

SECTION 4.0 BACKGROUND RESEARCH

Background research was conducted to locate previously identified archaeological resources in the APE and to evaluate the potential significance of previously unidentified cultural resources within an appropriate historic context. Research was conducted at the Delaware State Historic Preservation Office (DESHPO) in Dover to identify archaeological resources within the APE that are listed or eligible for listing on the National Register, to review previously conducted cultural resources surveys, and to identify the location of registered archaeological sites. Historical research was conducted at the New Castle Public Library and the University of Delaware, and historic maps and aerial photographs were consulted through a variety of online resources, including the Hagley Museum and Library, the Delaware Geological Survey's Data Mapping and Integration Laboratory, and the New Castle Community History and Archaeology Program. An historic architectural survey concurrently conducted for this project was also used as source for historical research (see Richard Grubb & Associates, Inc. 2010). Consultation with Dr. LuAnn DeCunzo also was completed as part of the background research effort (see Appendix B).

4.1 Archaeology

Registered Archaeological Sites

No archaeological sites were previously identified within the APE. One prehistoric archaeological site is located within one mile of the APE. The Dobbinsville site (CRS # N-14022, 7NC-E-150), located approximately 5,000 feet west of the APE, is in a similar upland setting to the APE (Table 4.1). That site is an undated micro-band base camp site containing chert, quartz and jasper debitage. Additionally, excavations at the New Castle Courthouse (John Milner Associates 2006) recovered prehistoric artifacts, including ceramics, in fill contexts above courthouse foundation remnants. The presence of this prehistoric material in fill used in historic construction activities suggests a high potential for prehistoric sites in the immediate vicinity of New Castle. Six registered historic sites are located within one mile of the APE (see Table 4.1). Three of these, Fort Casimir (CRS # N-349, 7NC-E-105E), the New Castle Courthouse Plaza (CRS # N-1290, 7NC-E-105A), and the Gilpin House Well (CRS # N-1311, 7NC-E-177), are located within the New Castle Historic District. These sites have been part of extensive archaeological investigations of New Castle's Colonial and Federal period occupations. New Castle Courthouse, in particular, has been subject to several archaeological investigations (Wolcott 1957; Guerrant 1984, Fithian 2003, John Milner Associates 2006). The three remaining sites, Basin 1A, Trench 4 (CRS # N-14197, 7NC-E-173), School House #40 (CRS # N-13740.052, 7NC-E-180B) and Dairy Farm (CRS # N-13740.051, 7NC-E-180A), are located northwest of the APE and were investigated as part of development of the New Castle Airport (see Heite Consulting 2002).

Table 4.1: Registered archaeological sites within a one-mile radius of the APE.

Site/CRS #/Name	Site Type	Temporal Designation	Artifacts Recovered	Drainage, distance to water	Source
7NC-E-150/CRS# N-14022/Dobbinville Site	Micro-band base camp	Prehistoric	Hammerstone, jasper, chert, quartz debitage	Army Creek, 750 ft.	DESHPO site form
7NC-E-105A/CRS# N-1290/New Castle Courthouse Plaza	Government	17 th -19 th centuries	17 th - 19 th century domestic and architectural materials	Lower Delaware River, 1000 ft.	John Milner Associates 2006
7NC-E-105E/CRS#349/Fort Casimir	Government	17 th century	17 th century domestic and architectural materials	Lower Delaware River, 400 ft.	DESHPO site form
7NC-E-177/CRS# N-1311/Gilpin House Well	Residential	Historic	Unknown	Lower Delaware River, 1000 ft.	DESHPO site form
7NC-E-173/CRS# N-14197/Basin 1A, Trench 4	Agricultural	1940-1960	Wrought spikes, terra cotta pipe, machine hardware, bricks, whiteware, porcelain, stoneware	Army Creek, 2000 ft.	DESHPO site form
7NC-E-180A/CRS# 13740.051/Dairy Farm	Agricultural	1880-1940	Unknown	Army Creek, 2000 ft.	DESHPO site form
7NC-E-180B/CRS# 13740.052/School House #40	Education	1830-1940	Unknown	Army Creek, 2000 ft.	DESHPO site form

Cultural Resources Surveys

The background research for this survey included a review of cultural resources survey reports in the vicinity of the APE. New Castle’s history and significance as an early colonial settlement has been extensively documented. Its subsequent growth in the core commercial and residential area around the New Castle Common has also received significant attention in a number of archaeological and architectural surveys.

No cultural resources surveys have been conducted within the APE. Six cultural resources surveys have investigated seven historic or prehistoric archaeological resources within one mile of the APE (Wolcott 1957; Guerrant 1984, Heite and Heite 1986; Hoffman 2000; Fithian 2003; John Milner Associates 2006). A Phase I/II investigation of a sewer interceptor right-of-way along Route 9 identified prehistoric resources in one area in the western end of that project area. That site, 7NC-E-150, was categorized as a micro-band base camp confined to plowzone contexts and not considered eligible for listing on the State or National Registers (Hoffman 2000). Five archaeological investigations have been completed at the New Castle Courthouse (Wolcott 1957; Guerrant 1984, Fithian 2003; John Milner Associates 2006). During restorations to the courthouse in the 1950s, Wolcott (1957) conducted excavations beneath the floor of the courthouse where stone foundations related to the first courthouse were encountered. In 1976, the Delaware Section of Archaeology completed excavations in the Sheriff’s Yard as part of landscaping improvements (see Guerrant

1984; John Milner Associates 2006). Test excavations in 1984 related to the construction of handicapped access ramps for the courthouse documented a complex history of building and rebuilding episodes dating to as early as the seventeenth century component of the building (Guerrant 1984). In 1995, the test excavations were conducted south of the 1732 block of the building (Fithian 2003). Most recently, John Milner Associates (2006) completed investigations of the current courthouse plaza in an effort to categorize stratified fill deposits identified in previous investigations on the property (Wolcott 1957; Guerrant 1984; Fithian 2003). As a result of these investigations, the Delaware State Museum gained a better understanding of construction methods and episodes at the courthouse and uses of the courthouse plaza. Finally, Heite and Heite (1986) completed Phase I investigations at the site of Fort Casimir in the New Castle Historic District.

Three additional properties in proximity to the APE have been previously surveyed. The Deemer Steel Casting Company/Triton Cotton Mill (CRS# N-13374), on West Ninth Street at Washington Street, was documented with Historic American Engineering Record (HAER) recordation in 1994. The building has since been demolished and the site redeveloped as the Deemer's Landing apartment community. Also previously surveyed were the rowhouses at 807-809 Washington Street (CRS# N-401). No recommendation was made regarding the eligibility of the two houses, which were built prior to 1868.

In addition, 24 historic buildings and structures have been identified within one mile of the APE (see Richard Grubb & Associates, Inc. 2010). Notable resources among this group include the Hermitage, the Lesley-Travers Mansion, Amstel House, the New Castle Ice Piers, and the Glebe House, all of which are listed historic properties. A National Register architectural and historical eligibility study completed by Bower and Abbot (1991) prior to road widening of the Frenchtown Pike (Route 273) between Route 141 and U.S. 13 identified two eligible properties: the Bellanca Aircraft Corporation Hangar and Penn Farm.

Archaeological Preservation Plan

The APE is included within three study areas of the New Castle Archaeological Preservation Plan (Heite and Heite 1989:8, Map 2): Study Areas 9, 11, and 12. Study Area 9 includes South Street between Third and Fifth Streets. In this area notable development includes the original 1831 alignment of the New Castle & Frenchtown Railroad (CRS# N-00422, NR: 5/8/1973), a tannery in operation from the early to mid-nineteenth century and the mid-nineteenth century New Castle Manufacturing Company (later Hicks Steam Engine Works), on which property an early nineteenth century residence also may have stood. Development of the railroad corridor in this area resulted in extensive filling of portions of Study Area 9. Heite and Heite (1989) classify locations where deep deposits of fill associated with the railroad are documented as high sensitivity areas for historic

archaeological resources. Heite and Heite (1989:47) consider the former location of the tannery to be a high sensitivity area due to the possibility that remains of the tannery have been sealed beneath a deep deposit of fill and subsequent construction of row houses in this area. One of the first steam locomotive factories in the United States, the New Castle Manufacturing Company, was located in this area (see Heite and Heite 1989). Also noteworthy in Study Area 9 is the re-alignment of Third and Fourth Streets due to the construction of the railroad. Heite and Heite (1989:48) assert that undocumented early colonial and colonial deposits may exist in Study Area 9 oriented along the original street grid. The remainder of Study Area 9 is classified as a zone of moderate archaeological sensitivity.

Study Area 11 includes South Street between Fifth and West Seventh Streets. South Street turns southwest in this area to follow the route of a seventeenth-century path into the interior of the peninsula (Heite and Heite 1989). The area was characterized by suburban residential development in the mid-nineteenth century with some large homes, such as the Lesley-Travers Mansion. Heite and Heite (1989) classify this area as an area of high sensitivity for historic archaeological resources related to New Castle's industrial period.

Study Area 12 includes the southern portions of New Castle's industrial periphery from the south side of South Street to the old Philadelphia, Baltimore & Washington railroad (Heite and Heite 1989). This area includes portions of the original railroad bed of the New Castle & Frenchtown Railroad line that were abandoned very early in its history as well as industrial facilities developed in the late nineteenth century. The Brosius-Eliason lumber yard is also located in this study area. Heite and Heite (1989:50) have argued that the abandoned New Castle & Frenchtown Railroad alignment may contain artifactual evidence of the early history of railroad development since the original track was laid on stone sleepers that were later replaced by experimental varieties of wooden crossties. Heite and Heite (1989) classify this area as an area of high sensitivity for historic archaeological resources related to New Castle's industrial period.

In general, Heite and Heite (1989) recommend professional archaeological assessment where construction will impact areas of high archaeological sensitivity, particularly within house lots. Heite and Heite (1989:54) observe that, "Several observations from the inland side of town indicate that soil and trash spread was effectively limited by lot lines." However, Heite and Heite (1989:59) note that, "Because New Castle's streets have not moved, there is little likelihood that archaeological remains lie under most of them." They emphasize the potential for archaeological resources in areas where deep fills were documented: the Battery, the Quaker cemetery and the tanyard where fills may range from six to as much as 12 feet deep (Heite and Heite 1989). Only the tannery is adjacent to the APE. New Castle's archaeological preservation plan also notes that the original alignment of the

New Castle & Frenchtown Railroad has the potential to provide information on early experiments in railroad construction.

Historic Properties

No known archaeological historic properties are located within the APE.

The APE includes two properties previously listed on the National Register of Historic Places: the New Castle Historic District and Stonum (see Figure 1.1). The New Castle Historic District (CRS# N-349; NR: 12/24/1967, boundary expansion 11/8/1984; NHL: 12/24/1967) is significant for its historical associations with early settlement on the Delaware River, its position as an early trading and shipping center, and for its role as a critical link in the regional transportation network. The district includes more than 500 individual properties dating from the mid-eighteenth through the early twentieth century (Jett and Cesna 1984). The APE is located within the southwest corner of the New Castle Historic District and contains 24 properties within the district boundaries, 11 of which have been previously identified as contributing resources.

Located at 900 Washington Street, Stonum (CRS# N-362; NR: 11/7/1973; NHL: 11/7/1973) is the eighteenth-century country house of George Read, American patriot and signer of the United States Constitution (Post 1973). The two-and-one-half-story brick dwelling was constructed prior to 1769; a portion of the rear wing reportedly predates the main house. Stonum's significance is primarily for its associations with Read, a major political figure in Delaware. The building was documented in 1936 by the Historic American Buildings Survey (HABS DE-91).

4.2 Prehistoric Context

The prehistory of Delaware is generally divided into the Paleo-Indian (12,000 to 6500 B.C.), Archaic (6500 to 3000 B.C.), Woodland I (3000 B.C. to A.D. 1000) and Woodland II (A.D. 1000 to A.D. 1650) chronological periods based on a system devised by Custer (e.g., 1984, 1986, 1989, 1994). The following discussion briefly summarizes information regarding Delaware prehistoric archaeology from a variety of sources (e.g., Custer 1984, 1989, 1994, 1996; Custer and DeSantis 1986; Custer et al. 1986; Custer et al. 1996; Eveleigh et al. 1983; Louis Berger Group 2005; Lowery 2002; Petraglia et al. 1998, Petraglia et al. 2002; Riley et al. 1994; Weslager 1972).

The Paleo-Indian period extends from 12,000 B.C. to 6500 B.C. and is considered the earliest documented human occupation of Delmarva. Subsistence patterns during this time included large game hunting and generalized foraging. People were highly mobile, lived in small groups, and made distinctive fluted projectile or spear points and a variety of other tools favoring high quality jasper or

chert obtained from quarry or cobble sources. Later in this period, Kirk and Palmer and other corner-notched and stemmed projectile point types were favored with increased use of other lithic materials such as rhyolite. Paleo-Indian site settings within northern Delaware are typically associated with upland knolls adjacent to swamps and bogs and poorly drained areas, near confluences, limestone sinkholes or valleys, and sources of high quality lithic materials such as the northern Delaware Chalcedony Complex, outcroppings of quartz in northwestern Delaware, and Iron Hill (Custer 1989, 1996; Custer and DeSantis 1985; Lowery 2002).

Paleo-Indian/Early Archaic sites in northern Delaware are small procurement sites situated on uplands near swampy or poorly drained areas or floodplains. The Mitchell Farm site (7NC-A-2) located near limestone sinkholes in the vicinity of Hockessin contained three fluted points and numerous Kirk and Palmer points (Custer and DeSantis 1985; Custer 1989: Figure 10). Similar upland settings exist in the APE, but prior disturbances and the narrow impacts of the project limit the potential for Paleo-Indian/Early Archaic sites to be present.

The Archaic period (3000 B.C. to 6500 B.C.) was a time of adaptation to Holocene environments. Tools used by Archaic people included bifurcated base and stemmed points, groundstone and plant processing tools, and more generalized toolkits. They were hunter-gatherers with increasing intensification of resource use, including shell fish and estuarine resources, forest foods (such as nuts and fruit) and small game. They also made use of a wider variety of lithic materials. Archaeological sites for this period may include both large base camps where many people lived and worked and small camps where specific activities took place or where small groups lived as part of an overall stratified riverine settlement system.

Archaic period sites are found in association with newly emergent freshwater interior swamps and marshes, such as Churchman's Marsh in northern Delaware, upland slopes near streams and bogs, springheads, and knolls near swampy floodplains (Custer and Wallace 1982; Custer 1996:158; Miller et al. 2010). In northern Delaware, information about the presence of Archaic period people is limited and includes small procurement sites and find spots of bifurcate points (circa 6000 BC), considered diagnostic of the Archaic period (Custer 1989). Cobble resources and use of a wider variety of lithic sources were noted during the Archaic period.

The long Woodland I period (3000 B.C. to A.D. 1000) is a time of dramatic social and technological change. Population increased as climate warmed and environment stabilized, which created estuarine and riverine environments rich in fish and shellfish resources. Tools used during this period include, Broadspear points or knives, narrow-stemmed, fishtail and other stemmed points, and plant processing tools. New types of vessels were invented, such as soapstone bowls and ceramics.

During this time indications of social change, religious ideas, and possible social ranking can be found on some archaeological sites in the Delmarva Peninsula. Settlement patterns became more focused on large riverine floodplains, where larger base camps than in preceding periods were noted. While populations continued to make use of interior headwater locations and smaller drainages, these environments supported micro-band camps and procurement stations. Overall, larger aggregate populations, an increase in the number and variety of sites, increasing sedentism and concomitant increases in population density mark the Woodland I period. Related ideological, economic and political changes demonstrate the increasing differentiation of groups. These include mortuary ceremonialism, extensive trade networks for exotic raw materials, intensive harvesting of wild plant, marine, and game foods, and the long-term storage of food surpluses that reflect organized strategies of intensive foraging.

For northern Delaware, several large macro-band base camps during the Woodland I period illustrate these social and cultural changes. The Delaware Park Site (Thomas 1981), Clyde Farm Site, and Lums Pond Site (Petraglia et al. 1998) demonstrate both investment in structures, food preparation facilities and storage features as well as variation in land-use patterns based on the range of features present at each site and the spatial extent of occupation (Custer 1994). Micro-band camps, such as the Hawthorn site (Custer and Bachman 1984), represent the range of environments occupied during the period. Recently investigated micro-band camp sites like the Gabor site (Barse and Eichinger 2003) and 7NC-E-152 (Miller et al. 2010), demonstrate the repeated occupation of preferred landscapes across multiple cultural periods as well as significant changes in land use and settlement pattern related to changes in subsistence strategies.

The Woodland I period is divided into complexes with diagnostic artifacts. During the early part of the Woodland I period, the Clyde Farm complex (named for the Clyde Farm site (7NC-E-6) near Churchman's Marsh) is defined by the use of diagnostic early ceramics, steatite vessels, broadspears, and the prevalence of argillite (Custer 1989: 185). Later complexes of the Woodland I period include Delmarva Adena defined by the presence of Adena points, Coulbourn ceramics, grave goods and exotic Adena-related artifacts, including copper, tubular pipes, and shell beads; Wolfe Neck defined by the presence of Wolfe Neck/Susquehanna Series ceramics, argillite, and rhyolite artifacts; and the Delaware Park Complex defined by the presence of Hell Island ceramics and Jack's Reef points. Large base camp sites were located on the floodplains of major rivers, while smaller micro-band sites or procurement sites are found on the slopes of knolls adjacent to low order streams, in headwater settings, near bay/basins, and upland settings (Custer 1989: 216-217; Custer and Wallace 1982). The nearby Churchman's Marsh area also contains a complex of Woodland I macroband base camps, procurement sites, and staging/processing stations (Custer and Bachman 1984; Custer 1982; Custer et al. 1981; Bachman and Custer 1983; Miller et al. 2010). One of the most likely types

of site to be located within the APE is a Woodland I procurement site based on their distribution and the topographic setting of the APE.

During the Woodland II period (A.D. 1000 to circa A.D. 1650), people were living fairly settled lives characterized by unfortified hamlets and camps. They made more use of local resources, including cobble cherts and jasper. Their hunting tools included the use of bows and arrows tipped with triangular projectile points. Woodland II people in northern Delaware can be linked to the historically known Lenape. The northern portion of the Delmarva Peninsula is considered part of the Minguannan Complex, named for diagnostic incised ceramics. Large base camps are noted for portions of northern Delaware, such as the Mitchell Farm site near Hockessin (Custer and DeSantis 1985). Smaller procurement sites have been found on the edges of knolls and adjacent to ephemeral streams. Northern Delaware lacks clear evidence for extensive cultivation of domesticated plants seen elsewhere in the Middle Atlantic, and settlement patterns appear oriented toward somewhat smaller settlements than in the preceding period.

The Contact Period (ca. A.D. 1650 - A.D. 1750), is the time of the first European contact with Native Americans in Delaware (Custer 1989; Custer and Wallace 1982). This period is further subdivided by Custer (1989) into the pre-1675 Early Contact Complex and post-1675 Refugee Complex. It began with the arrival of the first substantial numbers of Europeans to the region, primarily Dutch and Swedish settlers; large numbers of English settlers arrived after the mid-seventeenth century. Early contacts with European explorers and settlers have been documented for the Chesapeake Bay and the Delaware Bay near Lewes, Delaware. The Upper Chesapeake Bay was visited by Captain John Smith in his second voyage in 1608, and he mapped the area and made notes about his visit (Smith 1608). Based on ethnographic accounts, Native American groups in the vicinity of the APE included bands who spoke a similar language, called the Southern Unami (Goddard 1978). They were likely to have been somewhat settled in villages at this time relying on horticulture and continued hunting and gathering for subsistence. The Contact period is not well documented in northern Delaware, although to the northwest of the APE, documented villages included Minguannan on the White Clay Creek and Quineomessinque on the Brandywine (Custer 1989; Goddard 1978: 215; Weslager 1972). These inhabitants interacted with Swedish and later Dutch colonists of New Castle throughout the mid-seventeenth century (Weslager 1972). No Native American contact period sites are documented for the APE and its vicinity.

4.3 Historic Context

In accordance with state guidelines, the historic context was divided into chronological periods as set forth in the Delaware Comprehensive Historic Preservation Plan (Ames et al. 1989; DeCunzo

and Catts 1990).

Exploration and Frontier Settlement, 1630-1730 ±

The APE is located within the Coastal Zone geographic region of northern Delaware in the City of New Castle, which was one of the earliest permanent settlements in Delaware. The first permanent settlement in Delaware was established by the Swedes in 1638 on a point near the Christina River in present-day Wilmington. Fort Christina commanded a strategic location downriver from Dutch outposts on the Delaware River and developed into a small but stable colony. In response to this Swedish outpost, the Dutch constructed Fort Casimir in 1651 on a promontory that commanded a strategic position on the Delaware River. New Castle, the settlement that grew around Fort Casimir, was composed of 20 dwellings situated along two parallel streets south of the fort, The Strand and Fourth Street. In 1654, the Swedish colony to the north captured Fort Casimir and held the small settlement until it was retaken in 1656 by the Dutch, who renamed the settlement New Amstel. The community of New Amstel grew rapidly under Dutch control, and by 1658 contained 100 buildings and housed a population of 600 (Heintzelman 1974).

When the English seized New Netherland for the Duke of York in 1664, New Amstel was renamed New Castle. Under the Duke of York, New Castle's streets were resurveyed, areas of marsh to the north of the town were drained and filled, and a series of dykes were constructed to protect low-lying areas in the northeast part of the town from flooding. New Castle was administered by agents of New York until 1682, when William Penn was granted the Delaware area as part of his Pennsylvania patents. In 1704, Penn granted the citizens of Delaware a separate legislature, which named New Castle the capital of the colony (Ames et al. 1989: 45-46; DeCunzo and Catts 1990; Herman et al. 1989: 1-2).

Intensified and Durable Occupation, 1730-1770 ±

During the mid- to late eighteenth century, the inhabitants of New Castle maintained the level of development and economic success they had achieved under the Duke of York but were hindered by the growing urban centers of Philadelphia and Wilmington. Heavy siltation of the river at New Castle caused wharves built along the waterfront to be stranded at low tide. In the 1730s, several new wharves were developed further out into the river; however, the siltation problem continued. By the end of the period, these wharves too were stranded at low tide. By this time the economy of New Castle had become so stagnant that no effort was made to extend the wharves further out into the river. The fortunes of New Castle changed as the Revolutionary War caused a shift in shipping patterns and fostered new enterprises and industries (Ames et al. 1989: 43; DeCunzo and Catts 1990; Herman et al. 1989: 57).

Early Industrialization, 1770-1830 ±

During the late eighteenth century, New Castle played a key role in transatlantic shipping as the last safe harbor on the Delaware River. Stockyards along the New Castle coastline provided supplies and livestock to mariners bound for distant ports. New Castle remained a prominent economic and political center in the region until the seat of government for the colony was removed to Dover in 1777. While the federal courts remained at New Castle, the town's regional influence waned in the late eighteenth century.

In the late eighteenth century New Castle sought to revitalize its economy through urban planning initiatives intended to attract speculative ventures to the town, such as the Chesapeake and Delaware Canal. In the mid-1790s, the town erected ice-breaking piers to enhance its role as a shipping center. A plan developed by the Town Commission in 1797 had expressed several concerns regarding the street system's irregular dimensions and drainage as well as chronic problems with structures that projected out into the streets (Cottrell 1991). In 1804, Benjamin H. Latrobe was contracted to survey the town and develop a plan for its street grid and expansion. His 1804-1805 survey provides a detailed plan of the town as it existed at the time (Figure 4.1). New Castle encompassed an area that extended along the river from South Street to the Broad Dyke Canal and west to present-day Fifth Street. South Street extended two blocks east of its present terminus to the river's waterfront, with connecting cross streets at Pearl [Third] Street, Vine Street [Fourth] and Union [Fifth] Street. Most development at this time was confined within the four square blocks of the town's center between Delaware Street and Harmony Street. Latrobe's ambitious plan called for the filling of marshes on the town's periphery, construction of a retaining wall to extend Front Street to South Street and facilitate the construction of additional wharves, and the grading and paving of existing streets to facilitate drainage and to provide sidewalks for the town. Unfortunately, public indifference and recalcitrance prevented most of the grading and paving work from being completed (Cottrell 1991).

The Latrobe survey included only the easternmost section of the APE along South Street. Only one dwelling, the DeShane residence, was located along South Street in the early nineteenth century, located on the south side of the street between Vine [Fourth] and Union [Fifth] Streets. A tannery and associated barkhouse was located on a northeast corner lot at Union [Fifth] and South Streets, the first of many industrial ventures to exist within the APE and vicinity (Latrobe 1805). None of



Figure 4.1:

1805 Latrobe, Plan of the Town of Newcastle.



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Beyond its urban core, New Castle was developed in a dispersed residential pattern. The surrounding areas were agricultural, with farmsteads scattered around the town's perimeter. Among these was Stonum, the former country home of George Read, an important Delaware politician of the Revolutionary War period and signer of the United States Constitution. Located at present-day Washington and Ninth Streets, the oldest part of the building was erected in 1730, and the house was substantially enlarged prior to Read's sale of the property in 1769 (Post 1973). Stonum is the only extant building dating to the Colonial period within the APE (see Richard Grubb & Associates, Inc. 2010).

In 1811, the New Castle Turnpike Company was established to develop what was a stagecoach route between New Castle and Frenchtown, near the mouth of the Elkton River in Maryland. The New Castle Turnpike Company completed the section from New Castle to the state line between 1811 and 1813. A separate company, the New Castle and Frenchtown Turnpike Company, completed the section between the Maryland-Delaware border and Frenchtown by 1817. The two companies jointly operated the route as a toll road. In January 1824, the final decision on the C&D Canal bypassed New Castle in favor of a route six miles to the south. In the same year New Castle's waterfront was devastated by a fire that destroyed many of the wharves and buildings along The Strand, including several warehouses. These buildings were ultimately replaced by town houses (Cottrell 1991). In 1827 and 1829, Maryland and Delaware, respectively, granted permission for a railroad along the route of the New Castle and Frenchtown Turnpike. By 1832, the railroad was

complete, and the two turnpike companies had joined to become the New Castle and Frenchtown Turnpike and Railroad Company (Bower and Abbot 1991).

Industrialization and Early Urbanization, 1830-1880 ±

In 1832, the New Castle and Frenchtown Railroad (NC&FRR), one the nation's first railroads, was completed to New Castle. The rail line crossed South Street near Union [Fifth] Street and extended toward the South Street wharf, where the inlet that had formerly existed at the end of South Street was filled for construction of the railroad terminal. The NC&FRR connected steamboat services on the Delaware River and Chesapeake Bay. Changes to New Castle's settlement pattern as a result of the railroad's construction included a realignment of the town's street grid on its south side (Heite and Heite 1989:20).

The 1849 Rea and Price map of New Castle County depicts a denser settlement pattern with the development of lots on Union [Fifth] and Vine [Fourth] Streets between South and Delaware Streets (Figure 4.2). A cluster of buildings is depicted at the NC&FRR crossing at South Street; however, east of this point the alteration of the street grid and the absence of planned streets is a noticeable change from the 1805 Latrobe survey. Two spurs were built through the area that today comprises Battery Park toward the terminal and wharf, and two more were added sometime after the completion of the New Castle and Wilmington Railroad (NC&WRR) in 1854 (Rea and Price 1849; Beers 1868). Northwest of the railroad, one dwelling is depicted adjacent to the future right-of-way of Washington Street that is labeled "K. John" and corresponds to the approximate location of Stonum (see Figure 4.3).

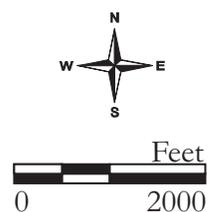
The completion of the NC&FRR and the NC&WRR encouraged industrial growth in the town's southwestern section, through which both lines passed. By 1868, New Castle's urban growth was apparent in the infilling of residences in the old street grid and in the expansion of the town's street pattern to the west as indicated by Beers' 1868 atlas of New Castle (Figure 4.3). To the north of South Street a marshy inlet south of New Castle's wharf had been filled to create a railyard with six sidings, four of which terminated at the waterfront. South of the tracks, South Street was sparsely developed. At the southeast corner of Pearl [Third] and South Streets, Beers records significant changes to the South Street section of New Castle. The DeShane house is no longer extant, and the property is depicted as the Hick's Steam Engine works with two buildings southeast of the railroad tracks that cross South Street bearing northeast at this point. Northwest of the tracks, at the

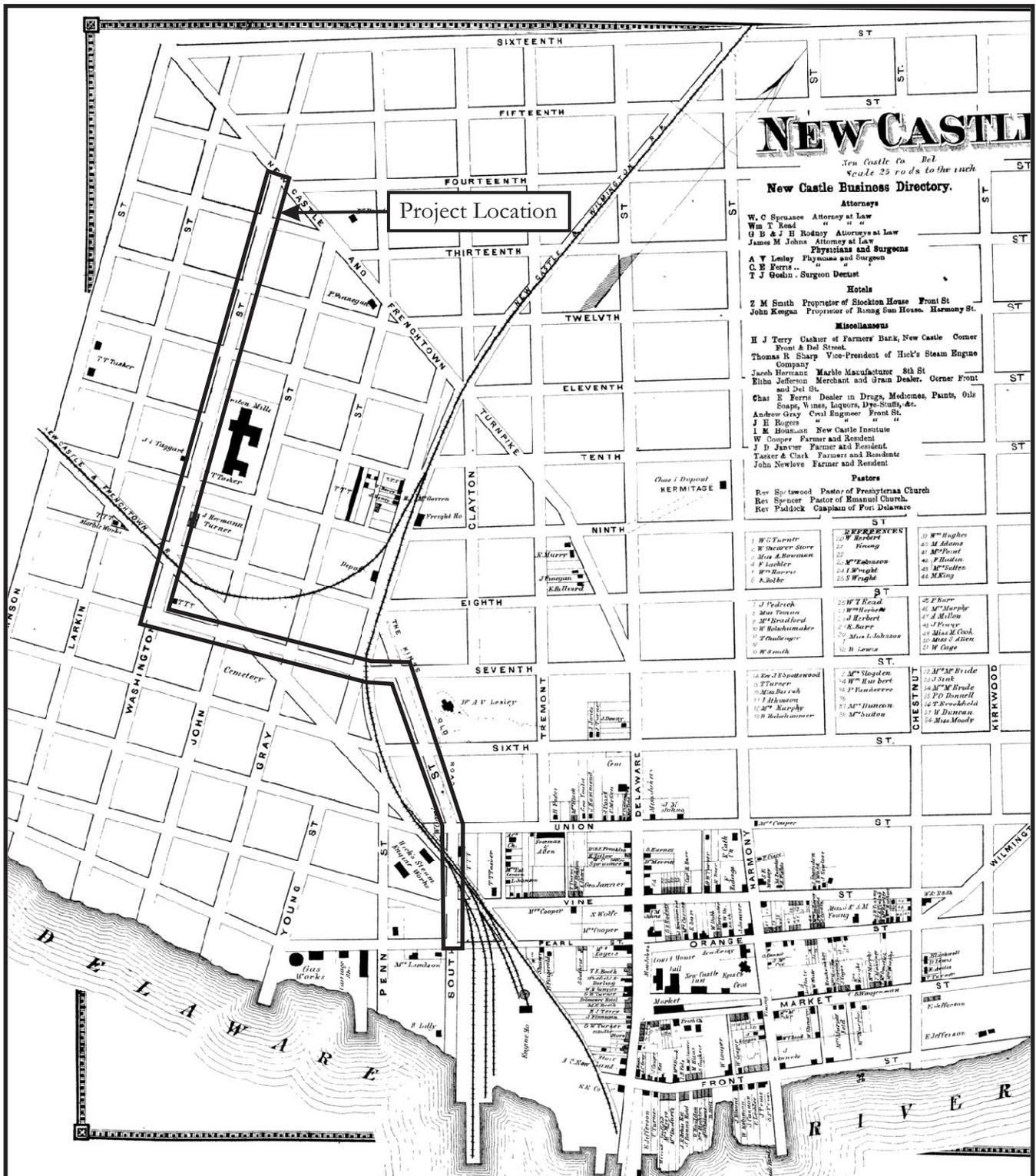


Project Location

Figure 4.2:

1849 Rea and Price, Map of New Castle County, Delaware.





NEW CASTLE

New Castle Co. Del.
Scale 25 rods to the inch

New Castle Business Directory.

- Attorneys**
W. C. Spurgeon Attorney at Law
Wm T. Read " " "
G. B. & J. H. Rodney Attorneys at Law
James M. Johns Attorney at Law
- Physicians and Surgeons**
A. V. Lesley Physician and Surgeon
C. E. Ferris " "
T. J. Goshen Surgeon Dentist
- Hotels**
Z. M. Smith Proprietor of Stockton House Front St
John Keegan Proprietor of King's Sun House Harmony St.
- Miscellaneous**
H. J. Terry Cashier of Farmers' Bank, New Castle Corner Front & Del Street.
Thomas R. Sharp Vice-President of Hick's Steam Engine Company
Jacob Hermann Marble Manufacturer 80 St
Eliza Jefferson Merchant and Grain Dealer Corner Front and Del St.
Chas. B. Ferris Dealer in Drugs, Medicines, Paints, Oils, Soaps, Wines, Liquors, Dye-Stuffs, &c.
Andrew Gray Civil Engineer Front St.
J. H. Rogers " " "
I. M. Housman New Castle Institute
W. Cooper Farmer and Resident
J. D. Jancy Farmer and Resident
Tasker & Clark Farmers and Residents
John Newlove Farmer and Resident
- Pastors**
Rev. Spitzwood Pastor of Presbyterian Church
Rev. Spencer Pastor of Episcopal Church
Rev. Padlock Captain of Fort Delaware
- DEPRECIATED**
- | | | |
|----------------|-------------|------------|
| W. C. Turner | Wm. Herbert | Wm. Hughes |
| Wm. Weaver | Wm. Young | M. Adams |
| Miss A. Bowman | M. Robinson | M. Point |
| F. Lashler | M. Bowers | M. Eads |
| M. A. Baker | M. Wright | M. Gatten |
| | | M. King |
- ST.**
- | | | |
|---------------|-----------------|---------------|
| J. Friedrich | M. T. Head | E. Barr |
| Miss Tomlin | M. Wilson | M. Kearsley |
| M. Goodrich | M. Barr | J. M. M. M. |
| M. Holzhausen | Miss L. Johnson | M. M. Cook |
| T. Chalmers | M. Lewis | Miss S. Allen |
| M. S. Smith | | M. Cope |
- ST.**
- | | | |
|------------------|---------------|-------------|
| Dr. J. Spotswood | M. S. Slogden | M. M. B. B. |
| T. Turner | M. Van Wert | M. M. B. B. |
| Miss B. York | M. Vanover | M. P. B. B. |
| I. H. Watson | M. Dunson | M. B. B. B. |
| M. Murphy | M. W. Duncan | M. M. B. B. |
| M. Holzhausen | M. Sutton | M. M. B. B. |
- CRENSHAW**
- | | |
|-------------|-------------|
| M. M. B. B. | M. M. B. B. |
| M. M. B. B. | M. M. B. B. |
| M. M. B. B. | M. M. B. B. |
| M. M. B. B. | M. M. B. B. |
- KIRKWOOD**

Figure 4.3:

1868 F. W. Beers, *Atlas of the State of Delaware.*



southeast corner of Union [Fifth] and South Streets, Beers depicts one dwelling, belonging to W. Copely. The north side of South Street is undeveloped except for one building identified as a property of T.T. Tasker, which was situated at the location of the tannery depicted on the 1805 Latrobe map. The Simmons house, formerly located along Vine [Fourth] Street, had been demolished for the railroad construction. South Street continued northwest beyond the town's center to present-day West Seventh Street, then a road to service New Castle's developing industries. One lot on the east side of West Seventh Street is labeled as "Cemetery", which corresponds to the documented location of adjoining properties acquired by the Presbyterian Church in 1804 and 1832 (Bankert 1989: 16; see Figure 4.3).

The 1868 Beers atlas indicates that many more streets had been planned at this time than were in use (see Figure 4.3). Still, the growth of New Castle is evident in its denser settlement pattern and industrial development. A number of small iron and steel factories, textile mills, and a gas works were built in this area, as well as workers housing to accommodate the growing demand. The town's population doubled between 1870 and 1880, largely as a result of the industrial growth, and New Castle was incorporated as a city in 1875 (Heintzelman 1974).

The new industrial establishments included the New Castle Manufacturing Company, which opened in January 1833 for the manufacture of cotton, woolen and metal goods. The company expanded a year later with the addition of a foundry and engine shop on its South Street property and became one of the first locomotive engine manufactories in the United States. By 1873, the New Castle Manufacturing Company had been acquired by the Hicks Steam Engine Company, which continued the manufacture of locomotives until its closure sometime prior to 1885 (Heintzelman 1974; Scharf 1888; Cooper 1907: 114).

Another early establishment was the Triton Mills, located on the east side of Washington Street at Ninth Street. James G. Shaw had purchased a 174-acre farm owned by Chancellor Johns in 1857 and laid out the property as an addition to New Castle. In 1860-1861, Shaw built the Triton Spinning Mill for the manufacture of cotton yarn (Figure 4.4). Washington Street was reportedly laid out around this time to improve access to the area, which became known as Shawtown. The new street passed between the mill and Stonum, which by 1868 was owned by J.A. Taggart (see Figure 4.3). Shaw sold the mills in 1864 to Thomas T. Tasker but continued to direct their operation into the 1880s. In 1888, the Triton Mills reportedly had 14,000 spindles in operation and employed 100 to 150 workers (Cooper 1907: 114-117; Scharf 1888). The mills, which closed by 1901, were later adapted for use by the Deemer Steel Casting Company (Sanborn Map Company 1901, 1912). The complex was demolished in 1994. Triton Mills was one of several properties owned by Thomas T. Tasker during this period on the western fringes of New Castle. South of

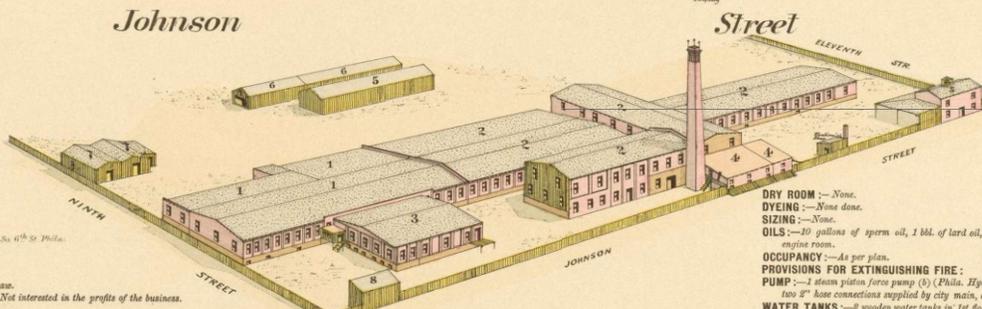
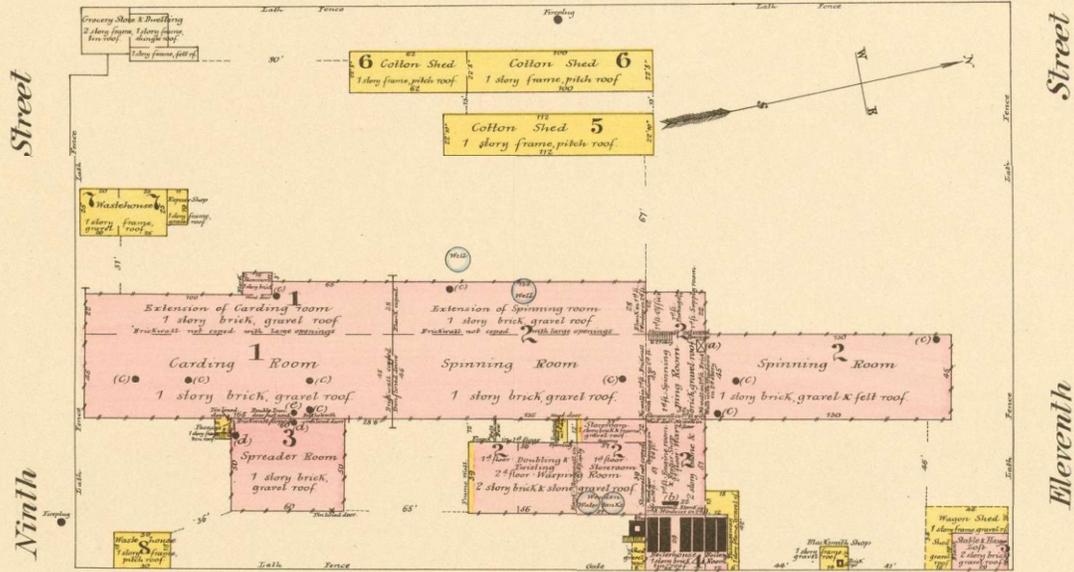
Triton Mills,
James G. Shaw,
New Castle, Delaware.

MANUFACTURE:—Cotton Warps.
RAW STOCK:—Cotton.—No Shoddy made or used, no Cotton dyed or dried on the premises.
EMPLOY:—475 hands (3/4 girls.)

Surveyed December 30th, 1886.
E. Hexamer & Son,
419 Walnut Street, Philadelphia.

Washington

Avenue



OWNER:—James G. Shaw.
SUPERINTENDENT:—Not interested in the profits of the business.
NAME:—Triton Mills.
LOCATION:—Situated in the square bounded by 9th and 11th Streets, Washington Avenue and Johnson Street, New Castle, Delaware.
AGE:—Buildings erected 1860.—Nos. 1 and 3 extended 1879.—No. 3 extended 1880.—Cotton sheds, Nos. 5 and 6, built 1883.
CONSTRUCTION:—Good.
COMMUNICATIONS:—By wooden, iron and iron-lined doors, and by openings, as marked on plan.—Iron-lined doors are not safe fire doors, wooden floor underneath the door.
POWER:—Steam.
HEIGHT:—No. 1, 12'—No. 2, 12'—10' and 14'—No. 3, 22'—No. 4, 10' and 12'—Shed No. 5, 9' and 8'.
LENGTH:—See plan.
WALLS:—Brick walls all 12" with 2" pilasters.
ROOFS:—Gravel and felt.—Boiler house, tin.
GUTTERS:—Wood, covered with gravel.
CORNICE:—Wood, banded.
COLUMNS:—Wood, of sufficient thickness.—Tin-lined columns in No. 3.
BELT HOLE:—In wall between card room, No. 1, and spreader room, No. 3, iron-lined, with iron-lined door on each side of the wall, to be closed in case of fire.
SCUTTLE:—None.
PORCH:—None.
TOWER:—None.
LIGHTNING ROD:—On smoke stack; none on buildings.
FLOORS:—Boiler room, No. 4, brick—other floors 1 1/4" flooring boards, not arranged for flooding.
WINDOWS:—As per plan and view.

STAIRWAYS:—Located as per plan, of wood, not used.
ELEVATOR:—Small hand elevator (a) from 1st to 2d floor of No. 2, not used—trap doors closed when not used.
HOISTING:—None.
CEILINGS:—In office and No. 1, and 1st floor of No. 2, lathed and plastered; engine room 1st floor of No. 2, boarded—spreader room tin-lined—other ceilings not finished.
MACHINE SHOP:—For repairs, in engine room, 1st floor of No. 2.
WOOD SHAVINGS:—None made—no carpenter employed.
HEAT:—Rooms warmed by 1 1/4" wrought iron steam pipes, resting on iron stoves.—No stoves in the mill.
LIGHT:—Rooms lighted by gas, supply from city gas works.—Open lights used.
WATCHMAN:—Night and Sunday watchman on the premises.
WATCH CLOCK:—Stationary watch clock in office, (American Meter Co., makers), not in use.
BOILERS:—6 boilers, (4 double deck and 2 single), in boiler houses, No. 4, enclosed by brick work, in proper distance from wood work.
SMOKE STACK:—Of brick, plastered inside, rising 100' above the ground.
STEAM ENGINE:—350 horse power.
WASTE:—Removed daily to waste houses in yard.—No metal waste cans.
SPREADERS:—5 spreaders in spreader room, No. 3, separated from card room by a 12" wall rising 12' above the roof, with iron and iron-lined doors.—Board floor in spreader room and tin-lined ceiling.—No lights in spreader room.—Spreader not allowed to run on a loose pulley—men having charge.
CARDS:—Covered cotton cards are used.—Open lights used in carding room.

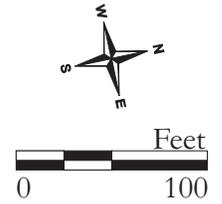
DRY ROOM:—None.
DYEING:—None done.
SIZING:—None.
OILS:—20 gallons of sperm oil, 1 bl. of tarr oil, 2 bls. of lubricating oil kept in tin cans in engine room.
OCCUPANCY:—As per plan.
PROVISIONS FOR EXTINGUISHING FIRE:
PUMP:—1 steam piston force pump (b) (Phila. Hydraulic Works, makers), in engine room, with two 2" hose connections supplied by city main, and used to fill tanks and boilers.
WATER TANKS:—2 wooden water tanks in 1st floor of No. 2, about 10,000 galls. capacity each.
HOSE:—400 feet 2" hoses hose, partly near pump (b) and partly in No. 1, ready for instant use.
STEAM JETS:—Five 1 1/2" steam jets in card room at (c, c, c, c, c) and 5 in spinning room at (c, c, c, c, c) to be turned on inside, and 2 in spreader room at (d) to be turned on in card room at (e).
FIRE BUCKETS:—9 doz. galvanized iron fire buckets, distributed throughout the mill, always filled.
FIRE EXTINGUISHERS:—None.
FIRE PLUGS:—8 street fire plugs, located as per plan.
CITY STEAM FIRE ENGINE:—Within 3/4 mile—engineer department.
CHARACTER:—Buildings in good condition, rooms kept clean.
EXTERNAL EXPOSURES:—None.
MACHINERY:—5 spreaders (3 breakers and 2 finishers), 8 sets cards (12 in a set), 8 drawing heads, 8 jack frames, 8 slubbers, near 18,000 spindles, 8 warping mills, 6 boilers, 1 steam engine, 1 pump, 2 lathes, 1 upright drill, 1 vice, 68 spinning frames, 9 intermediates, 9 spoolers, 1 rool and 6 doublers and twistlers.

— Wall rising above the roof, with iron or iron-lined doors. Boilers.
— Wall not extending to the roof. Smoke stack.
— Wall with openings. Stairway.
— Brick or stone buildings. Pump.
— Frame buildings. Fire plugs or steam jets.
— Adjacent buildings.

Scale, 40 feet to one inch.



Figure 4.4:
1886 Hexamer General Surveys, Insurance Map of Triton Mills.



Triton Mills was the residence of J. Herman Turner. Finally, south of the NC&FRR on the east side of Washington Street, and north of its intersection with West Seventh Street, was a building owned by T.T. Tasker. No other buildings are depicted in the APE during this period.

Farther south, Tasker erected a flour mill in 1868 on the NC&FRR at Larkin Street. Tasker sold the mill four years later to the William Lea & Sons Company, which continued to operate at that location to circa 1905 (Cooper 1907: 118-119; Sanborn Map Company 1907). By 1912, Lea & Sons had been refurbished as the Edgar Allen American Manganese Steel Company, and a new factory was built beside the old Flour Mill (Sanborn Map Company 1912).

East of the flour mill, on the NC&FRR at Washington Street, James G. Knowles established a woolen mill in 1873. Knowles, formerly a partner of James Shaw in the Triton Mills, operated the mill individually and as the James G. Knowles Woolen Company for a number of years (Figure 4.5). The mill burned in 1878 and again in 1884, but despite these setbacks it reportedly employed more than 200 workers in 1886. The company was reorganized in 1903 as Fort Casimir Woolen Mills and in 1907 was sold to the Melville Gambrill Mills Company (Cooper 1907: 122). This property was later acquired by the Wilmington Fibre Specialty Company around 1912; the company continues to operate at this location to the present (Sanborn Map Company 1912).

Urbanization and Early Suburbanization, 1880-1940 ±

The 1885 Sanborn Insurance maps of New Castle illustrate the changing industrial character of the southern section of New Castle (Figure 4.6). By the mid-1880s, the former Hicks Steam Engine Company had either closed or moved from its location near the intersection of South and Union [Fifth] Streets. In 1885, the property was owned by the Tasker Iron Company, although it was reportedly not in use (Sanborn Map Company 1885). The Delaware Iron Company, which was owned and operated by Tasker, was a large operation located on the Delaware River west of the APE, in the area known as Dobbinsville. The company's South Street property later became the site of the Booker T. Washington School in 1923.

Also located on the NC&FRR corridor nearby was the Eliason coal and lumber yard, opened by brothers James T. and Lewis E. Eliason in 1882 (Sanborn Map Company 1885). The yard extended along South Street at Union [Fifth] Street, and both of the Eliasons lived in Victorian-era houses on Union [Fifth] Street (Travers 2005: 121). The company later merged with rival firm Brosius & Smedley Co. to form the Brosius-Eliason Company. The latter firm continued in business at this location until 2008. Other commercial development in the area included a store at the corner of South Street and Sixth Street, built circa 1900, and the auto showroom of Giovanni Gambacorta, which opened in 1937 on West Seventh Street (Gambacorta Motors 2009).

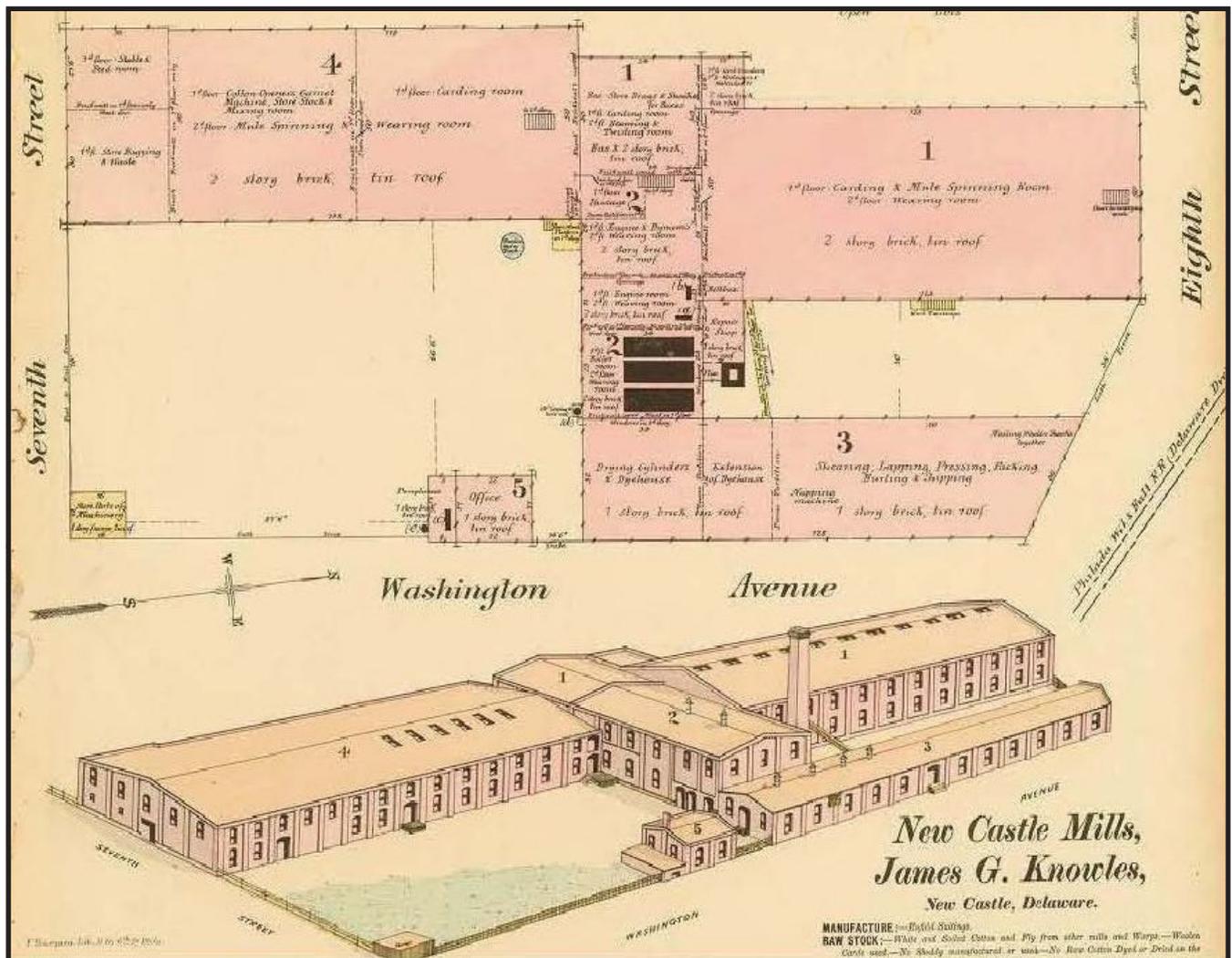


Figure 4.5:

1886 Hexamer General Surveys, Insurance Map of New Castle Mills.

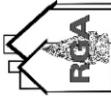
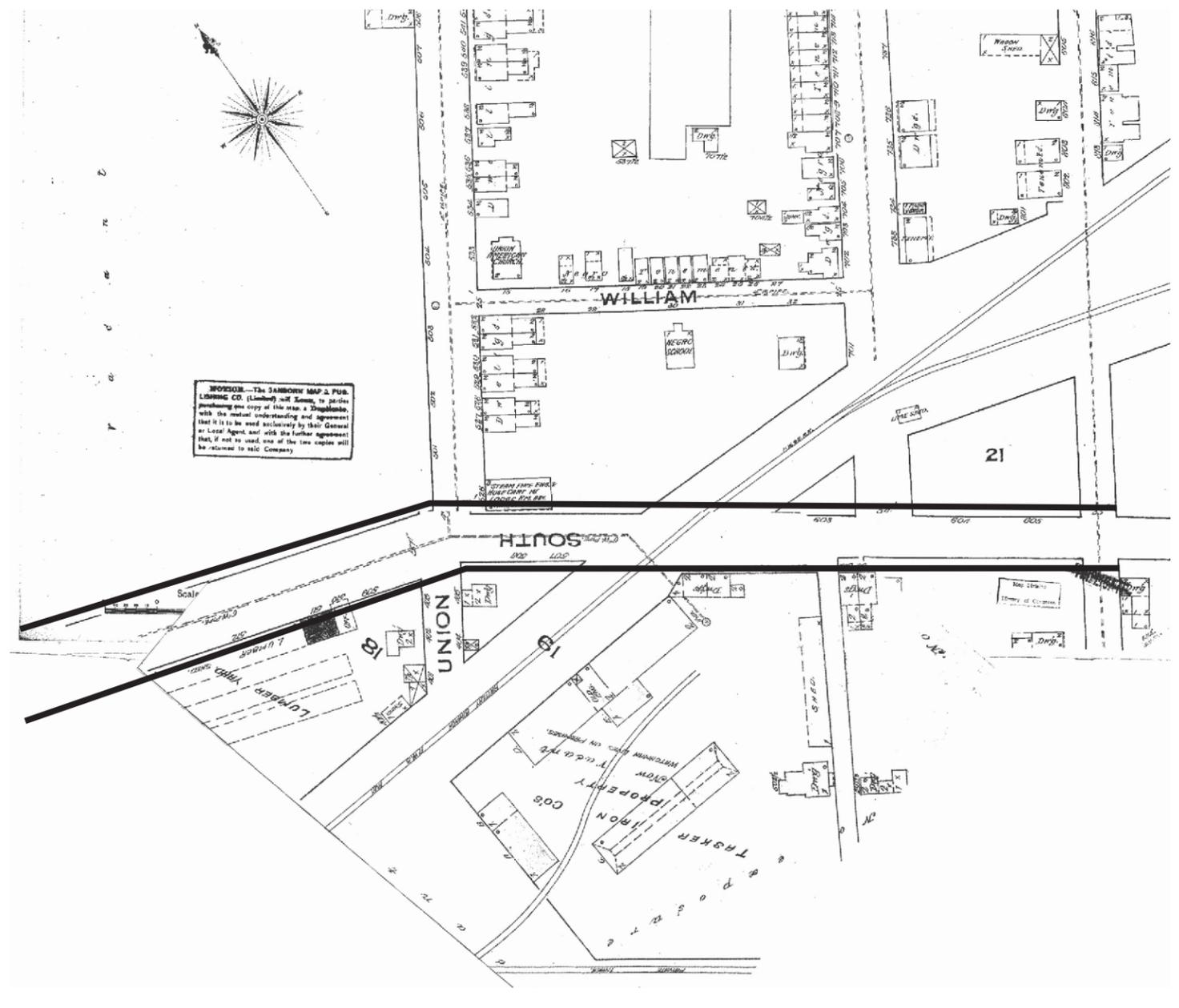
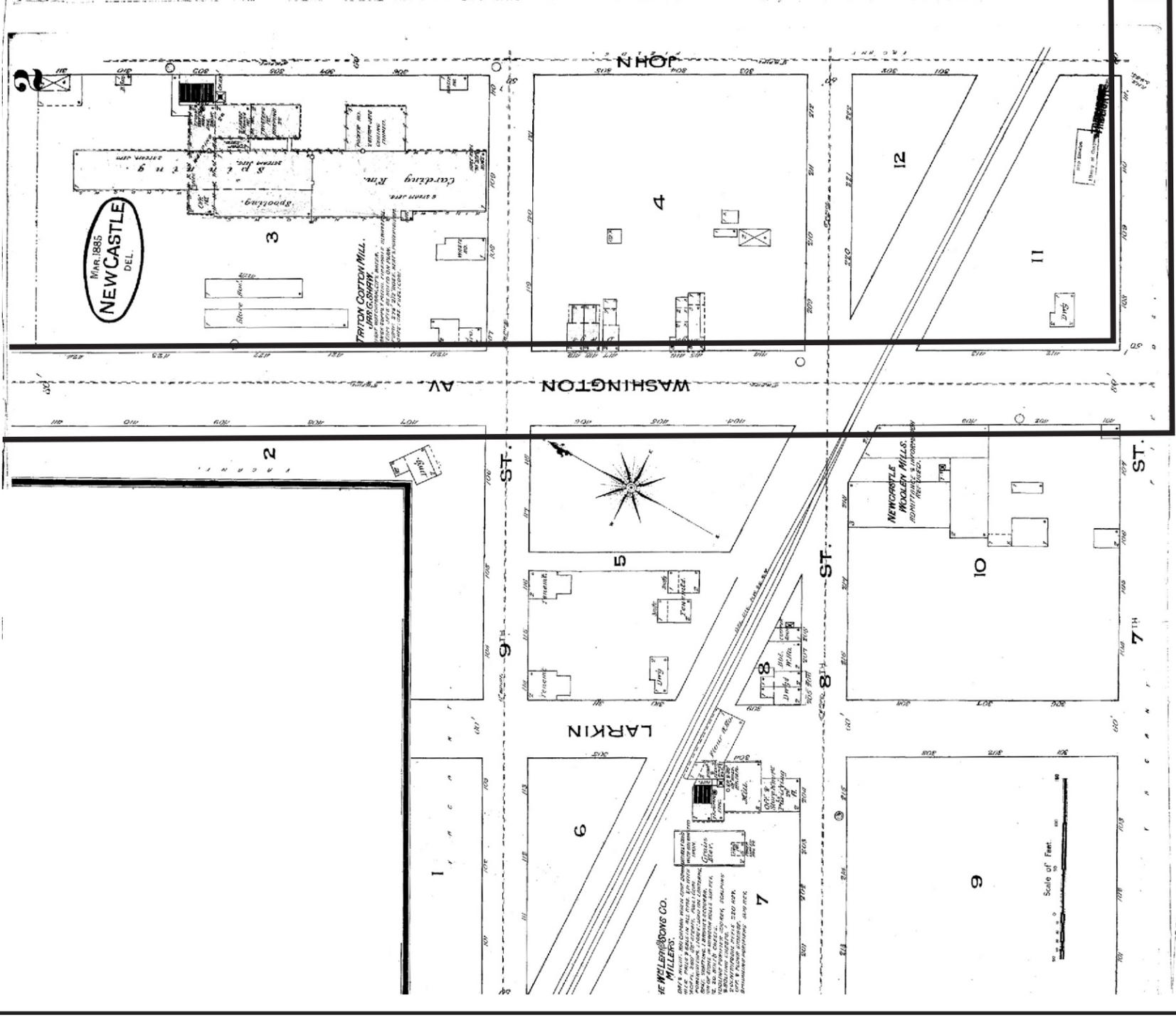


Figure 4.6:

1885 Sanborn Map Company, Insurance Maps of New Castle, Delaware.



Despite the industrial nature of the neighborhood, dwellings were constructed in and around the APE during the mid- to late nineteenth century. The greatest concentration was on the southwest side of South Street near present-day Battery Park, where a number of semi-detached dwellings were erected before 1885 (see Figure 4.6). Two dwellings, one single residence and one duplex, are depicted on the south side of South Street, at the corners of Pearl [Third] and South Streets and Vine [Fourth] and South Streets. Both dwellings are set back from the street approximately 20 feet. A third duplex dwelling is depicted on the south side of the Battery Branch railroad line fronting on South Street and located on the property of the vacant Tasker Iron Company. North of the tracks, at the southeast corner of Union [Fifth] and South Streets, the Steam Engine and Horse Cart 1st Lodge Room is depicted. The property northwest of the Lodge Room on the south side of South Street was occupied by the Eliason lumber yard that extended from the corner of Union [Fifth] and South Streets north along South Street with an office and lumber shed fronting on South Street. Farther north, the estate of Dr. A.V. Lesley occupied the city block bounded by South, West Seventh, Tremont, and Sixth streets. Lesley's fine Gothic Revival-style mansion, which is listed on the National Register of Historic Places, is located outside the APE.

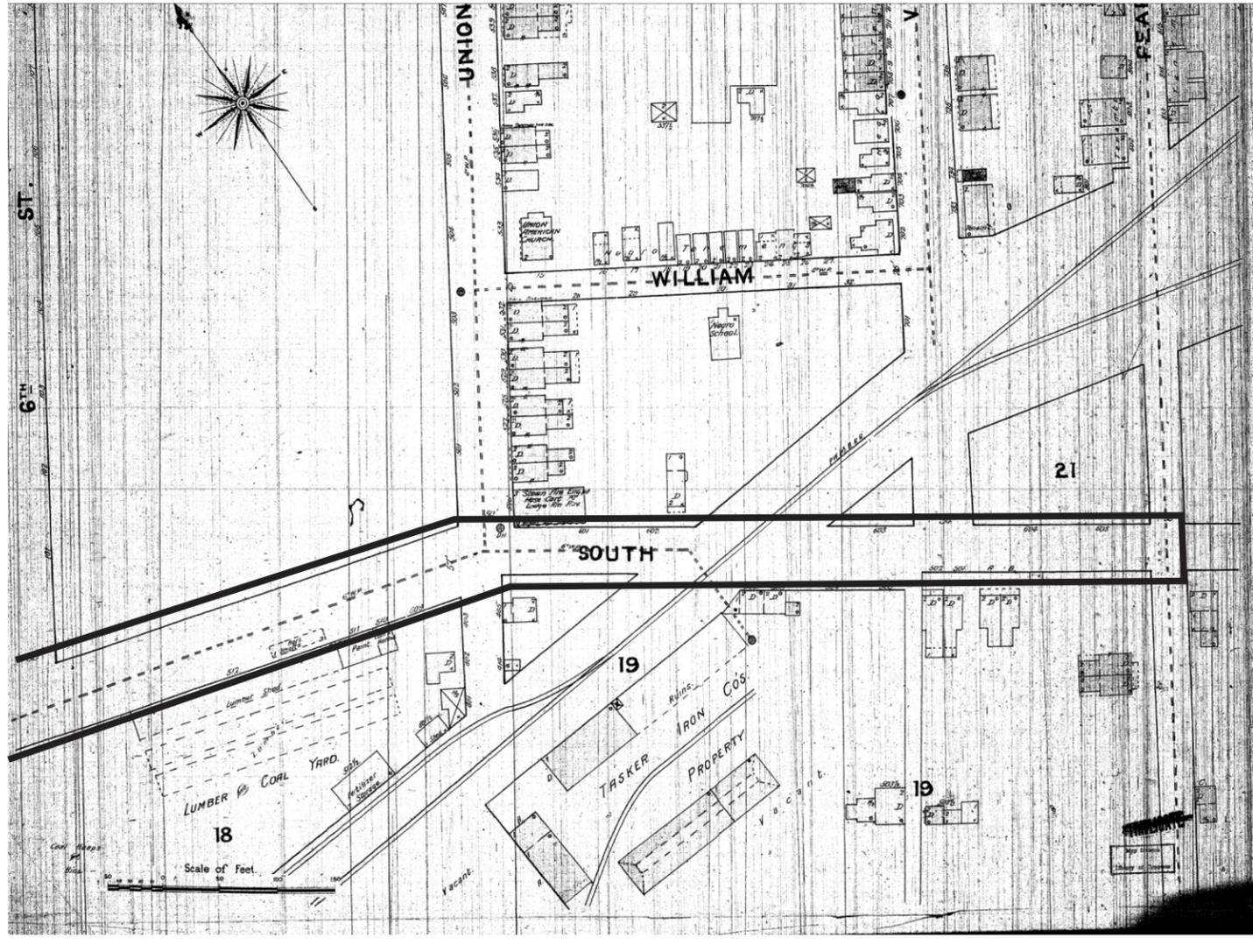
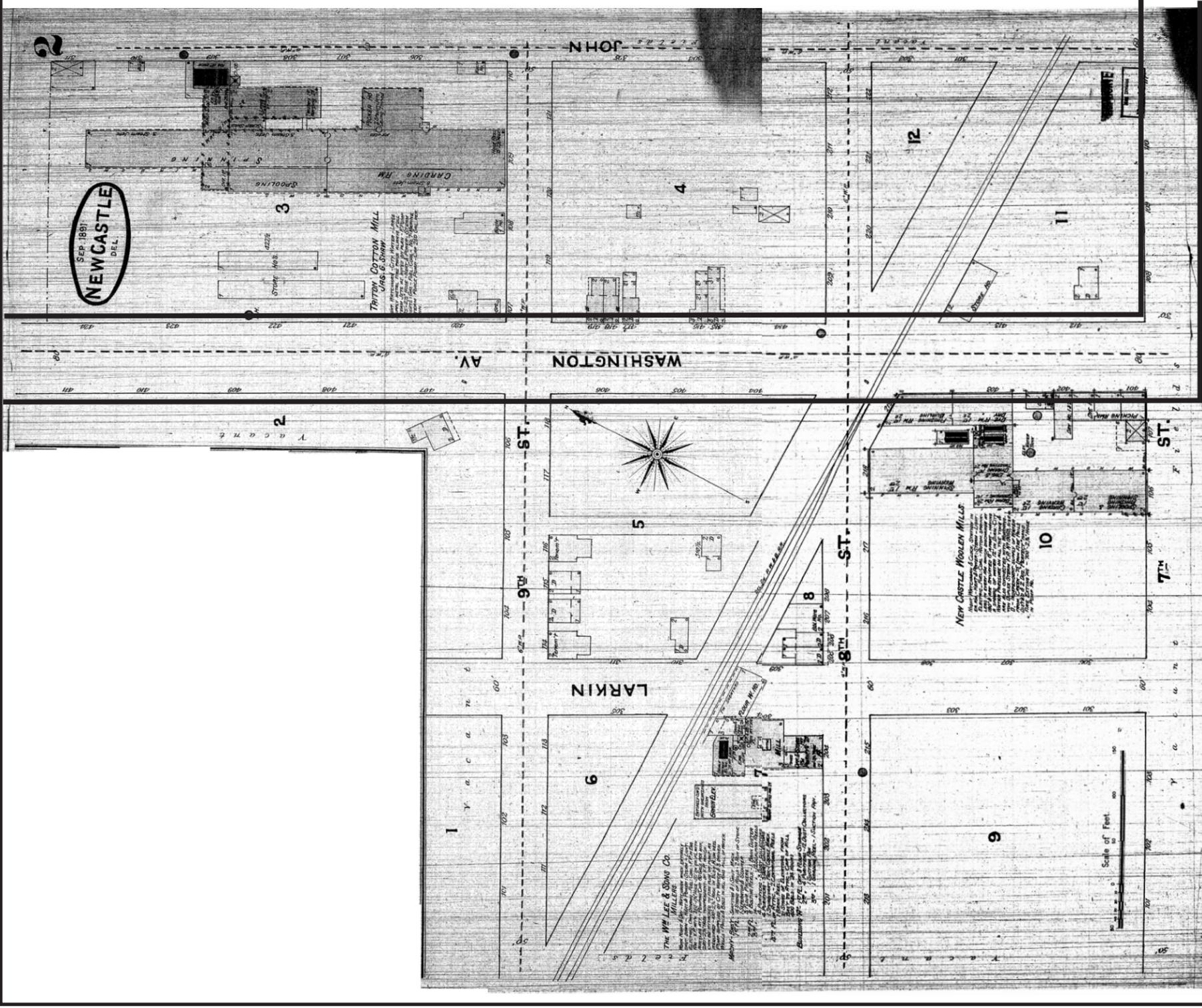
The residences built near the cotton and woolen mills on Washington Street during the nineteenth century were likely workers housing. These included several on the east side of Washington between Eighth and Ninth Streets and a row on the south side of Ninth Street, west of Stonum and outside the APE. The 1885 Sanborn Insurance maps depict the lower Washington Street section between West Seventh and Tenth Streets as primarily industrial facilities and associated workers housing (see Figure 4.6). Sanborn maps of this period do not provide coverage of West Seventh Street between John Street and Washington Street. The seventh block of Washington Street contained the Newcastle Woolen Mills, which fronted on the west side of Washington Street, and the south sides of Eighth Street and the NC&WRR. One small outbuilding related to this facility was located at the northwest corner of West Seventh Street and Washington Street. The eighth block of Washington Street contained two clusters of two and three dwellings located on the east side of Washington Street. Lots intervening between these dwellings were undeveloped. The ninth block of Washington Street contained Stonum, located on the northwest corner of Ninth Street and Washington Street, and the facilities of the Triton Cotton Mills located on the east side of Washington Street. At the northeast corner of Ninth and Washington, a grocer is depicted on the Triton property. The Triton Mills were located in the east half of the lot, with the portions of the property along Washington Street utilized as storage. None of the Triton Buildings were located adjacent to Washington Street.

By 1891, Sanborn maps record the construction of two dwellings, one single dwelling and one duplex, on the south side of South Street south of Vine [Fourth] Street and on the north side of

South Street adjacent to the NC&WRR (Figure 4.7). Both dwellings are set back from the street approximately 20 feet, although the dwelling near Vine [Fourth] Street had an associated outbuilding that fronted on South Street is depicted south of the two dwellings. The number of houses in the APE increased during the early- to mid-twentieth century despite the mixed industrial and commercial character of the area, with several bungalows and other small residences erected on South Street and West Seventh Street. The 1893 Baist *Atlas of New Castle* provides an overview of the developments in this portion of the city (Figure 4.8). The boundaries of the Presbyterian cemetery depicted on the 1868 Beers map are defined along the east side of a disused portion of the NC&WRR right-of-way, and the industries along South and Washington Street are evident (see Figure 4.8). The cemetery apparently did not extend to West Seventh Street as depicted on the 1868 atlas (see Figures 4.7 and 4.8). This cemetery still exists at the end of Umbrella Row.

The 1901 Sanborn Insurance maps of New Castle illustrate the steady development of New Castle's center with a noticeable increase in the number and density of dwellings (Figure 4.9). While the settlement pattern of South Street south of the railroad remained unchanged, growth on the northern side of the NC&WRR and South Street included the development of lots between Fifth and Sixth Streets as well as the expansion of the J.T. and L.E. Eliason Coal & Lumber yard. At the northeast corner of Fifth and South Streets, a large brick dwelling had been constructed set back from the road. North of this parcel a new engine house had been constructed fronting on the north side of South Street. At the northeast corner of South Street and Sixth Street, a corner shop fronted on South Street attached to a dwelling that fronted along Sixth Street. On the south side of South Street, the lumber yard had constructed two buildings adjacent to South Street: a building that held agricultural implements and a lumber shed (see Figure 4.9). On the southeast corner of South and Sixth Streets, the lumber yard had erected two sheds for the storage of lumber that fronted along South Street. Further east along South Street, the lumber yard's buildings included a series of five storage buildings set back from the street approximately 10 feet as well as a shed for agricultural implements that was attached to the largest building and fronted on South Street. A hand-pump well was also located on the lumber yard's lot at the southwest corner of South Street and Union [Fifth] Street. Along West Seventh Street, south of the Battery Branch rail line, four dwellings had been erected that fronted along the east side of West Seventh Street between the rail line and the New Castle-Frenchtown Turnpike (see Figure 4.9).

The 1901 Sanborn Insurance maps' coverage for the lower Washington Street section between West Seventh and Tenth Streets shows few changes from earlier surveys (see Figure 4.9). No buildings are depicted along West Seventh Street between John Street and Washington Street, although one



Key: Project Location

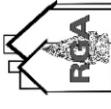


Figure 4.7:

1891 Sanborn Map Company, Insurance Maps of New Castle, Delaware.



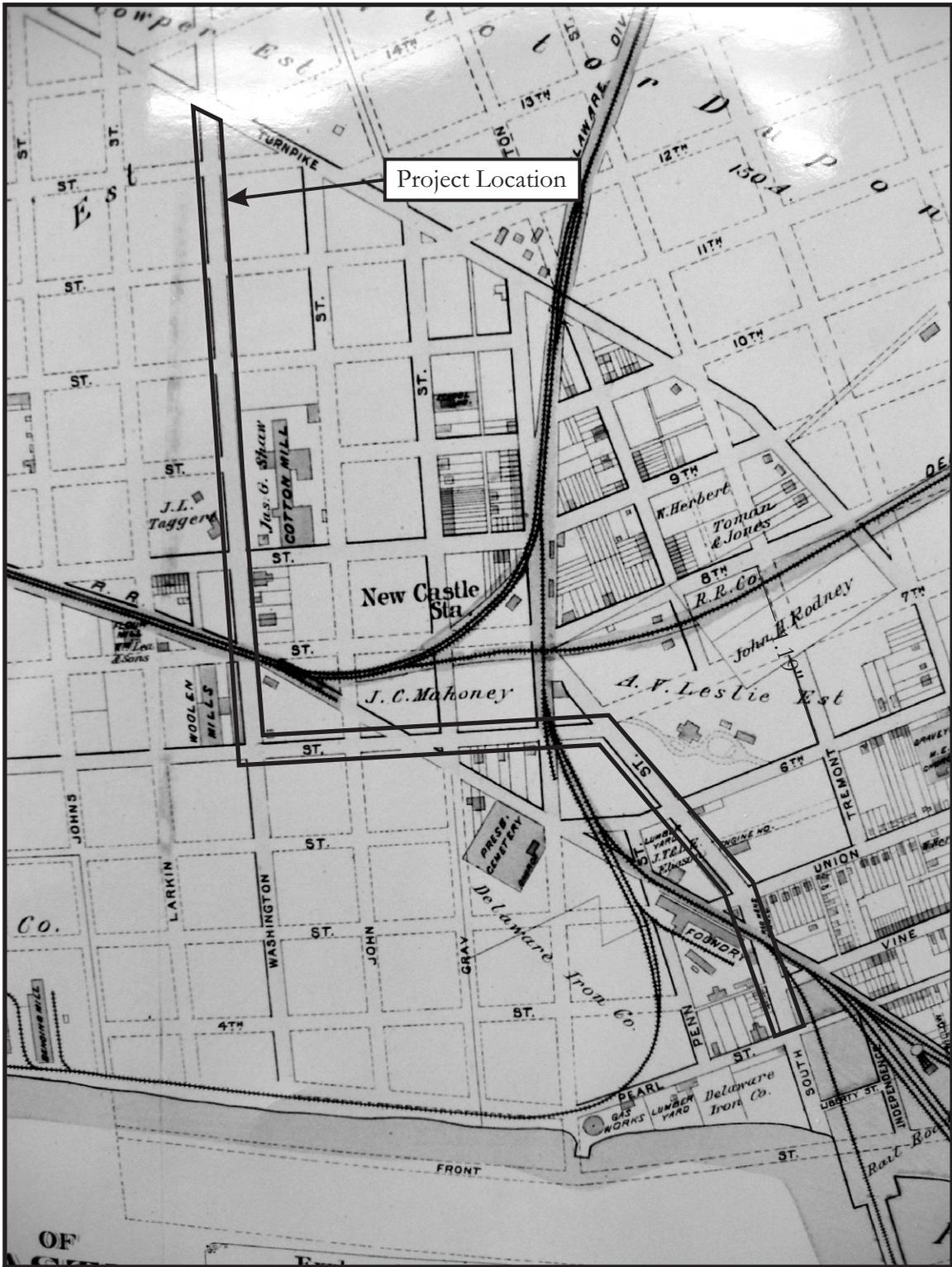
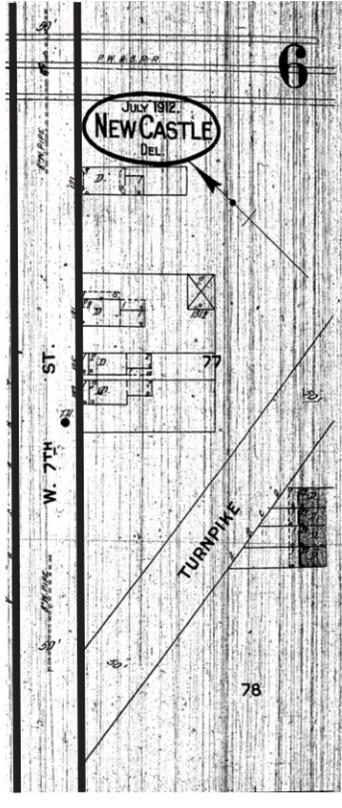
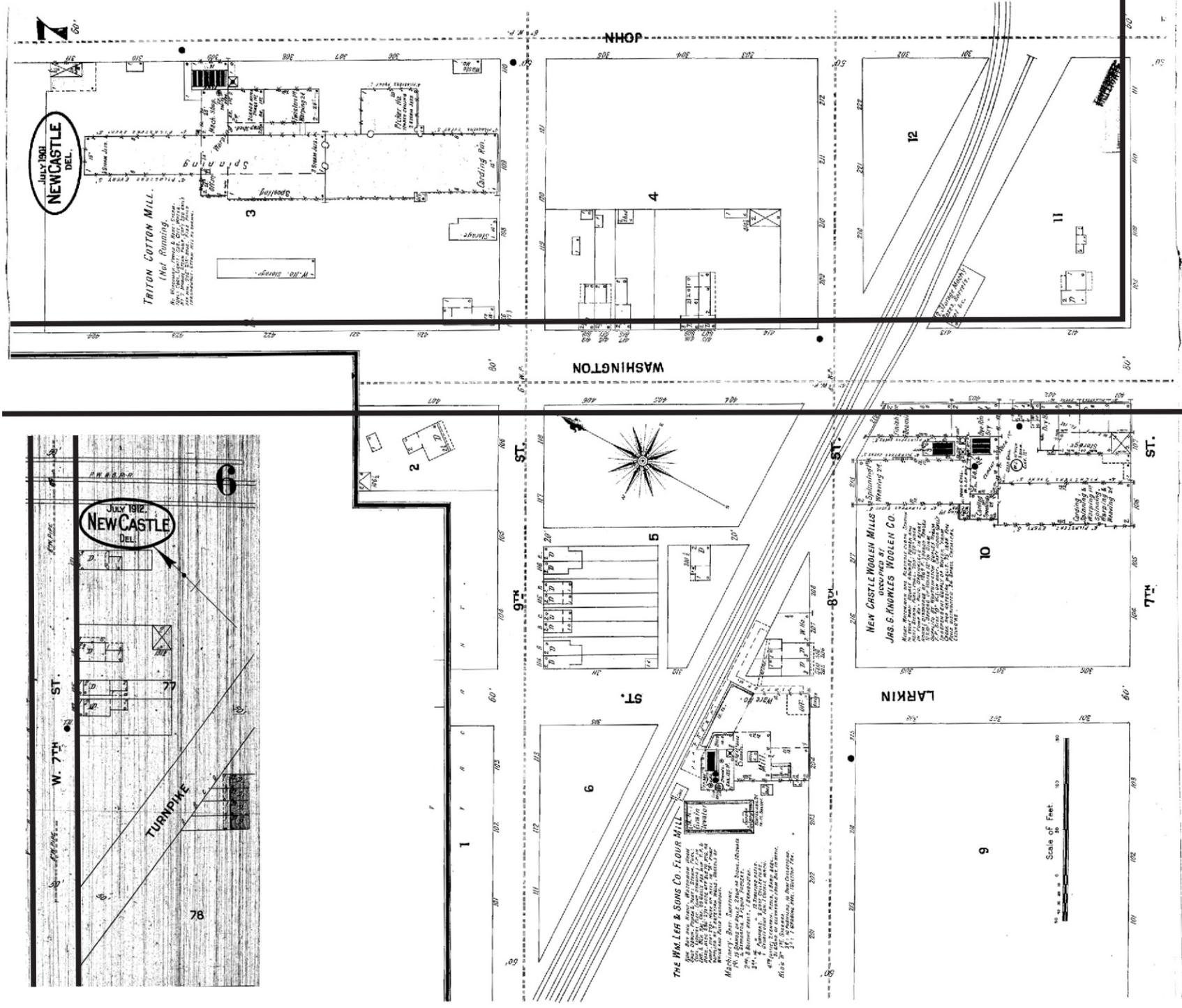
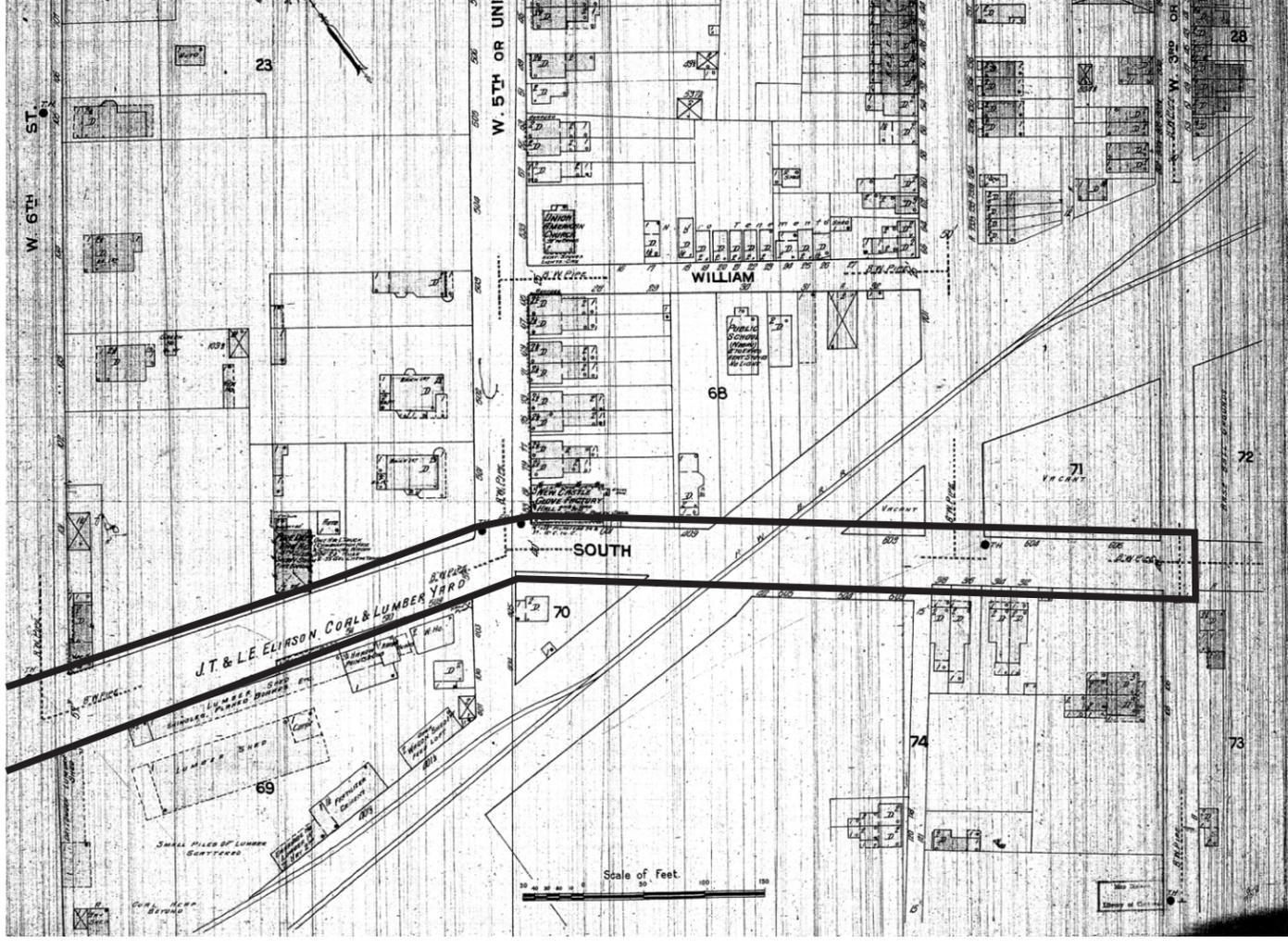


Figure 4.8:

1893 G. Wm. Baist, *Atlas of New Castle County, Delaware.*





Key: Project Location

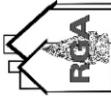


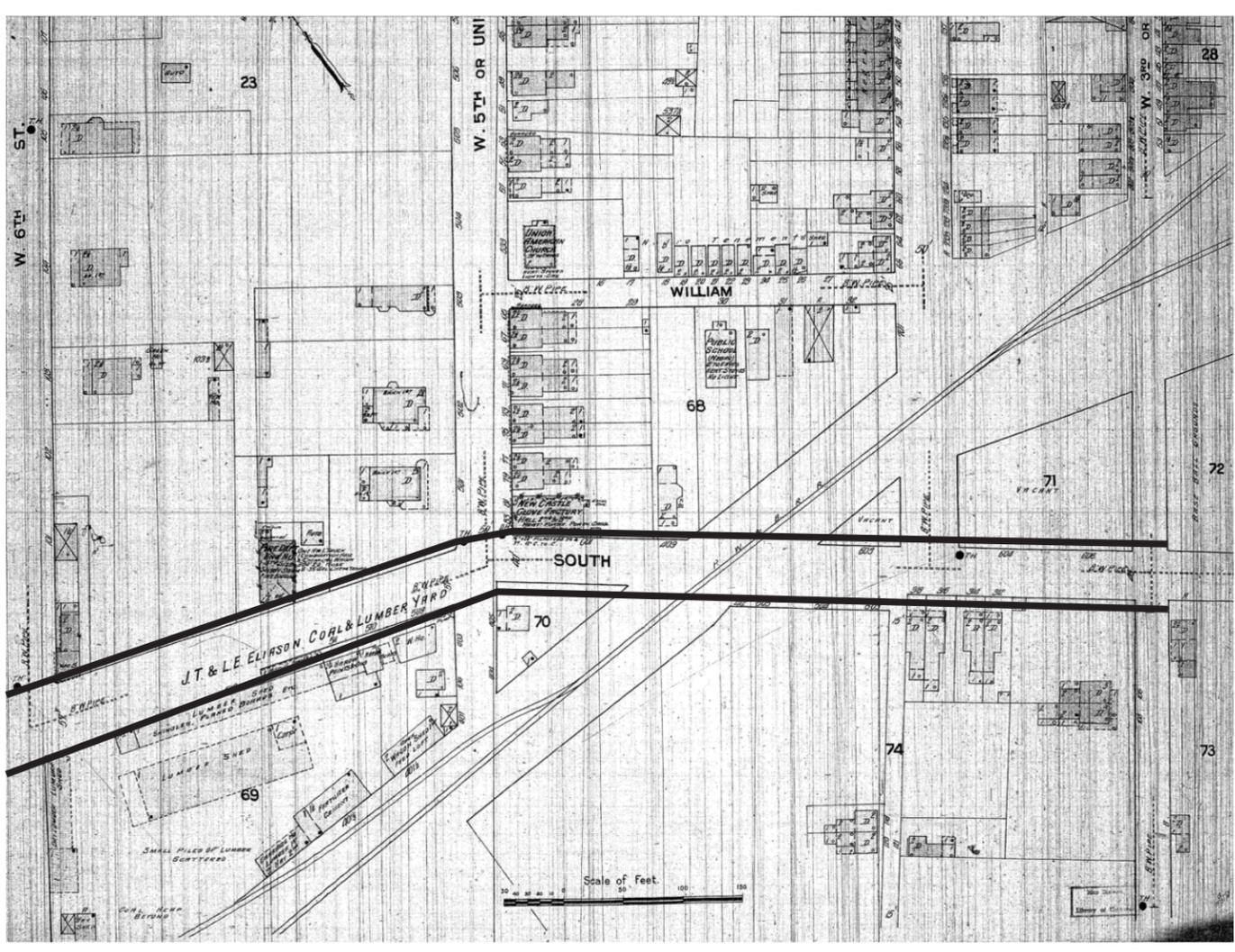
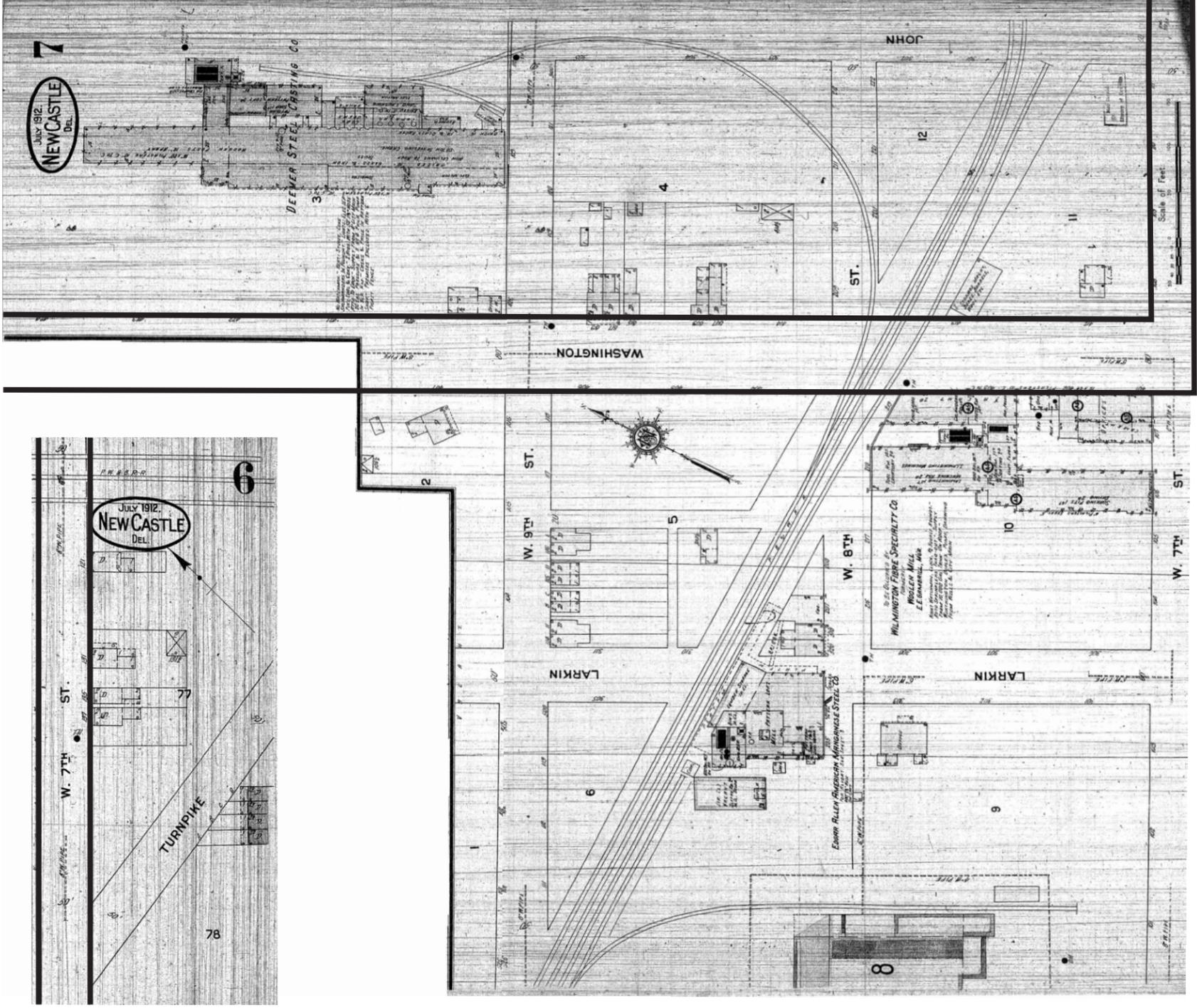
Figure 4.9:

1901 Sanborn Map Company, Insurance Maps of New Castle, Delaware.



dwelling with a detached outbuilding is depicted on the west side of West Seventh Street in this block, set back from both West Seventh Street and Washington Street. Note that the south side of West Seventh Street, between John and Washington Streets, is not depicted on some of the maps and it is assumed that no buildings were present at that location. The textile mills of Jason G. Knowles Woolen Company occupied the entire frontage of Washington Street between West Seventh and Eighth Streets by this time, with a nearly contiguous series of buildings for manufacture and storage. The Triton Cotton Mills was no longer in operation by 1901. By 1907 Triton Mills was a derelict facility on Washington Street, and the buildings' machinery had been removed (Sanborn Insurance 1907). The William Lea & Sons Flour Mill had also ceased operations. The New Castle Woolen Mills was still in operation, now under the management of E.E. Gambrill. By 1912, Sanborn Insurance maps depict a few notable changes within the APE, particularly along Washington Street (Figure 4.10). The redevelopment of shuttered industrial properties at the former Lea & Sons Flour Mill and Triton Cotton Mills had resulted in changes to the NC&WRR rail line. Two rail sidings had been added from the existing rail lines into these industrial complexes. To the south of Washington Street, Lea & Sons had been refurbished as the Edgar Allen American Manganese Steel Company, and a new factory had been built beside the old Flour Mill with a siding into the new facility. Just south of Washington Street at Eighth Street, another siding diverged from the rail line crossing Washington Street at Eighth Street then turned west to enter the Triton Mills property, now the Deemer Steel Casting Company, on the north side of the factory along John Street (see Figure 4.10). The New Castle Woolen Mills was in the process of being redeveloped as the Wilmington Fibre Speciality Company. The 1923 Sanborn Insurance maps record additions to Deemer Steel Casting, American Manganese Steel, and the Wilmington Fibre Specialty Company, although none of these improvements were adjacent to the APE (Sanborn Map Company 1923).

The first available aerial photographs of New Castle were recorded by the Dallin Aerial Survey Company in 1925, which completed overview photography of the city, as well as landscapes of some of New Castle's key industries (Figure 4.11). These photographs include the portions of the APE from Battery Park to Fifth Street (Figure 4.12) and from West Seventh and South Streets (Figure 4.13) to the western boundary of the Deemer Steel property (formerly Triton Mills) (Figure 4.14). South Street between Third and Fourth Streets remains residential in character with a series of homes along the south side of South Street that front along South or Third Streets. The property on the north side of South Street contains several vacant lots at this time extending from Third Street to Fifth Street. Only two buildings are depicted at this time: one residence located in the middle of the block and the old engine house and lodge room located at the corner of South and Fifth Streets (see Figure 4.12). A single track of the Battery Branch rail line remains in place, and crosses South Street between Fourth and Fifth Streets. The Hicks Steam Engine property had been redeveloped by this



Key: Project Location

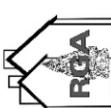


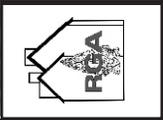
Figure 4.10:

1912 Sanborn Map Company, Insurance Maps of New Castle, Delaware.





Figure 4.11:
1925 Dallin Aerial Survey, Bellanca Airfield and New Castle [HagleyID 70.200.04342].
Courtesy of the Hagley Museum and Library.



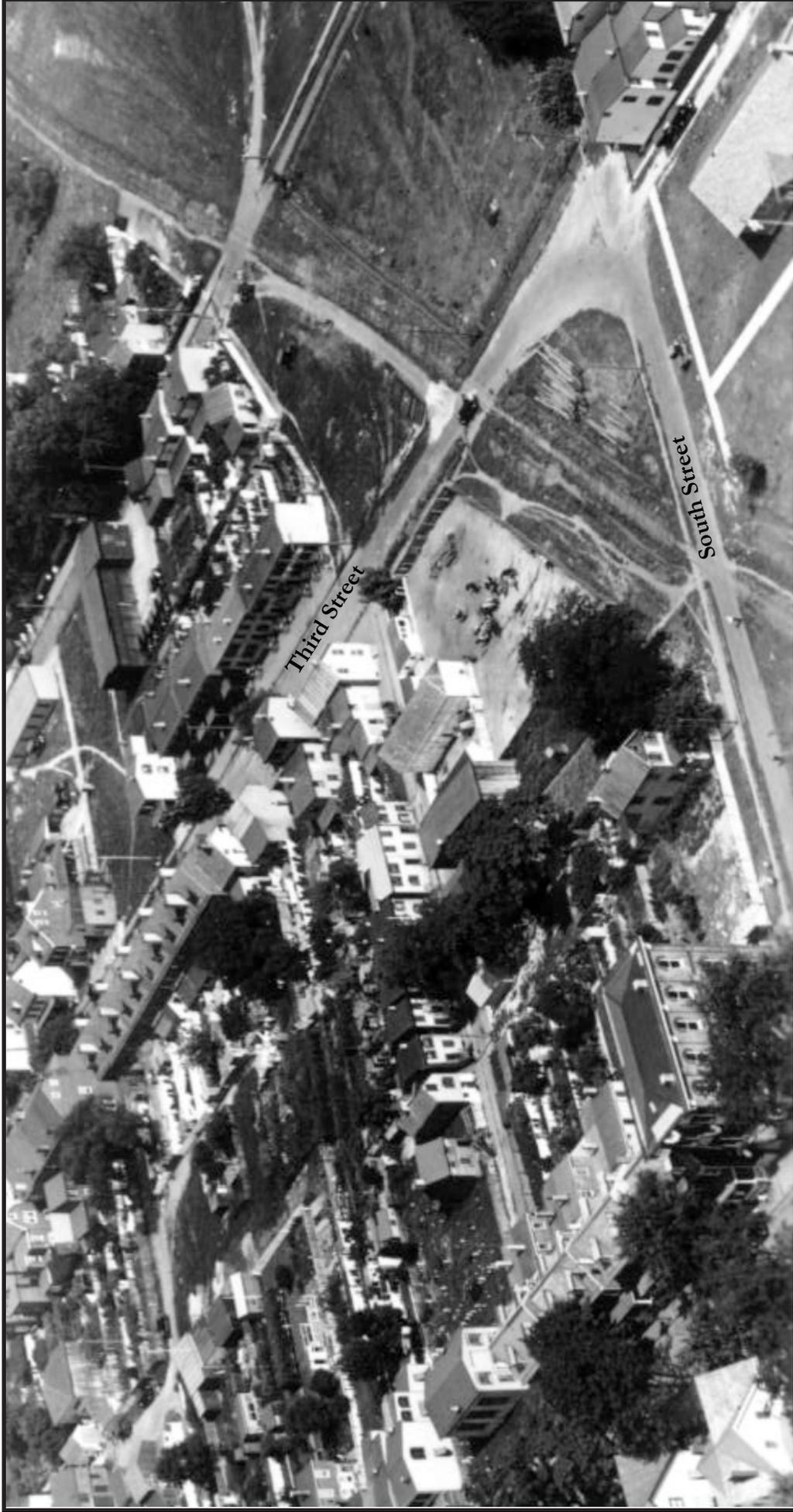


Figure 4.12:

1925 Dallin Aerial Survey, General View of New Castle [HagleyID 70.200.00971].
Courtesy of the Hagley Museum and Library.

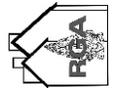




Figure 4.13:

1925 Dallin Aerial Survey, Wilmington Fibre Specialty Company [HagleyID 70.200.00961].
Courtesy of the Hagley Museum and Library.



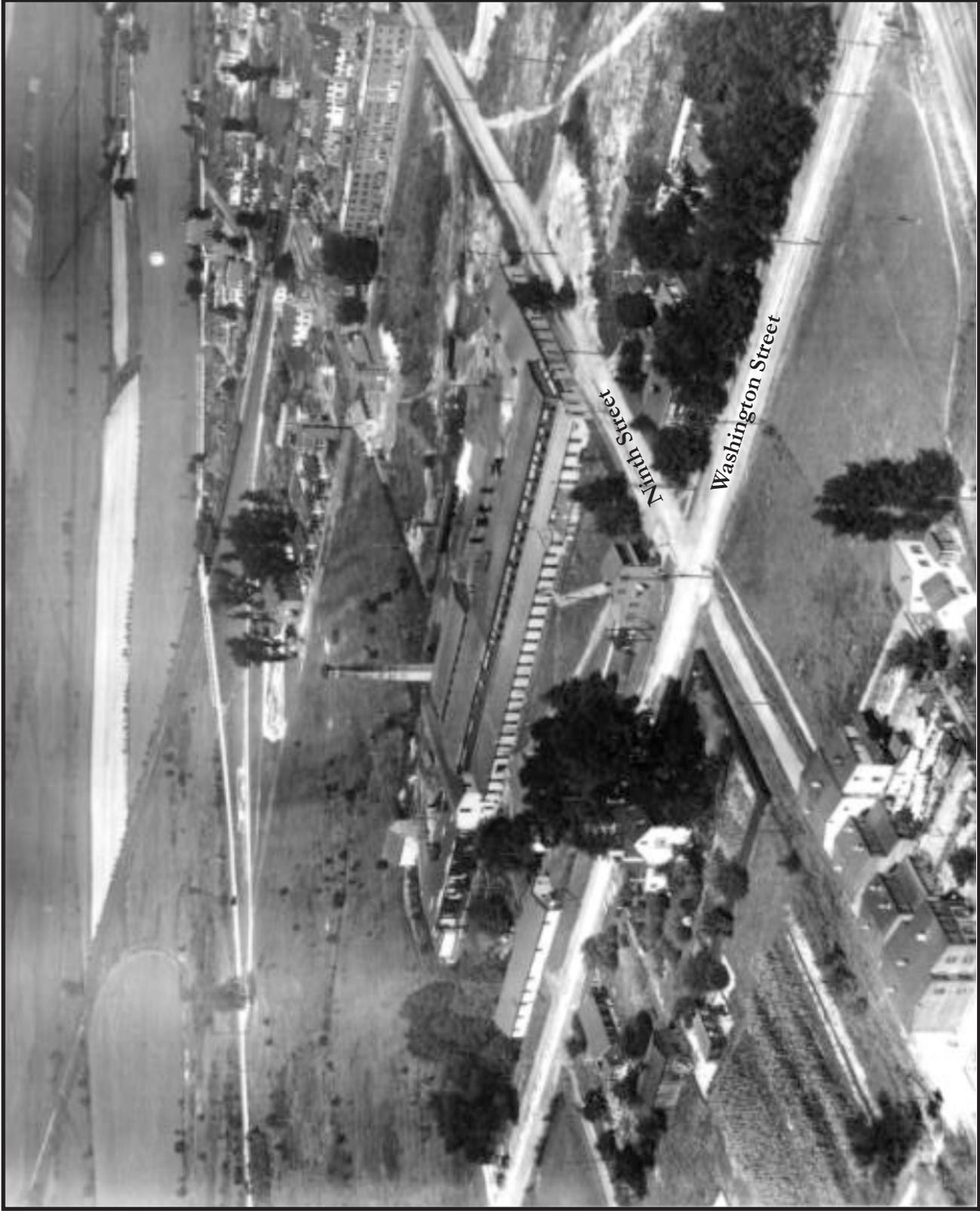
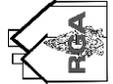


Figure 4.14:

1925 Dallin Aerial Survey, Deemer Steel Company [HagleyID 70.200.00964].
Courtesy of the Hagley Museum and Library.



time for the one-story Booker T. Washington School located in the southeast corner of the lot oriented perpendicular to South Street. Sidewalks were installed along South Street along the side of this building to connect to walks to its front entrance. Development along West Seventh Street was clustered near its intersection with South Street where residences are depicted both north and south of the railroad on the east side of West Seventh Street. At the intersection of West Seventh Street and Washington Street, the Wilmington Fibre Specialty Company is the most prominent feature depicted (see Figure 4.13). Just north of the factory, the NC&WRR crossed Washington Street as a three-track line with a northern spur line. A watchman's shanty was located along Washington Street at this crossing to control traffic. The ninth block of Washington Street had a distinctly more rural character except for the Deemer Steel factory now occupying the former Triton Cotton Mills (see Figure 4.14). The lands south and west of Deemer Steel were devoted to agricultural uses with the Stonum property located opposite the Deemer Steel factory.

New Castle Since 1940

In the early twentieth century, New Castle's revitalization was spurred by new businesses and industries that were served by new road networks and the New Castle Pennsville Ferry system that connected New Castle to southern New Jersey. The ferry remained in operation until 1951 when the Delaware Memorial Bridge was opened. The settlement pattern evident in the Dallin aerial photographs remained relatively unchanged through the 1930s. By 1945, the land southwest of the Deemer Steel facility on Washington Street had been developed as housing, possibly related to the nearby New Castle Army Air Base (Figure 4.15). The subdivision of Lesley's former estate after World War II led to the construction of a row of garden townhouses on the east side of South Street between Sixth and West Seventh streets. The pace of change increased after World War II, when the agricultural area that had formerly existed along Washington Street between Ninth Street and the New Castle-Frenchtown Turnpike was subdivided and new tract housing erected. The temporary housing southwest of the Deem Steel facility was also redeveloped during this period into a residential subdivision between Tenth Street and SR 273. This area was largely developed by the mid-1960s. During the 1970s, Wilmington Fibre Specialty Company demolished the buildings along Washington Street that had comprised the old woolen plant and production consolidated into the buildings constructed during the 1920s on the western half of the lot. The Deemer Steel plant continued to operate until 1986 (Delaware Department of Natural Resources and Environmental Control 2002). It was demolished in 1994; townhouses have been constructed on the site in recent years. Wilmington Fibre Specialty Company is the lone surviving industrial plant in the southwestern section of New Castle.



Figure 4.15:
1945 Aerial Survey of New Castle.

