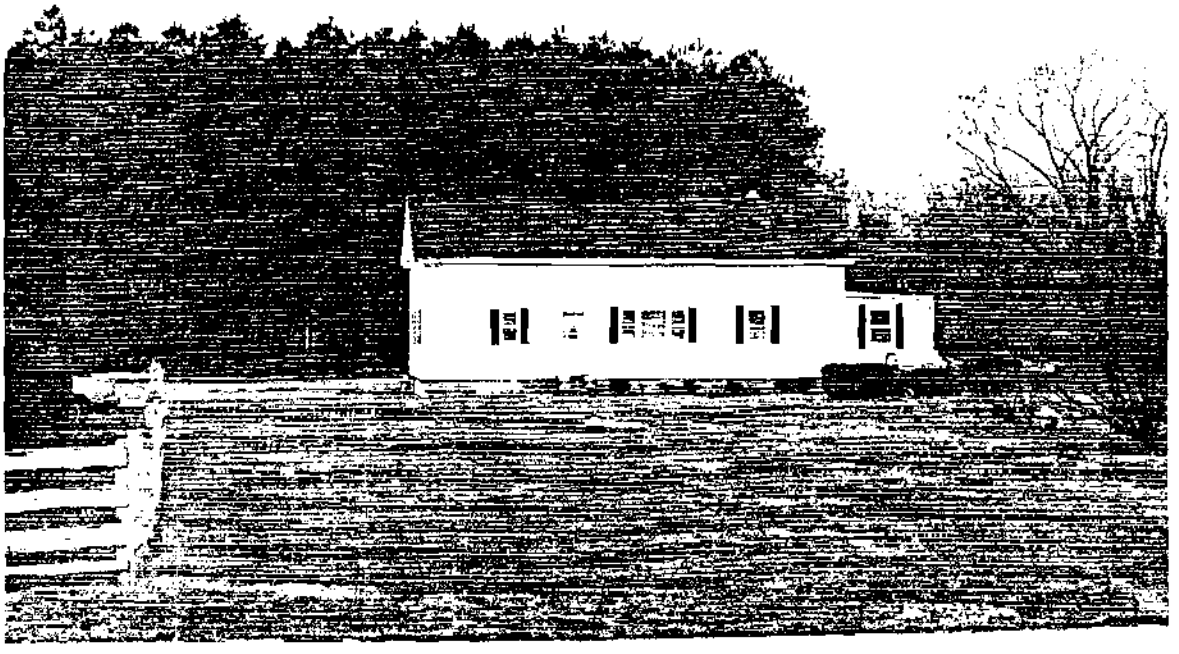

Figure 41: African-American School (U-273), located on the west side of Route 896/301, south of Old School House Road.

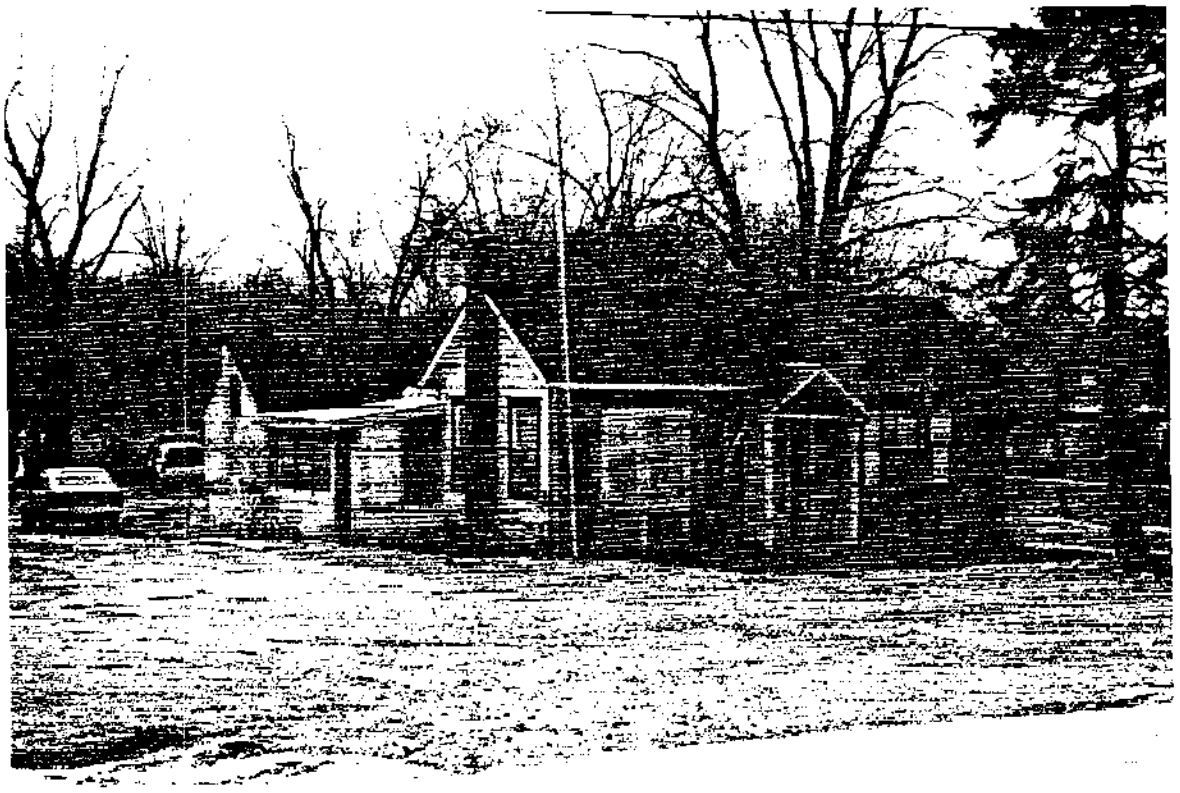

Figure 42: Dwelling (N-11167), located on the south side of Old Baltimore Pike, between Salem Church Road and Route 72.

Figure 43: Dwelling (N-11168), located on the south side of Old Baltimore Pike, between Salem Church Road and Route 72.

Figure 44: Dwelling (N-11169), located on the south side of Old Baltimore Pike, between Salem Church Road and Route 72.