

BACKGROUND RESEARCH

GENERAL HISTORICAL OVERVIEW

In reference to the Delaware State Historic Preservation Plan and its historic context framework, both the North Street and S. State Street improvements project areas are situated within the Upper Peninsula Zone. European settlement of the Kent County area commenced circa 1671. Exploration of this area had been proceeding since early in the seventeenth century, but the relatively small number of Swedish, Dutch, and English settlers who landed in the present-day state of Delaware prior to 1671 concentrated at either the northern or the southern end of the present state, along the coast. The region was under Swedish rule from 1638 to 1655, Dutch rule from 1655 to 1664, English rule from 1664 to 1673, Dutch rule again from 1673 to 1674, and was finally returned to English sovereignty in 1674 (Hancock 1976:4). The area was governed as the upper reaches of the district of Whorekill (an earlier name for Lewes) from 1673 to 1680. Kent County was founded in 1680 under the name St. Jones County and was given its permanent designation by William Penn in 1682.

Based on the record of land grants from the 1670s, the pioneers of the Kent County area clustered to some degree along the St. Jones and Mispillion creeks during the first decade of European occupation, but thinly scattered homesteads were established along the lower reaches of most of the creeks in the area (Hancock 1976:5). The early settlers were predominantly English, with some Dutch and a few people of French Protestant (Huguenot) heritage. Many settlers moved to the Kent County area from Maryland (Hancock 1976:4-6). A few Marylanders probably brought African-American slaves with them, and some were imported to Kent County later, though slavery never became as prevalent there as it was in the Chesapeake tidewater region (Hancock 1976:25).

The economic life of Kent County has been thoroughly dominated by agriculture from the early period of European settlement almost to the present. In the late seventeenth and eighteenth centuries, following an initial phase of subsistence production during which homesteads were started and the first fields were cleared, farmers tended to take up the mixed agricultural system that characterized much of the Mid-Atlantic region. This system emphasized the production of wheat, Indian corn, and livestock for market, with other grains, flax, and orchard and garden crops raised for subsistence. Kent County settlers found the soil very fertile in general. Tobacco was cultivated during the first century of European settlement, chiefly by transplanted Marylanders (Herman et al. 1989:20,24).

The nineteenth century began poorly for county farmers. The soil in Kent County, which was originally highly productive, was depleted by the agricultural methods typical of the region's early farmers during the eighteenth century. By the 1820s this tendency was threatening a local economic and demographic crisis. From 1820 to 1840 the county's population declined from 20,793 to 19,872, as many young people left the area (Hancock 1976:19).

By the 1840s, the agrarian economy began to improve. The recovery was fostered by improved methods of husbandry and greatly aided by the improvement in general means of transportation that characterized the region during the mid-nineteenth century. Early in the century, a stagecoach line which serviced the county was established out of Wilmington. The advent of steamships also enhanced travel from places like Smyrna, Dover, Lebanon, and Milford to Philadelphia and Wilmington (Hancock 1976:20). The first railroad to have an impact on the county was the Delaware Railroad, which was constructed during the 1850s from Dover to a juncture with the Philadelphia, Wilmington, and Baltimore Railroad just south of Wilmington. The Delaware Railroad Company, originally chartered in 1836, was organized to construct a north-south route

through the state of Delaware from the Wilmington and Susquehanna Railroad or the Frenchtown - New Castle Railroad to the Cape Charles area at the southern end of the Delmarva Peninsula. It took many years to gather financial backing, and after a survey was conducted work began at the northern terminus of the Frenchtown - New Castle Railroad in 1855. Construction continued for the next few years (Scharf 1888:429). The Delaware Railroad had an immediate impact on the development of the county. Because towns like Smyrna and Camden did not welcome the establishment of the railroad, the line was constructed to the west of these towns, resulting in the establishment of depots in non-settled areas. Because of the business created by the railroad, which became the most efficient and productive form of transportation during the nineteenth century, towns like Clayton, Cheswold, Wyoming, Hartly, Harrington, and Felton quickly sprang up around these depots. The surge in transportation capacity and speed created by the steamship and later the railroad lowered the price of fertilizer and greatly facilitated the marketing of agricultural commodities. This economic resurgence enabled Kent County to return to its former pattern of moderately paced growth, attaining a population of 27,804 in 1860 and 32,874 in 1880 (Hancock 1976:21).

The changes in agricultural organization and activity that transpired after 1820 had other effects on the population. Slavery declined in the county, with the number of slaves decreasing from 1,485 in 1800 to 203 in 1860. A local tendency toward manumission was probably one element in this trend, as during the same period the number of free African-Americans in Kent County grew from 5,731 to 7,271 (Hancock 1976:19). Another element, however, may have been a tendency for young emigrating farmers to take their slaves with them.

With the advent of the railroad and its promise of improved shipment of perishable products, Kent County farmers began to expand their orchards and vegetable fields during the second half of the nineteenth century. In the years immediately following the Civil War (i.e., circa 1865-1875), the expanded peach orchards matured, and production of this fruit became a major aspect of the county's agriculture. The raising of strawberries, legumes, salad greens, and other garden vegetables for nearby city markets also increased in scale, and cannery operations were established in the county's towns. It should be noted, however, that corn and wheat continued to be important Kent County commodities during the late nineteenth and early twentieth centuries (Hancock 1976:35-36).

Because the area has relied upon an agricultural economy through most of its history, no heavy industrialization of the area or the formation of large and complex urban centers has occurred within Kent County. Dover has remained the county's largest settlement from the colonial period to the present day. Its first European residents were Dutch, who in the early 1660s patented land, and probably built houses, along the navigable reaches of the St. Jones River. To them the area was part of Whorekill, their colony centered at Lewes. Along with the rest of Delaware, Whorekill passed under British control in 1674. In 1680 the settlements along the St. Jones were separately incorporated as St. Jones County. The name was changed to Kent by 1682, at which time a census listed 99 inhabitants in the new county (Scharf 1888:1030). The county court met at private houses until about 1697, when a courthouse was built near a landing on the St. Jones River in what is now Dover. In 1699 some of the residents, seeking a central place for their community, petitioned the Assembly to establish a town, to be called Canterbury, at the courthouse. The Assembly agreed, but specified that the town be called Dover. Little development took place in the new town, however, and in 1717 the residents petitioned the Assembly to refund it; again the Assembly complied, and commissioners were appointed to lay out the land in lots and sell them. A town was set up, with a central square at the intersection of the King's Road and another road called Long Street. Growth was still slow, but by 1729 a number of lots had been purchased and houses built. In the surrounding area, however, growth was much more rapid, and farms spread across the countryside (Bedell 1997:4).

During the mid-eighteenth century, Dover grew fairly rapidly. Its population was said to consist of only 20 families in 1750; however, in 1762, a British gazetteer described the town as containing about 200 to 300

inhabitants along with two churches, a courthouse, general store, tavern, tannery, shoemaker's shop, blacksmith's shop, and cabinetmakers' shops (Hancock 1976:9).

From the late seventeenth century into the nineteenth century, Dover was important not only politically, as the county seat and state capital, but as a regional trading center. It contained many stores and skilled craftsmen. The town and vicinity also had its share of gristmills, sawmills, and tanyards situated along local waterways, employing waterflow for the operation of processing grain, timber, and hides. Manufacturing of any other kind was lacking in Dover until 1856, when Richardson and Robbins began a canning business for vegetables, chicken, and plum pudding (Hancock 1976:51). In 1871, Joseph Chambers built a factory where he packed hermetically sealed products, and this business was acquired by J. M. Chambers Packing Company ten years later. In 1883, the Dover Glass Works Company was established, supplying much of the area with windows and glass products until it was destroyed by a fire (Williams 1929:844).

The nineteenth century also saw the reformation of local magisterial districts, or hundreds, in the Dover area. In 1823, Dover Hundred was created by a legislative act. Before this time, the town site and vicinity were part of Murderkill and St. Jones' hundreds. The hundred annexed additional territory in 1831 by claiming another portion of Murderkill Hundred. In 1859, Dover Hundred was divided into East and West Dover election districts, and in 1877, these districts became separate hundreds. East Dover Hundred was the more prominent of the two because it contained the town of Dover (Williams 1929:843).

Dover, like other areas in Delaware, experienced a growth in its African-American population from 1880 to 1930. The period from 1890 to 1940 is often referred to as "the Great Migration North," as many African-Americans fled the South and its Jim Crow codes for better economic opportunities and better social conditions in the North. The most notable increase in African-American population came in Wilmington and New Castle County, where industry offered the greatest economic opportunities. From 1870 to 1940, African-American population grew from about 50,000 to over 150,000. Sussex County also experienced a rise in its African-American population during this time because of the need for agricultural labor. It grew from about 32,000 to almost 50,000 from 1870 to 1910, and then fell to about 42,000 in 1920 before climbing to over 50,000 by 1940. Unlike New Castle and Sussex counties, the African-American population of Kent County remained stagnant during this period, probably due to the lack of industry or agricultural opportunities that would attract more people to the area (Skelcher 1995:62-64). Despite this, Dover contained a highly concentrated African-American population. Undoubtedly, many African-Americans settled in the Dover area during this time to flee racial discrimination in the South. However, settlement patterns in Dover suggest they still found themselves segregated in their own communities away from the rest of the town's population. African-Americans lived mainly in the west part of Dover, along Kirkwood and Queen streets. They also lived in the surrounding areas west of the town. Many tenant and farm laborers lived in an area called Pigeon Hill, located between North and Water streets and Governors Avenue. This area was located southeast of Eden Hill Farm. Within these segregated communities, African-Americans laid the foundations for building strong communities with the founding of churches and construction of their own schools (Skelcher 1995:104).

One notable development within Kent County that benefited not only its African-American community but that of the entire state was the establishment of the State College for Colored Students in Dover (now Delaware State University). The school was established in 1892 by the Second Merrill Land Grant College Act of 1890 to provide an institution of higher learning for African-Americans, because at that time Delaware College (now the University of Delaware) was open only to whites (Skelcher 1995:124). The state appropriated \$8,000 to purchase a 100-acre tract two miles north of Dover owned by Nicholas Lockerman, the largest property owner in Kent County. The school was established at this site with an original enrollment of just 12 students, and only 28 students in 1896; however, the school grew dramatically during the early decades of the twentieth century. By 1923 enrollment climbed to 138 students, and by 1949 the

number reached 387 students. With the increase in students, more buildings and faculty members were also added (Delaware State University:1-4). The initial curriculum trained students primarily in the fields of education and agricultural and trade professions. Most reported graduates became farmers or tradesmen (e.g., mechanics, electricians). In 1950 the Delaware Chancery Court decided that the educational opportunities offered at the colored college were not equal to those at Delaware College, and ended segregation in higher education in Delaware. After 1950, African-Americans were admitted to Delaware College, and the former colored college changed its name to Delaware State University.

During the early twentieth century, the town remained a small community. Census figures indicate that Dover had a population of 3,329 in 1900. However, the population continued to grow during the next two decades, with 3,720 and 4,042 people reportedly living in the town in 1910 and 1920, respectively. The fact that Dover still remained a small community did not discourage its modernization. During this time, its municipal leaders spent thousands of dollars on civic improvements. In 1900 electricity first came to the town with the construction of municipal steam generators. In 1903, the town borrowed \$30,000 to construct a new sewer system, and in 1907 it spent over \$25,000 to pave many of the city streets (Sammak and Winslow 1967:47).

The continued trend of modernization, along with significant industrialization, resulted in the most significant period of growth for Dover from the mid-twentieth century to the present day. The age of the automobile resulted in infrastructural changes within Delaware. During the 1920s, the state developed a highway system to facilitate automobile travel. The Dupont Highway (U.S. Route 13) was finished in 1924 and extended north-south through the state, passing through both Dover and Wilmington. The new highway system allowed people to travel freely and efficiently throughout the state. Major industries and the military came to Dover beginning in the 1930s. In 1937, International Latex Corporation constructed a factory in the Dover area, and in 1963, General Foods established a factory in the western part of Dover along North Street. Military mobilization in the years preceding World War II resulted in the construction of Dover Air Force Base, created in 1940, located east of the town. Although the base closed for a short time after the war, it was reactivated in 1954 and has developed into one of the largest domestic air freight bases in the country. The presence of Dover Air Force Base, along with a better transportation network linked to increased manufacturing, have broadened local economic activity beyond farming, the related agricultural service and commerce businesses, and maintenance of the state government. This economic diversification has drawn new residents to the area. Following World War II, Dover experienced a significant housing shortage, which created a boom in housing construction for many years. By 1960, Dover's population was 7,250, almost double its 1920 population of 4,042 (Sammak and Winslow 1967:47-49).

PROJECT AREA HISTORY

North Street

The North Street project area between West Street and Mifflin Road lies within the western boundary of the City of Dover. North Street was originally laid out as one of the oldest streets in the city. It had been planned to include 200 acres in Dover's town plat, but only 125 acres were included in the original town plat created in 1717. A section of North Street east of the project area was included within the original town plat as an east-west road located north of "The Green," the town's public square (Scharf 1888:1043).

The 75 acres not included in the original town plat were located to the west of the town at that time. In May 1718, John Mifflin purchased 69 of the 75 acres on commission. The tract passed through several owners until Nicholas Ridgely purchased the property in July 1748. Ridgely was born in Anne Arundel County, Maryland, in 1694. He first settled in Delaware in 1732 at Saulsbury (now Duck Creek) and later moved to Salem, New Jersey. There he married the widow of Benjamin Vining. The Ridgelys moved back to

Delaware in 1738, where they resettled in Dover. Nicholas almost instantly became an influential member of the community; he became a town magistrate and, in 1740, a provincial justice of the colonial Supreme Court. Upon his purchase of the Mifflin property, Ridgely established a farm on the site, which was eventually named Eden Hill (Scharf 1888:1048). It was known as the Ridgely farm during the mid-eighteenth century and was located on the south side of North Street, which extended westward from the town and continued as the road from Dover to Hazletville. The Ridgely farm served for a short time as the home of Caesar Rodney. Rodney, one of Delaware's most illustrious Revolutionary era patriots, was orphaned at the age of 17. He chose Nicholas Ridgely as his legal guardian and for a short time resided with the Ridgely family (Rogers 1972:4).

Nicholas died in 1755, and upon the death of his wife, Mary, the property passed to their only son, Charles, a physician. In 1769, he purchased a house on the public square within the town and vacated his residence at Eden Hill to live in his new home. Upon Charles's death in 1785, his widow, Ann, returned to Eden Hill for a short time. In 1810, Nicholas Ridgely, Charles and Anne's first son, became owner of the property. He served as the state's Attorney General, a Kent County representative to the Delaware Constitutional Convention, and was a member of the state's General Assembly. Although Eden Hill has remained within the Ridgely family, it was primarily used as a tenant farm from 1769 to 1950, with the main house used as the home of the farm manager (Rogers 1972:5).

A second farm was established in the project area during the mid-nineteenth century on the north side of North Street opposite Eden Hill. In October 1858, James Heverin of St. Jones Neck in Dover Hundred sold Thomas Slaughter of the Town of Dover a farm parcel containing 204 acres on North Street, just west of the Delaware Railroad (Kent County Recorder of Deeds [Kent County] 1858:Book O, page 356). The 1868 Beers Atlas indicates that Slaughter had established his farm on his property by that time (Figure 2).

In 1869, Slaughter made provisions to subdivide his farm under the plat name of "Accretia" (Kent County 1869:Book G5, page 336) and sold lots of 50x150 feet. Despite the availability of lots, settlement of the Accretia plot occurred gradually. By 1906, only six houses had been constructed along North Street within the project area (United States Geological Survey [USGS] 1906) (Figure 3). Development of the area intensified between 1906 and 1918. A 1918 soil survey map produced by the Department of Agriculture is the first map to show three new streets within the Slaughter subdivision. Minima and Clarence streets were constructed intersecting with North Street, with both extending to Lincoln Street, which ran parallel north of North Street. Together, Minima, Clarence, Lincoln, and North streets formed a large square within the subdivision. By 1930 there was heavy residential development along Clarence, North, and Lincoln streets within the project area (USGS 1930) (Figure 4). Many of the families who settled within the Slaughter subdivision were of African-American descent. This followed the typical segregated settlement pattern of Dover during the late nineteenth and early twentieth centuries, with African-Americans settling for the most part within or near the western portions of the town. Census records from 1900 indicate that African-American families predominantly occupied the houses located along the north side of North Street within and in areas adjacent to the project area. Three dwellings were owner-occupied by the Collins, Scotton, and Levy families, all of whom were of Euroamerican descent. In the 1920 Census a total of eleven dwellings were identified along North Street, west of West Street and south of Lincoln Street. Eight of these were occupied by black or mulatto families (United States Bureau of the Census [U.S. Census] 1920:E.D. 10, Sheets 4B and 5A). According to the occupations listed for the African-Americans who lived within the Slaughter subdivision, most earned their livings as farm laborers or as servants (U.S. Census 1900:E.D. 68, sheets 16 and 16A ;1920:E.D. 10, sheets 4B and 5A).

In addition to residential development, some industrial development occurred within the eastern portion of the project area. The area near the intersection of North and West streets was a prime location for industrial development with its close proximity to the Delaware Railroad, which provided an ideal transportation outlet

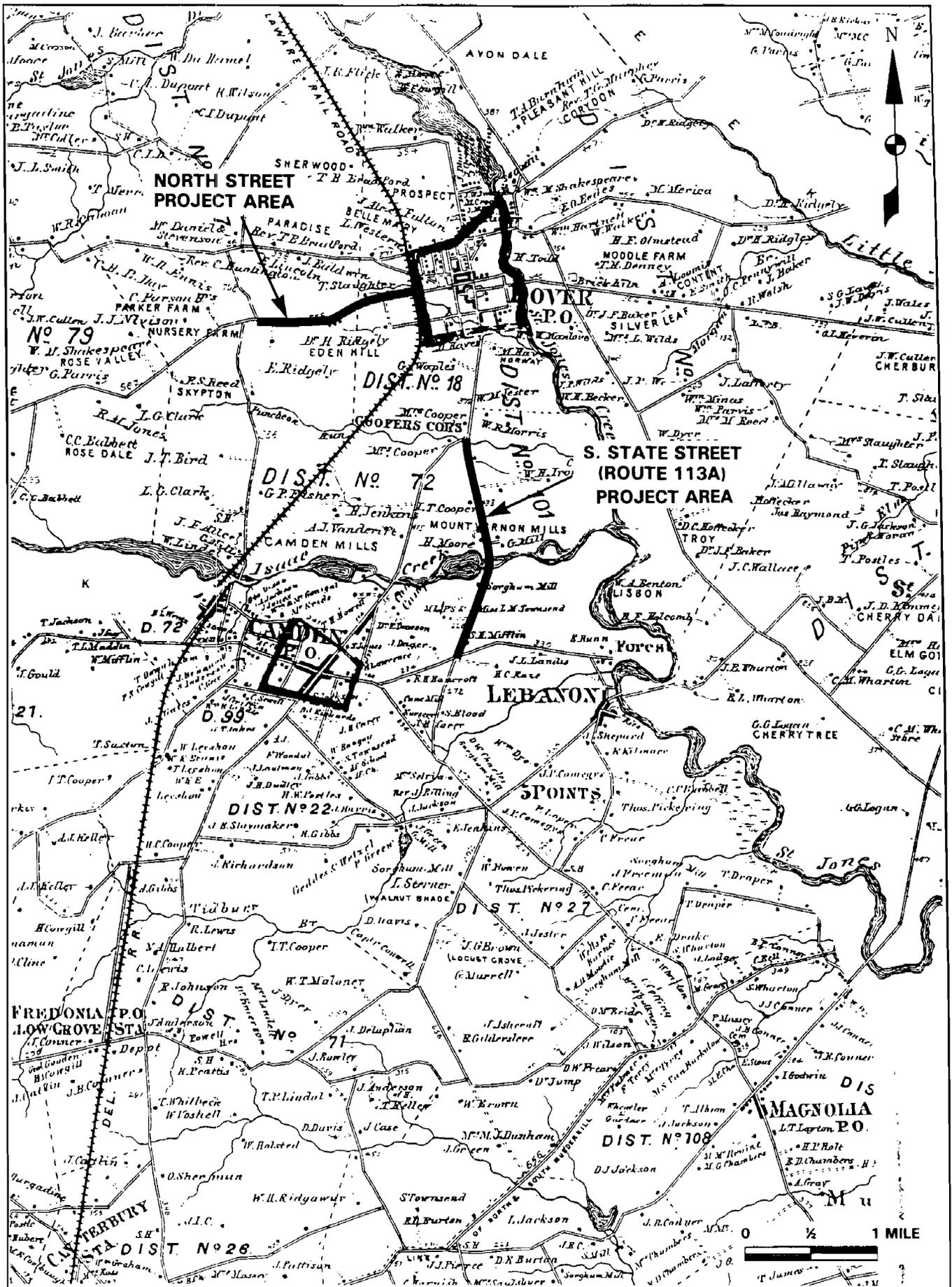


FIGURE 2: Project Areas, 1868

SOURCE: Beers 1868

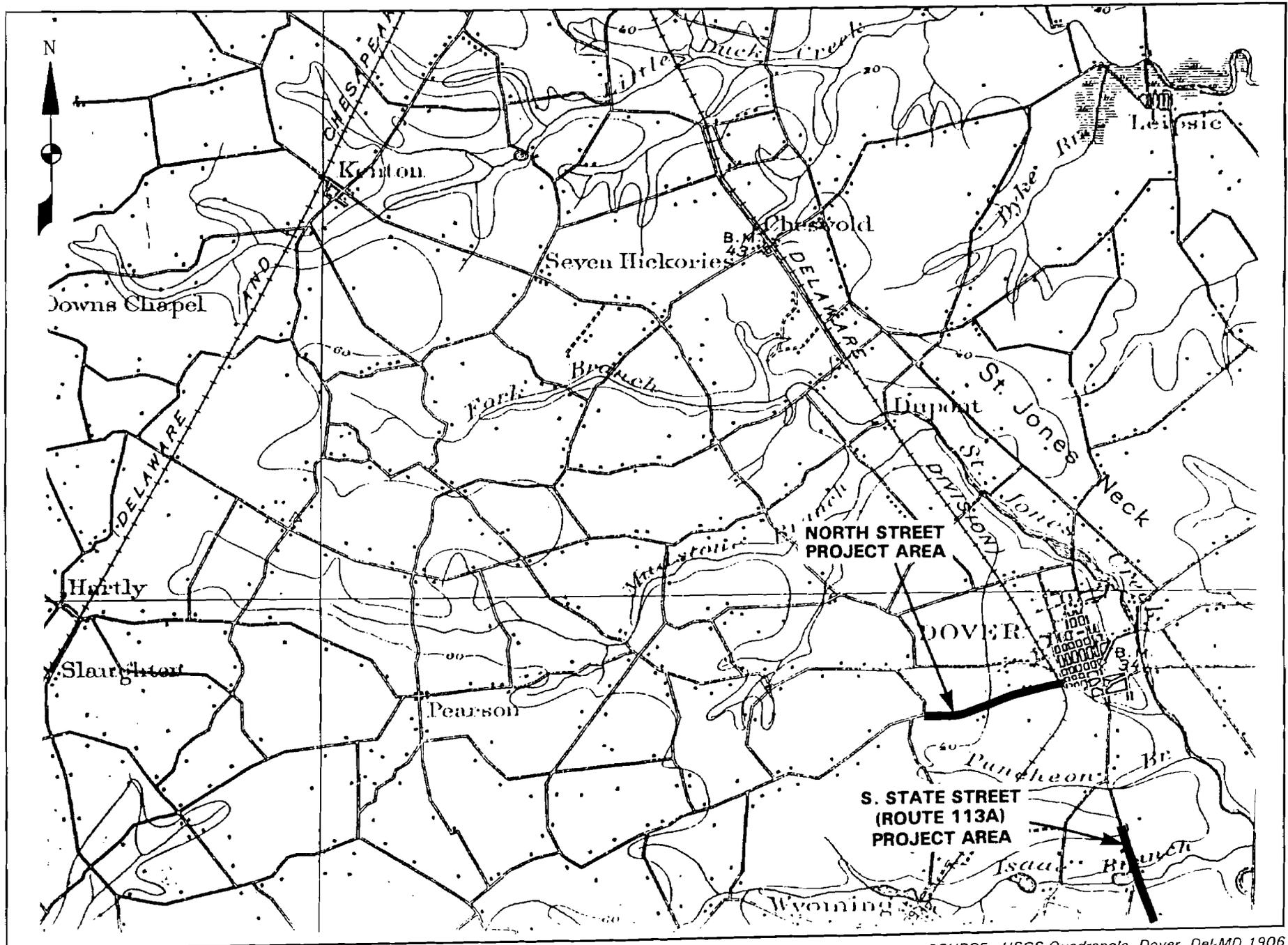


FIGURE 3: Project Areas, 1906

SOURCE: USGS Quadrangle, Dover, Del-MD 1906

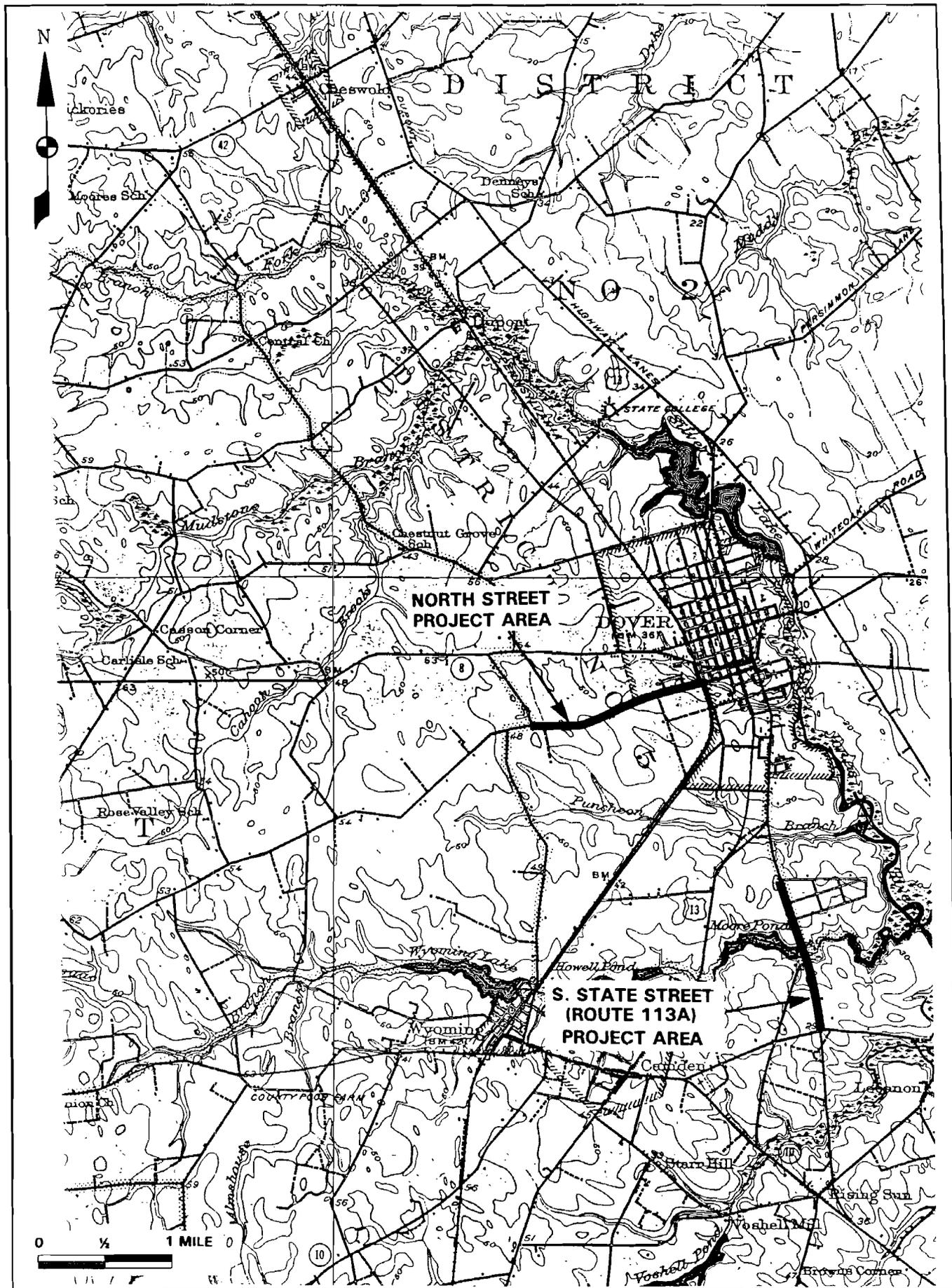


FIGURE 4: Project Areas, 1930

SOURCE: USGS Quadrangle, Wyoming, Del-MD 1930

for goods and materials. The Levy and Glosking Distillery complex was constructed along North Street, just west of West Street, sometime before 1910. It consisted of a distillery building, two warehouses, an office building, a storage building, and four other unnamed buildings (Sanborn Map Company 1910). By 1919, the complex was being used by the Harrington and Bailey Apple Products Company, and by 1929 the East Coast Ice and Storage Company was operating a plant on the same property (Sanborn Map Company 1919 and 1929) (Figures 5 and 6).

U.S. Route 113A (State Street)

U.S. Route 113A was originally part of the Kings Highway, one of the state's principal highways during the eighteenth century. The Kings Highway is known to have existed as an informal road during the late seventeenth century; it was officially established by an act passed by the General Assembly in 1752. The road extended from Wilmington south through the hundreds of New Castle and Christiana to Dover. The road generally corresponded to State Street (U.S. Route 113A) within Dover, running south and southeast along present-day U.S. Route 113A. It continued on this course to Lewes and to sections of Maryland's Eastern Shore (Liebknecht et al. 1997:5-3).

Because of the existence of the Kings Highway, the U.S. Route 113A vicinity near Dover was an area of early settlement. A 400-acre tract known as Shoemaker's Hall granted to Isaac Webb in 1698 made up a considerable portion of the project area. The Webbs became prominent landowners in Kent County; Webbs Lane and Webbs Landing were named after the family. During the early eighteenth century, Shoemaker's Hall was divided into smaller parcels sold to many different people. It is known that a man named Thomas Dawson purchased a 50-acre portion of Shoemaker's Hall on the south side of Puncheon Run, where he operated a malthouse (Bedell 1997:4). A parcel at the intersection of U.S. Routes 13 and 113A was the home of Judge Richard Cooper; in fact, the intersection was historically known as Cooper's Corner. Judge Cooper is known to have operated a sawmill on Puncheon Run, which flows just south of the intersection, and lived on the property in a 2½-story brick dwelling, which is still extant. During the Revolutionary War, this area was also the site of the mobilization of Tory militia for a strike against Dover, which was averted (Heite and Heite 1986:5,8). When Judge Cooper died, his son, Richard Jennifer Cooper, and later his grandson, William Parran Cooper, acquired the property. William Cooper sold 200 acres of his family's land east of the highway to William R. Morris in 1855, which eventually became Pyott farm. During the early twentieth century, the remaining 77 acres of the Cooper Farm were converted into urban subdivisions (Heite and Heite 1986:7).

Milling activities also developed at an early date within the project area vicinity. Local folklore tells that there was a mill along Isaacs branch as early as 1685. It is known that John Vining constructed a mill sometime after he acquired property in the project area vicinity from Thomas Dawson and others around 1750. A millpond does appear in a 1761 survey of the Vining property. After Vining's death in 1770, his estate was divided and sold by his executors. From 1770 to 1858, the mill seat was owned by a number of different individuals, including John Pennell, Henry Molleston, Jonathan Elliott, Jonathan Mifflin, and David D. Lewis (Heite 1992:13).

In 1858, Henry Moore of Montgomery County, Pennsylvania, bought the property that contained the mill seat and rebuilt the mills to utilize the newest roller technology. Moore named his establishment "Mount Vernon Mills." The mill house itself was described in insurance records as "a 3-story timber frame house on a brick foundation" (Heite 1992:15). The Moore family operated the mill well into the twentieth century. In 1936 the family sold the property to the state of Delaware, who constructed a fish hatchery between the mill and dam, east of U.S. Route 113A. The mill building itself was abandoned and soon demolished, and a frame dwelling was built on top of its foundation (Heite 1992:15).

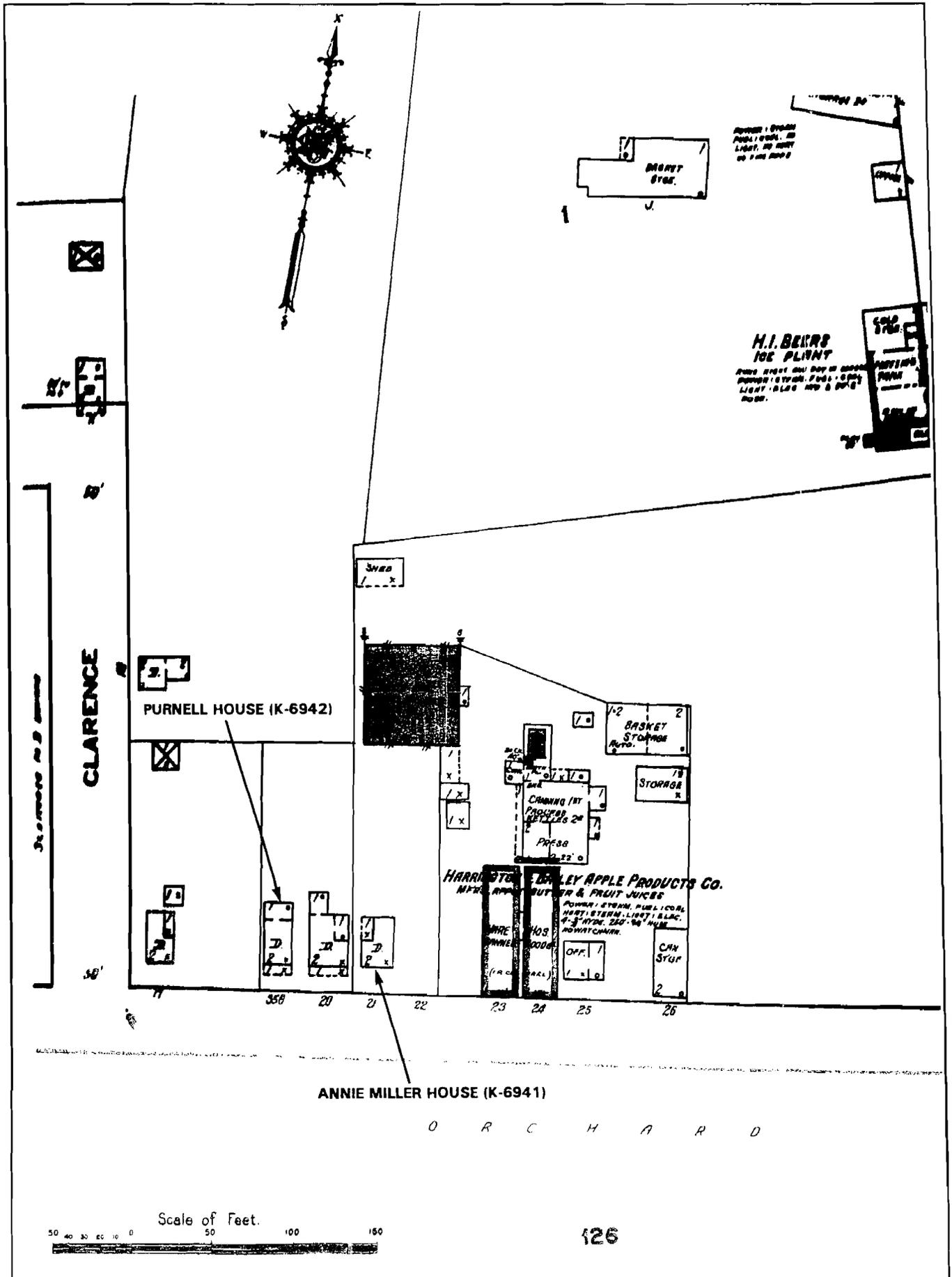


FIGURE 5: 1919 Sanborn Map Showing Eastern End of North Street Project Area

SOURCE: Sanborn Map Company 1919

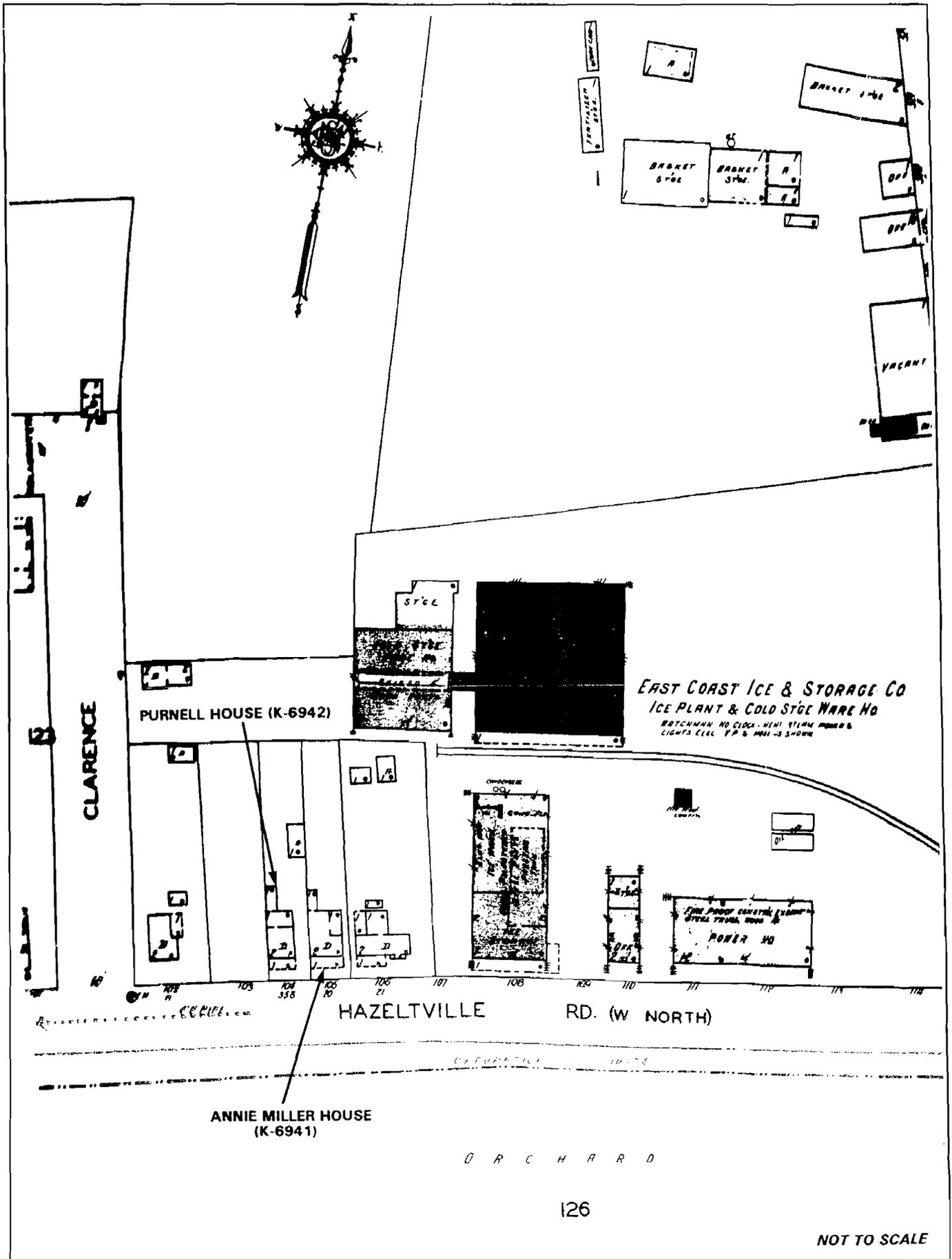


FIGURE 6: 1929 Sanborn Map Showing Eastern End of North Street Project Area

SOURCE: Sanborn Map Company 1929

With the exception of Mount Vernon Mills, limited development occurred within the project area during the nineteenth and early twentieth centuries. The 1868 Beers Atlas shows only a few residences along U.S. Route 113A in this area, belonging to L. Cooper, H. Moore, Miss Townsend, and S.H. Mifflin (see Figure 2). This pattern of sparse settlement suggests these people engaged in farming activities, which would have been typical for rural Kent County during this time. Both 1906 and 1930 USGS topography maps indicate the existence of no more than eight structures within the project area during these periods (see Figures 3 and 4). Only after World War II did the area take on its present-day suburban character.

THE DELAWARE COMPREHENSIVE HISTORIC PRESERVATION PLAN

The *Delaware Comprehensive Historic Preservation Plan* defines four geographic zones for the state of Delaware, identifying important themes and property types likely to be found within each zone. The project areas, situated in East Dover Hundred, are located in the Upper Peninsula Zone.

Previous research within the vicinity of the S. State Street (U.S. Route 113A) project area includes investigations at the Thomas Dawson Site (Bedell 1997), in the area of the Puncheon Run Connector (Liebknecht et al. 1997), at Moore's Lake (Heite 1992), and at Cooper's Corner (Heite and Heite 1986). Based upon these reports and inventory data from the State Historic Preservation Office, it was expected that extant architectural resources 50 years old or older within the project area would date to the contextual periods of Industrialization and Early Urbanization 1830-1880± and Urbanization and Early Suburbanization 1880-1940±. For these resources, the two most applicable themes were expected to be Agriculture, and Architecture, Engineering, and Decorative Arts.

Previous research within the North Street project area included only the National Register documentation of Eden Hill prepared by Vincent Rogers of the Division of Historical and Cultural Affairs (Rogers 1972). For this project area, it was expected that extant architectural resources 50 years old or older would date to the contextual periods of Intensified Durable Occupation 1730-1770±, Industrialization and Early Urbanization 1830-1880±, and Urbanization and Early Suburbanization 1880-1940±.

The *Delaware Comprehensive Historic Preservation Plan* states that during the period of Urbanization and Early Suburbanization 1880-1940±, the architectural character of the previous period (Industrialization and Early Urbanization 1830-1880±) continued in the rural areas of the zone. However, the beginnings of suburban development, loss of agricultural lands, and transportation improvements emerged as factors that brought increasing change to rural environments, particularly those near population centers and major roads. The architectural integrity of historic resources identified for this period in particular should be critically evaluated because it is for this period that there is the least amount of comprehensive cultural resource survey documentation (Herman et al. 1989:34-35).

HISTORIC CONTEXTS AND THEIR REPRESENTATION IN THE PROJECT AREA

Agriculture

Agriculture was a dominant aspect of the economy in Kent County from the settlement of the area to the early twentieth century. During the seventeenth and eighteenth centuries, subsistence agriculture predominated, followed by a mixed system with the cultivation of wheat, Indian corn, flax, and orchard and garden crops. The development of the railroads during the mid-nineteenth century opened up distant markets for Kent County agricultural goods and encouraged the development of a commercial agricultural economy. As a result many farmers expanded their orchards and vegetable fields; merchants even invested capital to acquire large agricultural tracts which were farmed by tenant farmers and laborers. Among the agricultural-

related buildings potentially associated with historic farm sites are barns, corncribs, chicken houses, granaries, smoke/meat houses, springhouses, carriage houses, stables, and milk houses (Bedell et. al. 1998:16).

Property Types Within the Project Area: rural farm site

Architecture, Engineering, and Decorative Arts

Most houses in Delaware during the eighteenth century were one of two types: those constructed on traditional forms and those academically inspired to attain some element of symmetry or balance. The traditional houses ranged in size and form, and could be one or two stories and have anywhere from one to four rooms in each story. Most early houses tended to be small with one- or two-room plans. The most common among these early dwellings was the hall house, which consisted of a one-room plan in a one- and sometimes two-story dwelling. Most hall houses were 1x2-bay structures with gable roofs and a chimney located at one of the gable ends (Herman 1987:15-16). More elaborate eighteenth-century dwelling types contained multi-room plans. The most common of these were the hall-and-parlor house, which contained two rooms located side by side (Herman 1987:19), and the double-cell house, which was one room wide and two rooms deep (Herman 1987:20). Three- and four-room plans were also in use during this time.

By the mid-eighteenth century, all of these house forms began to include classical concepts of symmetry and balance in their designs. More and more houses were designed with a central passage and stair hall which opened onto the principal rooms. Such plans, along with classical ornamentation on the facade, soon began to be recognized as the Georgian style, one of the most popular and enduring colonial forms (Herman 1987:26).

During the nineteenth century, architectural styling moved away from the symmetry and classicism of the late eighteenth century to more asymmetrical and often romantic conceptions. Much of American architecture dating from 1830 to 1880 was characterized by romantic styling. The Greek Revival was dominant from 1830 to 1860, Italianate forms were popular from 1850 to 1880, and the Gothic Revival was a popular style from 1840 to 1880. In 1842 Andrew Jackson Downing's *Cottage Residences* was first published and became the first pattern book of house styles that contained drawings of several examples of the new romantic styles of this time. For rural areas, relatively plain folk-style dwellings that lacked the ornamentation of the romantic styles were popular forms of construction, including hewn-log structures and I-house forms (McAlester and McAlester 1992:82-83, 177).

In the later nineteenth century, the Late Victorian era produced a variety of domestic architectural fashions derived from earlier historical precedents, with considerable emphasis on asymmetrical forms and elaborate surface treatments. At the "high" end, dwellings could manifest considerable attention to stylistic ornament, while at the broader "popular" end of the architectural spectrum, expression of style might consist only of a token reference. The architecture of rural and semirural settings continued to be characterized by folk-style dwellings, as before usually simple in form, such as an I-house, gable front, or gable-front and wing. Many very often had detailing inspired by Classical Revival, Italianate, or Queen Anne styles. The primary areas for the application of this detailing were at the main entrance, porch, or cornice line (McAlester and McAlester 1992:309). Throughout the Upper Peninsula Zone, simple farmhouses were detailed in this manner.

Around the turn of the century, and with increasing speed thereafter, houses tended to become smaller, more horizontal, and simpler in detail, partly as a reaction to the Victorian era and partly due to high construction and labor costs. The Bungalow, with its straightforward use of materials, low profile, and open, multi-

purpose plan, came to epitomize the dwelling of choice for families of relatively modest means. Colonial Revival architecture also became a dominant domestic building type during this time, appealing to families of various income levels. The style appeared in many different forms, from 1 to 2 stories with side-gabled, hipped, and gambrel roofs. The main feature of the style was a centrally located main entrance that was accented by some means. More lavish examples usually included highly detailed ornament around the cornice, windows, and front entrance, while simpler examples were more vernacular in detail with little, if any, ornament.

During the early twentieth century, proliferation of the automobile and greatly improved roads made possible the clear geographic separation of home and workplace, resulting in construction of residences in areas heretofore almost entirely agricultural. This process, which accelerated during the 1920s, was brought to a halt by the Depression and World War II, only to resume at an ever larger scale in the late 1940s and 1950s. Rather typically, in that period of high labor costs, these dwellings exhibited economies of floor space and of exterior detail. Such houses, termed "Minimal-Traditional" by McAlester and McAlester (1992:477), constituted, in effect, extremely stripped-down versions of Eclectic-Revival styles prevalent in previous decades, particularly the "Georgian" or Classical Revival, "Cape," and "Tudor." The Garrison Colonial, which featured a cantilevered second story, emerged during this era as a subtype of the Colonial Revival style. These small house forms were in turn largely supplanted by even more stripped-down versions of the Ranch and Split Level styles by the end of the 1960s (McAlester and McAlester 1992:338, 481).

With the proliferation of the automobile and improved roads also came an expansion of bridge construction. Highways during the twentieth century often made use of reinforced concrete types. Early use of concrete during the late nineteenth and early twentieth centuries were designed to mimic stone arch structures. As engineers became more familiar with working with concrete, they increasingly moved away from concrete arch designs. Concrete slab bridges were designed for short spans (less than 30 feet long) in Delaware as early as 1910. These bridge types were constructed in the state in great numbers during the 1950s (A.G. Lichtenstein and Associates, Inc. 1996).

Property Types Within the Project Areas: hall-and-parlor, vernacular side-gable, vernacular front-gable, Colonial Revival, Bungalow/Craftsman dwellings; concrete arch and slab bridges

Demographic Changes (African-American Settlement Patterns in the Upper Peninsula Zone)

The period from 1890-1940 for African-American Settlement within the Upper Peninsula Zone is known as the "The Great Migration North." During the late nineteenth century, the former Confederate states began passing the "Jim Crow" laws that ushered in the period of legalized segregation in the United States. Following court decisions like *Plessy v. Ferguson* in 1896, states were given the legal right to enact legislation that segregated their African-American populations from their Euroamerican populations, creating institutions that were supposed to be "separate but equal." Most African-American institutions, notably schools, were not of equal quality to their Euroamerican counterparts. Because of such derogation, many African-Americans began leaving the South for the North, which had an expanding industrial base which offered employment opportunities.

African-Americans increased their numbers in Kent County during this period, although the African-American population in Kent County did not experience the same growth as in New Castle and Sussex counties. During the early twentieth century, African-Americans living in Dover were concentrated on Kirkwood and Queen streets. Others settled just outside Dover at Eden and Pideon and along North and Water streets to South Governors Avenue. Other African-Americans also settled north and west of the city, along Salisbury Road and College Road extending to Kenton Road (Skelcher 1995:104,127). Other rural

parts of Kent County also experienced a growth of African-American communities, as settlement occurred in Houston, Harrington, Clayton, and Kenton.

Property Types Within the Project Area: 2-story gabled front and side-gable dwelling

