

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

**1. Name of Property**

historic name \_\_\_\_\_

other names/site number Campbell Farm (preferred) / S-9771

**2. Location**

street & number North side of State Route 26, east of Irons Lane  not for publication

city or town Millville  vicinity

state Delaware code DE county Sussex code 005 zip code 19970

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title Date

\_\_\_\_\_  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of commenting or other official Date

\_\_\_\_\_  
State or Federal agency and bureau

**4. National Park Service Certification**

<p>I, hereby certify that this property is:</p> <p><input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.</p> <p><input type="checkbox"/> determined eligible for the National Register. <input type="checkbox"/> See continuation sheet.</p> <p><input type="checkbox"/> determined not eligible for the National Register.</p> <p><input type="checkbox"/> removed from the National Register.</p> <p><input type="checkbox"/> other, (explain:) _____</p> <p>_____</p> <p>_____</p>	<p>Signature of the Keeper</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	<p>Date of Action</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
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**5. Classification**

**Ownership of Property**

(Check as many boxes as apply)

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

**Category of Property**

(Check only one box)

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

**Number of Resources within Property**

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
3	4	buildings
0	0	sites
0	0	structures
0	0	objects
3	4	Total

**Name of related multiple property listing**

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

**Number of contributing resources previously listed in the National Register**

N/A

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

Domestic/single dwelling - residence

Agriculture/storage - corn crib

Agriculture/animal facility - chicken house

**Current Functions**

(Enter categories from instructions)

Domestic/single dwelling - residence

Agriculture/storage - machinery

Agriculture/animal facility - chicken house

Agriculture/storage - equipment shed

Agriculture/storage - vehicle shed

Agriculture/storage - vehicle shed

Agriculture/storage - vehicle shed

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

Late 19<sup>th</sup> and 20<sup>th</sup> Century Revivals/Gothic Revival

**Materials**

(Enter categories from instructions)

foundation Stone

walls Vinyl

roof Asphalt

other Brick chimney

Wood vergeboard

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

**Areas of Significance**

(Enter categories from instructions)

Agriculture

**Period of Significance**

c. 1885 to 1940

**Significant Dates**

N/A

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Unknown

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous documentation on file (NPS):**

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

**Primary location of additional data**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

McCormick, Taylor & Associates, Inc.

Campbell Farm

Name of Property

Sussex, DE

County and State

**10. Geographical Data**

Acreage of Property 13.80 acres

**UTM References**

(Place additional UTM references on a continuation sheet.)

1 

1	8
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6	1	5	7	6
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2	2	4	0	9	8
---	---	---	---	---	---

Zone

Easting

Northing

3 

1	8
---	---

6	1	3	6	5
---	---	---	---	---

2	2	4	3	9	7
---	---	---	---	---	---

Zone

Easting

Northing

2 

1	8
---	---

6	1	5	7	4
---	---	---	---	---

2	2	4	4	2	7
---	---	---	---	---	---

4 

1	8
---	---

6	1	4	8	4
---	---	---	---	---

2	2	4	0	8	8
---	---	---	---	---	---

See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title Elizabeth C. Harvey, AICP/Historic Preservation Planner

organization McCormick, Taylor & Associates, Inc. date July 2003; Revised December 2003

street & number 2 Commerce Square, 2001 Market Street telephone 215.592.4200

city or town Philadelphia state PA zip code 19103

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional Items**

(Check with the SHPO or FPO for any additional items)

**Property Owner**

(Complete this item at the request of SHPO or FPO.)

name George and Janet Campbell

street & number RR 2, Box 127 telephone N/A

city or town Clarksville state DE zip code 19970

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number 7 Page 1

Description

The Campbell Farm is situated in a primarily rural setting located in Baltimore Hundred; however, this area is rapidly developing into a more densely residential area. Overall, the integrity of this farmstead is good owing to the presence of a main dwelling, agricultural outbuildings, and fields.

The main house of Campbell Farm is a two and one-half story, five-bay, vinyl-clad, Gothic Revival building with an asphalt-shingle cross-gable roof. The main (south) façade features an enclosed porch that extends across the four westernmost bays; the porch has an asphalt-shingle hipped roof, paired three-light awning windows, and a central single-leaf entrance with an aluminum and glazed storm door. The fifth and easternmost bay is a vinyl 1/1 window flanked by faux louvered shutters. The second floor has wood 2/2 windows that are flanked by faux louvered shutters; the peak of the central cross gable has a 1/1 arched window. The east façade of the main block features on the first floor vinyl 1/1 windows flanked by faux louvered shutters; the second floor has wood 2/2 windows flanked by faux louvered shutters; and the gable peak has two openings with wood four-light windows. The west façade of the main block features two wood 2/2 windows flanked by faux louvered shutters; the gable peak has two openings with wood four-light windows. The gable peaks on the east and west facades have bargeboard; an interior brick chimney rises from the west end. To the rear (north) of the house lies a rear ell with a side-gable roof; one-story additions with shed roofs have been added to the east and west facades. This building serves as a contributing feature to the agricultural complex.

To the northwest of the main building, there is a one-story prefabricated equipment shed. Clad in weatherboard, it features on the main (east) façade a central double-leaf entrance with board and batten doors and is flanked by 1/1 windows with snap-in muntins. The shed has a side-gable roof with asphalt shingles. The north and south facades are unadorned. This structure is a noncontributing feature of the agricultural complex.

To the north of the main building is a one-story small barn/corncrib that features wood plank walls and a front-gable asphalt-shingle roof. The main (east) façade has an open vehicular entrance to the north and a single-leaf pedestrian entrance with a board and batten door to the south; there is an opening with a hinged wood door in the gable peak. The west façade features a single-leaf pedestrian entrance with a board and batten door and an opening with a hinged wood door in the gable peak. The south façade has two openings with hinged wood doors. This structure serves as a contributing feature of the agricultural complex.

A double-height contemporary vehicle shed lies northwest of the main building and the corncrib. The main (east) façade features a double-leaf vehicle entrance with metal sliding doors; the same doors are featured on the west façade. The south façade has two vinyl 1/1 windows with faux louvered shutters and a single-leaf entrance with an aluminum and glazed door. This structure is as a noncontributing feature of the agricultural complex.

To the north of the main house, beyond the corncrib and vehicle shed, lies an elongated, metal-clad contemporary chicken house with a gable roof. The east façade features a single-leaf entrance with a flush door at its southern end and a one-story addition with a gable roof extending from the north. The north façade has its openings concealed by plastic; the south façade has a regular pattern of elongated window openings covered in

## National Register of Historic Places Continuation Sheet

Section number 7,8 Page 2

plastic with a single-leaf pedestrian entrance to its east. A metal conical silo lies to the east of the chicken house. This structure serves as a contributing feature of the agricultural complex.

To the north of the chicken house there is a second vehicle shed with metal walls and an asphalt-shingle front-gable roof. The main (south) façade is open; the east and west facades are unadorned. This structure is a noncontributing feature of the agricultural complex.

To the north of the chicken house and east of the second vehicle shed lies a shelter supported with wood posts and covered by a corrugated metal roof. This structure is a noncontributing feature of the agricultural complex.

### Statement of Significance

#### Baltimore Hundred

Baltimore Hundred is located along the southeastern coast of Sussex County, Delaware. A part of both the Lower Peninsula/Cypress Swamp (Eastern) Zone and the Coastal Zone as identified in the *Delaware Comprehensive Historic Plan*, Baltimore Hundred's history is tied to the natural features of the landscape. Bounded to the north by the Indian River Bay, to the south by the state of Maryland, to the east by the Atlantic Ocean, and to the west by Dagsboro Hundred, Baltimore Hundred's boundary was much contested through the eighteenth century. Both the colonies of Delaware and Maryland claimed the area of Baltimore Hundred; it was not until 1775 that Worcester County, Maryland released its claims to the land and ceded the territory to Delaware (Scharf, p. 1339).

Settlement during the early-mid nineteenth century mimicked earlier colonial patterns. People preferred to live in non-nucleated patterns away from previously established communities. The arrival of the railroad through Sussex County in the 1850s and 1860s, however, forever altered these settlement patterns. The Delaware Railroad, which pushed south to Delmar in 1859, helped connect Sussex County to northern urban communities (Williams, pp. 1-2). Small towns or cross roads proliferated (such as Roxana and Frankford) in response to these rail lines. While these new railroad lines were an improvement over the shallow, shoal-filled bays and atrocious dirt roads in Baltimore Hundred, the rail lines did not bring immediate local prosperity (Carter, p. 8). Instead, these railroads helped to slowly transform the nature of commerce and transportation throughout the Baltimore Hundred area over time (Carter, p. 8).

One of the emergent property types along the Route 26 corridor that typically dates to this period is the agricultural complex.<sup>1</sup> An agricultural complex is composed of a farmstead with one or more dwellings on the

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<sup>1</sup> The following discussion of the Agricultural Complex property type is derived from Lu Ann De Cunzo and Ann Marie Garcia's October 1992 *Historic Context: The Archaeology of Agriculture and Rural Life, New Castle and Kent Counties, Delaware, 1830-1940*; this same definition of an Agricultural Complex was used again by De Cunzo & Garcia in their August 1993 report "Neither a Desert Nor A Paradise:" *Historic Context For The Archaeology Of Agriculture And Rural Life, Sussex County, Delaware, 1770-1940*. While the original context focused on the northern two-thirds of Delaware, the "social and cultural aspects of farm life" as developed in the report can be refined with modification to Baltimore Hundred, Sussex County, Delaware area (De Cunzo & Garcia, p. i). In addition, John Bedell's *Historic Context: The Archaeology of Farm and Rural Dwelling Sites in New Castle and Kent Counties*,

## National Register of Historic Places Continuation Sheet

Section number 8 Page 3

property, along with yards, gardens, fences, ditches, wells, and other standing “domestic and agricultural outbuildings” (De Cunzo & Garcia, pp. 234-5). Most agricultural complexes from this time period featured vernacular I-house dwellings in which the farm owner is presumed to have lived in (*See the discussion which follows concerning I-houses*); other dwellings such as tenant houses, or farm manager houses may have been located on the property which date to this time period, but most are anticipated to have been razed, moved, or deteriorated (De Cunzo & Garcia, p. 235). Domestic and agricultural outbuildings such as corn stacks (houses), small barns, sheds, granaries, hay poles, and root houses are also expected features of intact nineteenth century Agricultural Complexes – however, due to their often impermanent nature, and changes in agricultural technology, few are expected to have survived into the twenty-first century. According to De Cunzo and Garcia, “utilitarian and nonutilitarian spaces and features directly associated with these buildings—landscaped lawns, yards, and gardens; kitchen gardens; work yards; animal pens; wells and other water sources; drives, lanes, and paths; trash and other waste disposal area and features” are all key features spatially to the farmstead plan of Agricultural Complexes (De Cunzo & Garcia, p. 235). Agricultural fields, wood lots, marshes, ditches, streams, and orchards are all important natural features of Agricultural Complexes as well, which contribute to the overall setting and feeling of a property (De Cunzo & Garcia, p. 235).

The arrival of the railroad during the period of Industrialization and Early Urbanization (1830 to 1880) helped continue what came to be known as the I-house form in Baltimore Hundred.<sup>2</sup> I-houses are usually found on Agricultural Complexes, are two and one-half stories in height, one or two rooms deep, three, four, or five bays in width, and feature a side-gable roofline. While the I-house form existed in pre-railroad America, especially in regions of the Tidewater South where traditional British folk forms persisted, rail lines helped provide cheap, plentiful lumber to areas once limited by water transportation routes, which helped continue the popularity of the familiar, side-gable house form (McAlester, p. 96). Railroads also helped disseminate changing stylistic trends and urban news to the rural inhabitants of Baltimore Hundred. Affluent local farmers could now add stylistic details to make their simple, side-gabled dwellings appear fashionable, as they were no longer restricted exclusively to local building materials and customs (McAlester, pp. 96, 89). Existing I-houses were altered during the post-railroad era to include front and side porches, chimneys, and rearward ell extensions, and vernacular Gothic Revival and Italianate details as their owners saw fit (McAlester, p. 96). Some earlier side-gable houses featured Greek Revival style elements, such as a lower-pitched gable roofline, with wide cornice lines with boxed returns and six-pane glazed windows, while other later dwellings exhibited hints of Italianate influences with slightly overhanging eaves supported by decorative brackets, and single, tall, narrow, arched windows (McAlester, p. 178, 210). In rural areas along the present-day Route 26 corridor, architectural styles such as vernacular Greek Revival, Italianate and Gothic Revival continued long past their popularity in urban centers. Local residents opted to selectively adapt elements from popular styles in their own vernacular housing

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*Delaware 1730-1770 and 1770-1830* (2002) also helped inform, to a lesser degree, the definition of an Agricultural Complex within this report. Meetings with MTA, DelDOT, and the Delaware SHPO in December 2002 and May 2003 encouraged a focus on the valuation of agricultural resources functionally, rather than stylistically.

Note: the term “I-house” will be used interchangeably with the two and one-half story, three, four or five bay, side-gable building form in the discussion which follows. Virginia & Lee McAlester’s *A Field Guide to American Houses* (2000) section on “Folk Houses – National” (pages 88-101) helped provide a description of I-houses in the which will be used to assess National Register eligibility along the Route 26 APE.

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 4

forms long after they were out of vogue in cities. Defining characteristics of side-gabled houses (I-house) built after the railroad arrived in Sussex County include dwellings that are two and one-half stories in height, three-to-five bays in width, and one or two rooms deep, typically with a center stair or passage (Bucher, p. 244).

I-houses are also seen along the Route 26 corridor with vernacular Gothic Revival detailing, such as a cross-gable.<sup>3</sup> Gothic Revival style was popular especially in rural areas, as it was an architectural form that was "compatible with the natural landscape," with stylistic details (such as multiple gables and full-width porches) that were particularly well suited for large lots and preexisting dwellings, such as I-houses (Herman, p. 139). Steeply pitched roofs, frequently pierced with cross gables and decorated with vergeboard, along with pointed-arch windows and full-width one-story porches all characterize vernacular Gothic Revival structures (McAlester, p. 197). Frequently these modified I-house dwellings are symmetrical in feeling with an open-rake, open-eave roofline, feature two-over-two double-hung sash windows, bay windows, or false shaping details surrounding rectangular windows (McAlester, p. 199). The Gothic Revival style was popular in rural areas from *circa* 1840, when Andrew Jackson Downing first published his *Cottage Residences* (1842) pattern book, until *circa* 1885, when the resurgence for the style faded after English critic John Ruskin's designs waned in popularity (McAlester, p. 200). It is likely, however, given the popularity of the Gothic Revival style in rural areas that it lingered on well into the twentieth century in the Baltimore Hundred vicinity.

Along a portion of the former Middlesex tract near White Creek, W. S. Hall opened a store on his farm (*Ocean View: Our Hometown*, 1997). United States Postal Service records indicate the area became known as Hall's Store by 1833, and included portions of what is now known as Cedar Neck (NSDAR, p. 25; U.S. Postal Service, *Record of Appointment of Postmasters*, Volume 9, *circa* 1832-1843, Sussex County, DE). A postoffice was established there in 1822, and shortly thereafter a small community of farmers, watermen and seamen took root (*Ocean View: Our Hometown*, 1997). Hall's Store was officially re-named Ocean View just a few years after the Civil War (1870) in recognition of its proximity to the Atlantic Ocean (Alotta, p. 293). Around 1881, mail was received in Ocean View about three times per week via stagecoach from Georgetown, driven by a local, Mr. William Betts (Pepper, p. 30). On April 13, 1889, sea captain George W. West became the first elected town council president of the newly incorporated village. Captain W. Tunnel later replaced George West as town council president (*Ocean View: Our Hometown*, 1997).

Around this same time, the community of Clarksville was also established. In 1850, Peleg W. Helm opened a store in present-day Clarksville (what is presumed to be this "store" is shown on the 1868 Pomeroy & Beers *Atlas of the State of Delaware*), and a few years later a post office was organized (The U.S. Postal Service *Record of Appointment of Postmasters*, does not list a salaried postmaster in Clarksville until Charles S. Richards petitioned for a post office in 1893, however). Clarksville reputedly is named in honor of Gideon Clark, an early pioneer living in the vicinity during the nineteenth century. By the turn of the twentieth century, Clarksville was a small community of 225 to 250 residents, most of whom were likely engaged in some form of agriculture (U.S. Postal Service, *Post Office Department Report of Site Locations*, 1893).

<sup>3</sup> The I-house with vernacular Gothic Revival detailing is distinguished within this report because of the great number of resources seen along the Route 26 corridor that can be categorized as this architectural property type. All resource which exhibit the basic I-house form (even with different exterior stylistic characteristics) will be evaluated using the same basic I-house criteria.

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 5

Ditching and dredging efforts continued in earnest throughout Baltimore Hundred in the nineteenth century. The Beaver Dam Ditch Company was formally incorporated on February 23, 1865 (Scharf, p. 1342). Land reclamation occurred in the vicinity of the Cypress Swamp, and the introduction of lime and manure as fertilizers benefited agriculture. The conclusion of the Civil War heralded the expansion of peach orchards in southern Delaware, and strawberries were grown in large quantities in northern Baltimore Hundred by the 1870s (Collins & Eby, p. 207). Limited by reliance on animal power, a scarcity of navigable inland water routes, and little available capital, farming efforts languished in comparison to enterprises in New Castle County, Delaware.

Railroad lines passing through the region to the west, coupled with the expansion of paved highways in the twentieth century also promoted growth of the egg and poultry industries (Collins & Eby, p. 207).<sup>4</sup> While many local farmers had previously been engaged in egg production, it suddenly became profitable to raise and dress broiler chickens for delivery to New York City and Philadelphia. Broiler chicken production rose to unprecedented levels during this time period, and was a savior for the local and state economy during the Great Depression of the 1930s.

While Cecile Long Steele, a housewife from Ocean View, is credited for having "created" the broiler chicken industry in Baltimore Hundred in 1923, the industry had started on a much smaller scale several years earlier. By *circa* 1917, "virtually every farm wife had her flock of laying hens" to augment family income (Collins & Eby, p. 207). Despite the fact that Baltimore Hundred's chicken flock was hard hit in the mid-1920s by "range paralysis," commercial egg and broiler farms continued to grow (Williams, p. 9). Word of Cecile Long Steele's success in raising chickens "exclusively for sale as broilers" spread quickly throughout Baltimore Hundred and the Delmarva Peninsula (Herman & Chase, pp. 237-241). By 1928, Delaware's annual poultry production grew from "two million broilers [in 1928] to sixty million in 1944" (Williams, p. 121). The broiler chicken industry that the Steeles had created prompted many downstate farmers to expand their field acreage of corn and also start cultivating drought-resistant soybeans for chicken feed (Williams, p. 122). Physically, the landscape of southern Delaware changed from the poultry industry. Long, one-story chicken houses began to hug the flat landscape, and tall vertical storage towers were built by agribusinessmen "to process corn and soybean into mash for chickens" (Williams, p. 122). The move to broilers also meant a decrease in truck farming in many areas, and the decreased profitability of canning operations in the region (Williams, p. 122). Not only had a fungus disease ravaged many important income-producing truck crops such as strawberries and tomatoes *circa* 1920, but a drop in the salinity levels of the Indian River Bay decimated the bay's shellfish population (Krajewski, p. 3). The burgeoning commercial broiler industry was therefore an ideal solution for Baltimore Hundred farmers looking for new, stable forms of income.

The rapidly increasing demand for chickens meant that many relatively poor farmers could get rich virtually overnight (Williams, p. 122). The broiler chicken industry flourished in Baltimore Hundred for a variety of

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Before 1917, Sussex County in total had less than 35 miles of paved roadway. By 1924, Coleman Du Pont's "revolutionary concrete highway" – Route 113 – ran the entire length of the state of Delaware and "provided new economic opportunities," especially for farmers (De Cunzo & Garcia, p. 31). See Lu Ann De Cunzo & Ann Marie Garcia's "Neither A Desert Nor A Paradise:" *Historic Context For The Archaeology of Agriculture And Rural Life, Sussex County, Delaware, 1770-1940* (August 1993).

## National Register of Historic Places Continuation Sheet

Section number 8 Page 6

reasons, chief among them were the temperate climate, cheap building, labor and overhead costs (especially for heating fuel), readily available credit for financing, close proximity to markets, and a porous soil that provided for good drainage and aided in disease control (Tomhave, p. 131). Although the average farm size declined in Sussex County (from an average of 123 acres in 1880 to an average of 78 acres in 1930) along with the percentage of land used for farming activities, many farmers were able to take advantage of agricultural and technological changes and increase their own revenues (Callahan, n.p.; Herman & Lanier, p. 7). Tenant farming increased during this period as well, with "over 50% of Delaware's farmers being tenants of sharecroppers" around 1900 (De Cunzo & Garcia, p. 31). High levels of farm tenancy continued throughout the region well into the twentieth century (De Cunzo & Garcia, p. 31). With this monetary windfall, many larger Baltimore Hundred farmers constructed new family farmhouses and agricultural outbuildings, altered their existing homes, or moved older housing stock to their properties for tenant residences.

Agricultural outbuildings responded to the changes that were occurring in Baltimore Hundred farming practices. Delaware farmers realized that the small, wooden chicken houses present on their farmsteads from the late nineteenth and early twentieth centuries were not practical for the large scale production of eggs and meat demanded by urban markets (*Delaware Aglands Exhibit*, p. 15). Initially, broiler houses were small, square, one-story wood frame buildings that would feature a shed roof and house about 500 chickens (Herman, p. 218). Originally brooder houses, these early broiler houses were set apart from one another so as to prevent the spread of diseases (Tomhave, p. 133). Warmed by the heat of a coal cook stove, fed from wooden troughs, and watered by hand, broiler chickens got along well in their uncomplicated environment (Herman, p. 218). Some chicken colony houses were small (6 x 8, 8 x 8, or 8 x 12), one-story wood weatherboard structures with a shed roof that were essentially built like sleds, capable of being moved closer to the farmhouse during the winter, and to fresh pastures in the summer (Sawin, p. 52).

However, as the poultry industry grew in size and complexity, so did chicken housing. Agricultural journals from the early twentieth century urged poultry farmers to build new structures situated near other outbuildings that shielded the hatchlings from extreme temperatures and possessed good air circulation (Herman, p. 219). During the first three decades of the twentieth century, chicken houses "continued a design tradition of being lightly framed buildings with shed or shallow asymmetrical gable-roofs" (Herman, p. 219). In 1928, the first long broiler house made its appearance and soon gained popularity (Tomhave, p. 133). By the 1930s and early 1940s, these structures were "long, low, ground-hugging buildings with small, two-story structures in the center that included second-story 'chicken house apartments'" for hired tenants (Herman, p. 219). Typically 20 or 24 feet wide, and variable in length (usually 400 to 500 feet), these second-story apartments afforded chicken farmers a cost-effective and accessible place for their tenants to live (Herman, p. 219; Tomhave, p. 133). Conglomerates like Allen Family Foods and Townsends purchased larger chicken complexes such as these prior to WWII (Herman, p. 220). Few of these chicken houses exist today due to changes in poultry practices, the increasing use of automated watering and feeding devices, hurricanes, and the popularity of wider (40 to 60 feet) broiler houses (Herman, p. 212).

## National Register of Historic Places Continuation Sheet

Section number 8 Page 7

After World War II, many chicken house workers who once lived in these second story apartments found better jobs elsewhere, with improved housing conditions (Krajewski, p. 17). Technological changes in poultry production made numerous jobs obsolete, as many processes were automated, requiring less human attention. Hurricane Hazel hit the Delmarva Peninsula in 1954, and further revolutionized chicken house design. Since many of these early chicken houses were "not thought to be permanent structures and were usually built of lesser quality materials," Hurricane Hazel's devastating winds and rain destroyed scores of older chicken houses (Krajewski, p. 10). Many farmers in the rebuilding process decided to modernize their poultry operations, and utilize new chicken house plans sent by local extension agents of the federal government and the University of Delaware's Agricultural Experiment Station to increase their farming efficiency (Krajewski, p. 21). Farmers who were before unwilling or financially unable to modernize their operations thus constructed new, modern, efficient, stable and sanitary poultry facilities (such as the clear span broiler house) during the post-Hurricane Hazel era (Krajewski, p. 22).

New and existing agricultural complexes along the Route 26 vicinity from Ocean View to Clarksville were deeply influenced by the poultry industry in the first and second quarters of the twentieth century. As discussed earlier, many farm wives had been raising small flocks of chickens since the mid-to-late nineteenth century to supply their families with eggs and meat. After the explosion of the broiler industry, led by the Steeles in Ocean View in the 1920s, farmhouses, along with agricultural and domestic outbuildings, began to change. Grain/corn farming continued on many farmsteads; however, corn was now typically being grown for chicken feed rather than for human consumption or export. As such, corn cribs (or "stacks") from the nineteenth century were moved around farms, and were used to store grain. Small equipment sheds, granaries, small barns, and chicken houses are all individual anticipated Agricultural Property Types within these Baltimore Hundred agricultural complexes, as are modified I-houses with Colonial and Gothic Revival exterior stylistic elements that helped form the hub of many farmsteads along Route 26.

The United States government began involvement in constructing canals and other public waterways in 1828 (Fisher, p. 10). During the late nineteenth century, the federal government supported public improvement projects, including canal construction, throughout the nation. During the early twentieth century, the Atlantic Intracoastal Waterway (ICW) was established as a series of canals, inland waterways, and coastal areas that formed a transportation corridor from Maine to Florida. By 1940, the ICW was firmly established through the incorporation of existing waterways. The Assawoman Canal, although intended as a free public waterway, never became integrated with the ICW and has since languished.

The Assawoman Canal was created through legislation passed on February 8, 1887, and between 1888 and 1892 the land to build the canal was acquired (Vol. 1, p. 98, Enrolled Delaware Bills). Originally, the "General Government" appropriated \$18,000 for the construction of the canal (Vol. 1, p. 98, Enrolled Delaware Bills). The Assawoman Canal (S-9695) was surveyed and planned by the United States Army Corps of Engineers. The purpose of the canal was to form an inland waterway between Indian River Bay and Little Assawoman Bay. The canal was named for the Algonquian appellation "Assawomet," meaning "midway fishing stream," and was also known as the "U.S. Government Canal" (Federal Writers' Project, p. 511; Robinson, p. 1). The canal was intended to be 72 feet in width and six feet in depth and was dug with Italian immigrant labor (Scharf, p. 1342;

## National Register of Historic Places Continuation Sheet

Section number 8 Page 8

<http://www.destateparks.com/holts/assawoman.htm>). The canal was supposed to serve as a trade route for southeastern Delaware; however, a commercial market did not develop along the canal as predicted, and the canal fell into disrepair (Federal Writers' Project, p. 511). By the 1930s, "half-sunken boats lie rotting along the banks" of the Assawoman Canal, and infill from farmland had reduced the depth of the Canal to less than two feet in many places (Federal Writers; Project, p. 511).

Millville, situated about four miles west of Bethany Beach along Route 26/Atlantic Avenue, also witnessed growth during 1880 to 1840. Around 1886, a group of residents, including Elisha C. Dukes, felt as though a post office was needed for the community of over 200 people (NSDAR, p. 23; U.S. Postal Service, *Post Office Department Reports of Site Locations*, 1886). While the names Dukestown or Dukesville were suggested for the hamlet, others wanted an appellation more descriptive of the place. Because the leading industry in the low and marshy area was the lumber mill of Captain Peter Townsend, and sorghum, molasses and gristmills proliferated nearby, the name Millville was chosen (NSDAR, p. 23). Elisha Dukes, proprietor of the local general county store, served as the first postmaster (NSDAR, p. 23). A small schoolhouse "stood off the main road to the northwest" in Millville before a newer one-room structure took its place; today, the Methodist Church occupies the lot where this schoolhouse once stood (NSDAR, p. 23). Millville continued to expand on a limited scale during the early twentieth century, for the Millville Hardware Store commenced operations in 1930, and the Millville Fire Company organized and constructed a hall in 1939 (Collins and Eby, n.p.).

### Determination of Eligibility

When considering the four eligibility criteria, the seven attributes of integrity, and the characteristics of the agricultural complex found within Baltimore Hundred, Sussex County, the Campbell Farm Property is recommended eligible for the National Register of Historic Places under Criterion A for its association with agriculture. The property continues operating in an agricultural capacity with the presence of Allen's Hatchery and is one of few remaining examples of its type along the Route 26 corridor. The new late twentieth century buildings associated with the hatchery illustrate the changing agricultural pursuits of local farmers. The property is not affiliated with any persons important to local, state, or national history; however, the current owners lease part of their property to Allen's Hatchery. The Allen family began as a hatchery in 1919 by C. Clarence and Nellie Allen with 250 eggs and a kerosene heater in the parlor of their farmhouse near Seaford, Delaware. By the end of World War II, the hatchery moved to the outskirts of Seaford and became more involved with broilers (Criterion B). While the main building does maintain some characteristics of Gothic Revival residential architecture such as a five-bay width, wood 2/2 double-hung windows, and cross gables with vergeboard, the porch enclosure and siding compromise the distinctiveness of its style. The buildings are not known to represent the work of a master architect or builder. The small barn/corncrib is eligible as a distinctive example of its type (Criterion C). Owing to prior ground disturbance, there is little probability that new information will result from archaeological testing performed in the vicinity of the property (Criterion D). While the property maintains integrity of location, design, and association with residential and agricultural uses, other features have been compromised. For example, the setting has been altered by the introduction of contemporary intrusions such as two large vehicle sheds, an above-ground pool, and a large contemporary chicken house. The feeling has been altered by the increased contemporary development along Route 26.

**National Register of Historic Places  
Continuation Sheet**

Section number 8, 9 Page 9

Furthermore, the materials and workmanship have been obscured or compromised by the vinyl siding and enclosed porch with awning windows on the main façade.

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**National Register of Historic Places  
Continuation Sheet**

Section number 9 Page 10

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**National Register of Historic Places  
Continuation Sheet**

Section number 10 Page 11

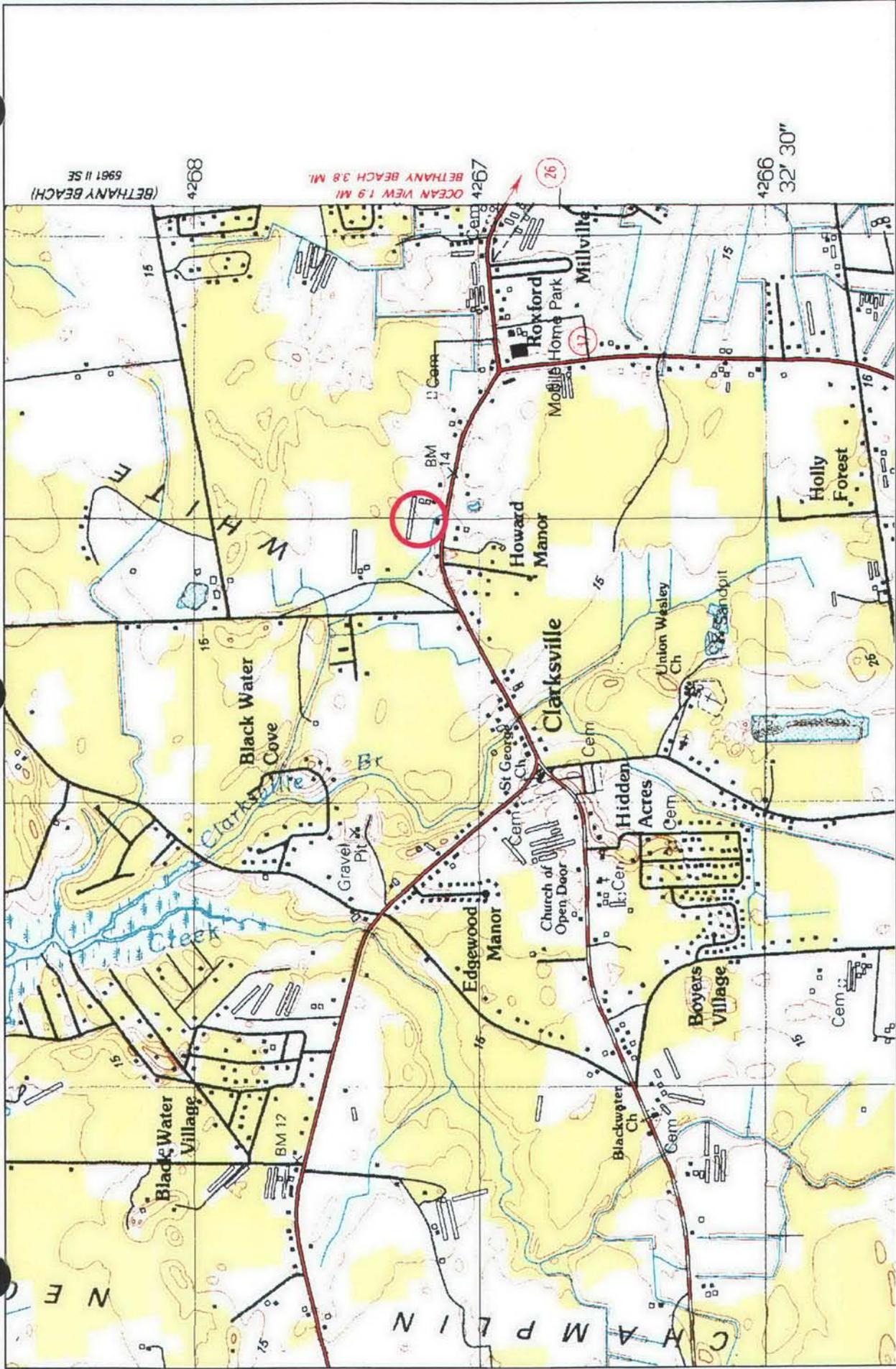
**Campbell Farm**      **Sussex County, DE**

**National Register Boundary Description**

In accordance with "National Register Bulletin: Defining Boundaries for National Register Properties (Revised 1997)," consideration was given to the distribution of resources, current legal boundaries, historic boundaries, natural features, and cultural features. The proposed boundary follows that of tax parcel 1-34-11-171.00.

**Boundary Justification**

This boundary is sufficient to convey significance under Criterion A. The boundary includes the farmhouse, outbuildings, fields that have historically been associated with this farmstead. This boundary was prepared in accordance with the guidelines in the National Register Bulletin: "Defining Boundaries for National Register Properties".



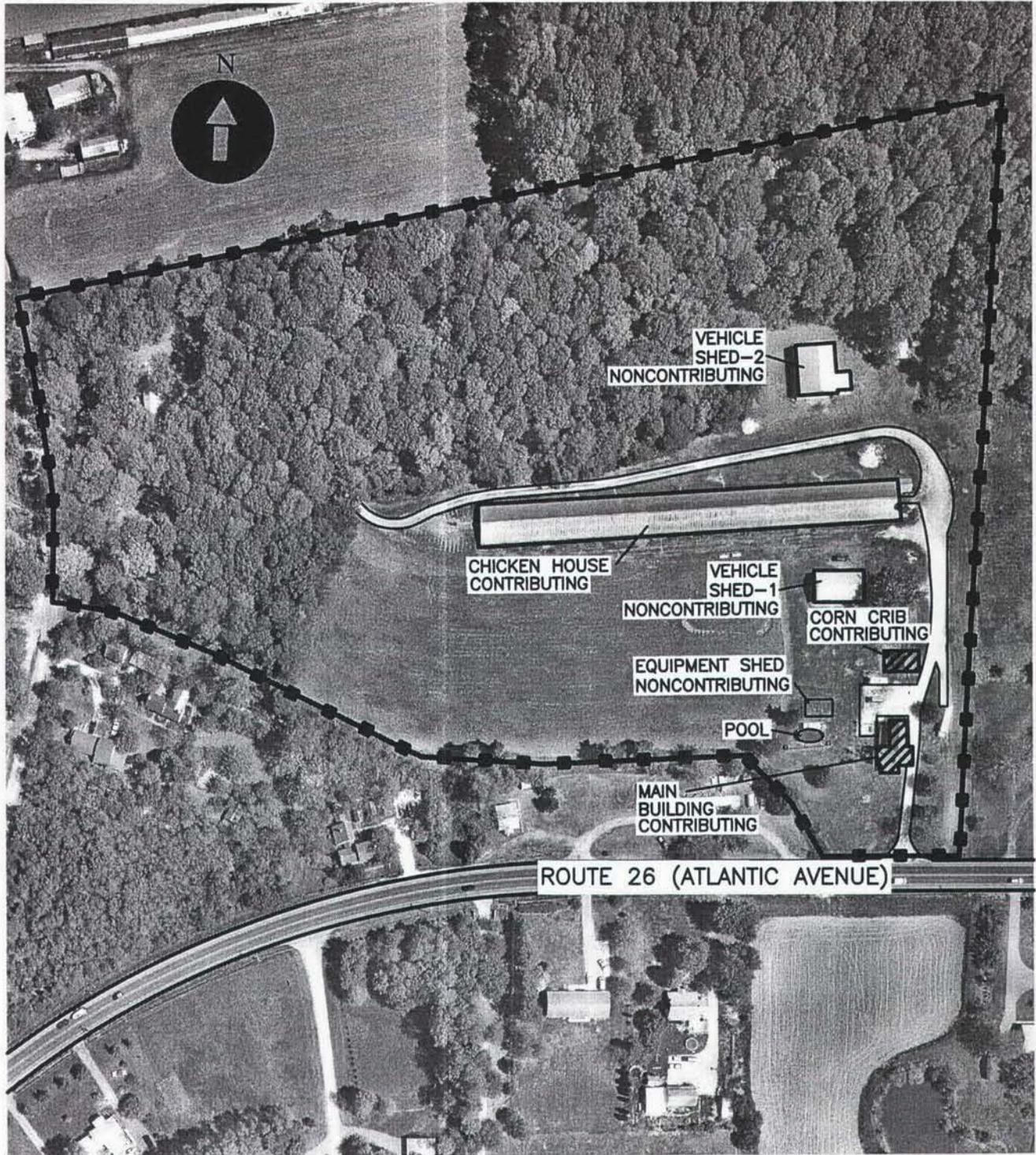
Campbell Farm  
 North Side of SR 26, East of Irons Lane  
 Sussex County, DE

Zone: 18  
 UTM: N-224390  
 E-61412



Frankford, Delaware  
 USGS Quadrangle  
 1984, Photorevised 1991

Campbell Farm  
Sussex County, DE



APPROX. SCALE 1"=120'

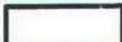
	BUILDING 50 YEARS OLD OR OLDER
	BUILDING LESS THAN 50 YEARS OLD
	NATIONAL REGISTER BOUNDARY (FOLLOWS TAX PARCEL BOUNDARY)



Photo 1: Campbell Farmhouse on north side of SR 26, east of Irons Lane, facing northeast.



Photo 2: Campbell Farm on north side of SR 26, east of Irons Lane, facing southwest.

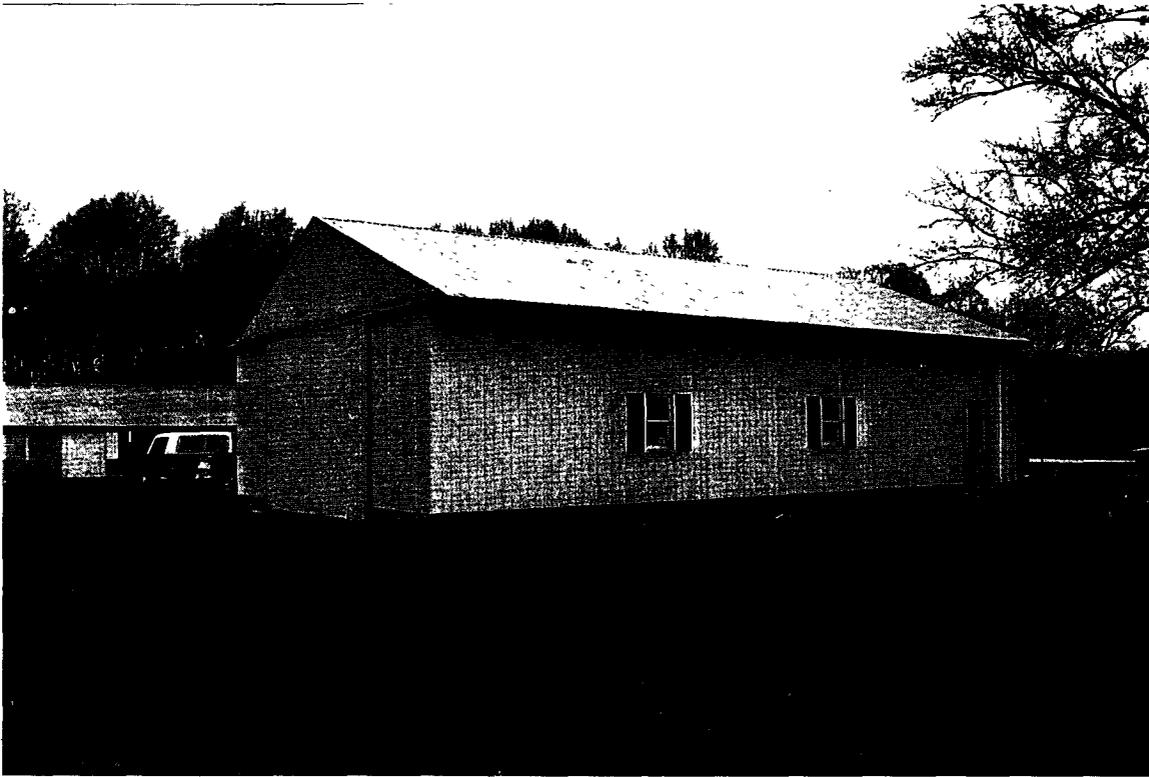


Photo 3: Campbell Farm, Vehicle Shed, on north side of SR 26, east of Irons Lane, facing northeast.



Photo 4: Campbell Farm, Corn Crib, on north side of SR 26, east of Irons Lane, facing northeast.

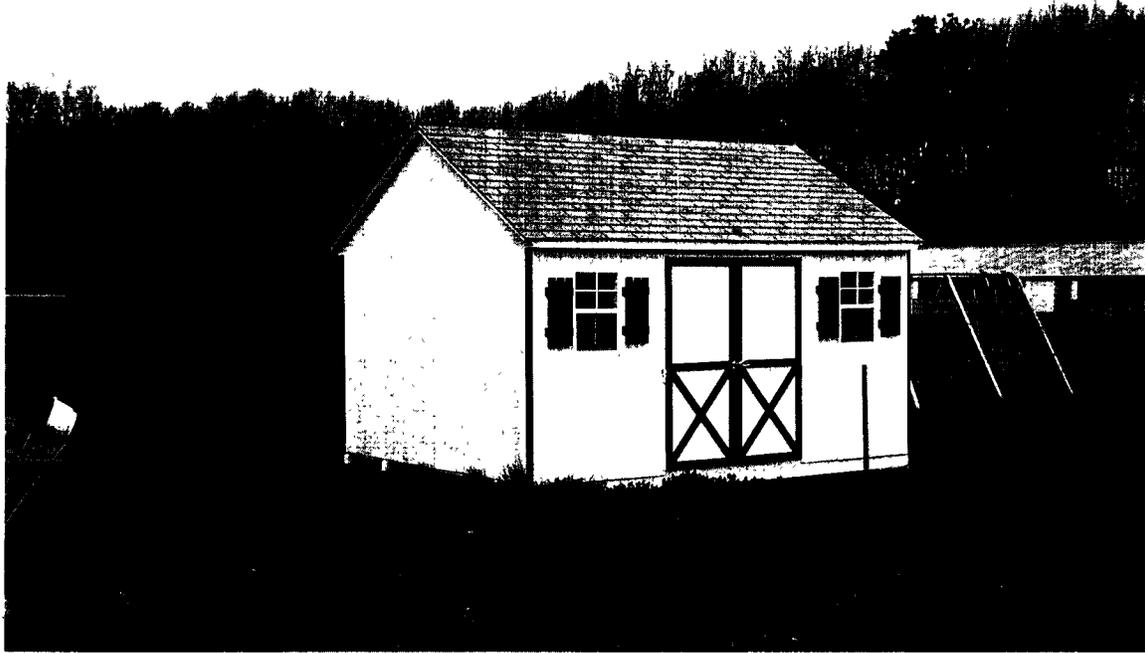


Photo 5: Campbell Farm, Prefabricated Shed, on north side of SR 26, east of Irons Lane, facing northwest.



Photo 6: Campbell Farm, Chicken House, on north side of SR 26, east of Irons Lane, facing northwest.



Photo 7: Campbell Farm, Vehicle Shed, on north side of SR 26, east of Irons Lane, facing northwest.



Photo 8: Campbell Farm, Lean-to, on north side of SR 26, east of Irons Lane, facing north.