

## INTRODUCTION

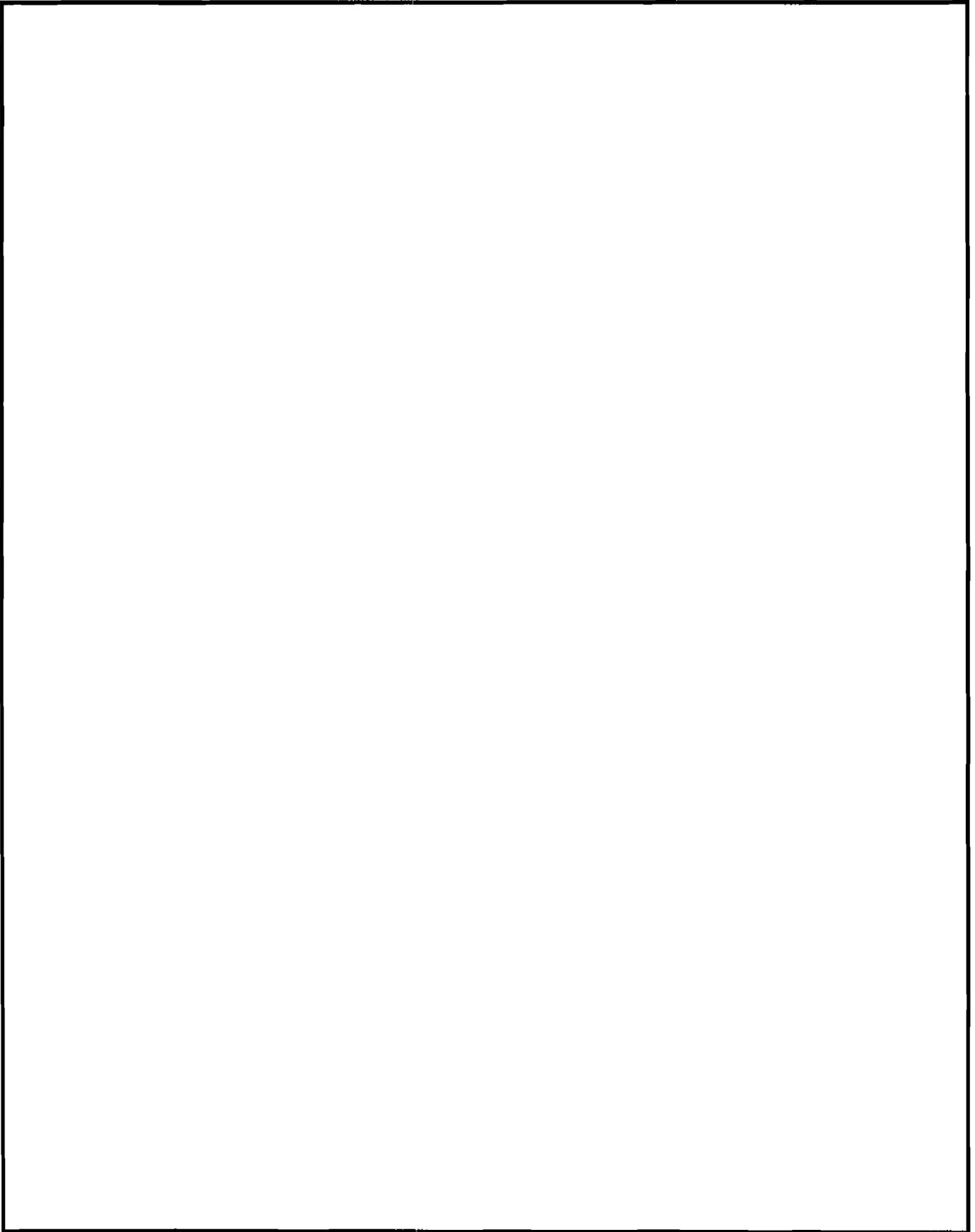
This report presents the results of the Phase I and II cultural resource study of the proposed Eastern Shore Natural Gas (ESNG) Transmission Pipeline corridor, located along a one mile segment of Route 896 north of Mount Pleasant and south of Summit, New Castle County, Delaware (Figure 1; Plate 1). Field work and report preparation took place between June 1992 and October 1994. The survey work was completed by the University of Delaware Center for Archaeological Research (UDCAR) for the Federal Energy Regulatory Commission (FERC), the Delaware State Historic Preservation Office (DESHPO), the Delaware Department of Transportation (DelDOT), and Eastern Shore Natural Gas (ESNG) under section 106 of the National Historic Preservation Act to evaluate the effects of the proposed pipeline construction on significant, or potentially significant, cultural resources as defined by the National Register of Historic Places (36CFR60).

### **Environmental Setting**

The Route 896 Transmission Pipeline project area is located in the west-central portion of New Castle County (Figure 1) which lies within the High Coastal Plain physiographic zone (Figure 2). The High Coastal Plain is bordered by the Fall Line and Piedmont to the north and by Smyrna River to the south. Sediments of the Coastal Plain in northern Delaware are composed of two major formations: the Potomac and the Columbia. The former consists of fluvial silts and clays deposited during the Early Cretaceous Period. These sediments were later subject to major erosional forces, resulting in the unconformity separating them from the overlying sediments of the Columbia Formation. Watercourses from the north and northeast deposited the sediments of this formation sometime in the Quaternary Period. Sands, which form the primary component of these sediments, consist mostly of quartz and feldspar, while gravels are dominated by sandstone, vein quartz, and chert (Jordan 1964). These sediments derived from episodes of glacial outwash in which streams under conditions of high discharge emerged from the Piedmont to drop their bed loads of glacially-derived materials. Decrease of particle size and increase of sorting of these sediments is noted moving southward on the Delmarva Peninsula.

PLATE 1

1937 Aerial Photograph Showing Project Area



As described by Custer (1984), the High Coastal Plain is characterized by very coarse gravel deposits of the Columbia Formation. These gravels resisted erosion creating a low rolling topography with differences in elevation of up to 50 feet (16 meters) between the headlands bordering larger streams and the adjacent floodplain marshes. Although these elevation differences are less extreme than in the Piedmont, there is slope contrast in the seasonal differences in plant communities (Braun 1967:246-247). Water courses are deeply incised and are tidally influenced for substantial distances inland. The topographic and aquatic conditions allow for a wide range of resources.

The Route 896 Transmission Pipeline project area runs along central and eastern portions of the Delmarva Mid-peninsular Drainage Divide (Figure 2), a stretch of low rolling topography that separates the headwaters of streams that drain into the Delaware River from streams that drain into the Chesapeake Bay (Custer 1984:26). The portion of Route 896 included in the project area does not intersect any drainage systems with the exception of a low-order, intermittent tributary of east-flowing Crystal Run (Figure 3). Range of relief over most of the project area is less dissected than portions of the High Coastal Plain further east and west. Elevations are generally between 40 and 80 feet above sea level, with lower areas restricted to stream channels. Bay/basin features noted for other portions of the Mid-peninsular Drainage Divide (Custer 1984:26) are absent here. Swampy locales in poorly drained areas lie east and west of the project corridor, but none are intersected by the project corridor. Due to location on the Mid-peninsular Drainage Divide, no substantial natural bodies of water exist in or near the project area. Lums Pond and Silver Lake, located near the project area, are nineteenth century impoundments. The major watercourse in the area is the Chesapeake and Delaware Canal, but this was expanded and dredged in 1921 to its present size.

TABLE 1  
Soils Series Types for the Route 896  
Transmission Pipeline Project Area

Soil Series	Drainage/Textural Characteristics	Distributional Emphasis
Matapeake	Deep, well-drained silt loam	Upland flats
Mattapex	Well-drained silt loam	Upland flats
Othello	Poorly-drained silt loam	Upland flats
Woodstown	Deep, moderately well-drained loam	Uplands

Source: Matthews and Lavoie 1970

Located approximately eight miles to the north of the project area are Iron and Chestnut hills. These formations are composed primarily of igneous materials, including gabbro, norite, and pyroxenite (Spoljaric 1972:11). Siliceous jasperoids are also present within these formations, probably derived through the formation of laterites. In prehistory, these jasperoids constituted an important source of raw material for the manufacture of stone tools. The igneous materials which compose Iron and Chestnut hills do not extend into the basement complex and thus postdate it. Precise nature of the origin of these hills remains obscure (Ward 1959).

A variety of soils have developed in the sediments of the project area, belonging to four individual series types as defined by Matthews and Lavoie (1970). The series types are summarized in Table 1 with their descriptions including drainage and textural characteristics, and distributional emphases, if any, for the project area. Alluvial sediments of the Columbia Formation have served as parent material for these soils, which can be generally described as nearly level to steep, well-drained, medium-textured and moderately coarse-textured soils on uplands.

The present day setting of the Route 896 Transmission Pipeline project area is rural, consisting of large-sized agricultural farmsteads. Since the 1960's, the environmental setting has been modified to include commercial development such as a gas station and shopping center, and a small private residential development. Summit Airpark, a small, privately owned aviation center has also changed the landscape and most of the property in the survey area is owned by this company. The project area is located within an area of the state subject to the greatest impact pressures from public and private development (De Cunzo and Catts 1990:182-183). Recently, the area has been drastically altered at an increasingly rapid rate through commercial and residential development. This development has adversely affected the cultural resources surrounding the project area and a portion of the project area has already been significantly disturbed by the recent expansion of Summit Airpark and the addition of new lanes onto State Route 896. The project area lies within a major transportation corridor, the Route 301 Corridor which, in anticipation of future development of the area, will alleviate traffic congestion but may also affect cultural resources within the corridor.

## Regional Prehistory

The following summary of regional prehistory was abstracted from the work of Custer (1984, 1986; 1989). The prehistory of the Delaware Coastal Plain is divided into four periods: the Paleo-Indian Period (12,000 B.C. - 6500 B.C.), the Archaic Period (6500 B.C. - 3000 B.C.), the Woodland I Period (3000 B.C. - A.D. 1000), and the Woodland II Period (A.D. 1000 - A.D. 1650). A fifth time period, the Contact Period, from A.D. 1650 to A.D. 1750, marks the final phase of occupation by Native American groups in Delaware in anything resembling their Pre-European Contact form (Figure 4).

Paleo-Indian Period (ca. 12,000 B.C.- 6500 B.C.). The Paleo-Indian Period encompasses both the final retreat of Pleistocene glacial conditions from eastern North America and the subsequent establishment of more modern Holocene environments. The distinctive feature of the Paleo-Indian Period is an adaptation to climatic changes; from the cold climate of the end of the Pleistocene to the alternatively wet and dry climate marking the beginning of the Holocene. Paleo-Indians practiced a hunting and gathering subsistence in which animal food resources comprised a major portion of their diet. Hunted animals may have included now extinct megafauna and moose. A mosaic of deciduous, boreal, and grassland environments in central Delaware would have provided numerous productive habitats for such animals. Watering areas would have been particularly good hunting settings.

Tool kits of Paleo-Indian groups were oriented toward the procurement and processing of hunted animal resources. Preferences for high quality lithic materials are apparent in flaked stone tool kits. Careful resharpening and maintenance of tools was common. Mobile groups of single and multiple family bands are hypothesized to have focused on game attractive environments for settlement. Numerous Paleo-Indian finds are noted in Central Delaware and are usually located on well-drained knolls adjacent to poorly drained areas. Unfortunately, all finds were found on the surface and shed little light on Paleo-Indian lifeways on the Delmarva Peninsula.

Archaic Period (6500 B.C. - 3000 B.C.). The Archaic Period is characterized by the complete emergence of the Holocene environment in central Delaware. Mesic forests of oak and hemlock predominated in the Holocene climate while grasslands diminished. Consequently, many of the grazing animals, hunted during Paleo-Indian times, became extinct while browsing species such as deer flourished.

The beginning of the Holocene in central Delaware is also associated with a rise in sea level. This rise resulted in a rise in the water table, creating numerous large interior swamps. Adaptations shifted from the hunting focus of the Paleo-Indian Period to a generalized foraging pattern in which plant food resources played a more prominent role. Swamp settings, such as Churchman's Marsh in northern Delaware, supported base camps, as indicated by archaeological excavations at the Clyde Farm Site. Numerous small procurement sites in favorable hunting and gathering locales are recorded in central and southern Delaware.

Differences between the adaptive subsistence patterns of the Archaic Period and the Paleo-Indian Period are also reflected in the tool kits. In addition to the introduction of plant processing tools such as grinding stones, mortars, and pestles, Archaic tool kits were more generalized than those of their Paleo-Indian precursors. A mobile lifestyle continued, with a wide range of resources and environmental settings utilized on a seasonal basis.

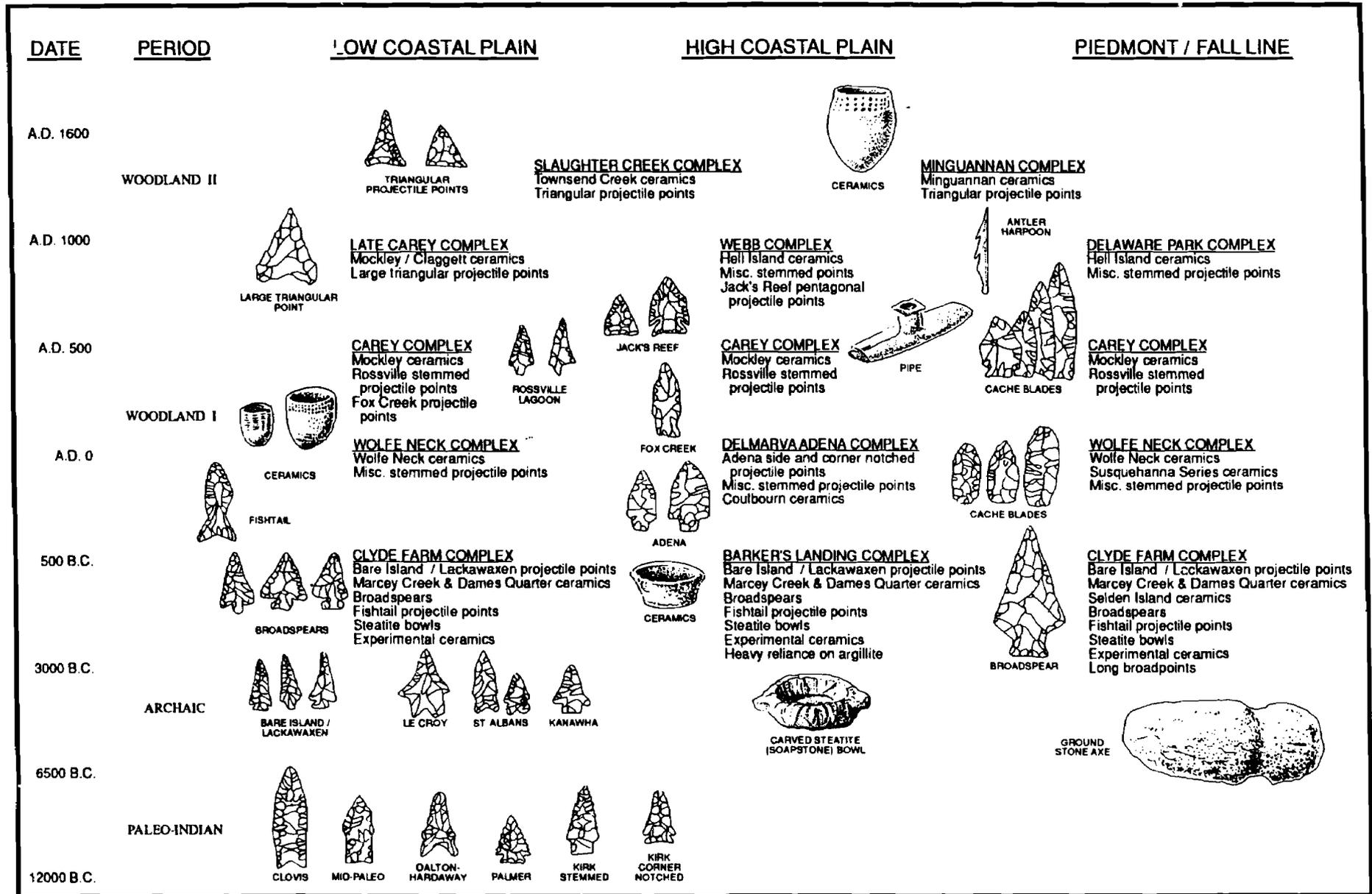
Woodland I Period (3000 B.C. - A.D. 1000). The Woodland I Period coincides with dramatic local climatic and environmental shifts. The emergence of pronounced warm and dry conditions caused the mesic forests to be replaced by xeric forests of oak and hickory and once again grasslands became common. The continued rise in sea level, although at a reduced rate, created many large brackish marshes around the Delaware River and Bay Shore. These changes in environment and resource distributions brought about a radical shift in adaptations for prehistoric groups. Important areas for settlements included the major river floodplains and estuarine swamp/marsh areas. Large base camp sites are evident in central Delaware at sites such as Barker's Landing, Coverdale, Hell Island, and Robbins Farm sites. Overall, the Woodland I Period tended toward a more sedentary lifestyle compared to the former periods. Social organization probably became more complex as population density increased (Custer 1982).

Woodland I tool kits also reflected the practice of a more sedentary lifestyle. Chipped stone tool assemblages changed little from the preceding Archaic Period, although more broad-blade, knife-like processing tools became prevalent. Plant processing tools became more common suggesting intensive harvesting of wild plant foods. First stone, and then ceramic, vessels were evident during the Woodland I Period and allowed more efficient cooking and food storage. Storage pits and house features from the Woodland I Period have also been identified in Northern Delaware at sites such as Clyde Farm and Delaware Park.

Woodland II (A.D. 1000 -A.D. 1650). In many areas of the Middle Atlantic, the Woodland II Period is characterized by the appearance of agricultural food production systems. However, this shift in subsistence strategy is not apparent in the Coastal Plain of Delaware (Custer and Cunningham 1986:24). Occupation of many Woodland I settlements, especially the large base camps, continued throughout the Woodland II Period, with few changes in basic lifestyles (Stewart, Hummer, and Custer 1986). Intensive plant utilization and hunting remained the basic subsistence activities up to European Contact. Similarly, no major changes are evident in social organization during this period in central Delaware. Changes in ceramic technology and projectile styles identify Woodland II Period archaeological sites.

Contact Period (A.D. 1650 - A.D. 1750). The arrival of the first substantial number of Europeans marks the beginning of the Contact Period. Due to the paucity of known archaeological sites clearly dating from this time, this period remains enigmatic for Delaware. Site 7NC-C-42 in northern New Castle County and the Dragon Run Site (7NC-G-104) are the only sites with Contact components yet investigated in Delaware (Custer and Watson 1985; Kellogg et al. 1994). These sites' small size, impoverished assemblage of European goods, and persistence of aboriginal lithic technologies contrast with the larger Contact sites of neighboring southeastern Pennsylvania and elsewhere. Native American groups of Delaware apparently did not interact much with Europeans and were probably under the virtual domination of the Susquehannock Indians of southern Lancaster County, Pennsylvania. The Contact Period ended with the virtual extinction of Native American lifeways in the Middle Atlantic area with the exception of a few remnant groups.

**FIGURE 4**  
**Cultural Complexes of Delaware**



## Regional History

The following summary of the regional history provides a background of important local and regional events and trends that shaped the development of New Castle County and its inhabitants. The summary is arranged according to historic periods that are defined in the State Historical Plan (De Cunzo and Catts 1990). Summaries and descriptions of the regional history are based on the works of Kellogg (1993a), Catts, Hodny, and Custer (1989a, 1989b), De Cunzo and Catts (1990), Hoffecker (1977), Munroe (1978, 1984), Scharf (1888), and Weslager (1987, 1988).

The first period of Delaware history as defined by the State Plan is 1630 to 1730: Exploration and Frontier Settlement (De Cunzo and Catts 1990). Colonization of the region began when the New Sweden Company built Fort Christina in 1638 near the modern city of Wilmington and is considered the first permanent European settlement in Delaware (Weslager 1987). The Dutch gained political control of the region in 1655, resulting in construction of Fort Casimir near New Castle. In 1664, political balance again shifted when the English extended their control over Dutch colonies in the New World. The granting of proprietary rights to William Penn in 1682 by the Duke of York provided the basis for the formal granting of land tracts to the European settlers of northern Delaware (Monroe 1978).

The early settlers were farmers growing tobacco, rye, and barley, but soon shifted from subsistence to market-oriented agriculture by growing more marketable grain crops such as wheat. Mills were among the earliest manufacturing complexes in the region (Pursell 1958). During the seventeenth century, large amounts of iron ore present in and around Iron Hill, Chestnut Hill, Sandy Brae, and Gray's Hill drew a group of Welsh miner/settlers to the area and in 1684 Penn issued a grant for the "Welsh Tract" (Scharf 1888:950).

The largest portion of the Welsh Tract is included within Pencader Hundred in New Castle County. The western portion of the project area is located within Pencader Hundred and the eastern portion is located within St. George's Hundred. The dividing line between the two hundreds is present-day Route 896. The territory within St. George's Hundred was acquired by Augustine Herman in 1671 under a claim of title from Lord Baltimore (Scharf 1888). All the property within the eastern portion of the project area was once part of a large tract of land called "Green's Forest" owned by Edward Green in 1686. The area retained the name "Green's Forest" and is depicted on Beers' Atlas of 1868 ("Green Forest" - Figure 5).

The landscape during the seventeenth century was heavily wooded in a mixture of oaks, walnut, hickory, chestnut, and maple. Water travel was the easiest, safest, and most effective means of transport. Overland travel was extremely difficult, because roads were few and very poor. The route of "Herman's Cart Road" between Appoquinimink (present Odessa) and Bohemia Manor in Maryland was in use by 1660 (Scharf 1888:991). Other early roads ran from New Castle to Appoquinimink and Christiana, and from near Ogletown to New Castle (Scharf 1888:413). The settlers of the "Welsh Tract" at Pencader petitioned for a road to Head of Elk in Maryland in 1723.

Small hamlets were almost always situated on a navigable river or stream and consisted of a few dwellings and services, such as blacksmith shops, taverns, and stores. The villages of Christiana and Cantwell's Bridge (or Appoquinimink, now Odessa) in the Upper Peninsula were the only hamlets of any size in the area by 1700. Plantations and dwellings were generally constructed on well-drained

soils with small clearings for house sites and fields. Tobacco was the major agricultural crop for most of this period, but later, grain and livestock were important. It is likely that large portions of the property were kept in woodland or marsh for cattle forage. Wise (1980:4) suggested that historical sites dating from this time period would be located within 300 feet of a drainage.

Structures present at agricultural complexes dating to this period included small dwellings generally built of wood (frame or log), or rarely, brick with earthen foundations that were generally impermanent (Carson et al. 1981; Kelso 1984; Herman 1987:84). A variety of outbuildings such as kitchens, tobacco and grain sheds, milk houses, barns, smokehouses, and meat houses would have been present on the farmsteads (Herman 1987:61-72).

One of the archaeological sites identified within the project area, the Griffith Site Area A, was first occupied during a period of Delaware history defined by De Cunzo and Catts (1990) as Intensified and Durable Occupation, 1730-1770. It was during this period in time when population increases and commercial expansion stimulated the growth of towns and the development of transportation and industry in the region. The population of New Castle County in 1740 has been estimated at about 10,800, not including black slaves, who probably accounted for from one-third to one-fifth of the population (Kellogg 1993a). Good, productive land was settled first, but as the population grew, marginal property was also occupied and colonists began to move inland away from the navigable rivers and streams.

Towns in the Upper Peninsula, such as Christiana, Newport, Cuckoldstown (modern Stanton), Newark, and Cantwell's Bridge (Odessa) were either founded or began to prosper. These towns were situated at prominent crossroads or navigation locations, and served as focal points for the local economy and society (Heite and Heite 1986). The town usually consisted of a tavern, a bridge or fording place, a grist mill and/or saw mill, wharves (if on a navigable river), perhaps a store, and domestic houses. None of the towns in northern Delaware were very large. Wilmington was a receiving and distribution center for local and regional farm produce, brought by water from these small villages of the Upper Peninsula.

New areas of settlement required improvements in the transportation network. Waterways continued to be important for transportation and commerce because roads were still limited in number and in poor condition. The few existing roads led to landings on rivers and the Delaware Bay where produce and goods were shipped by cheaper, and more efficient water transport. The condition of roads in the region improved considerably over the course of the eighteenth century, but in some locations they were poor even by contemporary standards (Munroe 1954:137; Gray 1961:309). From Wilmington and New Castle, roads radiated west, south, and north, connecting the Delaware River with the head of the Chesapeake Bay (Head of Elk), Kent and Sussex counties, and southeastern Pennsylvania.

Farming remained the most important activity for between 80 and 90 percent of the early settlers (Kellogg 1993a). Wheat was the primary grain produced, followed by rye, corn, barley, oats, and garden vegetables. Livestock continued to be important for the colony's inhabitants, and home manufactures were added to the economy by the middle of the eighteenth century (Kellogg 1993a). Farm sizes in the Piedmont and Upper Peninsula region were slightly larger than in the previous period, averaging about 320 acres in New Castle County (De Cunzo and Catts 1990: 67-71). Cleared or cultivated lands averaged between 15 and 20 percent of the total property. A landowner within the project area, Richard Griffith, referred to his 305-acre property as a plantation and wanted to retain the valuable wooded portions of his land.

Farm placements and layout changed as more and larger fields were needed for grain agriculture. Starting in the 1740s, more permanent methods of construction and material types were used (Carson et al. 1981; Herman 1987:26,109-110). Outbuildings reflected the changes in agriculture, with a general disappearance of tobacco sheds and the presence of more durable granaries and barns.

The American Revolution dominated the social and political scene in the county at the beginning of the third time period, 1770 to 1830: Transformation from Colony to State (De Cunzo and Catts 1990). The British blockade disrupted the maritime economy along the Delaware River and its tributaries. British warships landed raiding parties that took foodstuffs, livestock, and slaves from the inhabitants. Several military forces passed through Delaware during the Revolutionary War. In the fall of 1777, a large British and Hessian army landed in Cecil County, Maryland and marched through Newark and Hockessin towards Philadelphia. A small group of continental soldiers and militia engaged this force at Cooch's Bridge (just south of Newark). The Americans were forced to retreat after a brief skirmish, however. Aiken's Tavern in Glasgow served as the headquarters for the British forces.

By 1800 the population of Delaware was 64,273 including slaves and free blacks. Nearly 40% of the total lived in New Castle County (De Cunzo and Catts 1990:53). In 1790 fewer than half of the blacks in the state were free, but by 1800 greater than 57% were free. In 1800, free blacks accounted for about 13% and slaves for about 9.5% of the total population of the state (De Cunzo and Catts 1990:53).

Delaware's economy remained agricultural throughout the early nineteenth century. Wheat was still the dominant crop in the Piedmont and Upper Peninsula, but poor farming, soil erosion, exhausted land, and declining wheat prices contributed to the economic troubles of Delaware farmers. The rapid growth of the population and the decline of agricultural productivity during the early decades of the nineteenth century forced many new farmers in Delaware to clear and farm poor quality or marginal land. Many farmers were hard-pressed to turn a profit, and there was a large outmigration during the 1820s and 1830s. Hancock (1947:374) noted that the population of Delaware remained stationary between 1810 and 1820, and only began to rise again after 1840.

As people left Delaware, a labor shortage made farming on marginal and exhausted lands even more unprofitable. Less productive farms were abandoned and incorporated into the holdings of wealthier farmers (Herman 1987). The trend towards tenant farming in the eighteenth century dramatically increased during the 1800s and by the end of the nineteenth century, roughly half of all farmers in Delaware were either tenants or sharecroppers (Shannon 1945:418).

After the Revolution, rapid industrial and urban growth took place in New Castle County. The loss of jobs in agriculture was partly offset by new sources of income and employment in urban and industrial centers (Taylor 1964:441). Thus, much of the surplus population that were previously farm laborers, tenants, or unemployed, moved into urban and industrial centers where jobs were more plentiful.

Urbanization in New Castle County during the first quarter of the nineteenth century was stimulated by the presence of a transportation network and by agricultural and industrial production. Throughout the nineteenth century, improvements in transportation were the keys to urban, agricultural, and industrial development as recognized by the national government (Gallatin 1808). During this period methods and routes of transportation underwent substantial changes in the Piedmont and Upper Peninsula, as turnpikes, canals, and railroads were introduced. The first successful turnpike in Delaware was the Newport and Gap turnpike begun in 1808. By 1815, eight more turnpikes in New Castle County were chartered.

By 1850, wheat cultivation dominated in the Piedmont and Upper Peninsula down into St. George's Hundred. Farmsteads averaged a little over 200 acres in the Upper Peninsula. Farm layout and buildings reflected agricultural developments. In the study area diverse outbuildings and barns, necessary for grain production, could be found on the landscape. Dwellings were most commonly log or frame construction and only a few brick and stone houses were built.

The Industrial Revolution complicated regional development during the fourth time period in Delaware history, 1830-1880: Industrialization and Capitalization, when great strides in industrialization, urbanization, and transportation took place in northern Delaware (De Cunzo and Catts 1990). Philadelphia's economic influence over the region declined in the first half of this period, mainly due to Baltimore's rise and the demand of foreign markets for Philadelphia's agricultural produce declined. Regional farmers responded by diversifying their production, aided by improvements in transportation to markets, drainage techniques, fertilizers, and machinery. As a result, Delaware's Piedmont and Upper Peninsula were among the finest agricultural regions in the United States by 1860.

During the middle decades of the nineteenth century, farmers in Delaware specialized in producing corn, dairy products, fruits and vegetables, and lumber. Wheat and livestock production decreased correspondingly (Lindstrom 1978:125). The shift from cereal farming to market gardening continued into the twentieth century. By 1860, earlier dwellings were being replaced and enlarged by two-story hall-parlor or center-passage, single pile dwellings, with barns, corn cribs, and stables as outbuildings (Herman and Siders 1986:87).

From the 1830s to the 1870s, Delaware was the center for peach production in the eastern United States. Rich soil, favorable climate and rainfall, excellent transportation facilities, and strategic location near large markets made peach production a lucrative enterprise. The Delaware Railroad was essential to the Peach industry after its completion in 1856 (Hayes 1880:20-25). A disease known as the "Yellows," however, devastated the peach orchards in northern Delaware by the mid-1870s.

Much of the reemergence and success of both industry and agriculture in Delaware can be attributed to the improvement of transportation facilities that began in the 1820s with the construction of the Chesapeake and Delaware Canal that connected the Delaware and Chesapeake bays. Construction of the canal began in 1824 and was completed in 1829 with the final excavation of the "Deep Cut" near Summit. As many as 2600 workmen labored to dig the canal living in frame shanties or privately owned houses constructed for the purpose (Kellogg 1993a). The canal limited travel between northern New Castle County and the rest of the Delmarva Peninsula because only two roads crossed the Canal at Summit Bridge and St. Georges. The opening of the Canal led to the abandonment of the western two thirds of the New Castle and Frenchtown Railroad (Holmes 1961), and to the economic decline of the town of Christiana (Catts, Hodny, and Custer 1989b:38-40). The town of Summit Bridge benefited from its proximity to the canal. Simply known as Buck Tavern in the late eighteenth century, Summit Bridge expanded from a tavern and post office to a small hamlet with a church, two blacksmith shops, three stores, the Delaware Wagon Works and 15 residences by 1868 (Hoseth, Catts, and Tinsman 1994) and was able to serve the needs of the rural farmers.

The New Castle and Frenchtown Railroad Company grew out of the Turnpike Company of the same name opening a railway across the Delmarva Peninsula in 1831 in an effort to compete with the Chesapeake and Delaware Canal (Hoffecker 1977:43). The Baltimore, Wilmington, and Philadelphia Railroad linked Wilmington and its hinterland with both excellent sources of raw materials and markets

for the sale of finished products. The Delaware Railroad connected to the New Castle and Frenchtown Railroad west of Red Lion and passed south into southern Delaware through Middletown in 1857 (Watkins 1896) bringing the rest of Delaware into the economic sphere of Wilmington.

Located in the Upper Peninsula grain region, Pencader and St. George's farmers benefited from the proximity of the improved transportation routes. The farms in the area were large, cultivating an average of three times more acreage per farm than other regions of the state (Herman et al. 1989:31). It was during this period that Andrew Eliason amassed considerable amounts of land and constructed a mansion near his humble first home, which then became tenant-occupied. It is the remains of his first home that were identified within the Andrew Eliason Site limits.

The Civil War had a larger social than economic impact on the lives of Delaware's citizens. During the War, several temporary military encampments for home guard units were placed throughout the state, such as at Brandywine Springs. At the outbreak of the Civil War the population of Delaware was 112, 216 with 49 percent of the people residing in New Castle County (Kellogg 1993a).

During the fifth time period, 1880-1940: Suburbanization, New Castle County contained 59% of Delaware's population, the majority (nearly 70%) living in Wilmington. Between 1870 and 1900, the percentage of Delawareans employed in agriculture declined from 39.5 percent to 26 percent, while the percentage of persons engaged in industry and manufacturing rose from 23.5 percent to over 31 percent (Kellogg 1993a).

Beginning in the late nineteenth century and lasting into the twentieth century, farmers in Delaware focused on the production of perishable crops, and de-emphasized staple crops. A diversity of crops, including tomatoes, apples, potatoes, and truck produce were grown for the markets in New York, Philadelphia, Baltimore, and other cities. Further improvements in transportation throughout the state contributed to the importance of truck crops and dairy products in the late nineteenth century. Growth in truck farming was greatest between 1879 and 1899. In the Piedmont region farmers still grew cereal crops, but not for export or widespread consumption.

A noticeable decline in the size of farms and total farm acreage suggests that there was a period of farm abandonment and/or readaptation in the beginning of the twentieth century, coinciding with the beginnings of suburbanization in New Castle and Kent counties (Kellogg 1993a). Tenant farming, which had been common throughout all of the preceding periods, became even more prevalent during the late nineteenth century. Large land owners increased their holdings during the hard times of the 1820s and leased their lands to tenants. By 1900 over 50 percent of all the farmers in Delaware were tenants or share croppers. Farm tenancy remained common into the twentieth century.

The Dupont Highway, which opened in 1923, linked northern and southern Delaware and helped to complete the shift in agricultural production towards non-local markets and open new areas to productive agriculture. Improved transportation in the twentieth century also brought a decline in the importance of the many small crossroad and "corner" communities, such as Jesterville (Summit Bridge), Kirkwood, and Mt. Pleasant, that had sprung up in the late eighteenth and nineteenth centuries. These have been replaced by commercial and industrial "strip" development along the major transportation routes throughout the state.