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NATIONAL REGISTER ELIGIBILITY STUDY

LANCASTER PIKE (ROUTE 48)
BETWEEN ROUTES 141 & 41
NEW CASTLE COUNTY
DELAWARE

by

Mark A. Rower
April, 1975

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NEW CASTLE COUNTY
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by

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• ABSTRACT

This eligibility study provides a document which can be used by the Delaware Department of Transportation (DelDOT) to partly comply with the Section 106 review process presented in *36 CFR Part 800: Protection of Historic Properties*. Specifically, Section 4(b), Locating Historic Properties, and Section 4(c), Evaluating Historical Significance, of *36 CFR 800* are addressed. This document examines a one thousand foot wide study corridor that extends approximately 3.8 miles along Lancaster Pike (State Route 48), between State Routes 141 and 41, and determines if any of the resources (i.e. buildings, sites, objects, structures, and districts) appear National Register-eligible. The study concludes that eight of the fourteen properties examined contain resources that appear eligible. The eight properties include:

- Highfield (Masonic Home of Delaware), 4800 Lancaster Pike (N-12910)
- Limerick, 4700 Lancaster Pike (N-505)
- Stilley House (James Armor House), 4905 Lancaster Pike (N-506)
- Lewis Miller House, 511 Old Wilmington Road (N-4075/4075A)
- Chandler House, N side of Lancaster Pike, W of Centerville Road (N-12080)
- Letdown, 933 Centre Road (N-12685)
- Briedablik (main house), Centerville Road (N-12086)
- Oak Hill Inn, 4921 Lancaster Pike (N-507/ N-508)

Within the study corridor, the Coffee Run Mission (N-272) and the Wilmington & Western Railroad (N-4091) were previously listed in the National Register. National Register nominations were completed in 1990 for two resources determined eligible by this study, the Stilley House (N-506) and the Oak Hill Inn (N-507/ N-508). The nominations were prepared by Anne Wilson and Valerie Cesna, Historic Preservation Planners with the New Castle County Department of Planning. Also, three buildings originally surveyed during an earlier phase of this project, in 1988, have since been demolished:

- Barker House, 6001 Lancaster Pike (N-12082)
- Whitman/ Clark Complex (N-10081)
- Red Barn, Hercules Road (N-10937)

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• INTRODUCTION

This eligibility assessment was undertaken to comply with Section 106 of the National Historic Preservation Act of 1966, as amended (*36 CFR Part 800: Protection of Historic Properties*). The project entailed an architectural/historical investigation to identify and evaluate properties that are eligible for or already listed in the National Register of Historic Places. Specifically, Section 4(b), Locating Historic Properties, and Section 4(c), Evaluating Historical Significance, of *36 CFR 800* are addressed. The identification and evaluation processes followed the standards and guidelines set forth in *Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines*, as well as *Identification of Historic Properties: A Decisionmaking Guide for Managers*.

The project area encompasses an approximately 3.8-mile corridor of Lancaster Pike (State Route 48), bounded by State Route 141 to the east and State Route 41 to the west (see Figure 1). As such, it extends into Christiana and Mill Creek Hundreds, which are divided by the Red Clay Creek where it crosses Lancaster Pike. Within this area, properties within five hundred feet of the centerline of the road were examined.

The general criteria used in determining the National Register eligibility of these resources were those set forth in 36 CFR 60.4. More specific criteria is listed in the research design.

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded, or may be likely to yield, information important in prehistory or history.

This report includes a history of the area, a research design, an accompanying analysis concerning the identified resources, and a presentation of qualifications as per 36 CFR Part 61. Recommendations concerning the State Plan are addressed and one section of the appendix discusses the characteristics of the Country House Movement style of residential architecture. National Register nominations for Coffee Run Mission (N-272), the Wilmington & Western Railroad (N-4091), the Stilley House (N-506), and the Oak Hill Inn (N-507/ N-508) are appended as a separate appendix.

• CULTURAL HISTORY

The Dutch, represented by the Dutch West India Company, were the first to attempt a settlement in Delaware, near Lewes, in 1621. This short-lived venture was eclipsed by Swedish settlement attempts, near Wilmington, in the 1630s and 1640s. In 1655, Dutch governor Peter Stuyvesant attacked Swedish forts along the Delaware and gained control of the area. Stuyvesant made Fort Casimir, one of the captured Swedish forts, the capital of the Dutch colony and began planning an adjacent town, named New Amstel. Dutch claims ceased, however, in 1664, when the Duke of York sent an invasion fleet to Delaware and New York, exercising his claims to lands granted by Charles II. The result was the establishment of English rule in the Mid-Atlantic region.

The early settlement pattern in New Castle County consisted of dispersed farmsteads, linked by former Indian trails and paths. These primitive paths, along with the Delaware River and its numerous creeks, were the principal means of transportation and communication between the settled areas. Farming was the chief occupation of the area's residents. The primary crops of the farmers of New Castle County were grain crops. Small ports were established at the navigable heads of the numerous creeks that flowed into the Delaware River. The creeks played an important dual role of carrying commercial traffic to and from inland ports and supplying water power for mills. Numerous milling establishments were established on the banks of the Red Clay Creek, which traverses the study area, in the late eighteenth century.

Lancaster Pike was originally developed by the Wilmington Turnpike Company, incorporated in 1808. The route chosen by the turnpike company was most likely an Indian trail that developed into a roadway during Delaware's colonial settlement. This early roadway, like many of the other colonial roads, was developed to enhance trade and commerce between coastal ports and interior farms and mills. The predecessor to Lancaster Pike, apparently known as the Old Wilmington Road, connected the port of Wilmington with the farms and mills of northern Delaware and southeastern Pennsylvania (Wilson and Cesna 1990).

The Wilmington Turnpike Company was authorized to build and operate a turnpike from Wilmington to the Pennsylvania line, or from Wilmington to the Gap and Newport Turnpike, then being developed. The corporation was allowed to condemn and take both land and materials, if necessary, and there was strict management and maintenance requirements for the up-keep of the road. Delaware generally followed Pennsylvania turnpike legislation as a model, specifying a straight route with a gentle grade, the construction of bridges over streams, and a clear announcement of the toll amounts. A total right-of-way of up to a hundred feet in width was allowed (Stephenson n.d.: 4).

The Gap and Newport Turnpike was the first turnpike in Delaware, incorporated when the Delaware Legislature passed an act on January 30, 1808. The Gap and Newport Turnpike was the continuation of a turnpike established in Pennsylvania, and upon completion extended from Lancaster, "near the Gap tavern", to Newport on Christiana Creek (Scharf 1888: 416). This turnpike served to link the port of Newport with the agricultural products of Lancaster County. Instead of establishing a separate route, Lancaster Pike linked with the Gap and Newport Turnpike in Mill Creek Hundred, near the small hamlet known as Loveville. Thus, Lancaster Pike was able to connect the port of Wilmington with this commercial traffic.

As the two pikes were related to each other, the design of Lancaster Pike was probably very similar to the Gap and Newport Pike, discussed as: "not exceeding one hundred feet in width, twenty feet to be an artificial road bedded with road-stone, gravel, clay or other proper material, compacted together a sufficient depth to make a solid foundation, and faced with clay, gravel, or stone, in such a manner as to secure a firm and even surface, rising toward the middle by a gradual arch." (Scharf 1888: 416) Also, on the Gap road, persons going to and from public worship and funerals were exempted from the toll.

The company organization of the Wilmington Turnpike Company was finalized on October 23, 1809, with Jacob Broom appointed as president. By September, 1812, four and half miles were completed and put into operation. The remaining section of one mile and fifty-eight perches was licensed in December, 1817. The total cost of building and equipping the road was \$39,549.97 (Scharf 1888: 417). Special "commuter rates" were available for people who lived along the route. Two toll gates were built along the turnpike between the Gap and Newport Pike and the edge of Wilmington. One was located near the edge of Wilmington and the other was located three and a half miles south of the Gap Road, near the Stilley House (N-506). The tolls were slightly higher for the passage into town (Stephenson n.d.: 4). The Oak Hill Inn (N-507), the Stilley House (N-506), and the Coffee Run Mission (N-272) date from the early years of the turnpike. An excellent example of the type of vernacular farmhouses from the initial years of the turnpike development is the original section of Limerick (N-505), built in 1815.

Throughout the eighteenth and early nineteenth centuries, the landscape of the study area consisted of dispersed farmsteads and the primary occupation remained agriculture-related. Scattered farmsteads bordered the pike, broken only by inns, schools, and churches (see Figure 2). Buildings from this era included the Barker House (N-12082, demolished), the Oak Hill Schoolhouse (N-12083), and Loveville Post Office (N-12085). Like much of New Castle County, interspersed amongst the vernacular rural landscape were larger farms and estates, often with high-style main houses and a full complement of outbuildings and ornamental landscaping, i.e. Stilley House (N-506), and the William Jordan House (N-12084).

The mid-nineteenth century ushered in a second period of settlement. The easily passable road, within close proximity to Wilmington, attracted individuals, typically with mercantile interests in the city, to erect fashionable suburban homes in the country (see Figure 3). These upper middle class houses differed from their eighteenth-century counterparts as they were not dependent on an agrarian income base. Examples of this suburban movement are the Italianate-style Highfield (N-12910) and the Tuscan Villa-style Chandler House (N-12080). Concurrent with this suburban movement were the continuing establishment of agricultural complexes, including the Lewis Miller House (N-4075/ 4075A), the Whitman/Clark Complex (N-10081), and the Taylor Tenant House (N-12078).

The Wilmington & Western Railroad (N-4091), which traverses the study area, was established in 1872 to serve the numerous industrial establishments along Red Clay Creek. According to the 1881 Hopkins atlas, a station was located north of Lancaster Pike, at Wooddale, but there was not a station along Lancaster Pike. The railroad appears to have little effect upon the settlement of Lancaster Pike.

The establishment of Lammont du Pont Copland's estate, Mount Cuba, dramatically altered the character of this section of Lancaster Pike. The Coplands, like other du Pont-related families, began an aggressive land acquisition campaign in the early twentieth century, buying and incorporating adjacent lands to establish an estate, which at one time

encompassed nearly 2,000 acres. Mount Cuba maintained the rural character of this area, preventing the subdivision of roadside lands, until the acquisition of a major section of the estate by the Hercules Corporation in the 1970s. The early twentieth century witnessed a third distinct chapter in the settlement patterns of Lancaster Pike, namely, the Country House Movement that was popularized throughout the eastern seaboard (see Appendix A). This movement was represented by the construction of new houses detailed after colonial and "early American" antecedents and the expansion of authentic colonial and federal era houses with compatible additions. The Country House Movement was not just an expression of architectural preference, but also a social statement for estate life and gentleman farming.

In contrast to the suburban settlement of the late nineteenth century, this later wave served as primary residences for a population characterized by independent incomes and/or professional non-mercantile interests. Braidablik (N-12086), restored circa 1925 and developed into a state-of-the-art dairy farm, and Limerick (N-505), expanded with a stone addition and enhanced with formal gardens among outbuilding ruins in the 1930s, and the construction of Letdown (N-12685) in 1935, are excellent examples of this phenomenon. Scattered vernacular dwellings were built in the study area during the early nineteenth century, including N-12077 and N-12079. Two concrete slab bridges (N-12574 and N-12575) and one steel girder bridge (N-12081) were built on Lancaster Pike between 1929 and 1941.

• RESEARCH DESIGN

The goal of this study was to evaluate Lancaster Pike to determine if there are resources eligible for the National Register. This was accomplished by determining relevant historic contexts and property types, consistent with the *Delaware Comprehensive Historic Preservation Plan*, and establishing appropriate evaluation criteria for the historic resources. This study will serve to contribute to and expand upon the Historic Preservation Plan.

In addition to on-site visual analysis and photographic documentation, primary and secondary research was completed to gain a better understanding of the individual sites and the historic contexts of the Lancaster Pike area. This research included the use of atlases, as well as oral and written histories. Deeds and tax records were consulted and this information is included in the survey cards. Of particular value to this project were historic photographs provided by the respective property owners, and aerials obtained from archives.

Certain knowledge of the area was brought to the project by the authors, who, via related projects in New Castle County, were familiar with the patterns of development and resource types typical to New Castle County. A windshield survey of the study corridor revealed an above-average survival of potentially historic resources. It was quickly revealed through research that the turnpike was established in early nineteenth century, and potential resources could date to this era and possibly earlier. Atlas research also revealed the extent of development at various times, and associated family and estate names.

Lancaster Pike has undergone three general periods of development: early settlement, nineteenth-century suburban settlement, and the early-twentieth-century Country House Movement. A reconnaissance survey revealed the types of resources to be found on Lancaster Pike. From this reconnaissance survey, the relevant historic contexts and related property types, as established in the *Delaware Comprehensive Historic Preservation Plan*, were established as:

- 1) Architecture in the Piedmont Zone, 1730-1940
- 2) Transportation and Communication in the Piedmont Zone, 1730-1940
- 3) Agriculture in the Piedmont Zone, 1730-1940
- 4) Education in the Piedmont Zone, 1770-1880
- 5) Community Organizations in the Piedmont Zone, 1880-1940
- 6) Religion in the Piedmont Zone, 1730-1880

Essentially, the majority of the resources surveyed were evaluated for their architectural significance, all with regard to style. An essay on the Country House Movement is included in the appendix. The transportation context is less prevalent. Most likely, this is because this section of Lancaster Pike evolved from a rural area into a wealthy suburb, bordered by large landholdings. As land was annexed into large estates such as Mount Cuba, or held by large landowning families such as the Lairds, developable roadside land diminished. However, there are a few remaining property types that could be classified under the transportation context. The agricultural context relates to a number of the resources.

There are three property types that represent anomalies to these contexts: a school-house, a home for the aged, and a religious mission. Historical research is insufficient for the development of suitable criteria for the Education, Community Organizations, and Religion

contexts. The development of criteria for the school would not be relevant, as it appears ineligible for its lack of integrity (see criteria under architecture). The home for the aged appears eligible for its architecture, as well as its association with Masonic history. Thus, the building will be evaluated for its architectural significance. Coffee Run Mission, the only property type related to the religion context, has already been determined eligible for the National Register, and therefore criteria for which to evaluate the resource is not warranted. Brief recommendations concerning the development of a context for institutions like the Masonic Home, particularly with regard to design, is presented in Recommendations. The rest of the property types encountered in the reconnaissance survey and the applicable criteria are listed below.

1) Architecture in the Piedmont Zone, 1730-1940

-) Gothic Revival
-) Greek Revival
-) Tuscan Villa
-) Italian Villa
-) Bungalow
-) Colonial Revival (Second Period)
-) Country House Movement
-) Vernacular

Criteria of Integrity

The integrity of a building's style is judged on issues such as:

- a) the degree to which renovation and/or alteration have adversely affected character-defining features.
- b) the degree of deterioration a building has endured.
- c) if the building has been moved.
- d) if the building's setting has been altered.
- e) if outbuildings contribute to the complex.

Criteria of Significance

The significance of a building's style is judged on issues such as:

- a) how well a building embodies distinctive characteristics of its style*.
- b) if the resource is the work of a master.
- c) how well a resource possesses high artistic values.
- d) whether or not the structure has been associated with events or persons significant to this context.
- e) the importance of the resource to architectural history, taking into account that a resource can embody multiple types and periods and, therefore, contexts.

* For a listing of architectural styles and characteristics, see Gabrielle M. Lanier and Bernard L. Herman, "A Field Guide to Delaware Architecture" (Newark, DE: Center for Historic Architecture and Engineering, 1992), available at the Delaware State Historic Preservation Office, Dover, DE. See also Virginia & Lee McAlester, A Field Guide to American Houses (New York: Alfred A. Knopf, 1988).

2) Transportation and Communication

-) Highway Tavern
-) Post Office
-) Railroads

Criteria of Integrity

The integrity of the above facilities is judged on issues such as:

- a) the degree to which renovation and/or alteration have adversely affected character-defining features.
- b) the degree of deterioration a building has endured.
- c) if the building has been moved.
- d) if the building's setting has been altered.
- e) if outbuildings contribute to the complex.

Criteria of Significance

The significance of the above facilities is judged on issues such as:

- a) how well a building embodies distinctive characteristics of a type.
- b) whether or not the structure has been associated with events or persons significant to this context.
- c) the importance of the resource to the history of transportation and communication, taking into account that a resource can embody multiple types and periods and, therefore, contexts.
- d) the importance of the related transportation or communication mode with the development of a region.

3) Agriculture

-) Farmhouses
-) Outbuildings

Criteria of Integrity

The integrity of the above facilities is judged on issues such as:

- a) the degree to which renovation and/or alteration have adversely affected character-defining features.
- b) the degree of deterioration a building has endured.
- c) if the building has been moved.
- d) if the building's setting has been altered.
- e) if outbuildings contribute to the complex.

Criteria of Significance

The significance of the above facilities is judged on issues such as:

- a) how well a building embodies distinctive characteristics of a type.
- b) whether or not the structure has been associated with events or persons significant to this context.
- c) the importance of the resource to agricultural history, taking into account that a resource can embody multiple types and periods and, therefore, contexts.

• ANALYSIS

Seventeen historic resources were identified in 1988, during the initial survey phase. Three buildings have since been demolished. Thus, fourteen historic resources were evaluated individually. The resources were documented on SHPO Determination of Eligibility forms, attached in the appendix.

The criteria of integrity and significance for this historic theme were applied to the following resources, arranged by numerical order of CRS number.

1) Highfield (Masonic Home of Delaware), 4800 Lancaster Pike (N-12910)

Highfield (N-12910), built c. 1845, is an important and early example of the Italian Villa-style. The house and outbuildings, although altered when converted to institutional use in the early twentieth century, retain a high level of integrity. The c. 1922 Masonic Home addition (N-12910), which is interconnected with Highfield, is an excellent example of the academic Georgian Revival-style. A monument to Gunning Bedford, moved to the site in 1920, is a contributing object. The surviving outbuildings as well as the park-like setting and windy drive reflect the stylistic preferences of the mid-nineteenth century, that is, the romantic Downingsesque landscape often associated with this era. The complex of interconnected and related buildings and objects appears eligible for the National Register under Criterion C. The resource relates to the following historic contexts: Architecture in the Piedmont Zone, 1830-1940, and Community Organizations in the Piedmont Zone, 1880-1940.

2) Limerick, 4700 Lancaster Pike (N-505)

Limerick, originally built circa 1815 and remodeled circa 1936, is an excellent example of the early twentieth-century popularity of the conversion and expansion of eighteenth and early nineteenth-century houses into country estates. The Country House Movement in New Castle County is strongly connected to the expansion, diversification, and prosperity of the du Pont companies in the early twentieth century and the large number of country houses built for second generation beneficiaries of the du Pont fortunes. As an example of the Country House Movement's integration of architecture and landscape, Limerick appears eligible for the National Register under Criteria A and C. The resource relates to the following historic contexts: Architecture in the Piedmont Zone, 1770-1940 and Agriculture in the Piedmont Zone, 1770-1940.

3) Stilley House (James Armor House), 4905 Lancaster Pike (N-506)

The Stilley House is an excellent example of the evolution, through expansion and stylistic change, of an early house in this section of New Castle County. The oldest section is believed to date from the late 1700s; the building was altered in the Italianate style in the mid-1800s; and in the 1920s was enlarged and updated in the manner of the Country House Movement. The building was individually nominated to the National Register under Criterion A in March, 1990, by Anne Wilson and Valerie Cesna, Historic Preservation Planners with the New Castle County Department of Planning. The nomination was approved by the State Historic Preservation Review Board in 1991. The resource relates to the following historic contexts: Architecture in the Piedmont Zone, 1770-1940, and Transportation and Communication in the Piedmont Zone, 1770-1940.

4) Oak Hill Inn, 4921 Lancaster Pike (N-507/ N-508)

The Oak Hill Inn is an important survivor of an early-eighteenth-century vernacular log building and roadside tavern. The building had experienced a number of alterations and additions in the nineteenth century. Associated with the inn are the ruins of a barn (N-508) and a springhouse. The building was individually nominated to the National Register under Criteria A and C in July, 1990, by Anne Wilson and Valerie Cesna, Historic Preservation Planners with the New Castle County Department of Planning. The nomination was approved by the State Historic Preservation Review Board in 1991. The resource relates to the following historic contexts: Architecture in the Piedmont Zone, 1770-1880, Agriculture in the Piedmont Zone, 1770-1880, and Transportation and Communication in the Piedmont Zone, 1770-1880.

5) Lewis Miller House, 511 Old Wilmington Road (N-4075/ 4075A)

The significance of this c. 1870 agricultural complex is high because it embodies distinctive characteristics of the Gothic Revival-style of architecture applied to a typical vernacular form. The main house is notable for its late Gothic Revival detailing and the privy and barn are intact survivors of a once common form. As well as the main house, privy, and barn, the complex contains frame chicken houses dating from the 1930s and the stabilized and preserved ruins of a late eighteenth century house (N-4075A). The complex appears eligible for the National Register under Criterion C. The resource relates to the following historic contexts: Architecture in the Piedmont Zone, 1830-1940, and Agriculture in the Piedmont Zone, 1830-1940.

6) Bungalow, S side of Lancaster Pike (N-12077)

This building does not exhibit any advance in the construction, materials, or design of the Bungalow style and has been considerably altered since it was constructed circa 1925. Because of the extensive alterations and additions, the house does not appear eligible for the National Register. The resource relates to the following historic context: Architecture in the Piedmont Zone, 1880-1940.

7) Taylor Tenant House, 6504 Lancaster Pike (N-12078)

The Taylor Tenant House has been considerably altered since it was constructed in the mid-nineteenth century. Because of the extensive alterations and additions, the house does not appear eligible for the National Register. The resource relates to the following historic contexts: Architecture in the Piedmont Zone, 1830-1940, and Agriculture in the Piedmont Zone, 1830-1940.

8) Dwelling, N side of Lancaster Pike (N-12079)

This property contains a c. 1915-20 vernacular frame tenant house, stuccoed masonry garage, and springhouse. This building does not exhibit any advance in the construction, materials, or design of the vernacular style and does not appear eligible for the National Register. The resource relates to the following historic context: Architecture in the Piedmont Zone, 1880-1940.

9) Chandler House, N side of Lancaster Pike (N-12080)

The Chandler House reflects the Tuscan Villa-style popularized by A.J. Downing in the mid-nineteenth century. The frame structure has experienced a number of alterations, but

retains a high level of integrity. As an example of an important architectural style, rare in the area, the Chandler House appears eligible for the National Register under Criterion C. The resource relates to the following historic context: Architecture in the Piedmont Zone, 1830-1940.

10) Oak Hill Schoolhouse, 4805 Lancaster Pike (N-12083)

The Oak Hill Schoolhouse has been considerably altered since it was constructed in the mid-nineteenth century. The conversion of the building to a residence and the addition to the east have severely compromised its architectural integrity and setting. Because of the extensive alterations and additions, the Oak Hill Schoolhouse does not appear eligible for the National Register. The resource relates to the following historic contexts: Architecture in the Piedmont Zone, 1770-1940, and Education in the Piedmont Zone, 1770-1880.

11) William Jordan House, 6809 Lancaster Pike (N-12084)

This circa 1810 building, enlarged circa 1830, was extensively renovated in the Country House style in 1930. However, the integrity of the building has been severely compromised: in recent years the house has been extensively altered, including the removal of c. 1830 stucco and the construction of two large non-compatible additions. As such, the property's present appearance no longer conveys either its circa 1830 or circa 1930 historic appearances and does not appear eligible for the National Register. The resource relates to the following historic contexts: Architecture in the Piedmont Zone, 1770-1940, and Agriculture in the Piedmont Zone, 1770-1940.

12) Loveville Post Office, 6669 Lancaster Pike (N-12085)

The integrity of this circa 1850 building is low: in the mid-twentieth century extensive interior and exterior alterations were undertaken. This resulted in the removal of the majority of both the exterior and interior character-defining features. As such, this building does not appear eligible for the National Register. The resource relates to the following historic contexts: Architecture in the Piedmont Zone, 1830-1880, and Transportation and Communication in the Piedmont Zone, 1830-1880.

13) Bredablik, Centerville Road (N-12086)

The significance of Bredablik is high because it embodies the distinctive characteristics of the Country House Movement. The alterations made to the main house changed a relatively simple vernacular farmhouse into an ideological version of the colonial period, set in a highly ornamental landscape. The functionally related estate dairy farm, which once rivaled such famous model estate farms as Winterthur and Nemours, has lost its integrity through extensive demolition, alterations, and subdivision. As such, only the main house appears eligible for the National Register under Criteria A and C. The resource relates to the following historic contexts: Architecture in the Piedmont Zone, 1830-1940, and Agriculture in the Piedmont Zone, 1830-1940.

14) Letdown, 933 Center Road (N-12685)

Letdown is an excellent example of the early twentieth-century popularity of the Country House Movement in New Castle County. Letdown was constructed as a wedding gift for a du Pont heir. Letdown represents, through its hierarchical assemblage of renovated early buildings, buildings moved to the site, outbuildings, the "new" main house, and the

surrounding landscape, all of the ideals integral to the Country House Movement. As an example of the Country House Movement's integration of architecture and landscape, Letdown appears eligible for the National Register under Criteria A and C. The resource relates to the following historic contexts: Architecture in the Piedmont Zone, 1770-1940, and Agriculture in the Piedmont Zone, 1770-1940.

Demolished Buildings

Three resources originally surveyed in 1988, during an earlier phase of this project, have since been demolished. Their survey cards, with update forms, have been submitted to the SHPO.

- 1) Barker House, 6001 Lancaster Pike (N-12082)
- 2) Whitman/ Clark Complex (N-10081)
- 3) Red Barn, Hercules Road (N-10937)

Previously Listed Resources

- 1) Wilmington & Western Railroad (N-4091)

The Wilmington & Western Railroad was listed in the National Register on 9/8/80 under Criterion A. The railroad falls within the context Transportation and Communication in the Piedmont Zone, 1830-1940.

- 2) Coffee Run Mission (N-272)

The Coffee Run Mission was listed in the National Register on 4/11/73 under Criterion A. The resource falls within the context Religion in the Piedmont Zone, 1770-1880.

Bridges

Three bridges located in the project area (N-12574, N-12575, N-12081) were evaluated in a separate study (Spero 1991). None were determined eligible.

• CONCLUSION

Fourteen individual historic resources were surveyed in the field. Of these, eight were determined to be individually eligible for the National Register. Also accounted for during the field survey was the fact that there are no standing resources at four previously demolished properties, including an important early-nineteenth-century country house, Clermont, which was located on the southeast corner of Lancaster Pike and Center Roads. It should be noted that N-502 and N-503, previously submitted, have been revised and incorporated as part of N-12685 (the "Letdown" complex). Background material, including survey forms and photographs are located at the Delaware State Historic Preservation Office, Dover, DE.

• RECOMMENDATIONS

Essentially, the objectives of the research design were met. The main contribution to the Historic Preservation Plan from this study concerns the context for the Country House Movement, discussed in the appendix. The authors offer the following brief recommendations for the development of a context for institutional buildings, in this case, with regard to the Masonic Home (N-12910). Stylistically, the Masonic Home appears to relate to the early-twentieth-century designs at the University of Delaware. The Philadelphia architectural firm of Frank Miles Day and Charles Z. Klauder had been appointed architects for the university in 1915. On a smaller scale, the Masonic Home stylistically relates to the Sunday school addition to the parish house of New Castle's Immanuel Episcopal Church, designed by Lausat Richter Rogers in 1913. As an aside, in 1916 Rogers was working for Day and Klauder (Beckman 1986: 26). Particularly with regard to design, the Masonic Home appears to relate to these other institutions and dates from the same period.

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Woodstock, VA: Thunderbird Archeological Associates, n.d.
- Wilson, Anne and Valerie Cesna
"Charles Springer Tavern National Register Nomination." July, 1990.

• PERSONNEL

Mark A. Bower, Associate Principal, Director of Historic Preservation Group, Kise Franks & Straw, Inc. BFA, Ohio Wesleyan University; MS in Historic Preservation, University of Pennsylvania. Seven years of cultural resource management and preservation planning in the Mid-Atlantic region.

Martin B. Abbot, Historic Preservation Specialist, Historic Preservation Group, Kise Franks & Straw, Inc. BS in Urban and Regional Studies, Cornell University. Three years of experience in historic preservation planning and cultural resource management in the Mid-Atlantic region.

• APPENDIX

- APPENDIX A: Country House Movement
B: Figure Graphics
C: National Register Nominations
D: Determination of Eligibility Forms and Boundaries

Country House Movement

The early twentieth century witnessed a distinct chapter in the settlement patterns of Lancaster Pike; namely, the country house movement that was popularized throughout the United States in the late nineteenth and early twentieth centuries. Beginning in the 1880s, there occurred a sharp change in the perception of the role, purpose and design of country houses. The mid-nineteenth century country house, typically modest in scale and ornament, was derived from the ideals of influential writers such as A.J. Downing, J.C. Stevens and A.W. Cobb. They advocated life in the country as associated with a higher moral sense, as well as a refuge from an expanding industrial society.

During the last two decades of the nineteenth century there was a shift towards a more Anglo-American ideal of the country house, not as an unostentatious retreat but as an estate or show place, where competition rather than morality was the often unspoken impetus for construction. Most American country houses, regardless of style, were modeled after their English counterparts of the late Victorian and Edwardian eras.

A major difference between the English and American country house was not so much architectural but concerned the patterns of land inheritance. The English country house was often the center of an income-producing estate with hundreds or thousands of acres, while the American examples seldom included more than a few hundred acres, and most were contained in less. While primogeniture and entails enabled English estates to remain in one family for generations, the American estate was not bound by such restrictions. The lack of preservation of capital through primogeniture almost always insured a one to two generation life span for American estates.

Another difference between the two movements and probably the most immediately recognizable one was the American country house's obsession with technology. While the building's appearance invariably stemmed from another age, the internal workings often featured state-of-the-art mechanical equipment including central heating, lavish plumbing, electrical conveniences, wood and trunk lifts, ice machines and well-equipped laundries. The English country house continued the labor intensive domestic patterns of previous centuries, which required numerous servants, while the technology of the American country house required far less domestic staff.

The country house bespoke a leisured class, with large houses rich in historical associations, highly architectural and outfitted in great luxury. The house served as the centerpiece for a lifestyle which emphasized entertaining on a great scale (the "country house weekend"), epicurean pleasures, and athletic activities such as riding, tennis, bowling, and swimming. Other pursuits often associated with the Country House Movement included the development of model farms, hunting and gardening. With regard to gardening, there was an emphasis on the construction of great conservatories and the establishment of romantic English gardens, with their natural woodlands serving as a

backdrop for more formalized elements such as pools, pergolas, terraces, and statuary. The English garden designs of Jeykil, Robinson, Lutyens and V. Sackville West came into prominence during this era. Also often associated with the main house was a model farm with dairy barns, stables, riding rings, paddocks, sheep folds, orchards, kitchen gardens, water towers and the requisite dovecotes.

In New Castle County, notable examples from the turn of the century include Nemours (N-9570), designed for Alfred I. duPont by Carrere and Hastings, and built in 1909-10, the Cotswold-styled Bramshott (N-7659) by Mellor, Meigs and Howe, and Granogue (N-422) built in 1923 for Irene duPont, designed by Albert Spahr. Other examples include the French Provincial-style design, Chevannes, for Mrs. B. (Bessie) Gardner duPont by Albert E. Ives; the Italian Renaissance design, Archmere, in Claymont, designed in 1916 by Alexander James Harper and Clay McClure for John Jacob Rascob; and the Colonial Revival-style design, Walnut Hill (N-404), redesigned by Laussat Richter Rogers for Thomas Holcomb in 1912-13, after a damaging fire.

By the 1920s, however, a new style of American country house came into vogue. The nomenclature for this new style is still being developed, however, these houses are clearly distinguishable from the previous generations. Since there is not a standard nominative, this essay refers to this style as the Academic American Vernacular Style.

American awareness and acceptance of the architecture and material culture of the colonial and Federal periods increased through such publications as the *The White Pine Series of Architectural Monographs*, Fiske Kimball's groundbreaking books on early American architecture, and such popular tomes as Homes of our Ancestors by Halsey, et al. In the teens and twenties, hundreds of publications and articles focused on America's colonial architecture, and new construction was designed in period styles. The sheer numbers and influence of these publications cannot be underestimated. The *White Pine Series* featured thousands of photographs and measured drawings, and was published between 1915 and 1936. In 1924, the publication could boast nearly 10,000 subscribers who were architects. In December of 1925, the Laird restoration of the George Read II House in New Castle was given a full issue, and the February 1926 edition featured an article devoted to "New Castle, Delaware, an Eighteenth Century Town."

On the eastern seaboard, where the vernacular tradition was strongest, the majority of new country houses began to be constructed not in the grand English or Continental traditions but rather in the high style American Colonial and Federal styles and the informal picturesque traditions of the vernacular. These houses were not Colonial Revival, but were academically correct in details, such as massing, masonry and proportion. The countryside around Philadelphia was at the forefront of this movement, with old farms in Bucks County and Chester County being rapidly bought up and converted to gentlemen's estates. So prevalent was this practice that many periodicals of the period referred to the houses of this type as the Philadelphia-style. The quintessential architect of the new Philadelphia-style was R. Brognard Okie. When an old building was not available, a new country house could be convincingly constructed to evoke an earlier time. Well known replica structures from this period include Pennsbury Manor, near Philadelphia, by Okie and the Governor's Palace at Williamsburg by Perry, Shaw, and Hepburn.

This shift towards the Academic American was clearly established nationally by 1920, yet comparatively few country houses were built in upper Delaware. Several theories have been put forth to explain the general delay of the arrival of the Academic American Vernacular style in Delaware. Until a comprehensive study can be undertaken it appears

that this phenomena is based in part on the local economic climate and demographics. Apparently, the beginning of the trend was the adaptation and restoration of existing structures. In addition to the Read House, which was nationally known through publications, another equally important house from this period includes Eleutherian Mills. It appears that a large number of commissions in Upper Delaware were undertaken by Brown & Whiteside Architects of Wilmington. There are a handful of Academic American Vernacular houses in New Castle County from the 1920s. Governor C. Douglas Buck commissioned Okie to design a library addition to his mid-nineteenth century Italianate-style country house, Buena Vista, located on Route 13 several miles south of Wilmington. The library was constructed in the Academic American Georgian style between 1930 and 1932. It can be assumed that the Governor's residence influenced others to adopt the new style.

The reorganization and diversification of the DuPont Powder Company in 1902, and the anti-trust suits which split the DuPont holdings, creating the Hercules and Atlas companies, combined to make Wilmington the chemical capital of the United States. Spectacular profits from the First World War and the patent for nylon in 1936 created one of the largest family held fortunes in the world. This enabled second generation heirs of the reorganized company, such as H.F. duPont, to assemble, in a decade, the single greatest collection of American decorative arts and period rooms at his family estate, Winterthur.

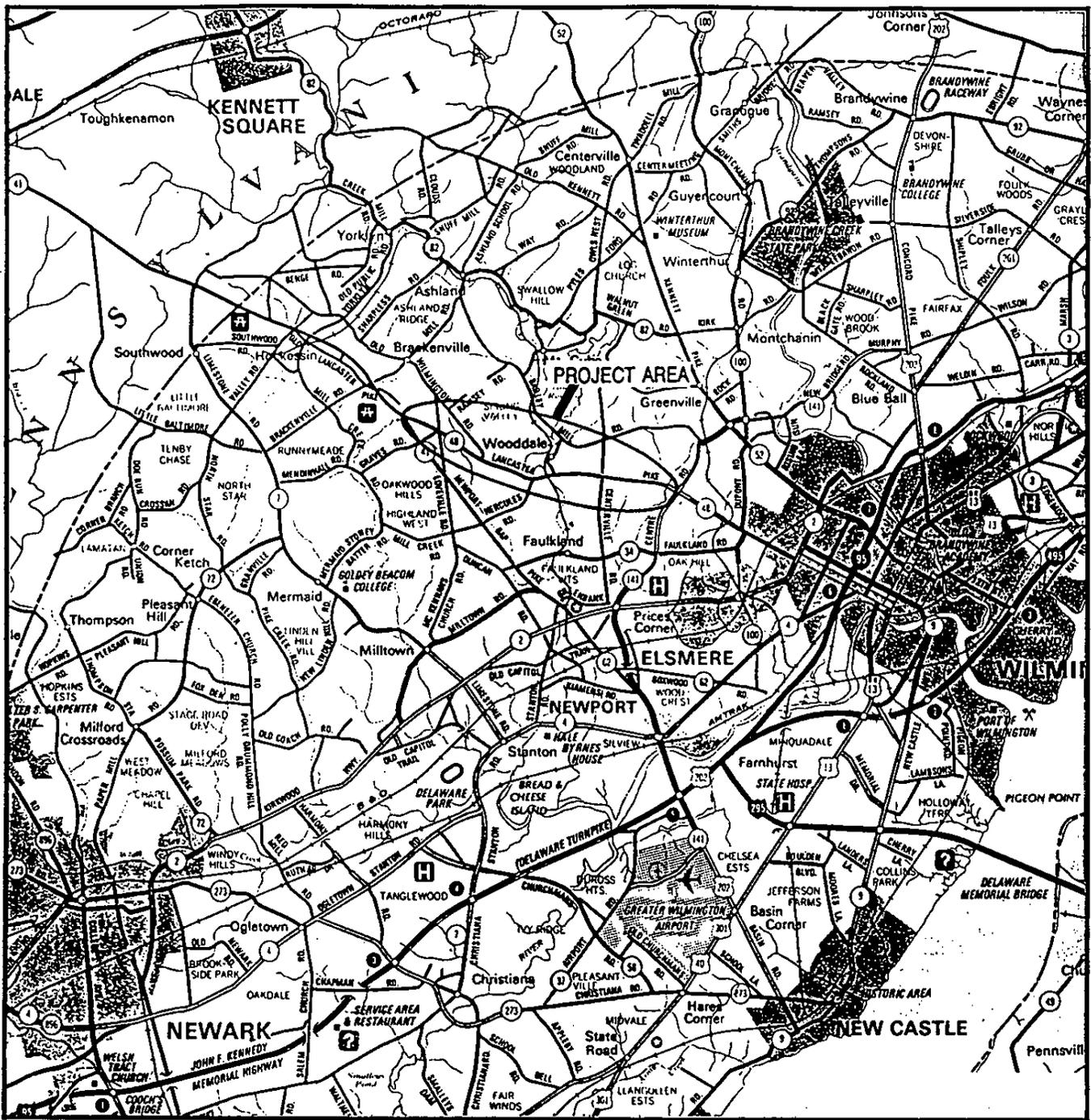
While Winterthur's architectural contribution is questionable, the interiors and gardens were rapidly assimilated and became the stylistic standard for Delaware's leading families and a new generation of duPont related families. Many heirs set up estates in the late 20s and 30s. This generation continued to adapt older buildings, such as the 1935-41 restoration of Lower Louviers (N-341) originally constructed in 1811 for Victor duPont. Concurrently, estates such as Shortwood (N-1158), Letdown (N-12685) and Limerick (N-505) were built by the new generation, who preferred the relative informality of the Academic American Vernacular Style.

Victorine duPont Homsey and her husband Samuel, both architects with strong duPont connections, returned to Delaware from Boston in 1935. Well versed in the new style, the Homsey firm by 1936 had a near monopoly on country home commissions. The Homseys could switch styles with great dexterity. Evidence includes their restoration and expansion of Lower Louviers (1935) in the neo-classical taste, the design of Mount Cuba in the formal Georgian mode, and the design of the picturesque 18th century vernacular tradition at Letdown. So successful was the Homsey firm that, in the height of the depression, they constructed a country house in Mill Creek Hundred with gardens designed by Wheelwright and Stevenson.

In summary, the Academic American Vernacular Style in New Castle County followed patterns similar to national trends. Distinguishing characteristics include the duPont connection with nearly every estate established during this era, and the later period of development that extended well into the 1930s. Equally significant is the establishment of a regional duPont style focused on early American designs, through the influence of H.F. duPont, and the work of the architectural firm of Samuel and Victorine duPont Homsey.

Bibliography

Homsey, Eldon DuP. and Richard L. Dayton of the firm Victorine & Samuel Homsey, Architects, Inc. Interview with author, 20 March 1991, Wilmington, DE.



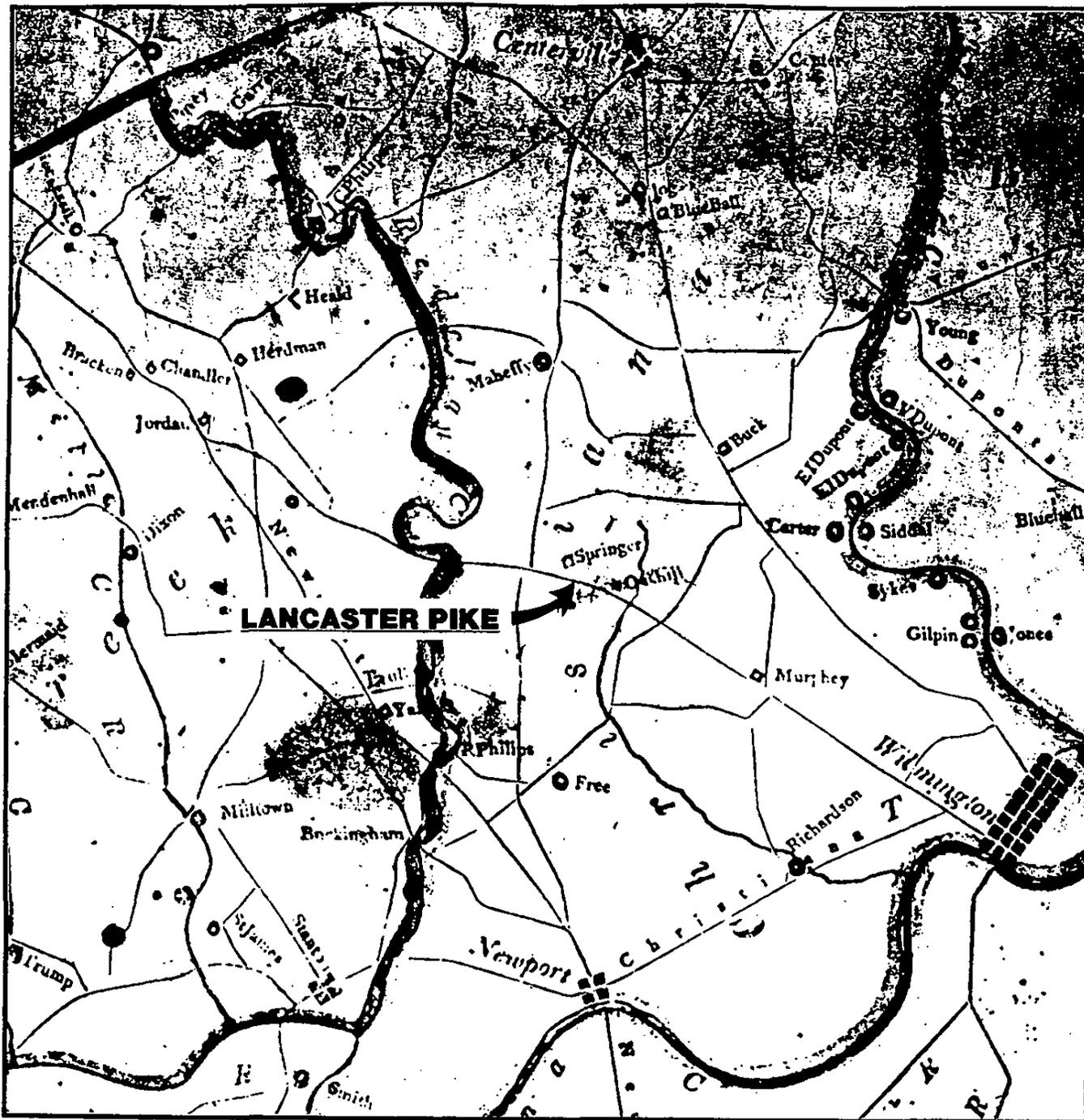
Area Context Map
 Scale 1 inch = 2 miles

**Delaware Route 48
 Lancaster Pike**
 Between Routes 41 and 141
 New Castle County, Delaware

Area Context
 Figure 1



North

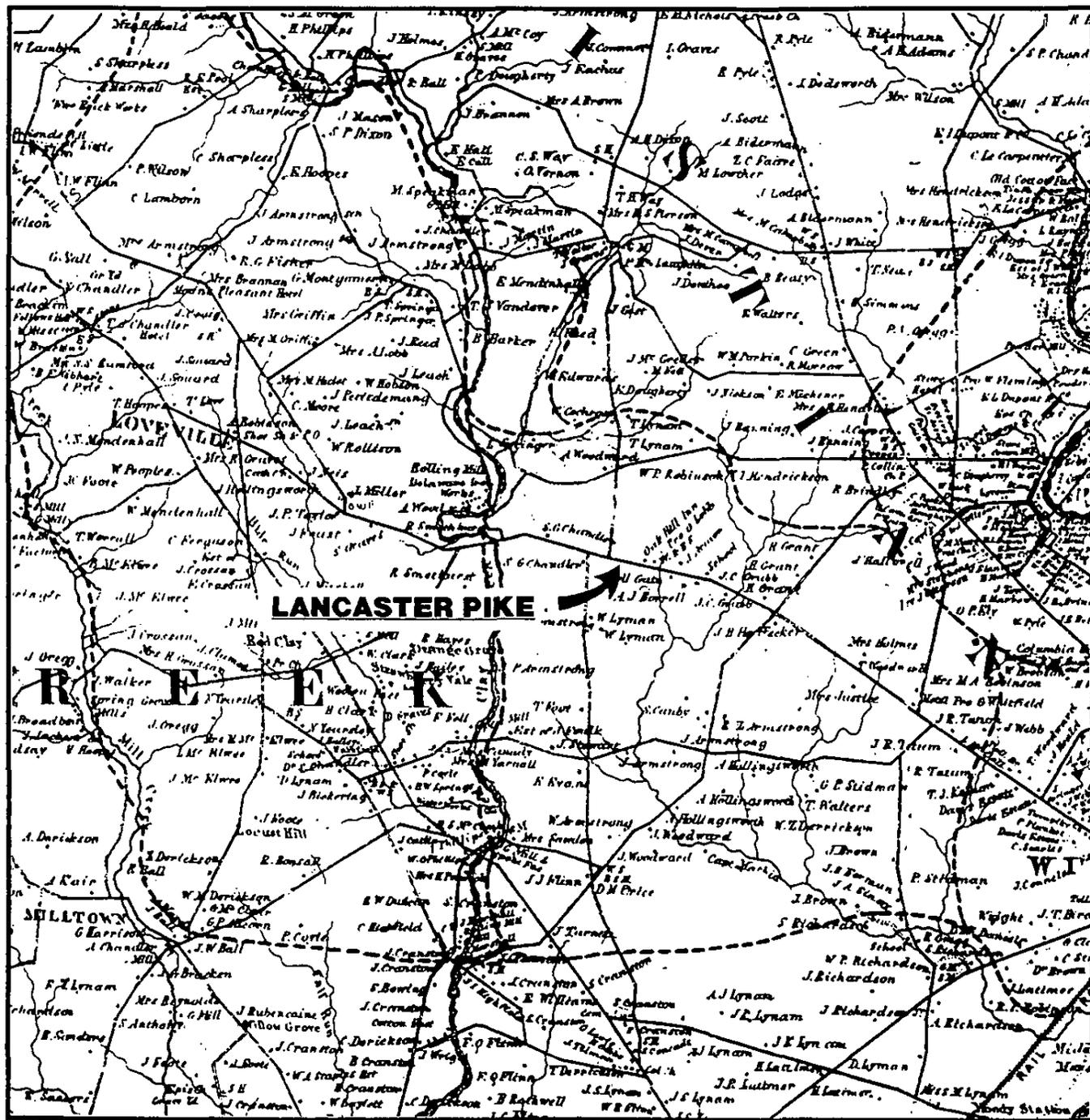


Heald, Henry
 1820 Roads of New Castle County, Statistics on Hundreds.
 Located at the Historical Society of Delaware,
 Wilmington.

Delaware Route 48
Lancaster Pike
 Between Routes 41 and 141
 New Castle County, Delaware



Figure 2



Eckel Henry B., Printer
 1860 New Castle County.

Located at the Historical Society of Delaware,
 Wilmington.

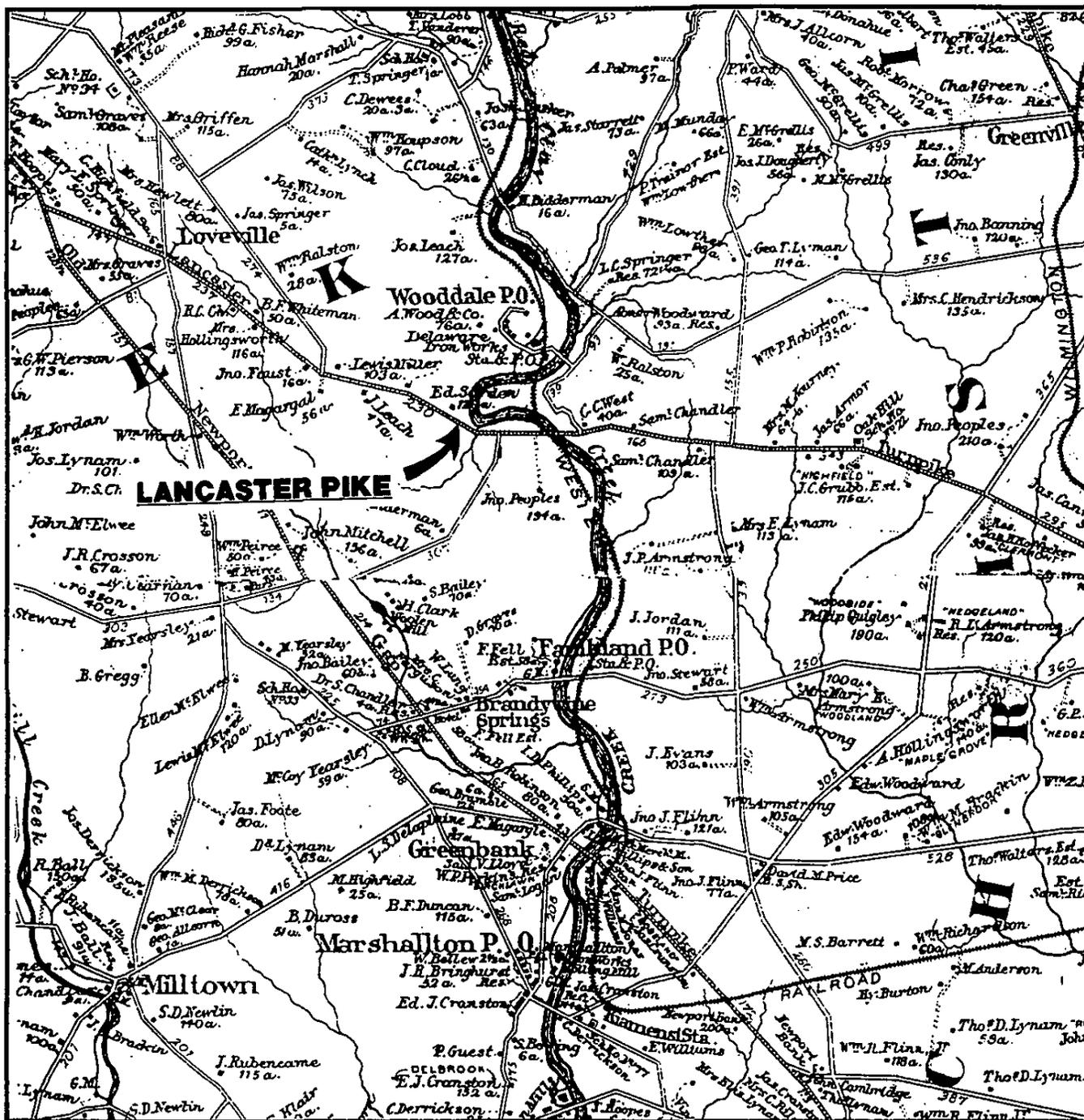
Delaware Route 48 Lancaster Pike

Between Routes 41 and 141
 New Castle County, Delaware



North

Figure 3



Hopkins, G.M. & Co.
 1881 Map of New Castle County, Delaware.
 G.M. Hopkins & Co., Philadelphia

Delaware Route 48
Lancaster Pike
 Between Routes 41 and 141
 New Castle County, Delaware



Figure 4

North

D. National Register Nomination Forms
and Determination of Eligibility Forms

Linked 4/11/73
 ↓-272

Form No. 100
 July 1969

U.S. DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
 INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE: Delaware	
COUNTY: New Castle	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

1. NAME

COMMON:
 Coffee Run Mission Site

AND/OR HISTORIC:
 Coffee Run Church, St. Mary's Church

2. LOCATION

STREET AND NUMBER:
 Delaware 41, approximately 1 mile south of the junction with Del. 48

CITY OR TOWN:

STATE: Delaware CODE: 10 COUNTY: New Castle CODE: 003

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object	<input type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Other <input type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered <input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input checked="" type="checkbox"/> Park <input checked="" type="checkbox"/> Private Residence <input checked="" type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ <input type="checkbox"/> Comments _____

4. OWNER OF PROPERTY

OWNER'S NAME:
 Diocese of Wilmington (cemetery) William Mundy (house)

STREET AND NUMBER:
 1925 Delaware Avenue

CITY OR TOWN: Wilmington STATE: Delaware CODE: 10

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE REGISTRY OF DEEDS ETC:
 Public Building

STREET AND NUMBER:
 Rodney Square

CITY OR TOWN: Wilmington STATE: Delaware CODE: 10

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY: Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE:

SEE INSTRUCTIONS

STATE
 COUNTY
 ENTRY NUMBER
 DATE

FOR NPS USE ONLY

7. DESCRIPTION	
CONDITION	(Check One) <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruins <input type="checkbox"/> Unexposed
	<input checked="" type="checkbox"/> Altered <input type="checkbox"/> Unaltered <input type="checkbox"/> Moved <input checked="" type="checkbox"/> Original Site
DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE	
<p>The Coffee Run cemetery, burial ground of the first Catholic church in Delaware, is a rectangular enclosure, approximately 66' by 183', surrounded by an iron fence. Over 50 carved headstones and 12 uncut stone markers still stand in the churchyard. A small cinder block building, which contains an altar, stands at the site of the church. The cemetery and church site are owned by the Diocese of Wilmington.</p> <p>The Father Kenney House and barn stand nearby. Several wood frame additions have extended the original three-bay stone house, formerly about 21 by 45 feet. Bricks frame the windows in the stone section. A curiously-placed cross-gable in the original house allows light into the attic of the two-story structure. A stone in the east gable is inscribed "PK 1812." The roof is shingled. A columned porch now breaks the north facade of the building.</p> <p>Father Kenney's stone barn, with a wooden wing, stands near the house.</p> <p>The house and barn, now in private hands, are parts of the farm property that was sold after Father Kenney's death in 1840.</p>	

SEE INSTRUCTIONS

SEE INSTRUCTIONS

2. SIGNIFICANCE			
<small>PERIOD (Check One or More as Appropriate)</small>			
<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input checked="" type="checkbox"/> 18th Century	<input type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	
<small>SPECIFIC DATE(S) (If Applicable and Known) : 1812 (house)</small>			
<small>AREAS OF SIGNIFICANCE (Check One or More as Appropriate)</small>			
<input type="checkbox"/> Aboriginal <input type="checkbox"/> Prehistoric <input type="checkbox"/> Historic <input type="checkbox"/> Agriculture <input type="checkbox"/> Architecture <input type="checkbox"/> Art <input type="checkbox"/> Costume <input type="checkbox"/> Communications <input type="checkbox"/> Conservation	<input type="checkbox"/> Education <input type="checkbox"/> Engineering <input type="checkbox"/> Industry <input type="checkbox"/> Invention <input type="checkbox"/> Landscape <input type="checkbox"/> Literature <input type="checkbox"/> Military <input type="checkbox"/> Music	<input type="checkbox"/> Political <input checked="" type="checkbox"/> Religion/Philosophy <input type="checkbox"/> Science <input type="checkbox"/> Sculpture <input type="checkbox"/> Social/Humanities <input type="checkbox"/> Theater <input type="checkbox"/> Transportation	<input type="checkbox"/> Urban Planning <input type="checkbox"/> Other (Specify) _____ _____ _____ _____ _____ _____
<small>STATEMENT OF SIGNIFICANCE</small>			
<p>In 1804, Father Patrick Kenney became the pastor of St. Mary's of the Assumption, a log mission that was the first church built for Roman Catholic worship in Delaware.</p> <p>By his tireless efforts as a circuit rider, he established several parishes among the French and Irish immigrants in southeastern Pennsylvania and northern Delaware. He was particularly suited for this ministry, having been born in Ireland and educated in France. His diary, which has survived, bears testimony to the difficulties of ministering to scattered groups of Catholics in a "parish" that extended through three or four counties. From Father Kenney's missions grew the present Diocese of Wilmington.</p> <p>The log church at Coffee Run had been built around 1790 on land that had been bought by English Jesuits in 1772. Father Kenney built his stone house, barn, and spring house near the church in 1812.</p> <p>Father Kenney's flock included Wilmington's growing Catholic community, which included French refugees from the West Indies and their servants, Irish immigrants, and a scattering of other nationalities. His work there culminated in 1816, when he laid the cornerstone for St. Peter's Church, now the Cathedral of the Diocese of Wilmington. It soon became evident that Wilmington was to be the center of Catholic activities in Delaware.</p> <p>Even before Father Kenney's death in 1840, Bishop Conwell had decided not to appoint a new pastor for the Coffee Run mission, which had been largely supplanted by new churches. Since he had held the land and churchyard at Coffee Run in his own name, Father Kenney's executors sold the property outside the churchyard, and applied the proceeds to charitable causes.</p> <p>Coffee Run, without a regular pastor, became a mission of St. Peter's and later of St. Joseph's on the Brandywine. A new chapel replaced the log structure in 1850, but with the establishment of St. Patrick's Church in Ashland, services at Coffee Run were discontinued. The second Coffee Run chapel was torn down in 1908, but the site has recently been marked with a shrine erected by the Knights of Columbus.</p>			

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Cooch, Francis A. Little Known History of Newark, Delaware and its Environs. Newark: Press of Kells, 1936.

di Michele, Anthony F. Compiler, Coffee Run 1772-1960. Hockessin: St. John's Church, 1960.

Errigo, Joseph A. L. A History of St. Josephs on the Brandywine. Wilmington: William N. Cann, Inc., 1941.

(Ralston, Anne) "Re-Dedication of Coffee Run Cemetery, May 30, 1952"

Scharf, J. Thomas. History of Delaware, 1609-1888. Philadelphia: L.J. Richards Company, 1888.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE	LATITUDE		LONGITUDE
	Degrees Minutes Seconds	Degrees Minutes Seconds	Degrees	Minutes	Seconds
NW	.	.	39	46	03
NE	.	.	75	39	34
SE	.	.			
SW	.	.			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: One

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE

11. FORM PREPARED BY

NAME AND TITLE:
Mr. Graydon Wood and Miss Rosemary Troy

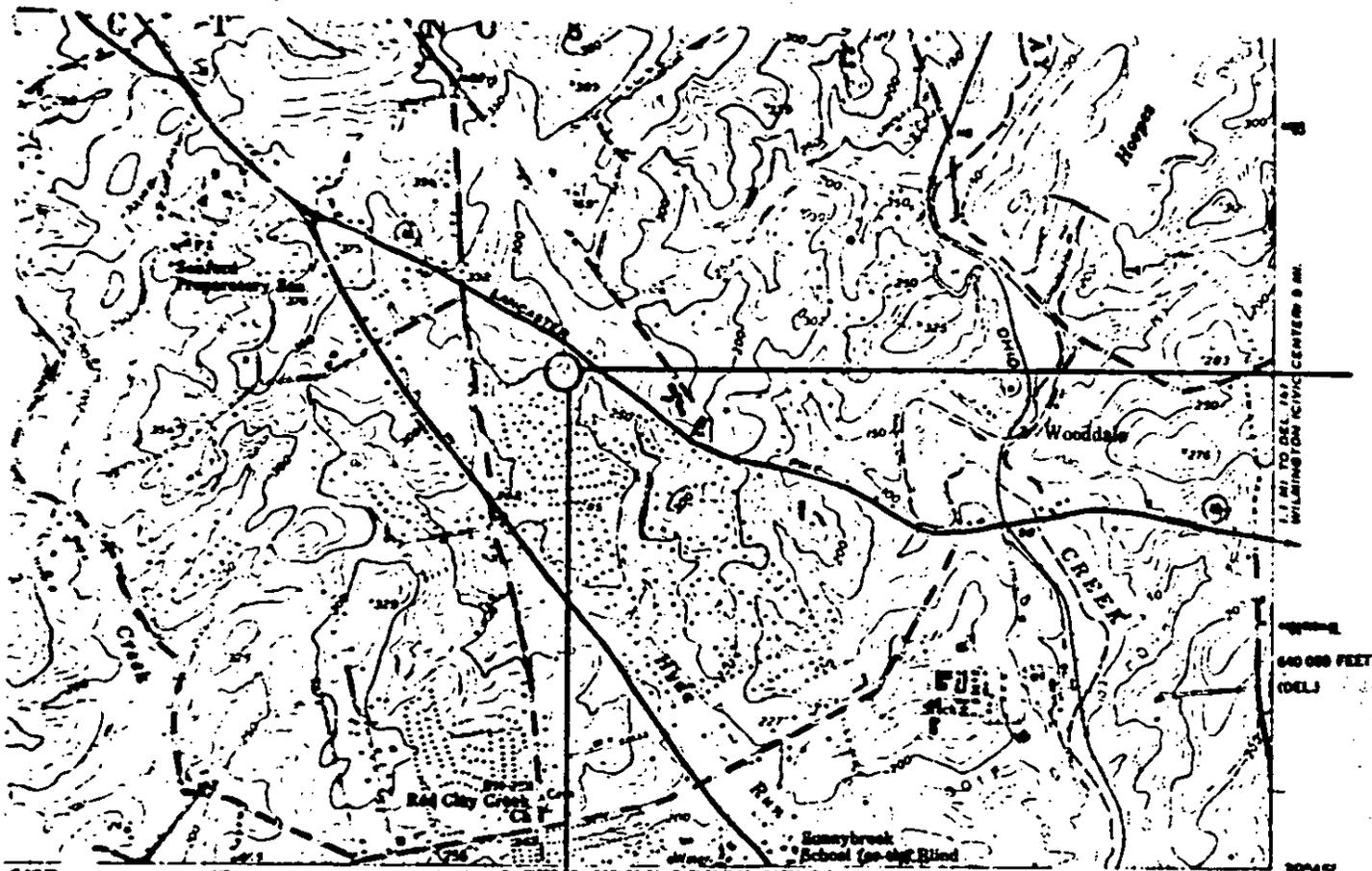
ORGANIZATION: Division of Historical and Cultural Affairs DATE: 10/16/72

STREET AND NUMBER:
Hall of Records

CITY OR TOWN: Dover STATE: Delaware CODE: 10

12. STATE LIAISON OFFICER CERTIFICATION	NATIONAL REGISTER VERIFICATION
<p>As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:</p> <p>National <input type="checkbox"/> State <input checked="" type="checkbox"/> Local <input type="checkbox"/></p> <p>Name: <u>Dr. E. Berkeley Tompkins</u></p> <p>Title: <u>Director, Div. of Historical and Cultural Affairs</u></p> <p>Date: <u>Nov. 21, 1972</u></p>	<p>I hereby certify that this property is included in the National Register.</p> <p>_____ Chief, Office of Archeology and Historic Preservation</p> <p>Date: _____</p> <p>ATTEST:</p> <p>_____ Keeper of The National Register</p> <p>Date: _____</p>

SEE INSTRUCTIONS



EAST 77 24 000' 40' 43' 44 000 FEET (DEL.) 45 440 000 FEET (DEL.) 75° 37' 30" 39° 45'



440 000 FEET
SEA LEVEL



ROAD CLASSIFICATION

- Heavy-duty —————
- Medium-duty —————
- Light-duty —————
- Unimproved dirt
- U.S. Route □
- State Route ○

KENNETT SQUARE, PA.—DEL.

SW 1/4 WEST, CHESTER 15' QUADRANGLE

1954

PHOTOREVISED 1968

ANS 8063 I SW—SERIES V831

44 1000 ACCURACY STANDARDS
SURVEY, WASHINGTON, D. C. 20542
AND SYMBOLS IS AVAILABLE ON REQUEST

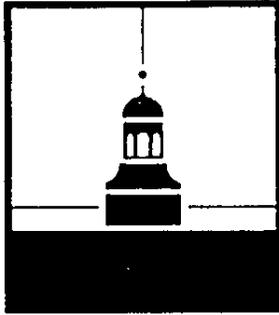
N-272

**Coffee Run Mission Site
Lancaster Pike (Route 48), approximately 3/4 mile south of the
intersection of Lancaster Pike and Route 41**

The recommended boundary for the Coffee Run Mission Site includes Tax Parcels No. 08-020.00-053 and 08-020.00-112. The boundary begins at the point of intersection between the western edge of Tax Parcel No. 08-020.00-053 and the south side of Lancaster Pike. From that point, the boundary continues along Lancaster Pike in a southeasterly direction for approximately 2095'. At this point, the boundary continues in a westerly direction along the southern edge of Tax Parcel No. 08-020.00-053 for approximately 1730'; then north along the western edge of Tax Parcel No. 08-020.00-053 for approximately 830' to the point of beginning. See attached map.

The recommended boundary for Coffee Run Mission Site includes the house, agricultural outbuildings, cemetery and cemetery gates historically associated with the property. This encompasses two entire tax parcels: 08-020.00-053 and 08-020.00-112.

CULTURAL RESOURCE SURVEY
LOCUS IDENTIFICATION FORM



FORM CRS-3

DELAWARE BUREAU OF
ARCHAEOLOGY AND HISTORIC
PRESERVATION
HALL OF RECORDS
DOVER, DELAWARE 19901
(302) 736 - 5685

FOR OFFICE USE ONLY

CRS # N-12910
Quad Wilm North
SPO map # 08-09-36
Hundred Christiana
DOCUMENT 20-06/78/04/7

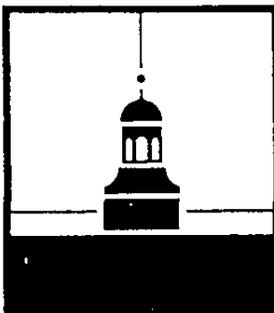
1. NAME OF LOCUS: Highfield (Masonic Home of Delaware, Inc.)
2. STREET LOCATION: 4800 Lancaster Pike
3. OWNER'S NAME: Masonic Home of Delaware TEL. # (302)994-4434
ADDRESS: 4800 Lancaster Pike, Wilmington, Delaware 19807
4. TYPE OF LOCUS: a) structure b) district c) archaeological site
d) other dwelling complex
5. SURROUNDINGS OF LOCUS: (check more than one if necessary)
a) fallow field b) cultivated field c) woodland
d) scattered buildings e) densely built up f) other
6. THREATS TO LOCUS: (check more than one if necessary)
a) none known b) zoning c) roads d) developers
e) deterioration f) other
7. REPRESENTATION ON OTHER SURVEYS:
TITLE: Delaware Bureau of Archaeology and Historic Preservation # N-12910
TITLE: _____ # _____
TITLE: _____ # _____
8. YOUR NAME: Mark A. Bower/Carol A. Benenson TEL. # (215)561-1050
YOUR ADDRESS: 219 North Broad Street, Philadelphia, PA 19107
ORGANIZATION (if any) KKFS DATE: July 1988

USE BLACK INK ONLY

FOR OFFICE USE ONLY

CULTURAL RESOURCE SURVEY
STRUCTURAL DATA FORM

DELAWARE BUREAU OF
ARCHAEOLOGY AND HISTORIC
PRESERVATION
HALL OF RECORDS
DOVER, DELAWARE 19901
(302) 736 - 5685

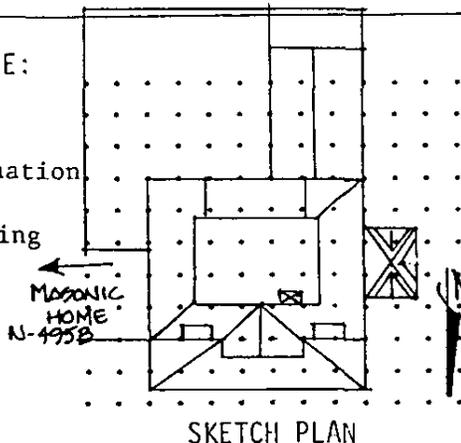


CRS # N-12910
Quad Wilm North
SPO map # 08-09-36
Hundred Christiana
DOCUMENT 20-06/78/08/14

1. ADDRESS OF STRUCTURE : 4800 Lancaster Pike

2. DESCRIBE THE STRUCTURE AS COMPLETELY AS POSSIBLE:

- | | |
|--|--|
| a) Overall shape
stories
bays
wings | L (Description of
2½ tower on continuation
3 sheet)
tower, rear 2-story wing |
| b) Structural system | stone masonry |
| c) Foundation
materials
basement | stone - granite
yes |
| d) Exterior walls
materials
color(s) | random coursed granite w/grapevine mortars, serpentine
dark grey granite, tower
yellow green serpentine stone |
| e) Roof
shape; materials
cornice
dormers
chimney location(s) | mansard; slate shingles
modillioned wood cornice
shed dormers with later sash |
| f) Windows
spacing
type
trim
shutters | regular
4/4 double hung, single and paired (2nd floor of tower and
granite lintels and sills pedimented section)
none 3rd floor of tower -
Norman Revival sash |
| g) Door
spacing
type
trim | regular, off porte cochere in tower
walnut, double leaf, paneled and glazed
simple molded surrounds |
| h) Porches
location(s)
materials
supports
trim | front
frame with cement floor, standing seam metal roof
chamfered posts
simple molded box cornice, brackets with cut outs |
| i) Interior details (if accessible) | Crown moldings, marble mantelpiece, semi-elliptical high style stair. |



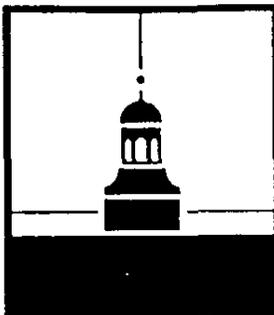
USE BLACK INK ONLY

CRS Form 1, N-12910
"Outbuildings" continued.

7. ornamental bargeboard and finial, stucco, later frame entrance with modern ornamental bargeboard; wash house - frame with board and batten siding, hipped roof with ornamental bargeboard, single leaf louvered door, 6/6 double hung sash.

2. Description of tower: porte cochere with three arched openings, granite steps to entrance, gabled roof with peak pediments.

CULTURAL RESOURCE SURVEY
LOCUS IDENTIFICATION FORM



FORM CRS-3

FOR OFFICE USE ONLY

DELAWARE BUREAU OF
ARCHAEOLOGY AND HISTORIC
PRESERVATION
HALL OF RECORDS
DOVER, DELAWARE 19901
(302) 736 - 5685

CRS # N-12910
Quad Wilm North
SPO map # 08-09-36
Hundred Christiana
DOCUMENT 20-06/78/04/7

1. NAME OF LOCUS: Masonic Home of Delaware
2. STREET LOCATION: 4800 Lancaster Pike
3. OWNER'S NAME: Masonic Home of Delaware, Inc. TEL. # (302)994-4434
ADDRESS: 4800 Lancaster Pike, Wilmington, Delaware 19807
4. TYPE OF LOCUS: a) structure b) district c) archaeological site
d) other dwelling complex
5. SURROUNDINGS OF LOCUS: (check more than one if necessary)
a) fallow field b) cultivated field c) woodland
d) scattered buildings e) densely built up f) other
6. THREATS TO LOCUS: (check more than one if necessary)
a) none known b) zoning c) roads d) developers
e) deterioration f) other
7. REPRESENTATION ON OTHER SURVEYS:
TITLE: Delaware Bureau of Archaeology and Historic Preservation # N-12910
TITLE: _____ # _____
TITLE: _____ # _____
8. YOUR NAME: Mark A. Bower/Carol A. Benenson TEL. # (215)561-1050
YOUR ADDRESS: 219 North Broad Street, Philadelphia, PA 19107
ORGANIZATION (if any) KKFS DATE: July 1988

USE BLACK INK ONLY

CULTURAL RESOURCE SURVEY
STRUCTURAL DATA FORM

DELAWARE BUREAU OF
ARCHAEOLOGY AND HISTORIC
PRESERVATION
HALL OF RECORDS
DOVER, DELAWARE 19901
(302) 736 - 5685



Form CRS-1

FOR OFFICE USE ONLY

CRS # N-12910
Quad Wilm North
SPO map # 08-09-36
Hundred Christiana
DOCUMENT 20-06/78/08/14

1. ADDRESS OF STRUCTURE : 4800 Lancaster Pike

2. DESCRIBE THE STRUCTURE AS COMPLETELY AS POSSIBLE:

- | | | |
|-------------------------------------|--|--|
| a) Overall shape | T | |
| stories | 2½ | |
| bays | 11 | |
| wings | rear 1957 addition
front 1984 addition | |
| b) Structural system | brick, masonry and steel | |
| c) Foundation materials | brick | |
| basement | yes | |
| d) Exterior walls materials | Flemish bond brick | |
| color(s) | red | |
| e) Roof shape; materials | gabled; slate shingles | |
| cornice | modillioned and dentiled; pedimented end walls | |
| dormers | 8, pedimented and pilastered fronts, Gothic sash, slate | |
| chimney location(s) | interior ends
cheeks | |
| f) Windows spacing | (See continuation sheet) | |
| type | regular | |
| trim | 8/1 double hung | |
| shutters | jack arch brick lintels with marble sills and keystones
none | |
| g) Door spacing | central | |
| type | glazed and paneled | |
| trim | sidelights and frontispiece w/fluted Corinthian pilasters
and classical entablature | |
| h) Porches location(s) | front of entry pavilion | |
| materials | wood | |
| supports | fluted Corinthian columns | |
| trim | modillioned and dentiled cornice, turned balustrade with
urns on pedestals | |
| i) Interior details (if accessible) | | |

USE BLACK INK ONLY

N-495A **Highfield**
N-495B **Masonic Home of Delaware**
4800 Lancaster Pike (Route 48)

The recommended boundary for Highfield begins at the northwest corner of the legal parcel (tax parcel number 07-32.10-042) on which Highfield is situated. From that point, the boundary extends east along the northern property line for 435'. The boundary then extends south along the eastern boundary of the tax parcel for 890' to a fence line, thence 240' west along the fence line. From that point, the boundary extends north along the west boundary of the tax parcel for approximately 930' to the place of beginning. See attached map.

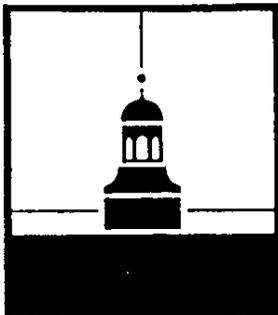
The recommended boundary for Highfield conforms to the legal parcel lines of tax parcel 07-32.10-042, except the southern portion of the parcel, south of the fence line. South of the fence line, beyond the recommended boundary, the parcel contains non-contributing brick cluster housing built in 1983. As there is a lack of permanent natural features to provide this southern boundary, the fence provides a suitable delineation. Eventhough it can't be considered permanent like natural features, it is currently applicable. The recommended boundary includes the Masonic Home, main house, wash house, ice house, stable, pump house and "Sussex" Cottage, as well as a monument to Gunning Bedford.

CRS Form 1, N-12910

"Description" continued.

2(f) - Windows - above main entry, second floor tripartite window with blind arch. Shell motif and modillion in blind arch. Fluted Corinthian pilaster surrounds between windows.

CULTURAL RESOURCE SURVEY
LOCUS IDENTIFICATION FORM



FORM CRS-3

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DELAWARE BUREAU OF
ARCHAEOLOGY AND HISTORIC
PRESERVATION
HALL OF RECORDS
DOVER, DELAWARE 19901
(302) 736 - 5685

CRS # N-505
Quad Wilm North
SPO map # 08-09-36
Hundred Christiana
DOCUMENT 20-06/78/04/7

1. NAME OF LOCUS: Limerick
2. STREET LOCATION: 4700 Lancaster Pike
3. OWNER'S NAME: Peter Dupont Hayward TEL. # _____
ADDRESS: 4700 Lancaster Pike, Wilmington, Delaware
4. TYPE OF LOCUS: a) structure _____ b) district _____ c) archaeological site _____
d) other dwelling complex
5. SURROUNDINGS OF LOCUS: (check more than one if necessary)
a) fallow field X b) cultivated field X c) woodland X
d) scattered buildings X e) densely built up _____ f) other _____
6. THREATS TO LOCUS: (check more than one if necessary)
a) none known _____ b) zoning _____ c) roads _____ d) developers X
e) deterioration _____ f) other _____
7. REPRESENTATION ON OTHER SURVEYS:
TITLE: Delaware Bureau of Archaeology and Historic Preservation # N-505
TITLE: _____ # _____
TITLE: _____ # _____
8. YOUR NAME: Mark A. Bower/N. Catherine Claypoole TEL. # (215)561-1050
YOUR ADDRESS: 219 N. Broad Street, Philadelphia, PA 19107
ORGANIZATION (if any) KKFS DATE: July 1988

USE BLACK INK ONLY

CULTURAL RESOURCE SURVEY
STRUCTURAL DATA FORM

DELAWARE BUREAU OF
ARCHAEOLOGY AND HISTORIC
PRESERVATION
HALL OF RECORDS
DOVER, DELAWARE 19901
(302) 736 - 5685



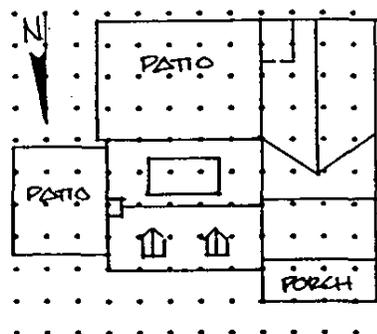
FOR OFFICE USE ONLY

CRS # N-505
Quad Wilm North
SPO map # 08-09-36
Hundred Christiana
DOCUMENT 20-06/78/08/14

1. ADDRESS OF STRUCTURE : 4700 Lancaster Pike

2. DESCRIBE THE STRUCTURE AS COMPLETELY AS POSSIBLE:

- a) Overall shape L
stories 2½; east section 3½
bays 6
wings rear
- b) Structural system masonry and frame
- c) Foundation materials rubblestone
basement yes
- d) Exterior walls materials rubblestone, stone with stucco, aluminum siding
color(s) brown, white, white
- e) Roof shape; materials gabled; asphalt shingle
cornice heavy molded box
dormers east section - gable roofed; rear - shed roof
chimney location(s) east section - interior end; west section - brick exterior
- f) Windows regular
spacing
type 6/6 and 6/9 double hung; modern sash w/snap-in muntins; single light casement
trim simple doweled frames w/lip molds paneled and louvered on front facade sash
shutters
- g) Door east section; west section
spacing original 6-panel w/paneled reveals; c. 1936 6-panel w/
type molded surround; Colonial Revival paneled reveals
trim surround
- h) Porches front; terrace at rear (constructed c. 1984)
location(s) materials wood ; brick
materials wood ; brick
supports turned posts
trim molded wood box cornice
- i) Interior details (if accessible)
First floor - west section - beaded joists at ceiling; remainder of
house has standard c. 1930 reworking of moldings
USE BLACK INK ONLY



SKETCH PLAN

N-505

Limerick
4700 Lancaster Pike (Route 48)

The recommended boundary for Limerick is the 8.87-acre legal parcel on which the resource is situated. Beginning at the intersection of the western boundary of the legal parcel and the south side of Lancaster Pike, the boundary extends in an southeasterly direction 830', then southwesterly approximately 740', due north 153', due west 266' and north 570' to the point of beginning. The Tax Parcel No. is 07-032.10-055.

The boundary includes a historic row of conifers, planted in the 1930s, located on the west side of the parcel's frontage along Lancaster Pike. This row correlates with the right-of-way. To the east of this row of trees, the former right-of-way has been reconfigured as a result of the subdivision. The recommended boundary does not include the recent addition of a non-historic fencing and shrubbery in this area. Nevertheless, this non-historic material is within the Lancaster Pike right-of-way. See attached map.

The recommended boundary for Limerick reflects what remains of the original tract after extensive subdivision for residential development. The 8.87-acre parcel retains the original house, spring house, ice house and barn ruins, as well as an arboretum of specimen trees.

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name ARMOR, James House

other names/site number N-506

2. Location

street & number 4905 Lancaster Pike

NA not for publication

city, town Wilmington, Christiana Hundred

vicinity

state Delaware code DE

county New Castle

code 003

zip code 19807

3. Classification

Ownership of Property

- private
- public-local
- public-State
- public-Federal

Category of Property

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing	
2	0	buildings
0	0	sites
0	0	structures
0	0	objects
2	0	Total

Name of related multiple property listing:

N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of certifying official

Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register.
 - See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Domestic/Single Dwelling

Domestic/Secondary Structure

Current Functions (enter categories from instructions)

Domestic/Single Dwelling

Domestic/Secondary Structure

7. Description

Architectural Classification

(enter categories from instructions)

Other: Mid-19th Century Vernacular

Italianate

Materials (enter categories from instructions)

foundation Stone

walls Stucco

Weatherboard

roof Metal

other Wood

Describe present and historic physical appearance.

The James Armor House is a two-and-a-half story, stuccoed stone and frame dwelling that was constructed in three major building phases: a two-story stone wing dating to the first quarter of the nineteenth century, a two-and-a-half story vernacular Italianate style stone wing built around the middle of the nineteenth century, and a two-story Colonial Revival style frame wing built in the 1930's. The two-and-a-half story Italianate wing is the largest and most prominent section of the house. It serves as the main block and its facade is oriented to the road. The early nineteenth century section functions as the rear wing and the 1930's wing extends from the west side of the Italianate and rear wings. Although the oldest wing has been modified during the course of the later building phases, the mid-nineteenth century wing retains most of its Italianate character and the 1930's addition exhibits most of its original Colonial Revival style features. Behind the house is a small frame outbuilding constructed in the 1930's as a combination garage and workshop; it is included in this nomination as a contributing building.

The Armor House is located on the north side of Lancaster Pike (State Route 48) 0.6 miles west of Centre Road (State Route 141) and 0.5 miles east of Centerville Road (County Road 273). It is situated on a 2.37 acre parcel that is surrounded by a 1960's residential subdivision named Sedgely Farms. The wooded perimeter of the Armor House parcel secludes the historic house from this modern development. The original access to the Armor House was by means of a lane that entered from Lancaster Pike and proceeded past the east end of the house. During the 1970's that lane was blocked off and a curved driveway was installed off of Courtney Drive, which forms the eastern boundary of the property.

The massing and fenestration of the mid-nineteenth century main block is Italianate in character. However, it possesses few stylistic details. This type of subtle reference to popular architectural styles is typical of the rural areas of New Castle County. This block is two-and-a-half stories tall, has a symmetrical three-bay facade, and a hipped roof that is so shallowly pitched it appears to be flat from most vantage points on the property. Both endwalls have symmetrical fenestration with two windows per floor and an interior chimney rising through its midpoint.

The main block is supported by a rubble stone foundation that encloses a full basement. The walls are also rubble stone with a stucco coating painted white. The roof is clad with standing seam metal painted red, and it is edged on all sides with a box cornice that has been sheathed with aluminum. The two chimneys are stuccoed.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
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The facade door is located in the center of the three bays. It has an original three-light transom, but the raised and molded six-panel door and the pedimented surround appear to be twentieth century features, possibly dating to the 1930's Colonial Revival Style expansion. The windows flanking the entrance are paired four-over-four sash. That is, each window group is composed of two adjoining four-over-four sash units with a shared sill. Shutters with four raised and molded panels and iron holdbacks adorn the windows. A linear scar across the facade between the first and second stories indicates a full length porch has been removed. The second floor windows are six-over-six sash with louvered shutters and iron holdbacks. The upper half-story has six-light casements without shutters. All window types have the same trim: wooden lug sills and a plain board surround with an applied ogee molding on the outside edge. The fenestration on the endwalls is slightly different: four-over-four sash on the first and second floors and four-light casements on the half story. Shutters and trim are consistent with what is displayed on the facade.

* The interior of the mid-nineteenth century wing appears to have been laid out originally on a single pile, center stair passage plan. The west end of the second floor was divided into two small rooms and the original plan of the half story is unknown. Today, the first floor is one open room, as its partitions and staircase have been removed. The plan of the second and upper story appear to have been reconfigured as an element of the 1930's renovation. Although the original floorplan is not intact, this wing of the house does still retain much of its interior woodwork.

The first floor shows evidence of its original plan in a five inch wide scar that runs from front to rear on the west side of the entrance. There is no similar scar on the east side of the door that would confirm the center hall dimension. But, the floor joists which run front to back, are doubled where the western partition was and also on the corresponding eastern side. Usually this manner of construction indicates that extra support is needed for a partition and/or staircase above it. Without the firm evidence for a second partition wall that would enclose the center stair in a hall, it is possible to speculate that the first floor was only divided into two rooms with the staircase being located in the east parlor, though such an arrangement would not have been typical.

The primary feature on the first floor is the fireplace at the east endwall. The masonry block that forms the fireplace projects two feet into the room and is about six feet wide. The arched opening is 2 feet, 6 inches high and 3 feet, 1 inch wide. Its wooden surround is a Federal style arrangement that is fairly typical in the local area. The surround is formed by flat, recessed-panel pilasters on either side of the opening and a flat entablature with a rectangular block in the center and two smaller blocks above the pilasters. The edge of the mantel shelf has a complex molding that is underlined by a band of punch and gouge trim. Each side of the fireplace contains a chimney closet in its upper half with a flat, recessed panel door. On the west endwall is a projecting block that appears to have been constructed

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to serve a stove. It is about the same width as the fireplace block but only one foot deep, and it is not supported by a masonry pile in the basement as is the fireplace. It has the same type of chimney closets. But, because there is no hearth the closets extend from floor to ceiling. This chimney is no longer connected to a stove. All of the windows in this room have slightly splayed, plastered reveals and a wooden sill with a bead-edged apron that is a few inches wider than the window opening. The window frames are trimmed with a wide bead along the inside edge. Likewise, the center bay door is surrounded by a flat molding with a narrow bead on its inner edge. One window on the west endwall has been changed to a doorway in order to access the 1930's porch abutting that endwall. The door itself is a nineteenth century, six-panel type with a box lock. But, shadows in the plaster wall and the characteristic 1930's doorframe molding that is used elsewhere in the house confirm the change. Another twentieth century change is the built-in bookcase in the southeast corner. The baseboards are six-and-a-half inches high with a beveled edge. They are continuous around the room indicating they were installed after the partitions were removed.

The second floor of the mid-nineteenth century front block can be accessed only from the staircase in the rear wing; although this is not the original arrangement. The second floor is currently laid out with a bedroom on the western end occupying one bay of this three-bay building. The remaining two bays contain a second bedroom along its front half, and a bathroom and small, centrally located hall along the rear half. A four inch wide scar in the ceiling and along the center endwall chimney in the west bedroom indicates that area was previously split into two smaller rooms. The six-panel room doors and closet doors and the molded door surrounds are identical to those in the 1930's wing. This suggests the second floor was repartitioned as an element of the 1930's expansion. The window trim and baseboards, however, are the same as those found on the first floor.

The third level of the mid-nineteenth century wing is a half story with sloping ceilings that follow the contours of the shallowly pitched hipped room. It is accessed by a combination straight-run and winder staircase (six treads and four treads, respectively) along the rear wall of this wing. The plan is similar to the second floor; it also has the same 1930's period six-panel doors and moldings. The windows at this level are casements, but they are trimmed in the same fashion as the first and second floor sash windows. Baseboards on this floor are seven-and-a-half inches high and have a beaded top edge; these may be the type originally in place on the two lower floors.

The basement below the mid-nineteenth century Italianate section is a full basement with whitewashed, rubble stone walls and a rectangular stone chimney support centered on the east endwall. The west endwall does not have a chimney support. Floor joists are vertical-sawn and they extend from front to back. At the center of the basement two of the joists are made with double the number of the others. Their location corresponds to where a center hall on the first floor was originally

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laid out. Access to this basement is through the north wall from the basement of the rear wing which, in turn, is accessed by a bulkhead entrance on its east side.

The rear wing is the oldest section of the house. By documentary evidence it dates to the period 1804 to 1816. It is a stuccoed stone, two-story, three-bay, single pile building that has been reworked with each of the two succeeding periods of expansion at around 1850 and 1935. Its main entrance facade points east, the south endwall abuts the mid-nineteenth century Italianate wing, and its west (rear) wall joins the 1930's wing.

The facade has an asymmetrical three-bay, center door arrangement. The door itself is a raised, six-panel type with a large box lock. It is split in half to operate like a "Dutch" door. The first floor windows are six-over-nine sash with wooden lug sills and raised, two-panel shutters. They are trimmed with a wooden surround that is mortised and pegged at the corners and beaded on the inside edge; a narrow beveled molding is applied to the outer edge. The two-bay second story is pierced by six-over-six sash windows with louvered shutters and the same trim. A shed-roofed porch with three square post supports extends across the full length of the facade. The basement bulkhead entrance is located within the porch floor at the north end. The only other exposed exterior wall is the north endwall which is pierced by one, six-over-six sash window on the second story and two wooden, louvered attic vents on either side of the interior end chimney. The roof is a very shallowly pitched gable with an aluminum-covered box cornice.

The pitch of the roof was originally much steeper. Flattening the roof pitch was achieved by building the front and rear wall about three feet higher so the rafter feet have a higher seat relative to the ridge. The interior of the attic reveals the mechanics of this alteration. There, it is apparent by some wooden bracing that was built into the top of the masonry wall, that the top three feet of the wall were added. Also, some shadows in the stucco of the exterior north gable show a faint outline of the steeper roof pitch. There seems to be no practical reason for changing the roofing since the ceiling heights were not raised to take advantage of the greater roof height, and the attic remains unfinished. The roofline change appears to have been made for aesthetic reasons, perhaps to better match the shallowly pitched roof on the Italianate wing.

Judging from the size of the building and its fenestration the original plan of the rear wing was most likely a hall-parlor plan with a corner winder staircase. However, there is no structural evidence to confirm that plan. The interior wall surfaces have been redone so no shadows of removed partitions can be detected, and all of the floor joists have been replaced in the twentieth century leaving no framing features to identify the original stair location.

The first floor is currently one large open room with a small cooking fireplace on the north endwall and a twelve-tread, straight run staircase along the rear wall.

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The cooking hearth is an original feature. The opening is three feet, seven inches high and three feet, eleven inches wide. Stucco covers the face of the fireplace and the mantel is formed by a bead-edged board with a shelf supported by two brackets. The crane is still in place. A modern wood-burning stove sits on the brick hearth. A masonry block in the basement supports this fireplace. On the left side of the fireplace is a built-in cupboard with double-leaf batten doors fixed with H-L hinges. To the right of the fireplace is a closet with the same type of doors and hardware. The staircase dates to the 1930's renovation period. It is an open string staircase with square balusters spaced two per tread. On the bottom tread the balustrade circles around the slender newel column. Underneath the staircase is a small powder room. The two facade windows have splayed, plastered reveals and beaded trim that is similar, but not identical, to the trim in the Italianate wing. A two-foot, seven inch wide door opening in the south wall has been blocked and fitted with shelves.

The second story of the rear wing has also had its plan reconfigured. A hall runs the length of the south endwall, and a bedroom and closets occupy the remainder. The windows on this floor have rounded reveals rather than the splayed reveals on the first floor. The beaded trim is the same as on the first floor windows, however. Although the ceiling is currently plastered, the joists were originally exposed. Examination of the joists through the attic floor showed that the joists are painted.

The unfinished attic of the rear wing is accessible only through a hole in the wall that joins the attic of the 1930's wing. Both of the long walls are taken up with the supplementary bracing for the added portion of the wall. Each brace is embedded in the masonry near the top of the wall and angles down to the floor where it is notched over a board that parallels the long wall. The north gable previously had a window on either side of the interior brick chimney. Those windows have been partially bricked-in and now a small louvered, wooden vent occupies both of those spaces. The alteration cannot be detected from the exterior due to the stucco. The rafters in this wing appear to have been replaced when the 1930's wing was constructed because the dimensions and quality of the lumber used is identical in the two wings.

The rear wing has a full basement with whitewashed, rubble stone walls. A stone chimney support is located on the north endwall below the kitchen hearth. A doorway in the south endwall provides the only access to the basement of the Italianate wing. A small opening in the west wall enters to a narrow, stone-walled passage leading to a small stone enclosure that is thought to contain a well. The passage and the enclosure are actually located in the crawlspace of the 1930's wing although they existed prior to the construction of that wing. A 1918 survey of the property clearly shows a footprint of the house with a very small wing in the location of the wall enclosure.

The 1930's wing abuts the west wall of the rear wing. It is a frame, two-story, hipped-roof structure built above a crawlspace. Weatherboard is the exterior covering. Like the two other wings, the roof is clad with standing seam metal and its box cornice

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is covered with aluminum. The windows are irregularly spaced, being arranged individually, in pairs, and in groups of three. Most are six-over-six sash with a plain board surround, molded dripcap, and wooden slip sill. Louvered shutters adorn some of the second story windows, but none of the first story windows. A one-story, gable-roofed kitchen wing is located at the northwest corner of this block. The shed-roofed porch on the front (south) elevation was originally open, but has been enclosed for use as extra living space. The first floor interior of the 1930's wing is laid out with a dining room occupying the front half, and a kitchen and pantry located to the rear. The primary feature in the dining room is a triple window composed of a six-over-six sash flanked by a much narrower two-over-two sash. The small pantry features a built-in cupboard and storage cabinets, while the kitchen itself is less representative of the 1930's period due to a series of alterations.

The second floor of the 1930's wing is accessible only by means of the staircase in the early nineteenth century wing. A bedroom occupies the front half of this floor, and a bathroom and utility room are located against the rear wall. The original purpose of the utility room is uncertain. However, it may have functioned as a sleeping porch or sunporch. The partition walls are finished with weatherboard rather than plaster, and the room's corner location provides cross ventilation. This room contains a pull-down staircase for access to the unfinished attic.

All of the interior doors in the 1930's wing are the raised and molded, six-panel type typically used in twentieth century, Colonial Revival dwellings. The molding used for the door and window surrounds is also typical of the style and period. The baseboards are consistent throughout this wing; they are seven-and-a-half inches high with an ogee molding on the upper edge. All three wings of the house have identical hardwood floors.

The garage/workshop(.2) was built in the 1930's and remains unaltered. It is a frame, one-story building with a front-facing gable roof. The exterior exhibits the same finish materials as the 1930's wing of the house: weatherboard siding, six-over-six sash windows with louvered shutters, and standing seam metal on the roof. The front of the garage has two batten doors which hang on a roller track; a six-light casement window pierces the attic level. The rear of the building, which houses the workshop, is shaped like a one-story lean-to. A staircase leads from this room to the attic.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Social History

Period of Significance

Circa 1804-1935

Significant Dates

c. 1804

c. 1847

c. 1935

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Statement of Significance

The James Armor House is eligible for listing in the National Register of Historic Places under Criterion A for the theme of Social History. The main block of the building is a fine example of a simple vernacular Italianate structure. The circa 1850 Italianate structure was constructed as a frontal addition to an earlier circa 1804 small stone house, which still serves as its rear wing. A Colonial Revival frame addition to the north side and rear of the main house completed the present structure. The 1930's one-story frame garage/workshop is a contributing building constructed about the same time as the Colonial Revival addition to the house. The building's three distinct phases of construction represent the evolution of a building through time. Each phase reflects a change in function in response to its owner's social and economic status and needs. These changes also represent a response to the changing social and economic environment of its location along Lancaster Pike.

The earliest portion of the building presently serving as the rear wing is a two-story, single-pile, gable-roofed stone house. Very little of the original interior fabric of the small stone house survives. Therefore, the original floorplan is a matter of speculation based on similar houses of the period. It is possible that the original stone house was a two-story, hall-parlor plan house with a corner winder-stair, leading to two chambers above.

The construction date is uncertain, but it seems probable that the original two-story, stone house was constructed between 1804 and 1816. In 1803-1804 tax assessment records for Christiana Hundred, John Stilley Junior was recorded as owning an old log house and an old log barn on the property. By 1816, Charles (Jarvis) Scullion was listed as owning a small stone house according to the Christiana Hundred tax assessment records.

From 1810 to 1838, the small stone house apparently served as the toll-keeper's on the Wilmington (later Lancaster) Turnpike. Between John Stilley's death in 1804

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and James Armor's purchase of the property in 1847, the property changed ownership eleven times, possibly reflecting the property's use as a toll-stop. Due to the instability of ownership during this time period, it is unlikely that the house was expanded beyond the small, two-story stone building evident in the rear wing today.

With James Armor's purchase of the property on March 25, 1847 for \$3,000.00, the property entered into a stable period of ownership until the property was sold by his widow, Catherine in 1891. The larger Vernacular, Italianate front block of the house was constructed during James Armor's period of ownership circa 1850. The property's \$5,000.00 value in the 1850 Agricultural Census for the State of Delaware compared to the \$3,000.00 paid by James Armor in 1847 may be an indication that the Italianate addition had been completed by this time.

The building is a rare example of a simple Vernacular Italianate structure in northern Delaware. The cubed-shape massing of the two-and-one-half story main block with its simple hipped roof is characteristic of Vernacular Italianate design. The fenestration of its three-bay facade with the paired four over four windows on the first floor are also characteristic of the Italianate design. The center-bay door is also characteristic of the style, although the present entry is a Colonial Revival replacement. Another characteristic of the Italianate style would be the full-facade porch which has been removed, but which is evident in scars in the stucco over stone facade.

Much of the original interior fabric of the main block remains on the first floor although the center stair has been removed and the narrow floorboards are a twentieth century replacement. The interior features of the enlarged parlor, (which possibly originally included a parlor and dining room), reveal a mixture of Federal Vernacular and Italianate Vernacular styles. The Federal fireplace mantle on the south wall with its punch and gouge decoration and the chimney closets on the east and west walls reveal this influence. The Vernacular Italianate influence can be found in the paired four over four facade windows with a thick beaded surround. This mixture of Federal and Italianate interior elements would be expected in early examples of Vernacular Italianate design.

During the Rupert period of ownership in the early twentieth century, the James Armor House received a frame Colonial Revival rear (north) and side (west) wing. According to the 1918 Rupert Investment Company survey of the property, the L-shape stone house at that time consisted of the front Italianate main block and the older two-story rear wing (which probably served as the kitchen). A full-facade front porch is also indicated in the sketch as well as a small stone "bump" on the west side of the rear wing indicating the location of the well-house. This well-house is presently accessible from the basement of the rear wing.

The two-story frame north and west wing incorporates many Colonial Revival features popular in the early twentieth century. The exterior weatherboard siding

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and six over six windows make reference to earlier styles. On the interior the use of six-panel doors, the characteristic early twentieth century molded window and door surrounds, and the tall seven-and-one-half inch baseboard are representative of the style.

With the addition of the Colonial Revival wing some alterations were also made to the other two wings. These include the installation of narrow hardwood floorboards, throughout the house. On the second and third floors of the Italianate section 1930's six-panel doors and molded window and door surrounds similar to those found in the Colonial Revival wing can be found. On the exterior the center-bay door of the Italianate structure was replaced by a raised and molded, six-panel door and pedimented surround characteristic of the Colonial Revival style.

The interior floorplans of the Italianate wing and the rear stone wing also appear to have been altered at this time. With the renovations, the kitchen was shifted from the rear kitchen wing to the new wing. The location of the dining room was also shifted from the west front parlor to the new wing. At the same time, the center passage stair in the Italianate section was removed and the open string staircase was added to rear wing. The second-story floorplan was apparently also altered during the Colonial Revival expansion and renovations.

Despite these alterations, the Colonial Revival addition did not detract from the Italianate main block of the house. Most of its major structural features as well as some of the original details such as the mantel and window surrounds were retained. The Colonial Revival Wing and the garage/workshop are representative of the early twentieth century period. The renovations reflect the efforts of its wealthy owners to update the structure while retaining much of the historic character of the other two wings.

Significance Under Social History

The James Armor House is eligible for listing in the National Register of Historic Places under Criterion A for Social History. The evolution of the building from the early nineteenth century through the early twentieth century reflects the changing social and economic needs of its owners and tenants. Each of the building's three major construction phases is clearly evident in the three wings of the house. The construction of each of these wings represents a change in the building's function in response to changes in the owner's status and needs. These changing needs also reflect a response to the changing social and economic environment along Lancaster Turnpike.

The property on which the James Armor House stands was associated with the Stilley Family from the early eighteenth century until the settlement of John Stilley the second's estate circa 1807. The settlement of his estate occurred at a time when preparations for the Wilmington (Lancaster) Turnpike were being made. From documentary

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evidence it appears uncertain whether any members of the Stilley Family lived in the original small stone house which served as the rear wing of the larger Italianate James Armor House.

The earlier two-story rear stone wing may have been built in response to the construction of the Lancaster Turnpike between 1809 and 1817. The two-story stone building apparently served as the toll-keeper's house or booth on the turnpike from 1810 at least until 1838 or possibly to the 1850's. The toll-gate was located in the southwest corner of the property.

An 1810 deed to the 49-acre property provides verification that the toll-gate was located in the southwest corner of the property. According to the property description, the line between the property and the adjacent Charles Springer property went to "a cornerstone over the road late William Armor's now his son James Armor's land," (N.C.Co. Deeds I 3/60). The grantor or seller mentioned on this deed to Jarvis Scullion was Thomas Maguire, possibly the same Thomas Maguire mentioned by Scharf as the contractor of the Wilmington Turnpike. Jarvis Scullion was the first verified owner of the small stone house since he was mentioned in the 1816 Christiana Hundred tax assessment records as owner of a small stone house on forty-nine acres.

The placement of a toll-stop at this juncture was probably a strategic decision on the part of the managers of the Wilmington Turnpike Company. The location of the toll-stop should be viewed in relation to the tavern-complex surrounding the adjacent Charles Springer House and Tavern. Travellers going west from Wilmington confronted the toll-stop before reaching Little Falls Creek and the tavern-complex. There, many of the needs of the travellers and their animals could be served. Travellers going east, on the other hand, confronted the toll-stop before they could proceed to Wilmington.

This property description of the 49 acre tract stating that the property line crossed over the road in the southwest corner remained consistent in deeds from 1810 to 1838. However, none of the deeds specifically mentioned a toll-gate. Although the 49 acre property changed ownership seven times from 1810 to 1838, the property description seemed to have been copied word for word in each of the deeds. This unstable pattern of ownership which continued until 1847, may have been a reflection of the toll-keeper's relationship to the Wilmington Turnpike Company.

The nature of the relationship between the toll-keepers and the owners and managers of the Wilmington Turnpike Company is uncertain. However, it appears that it was not always economically advantageous to the toll-keeper. Between 1824 and 1843, the property was twice sold by sheriff's sale due to debts acquired by owners or tenants.

For example, Jarvis Scullion who was probably the first toll-keeper on the property, lived on the 49 acre property until his death around 1822. However, in

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July of 1810, Scullion had sold the parcel to John Doart, a store keeper of Londonderry Township (N.C.Co. Deeds I 3/230). On August 12, 1825, the parcel was sold at sheriff sale in order to recover the \$500.00 debt owed to Dorat by the Scullion estate (N.C.Co. Deeds S 4/363). In this deed poll, Scullion and his wife were described as "terre tenants," indicating that they were not the true owners, since Dorat held the deed to the property.

Several of the later owners such as John Gordon, James Caldwell and James Emlen appeared to be real-estate speculators or wealthy land-owners. These owners seemed to maintain the property in a tenant relationship. For example, John Gordon and James Emlen acquired the property, quickly sold it to other "owners" who sold it back to them shortly thereafter. Another source of confusion is the fact that the deeds for the property can be traced directly to 1847 (after the property was realigned to 66 acres). Between 1810 and 1847, there were several breaks in the chain of title.

The 1849 Rea and Price map also verifies the location of the toll-gate in the southwest corner of the James Armor property. The toll-gate is labelled with a bracket-like symbol across the road and the word, "Gate." Early toll-gates have been described as a long pole attached to a rope which stretched across the road. When the toll was paid, the pole would be turned (Ward: 1969, p.63). However, it is uncertain exactly what kind of gate was present on the Lancaster Turnpike or whether the toll was paid at the gate or the toll-keeper's house.

By 1860, on H. Eckel's Preliminary Survey of the Wilmington and Brandywine Railroad, the toll-gate is in the same location. On Eckel's map, however, there is a building on the south side of Lancaster Pike in the location of the gate. This is an indication that a new toll-keeper's house or booth had been constructed sometime after James Armor purchased the property in 1847 on the south side of Lancaster Pike.

The unstable pattern of ownership of the 49 acre toll-keeper's tract from 1810 to 1847 is probably a reflection of the precarious existence of the toll-keepers and their relationship to the owners and managers of the Wilmington Turnpike Company. This contrasts sharply with the property's stable period of ownership from 1849 to 1891 under James and Catherine Armor.

During his 44 year period of ownership, James Armor was a successful farmer on his 66 acre parcel. Information obtained from the Agricultural Census for the State of Delaware indicates that he engaged in the practice of mixed agriculture raising wheat, Indian corn, Irish potatoes, livestock poultry, eggs and fruit. Between 1850 and 1880, Armor participated in dairying to an increasing degree. Armor's success as a farmer undoubtedly contributed to the stability of the property compared to the earlier period. The shift of the toll-booth's location to the south side of the Lancaster Pike by 1860 also contributed to this stability.

With the circa 1850's construction of James Armor's large Italianate frontal

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addition to the former small toll-keeper's house, the property underwent a major change in form and function. The Italianate "mansion" reflected Armor's status as a well-to-do farmer along Lancaster Pike.

James Armor constructed his Italianate style house during a rebuilding period in the early to mid-nineteenth century when the construction of larger suburban mansions was common along Lancaster Pike and its vicinity. Like the James Armor House, many of these buildings were constructed as either front or endwall additions to previously existing farmhouses. At nearby Glenden (CRS: N-501), a rear stone circa 1775 house was later expanded by means of an early to mid-nineteenth century five-bay, center-hall, double-pile, Federal and Greek Revival style addition to the front. Another house (CRS: 504) associated with the Robinson Family for most of the nineteenth century, consists of a circa 1764 stone farmhouse to which a larger stone end wall building was added about 1820.

The mid-nineteenth century Lancaster Turnpike vicinity also seems to have been an environment open to new architectural styles represented by Greek Revival, Gothic Revival and Italianate structures. These would stand in contrast to the by then familiar Vernacular Georgian and Federal influenced styles. Two buildings in the same vicinity on Lancaster Turnpike also represent the new mid-nineteenth century styles. "Highfield Hall" (CRS: N-495A) is a high-style, Italianate, mansard-roofed dwelling which was constructed by J. C. Grubb circa 1845. This building is presently part of the Masonic Home of Delaware complex. It stands on the south side of Lancaster Pike almost directly across from the James Armor House. Another example of a nearby mid-nineteenth century mansion is the circa 1845 Samuel Chandler House (CRS: N 12, 080), built in the Tuscan Villa Style.

By 1905, the 66½ acre former James Armor property had been split into at least two smaller parcels with the sale of 30.3 acres (including the Armor House) to Edwin D. Courtney. In 1907, this parcel was sold to Anna Swift Rupert.

In the early twentieth century, the Rupert Investment Company purchased many former agricultural properties in Christiana Hundred, accumulating at least 251.70 acres in the vicinity of the James Armor House. The Ruperts also owned the Charles Springer House and Tavern (CRS: N-507) adjacent to the Armor House on the west; the stone Robinson Family farmhouse (CRS: N-504) to the north; and the late nineteenth century William Mayne Mansion which is now a part of the Tatnall School property.

The Charles Springer House underwent minor alterations during the Rupert's ownership, including the replacement of a boxed-in winder-stair with a Colonial Revival, straight-run staircase. At the Robinson House, a circa 1930 wood Colonial-Revival addition was built to the pre-existing stone farmhouse during the Rupert's period of ownership. Some of these former farmhouses owned by the Rupert's were leased to employees, but others served as the homes of Rupert Family members. Such was the case of the James Armor house where Mary Rupert lived until the property

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was purchased by William C. and Jean D. Gordon in 1961.

The two-story frame 1930's Colonial Revival addition and alterations to the James Armor House were intended to modernize and enlarge the structure. The movement of the kitchen from the rear nineteenth century wing to the frame wing represented a practical response to the needs of a twentieth century family. Although the additions and alterations made to the James Armor House and other Rupert properties were modernizations, they were executed in Colonial Revival style. In their use of Colonial Revival style elements to modernize their properties, the Ruperts were apparently intending to make renovations which were compatible with the buildings' earlier periods of construction. As a style that was popular among wealthy landowners of the period, the Rupert's use of the Colonial Revival style features was also a reflection of their elevated socio-economic status.

As wealthy landowners, the Ruperts were participants in the early twentieth century "country house" movement. Wealthy families would purchase early farmhouses and would expand and alter them with Colonial Revival additions. The Colonial Revival alterations and addition to the James Armor House reflected a change in its use as a well-to-do farmer's residence to the wealthy suburban residence of a member of the Rupert Family. By this time, its environment along the Lancaster Pike was changing from a rural agricultural one to a neighborhood of wealthy suburban estates. The Lancaster Pike as a paved road provided close proximity (within four miles) for the residents of these estates to the City of Wilmington.

Other examples of the country-house movement along Lancaster Pike in the early twentieth century have survived. The Briedablik Estate (CRS: N-12086), an early nineteenth century stone farmhouse with Colonial Revival additions and outbuildings, was converted to a model dairy farm in the early twentieth century. Limerick (CRS: N-505), another early nineteenth century farmhouse, was converted to a country estate by means of Colonial Revival additions in the early twentieth century.

The evolution of the James Armor House through its three phases of construction in response to changing socio-economic conditions was closely related to the changing environment along Lancaster Pike. John Stilley's death in 1804 and the settlement of his estate occurred at a crucial time, since preparations were being made for the construction of a hard-surfaced toll-road joining Wilmington to the Newport-Gap Turnpike. The Delaware General Assembly commissioned the incorporation of the Wilmington Turnpike Company in 1808 and construction was begun in 1809. The construction of the turnpike occurred during a period of major transportation improvements in New Castle County. These improvements included turnpikes, canals and railroads. The Wilmington Turnpike Company was one of nine turnpike companies commissioned by the Delaware General Assembly between 1808 to 1815.

There is evidence to suggest that the turnpike was built along an earlier road, perhaps the Old Wilmington Road. Two early deed references for properties in the

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vicinity refer to an earlier road. An 1805 deed for a property adjoining the road refers to it as "the public road," (N.C.Co. Deeds, D 3/70). Later in 1807, a deed for another property refers to the "Wilmington Road," (N.C.Co. Deeds, G 3/75).

The Wilmington Turnpike was built to join the mills, markets and port of Wilmington to the agricultural regions of northern Delaware and southeastern Pennsylvania. According to Scharf, the road was constructed in two phases by the contractor, Thomas Maguire. By October 1812, the first four-and-one-half miles were complete to just beyond the four mile mark of the neighboring Charles Springer Tavern (CRS: N-507). The remaining one-and-one-half miles were complete by December, 1817. The turnpike ceased operation as a toll-road in 1877 when it became a public road (Scharf: 1888, p. 416-417).

Nineteenth century maps traced the evolution of the Wilmington or Lancaster Turnpike. Throughout its history, the route has retained the same alignment although the road has been widened. The 1820 Henry Heald map shows the route of the newly constructed turnpike although the name is not provided. Deeds of this period refer to the road as Wilmington and Lancaster Turnpike. The 1649 Rea and Price Map of New Castle County also refers to the road as the Wilmington Turnpike. By 1868, on the D. G. Beers Atlas of the State of Delaware, the road is labelled as the Lancaster Turnpike. The Lancaster Turnpike continued to operate as a toll-road until 1877 when it was opened as a public road (Scharf: 1888, p.417). On the 1881 Hopkins Map, the road is still labelled as the Lancaster Turnpike. However, on the 1893 Baist Atlas, the road is simply labelled as Lancaster.

Documentary Evidence of the Property

Deed records indicate that Jacob Stilley acquired his Christiana Hundred estate from George Reed (N.C.Co. Deeds H 1/45) in 1725, William Cocks (N.C.Co. Deeds S 1/32) in 1719, and Christopher Springer (N.C.Co. Deeds S 1/52) in 1741. Jacob Stilley died in 1774 and left his real estate to his son, Andrew Stilley (N.C.Co. Wills, K 1/114). Andrew Stilley died circa 1794, and his letters of administration list John Stilley as his next of kin (N.C.Co. Wills Adm. O 1/110). The letters of administration authorize a probate inventory for 1795, but no record of this could be found. John Stilley was probably Andrew's brother referred to in Jacob Stilley's will.

Tax Assessment information for Christiana Hundred in 1804 list a John Stilley, senior with 105 acres, two log houses and a log barn. In addition, the tax records lists a John Stilley, junior with 137 acres, an old log house and an old log barn. John Stilley, junior or the second, is apparently the individual who inherited the Jacob Stilley estate. John Stilley, senior, listed in the 1816-1817 tax assessment records as being 96 years old died circa 1817 (N.C.Co. Probate Records, John Stilley (senior) Inventory). John Stilley, junior, predeceased him in 1804. John Stilley, junior (identified in his will as John Stilley II) provided that his real estate be sold at a public sale.

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The 137 acre John Stilley II estate seems to have been sold in three parcels from 1805 to 1807. A 25 acre parcel was sold to James Chalfant on February 28, 1805 (N.C.Co. Deeds D 3/70). This parcel included a portion of Little Falls Creek with the right to construct a springhouse. The document clarifies the inheritance of the property by John Stilley II. John Stilley II is identified as the grandson of Jacob Stilley, and therefore presumably the nephew of Andrew Stilley and the son of John Stilley, senior. A reference is made to John Stilley II's inheritance of the property through, "sundry acts of the Orphan's Court," but no Orphan's Court record could be found. The sale of this 25 acre parcel is not mentioned in the John Stilley II probate records, although the sales of two other parcels are mentioned.

A second 49 acre parcel was located on the north side of the public road (probably the Old Wilmington Road). This was to later become the Wilmington (Lancaster) Turnpike. Deed records verify this sale on June 26, 1810 for \$500.00 by Thomas Maguire to Jarvis Scullion (N.C.Co. Deeds I 3/60). Mention is made to a prior deed dated May 9, 1807 between the Stilley estate and Thomas Maguire, but no specific deed reference could be found. The John Stilley II probate inventory contradicts this deed placing the date of sale on March 25, 1806 directly to Jarvis Scullion. The 49 acre portion sold to Jarvis Scullion in 1806 or 1810 is the location of the small stone house.

The John Stilley II probate records mention the sale of a third 79 acre parcel of land to his son, Isaac Stilley for \$2,805.62 on February 28, 1805. No deed record could be found for this transaction. The probate records assert that this parcel was sold again to the "highest bidder at a public sale" on March 14, 1807. The purchaser of the \$1,600.26 property was James Armor, son of neighboring William Armor. The relationship of this James Armor to the later James Armor, who constructed the Italianate addition to the small stone house after his purchase in 1847, is unknown. The probate records also mention "a mantion (mansion) farm," probably on the 79 acre site. No deed records could be found for the Isaac Stilley or the James Armor sale of the 79 acre portion of the property.

In March of 1807, the earlier James Armor purchased a 39 3/4 acre portion of his father, William's estate for \$1.00 (N.C.Co. Deeds G 3/75). From the property description in this deed and the 1810 deed between Thomas Maguire and Jarvis Scullion, it appears that this 39 acre tract was located on the south side of Lancaster Turnpike across from Jarvis Scullion's tract. The 1810 Jarvis Scullion deed also provides some indication regarding the location of the 79 acre tract James Armor had purchased from the John Stilley estate earlier in 1807. This information indicates that the 79 acre tract was located on the north side of the road and adjacent to Jarvis Scullion's property on the east (N.C.Co. Deeds I 3/60).

By 1816, the earlier James Armor is listed in the tax assessment for Christiana Hundred as owning 42 acres of land, 19 improved, with one large stone dwelling, a wooden barn and stables. From the tax assessment information, it appears that James Armor sold off much of his 79 acre portion of the John Stilley II estate. Information

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from the 1810 and 1820 Census indicate that Jarvis Scullion and James Armor were neighbors, since their names are listed above or below each other.

The earlier James Armor acquired the remainder of his father, William Armor's 182 acre estate in April of 1825 (N.C.Co. Deeds C 4/380). William Armor died and shortly thereafter, the property was sold at sheriff's sale in July of 1828. A description of the late William Armor's property in an advertisement in the American Watchman, placed it at the intersection of Wilmington (Lancaster) Turnpike and Center Road, probably in the southwest corner. (Historical Society of Delaware Genealogical Card File - Armor).

Whether the earlier James Armor continued to live in the vicinity after the 1828 sheriff's sale is uncertain. The relationship of the earlier James Armor to the later James Armor who added the Italianate section to the small stone house after 1847, is also speculative.

The 49-acre tract on which the small stone toll-keeper's house was located, was occupied by Jarvis Scullion from circa 1810 to 1822. Jarvis Scullion's heirs were forced to sell the property at a sheriff's sale in 1825 due to his previously described debts to John Dorat.

John Gordon of Wilmington was the purchaser of the tract in 1825. Tax Assessment information for Christiana Hundred in 1828 indicates that Gordon was a real-estate speculator owning "332½ acres, a wharf and store, 10 lots on rent and 8 houses on rent." In 1827, Gordon sold the property to Abraham and Marcy Taylor. On March 31, 1831, they sold it back to John Gordon (N.C.Co. Deeds S 4/364). This deed summarizes the 1825 sheriff sale and the 1827 sale of the property to the Taylors although no specific deed reference is provided. Tax assessment information for 1822 and 1828 is confusing in reference to buildings on the site. Both refer to a "small" word illegible under buildings and improvements, possibly referring to a small stone house.

In 1834, John Gordon sold the 49 acre tract to Leonard Swaub of Chester County, Pennsylvania. Curiously, the deeds for the 1824 sheriff sale, the 1831 sale between John Gordon and Abraham Taylor and the sale of the property to Swaub in 1834 were all recorded on December 31, 1834 on succeeding pages of the deed book. This indicates that Gordon held the earlier two deeds until 1834. The relationship between Taylor and Gordon seems similar to that of Scullion and Dorat with Taylor and Scullion not holding true title to the land.

On December 25, 1838, Leonard Swaub sold the 49 acre parcel to James Caldwell for \$1,400.00 (N.C.Co. Deed E 5/90). The property description for this deed is identical to those in the 1810, 1825, 1831 and 1834 deeds. This description mentions that the property line crosses over the road to a cornerstone of James Armor's property, indicating ownership of a toll-stop.

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James Caldwell died intestate in 1840 and John S. Caldwell and John Huey were appointed administrators of his estate. The Orphan's Court ordered a sale of a portion of James Caldwell's 180 acre estate, because of debts. The debts resulted from a November 3, 1837 Superior Court judgment in favor of Asher Bailey and against Leonard Swaub for for \$842.35. Leonard Swaub was the previous owner of the 49 acre property purchased by James Caldwell in 1838 and incorporated by him into his 180 acre estate. James Caldwell seemed to be a wealthy landowner who owned a "mansion farm", and a "small farm", farmed by James McFaggen (N.C.Co. Probate Records, James Caldwell Inventory). The small farm probably corresponded to the smaller 49 acre tract.

A newly formed 66 acre parcel incorporating the 49 acre parcel was the result of the Orphan's Court order on behalf of the administrators of James Caldwell's estate. A plat was drawn up by a surveyor outlining the 66 acre parcel with no buildings indicated. (N.C.Co. Orphan's Court Records, James Caldwell, S 1/197-200), (See Orphan's Court Plat). The new parcel extended the property eastward to the Oak Hill School (S.H. 22) on the north side of Lancaster Pike. On October 9, 1842, the 66 acre parcel was sold to James V. Emlen (N.C.Co. Deeds L 5/19) at a sheriff's sale. The property description for this deed as well as the Orphan's Court plat indicates that the property might no longer include a toll-gate in the southwest corner. The line on the west bordering the tavern property extends only halfway across the Lancaster Turnpike.

James V. Emlen sold the 66 acre parcel to John Barnes of Montgomery County, Pennsylvania on April 10, 1843 for \$2,076.00 (N.C.Co. Deeds L 5/22). John Barnes sold the property back to James Emlen on February 10, 1844 for the same amount of money. Unlike the previous deeds, the 1843 and 1844 deeds mention buildings. The deeds refer to "all the messuage or tenement and tract of land," although the type of building is not described. The sales by Emlen to Barnes and back to Emlen again seem to fit the earlier pattern of ownership by Jarvis Scullion and later by John Gordon and Abraham Taylor, although the property may no longer have included a toll-stop after 1843.

James Armor purchased the property on March 25, 1847 for \$3,000.00 from James V. Emlen (N.C.Co. Deeds T 5/463). The deed for this transaction uses the same property description which was written when James V. Emlen purchased the property from the James Caldwell estate in 1843. This property delineation was based on the 66 acre tract outlined on the Orphan's Court Survey of 1843 (See Orphan's Court Plat). The outlines of this tract are still evident on the 1893 Baist map. The 66 acre tract was to remain intact until the parcel was split in 1905.

With James Armor's purchase, the property entered a stable period of ownership until his widow Catherine sold the property in 1891. According to the Blue Hen's Chicken of August 3, 1849, James Armor was married to Miss Catherine Egbert, "at the upper Lancaster Toll Gate," by Reverend Mr. Love in 1849. (Historical Society

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of Delaware Genealogical Card File - Armor Family). James Armor continued to live there until he died intestate in 1890. Mrs. Catherine Armor continued in residence until March 3, 1891 when she sold the 66 acre property to Edgar R. Vernon (N.C.Co. Deeds G 15/260).

The 66 acre parcel of property was split by the sale of 30.3 acres to Edwin D. Courtney by Edgar R. Vernon on October 27, 1905 (N.C.Co. Deeds K 20/453). The James Armor House stood on this 30.3 acre parcel. The Courtneys sold this parcel to Anna Swift Rupert on October 14, 1907 (N.C.Co. Deeds P. 21/47). Later, the Ruperts also acquired the other portions of the James Armor property. On March 27, 1924, the James Armor property was joined with several other properties the Ruperts had purchased in the vicinity and purchased by the Rupert Investment Company (N.C.Co. Deeds X 24/41).

The Rupert Investment Company was a trust which managed the Rupert properties which included at least 251.70 acres according to the 1918 Rupert Investment Co. Survey. In the post World War II period, the Rupert Investment Co. gradually divested itself of its trust properties, including the tract surrounding the James Armor House. This area became the Sedgely Farms Subdivision. The James Armor House was one of the last Rupert trust properties to be sold. On March 29, 1961, the James Armor House was purchased by Mr. & Mrs. William C. and Jean D. Gordon who have maintained and preserved the house until the present time.

Comprehensive Planning

The James Armor House is located in Geographic Zone I, Piedmont.

Its period of significance extends from circa 1804 to circa 1935 in recognition of the three architecturally important building phases. Therefore, the applicable comprehensive planning chronological periods are:

- 1770 - 1830 ± : Early Industrialization
- 1830 - 1880 ± : Industrialization & Early Suburbanization
- 1880 - 1940 ± : Urbanization and Early Suburbanization

The Armor House falls within the theme Architecture, Engineering, and Decorative Arts (12). and under the theme Transportation and Communication (10).

9. Major Bibliographical References

Primary

Delaware State Archives. New Castle County Tax Assessment Records 1786, 1787, 1789, 1803-1804, 1816-1817, 1828, 1834, 1852-1853.

Delaware State Archives. New Castle County Orphans Court Records, James Caldwell S 1/197-200.

Delaware State Archives. Probate Records, John Stilley, Senior, John Stilley II, and James Caldwell.

William Gordon Family Records.

Historical Society of Delaware Genealogy Card File - Armor Family.

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreeage of property Approximately 2.5 Acres

UTM References

A

11	8	44	7	00	0	4	4	0	1	3	50
Zone		Easting				Northing					

C

Zone		Easting				Northing					

B

Zone		Easting				Northing					

D

Zone		Easting				Northing					

See continuation sheet

Verbal Boundary Description

The nominated boundary for the James Armor House is the legal parcel on which it is situated, plus the right-of-way that exists between the southern boundary of the legal parcel and the northern paved edge of Lancaster Pike (State Route 48). The boundary is more clearly illustrated on the attached map titled, "New Castle County Tax Parcel Map (Revised 2-4-86)." The tax parcel number is See continuation sheet

07-032.10-033.

Boundary Justification

The current 2.37 acre legal parcel is what remains of the original tract after it was subdivided for residential development circa 1960. This parcel contains the surviving elements of the domestic complex.

See continuation sheet

11. Form Prepared By

name/title Anne C. Wilson, Valerie Cesna/Historic Preservation Planners
organization New Castle County Department of Planning date March, 1990
street & number 2701 Capitol Trail telephone 366-7780
city or town Newark, state Delaware zip code 19711

United States Department of the Interior
National Park Service

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Continuation Sheet

Section number 9 Page 2

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National Park Service

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Maps

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Hopkins, G.M., Map of New Castle County, Delaware

Philadelphia: G. M. Hopkins and Co., 1881.

Price, Francis A., Survey Map of the Rupert Investment Co., 1918.

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N-506
James Armor House
Deed References

James Armor House
4905 Lancaster Pike, Sedgely Farms
Wilmington, DE 19807
Tax Parcel: 07-032.10-033
Current Owner: Mrs. Jean Gordon

October 2, 1989 (941 0330)
Grantor: William C. and Jean D. Gordon
Grantee: Jean D. Gordon
Consideration: \$10.00
Parcel: Lot #1, Block B, Sedgely Farms

March 29, 1961 (Book O-67, Page 664)
Grantor: Bank of Delaware (Formerly Equitable Trust Co.)
Rupert Trust Company
Grantee: William C. and Jean D. Gordon
Consideration: \$10.00
Parcel: Lot #1, Block B, Sedgely Farms

December 31, 1948 (Book K-48, Page 576)
Grantor: Rupert Investment Company
Grantee: Equitable Trust Company
Consideration: \$10.00
Parcel: One of two lots not sold to Sedgely Farms, Inc. on September 27, 1940.
The other being the Oak Hill School.

March 27, 1924 (Book X-24, Page 41)
Grantor: Charles G. Rupert and Anna Swift Rupert
Grantee: Rupert Investment Co., a corporation of the State of Delaware
Consideration: \$25,000.00
Parcel: One of many parcels in this transaction
(Former Farm of Edwin D. Courtney)

October 14, 1907 (Book P-21, Page 47)
Grantor: Edwin D. Courtney and Ella M. Courtney
Grantee: Anna Swift Rupert (Wife of Charles G. Rupert)
Consideration: \$5,125.00
Parcel: 30.3 acres

October 27, 1905 (Book K-20, Page 453)
Grantor: Edgar R. Vernon and Alberta B. Vernon
Grantee: Edwin D. Courtney and Ella M. Courtney
Consideration: ?
Parcel: 30.3 acres

March 3, 1891 (Book G-15, Page 260)

Grantor: Catherine B. Armor (Widow of James Armor deceased) et al.

Grantee: Edgar R. Vernon

Consideration: \$7,519.37

Parcel: 66½ acres

March 25, 1847 (Book T-5, Page 463)

Grantor: James V. Emlen

Grantee: James Armor

Consideration: \$3,000.00

Parcel: 66½ acres

February 10, 1844 (Book T-5, Page 392)

Grantor: John Barnes

Grantee: James V. Emlen

Consideration: \$2,706.00

Parcel: 66½ acres

April 10, 1843 (Book L-5, Page 22)

Grantor: James V. Emlen

Grantee: John Barnes

Consideration: \$2,706.00

Parcel: 66½ acres

March 7, 1843 (Book L-5, Page 19)

Grantor: John Huey and John S. Caldwell, administrators of the estate of James Caldwell

Grantee: James V. Emlen

Consideration: \$1,533.65

Parcel: 66½ acres. The parcel boundaries were based on an Orphan's Court Survey (S-1, Page 197-200). No previous deed references are recorded.

The Orphan's Court survey resulted from the partition of the 180 acre estate of James Caldwell who died intestate in 1840. James Caldwell purchased 49 acres from Leonard Swaub on December 25, 1838. The Delaware Superior Court had issued an unpaid judgment against Leonard Swaub in favor of Asher Bailey in November of 1837. John Huey and John Caldwell petitioned the Orphan's Court for the sale of 66½ acres of James Caldwell's estate to pay for the \$842.35 judgment against Leonard Swaub.

N-506
James Armor House
Deed References

Deed References to 49 acre parcel of John Stilley II estate sold to Jarvis Scullion by Thomas Maguire in 1810. This parcel is probably the site of a two-story stone house believed to be the toll-keeper's house.

December 25, 1838 (Book E-5, Page 90)

Grantor: Leonard and Maria Swaub

Grantee: James Caldwell

Consideration: \$1,400.00

Parcel: 49 and $\frac{1}{4}$ acres. The deed indicates that the property line crossed the road in the southwest corner in the location of the toll-stop on the Wilmington (Lancaster) Turnpike.

February 11, 1834 (Book S-4, Page 367)

Grantor: John and Ann C. Gordon

Grantee: Leonard Swaub of Chester County

Consideration: \$1,100.00

Parcel: 49 and $\frac{1}{4}$ acres. Same description as above.

March 31, 1831 (Book S-4 Page 365-366)

Grantor: Abraham and Marcy Taylor

Grantee: John Gordon

Consideration: \$900.00

Parcel: 49 $\frac{1}{4}$ acres. Same description as above.

August 12, 1825 (Book S-4, Page 363-365)

Grantor: Peter B. Delaney Sheriff

Grantee: John Gordon (highest bidder)

Consideration: \$590.00

Parcel: 49 $\frac{1}{4}$ acres. Same description as above.

This sheriff sale was undertaken to repay the debt of John Dorat who had purchased the parcel from Jarvis Scullion.

July 21, 1810 (Book I-3, Page 230)

Grantor: Jarvis Scullion

Grantee: John Dorat of Londonderry Township, Chester County, Storekeeper

Consideration: \$500.00

Parcel: 49 $\frac{1}{4}$ acres. Same description as above.

By this deed, Jarvis Scullion remained on the property owing \$500.00 to John Dorat who held the deed.

June 16, 1810 (Book I-3, Page 60-61)

Grantor: Thomas and Elizabeth Maguire

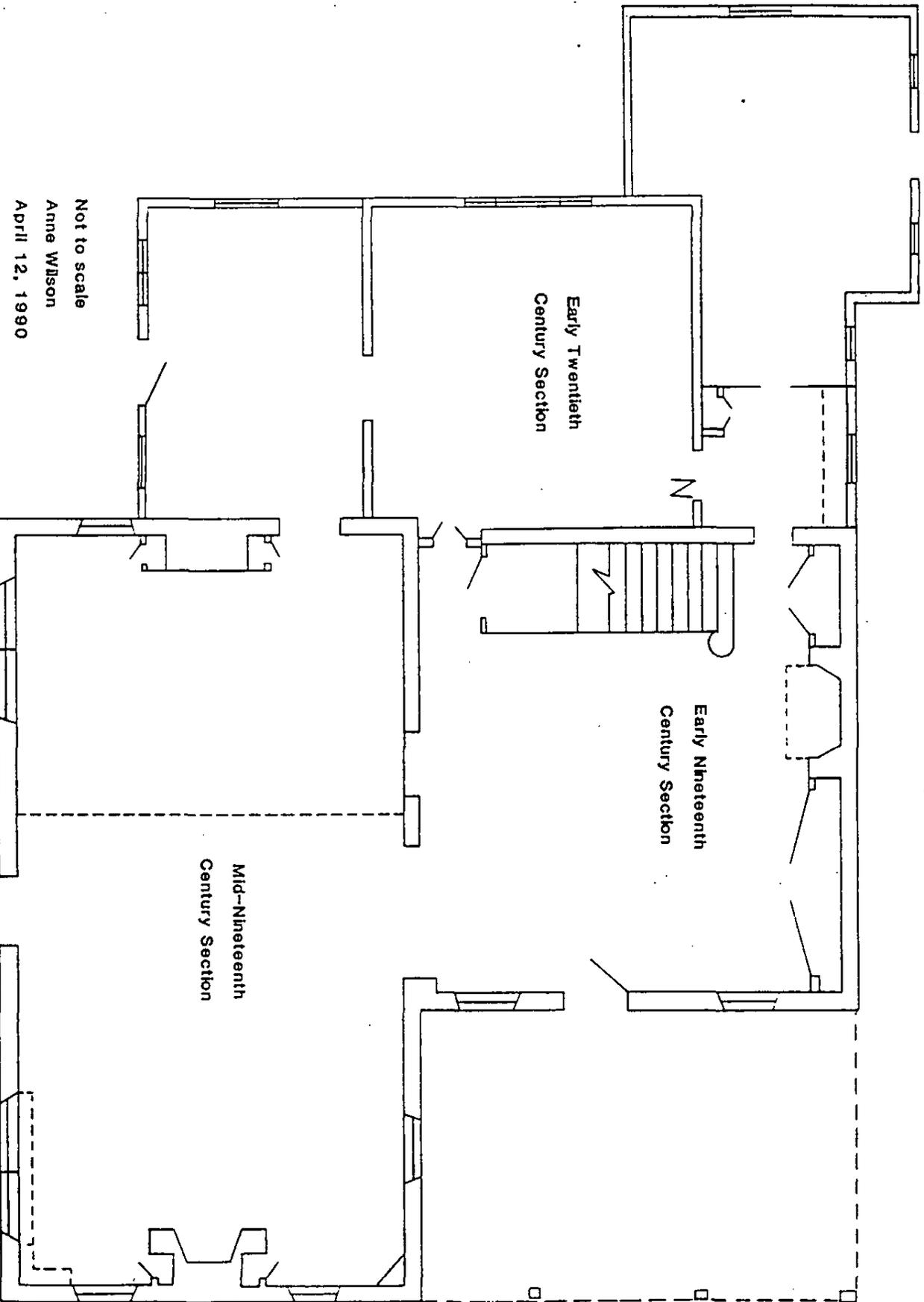
Grantee: Jarvis Scullion

Consideration: \$652.32

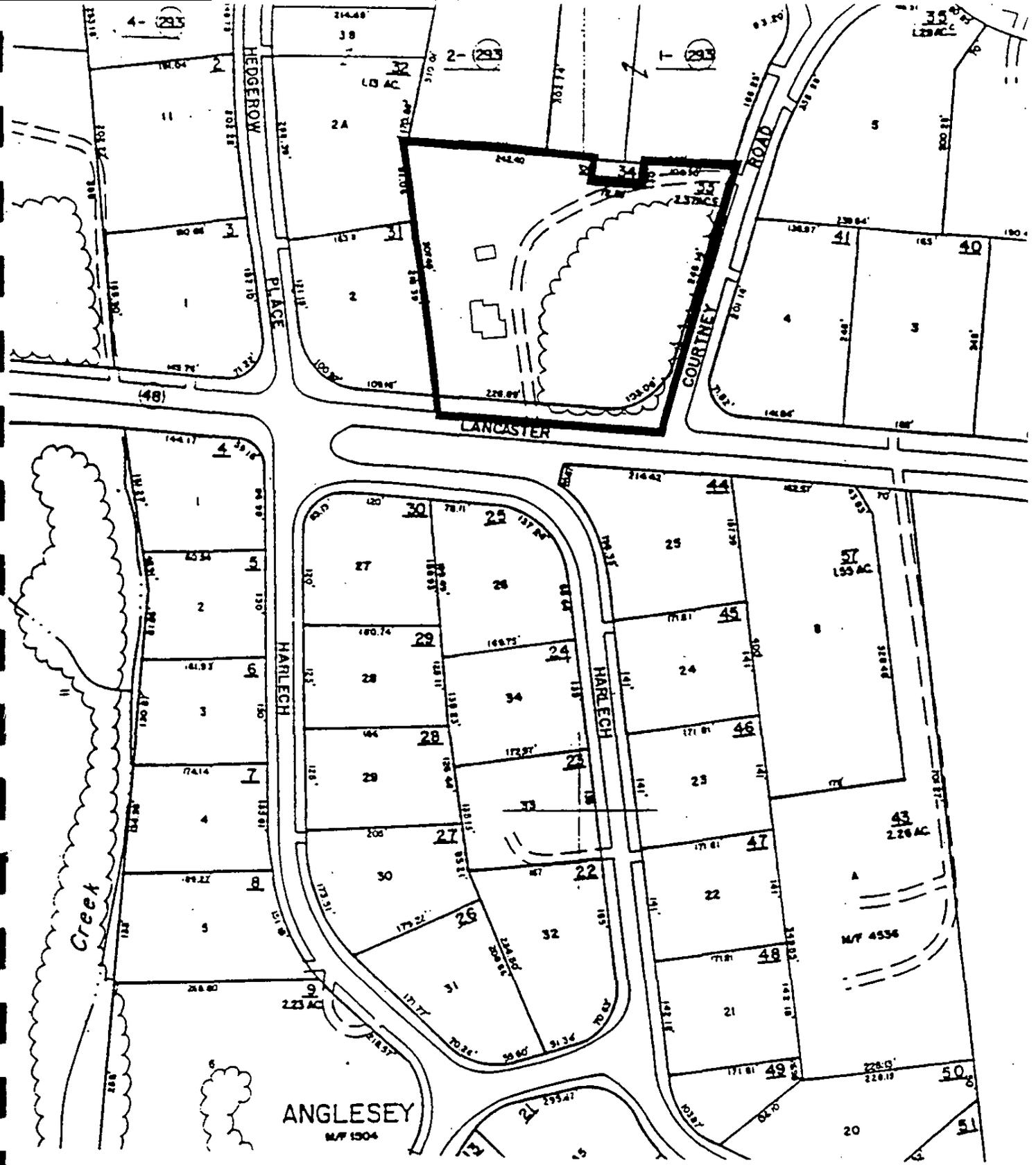
Parcel: 49 $\frac{1}{4}$ acres. Same description as above.

Mention is made of a previous deed dated May 9, 1807 between Elizabeth Stilley and Robert Armstrong executors of the John Stilley II estate, but no specific deed reference is provided.

The James Armor House N-506
4905 Lancaster Pike
Christiana Hundred
New Castle County, Delaware



Not to scale
Anne Wilson
April 12, 1990



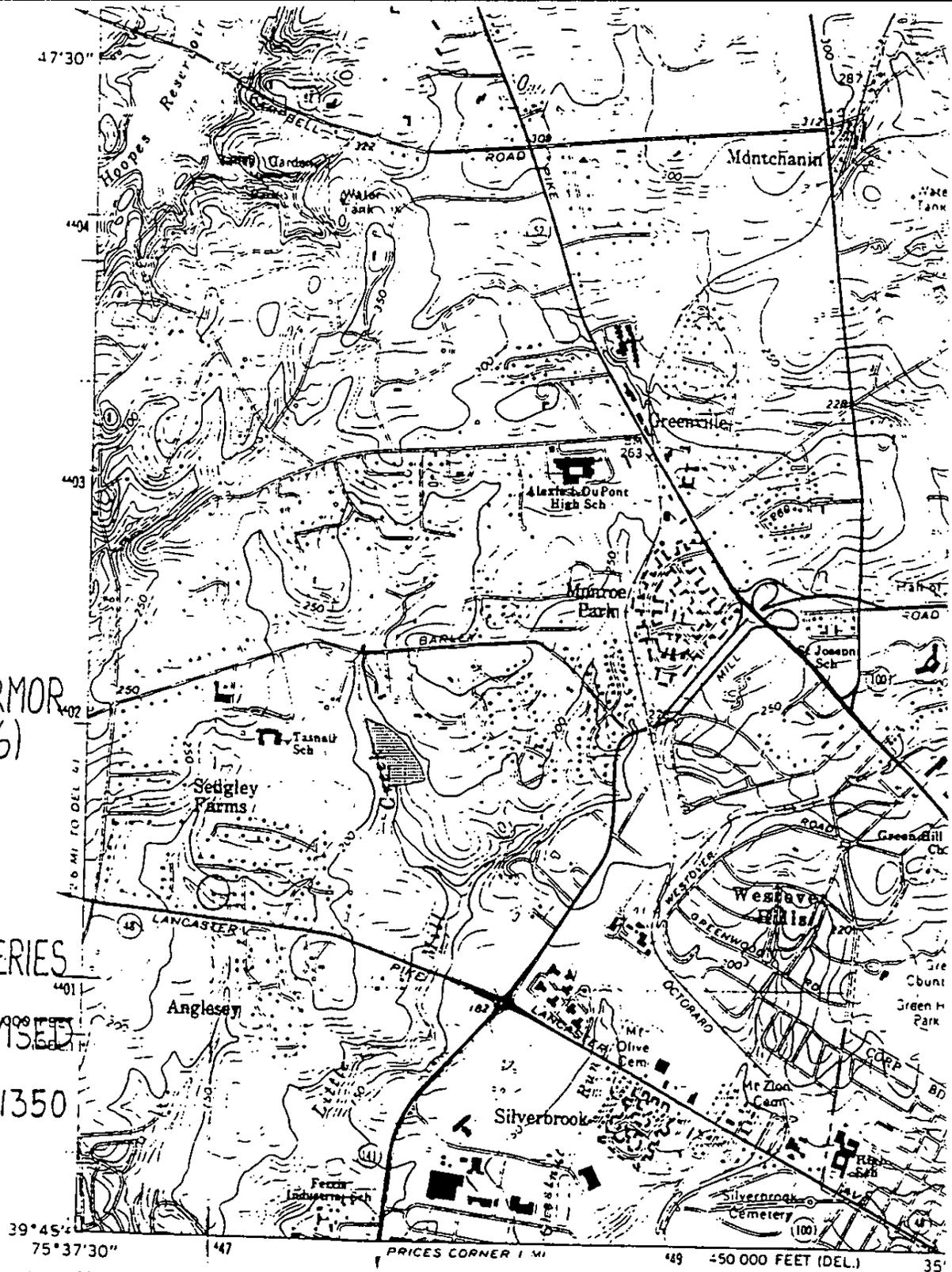
JAMES ARMOR HOUSE (N-506)

New Castle County Property Tax Parcel Map (Revised 2-4-86)

Parcel 07-032.10-033

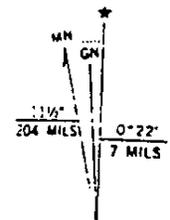
Approximate Scale: 1 inch = 165 feet

THE JAMES ARMOR
 HOUSE (N-506)
 WILMINGTON
 SOUTH,
 PA., DEL.
 QUADRANGLE
 7.5 MINUTE SERIES
 SCALE 1:24000
 1967 PHOTO REVISED
 1987
 8/447000 /4401350

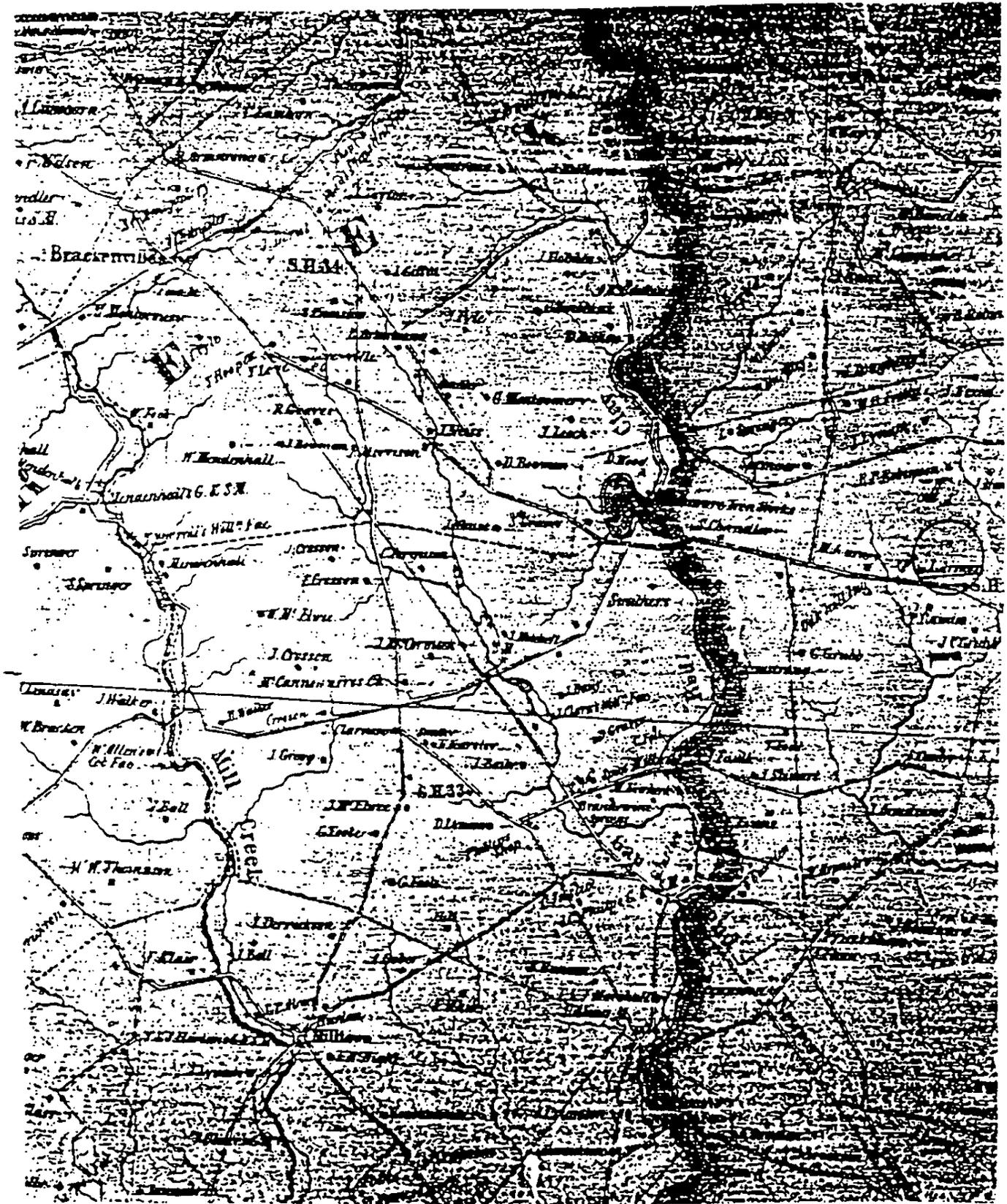


NEWARK EAST
 5863 II NW

Mapped, edited and published by the Geological Survey
 Control by USGS and NOS/NOAA
 Topography in Delaware by planetable surveys 1935-1936
 Topography in Pennsylvania by photogrammetric methods
 from aerial photographs taken 1950. Field checked 1954
 Revised from aerial photographs taken 1965. Field checked 1967
 Polyconic projection. 10,000-foot grid ticks based on Delaware
 coordinate system and Pennsylvania coordinate system, south zone
 1000-meter Universal Transverse Mercator grid ticks,
 zone 18, shown in blue. 1927 North American Datum
 To place on the predicted North American Datum 1983
 move the projection lines 6 meters south and
 32 meters west as shown by dashed corner ticks
 Fine red dashed lines indicate selected fence and field lines where
 generally visible on aerial photographs. This information is unchecked
 Red tint indicates areas in which only landmark buildings are shown
 There may be private inholdings within the boundaries of

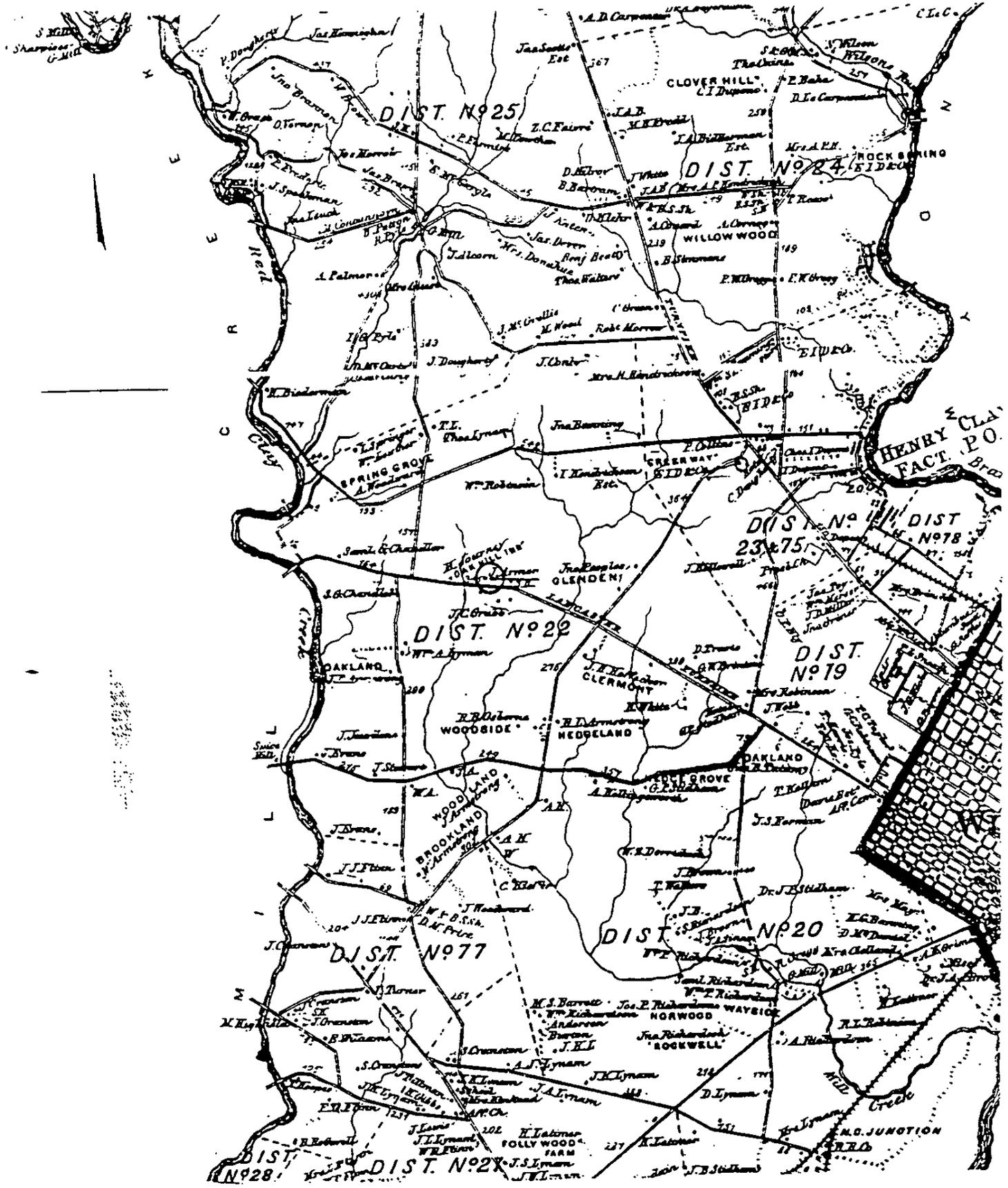


UTM GRID AND 1987 MAGNETIC NORTH
 DECLINATION AT CENTER OF SHEET



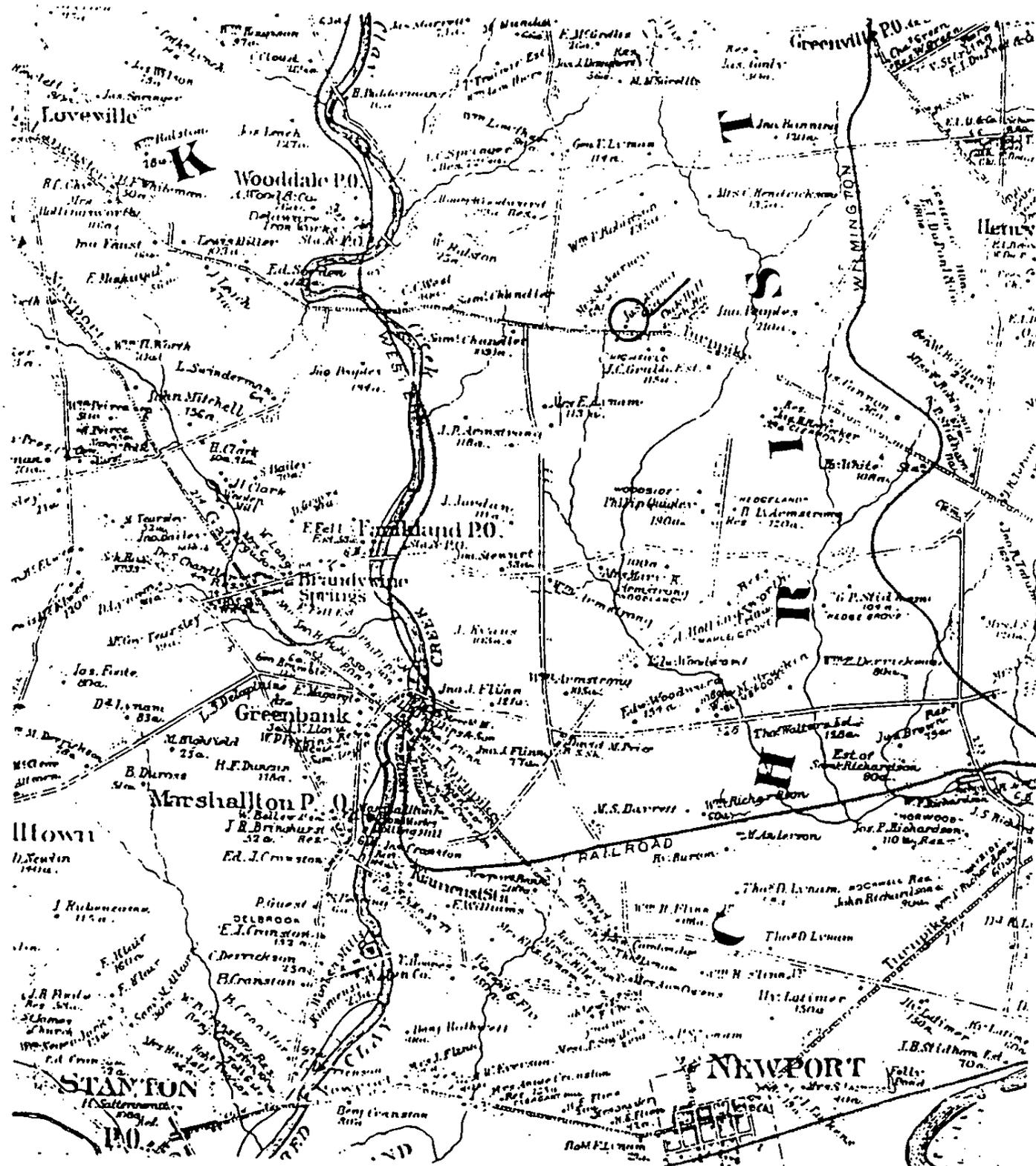
Samuel Rea and Jacob Price Map of New Castle County, Delaware
 Philadelphia: Smith and Wistar, 1849
 Scale: 1 1/2 inch = 1 mile



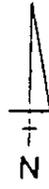


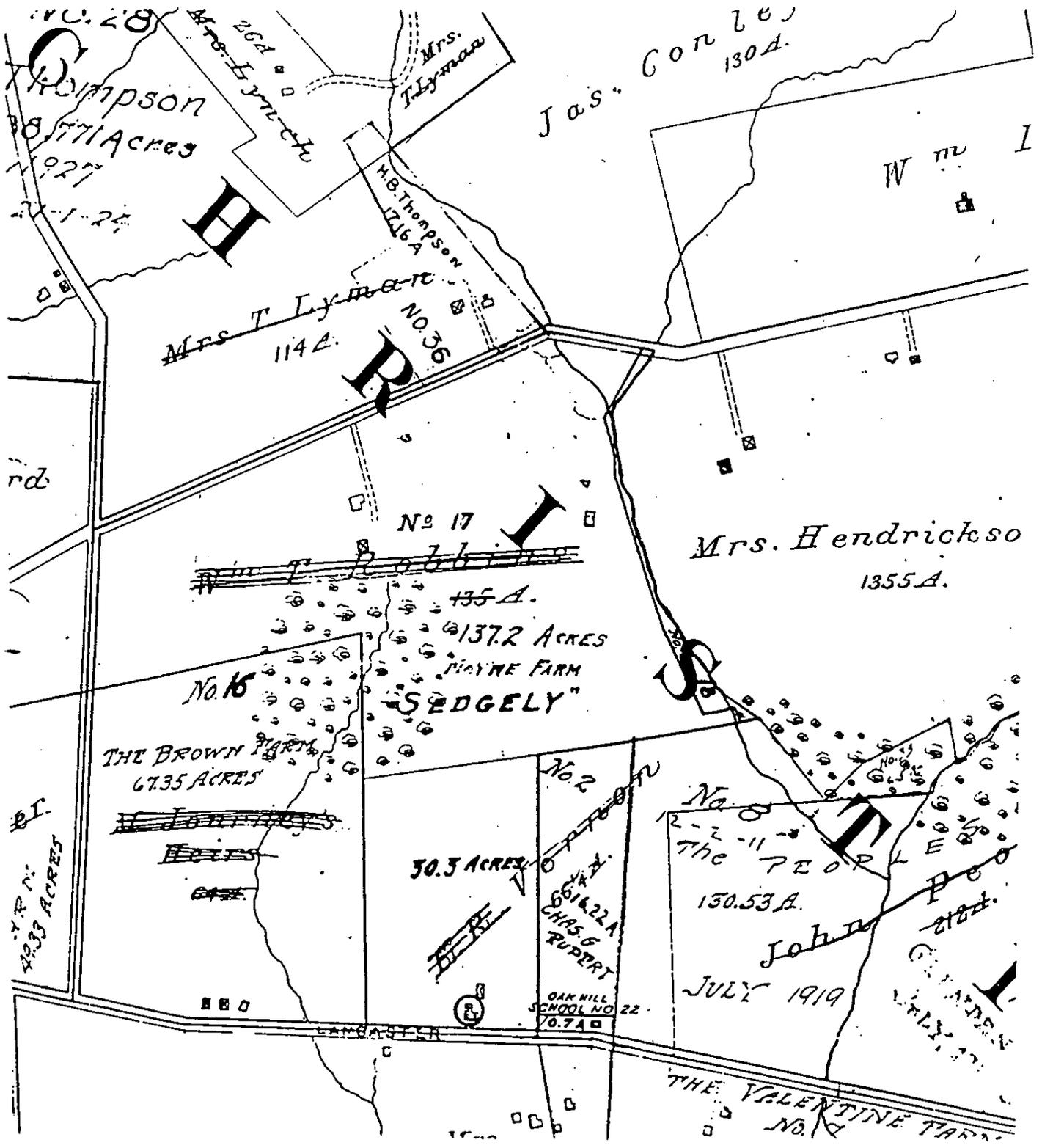
D. G. Beers Atlas of the State of Delaware Philadelphia:
 Pomeroy and Beers, 1868
 Scale: 1½ inch = 1 mile





G. M. Hopkins Map of New Castle County, Delaware
 Philadelphia: G. M. Hopkins, 1881
 Scale: 1-3/4 inch = 1 mile





G. William Baist Atlas of New Castle County, Delaware
 Philadelphia: G. William Baist, 1893
 Scale: 1-3/4 inch = 1 mile



N-506 **Stilley House**
(James Armor House)
4905 Lancaster Pike (Route 48)

The recommended boundary is identical to the nominated boundary advocated in the National Register nomination for the property, prepared by Valerie Cesna and Anne Wilson of the New Castle County Department of Planning, March, 1990.

The boundary for Stilley House (James Armor House) is the legal parcel on which it is situated, Tax Parcel No. 07-032.10-033, plus the right-of-way that exists between the south boundary of the legal parcel and the northern edge of the Lancaster Pike improvements (defined as the road surface, curbs and shoulders, drainage ditches, bridges, and culverts). See attached map.

The current 2.37 acre legal parcel is what remains of the original tract after it was subdivided for residential development circa 1960. This parcel contains the surviving elements of the domestic complex. The right-of-way on the north side of Lancaster Pike is specifically included within the boundary because of the property's historic association with Lancaster Pike.

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Springer, Charles, Tavern
other names/site number Oak Hill Inn; Four Mile Inn; Sign of the Three Tons; N-507

2. Location

street & number 4921 Lancaster Pike not for publication
city, town Wilmington, Christiana Hundred vicinity
state Delaware code DE county New Castle code 003 zip code 19807

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	<u>3</u>	<u>2</u> buildings
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>0</u>	<u>0</u> sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>0</u>	<u>0</u> structures
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>1</u>	<u>0</u> objects
<u>-</u>	<input type="checkbox"/> object	<u>4</u>	<u>2</u> Total

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of certifying official _____ Date _____

State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official _____ Date _____

State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.
 See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:) _____

6. Function or Use

Historic Functions (enter categories from instructions)

Domestic Hotel

Agriculture/Agricultural Outbuilding

Domestic/Secondary Structure

Current Functions (enter categories from instructions)

Domestic/Single Dwelling

Vacant/Not In Use

Vacant/Not In Use

7. Description

Architectural Classification
(enter categories from instructions)

Materials (enter categories from instructions)

foundation Stone/Granite

walls Stone/Granite

Wood/Log, Weatherboard

roof Asphalt Shingle

other Wood

Describe present and historic physical appearance.

The Charles Springer Tavern is a two-story, log and stone building that evolved in four major construction phases during the period from 1750 to 1850. It functioned as a tavern throughout the nineteenth century, but has been a private residence since the early twentieth century. On the property surrounding the tavern a number of outbuildings were constructed during the nineteenth century. The three sites that survive are contributing elements of the nomination: the ruins of a stone barn built in 1852, the ruins of a stone springhouse, and a stone mileage marker identifying the location as being four miles from the City of Wilmington. The known outbuildings that do not survive include: a wheelwright and a blacksmith shop, a smoke house, a privy, a small frame barn, a corn crib and a row of stables. There are also two twentieth century outbuildings that are non-contributing: a frame fruit and vegetable stand and a frame garage.

The property is located in Christiana Hundred, New Castle County, Delaware in the western suburbs of the City of Wilmington. The tavern fronts on the north side of Lancaster Pike (State Road 48), and is situated 8/10 of a mile west of the intersection with Center Road (State Route 141) and less than 3/10 of a mile east of the intersection with Centerville Road. It is surrounded by mid-twentieth century residential subdivisions. The tavern rests on a 1.12 acre parcel of land. Portions of the two adjoining parcels containing the ruins of the barn and springhouse are also included within the boundaries for a total nominated area of 3.5 acres.

Observations on the chronology and structural details of the building are drawn from field observation and discussions and correspondence with the present owner, Mr. Kennard Potts and his son, Mr. Kennard L. Potts.

Viewed in its entirety, the form of the tavern is a two-story, four-bay building with a shed-roof rear ell. The building reached its present form by means of four major building phases.

The first was the construction of a two-story, two-bay, gable-roofed log section. When built, the sills of this structure rested on the ground. There is no confirmed date of construction, but the log section is thought to have been completed by about 1750.

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In 1780, a stone, two-story, two-bay, gable-roofed building was constructed against the west endwall of the log house. It has four complete stone walls and is structurally independent of the log section. Because this stone wing was built on a foundation, its floor levels and roof level were originally a few feet higher than those of the log wing.

The third building phase occurred as a renovation to the log section. Its roof level, window and door openings and floor levels were raised to match those of the stone wing. The construction date of these renovations is uncertain.

The fourth building phase involved the construction of a stone, one-and-a-half story lean-to on the rear wall of the log section. The construction date of the stone lean-to is also uncertain. However, it is estimated that the renovations to the log section and the construction of the stone lean-to occurred between 1780 and 1850. After the completion of the basic structure, the building continued to evolve as some of its interior and exterior trim was updated.

The present appearance of the tavern exterior clearly exhibits each wing and its construction materials. However, for most of the twentieth century those sections were not evident. Stucco covered all of the exterior at least since 1898 when the building was described as a "stone dwelling" in a deed. (N.C.Co. Deeds Y15/243).

In 1980, the current owner began to remove the stucco. With the stucco off, it was evident that the top two rows of logs and the altered areas of the window openings had never been chinked. This suggests the building was first stuccoed when the roof, floors, and windows of the log wing were raised and that the log renovation phase was intended to unify the appearance of the building.

When the stucco was removed, it was also discovered that the wall of the log wing abutting the 1780 stone section is out of plumb to such a degree that the two sections of the building do not touch at the front of the second story level. That wedge-shaped space and unchinked logs are now filled with small pieces of stone and mortar. Ghosts of lath marks are still visible on the log facade.

The application of stucco was apparently intended to unify the appearance of the three sections of the building. Although it has been removed, there are elements which tend to unify the building such as the roof shape and materials, the full facade porch and the two-over-two replacement windows.

The side-gable roofline of the adjoining log and 1780 stone sections is continuous and clad with asphalt shingles. There is a molded box cornice with partial returns on the gable ends of the two sections. There are two chimneys piercing the roof of the adjoining 1780 stone and log sections: one interior chimney of stone and brick located at the log building's west endwall and an interior brick chimney in the southwest corner of the 1780 stone section. The rear lean-to is also clad with the same asphalt shingles as are the roofs of the building's two porches.

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Most of the window frames and sashes on all three sections of the building are two over two replacements of the original windows. These appear to be of uniform size and shape as is evident on the facade (See photo No. 1). The only original frame and sash is the four light garrett window in the west gable endwall of the 1780 stone section. The first floor facade and some of the other first floor windows feature panelled shutters. The second floor facade windows feature louvered shutters. These also tend to unify the 1780 stone and log sections of the building.

Another unifying element is the full-facade open porch which spans the length of both the 1780 stone and log facades. This porch features a tongue-and-groove floor and five square wood posts supporting a shed roof. There are exposed rafters in the ceiling of this porch. This porch is a replacement of a wrap-around porch evident in the 1918 survey of the Rupert Investment Co. There is also an enclosed shed-roof porch on the east endwall of the log house. Apparently, this portion of the wrap-around porch was originally enclosed in the 1920's to serve as a milk-shed, using water from an adjacent well. During the 1960's, Mr. Potts rebuilt the east endwall of the porch and removed the previous milk-shed functions.

Log Building Description

The original log building was a two-story, single-pile, gable-roof, 16 x 18 ft. house which is believed to have been constructed by 1750. This log structure appears to have been a hall-plan possibly dirt-floored house with sills that originally rested directly on the ground. Although the walls, floors and roof were later raised to match those of the 1780 stone building, the later building is similar to the original log structure. The renovated section's floor dimensions are almost identical to those of the original log house and the first floor plan appears to be similar to the original. The later window and door openings appear to be placed over the original ones as well.

Only the facade (south) wall of the log house is presently visible on the exterior. Weather board siding covers the east endwall. The rear or north wall is covered by the stone lean-to addition. The west log endwall is covered by the adjoining 1780 stone wall. None of the log walls continues beyond the second-story level.

The exposed two-bay facade of the log building provides much of the evidence for the two major construction phases of the log section. The original log wall was laid with horizontal logs joined at the corners with full dovetail notches. The uppermost two rows of logs were added later. These two rows of logs appear to be of a different wood-type and are joined at the corners with square notches. The lower, dovetailed notch portion of the wall consists of logs of a uniform color and wood-type. The dovetailed notching is similar from row to row. There is little evidence of the chinking found in the upper portion of the wall, because the lower logs are laid so tightly. The mortar between the lower logs was repointed by the present owner after the stucco was removed. It is probable that the lower portion of the log facade wall was built at one time and the uppermost rows were added at a later date, in order to raise the walls to the same level as the 1780 stone section.

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Two rows of horizontal notches in the log facade provide further evidence about the two construction phases of the log building. A row of horizontal notches is visible along the length of a log one row above the present-day first-story window. These indicate the location of the floor joists for the present second-story. In a log about two rows beneath this series of notches are two remaining notches in another series that indicate the location of the floor joists of the original log building (See photo No. 9).

The fenestration of the log facade provides further evidence regarding the two periods of the log house's construction. Directly beneath the present second-story windows are the filled-in openings of the lower portion of the original second-story windows. Beneath the only first-story window, a similar filled-in window may be found. Evidently, when the floors, walls, and roof were raised in the log renovation phase, new window openings were cut directly above the original openings (See photo No. 9). The original door jambs and sills are visible through the crawl space beneath the log section. The later doors were installed above the original ones in the same approximate location.

The crawl space beneath the log section is accessible through the basements of the later two wings. The south stone foundation wall of the lean-to section supports the original log sills, wall, door sill and jamb of the north wall of the original log house. These sills and jamb originally rested on the ground. A space above the stone foundation wall provides access to the crawl space beneath the log section of the house. (See photo No. 10). Some of the original log joists with bark are visible through the crawl space. Also visible inside the crawl space are two rubblestone walls which provide intermediate support for the first floor joists. These walls run parallel to the front and rear walls of the log house. The stone walls were evidently added when the floors, walls and roof were raised.

The floorplan of the first floor of the log house seems to duplicate the original. Although the walls, floors and roof of the building were raised during the renovation phase, the door openings appear to be positioned over the original ones discernible in the crawl space. Then, as now, there were three door openings to the house: the facade (south) opening, the center rear (north) opening, and the center opening on the east endwall. At the present time, the rear door opens to the stone lean-to and the opening on the east endwall leads to the enclosed porch. Another opening, cut through the west log endwall when the 1780 stone addition was built, was enlarged by the present owner (See first-story floor plan).

The first story hall of the log building probably served the living, cooking and dining needs of its original occupants with sleeping accommodations upstairs. Cooking may have been done over the fireplace located in the center of the west endwall. This fireplace has been walled-in by the present owner. To the right of the walled-in fireplace is a built-in cupboard presumably installed after the floors were raised. Presently, this room serves as a dining room. To the left of the opening to the enclosed porch in the northeast corner is the batten door to the boxed-in winder-stair

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leading to the second floor and attic. The winder-stair is another feature which was probably added some time after the floors were raised. Access to the second story in the original log house may have been provided by winder-stair or ladder.

The second story of the log section is presently divided into two chambers. It is uncertain whether the present two-room configuration reflects an earlier time period or is a more recent modification. (See second floor plan). Aspects of the interior fabric of these rooms such as the floors, moldings, and trim date from the mid-nineteenth century (after the raising of the log section) to recent times. Although the floorboards of the 1780 stone section and the log section are on the same plane, they are not continuous. On the north wall of the log section are two door openings which provide access to the bedroom and bathroom of the lean-to section. In the northeast corner of the log section is a batten door leading to the winder-stair which continues to the attic over the log house.

There are two attics on the building: one over the 1780 stone section and one over the earlier log section. Although the two attics are adjacent to each other, there is no access from one attic to the other. In the log section, the rafters are mortised and tenoned and joined at the apex of the roof. These rafters notch over a false plate. On the north side of the building, the false plate rests on the stone lean-to section of the house. Roman numerals indicate the order of construction of the vertical-sawn rafters, and horizontal nailing strips support the plywood sheathing above. Although the roof construction of the two attics is similar, there are several indications that the two roofs were constructed at different times. The width and depth dimensions of the rafters are dissimilar. Secondly, there are large notches intended to receive nailing strips in the rafters over the log section, while the notches in the stone section are less obvious. Thirdly, the Roman numerals in the log section are much larger than those used in the stone section.

Further evidence that the two attics were constructed at different times is a scar of a lower roofline on the stone gable. The log walls do not continue beyond the second floor and the stone gable endwall of the 1780 stone section is common to both the 1780 stone and log attics. This mortar line indicates an earlier roofing system for the log house which was still in place after the construction of the 1780 stone endwall addition. The scar also provides additional evidence that the roof, floors and walls of the log house were raised after the construction of the 1780 stone section.

However, the mortar line is only visible on the north (rear) side of the chimney and stone wall. There is no scar indicating an earlier roofing system on the south side of the stone wall. One explanation of this disparity is that the stone and log sections shared a common roofline in the front, but different rooflines along the back until the roof, walls, and floors were raised. Since logs were added to the facade in order to raise the walls and roof, this explanation seems unlikely.

Another possible explanation for the absence of the scar is the space which exists

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between the two buildings in the front of the log section, but not in the rear of the log section on the second-story level. This wedged-shape space is evident on the facade and has been filled in by chinking of mortar and stones by the present owner. This space is also evident in the log section's attic where there is a space ~~in~~ the attic floor on the south side of the chimney, but not on the north (rear) side. The eight to ten inch space between the log and stone buildings is visible down to the dining room ceiling level. The previous roofline of the log building may have pulled away from or may never have been joined to the stone gable on the south or facade side of the building. When the roof, walls and floors were raised, a common continuous roof was raised between the 1780 stone and log section and was joined at the rear of the log section to the top of the stone lean-to addition.

1780 Stone Building Description

The 1780 stone building is a structurally independent two-bay, single-pile, two-story house which adjoins the west endwall of the log house. The 1780 date is documented by a datestone in the gable of the west endwall of this building, "C.S. 1780." The interior dimensions of the stone building are almost identical to those of the log building. The rear stone wall projects about eighteen inches beyond the log wall on the exterior of the building to accommodate the thicker stone wall. (See first floor plan). The interior floorplans of the first and second floors seem to be very similar to the original.

The exterior walls of the 1780 stone section are uncoursed roughly laid fieldstone. The stone walls show evidence of having been whitewashed at an earlier date. The two-bay facade or south wall of the 1780 stone section features a right-bay entrance. The five-panelled door features a plain surround and appears to be original to that section. A vertical mark on the stone work to the left of the door indicates a previous entrance porch which has since been removed, perhaps when a wrap-around porch was added in the nineteenth century.

The east endwall of the 1780 stone section is covered by the adjoining log wall. The north or rear stone wall abuts the stone lean-to in its southwest corner. There is a rear entry on the north wall almost directly across from the facade entry. The west gable endwall features the original garrett window and the 1780 date stone above. There is one first floor window on this wall centrally located beneath the garrett window and datestone.

Access to the 1780 stone basement is available in the northeast corner of the first floor room or through a bulkhead door in the front porch floor. This room consists of stone walls and a poured concrete floor with a corbeled fireplace support in the southwest corner of the room. This basement room houses the oil furnace which presently heats the building and the breaker box for the electrical system. Some of the ceiling joists are original, but some are replacements. A few are hewn, but others are vertical sawn on the bottom faces and circular sawn on the side faces. Along the top of the east stone wall of this basement is an opening to the previously described crawl space of the log section, through which the rubblestone support walls

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and some of the original door jambs and sills of the original log building can be seen.

The first floor of the 1780 stone house consists of a single room which presently serves as the living room of the residence. Physical evidence suggests that the bar for the tavern was located in the northwest corner of this room. Scars along the walls and ceilings clearly indicate a corner enclosure about three feet deep. (See photo No. 13). Charles Springer's 1808 probate inventory lists, "1 corner cupboard walnut," although the location is not designated, (N.C.Co. Probate Records, Charles Springer Inventory). Bars of the period have been described as a counter enclosed by a grill or row of posts through which drinks were passed. The bartender would keep his cash box and account book behind this grill-like structure (Ward: 1968, p.6). The fireplace is located in the southwest corner of the room. Although it is in its original location, the brick surround is a more recent addition.

Along the east endwall of this room, stands an open-string, straight-run staircase, leading to the second floor. This staircase is a 1930's replacement of the original boxed-in, winder-stair. Evidence for the original winder-stair may be found in the northeast corners of the basement and the second story. The ceiling of the second floor hall has recently been removed leaving the ceiling joists visible. In the square area of the former winder-stair to the attic, the exposed joists seem to be of more recent vintage than the exposed joists of the rest of the second story. The replacement of the winder-stair by the open-string staircase appears to be the only alteration to the original first floor plan.

The second story of the 1780 stone section presently contains a large bedroom along the west endwall and an open stair hall. (See second floor plan). This floor plan is probably similar to the original configuration, although there was probably a small chamber in the front half of the hall. About half of this space is presently occupied by the straight run staircase. Before this staircase was cut, there would have been room enough for a small chamber, in the south portion of the hall, since the boxed-in, winder-stair occupied the north portion of the hall.

Much of the original 1780 fabric is still evident in the two second story rooms. At the time of the preparation of this nomination, the owner had undertaken the removal of wallpaper and ceiling plaster. This provided the opportunity to study the ceiling joists, wall construction and other features of the second-story 1780 stone section. In addition, the attic which was previously inaccessible was made accessible through a hole in the ceiling of the hall.

The large bedroom located along the west endwall retains many of its original features. The original random-width floorboards are laid from endwall to endwall. There is a four-inch baseboard with a small bead at the top. The two 2/2 windows located directly across from each other on the north and south walls feature deep plaster reveals. There are two original doors located adjacent to each other on the partition wall serving the closet and the entry to the hall. The smaller closet door

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on the left is a raised four-panel door with H-hinges. The larger raised, six-panel door to the right is attached with the original L-hinges. The mitred-cornered molding surrounding these doors appears to be original. The fireplace is in its original location in the southwest corner, although the mantel has been removed. The plaster on the three stone walls is applied directly over the stone. The ceiling joists of the bedroom and the adjoining hall apparently were intended to be exposed since they feature beaded corners. The exposed joists run from the front to the back of the two rooms.

The removal of wallpaper in the stair hall revealed some of the original construction features of the partition wall between the hall and the bedroom. The partition wall is formed by five to six-inch wide vertical planks which have been nailed to the side of one ceiling joist. The planks are separated by spaces of five to six inches. Split lath was then nailed to both sides of the planks and covered with plaster.

The 1780 section attic had become accessible through a hole in the ceiling as a result of the owner's renovations. The roof construction of the 1780 stone building is very similar to that of the adjoining log system. The roof system consists of common rafters, meeting at the apex with a mortise and tenon joint. The vertical sawn rafters are notched over a false plate. Small Roman numerals indicating the order of construction are visible at the top of some of the rafters. Horizontal nailers are attached to the rafters. Above this is plywood sheathing put in place by the present owner. Although the roof construction of the 1780 stone building is similar to that of the log building, it is evident that the 1780 roof was constructed before the renovations of the log section. The reasons were detailed in the previous discussion of the log section's roofing system.

The Stone Lean-to Section Description

The one-and-a-half story stone lean-to section joins the rear wall of the log section. Only three stone walls were built since the rear log wall provides the south wall of the stone lean-to section. The lean-to building is the same width as the log section and is about fifteen feet deep. (See first floor plan). The exterior walls are uncoursed roughly laid fieldstone. There is one exterior entrance to the lean-to: a center-bay door on the rear wall. This entrance features a pedimented entrance porch.

The basement under the stone lean-to section is only accessible from the outside through stairs along its east wall. There is a poured concrete floor and stone walls in this basement. The space presently serves as the laundry room for the house. There are various types of ceiling joists in this room: at least two are hewn on three sides; while a fourth is hewn on four sides. The south foundation wall supports the rear wall of the log house. The exposed lower portion of the rear log wall with its sills, door jamb and sill is detailed more fully in the description of the log section of the building.

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The rear entrance to the stone lean-to section provides access to the first floor of the lean-to. There is one room on the first floor of the lean-to which presently serves as the modern-day kitchen of the house. This may have been its original function also. According to Mr. Kennard L. Potts, son of the present owner, a small coal-fed ~~stove~~ stove previously stood in the northwest corner of the kitchen until it was removed by his father in the 1960's. With this alteration, an interior brick chimney which led to the roof of the lean-to was also removed.

The second story garret rooms of the lean-to section are only accessible from the second-story log section. The larger of these two rooms located in the northwest corner serves as a bedroom, while the smaller of the two rooms in the northeast corner serves as a bathroom. A step down is required to reach each of these rooms from those of the log section. (See second story floor plan).

There is no attic or crawlspace above the stone lean-to section. The rafter ends and plate of the rear slope of the log section rest on the stone lean-to section. This is visible on the exterior east endwall of the main block. The extension of the roofline northward beyond the original log building probably coincided with the raising of the log walls, floors and roof during the log building's renovation phase. (See photo No. 6). This provides evidence that the stone lean-to was built about the same time that the floors, walls and roof of the log section were raised.

List of Outbuildings and Non-contributing and Contributing Sites

During most of the nineteenth century, the Charles Springer Tavern was situated on a 65 acre parcel of land. By the late nineteenth and early twentieth centuries, the tavern complex included the following buildings: the tavern; a stone barn; a stone springhouse; a row of sheds for stabling horses between the tavern and the barn; a small frame barn; and a small frame corn crib between the stone barn and the row of sheds; a stone smokehouse; a privy; a blacksmith shop; and a stone mileage marker. Of these, only the tavern, the ruins of the stone barn, the ruins of the stone springhouse and the mileage marker remain. (See sketch plan).

The following are contributing elements to the Charles Springer Tavern:

1. (N-507.1) The Charles Springer Tavern.
The tavern is a contributing building.
2. (N-507.2 also N-508) The Ruins of Moses Journey's Stone Barn.
Three of the stone walls of the bank barn remain. The barn was constructed by Moses Journey who purchased the tavern property in 1848. The 1852 construction date is verified by a datestone in the southwest gable, "M. Journey 1852." The barn walls have been stabilized by the present owners, Mr. & Mrs. Frederick C. Field. A portion of the stone barnyard walls stand parallel to the north and south walls of the barn. The barn walls are a contributing building.

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3. (N-507.3) The Ruins of the Stone Springhouse.
The springhouse ruins are located on Little Falls Creek to the northeast of the tavern. Three of the four rubblestone walls remain, but the west wall has fallen over. The walls appear to have supported a gable roof. The original construction date is uncertain. The springhouse ruins are a contributing building.
4. (N-507.4) The Stone Four-Mile Marker.
The marker is located about one hundred yards northwest of the house on the north side of Lancaster Pike. The marker is inscribed as follows: "4 to W," and indicated the distance to Wilmington. The stone marker is about two feet high and 1½ feet wide. It is a rounded arch shape and stands adjacent to a stone wall. The four mile marker is a contributing object.

The following are non-contributing buildings on the Charles Springer Tavern property:

1. (N-507.5) The Fruit and Vegetable Stand.
The wood stand for selling fruits and vegetables was built in the twentieth century after the tavern's period of significance. It is a non-contributing building.
2. (N-507.6) The Frame Shed was formerly used as a garage.
It was built in the twentieth century after the tavern's period of significance. It is a non-contributing building.

The approximate locations of other buildings (now demolished) in the tavern-complex are also known. The following sites have been historically associated with the Charles Springer Tavern (See sketch plan).

1. (N-507.7) The Site of the Blacksmith Shop.
According to the present owner, the wheelwright and blacksmith shop formerly stood in front of the tavern until it was removed in the 1930's. Its presence there is also documented by an 1860 map H. Eckel's Preliminary Survey for the Wilmington and Brandywine Railroad.
2. (N-507.8) The Site of the Smokehouse.
According to the present owner, a stone smokehouse stood to the north of the lean-to section until it was removed by him ca. 1940.
3. (N-507.9) The Site of the Privy.
This stood to the west of the smokehouse according to the present owner.
4. (N-507.10) The Site of the Small Barn.
According to a 1918 survey of the property commissioned by the Rupert Investment Company, a small frame barn stood to the south of the larger Moses Journey Barn.

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5. (N-507.11) The Site of the Corncrib.
According to the above-mentioned 1918 survey, a small frame corncrib stood to the south of the small frame barn.
6. (N-507.12) The Site of the Carriage Shed.
An 1898 deed (N.C.Co. Deeds, Y 17/243) and a 1918 deed (N.C. Co. Deeds, P 27/442) document a "row of shedding" for the stabling of horses and carriages. Tradition indicates this stood between the tavern and the barn.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Architecture _____

Transportation _____

Significant Person

N/A _____

Period of Significance

Circa 1750 - 1780 _____

Circa 1800 - 1880 _____

Cultural Affiliation

N/A _____

Architect/Builder

Unknown _____

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Statement of Significance

The Charles Springer Tavern is eligible for listing on the National Register of Historic Places under Criterion C. It is architecturally significant due to the integrity of the building which incorporates log and stone construction techniques that were utilized during four major phases of construction in the eighteenth and nineteenth centuries. In addition, the stone ruins of a barn and springhouse are remnants of a tavern complex, typically associated with nineteenth century rural taverns. The series of expansions of the tavern itself and the tavern-complex occurred during a widespread rebuilding trend in the late eighteenth and early nineteenth centuries. This trend was characterized by the replacement of impermanent log and wood frame buildings with durable stone construction. The Charles Springer Tavern is also eligible under Criterion A. Its significance under the theme of transportation derives from its use as a rural tavern on the Wilmington (later Lancaster) Turnpike. The turnpike served as a regional route linking the agricultural regions of southeastern Pennsylvania and northern Delaware to the mills, markets and port of Wilmington. As a rural tavern, the Charles Springer Tavern served the needs of both local and regional travellers.

Significance Under Criterion C for Architecture

The Charles Springer Tavern was constructed during the eighteenth and early nineteenth centuries. The eastern two-story log structure was probably constructed by 1750. By 1780, a two-story, stone west endwall addition had been completed. Shortly thereafter, the one-and-a-half story stone rear wing was added. At about the same time that the lean-to was added, the roof, walls, and floors of the two-story log structure were raised to match those of the adjoining 1780 stone section.

Log was the predominant construction material in the Piedmont Region of northern Delaware for most of the eighteenth century when the first construction period of the Charles Springer Tavern occurred. Log construction persisted into the early nineteenth century. The original two-story log building with sills that rested on the ground was typical of the impermanent construction techniques of the early settlement period. However, during the late eighteenth and early nineteenth centuries, a rebuilding period occurred during which stone and other more permanent construction

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materials replaced the previously favored log. The construction of the 1780 stone endwall addition to the tavern occurred at the beginning of this rebuilding period. During the rebuilding period, the construction of stone endwall additions to previously existing log buildings was quite common. The later stone lean-to addition was also representative of this rebuilding period. The log portions of buildings which received stone additions were usually subsequently removed. The Charles Springer Tavern is a rare surviving example of a building which retained its earliest log structure. In addition, the tavern is unique in the interior and exterior integrity of its three sections.

Although the log section was altered when its roof, floors and walls were raised, even these alterations occurred by about 1850 within the tavern's period of significance as a tavern. In spite of these alterations, much of the exterior fabric of the log house is intact, providing evidence of its early history. The exposed log sills and door jambs visible in the crawl space and in the lean-to basement provide evidence of the building's first phase of existence when the sills rested directly on the ground. The location of these door jambs and sills as well as the filled-in window and door openings on the facade indicate that the original floorplan is similar to that of the log section today. On the interior, the closed-in hearth indicates that the first floor of the log house may have served as the original kitchen.

Much of the second phase of the log section's construction is also evident. On the exterior facade, the uppermost rows of logs demonstrate that the building's walls were raised by the addition of logs. On the interior, the china cabinet, floors, and boxed-in-winder-stair are also products of the second phase of the log house's construction.

That the kitchen function of the tavern was shifted to the stone lean-to addition sometime after it was built is substantiated by the present owner's assertion that a coal-fed cookstove was present in the first floor of that section until it was removed in the 1960's. Although the room has been refitted with a modern kitchen, the room continues its traditional function. Evidence that cooking over a hearth had been replaced by a "ten-plate stove and pipe," is provided by the 1808 probate inventory of Charles Springer, (N.C.Co. Probate Records, Charles Springer). The location of this stove is not specified. Presumably, this stove was located either in the log kitchen or the rear lean-to addition.

The 1780 stone endwall addition to the original log house also retains much of its interior and exterior integrity. The builder tried to replicate the floor plan of the original log section in its dimensions and openings. Balance between the adjacent log and stone sections was more fully achieved with the raising of the floors, walls and roof of the log section to match those of the stone section. The application of stucco in the nineteenth century was an attempt to unify the three sections of the building.

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The interior fabric of the second-story 1780 stone section has been remarkably well preserved. The ceiling joists with decorative beaded edgings were meant to be exposed to view. The application of plaster over stone and the split lath and plaster over the plank partition wall exemplify construction techniques of the period. The side-by-side raised panelled doors with molded surrounds and original hardware in the bedroom are also typical of the period.

By 1780, the original log two-story house was in place as well as the adjacent two-story stone building. The construction date of the rear stone lean-to and the renovation of the log structure is uncertain. The function of the log and stone building prior to 1802 is also uncertain. There is a lack of documentary evidence which would indicate whether a tavern was open on the site prior to 1802. In that year, Charles Springer petitioned the Court of Common Pleas for permission to open a tavern in his dwelling (Ward: 1968, p. 272).

However, there are several other examples of New Castle County rural taverns in the same time period which were initially constructed of log. The Rising Sun Tavern of Stanton was initially a log building which was replaced around 1810 by a stone building. Two other taverns on Limestone Road (State Rt. 7) were originally log buildings which received later additions. Tweed's Tavern (CRS: N-1101) was originally built with logs, but later was encased with a stone addition. The earliest portion of the Mermaid Tavern (NR: 242) was constructed of log with the sills laid directly on the ground around 1723. Later additions of stone (circa 1750) and frame (circa 1800) completed the Mermaid Tavern. Although the function of the Charles Springer Tavern prior to 1802 is unknown, it is possible that a tavern operated on the site in either the 1780 log and stone or the prior log building. The building's location along an early road renders this possibility more likely.

Owners of rural taverns such as the Charles Springer Tavern tended to develop complexes of buildings to serve the ancillary needs of travellers in the nineteenth century. Thomas Springer had inherited the property from his father, Charles Springer, circa 1802. By 1804, Thomas possessed 160 acres, a stone and frame tavern house and a log barn with a total valuation of \$1,080.00, (N.C.Co. Tax Assessment Records, 1804). By 1816, Thomas Springer had added a stone stable and two small wood tenements (N.C.Co. Tax Assessment Records, 1816). By 1852, Moses Journey, who purchased the property in 1848, had added a stone barn. An 1860 map places a wheelwright and blacksmith shop in the foreground of the tavern (H.Eckel, Preliminary Survey for the Wilmington and Brandywine Railroad). The ruins of a springhouse are still standing in a creek bed southeast of the house. A row of sheds for the stabling of horses and carriages led from the rear of the tavern along Lancaster Pike to the barn. This "row of shedding" is documented in at least two deeds (N.C.Co. Y17/243 (1898) and D27/442 (1918)). A 1918 survey for the Rupert Investment Company depicts the tavern then labeled as a "stone dwelling-house," a frame concrib, a frame barn and a stone barn on the site. In addition, the property included a privy and a stone smokehouse which were removed by the present owner in the 1940's.

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At least three other rural taverns in the region also developed into tavern-complexes by the early nineteenth century. Tweed's Tavern which consisted of a log house, kitchen and sheds in 1804 had expanded to a log dwelling-house, cookery (tavern), frame barn and stables by 1816, (Catts et al: 1986, p.118). The Rising Sun Tavern which consisted of a log house and stone barn in 1804 had expanded to a stone house, barn and stable in 1816, (Thompson: 1987, p.32).

The growth of the complex at Mermaid Tavern closely parallels the development of the complex surrounding the Charles Springer Tavern during the nineteenth century. Among the buildings included on the Mermaid Tavern site by 1827 were: the tavern, a stone barn, stone sheds, a stone blacksmith shop, a stone springhouse, a small log tenement, and a stable for twenty-four horses. Later, in 1849, a wheelwright shop was added to the complex which stood at the intersection of Limestone Road and Mermaid-Stoney-Batter Roads (Catts et al: 1986, p.155-157). Of these buildings, only the tavern remains.

Significance Under Criterion A for Transportation

The Charles Springer Tavern is also eligible for the National Register under Criterion A as a significant tavern complex that served the needs of local customers and regional travellers along a major regional transportation route. The Lancaster Turnpike (originally Wilmington Turnpike) linked the agricultural regions of southeastern Pennsylvania and northern Delaware to the mills of the Brandywine and Red Clay Creeks and from there to the port of Wilmington.

The development of transportation links was inextricably tied to the growth of the regional economy in New Castle County as an economic hinterland to Philadelphia in the eighteenth century. Rivers provided the earliest transportation links between the dispersed farmsteads along the Delaware, Christiana, Appoquinimink, Brandywine Rivers and the White and Red Clay Creeks. The earliest roads were intra-regional connectors to coastal towns.

With the advent of the market-based production of wheat, came the development of grain milling sites along the Brandywine, Red Clay, and White Clay Creeks. Initially, these mills were custom sites serving the needs of local farmers. Later, merchant millers ground wheat for a fee. The ground wheat was then transported to port towns such as Newport (founded in 1737) and Wilmington (founded in 1739).

During the eighteenth century, a network of regional roads developed in New Castle County due to the growth in population and inter-regional trade. Limestone Road (State Rt.7) is an example of a regional route which joined the agricultural regions of southeastern Pennsylvania and northern Delaware to the milling and transportation center of Stanton. Old Wilmington Road which is thought to be the route along which the Lancaster Turnpike was built was another example of an inter-regional trade route.

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The early to mid-nineteenth century witnessed a period of major transportation improvements in New Castle County. These improvements included the building of turnpikes, canals and railroads. The General Assembly of the State of Delaware approved the incorporation of nine turnpike companies from 1808 to 1815. In 1829, the Chesapeake and Delaware Canal was built to link the Chesapeake and Delaware Rivers. Early railroads included the New Castle and Frenchtown Railroad and the Philadelphia, Wilmington and Baltimore Railroad in 1838 (Coleman, et al: 1985, p.33-35).

The Wilmington Turnpike Co. (later the Lancaster Turnpike) was commissioned by the General Assembly as a hard-surfaced toll road in 1808. The route of approximately six miles extended from the borough line of Wilmington to a point in Mill Creek Hundred where it joined the Newport-Gap Turnpike, the first hard-surfaced toll road commissioned by the General Assembly earlier in 1808. The Wilmington (Lancaster) Turnpike was designed to link the Brandywine mills and port of Wilmington to the agricultural regions of southeastern Pennsylvania and northern Delaware. The road was constructed in two phases by its contractor, Thomas Maguire. By October 1812, the first four-and-one-half miles were complete to just beyond the four-mile mark of the Charles Springer Tavern. The remaining one-and-a-half miles were completed by December, 1817 (Scharf: 1888, p.416-417).

Nineteenth century maps trace the evolution of the Wilmington or Lancaster Turnpike. Throughout its history, the route has retained the same alignment although the road has been widened. The 1820 Henry Heald map shows the route of the newly constructed turnpike although the name is not provided. Deeds of this period refer to the road as Wilmington Turnpike. The 1849 Rea and Price Map of New Castle County also refers to the road as the Wilmington Turnpike. By 1868, on the D. G. Beers Atlas of the State of Delaware, the road is labelled as the Lancaster Turnpike. The Lancaster Turnpike continued to operate as a toll-road until 1877 when it was opened as a public road (Scharf: 1888, p.417). On the 1881 Hopkins map, the road is still labelled as the Lancaster Turnpike. However, on the 1893 Baist Atlas, the road is simply labelled as, "Lancaster".

The construction date of at least two major sections of the Springer Tavern predate the construction of the turnpike (1809-1817). There is evidence to suggest that the turnpike was built as an improvement to an existing road, perhaps the Old Wilmington Road. Two early deed references for properties in the vicinity of the tavern refer to an earlier road. An 1805 deed for property adjoining the road refers to it as "the public road," (N.C.Co. Deeds, D3/70). Later in 1807, a deed for another property refers to the "Wilmington Road," (N.C.Co. Deeds, G3/75). Usually, the new turnpikes were built along pre-existing roads such as "The Wilmington and Great Valley Turnpike," (Concord Pike), built along the old Concord Road (Scharf: 1888, p.418).

The Charles Springer Tavern was well situated on the north side of the newly constructed turnpike and east of the intersection with the road connecting Centerville

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to Newport. Its location was just beyond the tollgate and the ford over Little Falls Creek. (See Rea and Price Map, 1849). A small stone mileage marker inscribed "4 to W," which informed travellers of the distance to Wilmington, still stands about 100 yards northwest of the tavern. Undoubtedly, the tavern benefited from its location ~~to~~ the turnpike.

Wade P. Catts, et al detected a pattern in the geographical location or tavern proximity along Limestone Road, a public road. Taverns along this road in the early nineteenth century were located about three miles from each other. For example, the Rising Sun Tavern (now demolished) was located 3.5 miles south of Mermaid Tavern. Mermaid Tavern, in turn, was located 2.5 miles south of Tweed's Tavern. The authors speculate that the pattern existed because taverns which were spaced more closely or further apart tended to be unsuccessful.

A similar pattern of tavern proximity emerged along Lancaster Turnpike in the nineteenth century. The Jackson Inn (now demolished), also known as the Conestoga Inn or the Two-Mile Inn, was located two miles to the south of the Charles Springer Tavern, and two miles north of the Wilmington City boundary. The Charles Springer Tavern (also known as the Four-Mile Inn) was located at the four-mile marker to Wilmington. These two taverns were both located just beyond tollgates on the Turnpike. In addition to the competitive economic forces which determined tavern proximity along Limestone Road, the decisions of turnpike owners and managers undoubtedly influenced the locations of tollgates, mileage markers and successful taverns along the Lancaster Turnpike.

There is documentary evidence showing that the owners of the tavern and the adjacent house (believed to be the toll-keeper's) may have been part-owners of the stretch of turnpike fronting on their properties. If they were share-holders or part-owners of the turnpike company, then they may have exerted some influence on the location of taverns and toll-keepers' booths. The property descriptions in the 1838, 1839, and 1842 deeds mention that the tavern property began "at the center of the Wilmington and Lancaster Turnpike." Similarly, the deeds for the possible toll-keeper's house from 1807 to 1847 indicate the owner owned "half the Wilmington Road." In regard to the tavern property, this practice was stopped with the 1848 sheriff's sale. Then the boundary was set at the edge of the Lancaster Turnpike.

Nineteenth century rural taverns in northern New Castle County tended to evolve into tavern complexes including stables, barns, and wheelwright and blacksmith shops. These served the needs of the local community as well as regional travellers. The communities surrounding the tavern-complexes tended to evolve into small villages or tavern hamlets.

An analysis of nineteenth century historic maps reveals that a small hamlet developed in the vicinity of the Springer Tavern on Lancaster Pike between Centerville Road and Center Road. Most of the buildings in the vicinity seemed to be agricultural

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and residential in character with the exception of the tollkeeper's property and a school. At least one large estate belonging to J. C. Grubb was located on the south side of Lancaster Pike in the second half of the nineteenth century.

One of the earliest buildings, the Oak Hill School (CRS: 12083) has been historically associated with the tavern since the early nineteenth century. This building located on the north side of Lancaster Pike was labelled on nineteenth century maps as being adjacent to the James Armor property (CRS: N-506) on the east. As early as 1820, the Henry Heald map of New Castle County depicted the Oak Hill Schoolhouse on the site. To the west was a property designated as a tavern with the name of Springer.

On the north side of Lancaster Pike between the Oak Hill School and the Springer Tavern (later Oak Hill Inn) stood a small stone house believed to be the toll-keeper's house. The small stone house received a frontal addition after James Armor purchased the property in 1847. The resulting Vernacular Italianate structure, the James Armor House (CRS: N-506), was the site of a 66 acre farm during the second half of the nineteenth century.

After Armor's purchase in 1847, a new toll-keeper's house was evidently constructed on the south side of Lancaster Turnpike, immediately adjacent to the road. This toll-keeper's house or booth was one of the four buildings in the J. C. Grubb's complex on the 1868 Beer's Atlas. A building in the same location was labelled as a tollgate in 1860 on H. Eckel's Preliminary Survey for the Wilmington and Brandywine Railroad. This non-surviving structure did appear on the Hopkins (1881) and Baist (1893) maps of the area. Prior to this time, the tollgate appeared to be an actual physical barrier across the road. The 1849 Rea and Price map shows a bracket-like symbol across the road, labelled with the word "gate".

On the 1868 Beer's Atlas, a cluster of four buildings (including the second tollhouse) was evident on the south side of the Lancaster Turnpike. Of the four buildings in the J. C. Grubb's complex at least two are still standing: "Highfield Hall," (CRS: N-495) and "Limerick," (CRS: N-505). "Highfield Hall," the circa 1845 Italianate mansion identified with J. C. Grubb, is now part of the Masonic Home. "Limerick" was constructed by Jacob Robinson in 1815. The property was used as a tenant farm on the Grubb property during most of the nineteenth century and was expanded to a country estate by the Downs family in the early twentieth century.

In contrast to the small rural hamlet which developed around the Charles Springer Tavern, a larger single-street village emerged around the Mermaid Tavern in the nineteenth century. This "village" included a more diverse array of structures than those surrounding the Charles Springer Tavern. Among the buildings to be found in the Mermaid Tavern vicinity were: a schoolhouse, a cabinet-maker's, a mason's, a doctor's, a spinner's and weaver's, and a cord wainer's shop, (Catts et al: 1986, p.86). One factor which may have discouraged a similar diversity of structures

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around the Charles Springer Tavern was the ownership of the Lancaster Pike by the Wilmington Turnpike Company. The influence of the turnpike owners undoubtedly affected development along the road, while it was a toll-road from 1812-1877.

Perhaps because of the larger and more diverse community which developed around the Mermaid Tavern in the nineteenth century, the Tavern became a well-known center for political, social and commercial functions within its local community and region. For instance, the tavern served as a post office, a polling place, the meeting place for the Mill Creek Hundred Road Commissioners, the Harmony Grange and the Firemen's Mutual Insurance Company.

The Charles Springer Tavern probably served a similar function as a center for social, commercial and political activities within its own community. For example in 1828, the tavern was the scene of a sheriff sale of nearby William Armor estate as advertised in the American Watchman (Historical Society of Delaware Genealogy Files). The extent of the tavern's influence as a social, commercial and political center within its community is speculative. Further research would uncover the extent of the tavern's prominence within its community.

Documentary Evidence of the Charles Springer Tavern

The earliest information verifying the Springer ownership of a tavern on the site comes in the form of tavern petitions. Tavern licenses were required of tavern proprietors or owners by Delaware's Colonial Legislature as early as 1740 (Ward: 1968, p.5). Many of the early petitions were brief listing only the petitioner's name, a statement attesting to his good character, with the name of the Hundred providing the only clue to the location. Either tavern owners or proprietors could apply for licenses, making it difficult to link tavern owners with petitions. However, many of the petitioners requested licenses for taverns within their own dwellings. This is the case with the 1802 petition by Charles Springer of Christiana Hundred for a tavern in his dwelling. (Ward: 1968, p.272). Charles Springer, (possibly the C. S. on the 1780 datestone of the stone section) willed the property to his son, Thomas Springer in 1802 (N.C.Co. Wills, Book P/125).

Thomas Springer of Christiana Hundred was listed on the 1804 tax assessment list as owning "160 acres, 75 improved, 55 not improved, a stone and frame tavern house, log barns, \$20.00 worth of stock and 18 pounds of plate valued at \$20.00." The total value of his real and personal estate in 1804 was \$1,302.90. (N.C.Co. Tax Assessment Records, 1804). By the 1816 tax assessment, the total value of Thomas Springer's real and personal estate was \$7,154.00. This included, "192 acres of land @ \$35.00 an acre, 167 improved with one stone dwelling occupied as a tavern, a stone stable, and log barn, two small wooden tenements, 25 acres of woodland, and livestock valued at \$284.00" (N.C.Co. Tax Assessment Records, 1816).

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During Thomas Springer's period of ownership from 1804 to 1824 and afterwards, the tavern was known as the "Sign of the Three Tons." During this period, taverns were advertised to their sometimes illiterate customers by means of painted signboards. The "three tons," illustrated on the sign were three barrels which advertised that beer and wine were sold inside (Ward: 1968, p.267). Two references verify this appellation. An undated tavern petition was made by a Thomas Springer of Christiana Hundred for, "The Sign of the Three Tons, on the road from Wilmington to Lancaster," (Ward: 1968, p. 273). In 1828, an announcement for a sheriff sale of the nearby William Armor estate in Christiana Hundred was in the American Watchman. The announcement states that the sale would be held at "the house of Charles Springer, the Sign of the 3 Tons," (Historical Society of Delaware Genealogy Files).

Charles Springer, the son of Thomas Springer, inherited the property from his father in 1824. In his will, Thomas Springer designated that Charles Springer would inherit the property on the condition that he provide for "maintenance and education" of two younger brothers and four sisters, who were apparently minor children at the time (N.C.Co. Wills Book S/30). Charles Springer sold the 65-acre tavern portion of his property in 1838 to John S. and James Caldwell (brothers). (N.C.Co. Deeds, B5/219), thus ending the Springer period of ownership of the tavern.

From 1838 to 1848 the tavern witnessed an unstable period of ownership. Deed records indicate that for brief period in the 1830's and 1840's, the tavern and the adjacent toll-keeper's property were owned by the same owners: James Caldwell and later James V. Emlen. Both properties seemed to be the scene of intense real-estate speculation. Until his death ca. 1840, James Caldwell also owned the 180-acre tract which included the 49-acre toll-keeper's property to the north and east of the 65-acre tavern property. As a result of an Orphan's Court settlement, 66 of the 180 acres (including a small stone house) were sold to James Emlen in 1843 (N.C.Co. Deeds, L5/19-22). In 1842, James Emlen had already purchased the tavern property from John S. Caldwell (N.C.Co. Deeds, K5/394). James Emlen sold the adjoining toll-keeper's property to James Armor in 1847. The tavern property was sold by sheriff's sale to Benjamin A. Janvier on May 31, 1848. This action was taken on behalf of Caleb Emlen to recover debts incurred by James Emlen who had apparently died by this time (N.C.Co. Deeds, Y5/212-214). Benjamin Janvier, in turn sold the property to Moses Journey on the same day, (N.C.Co. Deeds, Y5/197-198).

With Moses Journey's purchase of the property in 1848, the tavern entered into a stable period of ownership until 1892 when the estate was sold at a public sale after the death of Journey's widow, Margaret. During the Journey's period of ownership, Moses Journey was evidently a proprietor of the tavern. A tavern license was granted to Moses Journey between 1850 and 1855, (Shogren: 1987, p.11). However, H. Eckel's 1860 survey of the Wilmington and Brandywine Railroad indicates that by that time, the "Oak Hill Inn" was under the proprietorship of G. Lobb.

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During the Journey's period of occupancy, the tavern became known as the Oak Hill Inn, a name which has persisted until the present day. On Rea and Price's 1849 map of the property, Moses Journey's property is clearly labeled as Oak Hill Inn. This label was probably chosen because of its proximity to the Oak Hill School and to distinguish it from the Springers. Deed referenes for 1892, 1918, and 1924 continue to name the property as "Oak Hill" or "Oak Hill Inn." The 1868 Beers Atlas refers to the property as "Oak Hill Inn" owned by "M. Journey." However, the 1881 Hopkins map lists the property "Mrs. M. Journey" with 64 acres. By 1893, the Baist Atlas labels the property as simply "Mrs. Journey's Heirs." The lack of identification of the property as a tavern on the 1881 and 1893 maps may indicate that the building had ceased to function as a tavern. With the spread of railroad lines, the popularity of rural roadside taverns seemed to decrease.

In addition to operating the tavern, Moses Journey farmed the 65-acre parcel until his death circa 1880. Three walls of his 1852 barn still stand. Information obtained from the 1850 Agricultural Census for the State of Delaware indicate that at that time, Moses Journey farmed 160 acres, 100 of which were improved and 60 which were unimproved. The total value of his property at that time was \$8,000.00. By 1860, the value of his property had declined to \$7,000.00 according to the Agricultural Census for that year. Information obtained from the 1880 Agricultural Census for the State of Delaware shows that the acreage had been reduced to 62 and that farm labor had been employed. Margaret Journey was listed as the owner, reflecting Moses Journey's death.

It is uncertain whether the tavern continued its operation after the Journey's ownership ended in 1892. James Brown purchased the 65-acre parcel known as "Oak Hill," at a public sale after Margaret Journey's death. According to the deed, the sale was consistent with the provisions of Moses Journey's will. (N.C.Co. Deed S15/456). In 1898, after James Brown's death, the property was again sold at public sale to James Brown, Jr., Isaac R. Brown, Samuel T. Brown and William Brown, (N.C.Co. Deeds, Y17/243-247). Their relationship to the previous James Brown is unknown. The property description for the 65-acre parcel mentions a, "2½ story stone dwelling-house, a stone barn and shedding and other buildings." By this time, the house had been covered with stucco giving the impression that the entire building was built of stone. The reference is also significant since it describes a dwelling-house rather than a tavern, giving another indication that the tavern was no longer in operation.

Anna Swift Rupert purchased the property from Isaac R. Brown et al in 1918. (N.C.Co. Deeds, P27/442). This deed again refers to a "2½ story stone dwelling house," and refers to the 1918 survey which depicts the buildings on the property. This survey indicates that the Ruperts also owned the adjacent James Armor property and had purchased many other properties in the vicinity. The Oak Hill property was transferred to the Rupert Investment Co. in 1924, a trust held by Charles G. and Anna Swift Rupert.

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In 1933, the Fuddy Family moved to the Oak Hill Inn, which they rented from the Rupert Investment Co. Mary Fuddy married Mr. Kennard Potts, the present owner, in 1939 and they purchased the property in 1947 from the Rupert Trust.

During the post World War II period, the Ruperts were gradually divesting themselves of their trust properties including the tract surrounding the Oak Hill Inn which became the Sedgely Farms Subdivision. Mrs. Mary M. Potts lived with her husband in the house until her death in 1988. Mr. Kennard Potts is still living in the former tavern.

Comprehensive Planning

The Charles Springer Tavern is located in the central portion of Delaware Piedmont Zone I. The period of significance for the building falls within three of the comprehensive planning chronological time periods:

- 1730 - 1770: Intensified and Durable Occupation
- 1770 - 1830: Early Industrialization
- 1830 - 1880: Industrialization and Early Urbanization

The estimated date of construction of the earliest log section of the house is circa 1750. The early log house relates to two historic themes: Settlement Patterns and Demographic Changes (11), and Architecture, Engineering and Decorative Arts (12) during the 1730 - 1770: Intensified and Durable Occupation period.

The construction date of the 1780 stone section is documented by the datestone in its west gable. The construction date of this addition coincided with a major rebuilding period in the Northern Piedmont zone. During the late eighteenth and early nineteenth centuries less permanent buildings such as log were replaced by more permanent construction such as stone. Because the construction date of the 1780 stone section is known to have occurred during the 1770 - 1830: Early Industrialization period, Architecture, Engineering and Decorative Arts (12) emerges as an important historic theme for this period.

The construction date of the stone lean-to and the renovations of the log section are uncertain. The construction of the stone lean-to and the unification of the three building sections by the raising of the log section's roof, walls and floors and the application of stucco also related to the historic theme: Architecture, Engineering and Decorative Arts (12). These improvements occurred either within the 1770 - 1830: Early Industrialization period or the 1830 - 1880: Industrialization and Early Urbanization period.

The construction of Moses Journey's stone barn is also associated with the rebuilding period. The 1852 datestone in its gable documents that its construction occurred within the 1830 - 1880: Industrialization and Early Urbanization period. The construction of this barn relates to two historic themes: Architecture, Engineering

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and Decorative Arts (12) and Agriculture (01).

A major theme associated with the Charles Springer Tavern is that of Transportation and Communication (10). The tavern and its ancillary buildings comprised a tavern-complex along Lancaster Turnpike, one of the first hard-surfaced toll-roads in northern Delaware. Documentary evidence indicates that the tavern served the needs of travellers on Lancaster Turnpike from at least 1802 to circa 1880. Lancaster Turnpike functioned as a toll-road from 1809 to 1877 roughly coinciding with the operation of the tavern. The Transportation and Communication Theme (10) occurred within two comprehensive planning chronological time periods: 1770 - 1830± Early Industrialization and 1830 - 1880± Industrialization and Early Urbanization.

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New Castle County Recorder of Deeds, Land Records.

New Castle County Register of Wills, Charles Springer Book P, p. 125, and Thomas Springer Book S, p. 30

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government New Castle County, Planning Dept.
- University
- Other

Specify repository: _____

10. Geographical Data

Acreeage of property Approximately 2 acres

UTM References

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4	4	0	1	2	9	0
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Zone Easting Northing

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Zone Easting Northing

C

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D

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See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title Anne Wilson, Valerie Cesna/Historic Preservation Planners
organization New Castle County Planning date July 27, 1990
street & number 2701 Capitol Trail telephone 302-366-7780
city or town Newark state DE zip code 19711

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Verbal Boundary Description

The boundary for the Charles Springer Tavern includes four pieces of property: 1) The entire 1.12 acre parcel on which the tavern stands (tax parcel 07-031.20-011), 2) The southern third of the parcel on which the barn ruin stands (tax parcel 07-031.20-008), 3) That portion of the parcel on which the springhouse ruin stands, lying on the southwest side of Little Falls Creek (tax parcel 07-032.10-001, 4) The highway right-of-way lying between the southern property lines of the three building parcels and the northern edge of the shoulder of Lancaster Pike (State Route 48). The boundary encloses approximately two acres. The exhibit titled "New Castle County Tax Parcel Map, Revised 6-21-79," illustrates the boundary more clearly.

Boundary Justification

The nominated boundaries are drawn to include the minimum area that encloses the tavern, its contributing outbuilding ruins, and its historic setting. The entire legal parcel for the tavern is included because it is relatively small. It represents only a small fraction of the original tract. The sites of six non-extant outbuildings are scattered over this parcel, and the potential for archaeological remains is also a consideration in including the entire parcel. Only a portion of the two parcels containing the barn ruin and the springhouse ruin are included in the boundary; the excluded portions of those parcels contain modern dwellings that have no historic relationship to the Tavern. The highway right-of-way is purposely included within the boundaries, even though there are no buildings on it. Because the Tavern is significant to the history of Lancaster Pike, its physical relationship to the road is an important aspect of that history.

Charles Springer Tavern

Deed References

Charles Springer Tavern
 4921 Lancaster Pike
 Wilmington, DE 19807
 Tax Parcel: 07-031.20.011

January 15, 1947 (Book U-46, Page 337)
 Grantor: Rupert Investment Company, a corporation of the
 State of Delaware
 Grantee: Mr. Kennard H. Potts and Mrs. Mary Morgan Potts
 (Husband and wife)
 Consideration: \$10.00
 Parcel: 37,923 sq. ft.

March 27, 1924 (Book X-32, Page 41)
 Grantor: Charles G. Rupert and Anna Swift Rupert
 Grantee: Rupert Investment Company
 Consideration: N/A
 Parcel: "Property known as Oak Hill"

May 13, 1918 (Book P-27, Page 442)
 Grantor: Isaac R. Brown, et al
 Grantee: Anna Swift Rupert (wife of Charles Rupert)
 Consideration: \$21,287.50
 Parcel: "Property known as Oak Hill," 65 acres, two
 roads, 16 perches, 2-1/2 story stone
 dwelling-house.

October 10, 1898 (Book Y-17, Page 243)
 Grantor: Walter H. Hayes and James Hoffecker, Jr., Trustees
 of the late James Brown
 Grantee: James Brown, Jr., Isaac R. Brown, Samuel T. Brown
 and William Brown (highest bidders at a public
 sale)
 Consideration: \$50.00 plus \$3,000.00 mortgage and accrued
 interest
 Parcel: "Property known as Oak Hill," 65 acres, two roads,
 16 perches, 2-1/2 story stone dwelling-house.

April 12, 1892 (Book S-15, Page 456)
 Grantor: Benjamin Nichols, trustee
 Grantee: James Brown
 Consideration: \$6,000.00
 Parcel: 65 acres known as "Oak Hill"
 James Brown was the highest bidder at a public sale of Moses
 Journey's (d) estate. Moses Journey had provided in his
 will that the property be sold at a public sale and that the

proceeds be divided among his children after his wife, Margaret's death. There are no previous deed references in this deed.

May 31, 1848 (Book Y-5, Page 197)

Grantor: Benjamin A. Janvier and Margaret B. Janvier

Grantee: Moses Journey

Consideration: \$4,000.00

Parcel: 65 acres, 2 roads, 16 perches

There is no specific previous deed reference in this document. There is a mention of a "deed poll," for a sheriff sale by George Platt.

May 31, 1848 (Book Y-5, Page 212)

Grantor: George Platt, Sheriff of New Castle County

Grantee: Benjamin A. Janvier (highest bidder)

Consideration: \$1,900.00

Parcel: 65 acres, 2 roads, 16 perches

There is no specific previous deed reference. This sheriff sale was held so that Caleb Emlen could recover a \$1,850.00 debt owed by James V. Emlen, the previous owner, "late of New Castle County."

March 28, 1842 (Book K-5, Page 394)

Grantor: John S. Caldwell and Rebecca Caldwell (husband and wife)

Grantee: James V. Emlen

Consideration: \$3,000.00

Parcel: 65 acres, 2 roads, 16 perches.

There was no specific previous deed reference in this document.

April 9, 1839 (Book C-5, Page 33)

Grantor: James Caldwell and his wife, Sarah

Grantee: John S. Caldwell

Consideration: \$1,125.00

Parcel: 65 acres, 2 roads, 16 perches

James and John S. Caldwell had purchased the property as "tenants in common" in 1838. With this transaction, John S. Caldwell was purchasing an "undivided half-share." This document also provided a summary of ownership stating that the Caldwells had purchased the property from Charles Springer who had inherited it from Thomas Springer.

October 8, 1838 (Book B-5, Page 219)

Grantor: Charles and Eliza Springer

Grantee: John S. and James Caldwell (tenants in common).

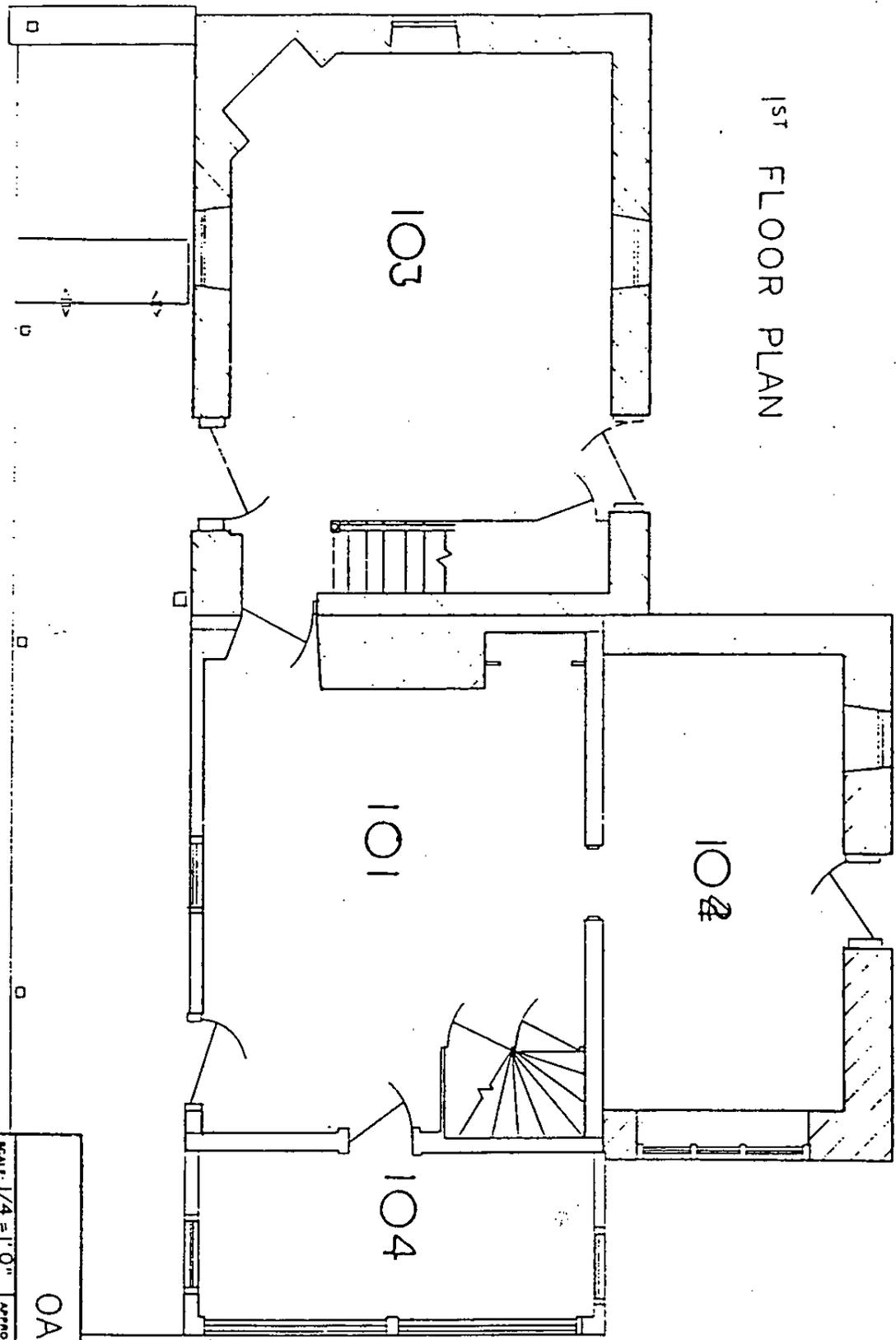
Consideration: \$2,150.00

Parcel: 65 acres, 2 roads, 16 perches.

There is no previous specific deed reference. There is mention of Thomas Springer's 1824 will to his son,

Charles Springer Will Books S-30. Thomas Springer, in turn, inherited the property from his father, Charles Springer, circa 1802.

1ST FLOOR PLAN



OAK HILL INN
4291 LANCASTER PIKE
WILMINGTON, DE.

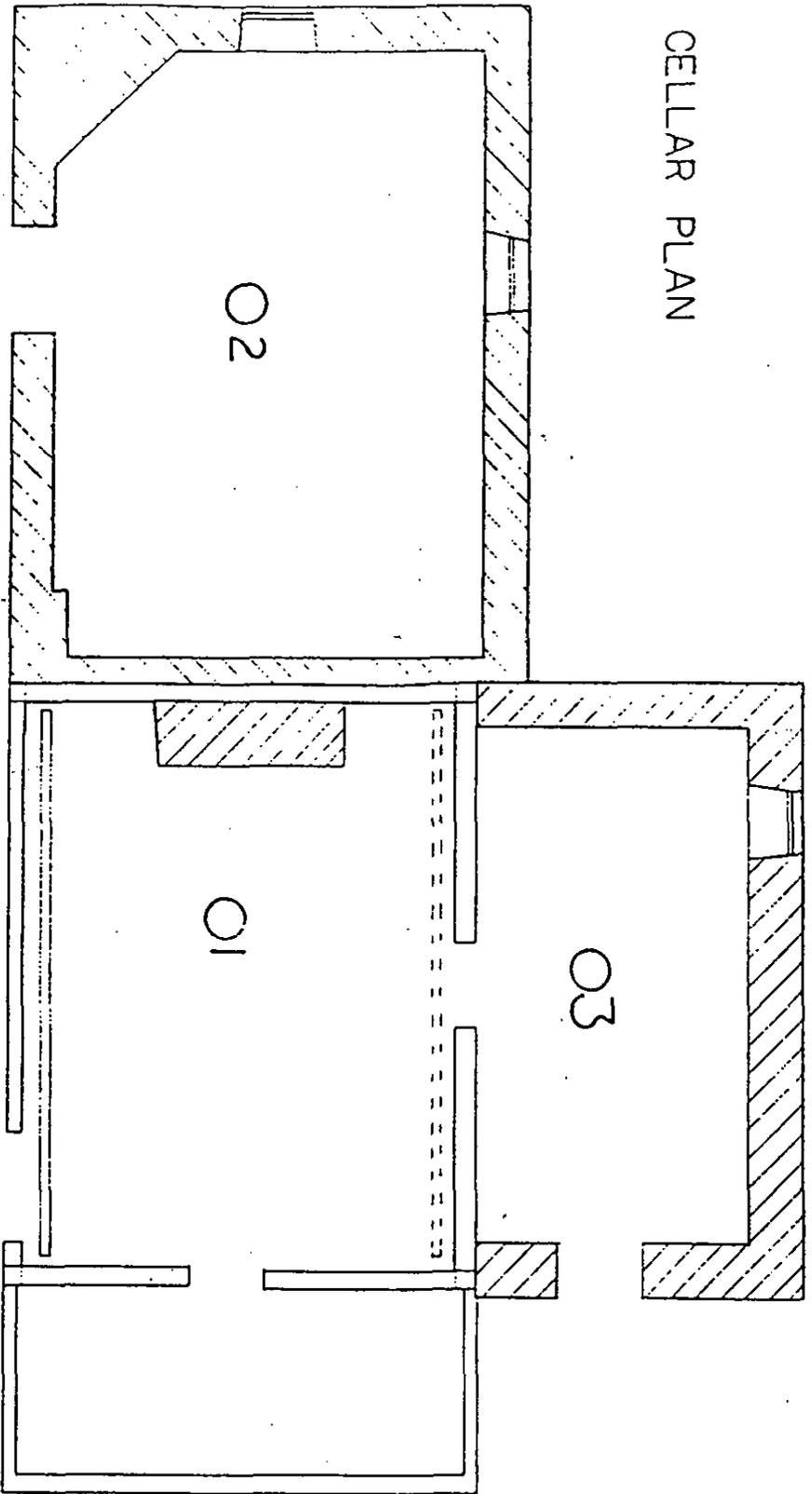
SCALE: 1/4" = 1'0"
DATE: 12/9/1987

APPROVED BY

DRAWN BY: S.M.
S.W.

DRAWING NUMBER:
2 OF

CELLAR PLAN



OAK HILL INN	
SCALE: 1/4" = 1'-0"	APPROVED BY:
DATE: 12 9 1987	DRAWN BY: SMS
4291 LANCASTER PIKE	
WILMINGTON, DE.	
DRAWING NUMBER:	1 OF 4

E F-200' MAPPING

273

PIKE

ROAD

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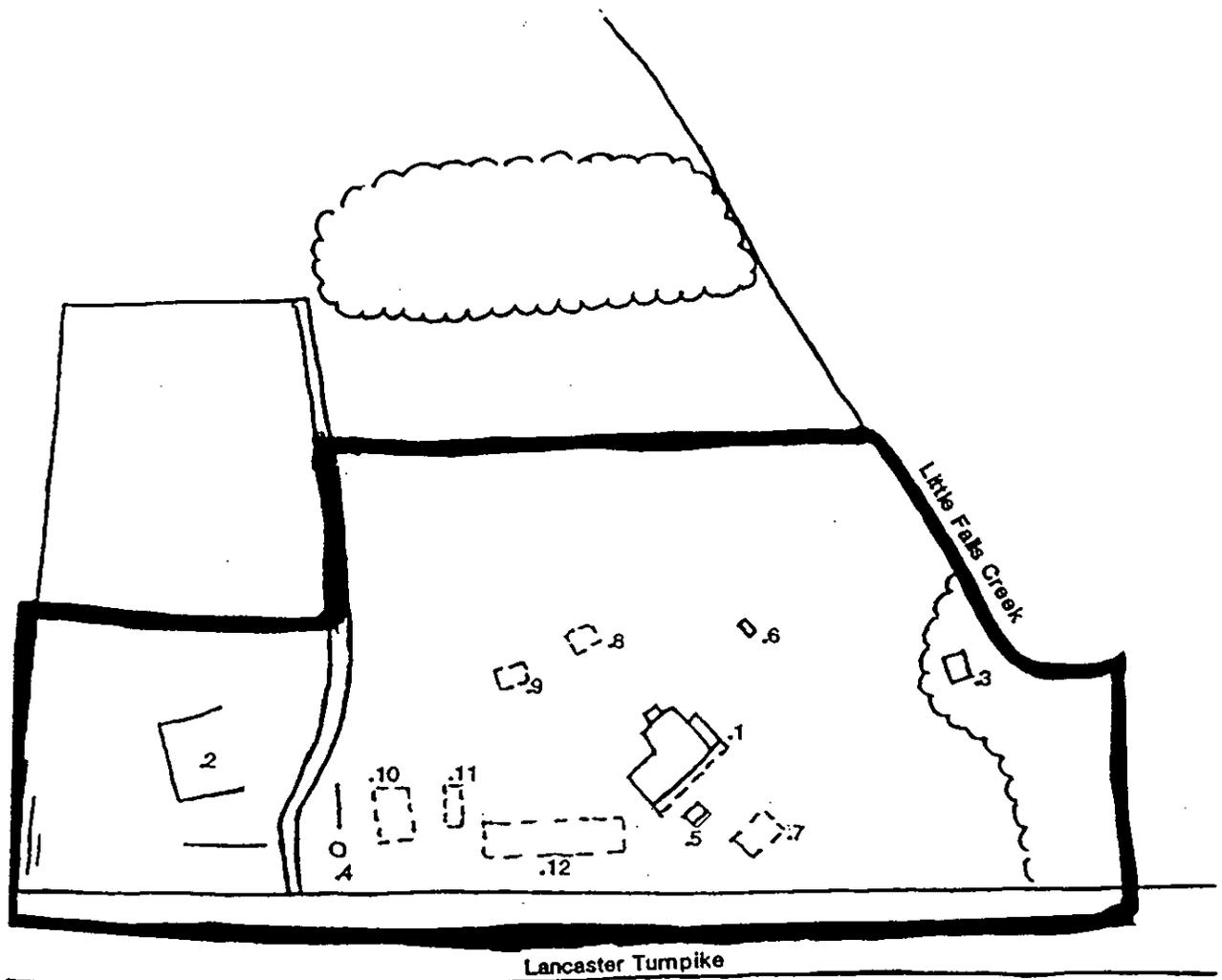
116 - 52

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Charles Springer House and Tavern (N-507 and N-508)
 New Castle County Property Tax Map
 Revised 6/21/79

Parcels 07-031.20-011, 07-031.20-008, 07-032.10-001
 Approximate Scale: 1 inch = 225 feet

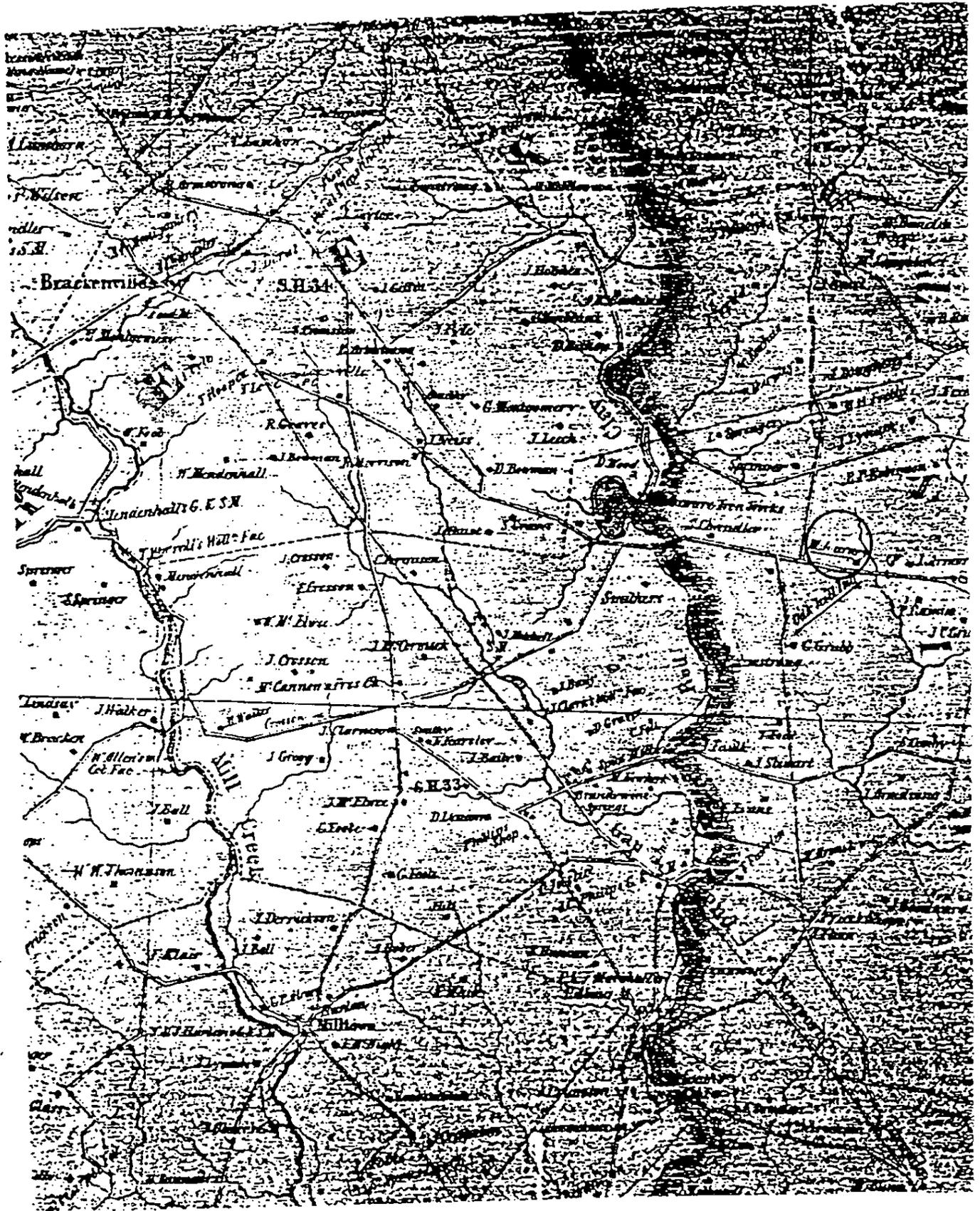


SKETCH PLAN OF THE CHARLES SPRINGER HOUSE AND TAVERN
(N:507.1 - 507.12)

- .1 (N:507.1) The Charles Springer House and Tavern
- .2 (N:507.2
also N:508) Moses Journey's Barn Ruins
- .3 (N:507.3) Springhouse Ruins
- .4 (N:507.4) Four-Mile Marker
- .5 (N:507.5) Fruit and Vegetable Stand
- .6 (N:507.6) Frame Shed
- .7 (N:507.7) Site of the Blacksmith Shop
- .8 (N:507.8) Site of the Smokehouse
- .9 (N:507.9) Site of the Privy
- .10 (N:507.10) Site of the Small Frame Barn
- .11 (N:507.11) Site of the Frame Corn Crib
- .12 (N:507.12) Site of the Carriage Shed

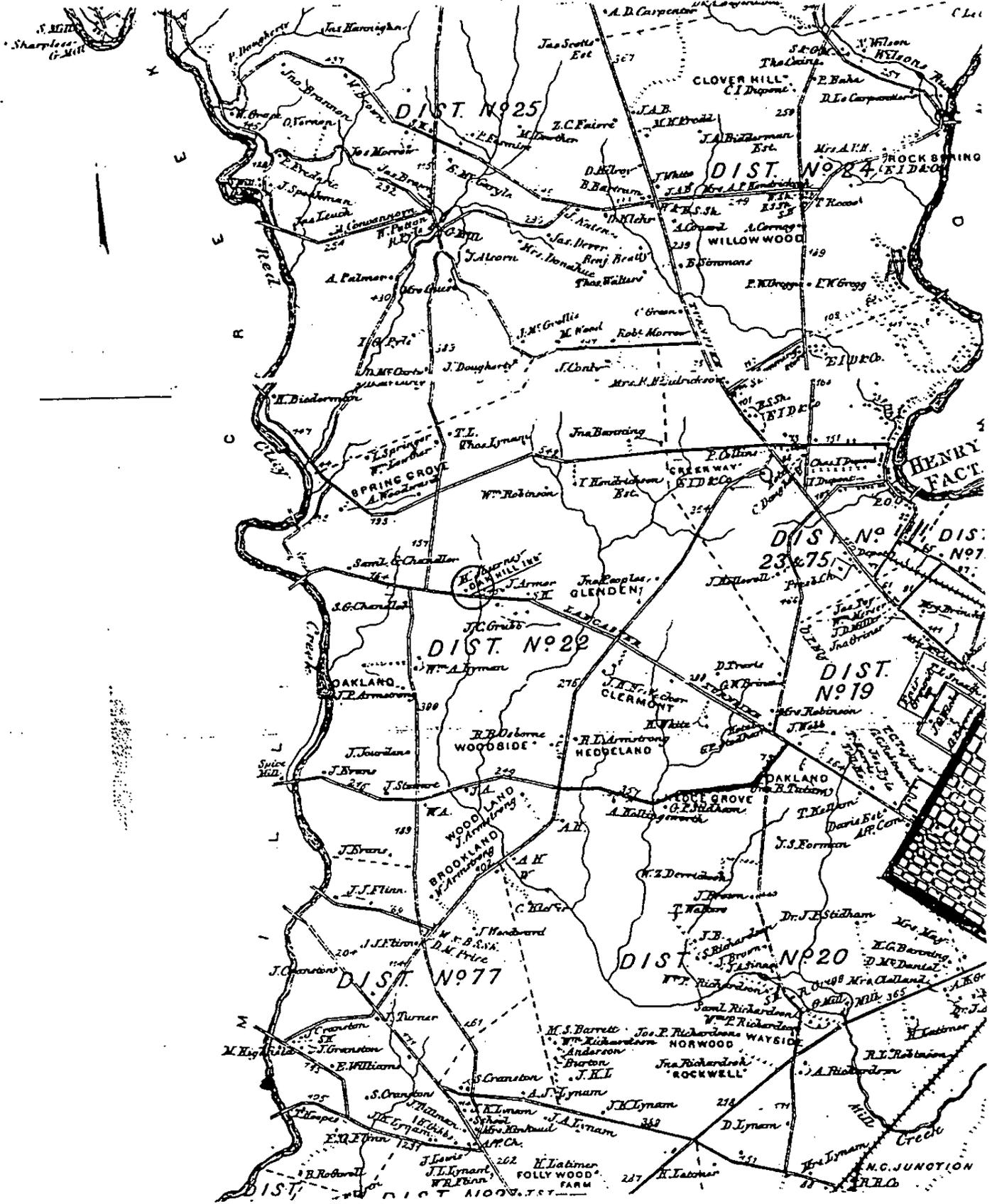
Not to Scale

Anne Wilson
3/30/90

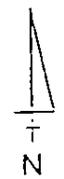


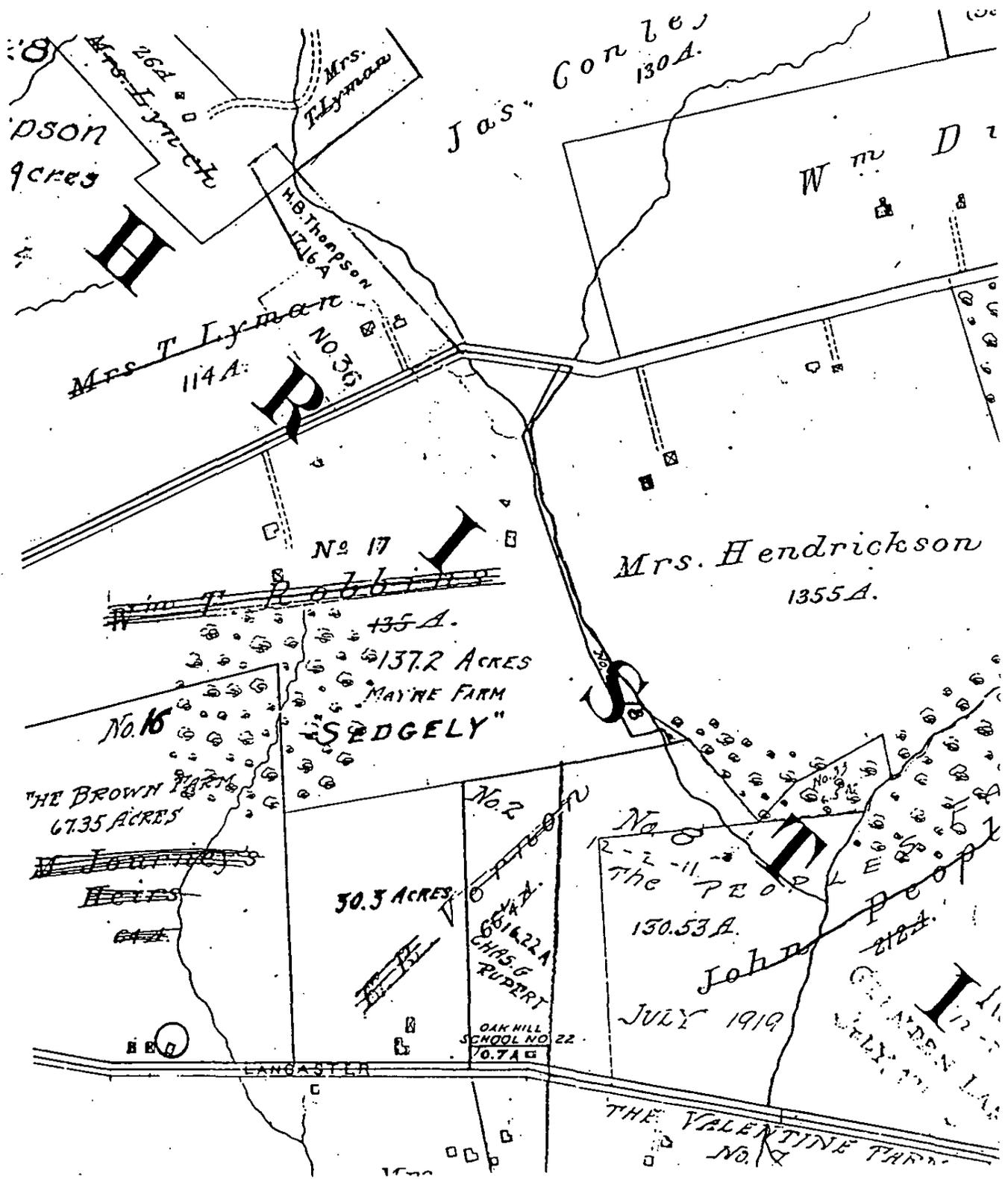
Samuel Rea and Jacob Price Map of New Castle County,
 Delaware Philadelphia: Smith and Wistar, 1849
 Scale: 1 1/2 inch = 1 mile





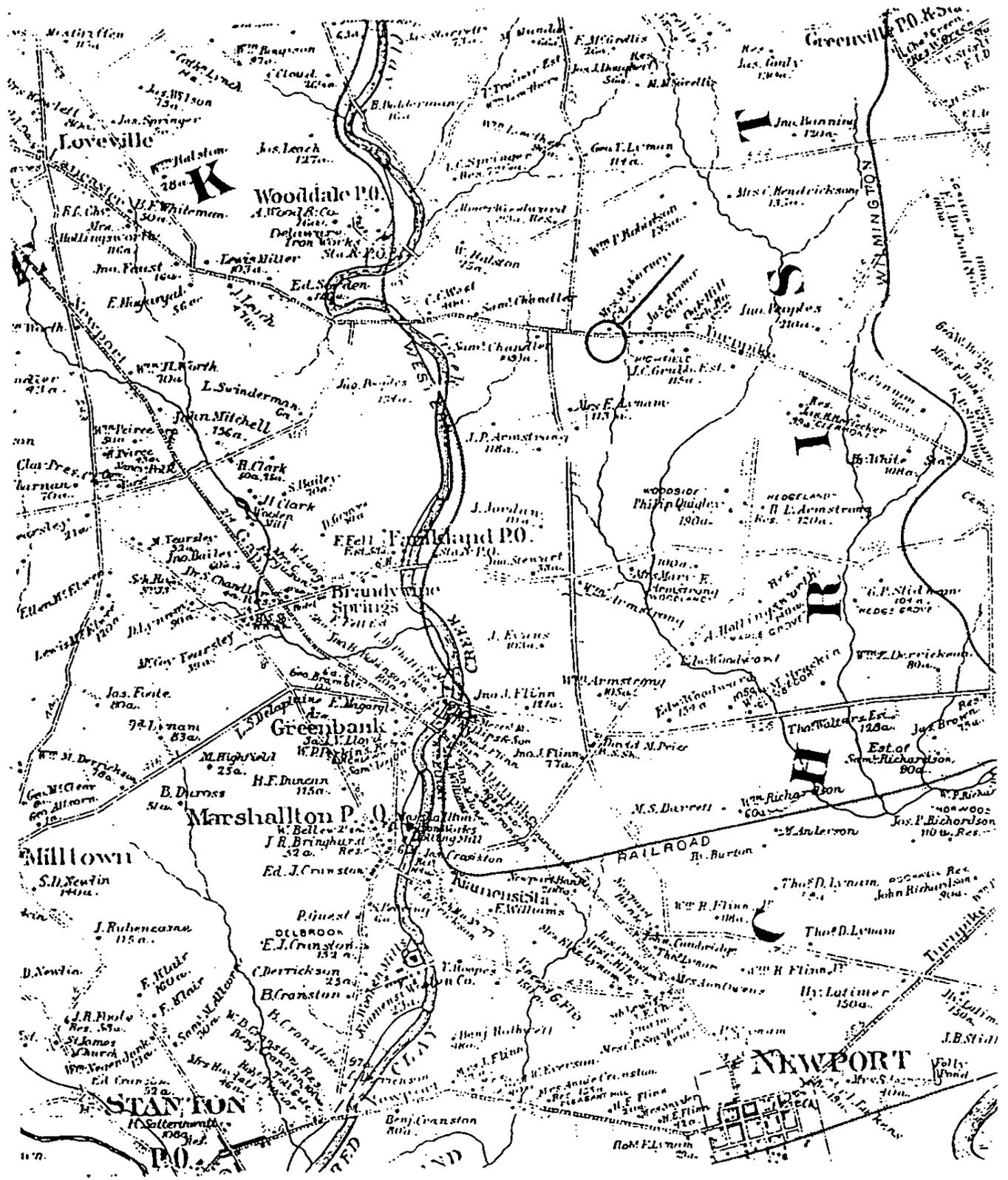
D. G. Beers Atlas of the State of Delaware
 Philadelphia: Pomeroy and Beers, 1868
 Scale: 1½ inch = 1 mile





G. William Baist Atlas of New Castle County, Delaware
 Philadelphia: G. William Baist, 1893
 Scale: 1-3/4 inch = 1 mile

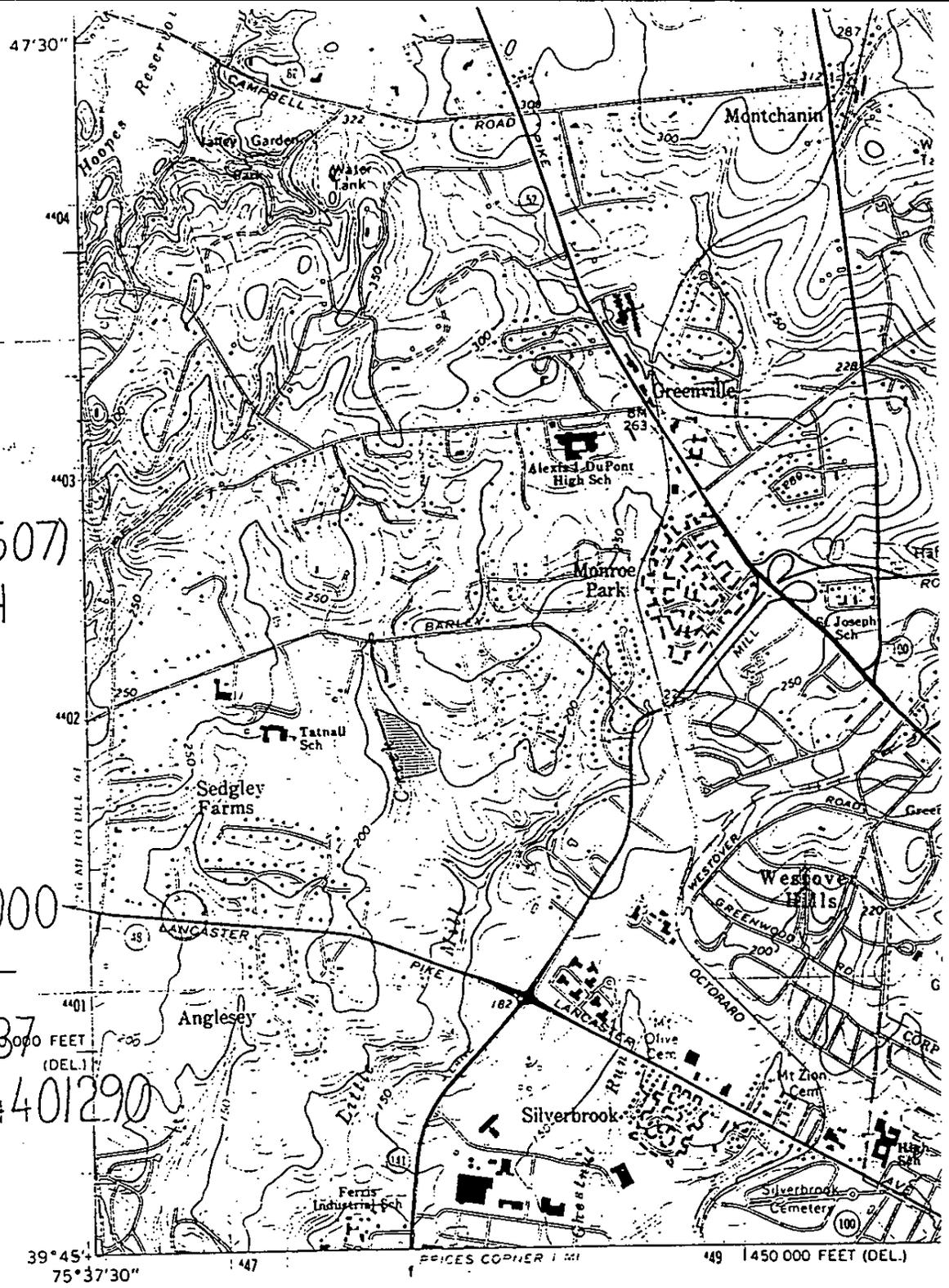




G. M. Hopkins, Map of New Castle County, Delaware
 Philadelphia: G. M. Hopkins, 1881
 Scale: 1-3/4 inch = 1 mile



CHARLES
 SPRINGER
 HOUSE AND
 TAVERN (N-507)
 WILM. SOUTH
 PA.-DEL.
 QUADRANGLE
 7.5 MINUTE
 SERIES
 SCALE 1:24000
 1967 PHOTO-
 REVISED 1987
 18/446850/4401290



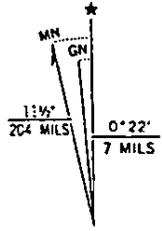
(NEWARK EAST)
 5863 II NW

Mapped, edited and published by the Geological Survey
 Control by USGS and NOS/NOAA

Topography in Delaware by planetable surveys 1935-1936
 Topography in Pennsylvania by photogrammetric methods
 from aerial photographs taken 1950. Field checked 1954
 Revised from aerial photographs taken 1965. Field checked 1967

Polyconic projection. 10,000-foot grid ticks based on Delaware
 coordinate system and Pennsylvania coordinate system, south zone
 1000-meter Universal Transverse Mercator grid ticks,
 zone 18, shown in blue. 1927 North American Datum
 To place on the predicted North American Datum 1983
 move the projection lines 6 meters south and
 32 meters west as shown by dashed corner ticks

Fine red dashed lines indicate selected fence and field lines where
 generally visible on aerial photographs. This information is unchecked
 Red tint indicates areas in which only landmark buildings are shown
 There may be private inholdings within the boundaries of
 the National or State reservations shown on this map



UTM GRID AND 1987 MAGNETIC N
 DECLINATION AT CENTER OF SH

N-507/
N-508

**Oak Hill Inn
(Charles Springer House and Tavern)
4921 Lancaster Pike (Route 48)**

The recommended boundary, presented below, for the Oak Hill Inn is identical to the boundary recommended in the National Register nomination for the property. Because the National Register nomination does not adequately describe the distances of the boundary lines, needed for Section 106 purposes, they have been provided below. Both the DelDOT and nomination maps have been attached.

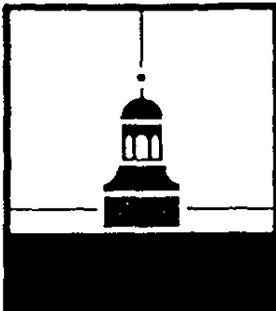
The recommended boundary for the Oak Hill Inn begins at the point in which the east side of Stone Barn Lane meets the northern property line of Tax Parcel No. 07-031.20-011. From this point, the boundary extends east along the northern property line for approximately 200' to the west bank of Little Falls Creek, entering Tax Parcel No. 07-031.20-012. The boundary then follows the creek for approximately 200', and turns due south at the point in which the creek intersects with the eastern boundary of Tax Parcel No. 07-031.20-012. The recommended boundary continues due south along the parcel line for approximately 90' to the Lancaster Pike improvement (defined as the road surface, curbs and shoulders, drainage ditches, bridges, and culverts). The boundary then extends west following the improvement for approximately 485' to the eastern side of the driveway of Tax Parcel No. 07-031.20-008. The boundary continues approximately 100' north, thence approximately 130' east, to the east side of Stone Barn Lane, where it follows the lane approximately 145' to the point of beginning. See attached DelDOT map.

The proposed boundary includes the entire tax parcel 07-031.20-011 and portions of two other tax parcels (07-031.20-008 and 07-031.20-012). This boundary encompasses the eighteenth-century roadside tavern, along with associated barn ruins and springhouse. The barn ruins are located in tax parcel 07-031.20-008 and the springhouse is located in tax parcel 07-031.20-012. The shape of the boundary in tax parcel 07-031.20-008 is dictated by a non-contributing driveway and house west and north of the barn ruins. Little Falls Creek serves as a natural boundary in tax parcel 07-031.20-012. The boundary

extends to the Lancaster Pike improvement (curb or shoulder) as a manifestation of the historic roadside inn's relationship to Lancaster Pike.

CULTURAL RESOURCE SURVEY
LOCUS IDENTIFICATION FORM

DELAWARE BUREAU OF
ARCHAEOLOGY AND HISTORIC
PRESERVATION
HALL OF RECORDS
DOVER, DELAWARE 19901
(302) 736 - 5685



FORM CRS-2

FOR OFFICE USE ONLY

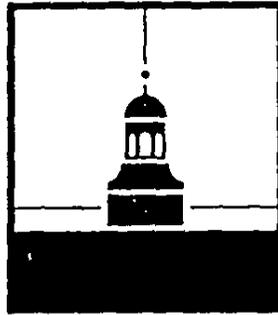
CRS # N-4075/4075A
Quad Kennet Square
SPO map # 08-09-36
Hundred Mill Creek
DOCUMENT 20-06/78/04/7

1. NAME OF LOCUS: Lewis Miller House
2. STREET LOCATION: 511 Old Wilmington Road
3. OWNER'S NAME: R.H. McCormick & A.B. Hammell TEL. #(302)998 - 2960
ADDRESS: Rt. 3, Box 185, Hockessin, Delaware 19707
4. TYPE OF LOCUS: a) structure b) district c) archaeological site
d) other agricultural site
5. SURROUNDINGS OF LOCUS: (check more than one if necessary)
a) fallow field b) cultivated field c) woodland
d) scattered buildings e) densely built up f) other
6. THREATS TO LOCUS: (check more than one if necessary)
a) none known b) zoning c) roads d) developers
e) deterioration f) other
7. REPRESENTATION ON OTHER SURVEYS:
TITLE: Delaware Bureau of Archaeology and Historic Preservation #N-4075
TITLE: _____ # _____
TITLE: _____ # _____
8. YOUR NAME: Mark A. Bower/Carol A. Benenson TEL. #(215)561-1050
YOUR ADDRESS: 219 N. Broad Street, 9th Floor, Philadelphia, PA 19107
ORGANIZATION (if any) KKFS DATE: July 1988

USE BLACK INK ONLY

CULTURAL RESOURCE SURVEY
STRUCTURAL DATA FORM

DELAWARE BUREAU OF
ARCHAEOLOGY AND HISTORIC
PRESERVATION
HALL OF RECORDS
DOVER, DELAWARE 19901
(302) 736 - 5685



Form CRS-1
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CRS # N-4075/4075A
Quad Kennet Square
SPO map # 08-09-36
Hundred Mill Creek
DOCUMENT 20-06/78/08/14

1. ADDRESS OF STRUCTURE : 511 Old Wilmington Road

2. DESCRIBE THE STRUCTURE AS COMPLETELY AS POSSIBLE:

- | | | |
|-------------------------------------|--|--------------------|
| a) Overall shape | L | <p>SKETCH PLAN</p> |
| stories | 2 1/2 | |
| bays | | |
| wings | addition filling
in L | |
| b) Structural system | brick | |
| c) Foundation materials | rubblestone | |
| basement | yes | |
| d) Exterior walls materials | brick, wood shingle in gable ends | |
| color(s) | red | |
| e) Roof | | |
| shape; materials | gabled; asphalt shingle | |
| cornice | molded box | |
| dormers | front gable with pointed Gothic sash, shingled front | |
| chimney location(s) | interior ends | |
| f) Windows | | |
| spacing | regular | |
| type | 2/2 double hung | |
| trim | wood lintels and sills | |
| shutters | paneled first floor, pintels only on second | |
| g) Door | | |
| spacing | center | |
| type | 4-panel | |
| trim | arched opening, transom, paneled reveal | |
| h) Porches | | |
| location(s) | front; south side | |
| materials | wood; wood | |
| supports | chamfered wood posts (molded) | |
| trim | arched and molded frieze, molded cornice | |
| i) Interior details (if accessible) | | |

USE BLACK INK ONLY

CRS Form 1, N-4075/4075A
Historical continued.

to Romaine H. McCormick, Mary H. Hobson's sister, in 1980.

N-4075/ **Lewis Miller House**
4075A **511 Old Wilmington Road**

The recommended boundary for the Lewis Miller House is the legal parcel, Tax Parcel No. 08-020-057, upon which it is situated. See attached map.

The proposed boundary for the Lewis Miller House contains the resources historically associated with the property, including the original house, ruins of an older house, the bank barn, chicken house, and garage. The boundaries incorporate both the historic resources and the rural agrarian setting.

**UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
NATIONAL REGISTER OF HISTORIC PLACES
NOMINATION FORM**

DATE ENTERED Listed 9/8/80
N-4091

INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES - COMPLETE APPLICABLE SECTIONS

NAME

NAME WILMINGTON AND WESTERN RAILROAD (Preferred)
ALTERNATE NAME LANDBANK BRANCH OF THE BALTIMORE AND OHIO RAILROAD

LOCATION

SECTION NUMBER
CITY/TOWN East of Middletown & Marshalltown **VICINITY OF** 10 **NOT FOR PUBLICATION**
STATE Delaware **COUNTY** New Castle **CONGRESSIONAL DISTRICT** 003

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> LISTED	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> HISTORIC	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> NATIONAL MONUMENT	<input type="checkbox"/> TRUST	<input type="checkbox"/> WORK IN PROGRESS	<input checked="" type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> NATIONAL HISTORIC LAND	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input checked="" type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> NATIONAL HISTORIC MONUMENT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
<input type="checkbox"/> NATIONAL HISTORIC SITE	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER

OWNER OF PROPERTY

(See Continuation Sheet)

NAME CHESLER SYSTEM: Attention - Mr. A. E. Kohler
STREET ADDRESS 1 North Charles Street
CITY/TOWN Baltimore **STATE** Maryland

LOCATION OF LEGAL DESCRIPTION

OFFICE OR RECORDS OFFICE NEW CASTLE COUNTY RECORDER OF DEEDS
SECTION NUMBER Public Building
CITY/TOWN Wilmington **STATE** Delaware

REPRESENTATION IN EXISTING SURVEYS

TITLE CHESLER: An Inventory of Historic and Industrial Sites **FORM AS APPLICABLE**
DATE 1975 **X FEDERAL** **STATE** **COUNTY** **LOCAL**
OFFICE OR RECORDS OFFICE Historic American Engineering Record
CITY/TOWN Washington **STATE** D.C.

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

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WILMINGTON & WESTERN RAILROAD

CONTINUATION SHEET

ITEM NUMBER

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PAGE

1

Originally incorporated by an Act of the Delaware State Legislature in 1867 as "The Wilmington and Chester Railroad Company," this line was renamed the "Wilmington and Western Railroad Company" when the original Act was amended and the company reincorporated in 1869. The line retained this name until 1877, when the company went into receivership and was subsequently reorganized as the "Delaware Western Railroad." The Baltimore and Philadelphia Railroad Company acquired a controlling stock interest in the line in 1881 and took it over completely in 1883, when it became known as the "Landenberg Branch of the Baltimore and Philadelphia Railroad." The Baltimore and Ohio Railroad Company, successor to the Baltimore and Philadelphia Railroad, continues to refer to the line as the Landenberg Branch, although it presently extends only to Hockessin, Delaware. Historic Red Clay Valley, Incorporated, a non-profit organization which has leased since 1956 that portion of the line from Hockessin to Greenbank for weekend excursions using a steam locomotive, continues to refer to this section of track as the Wilmington and Western Railroad.

FORM AS SUBMITTED TO OAH

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

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WILMINGTON & WESTERN RAILROAD

CONTINUATION SHEET

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The Chessie System holds the right-of-way for the Baltimore and Ohio track, most of which runs across lands privately owned.

Historic Red Clay Valley, Incorporated, owns the Greenbank Station house located at the junction of Routes 2 and 41 in Greenbank. Additionally, as has been stated above, the organization leases a portion of the track on weekends during the summer and fall to operate its steam locomotive "Wilmington and Western" excursions. The steam locomotives and other railroad equipment owned by Historic Red Clay Valley are housed in a separate engine house located in Marshallton, Delaware, below Greenbank.

Wilmington and Western Railroad
Mr. Brian Woolcock, President
Historic Red Clay Valley, Inc.
P. O. Box 1374
Wilmington, DE 19809

EXCELLENT

X GOOD

DETERIORATED

RUINS

UNEXPOSED

UNALTERED

X ALTERED

CHECK ONE

X ORIGINAL SITE (Track)

X MOVED DATE 1968

(Greenbank Station)

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Wilmington and Western Railroad, now known as the Landenberg Branch of the Baltimore and Ohio Railroad, presently extends from Marshallton, two blocks south of the Old Capitol Trail, north and westward for a distance of 10 miles, to the town of Hockessin, where it terminates at Green Valley Road, in the northwestern corner of New Castle County, Delaware. A station house, located at Greenbank about half a mile above Marshallton, represents the only remaining architectural facility associated with the original Wilmington and Western Railroad. This building, originally the Yorklyn Station, was moved to its present site in 1968 by a private organization, Historic Red Clay Valley, Inc., to replace the original Greenbank Station which was destroyed by fire in the 1920's. The length of track between Greenbank and Yorklyn runs through the valley of Red Clay Creek, a winding stream whose waters encouraged the establishment of several industrial and commercial enterprises in Red Clay Valley during the nineteenth century. The track crosses Red Clay Creek nine times, supported by eight wooden trestles and one iron bridge. It also passes through three major cuts which were blasted through the rocky hills which border the creek. An enumeration and description of the present component parts of the railroad follows:

1. Greenbank Station: Located approximately 200 feet northeast of the Newport Gap Pike (Route 41), about a quarter mile west of the intersection of this highway with Kirkwood Highway (Route 2), the Greenbank Station is the only surviving building from the time of the original Wilmington and Western Railroad. This station, which was originally located at Yorklyn, was moved to the site of the old Greenbank Station in 1968 and is believed to be identical in appearance to its predecessor. A rectangular frame structure measuring 40 feet 4 inches in length, and 20 feet 1 inch in depth, the station house is a single-story, three-room-plan building. The building is oriented to the northeast and parallels the track, located 17 feet 9 inches from a loading ramp, 14 feet 6 inches in length and 3 feet in height, which passes along the front of the building. The three rooms in the station consist of a passenger waiting room with ticket window; a business and ticket office (and, in other stations, a post office); and a freight and storage room. Loading doors provide access to the loading dock and ramp from this room. A single window is located along the southwest wall, with two windows each on the east and west walls within the business office. Doors open into the passenger room and the freight room. A rear door and a window have been boarded over in the freight room. The flat wooden roof which covers the building is supported by an arrangement of braces and wall posts - four each on the north and south walls, and five each on the east and west walls. The building is painted yellow on both the interior and exterior walls, and the braces and wall posts have been painted brick red. Originally, the entire facility was painted red, as were all of the station houses along the line. "It is our theory that stations should be attractive, not naked, unpainted repulsive sheds," was the policy of the Wilmington and Western, as expressed in its publication Historical Notes on the Wilmington and Western Railroad (1872):

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WILMINGTON & WESTERN RAILROAD

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2

It is difficult to determine to what extent the trestlework on the line is original to the Wilmington and Western. Only two of the trestles along the line are known to have been replaced since the Wilmington and Western was taken over by the Delaware Western Railroad and later by the Baltimore and Ohio. Flooding has thus far posed little danger to the trestles, although the concrete piers of a trestle which formerly crossed Red Clay Creek as a siding to Yorklyn provide evidence of what a major flood might wrought. This trestle was washed out during Hurricane Agnes in 1972.

A number of small (20-30 feet in length) trestles which spanned subsidiary waters, such as races and tributaries of the Red Clay, have been replaced by single-span iron I-beam structures. This work was done after the Baltimore and Ohio took control of the line in 1893.

Items 3 through 13 detail the notable trestle and bridgework along the present Lundenberg Branch. The notation form given consists of the numerical designation given by the Wilmington and Western, followed by the numerical designation given by the Baltimore and Ohio.

(1; 6-C): This trestle, located 2.98 miles above the mouth of Red Clay Creek and 100 feet above the intersection of the line with Greenbank Road, measures 112 feet in length and rests atop 6 bents. A slightly curved timber trestle, its undercarriage measures 12.4 feet above the creek bed and its floor, 15.6 feet above the bed.

(2; -G): Located at mile 3.54, about 200 feet above Trestle 6-C, this timber trestle is straight, rests atop 5 bents, and measures 105 feet in length. Its undercarriage and deck measure 10.7 and 14.2 feet above the creek bed, respectively.

Spanning Hyde Run, a small stream along which the flour mill of Franklin Fell was located: this structure is a 20-foot long, single-span, I-beam trestle. Installed by the Delaware Western Railroad in 1879, this structure is situated 1/2 mile below the intersection of the track with Faulkland Road.

(3; 7-A): Located at mile 4.42 above the mouth of Red Clay Creek about 1/4 mile below Faulkland Road, this straight timber trestle, which the Wilmington and Western referred to as "Fell's Dam Bridge," is one of the longer surviving trestles, measuring 204.2 feet in length. It rests on 12 bents and has an undercarriage clearance of 12.9 feet and a deck clearance of 17.2 feet above the creek bed.

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WILMINGTON & WESTERN RAILROAD

3

CONTINUATION SHEET

7. (4; 8-A): One of two trestles located near the former site of Wood's Rolling Mills, this straight timber trestle, 146 feet long, is at mile 5.08 of the creek, 300 feet above Lancaster Pike (Route 48). The structure contains 8 bents and has an under-clearance of 14.5 feet, a deck clearance of 18 feet.
8. (5; 8-B): The other half of the Wooddale pair of trestles, this bridge is located some 500 feet above 8-A, at mile 6.03. A slightly curved timber trestle measuring 91.5 feet in length, it rests on 4 bents. The undercarriage sits 12.3 feet over the creek bed, while the deck sits 15.8 feet above the bed.
9. (6; 10-A): This straight timber trestle, one of two near the former Mt. Cuba station, measures 179 feet in length with 8 bents. Its undercarriage and deck are 12.7 and 16.2 feet above the creek bed, respectively. This trestle, located at mile 8.05, 1/2 mile above Mt. Cuba Road, was reconstructed by the Baltimore and Ohio in 1932.
10. A small iron I-beam span, 15 feet in length, spans a ditch some 30 feet past Trestle 10-A.
11. (7; 10-C): Located about 700 feet beyond Trestle 10-A, at mile 8.39, this slightly curved timber trestle measures 173.6 feet in length. It rests atop 8 bents and has an underclearance of 11 feet, a deck clearance of 14.5 feet. It is one of two trestles along the line containing a safety platform, 4 feet by 4 feet, at about 100 feet; this offered refuge for a worker or track-walker caught on the trestle with an approaching train. The trestle is also one of few to have been "named" by the Wilmington and Western; it was known as "Speelman's Dam Bridge."
12. (8; 11-A): Unlike the major trestles along the line, this is the only substantial iron bridge to remain. A Pratt-type truss bridge with irregularly-shaped framing (owing to the skew of the bridge across the creek), it was erected by the Baltimore and Ohio at an unknown date to replace a wooden trestle. Located near Ashland, it is situated about 30 feet south of Route 82 near Brackenville Road. It measures 111 feet in length and has no supporting bents, but has an upper carriage for support measuring 18 feet in height. The deck is 14.2 feet above the creek bed and the undercarriage is 10.5 feet above the bed.
13. (9; 12-B): The longest trestle remaining on the line, this 387.5 foot structure is a curved timber trestle with a slight S-shape. Located at mile 10.93 of the creek, 300 feet below Snuff Mill Road, the trestle is adjacent to the former

PHS-300A
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WILMINGTON & WESTERN RAILROAD

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site of the Lower Garrett Snuff Mill. Some 22 bents support the structure, its undercarriage lies 11.1 feet above the creek bed and its deck, 14.8 feet. A fire has caused some structural damage to the last third of the trestle on its northwestern end. The trestle contains two safety platforms spaced about 100 feet apart.

Three major cuts survive on the line. These were effected by blasting away chunks of rock with explosives, clearing a swath through which track could be laid. Items 14 to 16 describe these features.

14. Wooddale Cut: The longest cut on the line, this is located at Wooddale between trestles 8-A and 8-B. Measuring about 300 yards in length, this cut was excavated from

...a hill of solid rock, conically shaped, roughly about 500 feet round at the bottom, 40 feet high at the apex....Through it, at the tallest and widest part, it was necessary to cut a path eleven feet wide to accommodate the trains. Even then it was so narrow that when trains passed through it at high speed, there was danger of the swaying cars scraping against the sides.

15. Mount Cuba Cut: Located immediately above Trestle 10-C, this is the deepest cut on the line. Blasted from the solid rock of Cuba Hill, the passage extends for about 150 yards, ranging from 40 to 60 feet in depth and 15 feet in width.

16. Ashland Cut: Located about 1/4 mile beyond Trestle 11-A, this cut is somewhat smaller than the aforementioned cuts, measuring 100 yards in length and from 30 to 40 feet in depth. Its width varies from 10 to 20 feet.

It is nearly impossible to state what, if any, of the track elements (ties and rails) are original along the 9.1 miles included in the Landenberg Branch. The Delaware Western replaced some 8,000 ties along the line during its brief period of ownership, and since an average tie has a lifetime of but a few years, it is reasonable to assume that most if not all of the ties have been replaced several times. Originally, these ties were formed of oak, chestnut laid on sand, stone, and gravel ballast.

Very few, if any, original rails remain along the line. The replacement rails, because of their worn condition, appear to be "hand-me-downs" from other lines operated by the Baltimore and Ohio. Since service on the Landenberg Branch became so infrequent after the 1920's, the Baltimore and Ohio paid little attention to keeping the Landenberg line in good condition. The rails, which form the track today, average 90 to 100 lbs. in weight and are in fair to poor condition.

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WILMINGTON & WESTERN RAILROAD

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SERIAL NUMBER 7

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Following the charter of the Wilmington and Western in 1869, the determination of the actual route of the road became a topic of debate. The argument waged was between those who favored a route along Mill Creek and those who favored a route along a more easterly stream, Red Clay Creek. When proponents of the latter course attained their wish, the next topic for debate became whether to build a standard gauge road (4 feet 8 1/2 inches) or a narrow gauge road (3 feet). The immediate benefits of a standard gauge road proved decisive, since such a road could link the Wilmington and Western to larger roads such as the Philadelphia, Wilmington and Baltimore.

Construction, which began in June 1872, consisted of several tasks, among them the grading of the road bed, excavating and filling in uneven spots in the countryside over which the road would traverse, blasting passages through the granite rocks and hills along Red Clay Creek, and erecting trestles where the line passed over the creek or its subsidiary waters. As early as 19 August 1871, the Wilmington Daily Commercial reported that work had been accomplished in 16 different locales with a force of 200 men. Hopes prevailed that the road could be completed by April of 1872, but labor problems, accidents, and difficulties of other sorts, pushed the opening back to October of that year.

According to the Annual Report of the Wilmington and Western Railroad, as related by its President, Joshua Heald, for 1872 the following facilities existed on the line:

- 19.92 miles of track, from South Market Street in Wilmington to Landenberg, Pennsylvania
- 2.3 miles of sidings
- freight house, in Wilmington
- office building and station house at Market Street in Wilmington
- 7 station houses (4 more were later added, so that these included Kiamensi, Greenbank, Faulkland, Wooddale, Mount Cuba, Ashland, Auburn or Yorklyn, Hockessin, Southwood, Broad Run, and Landenberg)
- 2 shed stations
- engine house, blacksmith shop, storage house
- 1 stone house
- 1 tank house for water
- engine house and turn-table at Landenberg

FHR-100
(11/78)

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WILMINGTON & WESTERN RAILROAD

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It has been stated, all that remains of these facilities today is the station house at Greenbank, along with approximately 10 miles of track from Marshallton to Hockessin. The standard clearance for the track right-of-way consists of 35 feet along the western side of the track (from the center of the rail) and 25 feet along the eastern side. At road crossings and at trestles this becomes 15 and 40 feet, respectively.

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places
Inventory—Nomination Form

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date entered

Continuation sheet Wilm. & Western Railroad Item number 7

Page 7

Locomotives:

~~Roster Number 88.~~ This locomotive was built by the American Locomotive Company of Schenectady, New York in January 1907. It is of the American-Class (the wheel arrangement for the American-Class locomotive is 4-4-0), Serial Number 45921. Purchase price was \$12,000, including delivery charges. Number 98 is the last remaining passenger locomotive of the Mississippi Central Railroad. She was known as the grand lady of the "Natchez Route." The locomotive was used to pull all varnish trains between Hattiesburg and Natchez, Mississippi. The Baltimore and Ohio Railroad, owner/operator of the Wilmington and Western Railroad after 1883, constructed a nearly identical engine, Number 858 (American-Class), designed Director General. The Director General pulled varnish trains on main line portion of the Wilmington and Western Railroad through the 1920s. In addition, three (3) of the four (4) original Wilmington and Western Railroad locomotives, built by the Baldwin Locomotive Works, Philadelphia, in 1872/72, were American-Class. These engines, or like units, pulled trains over the Wilmington and Western Railroad until the discontinuance of passenger train service in 1931. Few American-Class locomotives remain in operation today.

Roster Number 92. This locomotive was constructed to United States' locomotive specifications at the Kingston Locomotive Works of the Canadian National Railway, Kingston, Ontario, in 1910. The engine is of the Mogul-Class (wheel arrangement for the Mogul-Class is 2-6-0). Construction costs are unknown. The year the Wilmington and Western Railroad was completed, 1872, its eventual mentor, the Baltimore and Ohio Railroad, was actively searching for a locomotive for combined passenger and freight operations on branchlines having severe grades and curves. In 1873, they constructed, in Baltimore, their first Mogul-Class locomotive. One unit, named the J. C. Davis, survives today in the B & O Museum. A decade later, several Moguls were assigned to the Wilmington area, and operated over the Wilmington and Western Railroad for freight handling, probably in the Hockessin mining district. The Wilmington Chapter of the Railway Historical Society reports that Mogul Number 92 bears resemblance to Baltimore and Ohio Railroad sister engines. This probably results from the adoption of common locomotive construction standards and regulations between the United States and Canada. Number 92 was used for branchline service in the Kingston area. She and a sister locomotive, Strasburg Railroad Roster Number 89, survive today.

Passenger Equipment:

Roster Number 410. This combination passenger coach/baggage car (Combine) was constructed for the Delaware, Lackawanna, and Western Railroad by the American Car and Foundry Company, Wilmington, Delaware in 1914. The car is of the Boston-Class. It, and its counterparts in the 400 series on the roster, were the only all-steel, open-vestibule Combines constructed and operated in the United States. The car was probably delivered to its initial owner over Wilmington and Western Railroad trackage at Wilmington.

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Heritage Conservation and Recreation Service

National Register of Historic Places
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date entered

Continuation sheet Wilm. & Western Railroad Item number 7 Page 8

Roster Numbers 571 and 581. ~~Constructed by Pullman Corporation, location unknown (both Pullman and American Car and Foundry operated railroad car building plants in Wilmington. Both were served by Wilmington and Western/Baltimore and Ohio sidings), these~~ Boonton-Class all-steel, open-vestibule coaches were delivered to the Delaware, Lackawanna and Western Railroad in 1914. The cars were constructed to wooden coach specifications, but the steel provided extra safety for riders in the accident-prone New York-New Jersey commuter corridors.

Roster Number 603. Coach has the same classification and was constructed to the same specifications as the aforementioned coaches. The single difference is that Number 603 was built in 1916.

Roster Numbers 2013 and 2042. Each is a caboose of wooden construction, with a steel underframe. The units were built for the Baltimore and Ohio Railroad at their Baltimore car works in the 1920s. They are rebuilt in 1935. The cars were used in the Wilmington area for about forty years.

Roster Number X-1. This is the only surviving piece of original rolling stock of the Wilmington and Western Railroad. It is a track maintenance trailer car. The four (4)-wheeled trailer was/is pushed along the rails by maintenance personnel or can be pulled by a locomotive. The trailer was probably constructed at the Harlan and Hollingsworth car plant in Wilmington between 1871 and 1873. At the time the Wilmington and Western Railroad was absorbed by the Baltimore and Ohio Railroad, the trailer was sold to the Garrett Snuff Company of Yorklyn, Delaware. At Garrett's, the car was used to haul tobacco from the warehouses to the processing facility. When the mills closed in 1951, it was returned to the railroad. The trailer is now exhibited at the Wilmington and Western Railroad's Greenbank, Delaware station.

In the final analysis, the Wilmington and Western Railroad acquired the very finest rolling stock available from leading manufacturers. The demand placed upon it, however, by abnormal business growth and limited revenue caused it to wear out long before management's expectation and decades before it could be rescued from the scrap dealer's torch. We believe that the rolling stock identified in this document well represents the type, quality, and state-of-the-art introduced to the Wilmington and Western Railroad by its parent - Baltimore and Ohio Railroad - after 1900.

SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE - CHECK AND JUSTIFY BELOW				
PREHISTORIC	ARCHAEOLOGY-PREHISTORIC	COMMUNITY PLANNING	LANDSCAPE ARCHITECTURE	RELIGION	
1500-1800	ARCHAEOLOGY-HISTORIC	CONSERVATION	LAW	SCIENCE	
1800-1850	AGRICULTURE	ECONOMICS	LITERATURE	SCULPTURE	
1850-1900	ARCHITECTURE	EDUCATION	MILITARY	SOCIAL/HUMANITARIAN	
1900-1950	ART	<input checked="" type="checkbox"/> ENGINEERING	MUSIC	THEATER	
<input checked="" type="checkbox"/> 1870-1890	<input checked="" type="checkbox"/> COMMERCE	EXPLORATION/SETTLEMENT	PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
1950-	COMMUNICATIONS	INDUSTRY	POLITICS/GOVERNMENT	OTHER (SPECIFY)	
		INVENTION			

SPECIFIC DATES 1869-Charter; 1871-1893, Operation BUILDER/ARCHITECT John G. Jackson, Engineer

STATEMENT OF SIGNIFICANCE

The significance of the Wilmington and Western Railroad derives from numerous areas outside the immediate surveying, engineering, and industrial concerns which led to its layout, construction, and subsequent usage. In its conceptualization, it expressed an economic optimism financially supported by manufacturers and farmers all along the proposed route and the physical extension and unification of a diverse and scattered community. In terms of transportation, the Wilmington and Western Railroad was a link in the best sense of the word and continues to unify the landscape of the Red Clay Valley, rather than passing it by. Though operating today on a limited commercial and scenic excursion basis, it survives as an important local reminder of the crucial role of the railroad to the development of late-nineteenth-century America.

"Red Clay Creek is a rapid, strong, and unfailing hill stream which comes down to us from perennial openings in the meadow of Chester County (Pennsylvania)... (I)t's rapid flow and continued fall have established on its banks numerous industrial operations, and affords opportunity for many more." This passage, found on p. 16 of Westward By Rail From Wilmington (Wilmington, 1872), the unofficial "history" of the new Wilmington and Western Railroad, suggests why the new line attracted such great interest. Industry was no stranger to the valley of the Red Clay Creek; millers had erected a score of mills (grist, saw, spice, etc.) along its banks by 1800, and it was here that Oliver Evans had established his automated flour mill in 1795. The fertile lands of the valley offered good acreage for cultivation; the hills bordering the creek yielded lime and kaolin, and the hillsides promised rich supplies of hardwood timber.

The millers along Red Clay Creek, however, were at a disadvantage compared to their manufacturing counterparts elsewhere in the country. Whereas others could employ ships to transport their goods, Red Clay Creek offered no such capacity to the majority of its residents. By and large, therefore, they employed draft animals to haul their goods. While this proved partially successful, the dream of many people along Red Clay Creek was that a railroad line would eventually link them directly to Wilmington's port. Indeed, the proposed "Wilmington and Reading Railroad" would have linked all the New Castle County creek millers to the port through a network of tracks along each stream, but when the project was actually built in 1869, only the Brandywine Creek branch remained from the original scheme.

In 1867, the Delaware State Legislature granted a charter to the "Delaware and Chester Railroad Company," to build a line from Chester County, Pa., to the Christina River in Wilmington. Two years later, when the company's name became the "Wilmington and Western Railroad," the project found new enthusiasm among merchants who "conjured pictures of the wealth of the Great West" pouring into the region. To the consternation of the Red Clay millers, however, the company hesitated for several months while

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WILMINGTON & WESTERN RAILROAD

CONTINUATION SHEET

weighing the issue of how to route their line, the choice lay between the Red Clay Creek region and the valley of Mill Creek, a shorter and more direct route. However, it was pointed out that if the former route was selected, the line would "have the immediate trade of nine or ten manufacturing establishments which could not possibly use the road to any advantage were it built on the other route," and the Red Clay route was indeed chosen. The Board of Directors was delighted with the new route, and as the Chief Engineer, John G. Jackson, pointed out to Franklin Fell, operator of a spice mill on Red Clay,

...our road is a short one along which, at numerous points, large amounts of freight are waiting for transportation The road at each end makes excellent connections, and ... its course is through a thickly settled, intelligent, and enterprising community.

A company prospectus, issued to the city of Wilmington and its residents in 1870, gave a "condensed estimate of freight and travel on the W. & W. R.R.," and an examination of this list suggests the economic significance of the planned railroad:

Rolling Mill Freight of J. Marshall & Co. and Alan Wood	\$3100
Aggregate freight to and from the mills of Wm. G. Phillips and Bro., C. & J. Fell & Bro., Sharpless' Mill, Garrett's Snuff Mills, Clark's Factory, Marshall's Paper Mill, Lundenberger's Woolen Mills, and other small Mills along the line	9400
Freight of Fire Bricks, Kaolin Clay, Coal and Sand, to and from the several Kaolin works	9600
Building Lime and Marble from Hockessin Valley	6500
Building Stone for the Peninsula	6000
Hard Lumber from various Saw Mills along the route	680
Agricultural Lime for Local Consumption	3000
Bituminous and Gas Coal for Wilmington	25000
Anthracite Coal for do. and for Local Consumption	25000
Iron, Iron Ore, and Slate	10000
Pine Lumber	7000
Agricultural Freight from the whole of our line, and from the Valley of White Clay Creek and Doe Run	15000
Passenger Travel	53000
	\$173280

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WILMINGTON & WESTERN RAILROAD

CONTINUATION SHEET NUMBER 2 PAGE 2

For the millers and other industrialists located along Red Clay Creek, and for the farmers in its valley, the Wilmington and Western Railroad was to be their deliverer. Heartened by the prospects of opening their valley to the wealth of the West, hundreds gathered to observe Director Joshua T. Heald conduct groundbreaking ceremonies for the new line on 8 July 1871.

Numerous delays hampered the opening of the road and the date was pushed back from the projected April 1872 date to the end of October 1872. When the day arrived, October 19th, the Wilmington Every Evening exulted that "Saturday saw the formal opening of the first section of the Wilmington and Western Railroad which is destined to restore trade to its natural channels and materially help in realizing the city's magnificent destiny."

According to a two-part article, "Our New Route West," published in 1871, the line commenced in Wilmington and headed westward until reaching Red Clay Creek "on the lands of James Cranston." Here, the road first struck "the thriving manufacturing district which lies along the Red Clay." The first establishments encountered were the Kinross Woollen Mills and the Marshall Rolling Mills. Near the location of the present Greenback Station lay the next establishment - Phillips & Bro.'s Mills, - "where a large business is carried on in the manufacture of bent felloes, sleight runners, carp-stool frames, &c."

Above this business a short distance was located the Spice Mill of C. Fell, "a large establishment ... to which the road will prove a great convenience and benefit, and from which it will doubtless derive no inconsiderable revenue." Near the mills stood the old Brandywine Springs Hotel, formerly a health resort which the proprietors of the railroad hoped would be restored.

Passing Fell's Spice Mills the railroad reached Wooddale and the site of Wood's Rolling Mills, "well-known and extensive iron-works." The next stop, Mount Cuba, contained "rather a small (grist mill) known as Speakman's Mill," and "a short distance beyond this, are more extensive flour-mills of Sharpless and Brothers, at Ashland, a pretty little village."

The railroad passed through nearly a mile of hilly country before reaching the next establishment, Garrett's Snuff Mills, which the writer termed,

...Probably the most extensive establishment of the kind in the country. They are two in number, less than half a mile apart, and their average product is about 80 barrels, or 16,000 pounds of Scotch snuff per week. The snuff is of the rubbing kind and is made almost exclusively of Kentucky and Missouri Tobacco. This is but just, as the chief market for the manufactured article is in the South and Southwest, where the dipping habit is not yet rubbed out.

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WILMINGTON & WESTERN RAILROAD

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ITEM NUMBER 8 PAGE 3

Here, the Wilmington and Western left the Red Clay Valley and headed through "Kaolin Valley," in which were located extensive deposits of the mineral kaolin. At the town of Hockessin the railroad passed by Jackson's Lime Quarries, owned by John G. Jackson, the chief engineer of the railroad. The "splendid quality of lime" in the quarries, noted the account, "will bring a large and lucrative freight traffic to the road." Before reaching its destination, the Chester County village of Landenberg, the line passed through the valley of White Clay Creek, serving the worsted mills owned by Martin Landenberger. As for Landenberg, the writer called it "not much of a place," but quickly added that it had "great expectations for the future to be opened up to it by the new road."

Freight hauling began promptly on the Wilmington and Western, the first load consisting of 10 kegs of nails. Passenger service also began immediately, with three trains daily each way between Wilmington and Landenberg and stops to 10 intermediate stations. Receipts for the first week showed \$167 for passengers and \$58 for freight. By the middle of November, the figures had increased to \$340 and \$272 per week.

The new railroad succeeded in easing the freight problems of the Red Clay Valley. If, however, the picture seemed bright for the residents of Red Clay Creek, the picture had turned gloomy for the Board of Directors of the Wilmington and Western by 1875. The expected westward connection from Landenberg to Oxford, Pennsylvania, suffered a grave setback when the Lancaster and Southern Railroad linked Oxford to Lancaster by narrow, rather than by standard, gauge track. Serious accidents plagued the Wilmington and Western, causing lengthy delays in service for track repairs. Finally, and most alarming, the onset of the Panic of 1873 forced the company to go into receivership to protect its bondholders. On 25 April 1877, the Wilmington and Western Railroad was sold at auction for \$5,000. The purchasers, among whom were included no Red Clay millers, renamed their concern the Delaware Western Railroad.

Under this new name a railroad continued to serve the Red Clay Creek area for several years. Several of the larger industries along the route had, by the early 1880's, established sidings into their own yards, including Alan Wood's rolling mills (1874), Marshall rolling mills (1880), and Garrett Snuff Mills (Upper Mills), (1884). Again, freight continued to increase.

The Annual Report of the Delaware Western Board of Directors for 1879, quoted in Every Evening (12 January 1880), discussed preparations for handling larger coal cars, carrying a 20-ton load in a 10-ton car:

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WILMINGTON & WESTERN RAILROAD

CONTINUATION SHEET

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...Some of these are already in use, and have been on our rails. It is evident that our roadway and bridges must be put in condition to withstand the wear and tear of much heavier rolling stock and freight than was originally contemplated, and that the standards of safe and profitable efficiency of the greatroads with which we connect must be ours also.

The company thereupon began replacing trestles along the tracks.

Perhaps in a move to improve its economy, and doubtless to avoid competition from the Wilmington Trolley Company line which now served portions of Red Clay Valley, the Delaware Western phased out its passenger schedule. The 12 stations located along the line, including that at Greenbank, reverted to freight depots.

The Baltimore and Philadelphia Railroad Company acquired a large share of stock in the Delaware Western Railroad in March 1881, and two years later the Baltimore and Ohio Railroad, successor to the Baltimore and Philadelphia, purchased the line outright. Freight service on the line, now referred to as the Landenberg Branch, gradually decreased after 1900 and eventually the segment of the line from Rockessin to Landenberg was eliminated.

This ended an era for the valley of Red Clay Creek. Perhaps the best summary of the significance of this line was written by C. A. Weslager, former resident of the valley and one of its foremost local historians:

...In many ways it was representative of the many small railroads that sprang up in America following the Civil War, and what might be termed its "rise and fall" finds parallel in other rail enterprises solidly constructed to withstand sun, wind, and snow, but which could not weather financial storms on their modest budgets. Although the Wilmington and Western had less than 20 miles of track, it served a vital need not only in providing public transportation for rural New Castle County families, but in making the first rail freight service available to the milling industries in the valley of the Red Clay. Its story, in fact, is an integral part of the economic history of the Red Clay Country.

The Wilmington and Western Railroad continues in operation today, carrying freight to the mills of National Vulcanized Fibre, and passengers on special excursions run by the Historic Red Clay Valley, Inc.

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Wilmington and Western Railroad

CONTINUATION SHEET

ITEM NUMBER 8

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The principal rolling stock owned and operated by Historic Red Clay Valley, Inc. contributes to the historical significance of the Wilmington and Western Railroad as mechanical agents supporting the functional continuity of the branch line. The present day rail excursions along the meanders of scenic Red Clay Valley call to mind those tours by Wilmington and Western during the final decades of the nineteenth century with stops at "Famous and Romantic" Mt. Cuba, then a popular site for summer family outings with a dance pavillion, swings, croquet lawns and refreshment stands which have since vanished. The two well preserved steam locomotives and five passenger cars presently in active use for H.R.C.V., Inc. weekend trips were built in the first quarter of this century and though originally associated with rail systems outside of Delaware, are nonetheless representative of the technological and design characteristics of steam trains that have operated on the Wilmington and Western Railroad during that period.

REFERENCES

Evans, E. (Wilmington), 1971-72, esp. 4, 5, 11 September 1971.
 Funnell, Carroll W. Jr., The Never Failing Stream (MA Thesis, University of Delaware 1959).
 Volkmann, Arthur G., The Story of the Wilmington and Western Railroad (Wilmington, 19...)
 ... by ... from Wilmington (Wilmington, 1972).

GEOGRAPHICAL DATA

ACRES OF NOMINATED PROPERTY approximately 73 acres
 QUADRANGLE NAME Kennett Square; Newark East; Wilt. South QUADRANGLE SCALE 1:24,000

UTM REFERENCES

A	1,8	4,3,9	5,1,5	4,3,0	3,9,0	B	1,8	4,4,3	6,7,0	4,4,0	5,4,0
	ZONE	EASTING		NORTHING			ZONE	EASTING		NORTHING	
C	1,8	4,4,5	3,7,3	4,4,0	3,9,7	D	1,8	4,4,5	4,0,5	4,4,0	2,7,0
	ZONE	EASTING		NORTHING			ZONE	EASTING		NORTHING	
E	1,8	4,4,5	5,7,3	4,3,9	9,7,5,0	F	1,8	4,4,5	7,8,0	4,3,9	8,6,9,5
	ZONE	EASTING		NORTHING			ZONE	EASTING		NORTHING	
G	1,9	4,4,5	3,2,3	4,3,9	7,3,2,0	H	1,8	4,4,6	5,1,5	4,3,9	7,7,9
	ZONE	EASTING		NORTHING			ZONE	EASTING		NORTHING	

VERBAL BOUNDARY DESCRIPTION: The western terminus of the railroad nomination is the juncture of the railroad bed with the right-of-way on the eastern edge of Green Valley Park, west of Hockessin. The eastern terminus is the juncture of the railroad (cont)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE

FORM PREPARED BY

NAME: John C. Rutz, Student DATE: 1978
 ORGANIZATION: American Studies Program, University of Delaware
 ADDRESS: Kennett Square Building TELEPHONE:
 CITY: Newark STATE: Delaware

STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE X LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register of Historic Places, as evaluated according to the criteria established by the National Park Service.

DATE:
 STATE HISTORIC PRESERVATION OFFICER'S SIGNATURE

Daniel R. Griffith

DATE 12/31/79

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

KEEPER OF THE NATIONAL REGISTER

DATE

TITLE:
 OWNER OF REGISTRATION:

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

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WILMINGTON & WESTERN RAILROAD

CONTINUATION SHEET

ITEM NUMBER 10

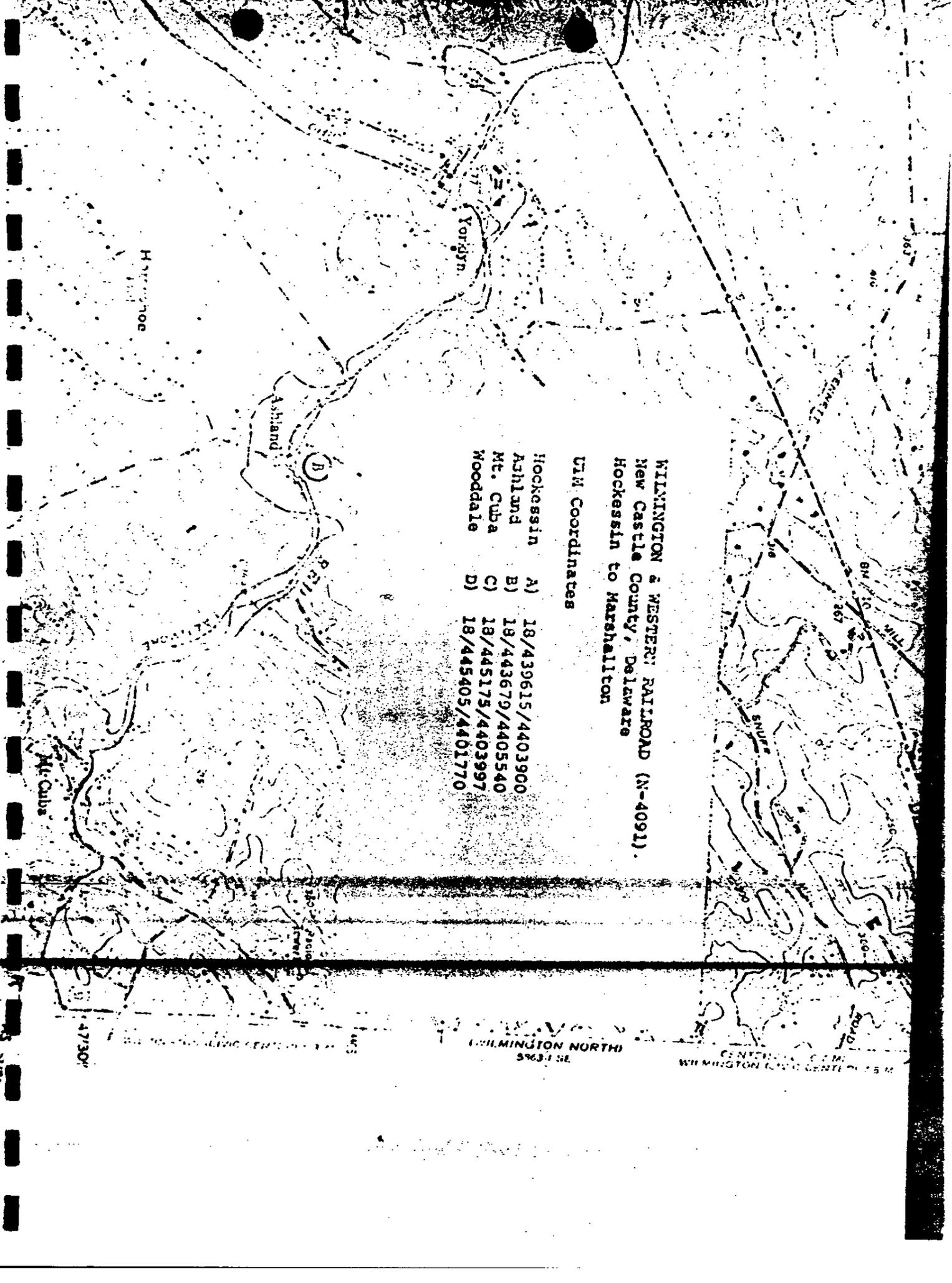
PAGE 1

led with the right-of-way on the western edge of Route 41 in Marshalltown. The railroad right-of-way forms the other bounds of the nomination. In general, the standard clearance for the track right-of-way consists of 35 feet along the west side of the track (from the center of the rails) and 25 feet along the eastern side. At road crossings and at trestles this becomes 15 and 40 feet, respectively. The limits are specifically delineated in Index Maps 6-0-3.4, V-94 Series 1-5, Right-of-Way and Track Map, Baltimore and Philadelphia Railroad Company, Baltimore Division, Landenberg Branch. A copy of these maps are included with the nomination. The nomination also includes the buildings at Greenbank Station and the rolling stock associated with the operation of the Wilmington and Western Railroad owned by Historic Red Clay Valley, Inc.

WILMINGTON & WESTERN RAILROAD (N-4091).
New Castle County, Delaware
Hockessin to Marshallton

U/M Coordinates

- | | | |
|-----------|----|-------------------|
| Hockessin | A) | 18/439615/4403900 |
| Ashland | B) | 18/443679/4405540 |
| Mt. Cuba | C) | 18/445175/4403997 |
| Wooddale | D) | 18/445405/4401770 |



WILMINGTON NORTH
593.1 SE

CENTRAL C.M.
WILMINGTON LOCAL CENTER

4730'

218...

SQUARE)

42

43

45

75°37'30"

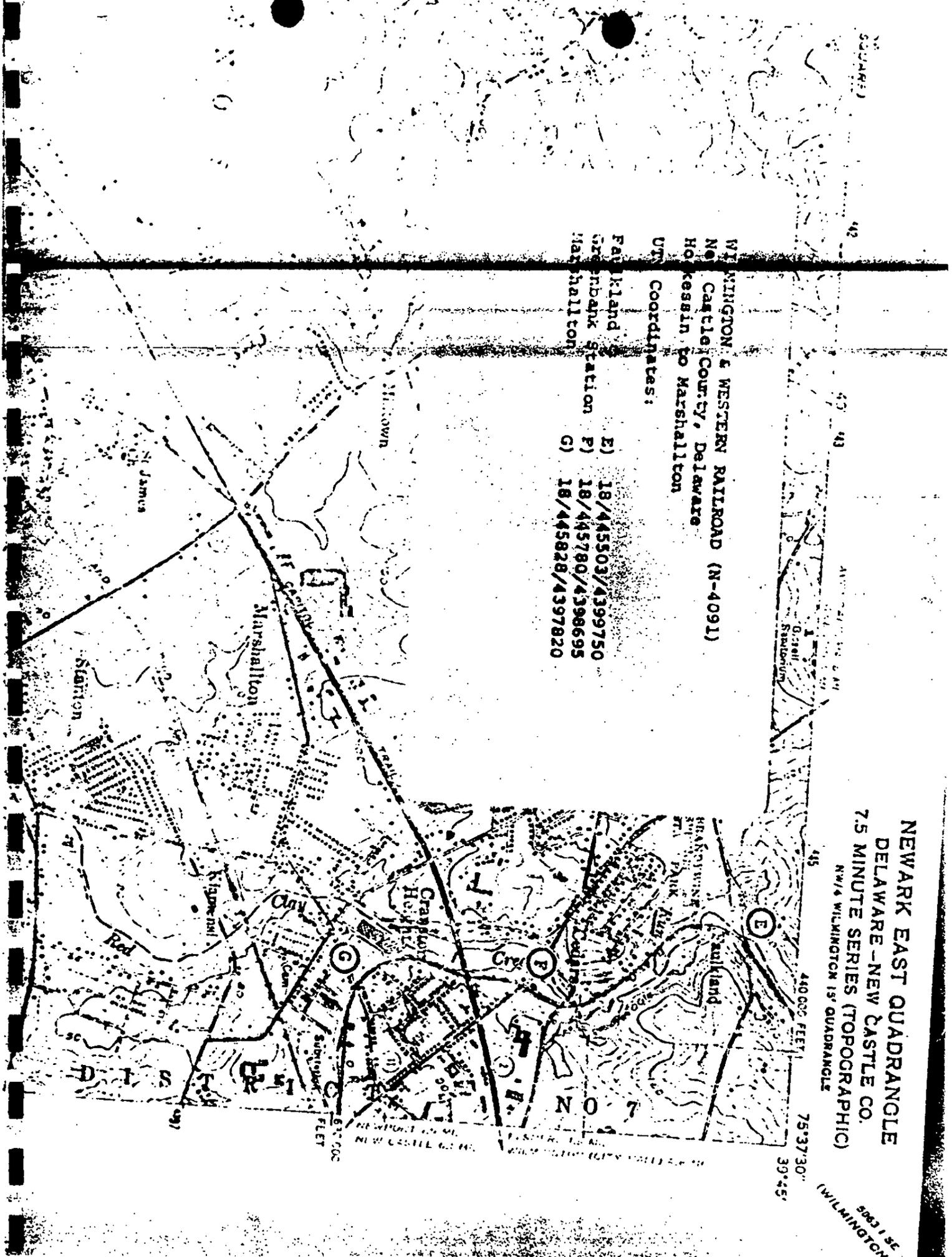
39°45'

NEWARK EAST QUADRANGLE
DELAWARE-NEW CASTLE CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
NW 1/4 WILMINGTON 15' QUADRANGLE

SPR 1 SE
WILMINGTON

WILMINGTON & WESTERN RAILROAD (N-4091)
New Castle County, Delaware
Hockessin to Marshallton
UTM Coordinates:

Fairfield E) 18/445503/4399750
Grandbank Station F) 18/445780/4398695
Marshallton G) 18/445828/4397820



N-4091 **Wilmington & Western Railroad**

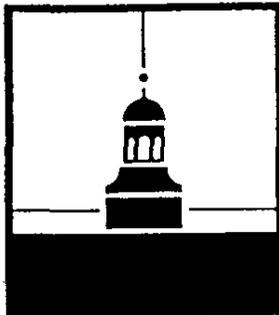
A boundary was defined for the Wilmington & Western Railroad in the National Register nomination, prepared by John C. Rumm of the University of Delaware, 1978. The nominated boundary is defined as the railroad right-of-way between Green Valley Road, Hockessin and Route 41, Marshalltown. Rumm proceeds to define the right-of-way as:

“In general, the standard clearance for the track right-of-way consists of 35 feet along the western side of the track (from the center of the rails) and 25 feet along the eastern side. At road crossings and at trestles this becomes 15 and 40 feet, respectively.”

Within the Lancaster Pike project area, the current New Castle County tax parcel maps present a right-of-way of sixty feet, regardless of road crossings. For clarification purposes, the recommended boundary is the sixty-foot-wide railroad right-of-way. See attached map.

CULTURAL RESOURCE SURVEY
LOCUS IDENTIFICATION FORM

DELAWARE BUREAU OF
ARCHAEOLOGY AND HISTORIC
PRESERVATION
HALL OF RECORDS
DOVER, DELAWARE 19901
(302) 736 - 5685



FORM CRS-3

FOR OFFICE USE ONLY

CRS # N-12080
Quad Kennet Square
SPO map # 08-09-36
Hundred Christiana
DOCUMENT 20-06/78/04/7

1. NAME OF LOCUS: Chandler House
2. STREET LOCATION: North side of Lancaster Pike (Rte. 48)
2,800 feet east of Rolling Mill Road (RD 263)
3. OWNER'S NAME: _____ TEL. # _____
ADDRESS: _____
4. TYPE OF LOCUS: a) structure b) district _____ c) archaeological site _____
d) other _____
5. SURROUNDINGS OF LOCUS: (check more than one if necessary)
a) fallow field _____ b) cultivated field c) woodland
d) scattered buildings _____ e) densely built up _____ f) other _____
6. THREATS TO LOCUS: (check more than one if necessary)
a) none known b) zoning _____ c) roads _____ d) developers _____
e) deterioration _____ f) other _____
7. REPRESENTATION ON OTHER SURVEYS:
TITLE: _____ # _____
TITLE: _____ # _____
TITLE: _____ # _____
8. YOUR NAME: Mark A. Bower/Carol A. Benenson TEL. # (215)561-1050
YOUR ADDRESS: 219 North Broad Street, 9th Floor, Philadelphia, PA 19107
ORGANIZATION (if any) KKFS DATE: July 1988

USE BLACK INK ONLY

CULTURAL RESOURCE SURVEY
STRUCTURAL DATA FORM

DELAWARE BUREAU OF
ARCHAEOLOGY AND HISTORIC
PRESERVATION
HALL OF RECORDS
DOVER, DELAWARE 19901
(302) 736 - 5685



Form CRS-1

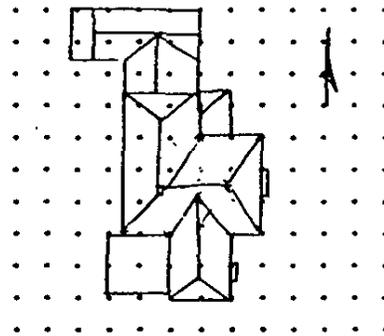
FOR OFFICE USE ONLY

CRS # N-12080
Quad Kennet Square
SPO map # 08-09-36
Hundred Christiana
DOCUMENT 20-06/78/08/14

1. ADDRESS OF STRUCTURE : North side of Lancaster Pike (Rte.48)
2,800 feet east of Rolling Mill Road (RD 263)

2. DESCRIBE THE STRUCTURE AS COMPLETELY AS POSSIBLE:

- | | |
|-------------------------------------|--|
| a) Overall shape | rectangular |
| stories | 2 |
| bays | 3 |
| wings | rear |
| b) Structural system | frame |
| c) Foundation materials | stone |
| basement | yes |
| d) Exterior walls materials | asbestos shingle over clapboard |
| color(s) | yellow |
| e) Roof shape; materials | hipped; asphalt shingle |
| cornice | molded wood, deep eave |
| dormers | |
| chimney location(s) | side (c. 1920) |
| f) Windows spacing | regular |
| type | 6/6 double hung except on sleeping porch (c. 1920) |
| trim | lipped lintels |
| shutters | 1st floor - paneled, 2nd floor - louvered |
| g) Door spacing | side |
| type | paneled and glazed |
| trim | Colonial Revival pediment |
| h) Porches location(s) | side - screened-in |
| materials | frame |
| supports | square columns |
| trim | molded cornice |
| i) Interior details (if accessible) | |



SKETCH PLAN

USE BLACK INK ONLY

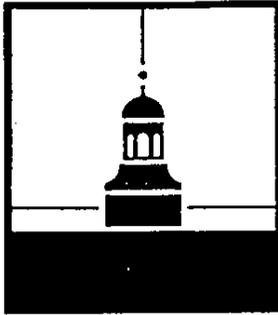
N-12080 **Chandler House**
North side of Lancaster Pike (Route 48)

The recommended boundary for the Chandler House is generated from a point located on the southeast corner of the two-story section of the building. From this point, continue or extend the line of the east facade approximately 97' in a southerly direction, to a point approximately 17' due south of the legal parcel line, which also represents the right-of-way. The termination point represents the point of beginning. From the point of beginning, the boundary extends in a westerly direction, parallel to the legal parcel line, approximately 290', then approximately 260' in a northerly direction, perpendicular to the legal parcel line, then approximately 450' in an easterly direction, parallel to the legal parcel line, then approximately 260' in a southerly direction, perpendicular to the legal parcel line, then approximately 160' in a westerly direction, parallel to the legal parcel line, to the point of beginning. See attached map.

The recommended boundary for the Chandler House reflects a buffer surrounding the building. This recommended boundary is a portion of Tax Parcel No. 07-028-005. This distance retains the surrounding landscape historically associated with the property, including the stone wall within the highway right-of-way. Legal or natural boundaries are not applicable in this case. Tax Parcel No. 07-028-005 is now part of the Hercules Corporation holdings, which do not relate to any period of significance associated with the Chandler House. The surrounding woods and second-growth plant material do not relate to any historical land-use pattern or design and preclude any form of natural delineation. The parcel also contains the main house, constructed circa 1845, the specimen plantings surrounding the house, and the stone barn or stable ruins to the northeast.

CULTURAL RESOURCE SURVEY
LOCUS IDENTIFICATION FORM

DELAWARE BUREAU OF
ARCHAEOLOGY AND HISTORIC
PRESERVATION
HALL OF RECORDS
DOVER, DELAWARE 19901
(302) 736 - 5685



FORM CRS-3

FOR OFFICE USE ONLY

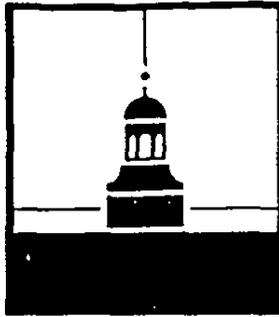
CRS # N-12086
Quad Wilm North
SPO map # 08-09-36
Hundred Christiana
DOCUMENT 20-06/78/04/7

1. NAME OF LOCUS: Breidablik
2. STREET LOCATION: Southeast corner of the intersection of Centerville Road and Lancaster Pike, extending south down Centerville Road.
3. OWNER'S NAME: Hercules, Inc. TEL. # _____
ADDRESS: _____
4. TYPE OF LOCUS: a) structure _____ b) district _____ c) archaeological site _____
d) other agricultural complex
5. SURROUNDINGS OF LOCUS: (check more than one if necessary)
a) fallow field X b) cultivated field X c) woodland X
d) scattered buildings X e) densely built up _____ f) other _____
6. THREATS TO LOCUS: (check more than one if necessary)
a) none known _____ b) zoning _____ c) roads X d) developers _____
e) deterioration _____ f) other _____
7. REPRESENTATION ON OTHER SURVEYS:
TITLE: _____ # _____
TITLE: _____ # _____
TITLE: _____ # _____
8. YOUR NAME: Mark A. Bower / N. Catherine Claypoole TEL. # 215-561-1050
YOUR ADDRESS: 219 North Broad Street, Philadelphia, Pennsylvania
ORGANIZATION (if any) Killinger Kise Franks Straw DATE: July 1988

USE BLACK INK ONLY

CULTURAL RESOURCE SURVEY
STRUCTURAL DATA FORM

DELAWARE BUREAU OF
ARCHAEOLOGY AND HISTORIC
PRESERVATION
HALL OF RECORDS
DOVER, DELAWARE 19901
(302) 736 - 5685



Form CRS-1
FOR OFFICE USE ONLY

CRS # N-12086
Quad Wilm North
SPO map # 08-09-36
Hundred Christiana
DOCUMENT 20-06/78/08/14

1. ADDRESS OF STRUCTURE : Southeast corner of the intersection of Centerville Road and Lancaster Pike, extending south down Centerville Road.
2. DESCRIBE THE STRUCTURE AS COMPLETELY AS POSSIBLE:

- a) Overall shape rectangular/ L-shaped
stories 2 1/2 / 3
bays 4
wings 1-story with shed roof and
1-story with roof deck

- b) Structural system rubblestone masonry

- c) Foundation materials rubblestone
basement

- d) Exterior walls materials granite rubblestone
color(s) grey/yellow ochre

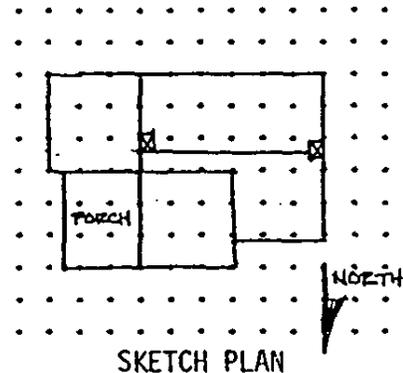
- e) Roof shape; materials gable; asphalt shingles
cornice heavy molded box
dormers none
chimney location(s) interior ends

- f) Windows spacing regular
type 6/6 and 6/9 double hung
trim box with molded trim
shutters paneled 1st floor, louvered 2nd floor and gable windows

- g) Door spacing 3 doors off center
type 2 are paneled and glazed, one is solid with glazing
trim

- h) Porches location(s) northeast corner
materials rubblestone foundation, cement deck
supports wood posts
trim wood rail

- i) Interior details (if accessible)



SKETCH PLAN

USE BLACK INK ONLY

CRS Form 1,
"Historical" continued.

8. demolished, however, the original stone house remains. This house and a 3.3-acre tract surrounding it were sold to Richard George in 1951 but bought back by Hercules, Inc. in the 1980s.

"References" continued.

9. Pomeroy and Beers. Atlas of the State of Delaware. Philadelphia: 1868.

Rea, Samuel and Jacob Price. Map of New Castle County, from the Original Survey. Philadelphia: Smith and Wister, 1849.



CULTURAL RESOURCE SURVEY
CONTINUATION/UPDATE FORM

CRS no.	<u>N-12086</u>
SPO Map	<u>08-09-36</u>
Hundred	<u>Christiana</u>
Quad	<u>Wilm. North</u>
Zone	<u> </u>
Acreage	<u> </u>

As of April 1, 1991, construction has begun of the Little Falls Centre, on the site of the former Briedablik Estate, previously determined eligible for the National Register under Criterion A and C. This alteration of the landscape has severely affected the agricultural integrity of the property- a model early-twentieth century dairy farm estate. Nevertheless, the main house located on Centerville Road, still retains its architectural integrity as a representative of the early-twentieth century country-house movement and the property remains eligible under Criterion A and C of the National Register.

The Briedablik property's agricultural integrity was previously compromised by the realignment of Centerville Road, which resulted in the complete demolition of all of the outbuildings and structures on the former northwest portion of the parcel (tax parcel 8 on the boundary map). This action also resulted in the partial demolition of the main barn. Presently, the construction of the Little Falls Centre, with the main entrance accessing off of Centerville Road, has bisected the original proposed boundary and separated the main house from the few agricultural componets that may remain after development.

N-12086 **Breidablik**
SE corner of the intersection of Centerville Road and Lancaster
Pike (Route 48)

The recommended boundary for Breidablik comprises a portion of Tax Parcel No. 07-031.00-006. The boundary is generated from a point located on the northwest corner of the building. From this point, continue or extend the line of the north facade approximately 195' in a westerly direction, to a point approximately 25' west of the legal parcel line, which also represents the right-of-way. The termination point represents the point of beginning. From the point of beginning, the recommended boundary extends in a northerly direction,

Submitted in
December upon
receiving
Little Falls Ctr.
Subdivision

the legal parcel line, approximately 150'; wherein it extends
' in an easterly direction, perpendicular to the legal parcel
ns 90 degrees and extends approximately 400' in a southerly
n it turns 83 degrees and extends approximately 390' in a
n, to a point approximately 25' west of the legal parcel line.
pendicular to the legal parcel line. From that point, the
oundary extends in a northerly direction, parallel to the legal
roximately 100'; wherein it turns 7 degrees in a more northerly
continuing parallel to the legal parcel line, extends 210' to the
ning. See attached map.

ended boundary for Breidablik contains the main house of a
former - del dairy farm estate. Agricultural structures and outbuildings
associated with the dairy farm complex have lost their integrity as a result of
two recent waves of development. Centerville Road was realigned and widened
circa 1986 and all related outbuildings and tenant houses on the northwestern
portion of the original Breidablik estate were demolished. The realignment also
resulted in the select demolition of the dairy farm outbuildings and a section of
the main barn. Currently, the development of Little Falls Centre and the
construction of Red Clay Drive East, and entrance boulevard serving the office
complex, has resulted in further demolition of outbuildings and severely
compromised the setting by dividing the main house from the agricultural
complex.

However, the main house remains eligible as an example of the early 20th-century country house movement. The recommended boundary provides a suitable buffer for the significant built and natural landscape features that define the estate house setting. Legal or natural boundaries are not applicable in this case. As well as the main house, the boundary encompasses the garage, shed, formal gardens, and heavily landscaped grounds. The boundary extends into the current right-of-way and corresponds to the former right-of-way of Centerville Road, prior to realignment. This 25' width contains landscape historically associated with Breidablik, and also serves as a buffer for the garage and the mature row of evergreen trees located on the current right-of-way. The boundary is kept close to the south end of the garage to avoid electrical generators, recently put in place to serve the commercial development.



CULTURAL RESOURCE SURVEY
CONSTRUCTION DATA FORM

FORM CRS-1

CRS no.	<u>N-12685</u>
SPO Map	<u>08-09-36</u>
Hundred	<u>Christiana</u>
Quad	<u>Wilmington N.</u>
Zone	<u>1</u>
Acreage	<u> </u>

1. ADDRESS OF PROPERTY: 933 Centre Road, Wilmington, DE 19807

2. DATE OF INITIAL CONSTRUCTION: c. 1935

3. STYLE/FLOOR PLAN: Colonial Revival

4. ARCHITECT/BUILDER: Victorine and Samuel duPont Homsey, Architects

5. INTEGRITY: a) original site x b) moved
c) if moved, when and from where
d) list major alterations and dates (if known)
rear second story gabled addition, c. 1950

6. CONDITION: good x deteriorated
remarks: Other features include a garage, a cabana, and a garden containing a pergola.

7. DESCRIBE THE RESOURCE AS COMPLETELY AS POSSIBLE:

- a) Overall shape
stories two
bays five bays on front (south) facade
wings one story side (east) wing with dormers; rear addition
- b) Structural system frame
- c) Foundation
materials masonry
basement yes
- d) Exterior walls (modern over original)
materials stucco-over-brick
color(s) white
- e) Roof
shape; materials intersecting gables; wood shingles
cornice simple box cornice
dormers three pedimented dormers on west facade; three on east wing
chimney location(s) three brick chimneys; one on rear addition, other two on main section



CULTURAL RESOURCE SURVEY
PROPERTY IDENTIFICATION FORM

FORM CRS-3

CRS no.	<u>N-12685</u>
SPO Map	<u>08-09-36</u>
Hundred	<u>Christiana</u>
Quad	<u>Wilmington N.</u>
Zone	<u>1</u>
Acreage	<u> </u>

1. NAME OF PROPERTY: "Letdown"
2. STREET LOCATION: 933 Centre Road, Wilmington, DE 19807
3. OWNER'S NAME: Mrs. Alletta d'A Laird Downs TEL. #:
ADDRESS: 933 Centre Road, Wilmington, DE 19807
4. TYPE OF LOCUS: a) building b) structure c) site
d) object e) district f) other
5. SURROUNDINGS OF LOCUS: (check more than one if necessary)
a) fallow field b) cultivated field c) woodland
d) scattered buildings e) densely built up f) other
6. FUNCTION: original residential present residential
7. LIST ADDITIONAL SHEETS USED
Representation on other surveys:
Delaware Bureau of Archeology and Historic Preservation Forms N-502 and N-503.
8. YOUR NAME: Mark A. Bower / Martin B. Abbot # (215) 561-1050
YOUR ADDRESS: 219 N. Broad St., Ninth Floor, Philadelphia, PA 19107 #
ORGANIZATION (if any) Kise Franks & Straw DATE October 1990

8. SKETCH MAP

Please indicate position of locus in relation to geographical landmarks such as streams and roads.

Grid of dots for sketching the location of the locus relative to landmarks.

INDICATE NORTH ON SKETCH

9. CONTEXT

Consider the following:

- a) relationship to setting
- b) associated traditions or stories
- c) noteworthy features
- d) comparison with others in area
- e) threats

(continued)

"Letdown" is an excellent example of the early twentieth-century popularity of the conversion and expansion of eighteenth and early nineteenth century houses into country estates. This trend among the elite old families of the East Coast reflects one of the many phases of the country house movement, which largely developed from the suburbanization of a urban-based population in the mid-nineteenth century. The improvements, new construction, and expansion made by the Laird family demonstrates the preference among one social group for the architecture of the academic Colonial Revival-style and the landscape of the English romantic garden movement. "Letdown" also represents a seminal work in the Homsey firm, who were responsible for other country house designs in New Castle County. The integration of architecture and landscape into a consciously informal unified whole is one of the leading characteristics of the country house movement. This resource appears eligible for the National Register under Criterion A and C of the National Register.

10. Comprehensive Planning:

- a. Time Period(s) 1880-1940
- b. Cultural Concept Landscape, Economic & Cultural Trends

11. Evaluation and Eligibility

List area(s) of significance and criteria National Register criterion A and C

12. Certification

Survey: Name/Title Bower/Abbot Date 10/90
 BHP: Name/Title _____ Date _____

N-12685 **Letdown**
933 Centre Road

The boundary recommended for Letdown begins at the intersection of the north side of Lancaster Pike and the east bank of Little Mill Creek. From that point, the boundary extends around the Creek bridge, southeasterly approximately 35', then southwesterly approximately 30' to the north side of Lancaster Pike. The boundary continues approximately as follows: 930' southeasterly, 65' northeasterly, north northeasterly 1650', to the southern boundary of Tax Parcel No. 07-032.20-15. The boundary follows this parcel line approximately 310' to the easterly boundary of Tax Parcel No. 07-032.20-14. From that point, the boundary then continues approximately as follows: 170' southwesterly, 290' northwesterly, 390' northeasterly, and 345' northwesterly to the east side of Little Mill Creek. The boundary continues southwest along the east side of the Creek to the point of beginning. See attached map.

Included in the proposed boundary is Letdown and associated structures, the Taylor Wellford House and associated structures, the Tatnell Tenant House, and the Carriage House and barn.

Determination of Eligibility Form

Section 1

Historic Name: Oak Hill Schoolhouse
Other Name: CRS # N-12083, 7-NC-B34

Section 2

Address:
4805 Lancaster Pike, Christiana Hundred
New Castle County, Delaware (County Code 003)

Section 5

1 contributing resource - archeological site

Section 7

Narrative Description:

The Oak Hill Schoolhouse is located on Lancaster Pike. The building is of a one story brick structure with a gabled roof with side and rear additions.

A study of one room schoolhouses in 1921 showed that the average schoolhouse consisted of one room with a door at one end and the teachers desk at the other. They were usually constructed of ungraded clapboard with small frame outhouses. School 56 may be an example of this type of construction (Bowers 1987). Exceptions to this exist, however, the Welsh Tract Schoolhouse is a 27' by 34' one story structure which was constructed of cut stone which has been whitewashed. It had a window and a vestibule. The privies were located close to the property line. Based on the 1855 Annual School Report, the Oak Hill Schoolhouse was 26' by 30', slightly smaller than the Welsh Tract. Although no method of construction is given in the report, the Harmony Schoolhouse, District 32, is listed on a map as being of stone construction (Catts et al. 1986:91). The schools were heated by a pot belly stove in the center of the room. A vestibule for coats, etc. was near the front door.

A total of 22 shovel tests and one trench were excavated at the Oak Hill Schoolhouse. STP 1 and 2 were placed in the front of the building. STP1 contained a series of fill layers to 20" underlain by a layer of sand, a layer containing numerous brick fragments and a layer of ash. A buried plowzone, which overlay subsoil, was discovered under the ash layer. STP 2 exhibited a similar profile except there was a layer of rocks and gravel from 20-22". This layer of rocks and gravel derives from the construction of a parking lot. It is likely that the fill zones, the ash layer, etc. are related to the extensive alterations the structure has undergone since its conversion from a school house to a private residence. The fill zones contained numerous 20th century artifacts including a 1940 Lincoln Head penny and a ferrous metal toy soldier. The toy soldier, although somewhat deteriorated, appeared to be wearing circa World War II military garb. The ash/builders level contained primarily architectural artifacts. The buried plowzone in STP 2 contained one brick and two cut nail fragments.

STPs 3-7 and Trench 1 were excavated on the west side of the house. Most of the units exhibited a soil profile consisting of a plowzone over subsoil. The plowzone contained both 19th and 20th century artifacts consisting of 1 pearlware sherd, 2 coarse stoneware sherds, window and bottle glass

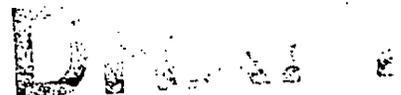
D. M. ...

(includes machine made and panel bottle fragments), wire and cut nails, crown caps and brick fragments. STP 7 exhibited two fill horizons over an irregular layer which appears to be the builder's level which was present in STP 1 and STP 2 and a buried A horizon in part of the square. A feature consisting of mortared stone wall, which appears to be part of a foundation, was revealed at a depth of 2 feet. The west side of the wall contained burned rock, coal, brick, nails and mortar. A buried A horizon was present on the east side of the wall. It appears to extend below the wall, although the stones were not removed. Artifacts in the fill zones that could be dated were from the 20th century. The buried A horizon contained an undecorated whiteware sherd, 16 window glass fragments, 2 cut nails, a ferrous metal fragment, 1 brick fragment, 4 coal fragments and 1 quartz flake. Large amounts of additional brick were noted but not collected. This unit was expanded to 2 1/2 by 5 feet to follow the feature. Trench 1 was excavated perpendicular to the wall in an attempt to determine how far the wall/foundation continued. All of the fill zones had been surfaces long enough to develop somewhat of an organic horizon on the top. The fill zones in the trench were not screened, however, some artifacts were recovered. These included a flower pot fragment, a coarse stoneware sherd, bottle glass (1 possibly mold blown), a painted mortar fragment, window glass and a cast iron stove part. The buried A horizon was filled with tree roots from an old maple tree in the yard. Only those sections where there was less disturbance were excavated. The buried A horizon contained bottle glass, window glass, an undecorated pearlware sherd, cut nails, brick, coal and 3 slate pencil fragments. It is likely that this buried A horizon represents the original surface when the schoolhouse was in operation, prior to 20th century renovations.

STPs 8-19 were excavated in the rear of the structure. The soil profiles in this area varied. STPs 11, 12, 14 and 15 exhibited a plowzone over subsoil. The plowzone in these units contained a mixture of 19th and 20th century material. STP 9 contained basically the same profile, however, a modern pipe trench intruded into the bottom of the plowzone. STP 16 was heavily disturbed. It may have been in the location of a fruit tree from the small orchard that is present in the back yard. Few artifacts were recovered from this test unit. STPs 8, 10, 13 and 19 contained an A horizon over a fill zone which varied in depth over a buried A horizon. Artifacts from the modern A horizon and the fill dated to the 19th and 20th centuries. In addition, a single sherd of white salt glazed stoneware was recovered from the A horizon in STP 15. The buried A contained bottle glass, brick and coal fragments, a piece of slate and a cut spike.

A single unit, STP 20, was excavated at the rear of the modern garage, to the east of the original structure. The soil profile in this unit consisted of several fill layers over a buried A horizon over subsoil. The buried A in this unit contained a mixture of 19th and 20th century materials including whiteware, hand painted porcelain, bottle (some machine made) and window glass, nails, a crown cap, aluminum foil, nails (cut and wire) and a pair of pliers. Another shovel test unit was placed between the garage and the structure, however, a layer of cement was reached quickly and the unit was abandoned. This unit was not given a number.

STPs 21 and 22 were excavated to the east of the modern garage. The soils in STP 21 consisted of an A horizon developed on fill, an ash and mortar



layer, a buried A horizon and then subsoil. The A horizon and the fill contained a whiteware sherd, an ironstone sherd, clear bottle glass, 2 crown caps, a brick fragment, a mortar fragment and a cinder. The ash/mortar level contained a clear bottle fragment, a cut spike and brick fragments. The Apb contained a clear, pressed glass fragments, a brick fragment and an 1898 Indian Head penny. STP 22 had basically the same profile. The A horizon and fill in STP 22 contained bottle glass, cinders, brick and burned shell. The Apb contained only a single window glass fragment.

In general, the artifact assemblage at the Oak Hill Schoolhouse is typical of that found at a domestic site. This echoes the results obtained during the excavation of the Welsh Tract Schoolhouse as both of them had functioned as a private residence after their usage as a schoolhouse had ended.

Excavations at the Oak Hill Schoolhouse revealed the presence of a deeply buried deposit. This deposit is associated with structural remains. This buried deposit contains artifacts possibly related to the original function of the structure as a schoolhouse, i.e. 3 slate pencils, a slate fragment, and an 1898 Indian Head penny. It is possible that the structural remains are the remnants of an old privy. This is based on the size of the foundation. In addition, no builder's trench was present and the nature of the foundation would not indicate that the structure was extremely substantial. The area within the foundation could not be tested safely as it was filled with loosely consolidated rock overlain by deep fill. The deposits appeared to be quite deep based on probes inserted into the loosely consolidated rock. The 1893 Baist Atlas shows the lot on which the schoolhouse stood was shallow. Because of this and the topography, it is likely that privies would have been located on the side of the structure and not in the rear, which is more common.

Section 8

Statement of Significance:

The Oak Hill Schoolhouse, District 22, was probably built around 1854. A school is shown in this location on the 1849 Rea and Price Map, however, it is not likely that the current structure is the same one shown on the atlas. An 1855 Annual Report for the New Castle County Schools lists District 22 as having a new building, 26' x 30' with an 11' ceiling. Forty four students were enrolled at this time. A school is shown in this location on the 1868 Beers Atlas and the 1892 Baist Atlas. The school was probably closed around 1921, as indicated on a 1922 school report. In addition, a map of one teacher schools in Delaware dated 1921-22 shows no school in this location. The closing date coincides with the 1920 reworking of the New Castle County school system. In 1931, the Oak Hill School District 22 was partially integrated into the Alexis I. DuPont Special School District. In 1932, the remainder of the District merged with the Marshallton District.

The following synopsis of the history of education in the State of Delaware was taken from the Welsh Tract School report (Catts et al 1983:8-9). In 1817, the first step toward public education was taken with the establishment of a \$1,000.00 per county school fund. This money was originally designed for the education of poor children as the more wealthy citizens would send their children to private schools. In 1821, what was called a "Sunday School Fund" was set aside. This consisted of \$.20 per child which was directed toward the education of farm children who worked

DELAWARE

the other six days. The Free School Act was passed in 1829. This divided the state into school districts. New districts were created and new schools constructed if 35 or more pupils were living within a given area. Each district would receive up to \$300.00 in public funds which had to be matched by local taxes or private contributions. This caused not only a large disparity in the amount of money which each school could spend but a reliance upon the private sector in the district. In 1833, there were 61 district, i.e. one room schoolhouses in New Castle County.

The Oak Hill Schoolhouse is considered to be eligible for nomination to the National Register of Historic Places under Criterion D as it may contain significant research data about one room schoolhouses in rural Delaware. None of the rural schoolhouses reported to date have been excavated at the Phase III level and because of its deeply buried sealed deposit, the site offers a unique opportunity to test Phase II results obtained at other sites. The schoolhouse was operating at a time of considerable economic change with the increasing urbanization and industrialization of the period.

In the 19th century, a system of toll roads such as the Lancaster Pike were developed in order to accommodate the burgeoning commercial centers such as Christiana, Stanton and Ogetown. These transportation corridors were used to channel goods from these centers to the larger markets in Philadelphia, Baltimore and Annapolis. Settlement was characterized by large plantations and associated small tenant farms as well as by urban areas associated with the commercial centers. Numerous taverns and shops were located along the roads in order to provide serves for both the local population and traveling teamsters and merchants.

In addition, the area of New Castle County in which the site is located remained primarily agricultural from late Colonial times to the end of the nineteenth century. Farming occupied the vast majority of those parts of the landscape suitable for agriculture until quite recently. Increasing intensity of cultural use of the area has meant that many archeological sites have been destroyed. After 19th century improvements to the Lancaster Pike, followed by its opening as a free road, a second period of settlement took place. Now fashionable suburban homes were built for people with businesses in the nearby city. A number of public services were located along the now free road. The schoolhouse represents one of these services. Because the transportation corridors, such as Lancaster Pike, became an integral factor in the landscape and played such an important role in the locations of settlements and public services, the Oak Hill Schoolhouse may be eligible under a Transportation theme.

Section 9

Documentation:

DESPO Document 20-06/78/04/7

References Cited:

Bowers, Martha H.

1987 Architectural Investigations of the Route 896 Corridor, Summit Bridge to SR4, New Castle County, Delaware. Delaware Department of Transportation Archaeological Series No. 53. Dover.

Catts, Wade P., Kevin W. Cunningham and Jay F. Custer

1983 Archaeological Investigation at the Welsh Tract School District No. 54, Newark, New Castle County, Delaware. Delaware Department of Transportation Archaeological Series No. 60. Dover.

Catts, Wade P., Mark Shaffer and Jay F. Custer
1986 Phase I and II Archaeological Investigations of the Route 7 Corridor, Milltown to the Pennsylvania State Line, New Castle County, Delaware. Delaware Department of Transportation Archaeological Series No. 22. Dover.

Section 10

Acreage: approximately 1/4 acre surrounding existing structure

Boundary Description: The boundary of the nominated area is included within tax parcel no. 07-032.10-038, 213-0205. The nominated area is an area 90 feet northwest to southeast and 60 feet northeast to southwest (see enclosed map). The area is located in front of and on the west side of the existing structure.

Section 11

Prepared by : Lisa DeLeonardis and Kimberly Snyder
Thunderbird Archeological Associates, Inc.
126 E. High St.
Woodstock, VA. 22664
(703) 459-4017

Date: April 14, 1993

DRAFT



CRS _____ Arch. Site. No. _____ Historic Inventory ()

Artifacts: projectile points _____

soapstone _____ Ceramics: Experimental _____

Wolfe Neck _____ Coulbourne _____ Mockley _____ Hell Island _____

Townsend _____

Other _____

Ground Stone Tools _____ Battering Tools _____

Chipped Stone Tools: Bifacial _____ Unifacial _____ U.F. _____

Other _____

Photos: B&W _____ Color _____

Documents on File _____

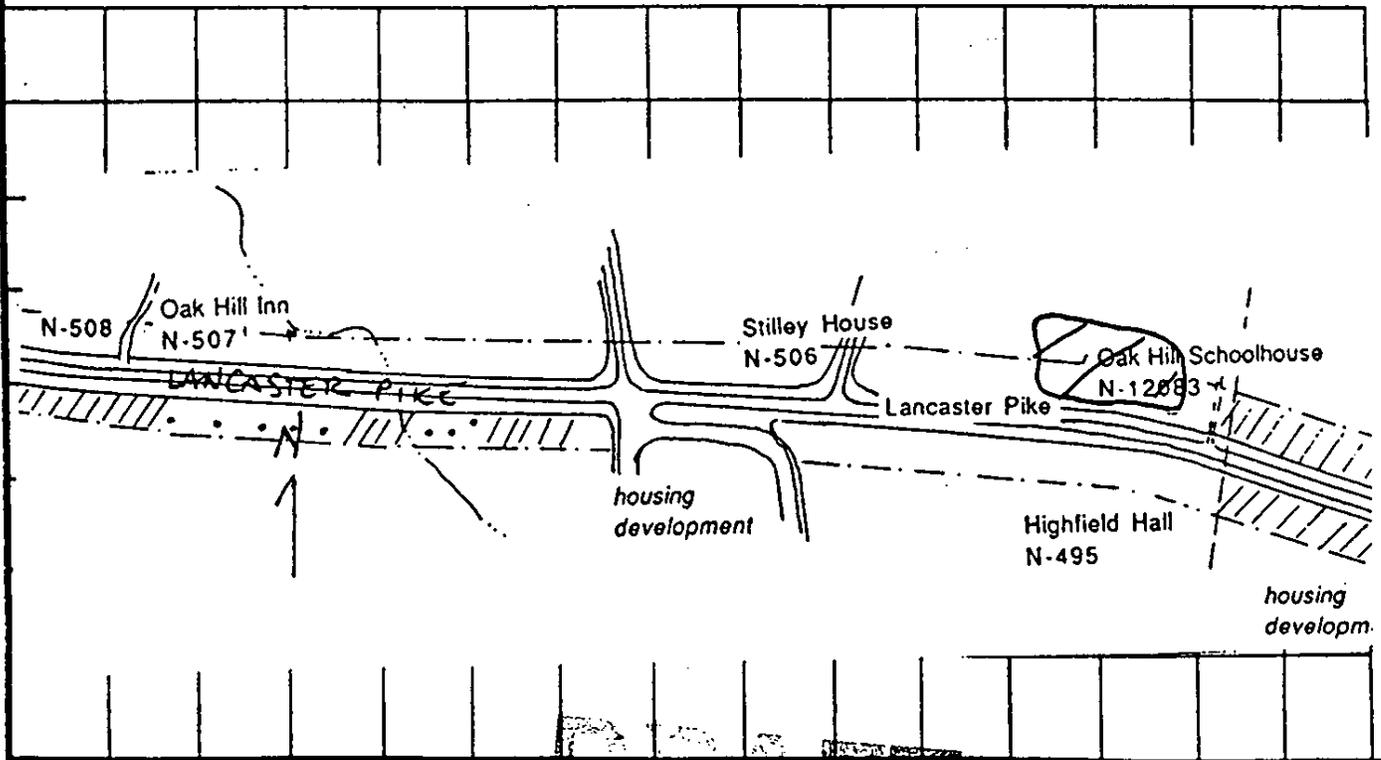
Publications/MS on File _____

Eligibility: Eligible _____ Not Eligible _____ Insufficient Information _____

Surveyor SALLY ANDERSON Date: 10/92

P.I. Signature Lisa DeLeonardis Date: 4/13/93

SKETCH MAP



1" = 400' approx

DRAFT

red = test area

MICHAEL W. MADDEN
07-032.10-038
213-0205

SON 3
IN H/2
19

WHITE PINE

30' WHITE PINE
WHITE PINE

(208.6(X))

2 STORY
BRICK

EXISTING RIGHT
OF WAY LINE

Area Under
Investigation

1" = 30'

36' WHITE PINE
DST 423

8' D.L.P.

S 85°26'07.2" E

DPL-46811
43959

DPL-46529
43964

DPL-46826
43983

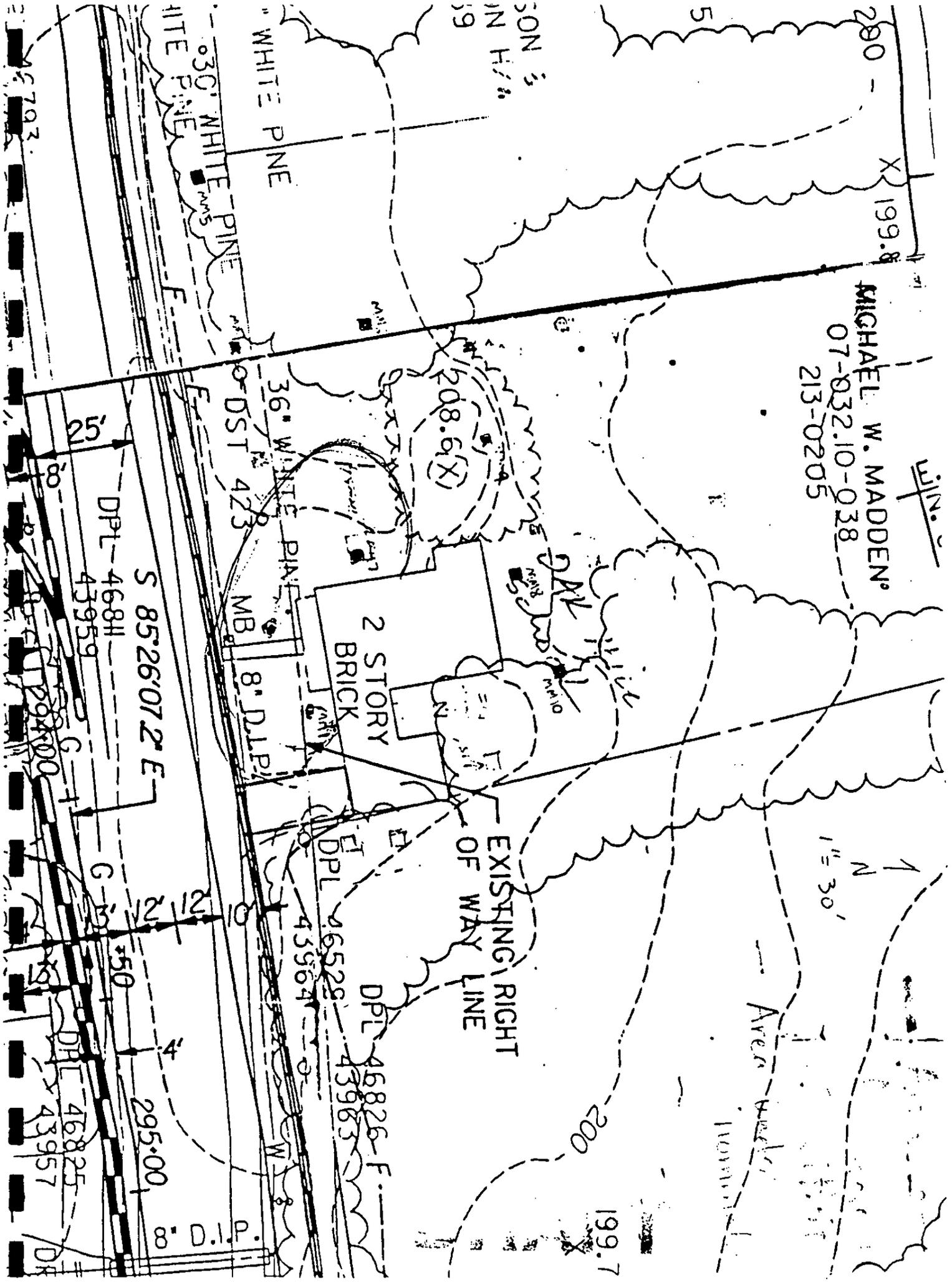
C 30' 50'

295.00

D.I.D. 8

X 199.8

199.7



Determination of Eligibility Form

Section 1

Historic Name: Barker House

Other Name: Barker House, Sector A, CRS # N-12082, 7-NC-B38

Section 2

Address:

6001 Lancaster Pike, Mill Creek Hundred
New Castle County, Delaware (County Code 003)

Section 5

1 contributing resource - archeological site

Section 7

Narrative Description:

Barker House is located on Lancaster Pike and is currently owned by Hercules Corp. An architectural evaluation of the structure in 1988 by KFS Historic Preservation Group of Philadelphia, Pennsylvania revealed the house to be constructed of the vernacular type of architecture with several additions. The original section of the house dated to the 18th century with a 19th century Greek Revival addition and an early 20th century Colonial Revival addition. Evidence of a frame granary/garage and a stone barn is also present on the property. A 1940's Colonial Revival house had been constructed on part of the stone foundation of the barn but has since been demolished. KFS felt the Barker House was eligible for nomination to the National Register of Historic Places under Criterion C. However, the house was demolished in 1989/1990 by the Hercules Corporation.

Archeological investigations at the Barker House were conducted in six areas: Areas A, B, C and D, the springhouse and Barker House East, an area immediately adjacent to Red Clay Creek. The Area A excavations were conducted in the front and rear yards of the structure. These excavations revealed the presence of an intact buried A horizon dating to the 19th century. In addition, a portion of the rear yard was machine stripped which revealed the presence of a sheet midden and a well. The Area B excavations were conducted around a garage/granary. These excavations revealed the presence of a buried plowzone in some units which was overlain by deep fill containing a mixture of 19th and 20th century artifacts. The other units were characterized by a plowzone containing a mixture of 19th and 20th century artifacts. Other than modern pipe trenches, no features were found. The excavations in Area C were conducted in the vicinity of a barn and near a 20th century house foundation. Few artifacts were recovered from this area and those artifacts that were recovered were either from the plowzone or from fill layers associated with the demolition of the house and/or the construction of a gravel driveway. Area D was located adjacent to the west wall of the 20th century house foundation. Late 20th century artifacts were recovered from the plowzone in these units.

Thirty test pits were located in Area A, STPs A1-A30. These test units yielded a large number of artifacts, ranging in age from the 18th to the 20th century. Parts of the foundation of the 19th century house were found in Shovel Tests A12 and A14. According to a former tenant, the eastern end of the house was log and had a dirt floor cellar and two huge hearths. When he

lived in the house, the front porch was cement to the ground. The foundation was filled with rubble from the demolition of the house. The soil profiles in Area A varied. The area behind and including the house foundation was overlain by approximately two feet of fill. In what would have been the interior of the house, the foundation is filled with demolition debris. A sealed buried A horizon was found in a number of units, beginning near the eastern edge of the house and covering the side yard and the area to the east of the house. The buried A horizon was present in STPs A1, A2, A5, A6, A7, A11, A12 extension, A15, A17, A26 and A28. The Mean Ceramic Date for the buried A horizon is 1829.55. This buried A horizon appears to represent an intact horizon dating to the 19th century. Artifacts recovered from the buried A include: redware, whiteware, pearlware, yellowware, porcelain, coarse stoneware, ironstone, a sherd of Rockingham, kaolin pipe bowl and stem fragments, miscellaneous hardware, window and bottle glass (some mold blown, one with a glass tipped pontil mark), cut and wire nails, unidentified ferrous metal fragments, brick, plaster, mortar, slag, bone, oyster shell, a chert flake, a jasper flake, a quartz chunk and 5 quartz flakes. A brass button was also recovered from the buried A horizon. It was stamped "Extra-Rich Robinson & Co. 1837-1865". With the exception of a single piece of plastic, no definite 20th century materials were recovered from this horizon. The deep fill horizon was removed in the area to the rear of the structure by a backhoe. This work revealed the presence of a sheet midden and a well.

Excavations on the Barker House property revealed the presence of an archeological site, 7-NC-B38(Sectors A and B), a dwelling complex. Site 7-NC-B38, Sector A includes the excavations at our Areas A-D, described above. Site 7-NC-B38, Sector B includes the Barker House East area which is described below. Portions of this site, specifically Area A, contain intact archeological remains which are considered to be eligible for nomination to the National Register of Historic Places under Criterion D. The site dates to an historic time period which is not well represented in the archeological record of Delaware and is likely to yield significant research data. If the site cannot be avoided, Phase III excavations are recommended in Area A. To reiterate, only 7-NC-B38, Sector A, Area A is eligible for nomination to the National Register of Historic Places. This is the area where the well, sheet midden and buried A are located. As will be outlined below, no other areas within Sector A are eligible.

Section 8

Statement of Significance:

The Barker House was a residence which was originally constructed in the 18th century but which had 19th and early 20th century alterations. Although the house was considered to be potentially eligible for nomination to the National Register of Historic Places under Criterion C, it was demolished in the 1989/1990 by the owner.

The original tract of land containing the Barker House was acquired by Samuel Barker in 1762 through a Warrant of Recovery. Samuel's sons, William and Abraham, acquired the property on October 27, 1803 through the death of their father. At the same time, he left his wife, Rachel, a black mare, two cows, a feather bed and linens, other miscellaneous furniture and \$300.00 to be paid over three years (N.C. County probate records #S0071-82). His daughter, Mary McKnight, received \$100.00 to be paid in the

year after his death. His daughter, Esther Eva.. (Evans?) also received \$100.00. In addition to \$100.00, his daughter, Bouche(?) Evans received a "genteel riding horse". The remainder of his estate was left to his sons. In addition, Samuel Barker appeared to have an indentured servant named Abigail, as the inventory lists "the time of a negro Girl called Abigail" as being sold for \$50.00. The inventory also lists " One Negro Boy called George, a slave" as being sold for \$200.00. It is assumed that if Abigail was a slave, she would have been listed as such on the inventory. The house appears to date from this time, although no structure is shown on the property on the 1820 Heald map . After William Barker's death in 1847, the property was sold at public auction on May 6 to Richard Smithurst in the same year. A structure is shown in this location on the 1849 Rea and Price Map, however, no owners name is given. In 1857, the property is sold by Smithurst to J. Hulme. The 1868 Beers map shows an R. Smithurst at this location. In 1868, the property was again sold at public auction by J. Peoples to William Curry of Philadelphia who subdivided the land and sold it within two years. It is not known why the 1868 map shows the name Smithurst associated with the property as well as the property across Lancaster Pike, since the deeds indicate otherwise. In 1868, Edward Sowden purchased the 126 acre property containing the Barker House from William Curry. In 1928, the property was sold to Helen Wright who built the 1940's structure on the remnants of the old stone barn. Hercules Powder Company purchased the land in 1942.

Initially (prior to 1830), the property appears to have been a relatively small owner occupied farm with possibly a small home manufacturing cooper's industry. The owner, Samuel Barker, appears to have been relatively well off as his 1807 lists one slave and what appears to be an indentured servant. This is characteristic of the economy of the period. Increasing urbanization and industrialization are characteristic of the period from 1830 to 1880, and the property appears to have been subject to considerable speculation during this period as it was sold several times. This is not unusual, given the complex economic changes which were occurring during this period. It is difficult to say whether it was owner occupied or occupied by tenants during the period from 1830-1880. It appears to have been owner occupied for most of the period, but may have been occupied by tenants during some of this period, as some of the owners listed in the deeds did not live in Delaware.

After the period from 1800-1830, this area of Delaware experienced an agricultural crisis caused by soil exhaustion and agricultural failure. A research question which may be asked is: "Does the relatively frequent change of ownership represent a response to this crisis?". Another possibility is that the change of owners may reflect the increasing suburbanization of the landscape. The Barker House appears eligible under any number of themes including landscape trends.

Section 9

Documentation:

DESPO Document 20-06/78/04/7

Section 10

Acreage: 23.49 acres - total Barker House property

Boundary Description: The boundary of the nominated area is included within tax parcel no. 08-021.00-022, F-043-0349. The nominated area is an area 100 feet east to west and 200 feet north to south surrounding the foundation remnants (see map enclosed).

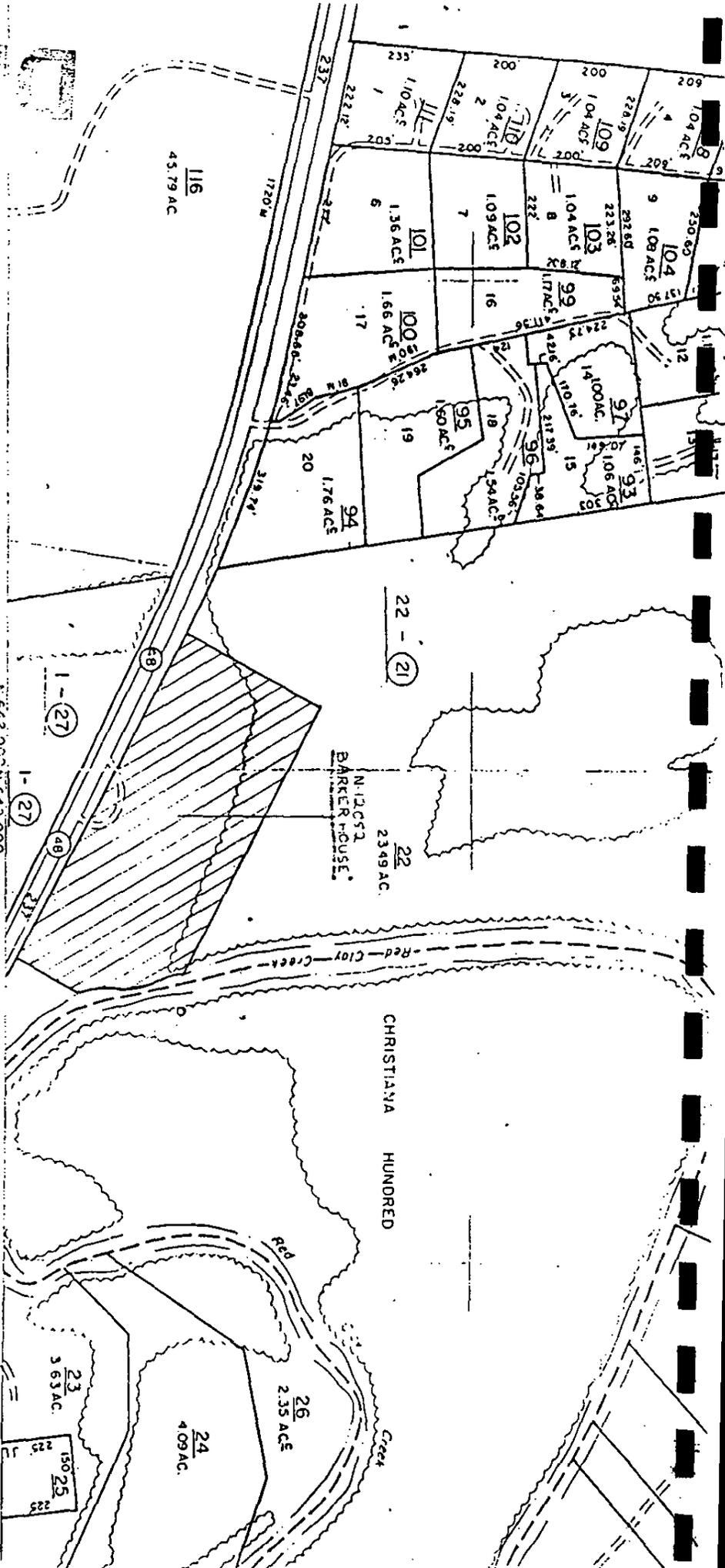
Section 11

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Date: April 14, 1993

DRAFT





PROPERTY MAP
 NEW CASTLE COUNTY, DELAWARE

HUNDRED MILL CREEK MAP NO. 1

SCALE 1"=200'
 DATE OF FLYING SURVEY
 DATE COMPILED
 SYSTEM

BASE MAP PREPARED BY
 L. ROBERT KIMBALL
Consulting Engineers
 EBENSBURG, PENNSYLVANIA

THIS MAP IN WHOLE OR IN PART MAY NOT
 BE REPRODUCED IN ANY FORM OR BY
 ANY MEANS WITHOUT WRITTEN PER-
 MISSION OF THE DEPARTMENT OF
 LAND AND NATURAL RESOURCES,
 RANGE OF NEW CASTLE COUNTY

MAP LOCATION

14	15	
20	21	
26	27	

1011 SITE # 4-NO-838 (A)

TRACTED BOUNDARY

