

4.0 PROPERTY DESCRIPTIONS AND EVALUATIONS

4.1 CRS PROPERTY SUMMARY

A total of thirty-eight (38) pre-1963 individual resources and one (1) historic district were identified within the APE of the Iron Branch Road/State Street Roadway Improvement Project (Figure 6). Of the individual resources, 37 are architectural resources and 1 is a landscape (cemetery). Four of the resources had already been identified and were included in the CRS files at DelSHPO, but the remaining 34 individual resources and 1 historic district were identified and surveyed for the first time during the current investigation. A field consultation with the Department and DelSHPO on 8 September 2009 preliminarily determined that 32 of the individual resources would not be eligible for the National Register because they lacked the integrity necessary to convey any significance they may have once possessed. This preliminary determination was confirmed in the field, and these resources, while not formally evaluated, are recommended not eligible for the National Register. Six individual properties—described and evaluated below—were formally evaluated for National Register eligibility. Five of these (shown on Figure 7) appear to possess historic and/or architectural significance and retain sufficient integrity to convey that significance. The historic district was not formally evaluated, but each of the properties that fell within its proposed boundary was examined for contributing status, should the district be determined eligible after further investigation.

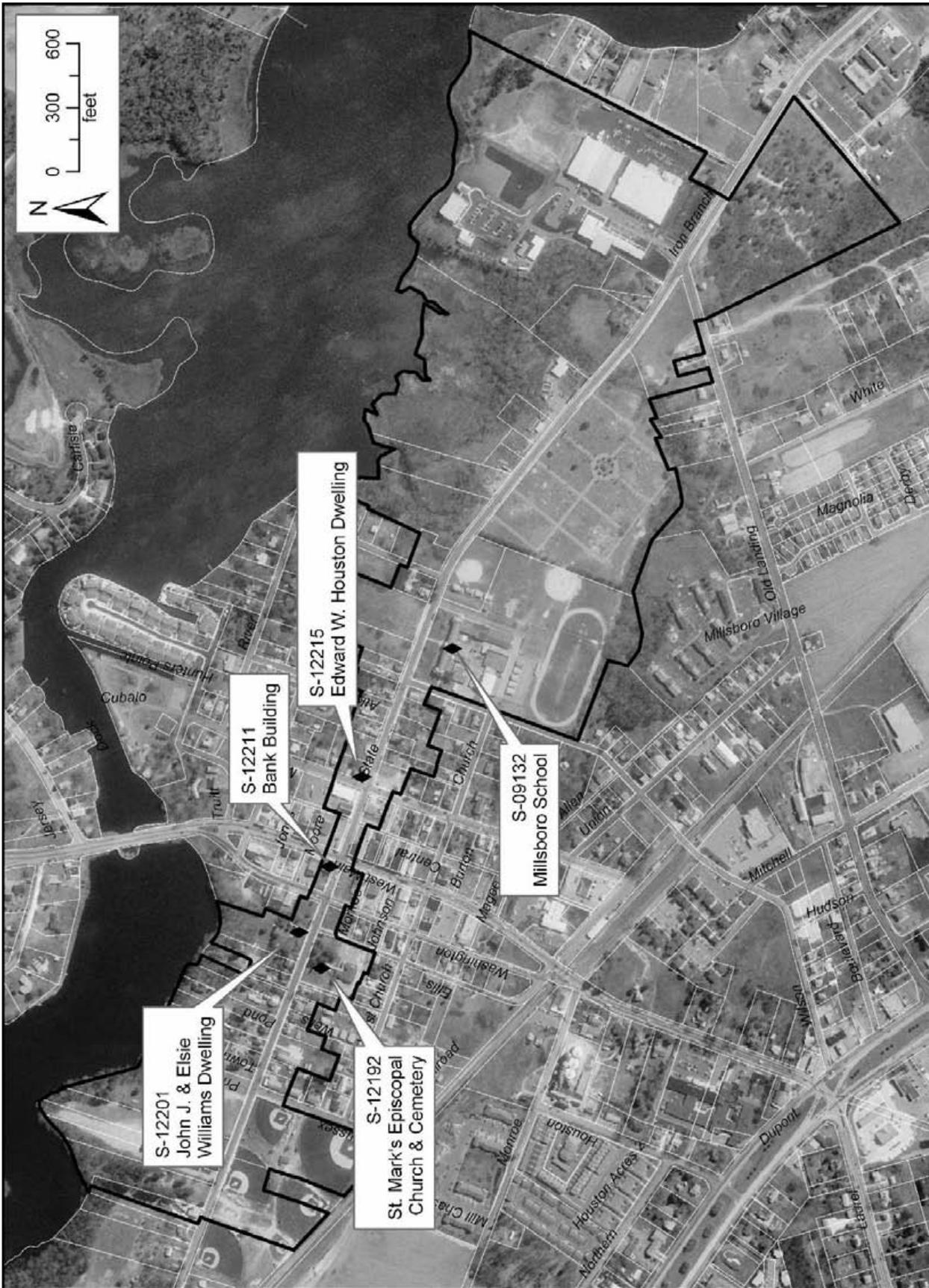


Figure 7. Locations of properties recommended eligible for the National Register.

4.2 PROPERTY EVALUATIONS

4.2.1 Millsboro School (S-09132) 302 East State Street

Description

This property is located east of Main Street, along the south side of East State Street. Millsboro Cemetery abuts the east side of property, masked by tall hedges, and Wilson highway lies to the west. The school building stands towards the northwestern corner of the parcel, with an internal roadway circling the immediate east and south sides. Athletic fields make up the remainder of the property. Hedges and a few trees decorate the front lawn of the building, but the primary focus is a centralized walkway that leads from the public sidewalk that fronts the entire width of the property to the front entrance of the building.

The two-story, brick, school building (.001) is set back from the roadway and faces north-northeast towards State Street. Though originally T-shaped in plan, its many additions to the rear have made it into a rectangle. The façade is symmetrical and is pierced by a centralized main entrance bay flanked by four window bays to both sides. The entrance bay contains three, separate, arched-framed entries, each topped by decorative fanlight transoms. The words “Millsboro Middle School” are carved within the frieze of the entablature that surrounds the center-most entrance. Above these openings are three separate window bays on the second floor. This entire central bay area is sheltered by a large open, full-height, pedimented portico, supported by wood, square-shaped columns on concrete decking. The entrance is flanked by three bays of ribbon-style windows on both sides. Each opening features one-over-one, double-hung vinyl sash windows framed by decorative wood panel lintels and plain concrete sills. The bays that anchor both ends of the façade have no openings, but instead have brick designs that mimic the window openings in the other bays, which provides the building with a sense of balance and symmetry. A decorative brick belt course spans the entire façade between the first and second levels of the building, and a water table is featured along the foundation level of the building. Various additions are visible in both sidewalls and the rear elevation of the building. Each wall or section south of the main block is asymmetrical and complex and includes a variety of building materials and designs. The same is true of the rooftop.

The interior of the school retains only a few of the original elements. The auditorium is still featured in its original location, centered behind the front entrance bay, and it retains a large stage area. Short staircases flank both sides of the stage, and the front panels of the stage platform are highlighted with decorative woodwork. The once small, one-room dressing/storage closet on the west side of the stage has been converted into an office for the building custodian. Also retained, though modernized, are the corridor layouts, stairs, and a few multi-paneled wood, closet doors within the front main block.

Athletic fields lie to east and south sides of the building. An oval-shaped paved track (.002) is featured to the south, and appears on historic aerials as early as 1961.

History

Historically, this school was referred to as the Millsboro School, though it was also once known as the Sussex Central Middle School. It is currently the Millsboro Middle School.

As seen on the Beers Atlas of 1868, the Millsboro area was designated “District 23” for schools (see Figure 3). In 1880 the district was split, giving the area two districts (Nos. 23 and 161) and two state appropriations. Just three years later, an act was passed to consolidate the two districts under the title “The Millsboro Public School.” Soon thereafter, a school was built at the southwest corner of Morris and

Church Streets, at the present day site of Grace United Methodist Church. The Principal's annual report for 1885 showed that there were 2 teachers, 65 students, and 2 departments, Primary and Grammar. Thirty years later the school had 4 teachers, 173 students, and offered grades 1-8. Though enlarged with an addition, by 1917 enrollment had increased to such an extent that some classes had to meet elsewhere, in some cases in buildings around town (Hudson 1975:12-13). A 1919 map of Delaware schools does not denote the location of the Millsboro School, but does show the (former) district numbers, "SCH.23-23 ½, 161-161 ½" (Mueller 1919).

As noted on the date stone on the façade of the building, the Millsboro School was constructed in 1928 on eight acres of land, and housed elementary through high school level grades. A cast iron plaque hanging within the east corridor of the first level reads:

MILLSBORO SCHOOL
Erected 1928

BUILDING COMMISSION
George S. Williams, Chairman
Edwin C. Ryan, Vice Chairman
Jacob A. Burton, Acting Secretary
Clarence Lingo
William D. Steele
Lewis M. Price
J. Pearce Cann
Joseph S. Wilson
Harry V. Holloway, Secretary

GUILBERT & BETELLE
Architects
THE FARMVILLE MANUFACTURING COMPANY, INC.
General Contractor
LEWIS MORGAN & SON
Heating & Plumbing Contractors

A 1927 Sussex County Board of Education photograph shows the building shortly before completion, and a 1929 Sanborn Insurance map (Sanborn Map Company 1929) confirms some of the design details. The building was T-shaped, with an auditorium projecting rearward from the center of the front block. Only the center core of the front block was two-stories in height, with one-story extensions to the east and west. A small covered entrance extended from the center of the façade. Another photograph taken by the County Board of Education in 1931 illustrates the arrangement and design of a typical classroom.

Over the course of the next ten years, consolidation with nine other surrounding schools occurred. To accommodate the additional students, several building programs were instituted, including ones in 1932, 1950, and 1956 (Hudson 1975:13-14). The early 1930s addition contained a cafeteria. Prior to this point, students were served soup by the home economics class or brought their own lunch (Murray 1987:81-84). By the 1940s, the appearance of the school had changed dramatically, as seen in a postcard picture taken at that time. The one-story extensions to the east and west of the central entrance block had been made two stories, and additions were constructed at each end of the façade wall, extending the building to the south.

Millsboro High School was one of the first schools in the state to offer drivers' education (Murray 1987:81-84). Interesting facts about the school include the establishment of a Parent-Teacher Association in 1941, which assisted in purchasing the first school band uniforms. This would become a fundraising project in years after (Hudson 1975:14).

Evaluation

The school was evaluated under the context of public education in southern Delaware. Built in the late 1920s, the school is representative of the consolidation of smaller dispersed schools of the area. This was a significant trend in the early twentieth century with regards to public education in Delaware. The building has served educational purposes for over eighty years, and continues to do so. As noted, the school has undergone modern alterations including replacement of windows and doors and the construction of multiple additions, but with its intact front landscape of open lawn and pathways leading from the road to the front entrance, and its columned entry and horizontal ribbons of windows, it still conveys its historic use as a public institution on a grand scale. Overall, the school retains integrity of location, setting, workmanship, feeling, and association. It is recommended eligible for the National Register under Criterion A as representative of an early twentieth-century consolidated educational facility enlarged during the historic period to accommodate a growing student population.

To be considered eligible for inclusion in the National Register under Criterion B, a building must be associated with the productive life of an important person. As indicated, the school was designed by Guilbert and Betelle Architects, a firm formed by Ernest F. Guilbert and James Oscar Betelle. They specialized in the design of schools on the east coast, many of which were in the "Collegiate Gothic" style. Betelle took over the firm after Guilbert died in 1916, and oversaw design of hundreds of schools throughout the mid-Atlantic states and in Connecticut. Two of their schools—Greenwich High School in Greenwich, Connecticut, and the Radburn School in Fair Lawn, New Jersey—are listed on the National Register of Historic Places (wikipedia.com 2009). Most of this firm's commissions were in New Jersey, and only a few were in Delaware. Although the Millsboro School is associated with an important firm of architects, its original design had been altered substantially by the 1940s to accommodate a growing student body, and the building as currently configured is not true to the intentions of its creators. The Neoclassical, columned entrance, while still present, has been dwarfed by an uninterrupted, monolithic two-story façade wall. The building no longer represents the aesthetic vision of Guilbert and Betelle Architects, and is therefore recommended not eligible under Criterion B.

The school is a finely detailed example of institutional Neoclassical style, though major changes have been made to its original design. Details including the grand full-height pedimented portico across the façade, decorative fanlight transoms over the main entries, and decorative brick belt course are diagnostic of the style. The historic-period enlargement of the façade wall was stylistically consistent with the building and incorporated echoes of original design detailing, but it substantively altered the massing of the original façade. What was a horizontally elongated, stepped elevation with a dramatically vertical entry is now an overwhelmingly blocky rectangle of a building with no clear focal point. The end walls of the wing additions compete with the columned entry for visual prominence. The interior, though it retains some original design and detailing, overall has been too modernized and altered to contribute to the building's architectural integrity. Though still recognizable as a public school from the era of school consolidations, the building has undergone too many alterations to be recommended eligible for the National Register under Criterion C as an example of an institutional Neoclassical style building.

The building reflects common twentieth-century construction techniques and is not likely to provide new information regarding building technology that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

The proposed National Register boundary consists of the entirety of modern tax parcel 133-17.14-18.00, which encompasses the school and its grounds within 13.08 acres. The boundary is irregularly shaped, but has approximately 409 feet of frontage on East State Street, which forms its northern boundary, and 829 feet of frontage on Wilson Highway, which forms its eastern boundary. In addition to the building itself, the recommended boundary includes landscape elements and athletic fields as these contribute to the significance of the property as an example of an early twentieth-century educational facility. The period of significance for the school property spans from 1928, when the school building was erected, to c. 1961, the end of the historic period for this project.

In addition to being individually eligible, this property would also be considered a contributing resource to a possible Millsboro, Downtown Historic District (see Section 4.2.7, below).

Millsboro School (S-09132)



School façade, 1928 section, looking south.



School, façade and east side, looking southwest.



school façade (on left) and historic-period wing on west side, looking southeast.



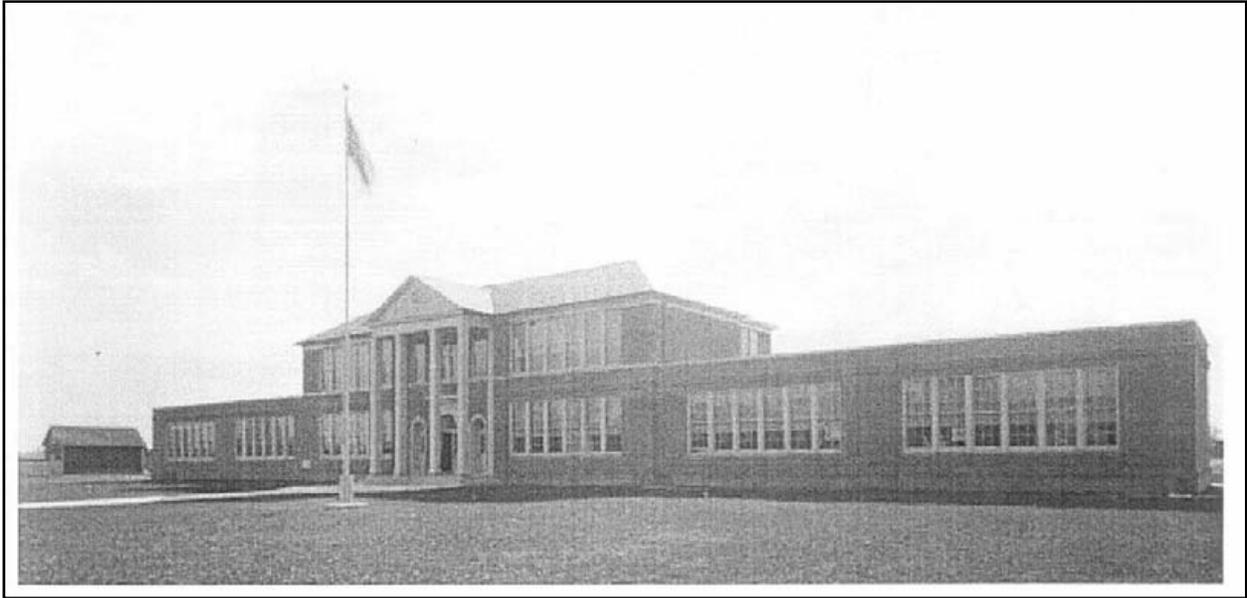
School grounds, track (.002) at rear of building, looking south-southeast.



Stage in auditorium from 1928 building.



Original stairway from 1928 building, to the right of school entrance.



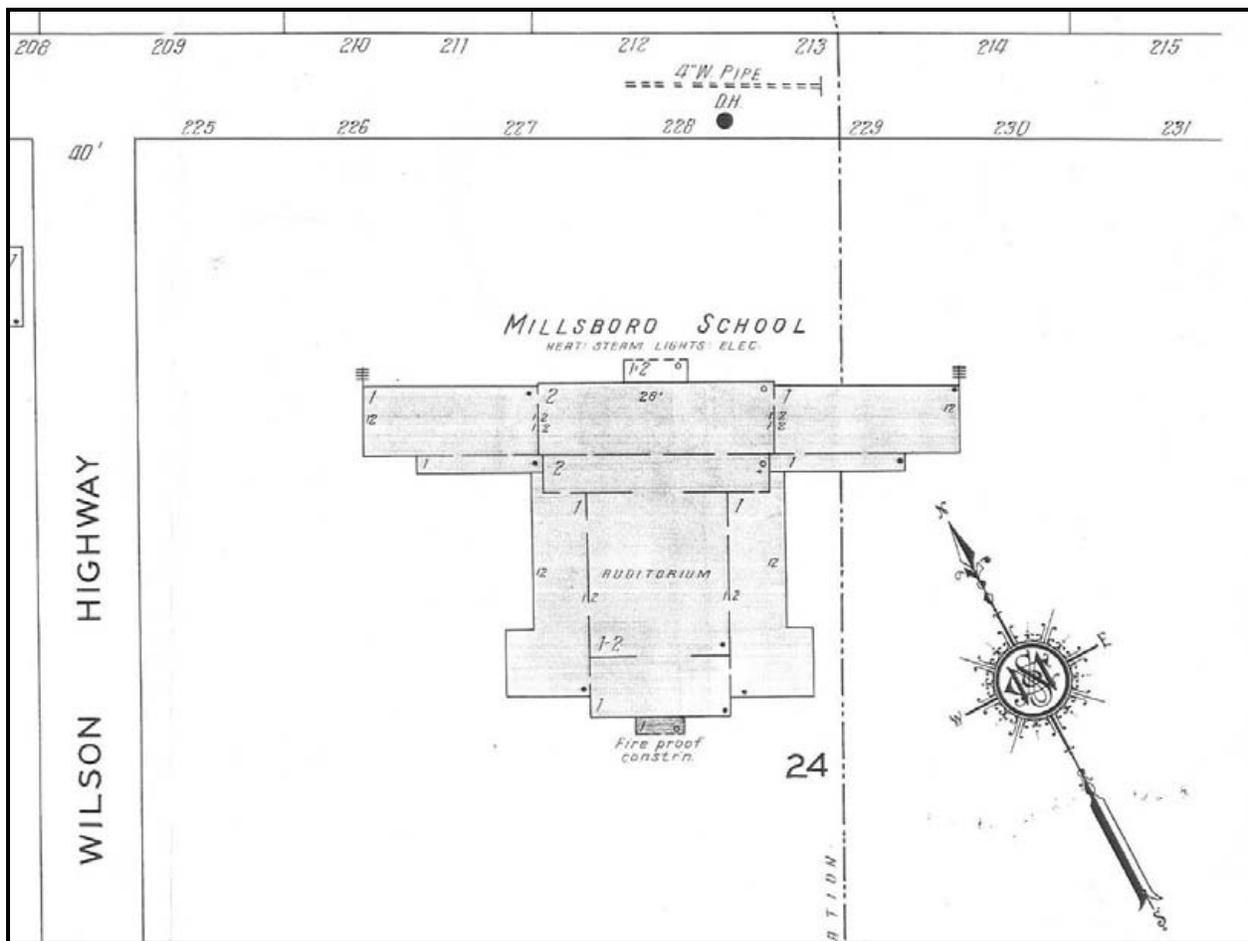
Millsboro School in 1927 (Sussex County Board of Education).



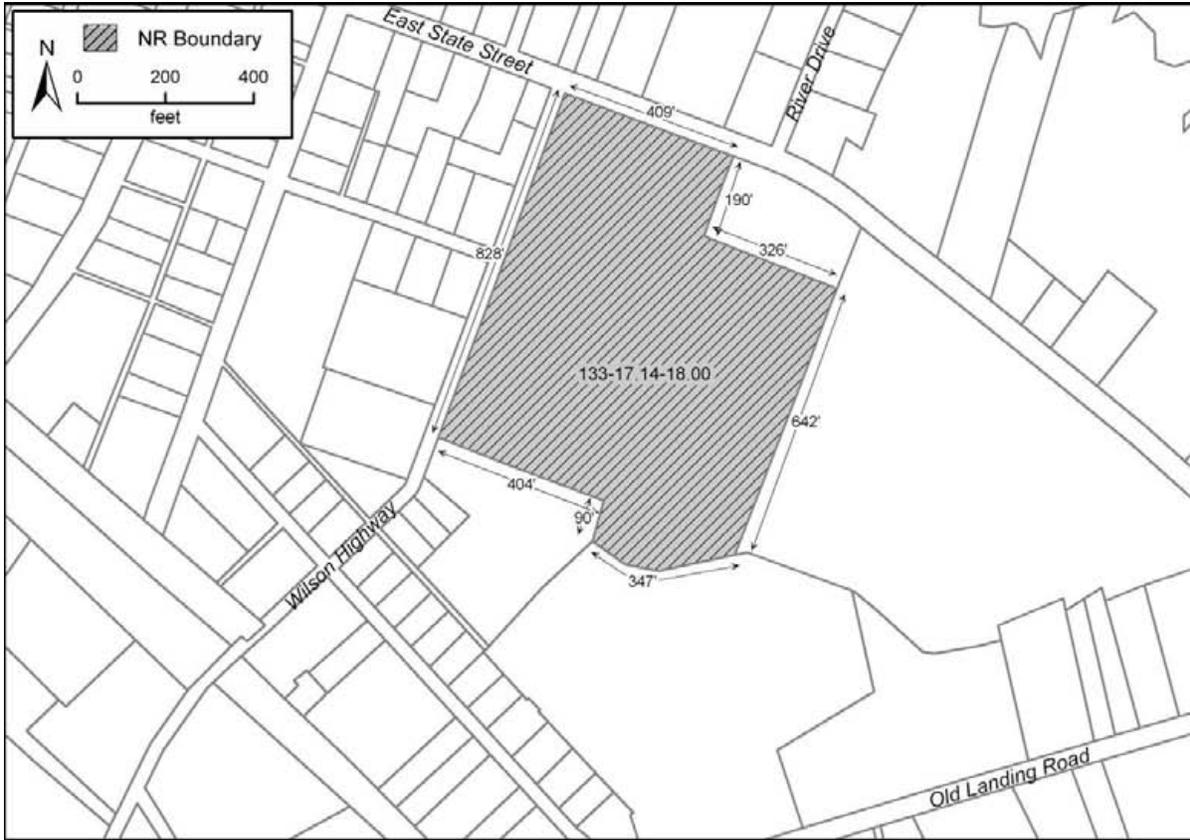
Millsboro School in the 1940s, as seen in a picture postcard (from Murray 2007).



Millsboro School classroom in 1931 (Sussex County Board of Education).



Millsboro School on the 1929 Sanborn Insurance map (Sanborn Map Company 1929).



4.2.2 Saint Mark's Episcopal Church and Cemetery (S-12192) 114 West State Street

Description

This property is located along the south side of West State Street, at the southwest corner of Ellis and State Streets. The property includes a church surrounded by a cemetery, a Parish Hall to the rear, and a labyrinth and meditation gardens towards the northeast corner of the parcel. A large gravel drive/parking area enters the property from Ellis Street, lying between the front of the Parish Hall and the rear of the church. A brick wall stands along the west and north edges of the property. A concrete sidewalk spans the entire front, north boundary.

The one-story, rectangular-shaped, wood-framed, gabled-end church (.001) stands slightly back from the roadway, at the center of the property, facing north toward the State Street. A square-shaped tower, with open belfry, topped by a four-sided spire extends from the northwest corner. Two small, single-room additions extend from the rear of the main block, one full-width, gabled ell from the south wall, and another gabled ell from the south end of the west wall. The façade of the building measures three bays wide, with an additional opening also piercing the front wall of the bell tower. A gabled, enclosed vestibule extends from the center of the main block, sheltering the plain, wood, double-door main entrance. A brick and concrete handicap ramp, with iron railing, fronts the entry. A small stained-glass pentoid is featured above the doors, as well as along the east and west sidewalls of the vestibule. A small, circular, stained-glass opening is also featured above the vestibule, centered within the gable façade.

The west wall of the main block measures five bays deep, including the opening within the west wall of the tower. All five of these openings are fixed, peak-headed stained-glass windows. The rear addition section of this wall features two openings, a wood-paneled door and a set of six-paned casements. The entry opening has ghost marks that indicate it was originally a peak-headed window. The peaked-head is now been covered in wood, and the lower part of the opening is a door. This entry does not appear to be actively used as no stoop or steps access its elevated entrance.

The east sidewall of the church measures three bays deep with openings matching those on the west wall of the main block. The rear addition section of this wall features a two-bay deep gabled ell extending east. Both openings are like most throughout the church, peak-headed stained glass. The north wall of the gabled ell features two additional bays, a multi-paned casement, and a wood-paneled door sheltered by a shed-roofed hood. Like the entrance on the west wall, this door also appears unused as no stoop or steps access its elevated opening.

The rear wall of the church is made up of the two rear additions. It measures four bays wide and features a set of fixed, peak-headed stained-glass windows within the center of the gabled end, and two separate bays of multi-paned casements and a wood-and-glass door along the south wall of the ell that extends east. Concrete steps with iron railing to one side front this rear entry. A flat-roofed, open breezeway with wood post supports on concrete decking, leading from the rear of the church to the Parish Hall, shelters the door.

The entire building rests upon a brick foundation. The exterior walls are clad in aluminum siding, and the gabled roof in asphalt shingles. Diamond and fish-scale wood shingles cover the rooftop of the belfry and the spire. A brick chimney rises from the exterior of the west sidewall.

A mid-nineteenth-century cemetery (.002) surrounds the church. The graves are roughly arranged in rows, with headstones that face east-west. Some plots are spatially divided by iron railing or edging. Many of

the headstones have elaborate low-relief carvings, with variations of bibles, biblical animals (lamb), and weeping willows. The simplest of the gravestones include obelisks, crosses, and pedestals topped with urns. Headstone materials include polished granite, chiseled granite, and finished and unfinished marble. Burial dates on the markings range from 1848 to 1974. The oldest markers are deteriorated and hard to read. In the mid-twentieth century, when the Parish Hall was built, some unmarked graves were encountered. These remains were re-interred elsewhere in the churchyard (Cash 2009). A late twentieth-century memorial garden and Columbarium lies to the immediate rear of the church, between the church and the Parish Hall, laid out in a crucifix formation.

History

Historic map documentation of this property clearly depicts a religious building at this location from as early as 1868, as seen on the 1868 Beer's atlas map (see Figure 3). The property's boundaries are delineated within a square-shaped boundary marked "Epis.Ch." A 1917 map of the area (see Figure 4) also depicts the church using a cross symbol. The 1929 Sanborn Insurance map (Sanborn Map Company 1929) illustrates the property within a square-shaped parcel of land along the south side of State Street. The frame, rectangular-shaped building is located at the center of the property and labeled "St. Pauls P.E. Church." The main block is rectangular in shape and one-and-one-half-stories in height. A one-story extension is noted to the south, rear end. A one-story covered entry is denoted along the center of the façade, and a forty-foot tall spire at the northwest corner.

Two separate WPA records were located at the Delaware Public Archives and appear to include data regarding documents and activity at the church from as early as 1846 to 1934. These records include more detailed information regarding the property deed, minutes (1846-, 3 volumes), the register (1846-, 2 volumes), baptisms (1849-1943), burials (1848-1913), confirmations (1850-1933), marriages (1851-1929), pastors (1848-1930), finances (1924-, 1 volume), and Sunday school (1931-, 1 volume) (RG0740 binder 5B, RG0740.003).

A historic marker presented by the Delaware Public Archives stands in front of the church, just inside the bricked wall entry along State Street. The plaque briefly describes the local history of the Episcopal Church and the establishment of St. Mark's:

The first organized services for members of the Protestant Episcopal Church in this community were conducted by Rev. John A. Childs in a local schoolhouse in the mid 1840s. As a result of the declining condition of Prince George's Chapel in nearby Dagsboro, and in response to the needs of the town's growing population, a house of worship was built here on land that was purchased from Woolsey and Hetty Burton in 1849. In 1870, the old structure was removed and construction of the present building was commenced. The church was formally consecrated in May 1884. Two early rectors of note were Rev. William Ellis and Rev. Lewis W. Wells. St. Mark's Parish Hall was constructed in 1963. In 2006 a Community Labyrinth and Meditation Gardens were completed on the former site of the Church Rectory.

Reverend Childs was an ordained minister sent down to Delaware from the Diocese of New York in 1845. In addition to his work with the congregation at St. Mark's in Millsboro, he was also instrumental in formation and erection of a chapel in Long Neck, Chapel of the Comforter. Around 1848, Mr. Childs was transferred to Pennsylvania. His overseeing bishop stated that the two buildings that had been erected under his direction and leadership in Delaware would forever remain as monuments to his "untiring perseverance and good deeds" (Silliman 1982:72-74).

The decision to tear down the original church building in 1870 was mutually agreed upon by the Reverend Ellis and the congregation at St. Mark's, due to its unsafe conditions. Although rebuilding began immediately thereafter, the completion of the new church took many years as a result of financial conditions. Upon the new building's consecration in 1884, a bell was given by Governor Charles C. Stockley. Stockley was a member of St. Paul's Church in Georgetown, but he had once operated a general store in Millsboro, and had many friends in the area (Silliman 1982:145).

According to Dorothy Hudson, a local historian, the construction of the first church building began in 1847, and parts of the building were being used as early as a year later, in 1848, even though the church had not yet been completed. The oldest marked tombstone in the graveyard is that of Susan Weston, who died in 1848. The entire Ellis family (Rev. Robert Ellis, wife, children and their respective spouses) are also buried in the church graveyard (Hudson 1975:17).

The earliest stated improvements to the church after its reconstruction were the removal of the gallery and the addition of a steeple in 1880. A new altar and reredos (screen behind the altar) were erected in 1895-1896, and the building, which originally rested on brick piers, was placed on a full brick foundation in 1896-1897. New pews were installed in 1900-1901, and new cast-iron fencing was erected in 1902-1903. The spire atop the belfry was built and added in 1915 (Zebley 1947:294).

In 1950, due to an increase in church-related activities, an addition was made to the church building. A one-room, multi-purpose room was added to the rear of the main block of the church, and used as a vesting room and church school. This addition was built by I. John Collins for \$3,700. Three years later, new lights and kneeling pads were installed in the sanctuary, primarily funded by various families. In 1969, the exterior church was resided in aluminum, covered by a new roof, and a new heater was installed. Five years later, in 1974, the exterior trim was painted, and new brick steps were installed to the front of the building. At the same time, a concrete walk was poured leading from the sidewalk to the front entry and from the front entry to the Parish Hall, through a portion of the eastern graveyard (Hudson 1975:18-19). In 1991, the steeple was replaced with a replica of the original (church website).

Improvements to the property as a whole included the church rectory, which was built during the 1860s for the use of Reverend Robert Ellis and his family. In 1887 the dwelling was purchased for use by Reverend Lewis W. Wells and his wife. The house underwent substantial remodeling at this time, designed to accommodate various congregational, community, and civic uses. Not until 1955, in preparation for Reverend Elmer P. Baker's use, were additional improvements made to the house. Nearly twenty years later, after much debate between more renovations versus the construction of a new building, the building was renovated again (Hudson 1975:17-19). The building was finally demolished in 1996 because it once again needed costly and extensive repairs. In 2006, a labyrinth and gardens were installed on the site.

Other property included the replacement of the iron fence that once encompassed the property with a brick wall, sometime during the 1930s. Around the same time the need for a Parish Hall became apparent, and fundraising began in the early 1940s (Hudson 1975:18; Murray 1987:89). A church organ was installed in 1941 (Zebley 1947:294).

Grounds for the Parish Hall were purchased from E.C. Ryan and Mrs. Ellingsworth. Construction of this building was awarded to Collins Construction Company, with ground breaking ceremonies held in May of 1962. The building was completed by 1963. Furnishing for the Parish Hall came in the form of memorials from members. The exterior of the building was resided in aluminum in 1975 (Hudson 1975:18-19).

According to the present-day chair of the memorial committee for the church, no plot maps are known to exist for the cemetery. In more recent years (c. 2006), a survey and probing study was undertaken in order to create a map, locate unmarked graves, and to determine the location of available space in the yard for new burials; the results of this survey were not provided to JMA. No one of significance is known to be buried in St. Mark's churchyard (Collins 2009).

Evaluation

As a religious property, Saint Mark's Episcopal Church and cemetery could possess historical significance if it is associated with a theme in the history of religion having secular scholarly recognition; it is associated with another historical theme, such as exploration, settlement, social philanthropy or education; or it is significantly associated with traditional cultural values. St. Mark's houses a small, local congregation, and research has not demonstrated its association with any significant historical trend. Originally built in 1848, it does represent one of the oldest and longest lasting Episcopal churches in the area, but the original building is no longer extant, and the current building, erected in 1870, reflects a later period in the church's history. Further, the Prince George's Chapel in Dagsboro is a much earlier example of the settlement of the Episcopal faith in the area. Therefore, St. Mark's Episcopal Church and cemetery is recommended not eligible for the National Register under Criterion A.

The land on which the church and cemetery are located once belonged to Woolsey and Hetty Burton. Research has not revealed that the Burtons were influential in the area or if the Burtons were directly associated with the church. No other individuals significant in the history of the local community have been linked to the church. Therefore, it is recommended not eligible for the National Register under Criterion B.

St Mark's is a modestly designed, gabled-front church typical of the area from the late nineteenth-century. Its simple vernacular details of narrow windows, double front doors within an enclosed vestibule, and simple side steeple lends it an understated elegance that continues to reflect its spiritual purpose. The building is well preserved. Other than the addition of a handicap ramp at the front and small gabled ells to the rear, there have been few changes to its original form. Though it has been resided, the aluminum siding does not detract from its overall design or feeling. Its location on one of Millsboro's main thoroughfares and near the center of town reflects its role as an anchor for the local community, a sense further enhanced by the graveyard surrounding the church building. As a largely intact example of a typical late nineteenth-century vernacular Victorian Gothic style church, Saint Mark's is recommended eligible for the National Register under Criterion C. Because the church is being recommended eligible solely on architectural grounds, as judged in purely secular terms, it meets the requirements of Criteria Consideration A: Religious Properties.

Although it is likely that the church incorporates standard late nineteenth-century construction techniques, deconstruction and/or demolition may reveal that it contains information important to the understanding of vernacular architecture traditions. A more thorough investigation by a qualified conservator and/or specialist might be able to determine such. Regardless, further investigation would be necessary to fully determine whether the property is eligible under Criterion D and has important information to yield. If ever determined that the church was constructed using standard building technology of the time, including balloon or platform framing, this property would not be eligible for listing under Criterion D.

The proposed National Register boundary consists of .56 acres in the northwest corner of tax parcel 133-17.13-173, encompassing the church and the cemetery surrounding it. The boundary is a rectangle that extends approximately 162 feet east-west and 148 feet north-south, originating in the northwest corner of the parcel. The remainder of the legal tax parcel is excluded from the boundary because the landscape and architectural elements contained within it are modern and do not contribute to the significance of the

church building and cemetery under Criterion C. The period of significance for this property is from c. 1848, when the first church was built and the cemetery was established, to the 1930s, when the cemetery's iron fence was replaced with a brick wall, which was arguably the last property improvement that was in-keeping with the church's architecture.

In addition to being individually eligible, this property would also be considered a contributing resource to a possible Millsboro, Downtown Historic District (see Section 4.2.7, below).

St. Mark's Episcopal Church and Cemetery (S-12192)



St. Mark's Church (.001), façade and west side, looking southeast.



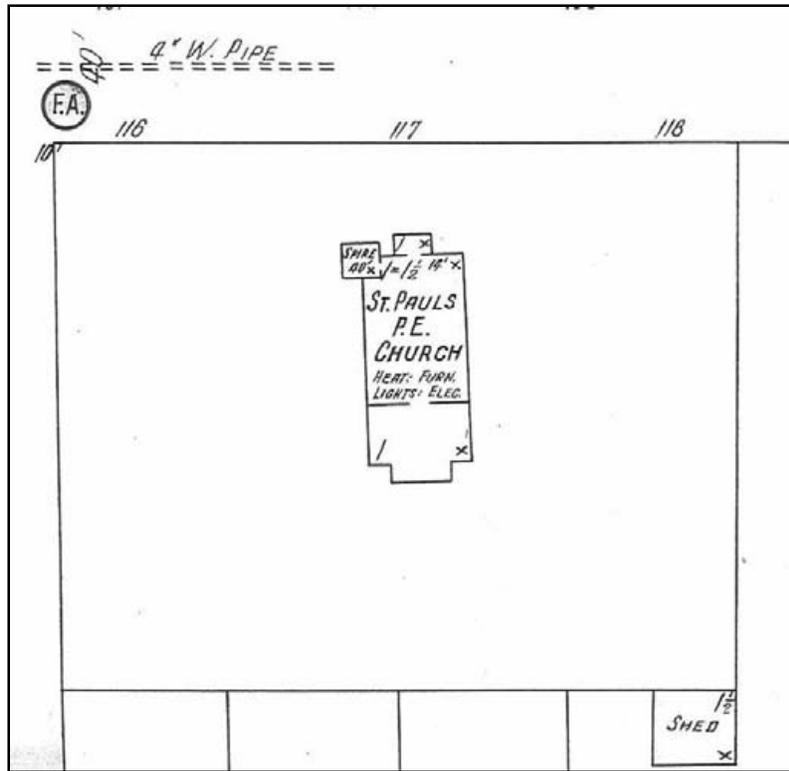
St. Mark's Church (.001), rear and east side, looking northwest.



St. Mark's cemetery (.002), west side of church, looking northeast.



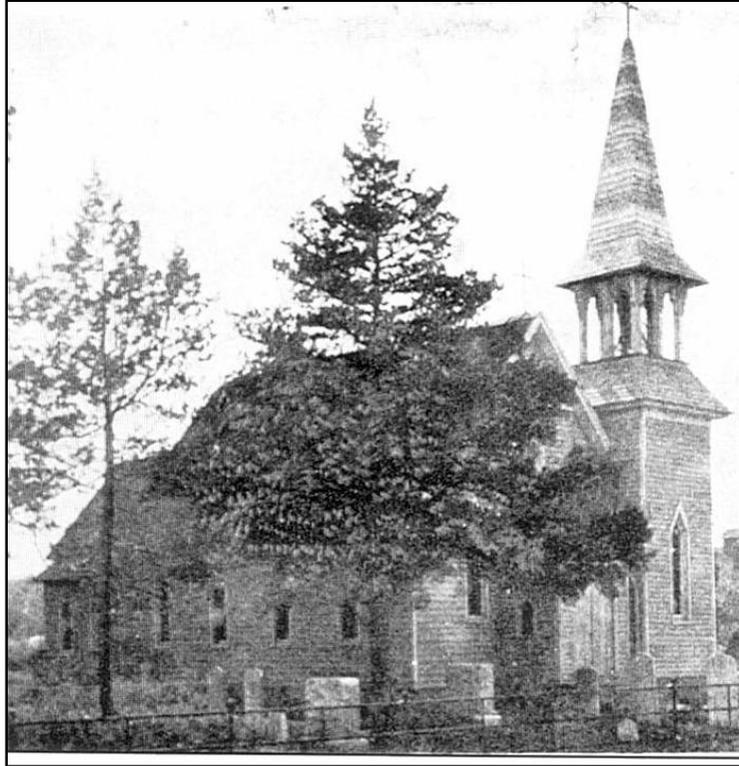
St. Mark's cemetery (.002), burial in iron fence, looking west.



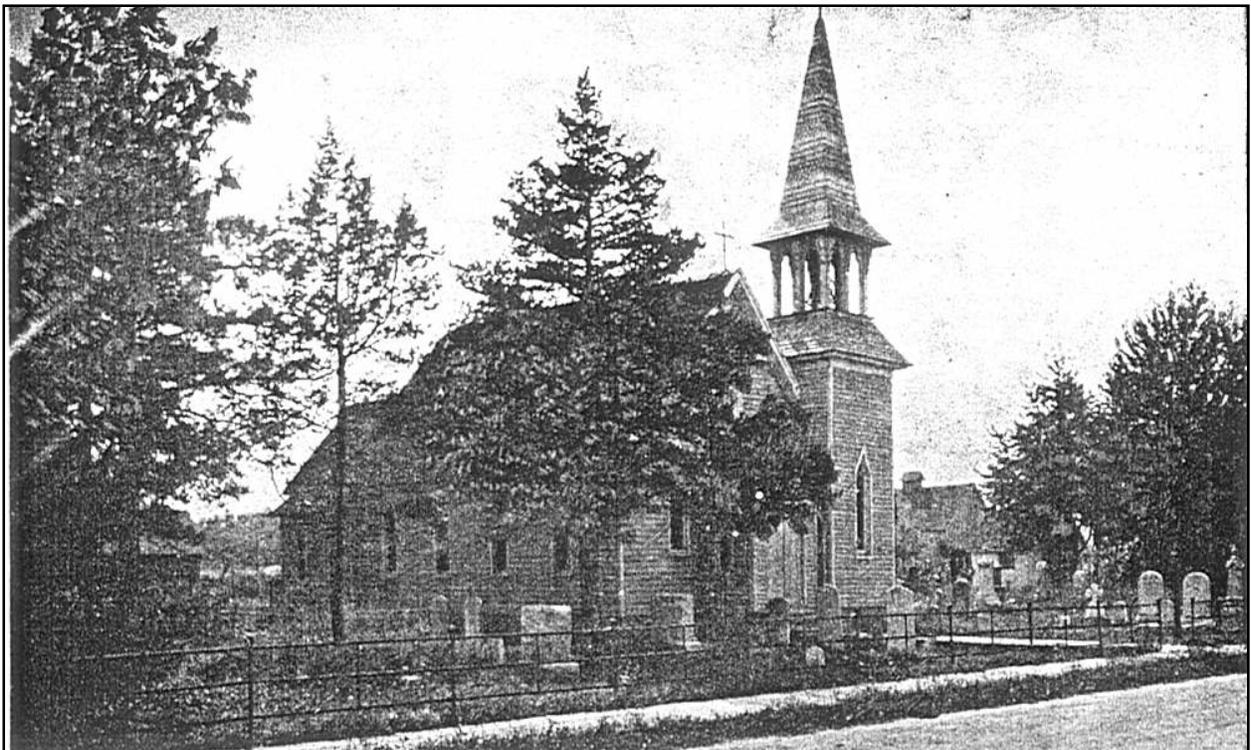
St. Mark's on the 1929 Sanborn Insurance map (apparently mis-labeled as "St. Paul's") (Sanborn Map Company 1929).



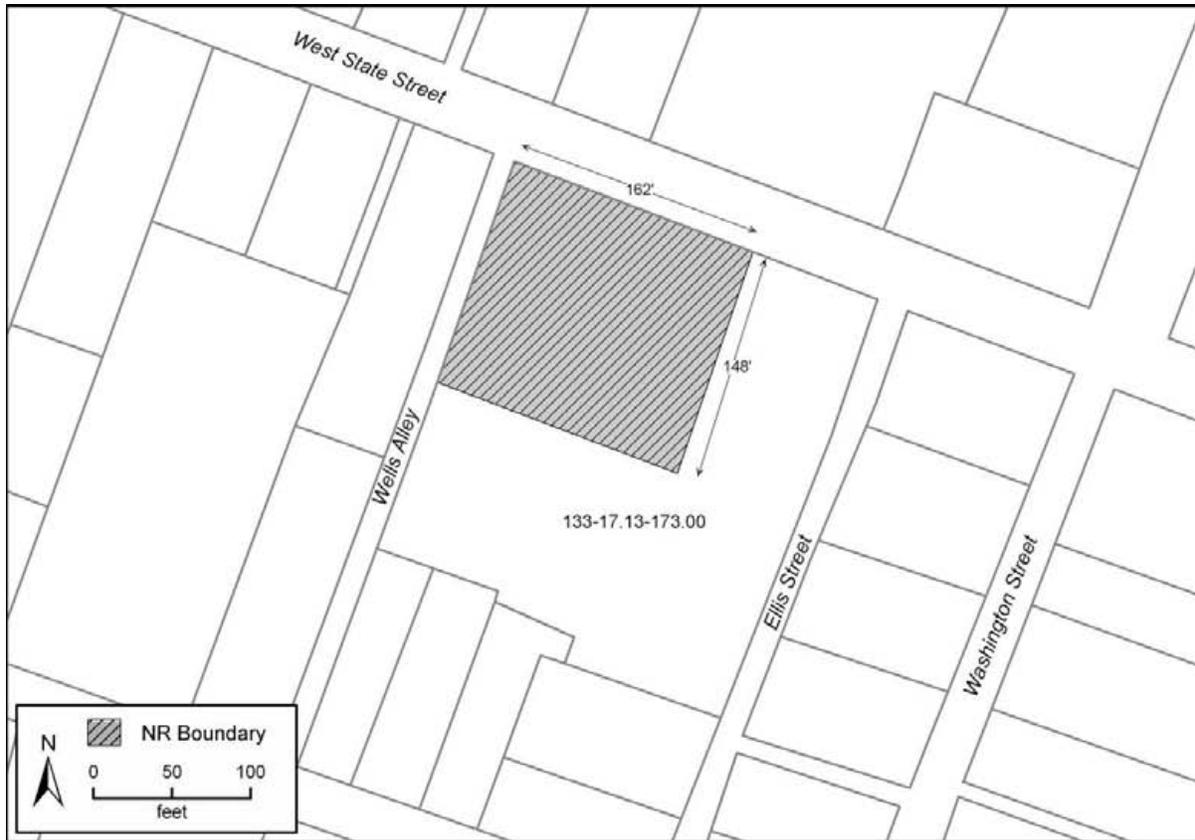
St. Mark's congregation in front of the church in 1913 (from Murray 1987).



St. Mark's in 1910 (from Murray 1987).



St. Mark's in the 1930s (from Murray 1987).



4.2.3 John J. & Elsie Williams Dwelling (S-12201) 105 West State Street

Description

This property is located along the north side of West State Street, at the northwest corner of Washington and State Streets. The property contains a dwelling, and garage, and is well landscaped on all sides. A paved driveway enters the property from State Street, lying to the immediate west side of the house. A white-picket fence marks all sides of the property's boundaries. Concrete, public sidewalks lie along the southern and eastern sides of the parcel.

This late 1920s two-and-one-half-story, rectangular-shaped, wood-framed house (.001) stands on a rusticated concrete-block foundation, with walls sheathed in vinyl siding. The hipped-roof is covered in asphalt. Two brick chimneys rise from the rooftop, one from the exterior of the west wall, and one from the center interior of the home. A large, one-story, L-shaped addition extends from the east wall, sheltering approximately two rooms in additional interior space. The main block of the dwelling measures approximately two bays wide by three bays deep. A flat-roofed portico, supported by doric columns on brick decking, shelters the main entrance, which pierces the southeast corner of the façade. This wood-and-glass entry is highlighted by flanking four-pane over single-panel sidelights. Double-hung, one-over-one, vinyl sash replacement windows naturally light the interior of the house. A single, hipped dormer extends from the rooftop of the façade and features two openings. A secondary entrance is located at the rear, northwest corner of the house, sheltered by a portico similar to the one on the façade.

To the rear of the house stands a one-story, square-shaped, two-car garage (.002) on a cinder-block foundation and covered in vinyl siding. A hipped-roof sheathed in asphalt shingles covers the main block of the building. Two, one-room additions extend from the main cell, one from the rear, east wall covered by a hipped-roof, and one from the north sidewall covered by a shed-roof. Two vinyl-paneled replacement garage doors pierce the façade. Two secondary, wood-and-glass entrances are also featured, one to the immediate north of the garage openings on the facade, and one towards the eastern end of the south sidewall. Ghost marks of a rear sliding door are featured on the east end of the north sidewall. Double-hung, one-over-one vinyl sash windows pierce both additions.

History

The house was built by John J. and Elsie Williams after they bought a one-acre parcel from Henry V. Hall and wife, Mary, in October 1926 (Sussex County Deed Book 263:139). Hall had acquired a larger parcel at the northwest corner of State and Washington Street "...with improvements (two-story frame dwelling and garage)..." from Amanda F. Burton in December 1917 for \$2,500.00 (Sussex County Deed Book 211:224). The acre he later sold to Williams was subdivided from this lot and did not include the improvements. The 1929 Sanborn Insurance map shows both dwellings (Sanborn Map Company 1929).

In 1929, the Williams property contained a two-story frame dwelling, one-story frame garage, and one-story frame henhouse. The square-shaped dwelling featured a full-width front porch with a porte-cochere at its west end, a one-story rectangular-shaped extension at the southeast corner of the east wall, and one-story rectangular-shaped extension across a portion of the rear wall.

In March of 1936, the Williams expanded their lot with the purchase of a parcel to the immediate west of them, at public auction for \$1,555.00 (Sussex County Deed Book 303:586). In December of 1964, Williams also expanded his property to the east when he acquired the small corner lot once owned by Hall. As recorded in the deed transaction, W. Blaine and Ollie T. (wife) Atkins conveyed, "...a parcel of

land...lying on the northeast side of State Street...having frontage on State Street of 135 feet and depth of 125 feet...containing 16,754 square feet..." to John and Elsie Williams for \$1.00 (Sussex County Deed Book 589:212). The former dwelling on this parcel was moved somewhere along U.S. Route 113 (Murray 1987:89). Altogether, the lands acquired between 1926 and 1964 by the Williams totaled a little less than 2 acres, the area currently encompassed by the white-picket fence.

Between 1977 and 1980, the Williams also acquired property immediately south of their residential lot, along the west side Washington Street, totaling a little less than one-half acre (Sussex County Deed Book 828:250; 1024:11).

John died in January of 1988 in Lewes (Phillips-Lowe et al. 2007:1). His Last Will and Testament, filed in January of 1986, appointed his wife, Elsie E. Williams, and daughter, Blanche W. Baker, as co-executrices of his estate. For the most part, his interest in property was divided between the two women (Sussex County Will Book 172:136).

John J. Williams was born May 17, 1904, in Frankford, Delaware, though a longtime resident of Millsboro. Before entering public service, he established the Millsboro Feed Company with his brother. He was the first man in the history of the State of Delaware to be elected to four consecutive terms (1946, 1952, 1958, and 1964) in the U.S. Senate, serving a total of 24 years as a Republican. He served during the presidential administrations of Harry Truman, Dwight Eisenhower, John Kennedy, Lyndon Johnson, and Richard Nixon. John was even considered a possible running mate for President Eisenhower, but removed himself from consideration. His exposure of widespread fraud in the Bureau of Internal Revenue was the impetus for his rise to prominence. Fighting for fiscal responsibility and against corruption in government earned Williams the title "Conscience of the Senate." Upon retirement, Williams returned to his home in Millsboro with his wife Elsie, and became an active partner in Sussex Realty Company in Millsboro. Throughout his life he served as a member of the Freemasons, the Rotary, and the Shriners (Hudson 1975; Jones 2003; Phillips-Lowe et al. 2007:1).

Elsie Williams, the senator's wife, also received high regards when she was elected president of the Congressional Club of Washington (she was the first president from the State of Delaware). This organization is composed of wives of Senate, House, Cabinet and Supreme Court members, and is the only social club ever to be incorporated by an act of Congress, in 1908. Mrs. Williams was also the author of "Washington Chatter," a popular series of news articles published by a Delaware paper giving insight into Washington activities (Hudson 1975).

The Last Will and Testament of Elsie E. Williams was filed in December of 1988, eleven months after John's death. Her daughter, Blanche W. Baker, was stated as the sole executor of her estate. Item VI of the will states the division of her real estate. Paragraph A addresses her residential property, located at 105 West State Street, and Paragraph B addresses property directly south, located at 130 and 131 Washington Street. Upon Elsie's death in 1990, both properties were devised to Delaware Technical and Community College, Georgetown Campus (Sussex County Will Book 198:310). Upon the college's acquisition of the property, they converted the former home into a conference center for the public as a place to hold meetings or retreats (Phillips-Lowe et al. 2007:1).

According to Terry Johnson, current caretaker of the John J. Williams house and Del-Tech Conference Center, the main block of the house was build c. 1927 and sits on a property of approximately 1.3 acres. Mr. Johnson reported that the west sidewall addition was attached to the house c. 1953, the same time that the exterior, brick chimney was added to the east wall and the former, full-width porch with attached porte-cochere was replaced with the present flat-roofed portico, which shelters only the main entrance. During the 1970s a larger addition was added to the rear, north wall of the house, which initially occupied a master bedroom space and a small conference room for Mr. Williams. Upon the school's acquisition of

the property, the entire bedroom was remodeled and made into a larger conference/meeting room. Currently, the room comfortably accommodates 15-20 people. Between 1998 and 2000, vinyl siding was applied to the exterior wall surfaces of the house, and at the same time all the windows were replaced. The wood fencing that previously stood around the perimeter of the property was also replaced with the present-day vinyl-post picket fencing. The garage has been in its current location since at least the 1970s. Mr. Johnson does not have direct knowledge of a secondary outbuilding, but would not be surprised if there was one since a pet pony was known to have been at the property sometime in the 1940s.

According to Mr. Johnson, the interior of the house is fairly intact and much like it was when the Williams occupied the space. There have only been minimal, maintenance related alterations. The interior décor and colors are similar to those of the Eisenhower's Gettysburg home, with stylistic furnishings and interior decorations typical of the mid-twentieth century. The Eisenhowers and the Williamses were close friends. A few former belongings of the Williams still remain in the house, including the senator's chair, pool table in the cellar, and small collections (Johnson 2010).

Aubrey Murray, in his Millsboro reminiscences, describes how the northwest corner lot of Washington and State Streets was once occupied by a dwelling owned by Mr. and Mrs. "Hen" Hall. The Hall dwelling was later moved to a property adjacent to Middlesex Lumber Company, and the now-vacant lot was incorporated into the neighboring property of Senator John J. Williams. The corner lot was landscaped and fenced and made to look like an original portion of the property (Murray 1987:89).

A historic marker presented by the Delaware Public Archives in October of 2007 stands in the east lawn of the property, near the corner of Washington and State Streets. The plaque recognizes and honors Senator Williams's distinguished career (Phillips-Lowe et al. 2007:1):

Born May 17, 1904, John James Williams was a native and lifelong resident of Sussex County, Delaware. After completing his education in local public schools, he established the Millsboro Feed Company with his brother in 1922. Rapid growth of the poultry industry resulted in the success of this enterprise and subsequent expansion of his business interests. A Republican, Williams was first elected to the United States Senate in 1946. He soon rose to prominence with his exposure of widespread fraud in the Bureau of Internal Revenue. During his distinguished career in the Senate his efforts to eliminate waste and corruption and his reputation for integrity earned him the praise of his peers and the gratitude of the citizens that he served so well. Following retirement in 1971, he continued to reside here until his death on January 11, 1988. In 1990, the home which he and his wife Elsie had constructed in 1927 was conveyed to Delaware Technical and Community College following her death.

Evaluation

This c. 1927 property represents the historical pattern of the growth of the town of Millsboro. Although it is part of an important historical trend, as an individual property it does not possess historic significance and is recommended not eligible for the National Register under Criterion A.

This property is recommended eligible under National Register Criterion B for its association with the productive life of an important individual on the national stage, John J. Williams. Williams had a stellar political career that helped shaped Delaware's history, most notably in the area of fiscal responsibility. He self-identified with Millsboro, having lived in the house at the corner of State and Washington Streets before he became Senator and returning there after he retired. Though now owned by a local college, the house was bequeathed to them directly from Elsie upon her death, and the property continues to reflect the Williams's dedication to the area.

Architecturally, the dwelling on this property is representative of a vernacular foursquare. The period of significance on these types of constructions typically spans from c. 1890s to c. 1930s. Identifying features tend to be their square forms, full-width porches, and rooftop dormers. This example has undergone substantial changes spanning from the 1950s to 2000. Its former full-width porch with porte-cochere has been removed and replaced with a small portico. All of the windows have been replaced, as well as all of the doors. Additions to the house include a room attached to the east wall, and a larger two-room addition to the rear north wall. Both alter the dwelling's iconic massing. The chimney on the exterior of the west wall was also a later addition. The exteriors of the house and outbuildings have been covered in vinyl siding; the original wood fencing around the perimeter of the property has been replaced with a vinyl fence. Though still distinguishable as an early twentieth-century construction type, overall, the house has lost the integrity necessary to convey its significance as an example of an American foursquare and is therefore recommended not eligible under Criterion C.

The buildings on the property reflect common twentieth-century construction techniques and are not likely to provide new information regarding building technology that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

The proposed National Register boundary consists of the two tax parcels to the west of Washington Street, 133-17.13-129.00 and 133-17.09-21.00. The two tax parcels measure 1.82 acres and stretch 300 feet along the West State Street frontage. The property extends along its western boundary approximately 394 feet north to the south shore of Millsboro Pond. Its eastern boundary includes 94 feet of frontage on Washington Street.

The suggested boundary includes the historic-period buildings (dwelling and garage) as well as landscape elements, including the gardens and the view to Millsboro Pond. This boundary reflects the aesthetic sensibility of Senator Williams and his wife, conveying aspects of their worldview and vision for life in the small town of Millsboro. Included within the boundary are historically acquired parcels of land that the Williams's incorporated into their homestead and, over time, shaped to their needs through landscaping. The period of significance for the property spans the years of the Williams's ownership, from 1926, when they first acquired it, to 1990, when Mrs. Williams died and the property was bequeathed to the Delaware Technical and Community College.

In addition to being individually eligible, this property would also be considered a contributing resource to a possible Millsboro, Downtown Historic District (see Section 4.2.7, below).

John J. and Elsie Williams Dwelling (S-12201)



Williams dwelling (.001) façade and west side, looking northeast.



Williams dwelling (.001) rear and west side, looking southeast.



Williams dwelling (.001) rear and east side, looking southwest.



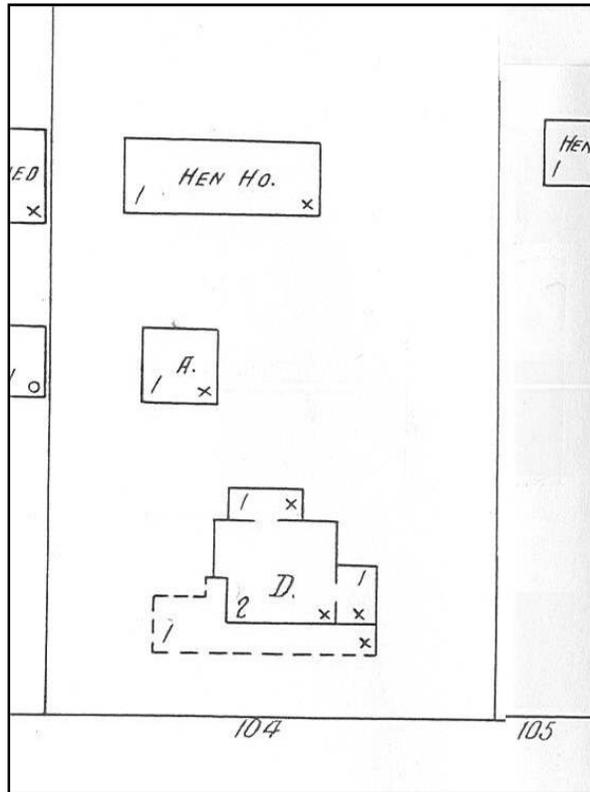
Williams garage (.002), looking east.



Garden on west side of driveway, looking southwest.



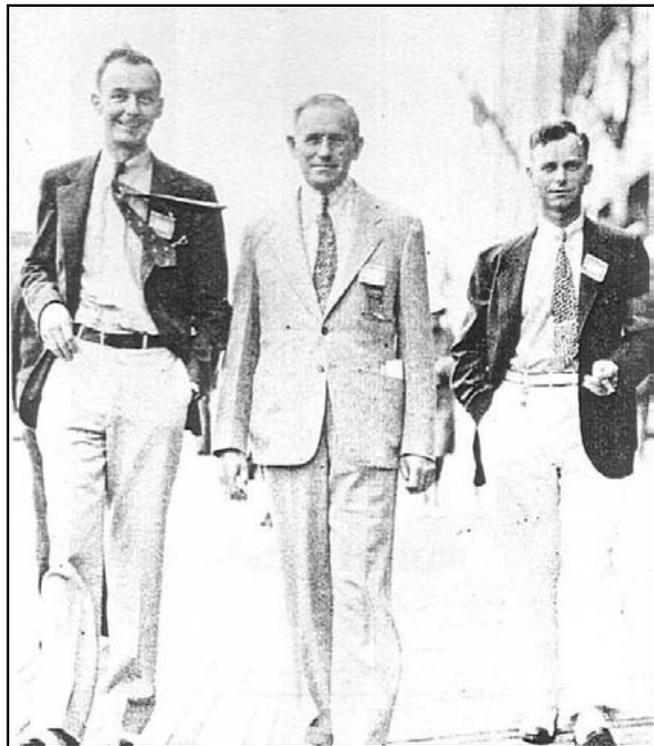
Williams property overview from corner of State and Washington Streets, looking northwest.



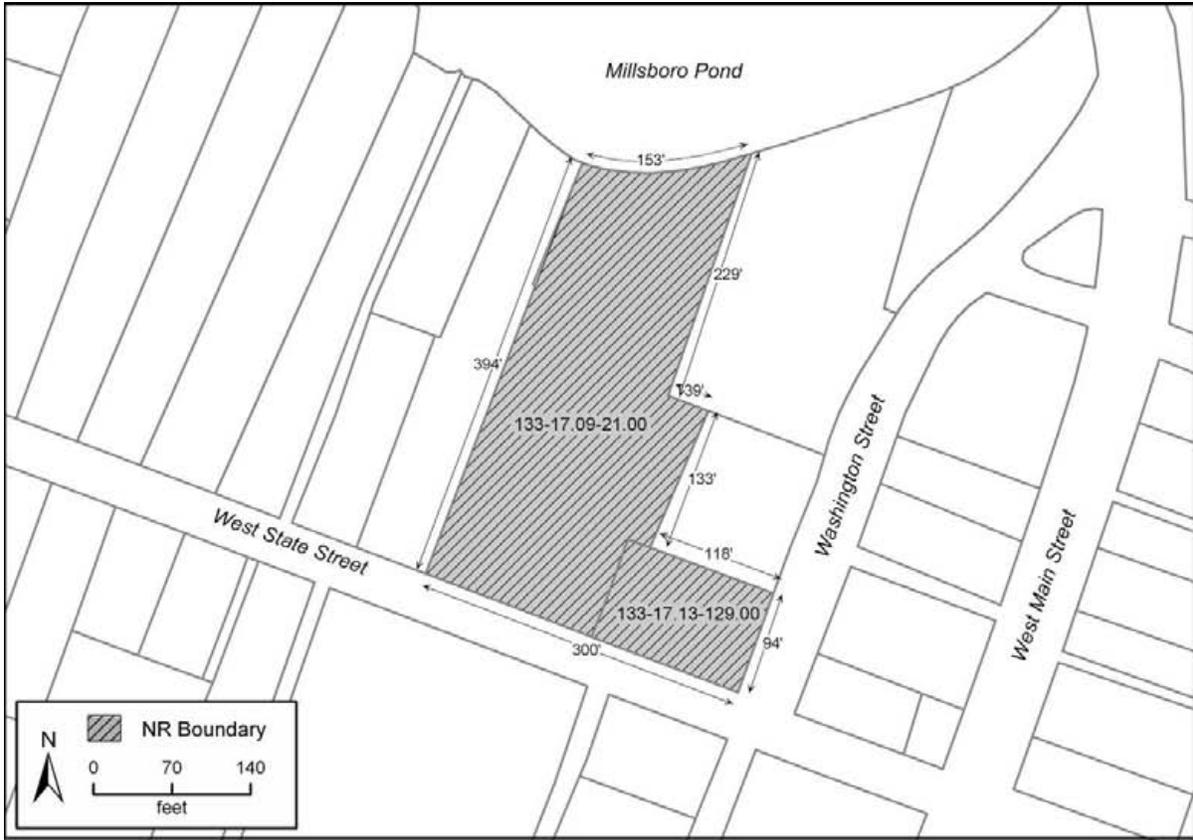
Williams dwelling, garage, and hen house on 1929 Sanborn Insurance map (Sanborn Map Company 1929).



John J. and Elsie Williams in 1930 (from Hudson 1975).



John J. Williams (on left) in 1936 (from Hudson 1975).



4.2.4 Bank Building (S-12211) 303 Main Street

Description

This small property is located at the northwest corner of Main and State Streets. It contains a single building, with a wide, wrap-around concrete sidewalk along its south and east elevations.

The one-story, rectangular-shaped, brick, corner-entrance building stands at angle on the block. The main entrance is located at the southeast corner, highlighted by a grand, full-height triangular pediment supported by flanking columns on small masonry bases. The double-door entrance is topped by a semi-circular, single-pane transom, all set within an arched-framed opening with brick keystone detailing. A secondary entrance (minus the grand pediment with columns) is located along the center of the west wall. Each sidewall of the building is pierced by double-hung, one-over-one wood-framed windows, also topped by semi-circular, single-pane transoms. Like the main entrance, each is set within an arched-framed opening highlighted by brick keystone detailing and plain masonry sills, painted in a faux-marble application. Each of these openings, as well as the main entrance, is protected by an iron grill. Other building details include segmented window bays topped by decorative tiered brickwork; quoined brick pilasters flanking each bay; and brick parapet with wide, rectangular-shaped panels. The rooftop is flat and covered in tar. A brick chimney rises along the interior west wall.

History

The Beers Atlas depicts a building in this exact location as early as 1868, under the ownership and use of “BBurton Store” (see Figure 3), but this is an earlier building. It is, in fact, likely to be the present-day Carey Paint and Frame Shop (formerly the Blackstone Pharmacy), which currently stands one property to the west and, according to its current owner and local historian Aubrey Murray, was moved before 1918.

The building that now stands on the corner was built in 1918. It was described by Aubrey Murray as a one-story red brick building, with large white columns supporting a triangular entry, on the corner of Main and State Streets at the so-called “Four Corners (the main intersection of town).” According to Murray, it was originally built as a bank for the Delaware Trust Company, and a “walk-in safe” was one of the most impressive and significant interior elements of the building (Murray 1987:22-23).

In a deed transaction dated February 1918, Maud and Ernest Blackstone sold, “...the parcel of land...at the intersection of Main Street with State Street...” to Delaware Trust Company for \$1,000.00 (Sussex County Deed Book 208:315). Seven years later, in April of 1925, the same property, described as “...a parcel of land...at the intersection of Main Street with State Street...improved with brick banking building...” was conveyed to Millsboro Trust & Safe Deposit Company, for an undisclosed amount (Sussex County Deed Book 254:61).

According to Murray, shortly after the building was construction (post 1921), the building was used as a post office and became a hub of local communication. Area residents would come to the post office to pick up their mail and newspaper and engage in local gossip. Regional newspapers were brought in by train from Philadelphia and Wilmington and were sold from this location (Murray 1987:22-23).

A 1929 Sanborn Insurance map of the area clearly designates the present-day rectangular-shaped, one-story, masonry building as a “Post Office.” Since the deed research does not indicate that the property was ever owned by the federal government, the postal service must have leased the building.

In June 1951, Millsboro Trust Company (formerly Millsboro Trust & Safe Deposit Company) conveyed the property to Louie Ableman (Sussex County Deed Book 400:533). Ableman died intestate two years later. Soon thereafter, through legal documents signed and sealed by his surviving heirs, all rights, title and interest of the property was transferred to Louie's brother, Meyer Ableman (Sussex County Deed Book 459:327).

In September 1973, Meyer Ableman and his wife, Lulu, sold the property to Thomas and Rachel Draper for \$18,000.00 (Sussex County Deed Book 717:98). Ten months later, the Drapers sold the property to Independent Newspaper, Inc., for \$47,904.27 (Sussex County Deed Book 733:392). Independent Newspaper, Inc., is the company that owns and administers the printing and distribution of the Sussex County Post, which has the largest circulation in Sussex County. This same company is responsible for the production and distribution of 25 other publications throughout Delaware, Maryland, Florida, and Arizona (Newszap n.d.). The newspaper company retained ownership of the building for 15 years. In February 1989, Independent Newspaper, Inc., sold the property to Clarence P. Lucas for \$45,000.00 (Sussex County Deed Book 1629:314).

The property was conveyed to Jurisprudencia, Inc., in June 2000 for an undisclosed amount (Sussex County Deed Book 2495:123). Four-and-a-half years later, in January 2005, the property was conveyed to Ronald and Catherine Manzer of Mount Airy, Maryland (Sussex County Deed Book 3093:309). Currently, the property is posted for sale. Detailed information on the real estate fact sheet posted outside the main entrance describes parts of the interior as having "...two individual vaults, original hardwood floors, expansive ceilings, and moldings. Recent upgrades are HVAC, water heater and electric."

Evaluation

This building was evaluated under the context of twentieth-century commercial development in Millsboro. From the last quarter of the nineteenth century to the present, much attention has been given to corner commercial buildings, particularly those that mark the edge or the heart of a downtown business area. They are oftentimes intended to be imposing buildings with strong overall shapes, solid massing, and firm lines along their elevations. Corner properties often had a rich design vocabulary stemming from the history of business-block development after the Civil War and the introduction of a new sensibility. Examples of such constructions by H.H. Richardson and Louis Sullivan often demonstrated the use of arches, round-headed elements or arcades on prominent elevation walls. The curvilinear elements were usually linked, which helped break the wall away from domination by vertical bays. This kind of design often gave a lighter feeling to portions of the walls and at the same time focused the design on the corner intersection(s). The formerly vertical accents and divisions of the elevations did not disappear from these designs, but were integrated with half columns and/or pilasters to help organize the walls.

Symbolically, this design type was a reminder of the importance of business in town and small-city life. Its scale was residential, and its motifs visually related to area neighborhoods. This type of construction, and/or elements of it, maintained a strong presence in business districts throughout the country from about 1870 to 1940, and were oftentimes viewed and interpreted as anchors for the commercial districts (Gottfried and Jennings 1988:242-243).

As an individual example of a nation-wide pattern of growth, this property is unlikely to be considered historically significant. The building has served the local area for nearly a century as a local meeting place, first as a bank, then as a post office, and finally as a newspaper office, and as such, it may possess local historical significance as a hub of communication at the center of the town. No historically important event is known to have occurred there, however, and, at this time, there is insufficient documentation to support a recommendation of National Register eligibility under Criterion A.

No evidence has emerged to-date to suggest that this property is associated with any individual significant in the history of the community. Therefore, it is recommended not eligible under Criterion B.

The bank building is a good example of a vernacular Classical Revival commercial style building. Elements of this style are seen in its grand, full-height, pedimented entrance, bay detailing (transoms, sills, and lintels), quoined pilasters, and segmented bay brick detailing. Over the nearly century-long lifetime of this building, it has retained and maintained its original fabric, fenestration, doors, and windows. The only apparent change appears to be that the building was painted yellow in recent years. As a recognizable and well preserved example of an early twentieth-century Classical Revival commercial building, this property is recommended eligible for the National Register under Criterion C.

The building reflects common twentieth-century construction techniques and is not likely to provide new information regarding building technology that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

The proposed National Register boundary consists of the entirety of tax parcel 133-17.13-126.00, which is a polygon containing .05 acres. The south edge, which runs along State Street, is approximately 37 feet long; the east edge, which runs along Main Street, is 55 feet long; the north edge is 40 feet long; and the west edge is 56 feet long. The suggested boundary encompasses the building and the remainder of the small lot that surrounds it. The period of significance for the property is 1918, when the building was erected, to c. 1989, when it ceased being used as a newspaper office.

In addition to being individually eligible, this property would also be considered a contributing resource to a possible Millsboro, Downtown Historic District (see Section 4.2.7, below).

Bank Building (S-12211)



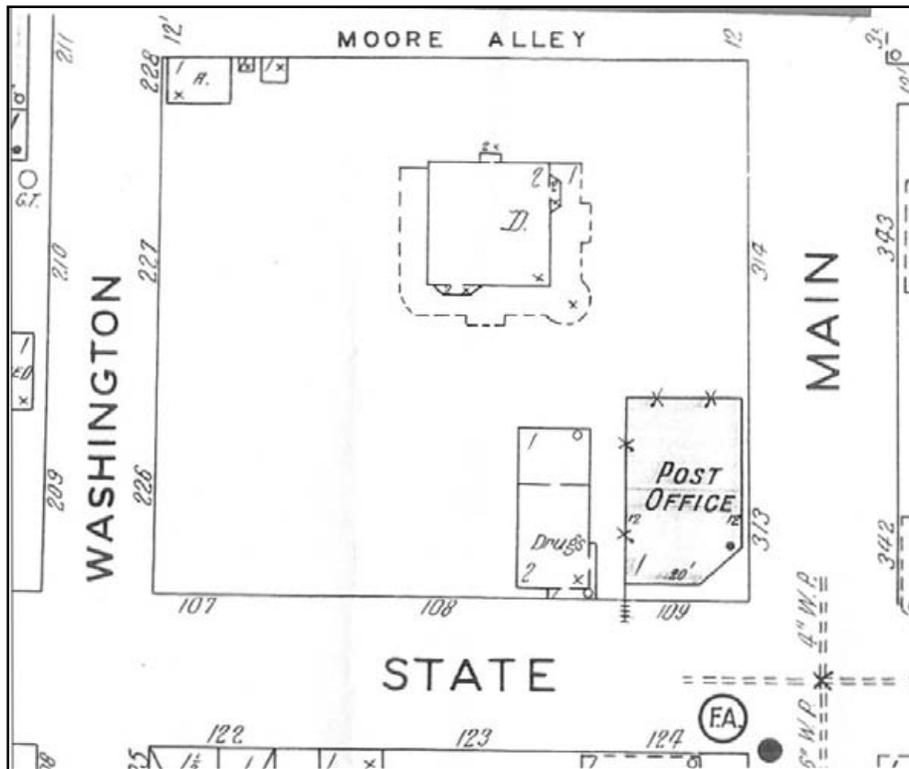
Bank building, corner entrance façade and south and east sides, view to northwest.



Former Blackstone Pharmacy (left) and bank building (right) on State Street, view to north-northeast.



Bank building, rear and west side, view to southeast.



Bank building on 1929 Sanborn Insurance map, during the time it was being used as a Post Office. The building next-door labeled “Drugs” once stood on the corner property (Sanborn Map Company 1929).



Undated postcard of bank building when it was being used as post office (from Murray 1987).



Bank building in the 1970s when it was owned and occupied by the *Sussex County Post* (from Hudson 1975).



4.2.5 Edward W. Houston Dwelling (S-12215) 201 East State Street

Description

This property is located along the north side of East State Street, at the northeast corner of State and Morris Streets. The property contains a historic-period dwelling and privy, and a late twentieth-century garage and pergola. A short gravel driveway lies to the rear of the house, in front of the garage. Decorative landscaping heavily shades the property to its east and rear sides. A few hedges are planted along the façade. Concrete, public sidewalks lie along the southern and eastern sides of the parcel.

This c. 1870 two-and-one-half-story, wood-framed house (.001) stands on a brick foundation, with walls covered in horizontal wood siding. The L-shaped dwelling features a side-gabled main block, with a gabled ell that extends north from the rear, northwest corner. Asphalt shingles cover both rooftops. Three brick chimneys rise from the interior of house, one from the interior of both gabled ends of the front, and one from the center interior of the rear ell. A wraparound porch stands across the entrance level of the façade and west end of the main block; it is supported by paired columns on brick pedestals. Additional details include wood decking, wood balustrades between each pedestal, and decorative lattice that hangs on the outside edge of the decking obscuring the open area beneath the porch. The facade measures three bays wide and features a centralized main entrance flanked by single window openings. The wood, four-panel door is highlighted by three-light-over-single-panel sidelights and multi-light transom. Double-hung, two-over-two, wood sash windows primarily light the interior throughout. The west sidewall measures eight bays deep. Six windows and two secondary entries pierce the first floor, five windows pierce the second level, and two small openings pierce the attic level. One of the entries is located within the end of the main block, sheltered by the wraparound porch. The other entrance is located within the north end of the ell, fronted by a brick stoop. The east sidewall measures five bays deep, featuring four windows and one entrance along the first story, three windows and one door along the second level, and two small openings within the attic level. Both entrances are located within the ell. A portion of the second level porch is open, and highlighted by turned wood porch supports, turned wood balusters, and decorative woodwork

To the rear of the house, towards the northeast corner of the property stands a one-story, wood-framed, rectangular-shaped, late nineteenth-century outbuilding (.002). Historically, this building served as a double-seater privy, but is currently used for storage (LeCates 2009). This building stands on a brick foundation, is covered in horizontal wood siding, and is sheltered by a gable-front roof sheathed in standing-seam metal. The façade features an open, inset entry supported by turned wood supports, and is pierced by a wood-panel door. The sidewalls are each pierced by small, fixed openings.

History

Architectural and documentary evidence dates this dwelling to the mid-to-late-nineteenth-century. The Beer Atlas of 1868 denotes a building in the general vicinity of this property under the ownership of “JM Burton,” but no documentary evidence has been found thus far to validate that it is actually this dwelling (see Figure 3). The earliest deed reference located for the property was in 1947, when William Blaine Atkins acquired it from Edna H. and Raymond Dodd and Martin W. and Corrine Jones. The 1947 transfer described the property as Tract 2, a 2-acre parcel that Anna P. Quattlander inherited from the estate of Edward W. Houston and in turn left to her niece, Edna H. Dodd, and her nephew, Martin W. Jones (Sussex County Deed Book 368:512). Quattlander’s will provided no details of her real estate holdings (Sussex County Will Book 37:161). Deed research on Edward W. Houston was unsuccessful because of the large number of recordations in his name.

The Kent County Mutual Insurance records, located at the Delaware Public Archives, included no policies under the surname Quattlander, but there was one policy for Edward W. Houston, dated May 31, 1870, for a property in Millsborough (Kent County Mutual Insurance Company:Policy #3610). The policy included the following details for “a private residence in Millsboro, Sussex County, owned and occupied by the applicant”:

*a two-story, frame dwelling, measuring 18x 40 feet,
a one-story, frame attachment, measuring 16x28 feet,
a porch and pantry attachment, measuring 8x28 feet,
a portico in front of main building, measuring 9x18 feet,
a frame smokehouse, measuring 10x 12 feet
a lot of household furniture in dwelling.*

Although the precise location of the house is not specified, the dimensions are strikingly similar to the dwelling depicted at the corner of East State and Morris Streets on the 1929 Sanborn map. The main block, facing East State Street, measured approximately 19 x 42 feet; the north block—apparently two stories by 1929—measured approximately 17 x 29 feet; and a porch to the rear of the north block measured approximately 8 x 29 feet.

The insurance policy also indicated early changes to the building. An item dated May 14, 1880, references a permit for an addition. Another entry dated July 23, 1919, makes reference to a permit for a mechanic to work for 30 days to make addition, alterations, and/or repairs. The policy was stamped as being “cancelled” during that same year.

As described by Aubrey Murray in *Rambling Around Millsboro*, the Quattlander’s were a well-known and prosperous Millsboro family living in “an expensive house in its day.” At the time they owned the property, it extended from State Street north along Morris Street to the Indian River, then along the river south to Ward’s Wharf (present day River Drive) and then back to State Street. Dr. Blaine Atkins later purchased the property, which he subdivided and developed for residential purposes during the mid-to-late twentieth century (Murray 1987:81).

In April 1948, William B. and Ollie T. Atkins conveyed a “parcel of land...fronting State Street by ninety-one (91) feet and extending along Morris Street by one hundred thirty (130) feet... containing 11,830 square feet ... with improvements” to Kathleen V. Willey for an undisclosed amount (Sussex County Deed Book 380:94). Twelve years later, the same parcel of land was conveyed back to William Blaine Atkins (Sussex County Deed Book 526:518).

In January of 1971, Atkins and his wife sold the property to John and Ina Cordrey. Seven and half years later, in June of 1977, the Cordrey’s sold the property to Donald and Kathleen Tipton for \$34,500.00. Finally, in November of 1993, the Tipton’s sold the property to Daniel and Dorothy Lecates, of Salisbury, Maryland, the current owners (Sussex County Deed Books 664:331; 843:25; 1944:181).

Evaluation

The historical pattern most clearly associated with this property is the late nineteenth-century growth of the town of Millsboro. No event or process of clear historic importance is associated with the dwelling, and it is therefore recommended not eligible under National Register Criterion A.

The dwelling was probably built by Edward W. Houston. The Houston family name appears repeatedly throughout historical records for Sussex County, but the individual significance of Edward has not been established. Edward was the Treasurer of Sussex County from 1869 to 1871, he was a Delaware State

senator in the 1880s, and he served as a Clerk of the Peace from 1891 to 1896 (Conrad 1908: 690, 693). Although he was a prominent local individual, there is no evidence that he made a lasting contribution to his community. He does not appear in any of the standard historical or biographical sources (e.g., Scharf 1888; Runk 1899), and his name has not been incorporated into the local geography. Lacking an association with a personage of historical significance, this property is recommended not eligible under National Register Criterion B.

Architecturally, this dwelling is representative of a vernacular, folk Victorian I-house. The style is typically defined by the presence of detailed porches and Victorian design elements on simple house forms that mimic, but do not copy, high-style Victorians (McAlester and McAlester 1997:308). This example possesses a typical L-plan form with a wrap-around porch that retains decorative woodwork. Its secondary porch to the rear also retains spindlework. Overall, the house retains a great deal of its architectural integrity and is a well-preserved and rare surviving example of this style for the area. It is therefore recommended eligible under Criterion C.

Although it is likely that the dwelling incorporates standard late nineteenth-century construction techniques, deconstruction and/or demolition may reveal that it contains information important to the understanding of vernacular architecture traditions, which may be determined in a more thorough investigation by a qualified conservator and/or specialist. Further investigation would be necessary to fully determine whether the property is eligible under Criterion D and has important information to yield. If it is determined that the building was constructed using standard building technology of the time, including balloon or platform framing, this property would not be eligible for listing under Criterion D.

The proposed National Register boundary consists of the entirety of tax parcel 133-17.13-83.00, which is a polygon containing .27-acres. The south side of the proposed boundary, which runs along State Street, is approximately 86 feet long; the west side, which runs along Morris Street is 134 feet long; the north side is 86 feet long; and, the east side is 134 feet long. The proposed boundary includes the house and a historic-period privy building, both of which are contributing elements. Also within the boundary is a modern garage and a shed, both of which are non-contributing elements. The period of significance for the house spans from c. 1870, its approximate date of construction, to c. 1910, when the popularity of this architectural style began being replaced by more eclectic styles such as Craftsman and Colonial Revival.

In addition to being individually eligible, this property would also be considered a contributing resource to a possible Millsboro, Downtown Historic District (see Section 4.2.7, below).

Edward W. Houston Dwelling (S-12215)



Edward W. Houston dwelling, façade on East State Street, view to north.



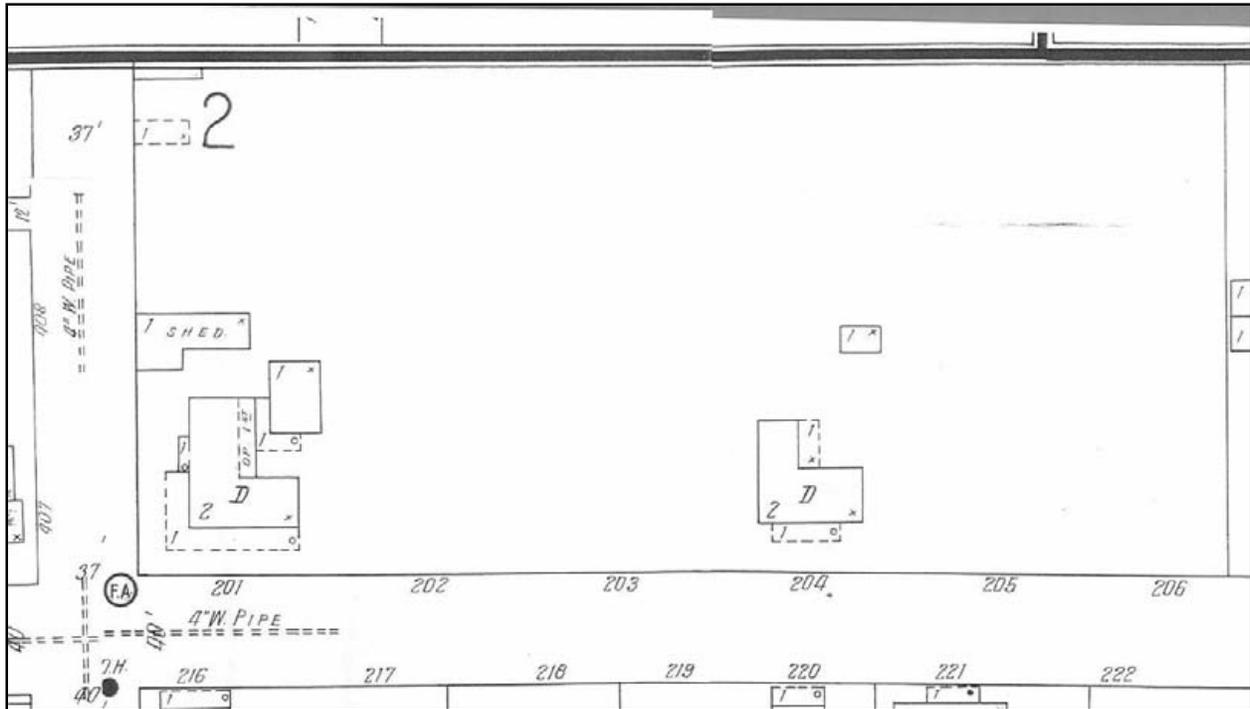
Edward W. Houston dwelling, rear block on Morris Street, view to southeast.



Edward W. Houston dwelling, rear, view to southwest.



Privy (.002) at Edward W. Houston property, view to northeast.



Edward W. Houston property on 1929 Sanborn Insurance map, before the large lot was subdivided; the extant dwelling is the one at the corner (Sanborn Map Company 1929).



4.2.6 American Mechanics Cemetery (S-12225) East State Street

Description

The American Mechanics Cemetery is located east of Main Street, along the south side of East State Street, between River Road and Old Landing Road. The property is primarily open having rows of headstones and evergreens growing seemingly at random throughout. The cemetery is subdivided into sections by a curvilinear and gridded circulation system consisting of gravel roadways. Five entrance/exits are located off of State Street.

This c. 1890s cemetery contains nearly 13 acres of burial grounds. A gravel, grid-like roadway subdivides the area into nine smaller “blocks,” lettered for the purposes of the survey A through I. The four easternmost blocks (A through D) surround a central, circular drive, within which is a late-twentieth-century, circular gazebo structure that apparently replaced a similar structure in the same location. Throughout each block, rows of headstones stand in a northeast-southwest direction, with graves facing southeast or northwest. Iron railing and/or marble edging divides family plots. Many of the headstones are created from polished granite, marble, or chiseled stone and have elaborate low-relief carvings with variations of wreaths, urns, and weeping willows. The simplest of the gravestones are the obelisks that are scattered throughout. Burials range in date from 1852 to 2009, with the oldest being found within the four easternmost blocks (A through D). According to the president of the organization that oversees and manages the grounds, a small area in the southeastern section of these older blocks contains approximately a dozen or so burials that were re-interred in this location c. 1949-1950, which accounts for the interments that predate the establishment of the cemetery. The headstones for these graves appear to be of marble; they are badly weathered and are difficult to read. The same informant also reported that there are unmarked graves throughout the cemetery.

Members of many local families are buried in the cemetery, including the following: Betts, Brasure, Brittingham, Bunting, Burton, Carey, Collins, Cordrey, Daisey, Dukes, Houston, Hudson, McCabe, Messick, Miller, Mumford, Murray, Prettyman, Revel, Rickards, Short, Timmons, Townsend, Truitt, White, and Williams.

History

The cemetery property is currently owned and operated by Millsboro Cemetery, Inc., but few historical records survive at their office; some were lost in a fire, and the rest have been misplaced over the years. No plot map recording burial locations is known to exist. Local funeral homes known to have handled interments at the cemetery were contacted (Melson Funeral Home, Long Neck; Watson Funeral Home, Millsboro; Bennie Smith Funeral Home, Millsboro), but none had any useful information.

This portion of State Street between Washington Street and Old Landing Road was laid out in 1842, at which time much of the land in the vicinity of the cemetery was designated as “Burton’s field” (Sussex County Road Papers 1842). The Beers Atlas of 1868 shows this area of land under the ownership of R.B. Houston (see Figure 3), with no indication of a cemetery. The cemetery appears to have been established around 1890, judging from the dates of the gravestones (excluding a few earlier ones reportedly moved into the cemetery at a later date). Until the middle of the twentieth century, the cemetery was known as the “American Mechanics Cemetery,” which referred to ownership by the Order of United American Mechanics (O.U.A.M.). The property was transferred to Millsboro Cemetery, Inc., in 1964, after which it became known by its modern name, Millsboro Cemetery.

The few deeds that could be located for the property show that the O.U.A.M. was not the first owner of the property, though the cemetery may have been established by another fraternal organization. A deed dated June 1931 transferred 6 acres on the south side of the public road leading from Millsboro to Dagsboro from “Washington Circle No. 7 of Delaware, B. of A.” (Brotherhood of America) to George F. Outten, Edward B. Outten, and Harry W. Mears, Trustees of the Millsboro Council No. 5, O.U.A.M. (Sussex County Deed Book 283:549). The deed references the previous transfer of this land, which was to the B. of A. from George P. Morris and Eugenia Morris, but does not include the deed book citation or date. Another deed, dated July 1938, records a transfer from Mary Ellis, Gilbert Anderson, and Joseph Ellis to J. Reese White of 5.72 acres labeled on an attached plot map as “Plat of land for new cemetery, Millsboro Council No. 5, Senior O.U.A.M.” The plot map also depicts land to the east as “Lands of Old Cemetery, Millsboro Council No. 5, Senior O.U.A.M.” (Sussex County Deed Book 314:374). These two parcels, totaling just under 12 acres, constitute the bulk of the modern property.

In 1964 the cemetery was transferred to Millsboro Cemetery, Inc., in two separate deed transactions that included the 6-acre eastern portion and the 5.72-acre western portion (Sussex County Deed Book 569:261, 263). One of the deeds references the fact that the Millsboro Council No. 5, O.U.A.M. had transferred the property to the O.U.A.M. Cemetery, Inc. in September 1939 (Sussex County Deed Book 321:373), and that the O.U.A.M. Cemetery, Inc., a corporation of the State of Delaware, changed its name to Millsboro Cemetery, Inc., in October 1963.

Lynn Bullock, president and treasurer of Millsboro Cemetery, Inc., confirmed that the eastern half of the cemetery (blocks A, B, C, D) is the oldest part of the property. The oldest burials are located primarily within blocks A and B. A dozen or so burials in the southeastern-most corner of this are pre-date the establishment of the cemetery because they were moved here from the Grace United Methodist Church on Main Street c. 1949-1950 (Bullock 2009).

The original portion of the cemetery (blocks A, B, C, and D) was well established by the second decade of the twentieth century. A 1917 topographic map of the area clearly shows the four quadrant layout on the south of State Street, between the easternmost town limit and Old Landing Road (see Figure 4). A 1937 aerial photograph (see Figure 5) again shows the property’s four-quadrant plan, with its clearly delineated grid-shaped system of roadways and paths surrounding a circular structure and circular path. The main entry is well defined with an allee of trees flanking both sides of a roadway.

By 1939, when the Delaware Department of Transportation widened State Street from Dagsboro to Millsboro, the cemetery, noted as the American Mechanics Cemetery, had three entrances leading into it, most likely the three easternmost entrances that currently provide access to the oldest portion of the cemetery (State Highway Department 1939). According to the 1939 Department road plan, the “line of nearest graves” was approximately 35 feet from the centerline of the road and 9 feet from the edge of the proposed right-of-way (see figure, below). Interestingly, another American Mechanics Cemetery is mapped on the plan approximately 3.5 miles to the south, just north of the town limits of Dagsboro.

By 1954, as seen on the aerial for that year, the cemetery had expanded to the east. Two more blocks of burials had been added to the original four, along with roadways surrounding them.

By 1966, when plans were prepared for the installation of sidewalks between Millsboro School #123 (immediately to the west of the cemetery) and Millsboro School #204 (east of Old Landing Road), the cemetery property was owned by Millsboro Cemetery, Inc., and there were four entrances leading onto it from State Street. The plans called for a 4-foot wide sidewalk to run along the south edge of State Street, within the 6 feet available between the edge of pavement and the existing right-of-way bordering the cemetery. The right-of-way does not appear to have changed at this time (State Highway Department 1966).

Three years later more definitive plans developed, including widening of the roadway further south, all the way to Dagsboro Road. A “proposed” sidewalk is still denoted on these plans between the two schools. The plans include a “proposed right-of-way” line, suggesting that it was to be changed. The total proposed right-of-way width was to be fifty feet (State Highway Department 1969).

Although it is not entirely clear when the cemetery was started, it is likely that the land was not used as a cemetery until it was purchased from the Morris family by the Brotherhood of America. Information on the Brotherhood of American is scant, but it was first established in 1890. The purpose and nature of the organization is unclear, but in 1935 it merged with The Maccabees, a “legal reserve society” that was only open to whites and provided death benefits to members’ families (National Fraternal Congress of America n.d.; Phoenixmasonry 2009). Like The Maccabees, The Brotherhood of America was probably an insurance-type fraternal organization.

The O.U.A.M., which acquired the cemetery from the Brotherhood of America in 1931, was another fraternal organization, but it appears to have had a darker side. Started in Philadelphia in 1845 as the Union of Workers, it was open only to native born, white, “Americans,” and, in the nineteenth century at any rate, actively opposed immigration, particularly of Catholics and Chinese workers (e.g., Libe 1872; *New York Times* 1892, 1893). Members of this organization supported the separation of church and state and were prohibited from being involved in the liquor trade (Tice 2003). Most relevant to their custodianship of the cemetery in Millsboro, however, is the fact that members of the group were provided a sick and funeral fund, and, apparently, access to a gravesite.

Some records associated with the O.U.A.M. in the State of Delaware are on file at the Delaware Public Archives. There are three pledge books (1893-1904, 1905-1931, and 1910-1931), but the “council” to which the members pledged is not specified. There are also a few records from the Junior O.U.A.M., which was formed as an offshoot of the O.U.A.M. in 1853 but eventually declared its independence in 1885 and far outstripped its parent organization in popularity (Tice 2003).

Evaluation

The Millsboro Cemetery is a community burial ground that has served the needs of the Town of Millsboro since, at the very least, the end of the nineteenth century, but it is not known to be associated with any event of historical significance. Established by a fraternal benefit society, it is associated with a common trend in American history. Much more popular at the end of the nineteenth century than they are today, fraternal organizations in America boasted nearly 5 million members in 1896 and provided important social services that were not otherwise available. Although there were different types of organizations, many were established to provide mutual aid or insurance to their members (Betit 2001). The organizations with which the American Mechanics Cemetery is associated—the Brotherhood of America and the O.U.A.M.—are lesser known than many other nineteenth-century fraternities such as the Freemasons, the Knights of Columbus, or the International Order of Oddfellows, which provided similar types of benefits. Though a good example of a common type of nineteenth-century cemetery founded by a fraternal organization to benefit members of the local community, the American Mechanics Cemetery does not rise to the level of historic significance and is therefore recommended not eligible for the National Register under Criterion A.

For more than a century, the American Mechanics Cemetery has been the burying ground for many local families, including many whose contributions are memorialized in local placenames and whose names are well known in the area. Among the people buried there are the Brittinghams, who owned one of the earliest strip malls on the DuPont Highway; Aubrey Murray, whose personal memoirs of the town of Millsboro provide detailed historical information not available elsewhere; the Houstons and the Whites,

who ran one of the most important local industries in Millsboro; and notable farming families such as the McCabes, Buntings, and Dukes. Two of the people buried in the cemetery have achieved regional significance, namely John J. Williams, U.S. Senator from Delaware, and Walter McKinley “Huck” Betts, major league baseball player for the Philadelphia Phillies.

The American Mechanics Cemetery is clearly the resting place of many locally important people, and even some regionally important people, and is therefore likely to be eligible for the National Register under Criterion B. As a cemetery, however, it must also meet the requirements of Criteria Consideration D: Cemeteries, and it is here that it falls short. In order for a cemetery to be eligible for its association with important people, it must contain “the graves of a number of persons who were exceptionally significant in determining the course of a State’s political or economic history during a particular period” (National Park Service 1991:34). Although some of the people and families buried in the American Mechanics Cemetery are well-known locally, it would be difficult to argue that any of them played a significant role in determining the course of history for Delaware—even Huck Betts, whose major-league baseball career may have provided a source of pride for the Millsboro citizenry, was certainly not history-making. The possible exception is John J. Williams, whose political career included an unprecedented 24 years as a U.S. Senator, but the Criteria Consideration requires the presence of “a number of persons.” The grave of Senator Williams is more appropriately addressed under Criteria Consideration C: Birthplaces and Graves, which clearly states that the gravesite of an important person may only be considered eligible if there is no other property extant that is more closely associated with the person’s productive life. In the case of Williams his long-time home is located just one-half mile down the road from the cemetery and has been recommended eligible for the National Register. The American Mechanics Cemetery does not meet the requirements of Criteria Consideration D or C and is therefore recommended not eligible for the National Register for its association with important persons.

As a typical, geometrically arranged cemetery, it also appears to lack significance under National Register Criterion C, for its design and construction. The gravestones are common late nineteenth- and early twentieth-century markers and are not likely to provide new information that is not already available through other means.

The cemetery is not known to contain graves of people that represent a demographic with osteological research potential or who died of diseases or conditions that warrant investigation. The property is therefore not likely to be eligible under Criterion D.

Although the cemetery is not eligible for the National Register as an individual resource, it is considered a contributing resource to a possible Millsboro, Downtown Historic District (see Section 4.2.7, below).

American Mechanics Cemetery (S-12225)



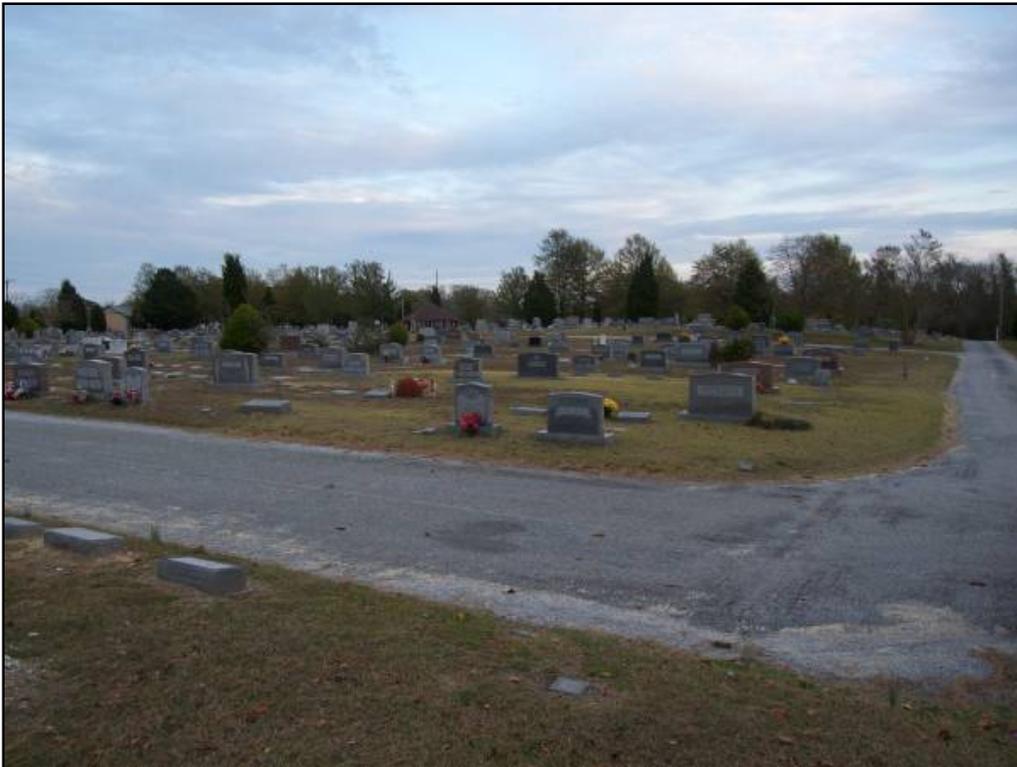
Main entrance on State Street, looking southwest toward modern pavilion.



Block A, looking north-northwest from north corner of block B.

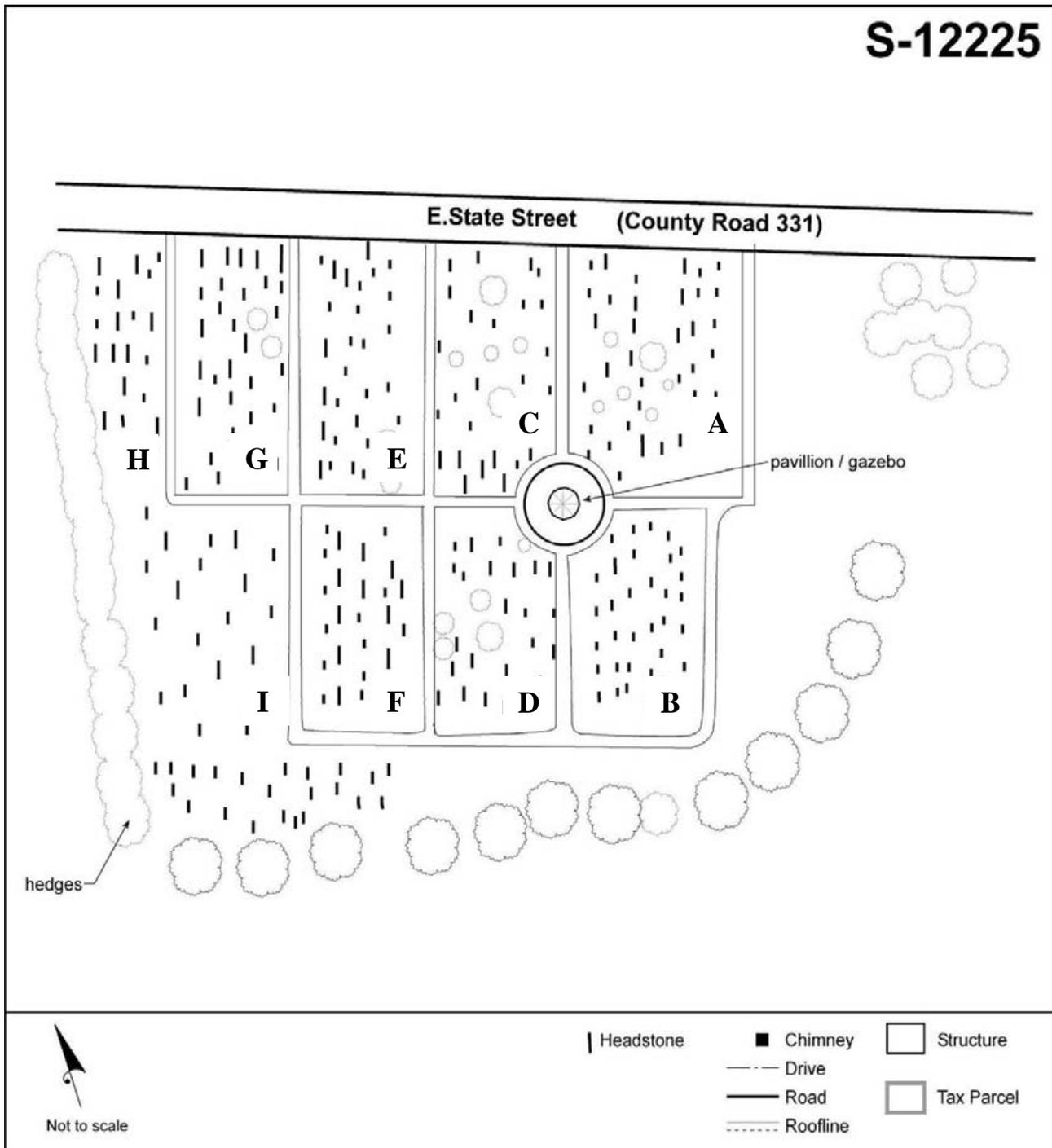


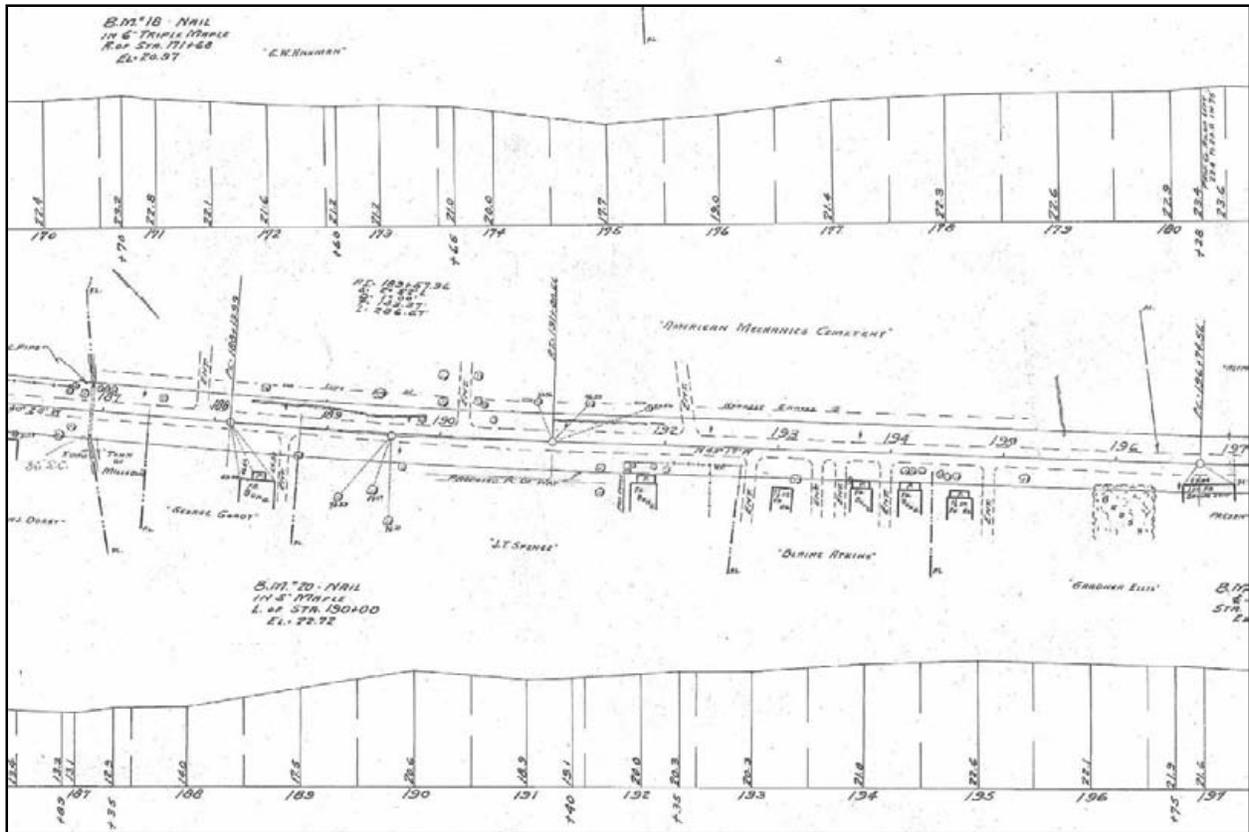
Block A from State Street, looking north.



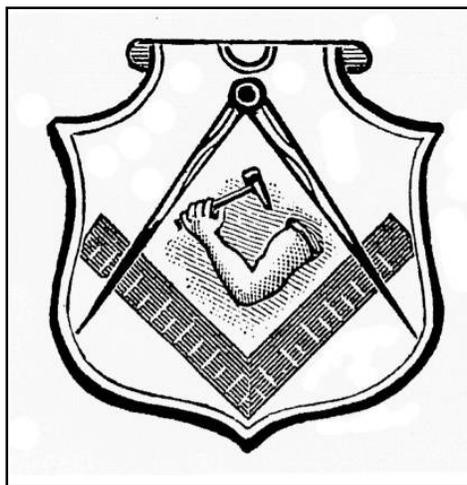
Block F, looking east from corner of block I.

S-12225





Construction plan for proposed roadway widening showing the “American Mechanics Cemetery” on the south side of State Street; note the “line of nearest graves” marked on the plan (State Highway Department 1939).



Logo for the O.U.A.M.; note how similar the symbology is to the Freemasons (Wolfe 2003).

4.2.7 Millsboro, Downtown Historic District

Description

The proposed Millsboro, Downtown Historic District is a large polygon-shaped area that encompasses resources east of U.S. Route 113 and west of the Indian River Inlet. This large, yet tightly-knit developed area is believed to reflect the town's history and development from as early as the mid-nineteenth century to the early-twentieth century, approximately the 1860s through the 1920s. The area includes a mix of commercial, residential, institutional, and industrial-type properties. Individual historic-period properties within the proposed district that were surveyed and evaluated as part of the current project include a total of 32 resources: S-09132, S-12192, S-12195 through S-12208, and S-12210 through S-12225. All of these properties were intensively surveyed and documented using DelSHPO CRS forms. Six of the properties (S-09132, S-12192, S-12201, S-12211, S-12215, and S-12225) were more intensively surveyed and evaluated for their inclusion in the National Register of Historic Places.

Architecturally, this potential district contains a range of resources with a variety of styles, types, uses, and construction dates. The heart of the commercial area is along Main and Washington Streets. A few of the commercial resources are scattered elsewhere in town, but many of these have been adaptively re-used, from former industrial to commercial uses or from former residential to commercial uses. Residential properties line the main thoroughfares such as State, Church, and Morris Streets, as well as the many side streets. Nearly all of the main roadways have sidewalks that front the resources. The former industrial resources, most of which were historically related to the railroad, maintain their locations near the railroad tracks.

The majority of the commercial properties are masonry (brick) buildings, many with parapet walled fronts. A few framed, gabled buildings stand throughout. The institutional resources, including two churches, a school, a cemetery, and government-related buildings including a post office, vary in style and age. Both churches reflect early gothic detailing, the school is of Neoclassical design, and the post office reflect is Colonial Revival in styling. Residentially, the architectural styles present a mixture of vernacular Victorian gothic, American foursquares, Colonial Revivals, bungalows, and minimal ranch dwellings.

Much of this area historically developed around the mills along the river. Remnants from the mill period of Millsboro's history are rare, but a few are scattered throughout the proposed district. Much more in evidence are resources from the mid-nineteenth century forward, reflecting the period of development in Millsboro spurred by advances in transportation of goods and people. State Street west of Washington was laid out as early as 1822, and the portion between Washington and Old Landing Road was added in 1842. The railroad came through town in the early 1870s and was instrumental in the transportation of area goods, materials, and produce. With the invention of automobiles came improvements to area roads, some of which evolved into commercial thoroughfares. Over the years these linear resources have remained as major arteries of transportation for the area.

Overall, the potential Millsboro, Downtown Historic District encompasses an area of town with a built environment that reflects the mid-nineteenth to early-twentieth century development of Millsboro. Although alterations have been made to individual buildings, and newer buildings have been added, the general level of integrity is still high. Most resources are clearly identifiable as products of their period and use, and the streetscapes as a whole form a cohesive collection of historic resources.

Evaluation

Only the buildings within the APE for the Iron Branch Road/State Street Roadway Improvement Project were intensively surveyed, and a formal evaluation of the proposed district as a whole was not attempted. Based on a preliminary assessment, however, it is likely that this district would be found eligible for inclusion in the National Register of Historic Places under Criterion A, for exemplifying an important chapter in the development of Millsboro, and under Criterion C, as a collection of period buildings that represent a “significant and distinguishable entity.”

The proposed preliminary National Register boundary for the district extends along the railroad right-of-way from Ellis Street to Old Landing Road, then northeast along Old Landing Road to Iron Branch Road. It then turns west along Iron Branch Road (East State Street) to River Road, encompassing the resources on the south side of the road. Here the boundary extends to the north to include the properties along the north side of State Street all the way to Morris Street. At this point, the recommended boundary encompasses an additional block north to Dodd Street, and continues west to the river bank. At the northwestern edge of property S-12195, the boundary turns south back to State Street, and then jogs a short distance west to Sussex Alley. It runs south along the east side of Sussex Alley to the rear of the lots on the south side of West Church Street to the intersection of Ellis Street. At this point, the recommended boundary continues south back to the railroad right-of-way.

The preliminary boundary for the proposed Millsboro, Downtown Historic District encompasses an area of the town most clearly associated with the c. 1860s-1920s historical development stemming from Millsboro’s early transportation routes (roads and rail). Of the 32 resources within the proposed district that also fall within the APE for the Iron Branch Road/State Street Roadway Improvement Project, 26 are likely to be considered contributing elements to the district (S-09132; S-12192; S-12195–S-12197; S-12201–S-12206; S-12210–S-12215; S-12217–S-12225).

Millsboro, Downtown Historic District



Streetscape looking east along State Street from just east of Sussex Alley.



Streetscape looking east-southeast along State Street from just east of Sussex Alley.



Streetscape looking north along West Main Street from just south of Church Street.



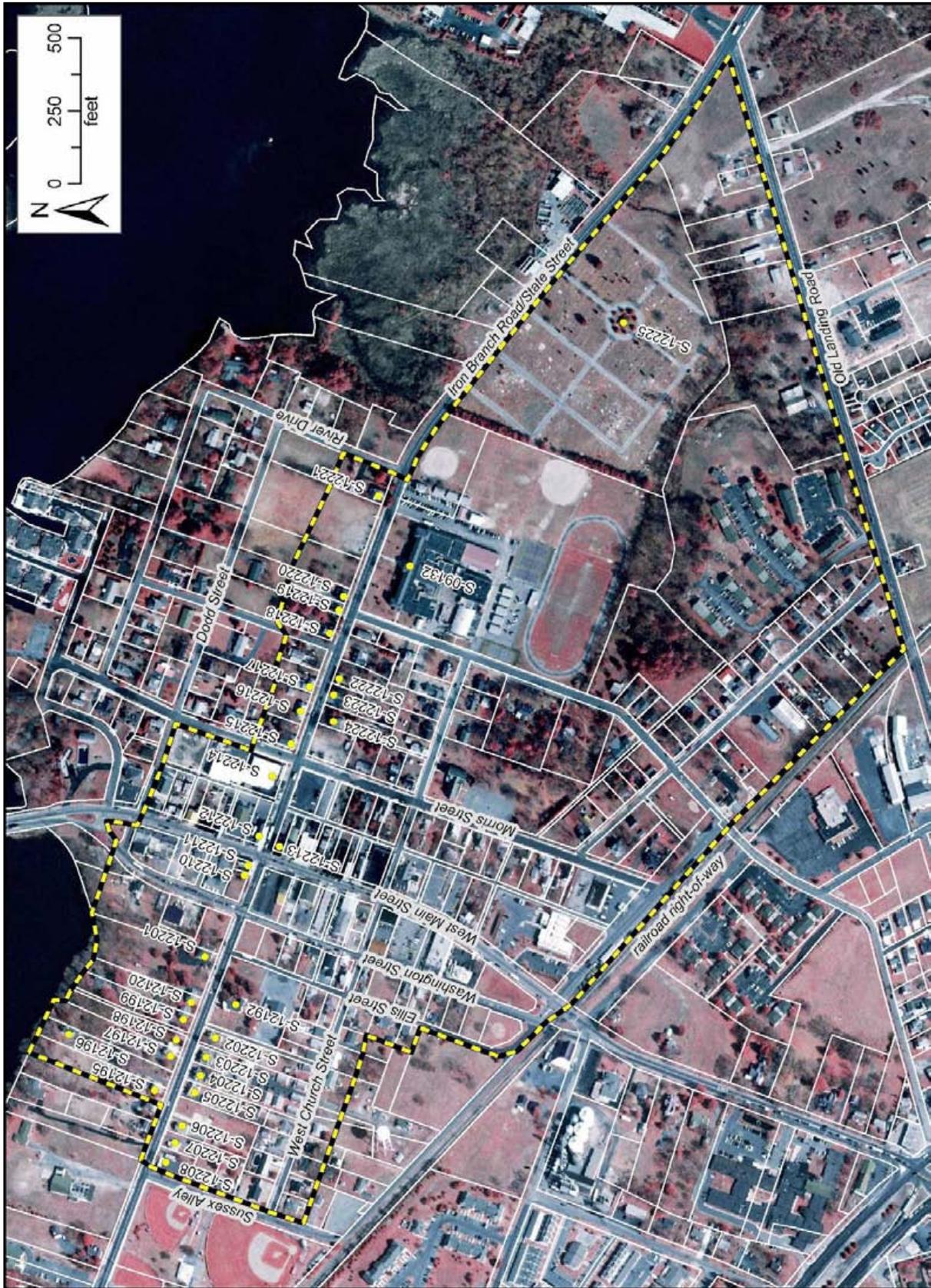
Streetscape looking northwest along State Street from Middle School.



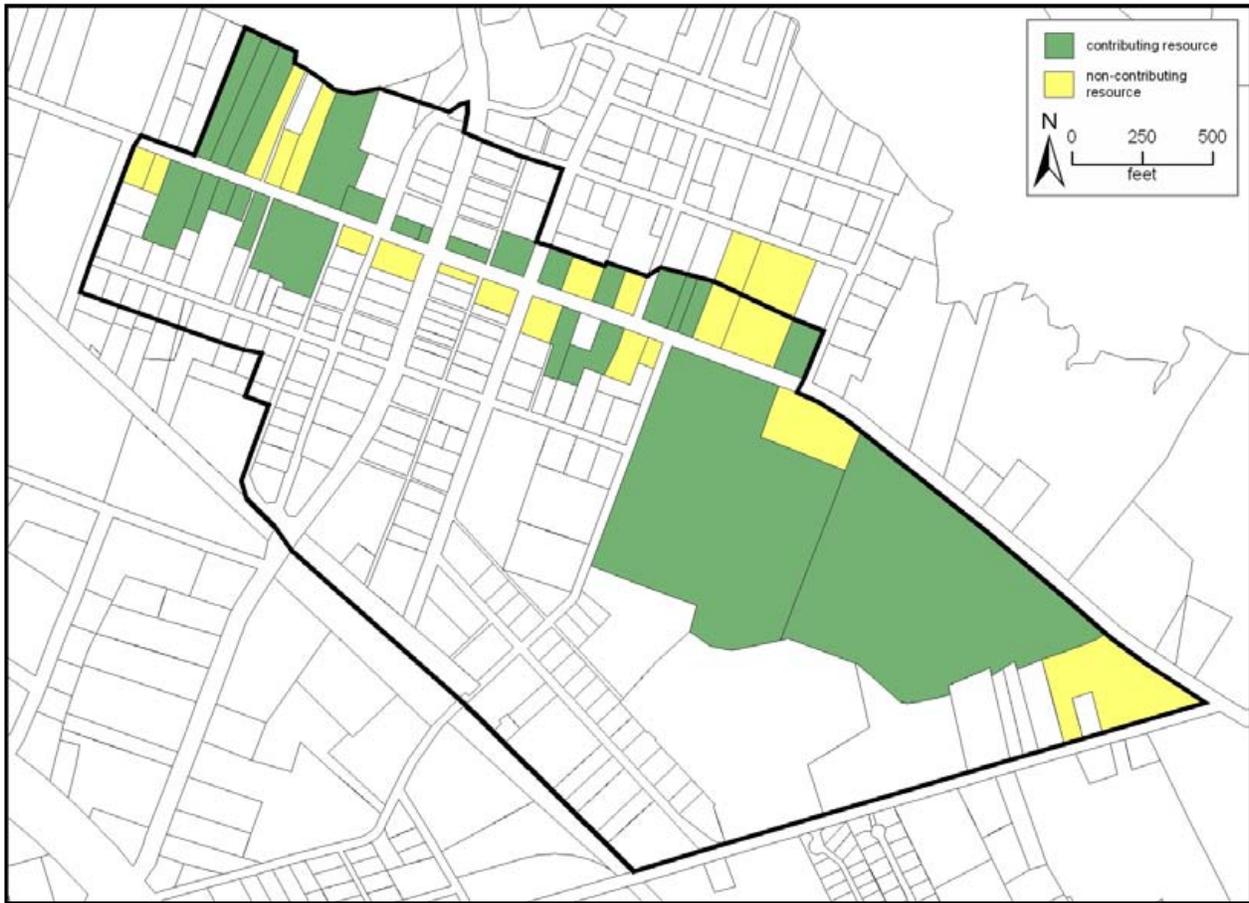
Streetscape looking east-southeast along railroad right-of-way from Wilson Street.



Streetscape looking northwest along Union Street from between Wilson Street and Old Landing Road.



Proposed Millsboro, Downtown Historic District boundary. Note that only those properties within the APE for the Iron Branch Road/State Street Roadway Improvement Project have been identified.



Proposed Millsboro, Downtown Historic District showing contributing and non-contributing properties within the APE for the Iron Branch Road/State Street Roadway Improvement Project (properties outside the APE were not surveyed).

4.3 SURVEYED PROPERTIES, NOT ELIGIBLE

The following 32 properties were determined to have no National Register potential and were therefore surveyed and documented using DelSHPO CRS forms, but not formally evaluated. Preliminary determinations were made in consultation with the Department and DelSHPO in a field view on 8 September 2009, and further confirmed during the field survey process. For the most part, they lack the integrity necessary to convey any significance they may have once possessed.

Each of these properties is located within the APE of the Iron Branch Road/State Street Roadway Improvement Project. Their status relative to the proposed Millsboro, Downtown Historic District is noted per the subheadings below. The limits of the proposed historic district were identified, but the district was not formally evaluated for National Register eligibility because it extended beyond the project APE. The preliminary National Register boundary was established using National Park Service guidelines and with guidance from DelSHPO and the Department. The individual property recommendations are based on preliminary significance criteria through which properties typically qualify (Criterion A, B, C, and D), research on historical property boundaries, and the period during which the resource obtained its historical significance.

4.3.1 Contributors to Potential Millsboro, Downtown Historic District



S-12195. Dwelling, 131 West State Street

- c. 1915-1920 American foursquare, side-hall plan
- resided in aluminum, replacement doors and windows throughout



S-12196. Dwelling, 127 West State Street

- c. 1890 vernacular Gothic Victorian
- resided, replacement doors and windows throughout, front porch enclosed, rear porch addition, new carport/garage



S-12197. Dwelling, 123 West State Street

- c. 1915-1920 American foursquare, side-hall plan
- resided in aluminum, replacement doors, windows, porch, & roofing, ramp added to rear, addition to rear



S-12202. Dwelling, 118 West State Street

- c. 1890 vernacular Gothic Victorian, side-hall plan
- resided in vinyl, replacement doors & windows throughout, replacement roofing, replacement porch east side, shed-roof enclosure on west wall (entire width of ell)



S-12203. Dwelling, 122 West State Street

- c. 1915-1920 American foursquare, side-hall plan
- resided, replacement doors & windows throughout, replacement porch decking, handicap ramp added around front & east sides



S-12204. Dwelling, 124-128 West State Street

- c. 1890 vernacular Gothic Victorian
- resided, replacement doors & windows throughout, replaced or altered front porch

4.0 PROPERTY DESCRIPTIONS AND EVALUATIONS



S-12205. Dwelling, 134 West State Street

- c. 1900 vernacular, side-hall plan
- resided in vinyl, replaced or altered front porch, additions to east side and rear wall



S-12206. Dwelling, 138 West State Street

- 1903 vernacular Victorian, side-hall plan
- resided, replacement doors & windows, porch replacement, roof plan alterations, addition to rear



S-12210. Blackstone Pharmacy, 103 East State Street

- c. 1890-1900 store
- moved to current location from corner lot next door, resided in aluminum



S-12213. Commercial Building, 240 Main Street

- c. 1915 grocery store
- new façade with new windows & doors, historic opening on north side closed in, addition to rear



S-12214. Millsboro Volunteer Fire Company, Station 83, 109 East State Street

- 1926 firestation
- historic main block encased in modern materials, replacement doors & windows throughout, tower entrance and east end additions



S-12217. Dwelling, 213 East State Street

- c. 1880 vernacular Victorian, central hall plan
- resided, replacement windows & doors throughout, front porch removed, addition to rear



S-12218. Dwelling, 301 East State Street

- c. 1900 vernacular Gothic Victorian, central hall plan
- resided, replacement windows & doors throughout, porch replacement



S-12212. Commercial Building, 302 Main Street

- c. 1920s store
- fenestration changes, resided, new wood ramp on façade, addition to rear



S-12219. Dwelling, 305 East State Street

- c. 1880 vernacular Gothic Victorian
- resided, porch enclosures across front and to rear



S-12220. Dwelling, 307 East State Street

- c. 1880 vernacular Gothic Victorian, central hall plan
- resided, replacement windows & doors throughout, addition to rear



S-12221. Dwelling, 323 East State Street

- c. 1920s American foursquare, side-hall plan
- resided, replacement windows & doors throughout, outside staircase & deck added to rear, addition to rear



S-12222. Dwelling, East State Street

- c. 1895-1900 vernacular Victorian, central hall plan
- resided, replacement windows & doors throughout, replacement entry porch, addition to rear



S-12223. Dwelling, 214 East State Street

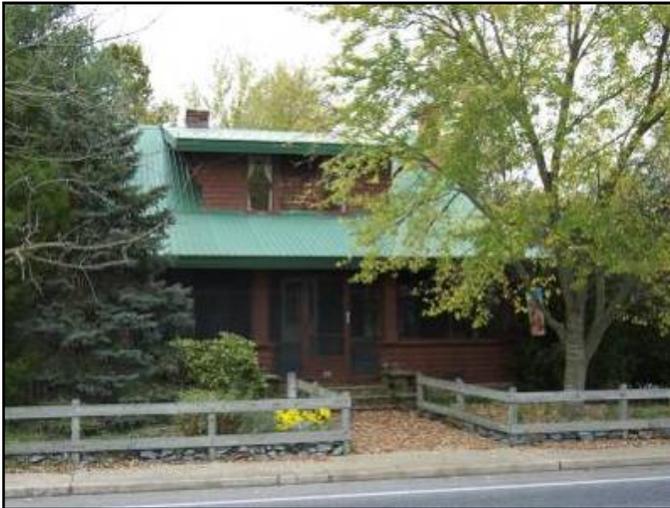
- c. 1910 vernacular Victorian
- resided, replacement windows & doors, additions to west wall and rear



S-12224. Dwelling, 210 East State Street

- c. 1925-1930 Colonial Revival, side-hall plan
- resided, replacement windows

4.3.2 Non-Contributors to Potential Millsboro, Downtown Historic District



S-12198. Dwelling, 119 West State Street

- c. 1930s bungalow, central hall plan
- new metal roofing (house largely inaccessible)



S-12199. Dwelling, 115 West State Street

- c. 1935-1940 Colonial Revival/Cape Cod, central hall plan
- sliding glass doors inserted near northwest rear corner with wood deck access



S-12200. Dwelling, West State Street

- c. 1935-1940 Colonial Revival/Cape Cod, central hall plan
- resided in vinyl, replacement doors & windows throughout, addition to rear



S-12207. Dwelling, 142 West State Street

- c. 1945-1950 World War II-era cottage, double-pen
- resided, replacement windows throughout, possible porch enclosure, replacement entry steps & stoop



S-12208. Dwelling, 200 Sussex Alley

- c. 1950 vernacular ranch house
- replacement windows throughout, addition to rear



S-12216. Dwelling, 209 East State Street

- 1947 World War II-era cottage/Cape Cod, central hall plan
- resided, replacement windows & doors, enclosed porch on west end with sliding glass doors, additions to rear

4.3.3 Outside Proposed Boundary of Potential Millsboro, Downtown Historic District



S-09039. Dwelling, 391 East State Street

- c. 1920s vernacular, side-hall plan
- resided in vinyl, replacement doors and windows throughout, porch additions/enclosures on front and rear



S-10857. Dwelling, 395 East State Street

- c. 1930 vernacular bungalow, central hall plan
- porch enclosure, replacement door & windows



S-10858. Dwelling, corner Old Landing Road/East State Street

- c. 1925-1930 vernacular bungalow, side-hall plan
- neglected and deteriorating, windows on upper level broken out, pieces of siding detached



S-12193. Dwelling, 215 West State Street

- c. 1890 vernacular Gothic Victorian, side-hall plan
- resided in aluminum, entry porch replaced, doors replaced, added upper level doorway, rear entry enclosed, modern porch south side



S-12194. Dwelling, 135 West State Street

- c. 1915-1920 American foursquare, side-hall plan
- resided in vinyl & synthetic stone, replacement doors & windows throughout, former wraparound porch now partially removed and partially enclosed



S-12209. Commercial Building, 209-213 West State Street

- c. 1945 store or warehouse
- façade, rear, and side additions