INTRODUCTION

This report presents the results of a cultural resources planning survey for selected portions of the proposed Sussex East-West Corridor, Delaware Routes 404/18 and 9, in Sussex County, Delaware. The report considers the cultural resources in fourteen sections of the proposed corridor. The surveyed areas were chosen based on an earlier cultural resources planning report (Catts, Custer, and Hoseth 1991) which documented the distribution of cultural resources within the entire Sussex East-West Corridor (Figure 1). The proposed alignments for the

Sussex East-West Corridor extend from the Maryland-Delaware boundary at Adams Crossroads to the vicinity of Five Points on State Route 1. The study corridor is approximately 30 miles long and five miles wide, centered on State Routes 404, 18, and 9. The original planning report compiled data on the known locations of standing structures, historical archaeological sites, prehistoric archaeological sites, and presented predictive models for prehistoric and historical archaeological sites. The known and potential cultural resources were mapped within the entire study corridor. Areas that contained, or had the potential to contain, dense cultural resources were identified in a series of cultural resource management zones (Figure 2). Fourteen areas within the proposed alignments that contained especially high concentrations of cultural resources were highlighted as potential "problem areas" and targeted for more intensive investigation (Figure 3).

The purpose of additional study was to provide detailed information on the location of cultural resources within the proposed alignments of the Sussex East-West Corridor. The information was intended for use in the selection of the final

alignments allowing planners to minimize the adverse impacts of the highway construction on the area's cultural resources, following the model provided by the State Route 1 (formerly Route 13) project (see Custer and Bachman 1986a; Custer, Bachman, and Grettler 1986). In addition, the planning information would be useful in later stages of cultural resources mitigation for refining archaeological knowledge of the area and refining predictive models. Furthermore, analyses of prehistoric and historical site locations from the final alignment(s) would allow the generation and refinement of research questions to be addressed in future survey and excavation stages of the project and in the region. The research questions would also be important guides for determining the significance of cultural resources and their eligibility for nomination to the National Register of Historic Places.

Results of the planning survey in fourteen specific "problem areas" in the proposed Sussex East-West Corridor alignments (Figure 3) are presented here. From east to west the study areas are:

1) Five Points Area (see Figure 7 and Table 2);

2) Beaverdam Creek Area (see Figure 8 and Table 3);

3) Gravel Hill Area (see Figure 8 and Table 4);

4) Georgetown Area (see Figure 10 and Table 5);

5) Cokesbury Church Area (see Figure 11 and Table 9);

6) Cedar Corners Area (see Figure 12 and Table 10);

7) Kings Crossroads Area (see Figure 13 and Table 12);

8) Mirey Branch Area (see Figure 14 and Table 14);

9) Collins Pond Area (see Figure 15 and Table 15);

10) Unity Forge Area (see Figure 17 and Table 16);

11) Nanticoke Branch Area (see Figure 18 and Table 17);

12) Bridgeville Branch Area (see Figure 18 and Table 18);

13) Scotts Corner Area (see Figure 19 and Table 20); and

14) Marshyhope Creek Area (see Figure 22 and Table 23).

The list above serves as an index to the discussions of the individual study areas that make up the body of this report. Field work for the planning survey was conducted during the fall and winter of 1990-1991 by archaeologists from the University of Delaware Center for Archaeological Research, at the request of the Delaware Department of Transportation for compliance with Section 106 of the National Historic Preservation Act in consultation with the State Historic Preservation Office (SHPO). Funding for the project was provided by the Delaware Department of Transportation and the Federal Highway Administration.

This report provides a brief description of the environmental setting of the project area, followed by a short review of the prehistory and history of the lower Delmarva Peninsula and Sussex County. The next section discusses the field and laboratory procedures and methods. The results of the project for each of the fourteen study areas follow. The report concludes with a discussion of the significance of the cultural resources encountered.

Environmental Setting

The Sussex East-West Corridor falls within the Low Coastal Plain physiographic zone (Figure 4), which includes most of Kent and Sussex Counties. The Low Coastal Plain is underlain by the sands of the Columbia Formation (Delaware Geological Survey 1976; Jordan 1964) extensively reworked by various geological processes to form a very flat and relatively featureless landscape with elevation differences that range up to 10 meters (30 feet). The small differences in elevation are further moderated by long and gradual slopes. Surface water has been severely affected by rising sea level and most river systems, including much of the Nanticoke, Marshyhope, Broadkill, their tributaries and lower order tributaries of Indian River and Rehoboth Bay in the study area, are tidal in their middle and lower reaches. In general, the watercourses of the study area, particularly the main course of the Nanticoke River, some of its larger tributaries, such as

Deep Creek, Broad Creek, and Clear Brook, and the Marshyhope provide a richer environment and range of resources than the less well-watered interior. Therefore, two basic environmental zones, the riverine settings and the interior, influenced human settlement in the survey area.

Most riverine areas of the Sussex East-West Corridor have fringing tidal marsh characterized as the Arrow-Arum - Pickerel Weed Marsh Type (Zone VI - Daiber et al. 1976:86-87, their Figure 25). The marshes occur adjacent to estuarine tidal mud flats where the water salinity ranges between fresh and slightly brackish. Prominent plants include arrow-arum, pickerel weed, reed grass, marsh mallow, and wild rice. Many species of duck, and muskrat are found in the area and various species of fish, including anadramous species, use these marshes as spawning areas. In general, the marshes provide an abundance of potential plant and animal foods not available in other parts of the study area. Adjacent to the fringing marsh there is usually a steep bluff of eroding unconsolidated sediments. Modern cultivation often extends to the edge of the bluff, but in some cases a fringing woodland of hydrophytic species such as loblolly pine, sweet gum, oaks, and Virginia pine is present (Ireland and Matthews 1974). Floodplains are relatively rare and confined to the Nanticoke River. For the most part, major drainage channels have been confined between the present river-edge bluffs over the course of the last 10,000 years.

Cypress swamps along the upper reaches of the Nanticoke River -- such as in the vicinity of James Branch, Hitch Pond, and Trussum Pond -- provide a unique environmental setting. In the study area, as is the case throughout the Delmarva Peninsula, cypress swamps are just upstream of the tidal marshes. Bald cypress, swamp black gum, and red maple are the dominant tree species (Braun 1967:93; Brush, Lenk, and Smith 1980:83), and many edible aquatic plants are present. Deer, and many other game animals, frequent the cypress swamps. Unfortunately, the antiquity of the cypress swamps and their vegetation history is not well known.

In contrast to the well-watered, environmentally diverse riverine areas of southwestern Delaware, the interior is drier. Consequently, plants and animal communities of the interior are not as diverse as those of the tidal wetlands. However, studies of environmental diversity in the Middle Atlantic Coastal Plain (Braun 1967; Brush, Lenk, and Smith 1980) emphasize the importance of soil drainage in determining environmental composition and there are many large patches of poorly-drained soils in the interior (Ireland and Matthews 1974). The poorly-drained areas are characterized by woodlands of either deciduous or coniferous species, including willow oak, white oak, sweet gum, red maple, water oak, cow oak, black gum, sweet oak, holly, and dogwood (Braun 1967:268). Thus, the interior, prior to the artificial draining for agricultural fields in historic times, was probably a rich mosaic of poorly-drained, fresh water swamps and bogs, and well-drained sand ridges. The poorly-drained

TABLE 1

Paleoenvironments in the Study Area

Episode	Interior Well-Drained	Poorly Drained	Riverine
Late Glacial (12,000 BC-8000 BC)	Boreal forest, limited grasslands	Bogs and swamps with deciduous gallery forest	Deciduous gallery forest with some floodplain grasslands
Pre-Boreal/ Boreal (8000 BC-6500 BC)	Boreal forest	Bogs and swamps with deciduous gallery forest	Deciduous gallery forest and boreal forest
Atlantic (6500 BC-3000 BC)	Oak-Hickory-Pine xeric forests and grasslands	Few bogs and swamps	Mesic deciduous forests
Sub-Boreal (3000 BC-800 BC)	Oak-Hemlock mesic deciduous forest	Extensive bogs and swamps with deciduous gallery forest	Deciduous gallery forests with fringing wetlands
Sub-Atlantic / Recent (800 BC-recent)	Oak-Pine forest with mixed mesophytic communities	Bogs and swamps with deciduous gallery forest	Deciduous gallery forests with fringing wetlands

woodlands would have been productive settings for hunters and gatherers and would have been attractive for settlement even though they were not as biologically productive as the riverine areas. In sum, the study area is characterized by the contrast between very rich and productive riverine settings which include the estuarine ecotone and the less diverse, but still very productive, interior zone.

Numerous studies indicate that there were marked climatic and environmental changes over the past 12,000 years in both riverine and interior areas. Detailed discussions have been presented elsewhere (Custer 1984a:17-24, 30-37, 44-48, 62-64, 89-93, 154) and only a summary will be presented here (Table 1). It should be noted that there are numerous relevant sources of paleoenvironmental data for Delaware's Low Coastal Plain including the Dill Farm Site (Custer and Griffith 1984), a series of cores from the Nanticoke River drainage (Brush 1986), cores from a bay/basin feature near 7NC-H-20 (Custer and Bachman 1986b) and other bay/basin sites (Webb, Newby, and Webb 1988), and a series of cores from the mouth of the Chesapeake Bay (Harrison et al. 1965). It should also be noted that the productivity of the riverine zone has changed through time as post-glacial sea-level rise (Belknap and Kraft 1977) inundated drainages and pushed tidal and brackish water settings further into the interior along the major drainages. Perusal of Table 1 shows that the basic dichotomy between the riverine and interior areas was probably present for much of the Holocene and was an important factor in historic and prehistoric settlement decisions.

Regional Prehistory

The prehistoric archaeological record of the study area, and the Delmarva Peninsula in general, can be divided into four major periods (Figure 5). A fifth time period, the Contact Period -- from A.D. 1650 to 1750 -- is transitional between prehistoric and historic times and includes the final Indian habitation of southern Delaware. The short summary that follows is taken from Custer (1983; 1984a; 1989) and a more detailed review is given in (Catts, Custer, and Hoseth 1991).

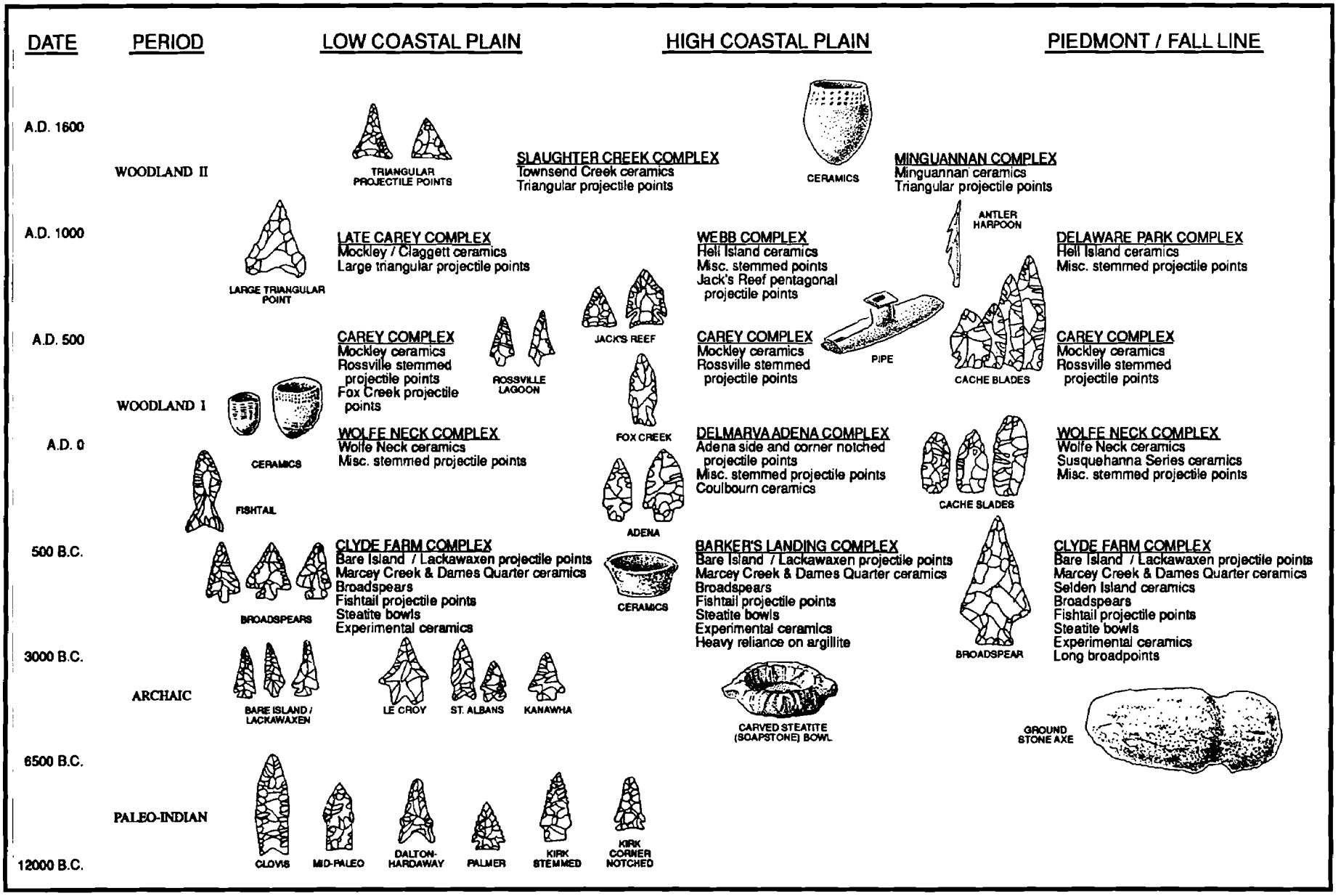
Paleo-Indian Period (12,000 - 6500 B.C.). The Paleo-Indian Period begins during the final phases of Pleistocene glaciation in eastern North America. A mosaic of deciduous, boreal, and grassland environments would have provided productive habitats throughout southern Delaware. Distinctive features of the Paleo-Indian life style were an adaptation to cold, and alternately wet and dry, conditions and hunting and gathering subsistence focused on animals that may have included now extinct megafauna and moose. Paleo-Indian tool kits reflect the emphasis on hunting, and high quality lithic materials were preferred for making stone tools (Custer 1984b). A mobile lifestyle and flexible social structure based on single and multiple family bands throughout the 5500 year time span of the Paleo-Indian Period has been hypothesized. The main types of Paleo-Indian Period sites known for the study area are base camps, base camp maintenance stations, and hunting sites. The riverine settings of the Nanticoke and its major tributaries would be the expected locations for base camps, while poorly-drained interior swamps and bogs would be the foci of maintenance and hunting sites.

Archaic Period (6500 - 3000 B.C.). The Archaic Period is characterized by adaptations to changing environments dominated by forests of hemlock and oak. Browsing animal species, such as deer, flourished. Human adaptations became more generalized with plant foods playing a more important role in subsistence. Archaic Period tool kits were less specialized and included plant processing tools, such as grinding stones, mortars, and pestles. A mobile lifestyle continued with a wide range of resources and settings used on a seasonal basis. A recent study of Archaic Period site distributions on the Delmarva Peninsula (Custer 1984c) indicates that although there were changes in adaptations between the Paleo-Indian and Archaic time periods, the basic site location patterns remained the same.

Woodland I Period (3000 B.C. - A.D. 1000). The beginning of the Woodland I Period can be correlated with dramatic changes in local and regional climates and environments. A pronounced warm and dry period ended ca. 4000 B.C., and sea-level rise created extensive brackish water marshes which were especially high in biological productivity throughout much of southern Delaware. The changes in environment and resource distributions caused a radical shift in prehistoric human adaptations. Important areas for settlements included the major river floodplains and estuarine areas. Many large base camps with fairly high

FIGURE 5

Prehistoric Chronology Chart



populations and a more sedentary lifestyle are evident. Social organization became more complex as population density increased (Custer 1982).

Woodland I Period tool kits include plant processing tools suggesting intensive harvesting of wild plant foods. Also, non-local lithic raw materials indicate that trade and exchange with other groups was developing (Custer 1984b). First stone, and then ceramic, containers allowing more efficient cooking also appear during the Woodland I Period.

Woodland II Period (A.D. 1000 - 1650). In many areas of the Middle Atlantic, the Woodland II Period is marked by agricultural and large-scale village life (Custer 1986). In southern Delaware, however, the change in lifeways is not as pronounced. There have been some finds of cultivated plants in southern Delaware (Custer 1984a:165; Doms et al. 1985), but cultivated food remains are far less common than wild plant foods (Custer and Griffith 1986:44-49). In general, Woodland II Period subsistence patterns in southern Delaware are similar to those of the Woodland I Period with the addition of minor amounts of cultivated plant foods. Changes in ceramic technology and projectile point styles identify Woodland II Period archaeological sites. Triangular projectile points, the only type found in Woodland II tool kits, appear about A.D. 1000; Woodland II Period ceramics of southern Delaware have more complex decorations than Woodland I ceramics including incised lines and cord-wrapped stick impressions (Griffith 1982).

Contact Period (A.D. 1650 - 1750). The Contact Period is enigmatic in southern Delaware. Only one Native American archaeological site that clearly dates to the Contact Period is known in Delaware (Custer and Watson 1985). In southern Delaware, Contact Period occupations have been reported for the Townsend Site (Omwake and Stewart 1963); however, the associations of European and Native American artifacts are questionable (Custer 1984a:177). Numerous Contact Period sites are known in southeastern Pennsylvania and on the Maryland Eastern Shore (Davidson 1982; Davidson, Hughes, and McNamara 1985; McNamara 1985). Native American groups in Delaware apparently did not interact much with Europeans and were probably dominated by the Susquehannock Indians of southern Lancaster County, Pennsylvania (Kent 1984). Only a few remnant groups of Native Americans remained in Delaware at the end of the Contact Period.

Regional History

The following historical summary provides a background on important local and regional events that affected the inhabitants of Sussex County. The historical periods are defined in the Management Plan for Delaware's Historical Archaeological Resources by De Cunzo and Catts (1990), and descriptions of regional historical events are based on the works of Ames, Herman, and Siders (1987), Herman and Siders (1986), Hoffecker

(1977), Munroe (1978, 1984), and Scharf (1888). A lengthier treatment is provided by Catts, Custer, and Hoseth (1991).

1630 to 1730: Exploration and Frontier Settlement. The earliest colonial settlement in Delaware, at present Lewes, ended in tragedy after only a year when the all-male population was wiped out by the local Sickoneysinck Indians in 1632. Farther north in 1638 the New Sweden Company built Fort Christina in what is now Wilmington. Fort Christina became the first permanent European settlement in Delaware. The Dutch, however, claimed the area by right of prior discovery. After a series of confrontations, New Sweden ceased to exist in 1655. The Dutch erected a small fort at Lewes, called the Whorekil (also spelled Hoerenkil, Horekill, and Hoorekill), near the mouth of the Delaware Bay in 1659 to block English incursions into the area, because Lord Baltimore considered the entire Delmarva Peninsula as part of his Proprietorship on the Chesapeake. English rule of the Delaware River and Bay area began in 1664 when Sir Robert Carr attacked the Dutch settlements. The settlement at the Whorekil was seized and pillaged. Hostilities between the English and the Dutch continued until the end of the third Anglo-Dutch War in 1674.

Friction with Marylanders continued, however, and the Maryland government sent a force of forty men to the Whorekil, which was burned and pillaged for a second time in less than a decade (de Valinger 1950). In 1680 Governor Edmund Andros established the County of Deale, which included the settlements at the Whorekil northwards to Cedar Creek. Between 1676 and 1678 forty-seven land patents were issued by the Duke of York's government for lands in the area, all fronting on the coast or on navigable streams and rivers (Hancock 1976:17). In 1682, William Penn's government assumed control of the Delaware region (Munroe 1978), and Deale County was renamed Sussex County, and Whorekil was renamed Lewes. Sussex County at the time was heavily forested and swampy, and settlement was confined to an area within about 10 to 12 miles of the coastline. Lewes was the only town of any size in the county, and it became a political, maritime, and commercial center. The population of Sussex County has been estimated at less than 1000 in 1700; the majority of the inhabitants were farmers, raising crops of tobacco, corn, wheat, and rye. Hogs and cattle were also raised.

1730 to 1770: Intensified and Durable Occupation. By 1730 settlement in Sussex County had penetrated the interior, reaching the area of the mid-peninsular divide (just to the west of present-day Georgetown). Patents for land west of the headwaters of the Broadkill and Indian rivers, and along Gravelly Branch and its tributaries were being issued from the Pennsylvania government by the second decade of the eighteenth century (Scharf 1888:1237, 1293). The Maryland government was issuing patents and warrants as early as the 1680s for lands now in Sussex County. Until the settling of the dispute over the boundary line between Maryland and Pennsylvania (including Delaware) by the establishment of the Mason-Dixon Line in 1765, the traditional

western boundary between Sussex County and Worcester County was the Nanticoke River and its tributaries. The rather arbitrary boundary led to numerous disturbances among the "Border People."

For most of the eighteenth century, Sussex County remained heavily wooded. The population grew slowly; in 1728, The Reverend William Beckett reported that there were 1,750 inhabitants in the county -- 1,075 Anglicans, 600 Presbyterians, and 75 Quakers, as well as 241 slaves and free blacks (Hancock 1962:138). By the 1740s, it was estimated that the population of Sussex County was between 1,800 and 2,000 (Pennsylvania Archives 1891), and Hancock (1976:26) estimates that by 1775 there were nearly 14,000 inhabitants. The tremendous growth of the population between 1740 and 1775 may be attributed to the migration of settlers from the eastern shore of Maryland to Delaware lands, as well as to overseas immigration from Great Britain (Munroe 1978:150).

Throughout the 1730 to 1770 period, subsistence farming continued as the major occupation in Sussex County (Main 1973:26-32). The lumber and shellfishing industries became established in this period and grew in importance. Shipbuilding became significant, especially at Lewes, on the Broadkill, and along Indian River. Several iron furnaces and plantations were established along the Nanticoke, Gravelly Branch, and Deep Creek beginning in the 1760s (Heite 1974; Tunnell 1954). "Bog iron" ore, dug from the surrounding swamps and wetlands, supplied the furnaces; however, most of the iron furnaces were out of production by the beginning of the American Revolution.

Lewes continued to be the major town in the region. Several small hamlets sprang up, at stream and river crossing points, including Crossroads (present Milton), Bridgebranch (later Bridgeville) in Northwest Fork Hundred, Warwick in Indian River Hundred, and St. Johnstown in Nanticoke Hundred.

1770 to 1830: Transformation from Colony to State. By 1770 the century-long boundary dispute between Maryland and Pennsylvania had been decided, and the area west of the Nanticoke officially became part of Sussex County (Hancock 1976:25). Sussex County thus became the largest of Delaware's three counties, with a surface area of 94 square miles, nearly the size of both New Castle and Kent counties combined. By 1800 the population of the county was 19,358 inhabitants, with nearly 40 percent of the total located in the hundreds of Northwest Fork, Nanticoke, and Broadkill.

The effects of the American Revolution were largely limited to the coastal areas around Lewes, the Mispillion, Broadkill, and Indian rivers, where British blockades and shore raids disrupted trade and commerce. Inland, however, strong loyalist sentiments prevailed, and in 1780 about 400 Tories took part in the Black Camp Rebellion (Hancock 1976:43).

In 1791 the Sussex County legislature voted to move the county seat from Lewes to the new town of Georgetown resulting in improvements in the transportation network, particularly in the interior parts of the county. Within the project area, both the transportation network and the settlement pattern focused on grist mills, saw mills, and mill dams. The mills provided nodal points for the surrounding population, and other services, such as taverns, shops, and stores were erected near the mills. Mill seats sometimes expanded into larger towns, such as Laurel (1802), Millsboro (1792), and Dagsboro (circa 1780). Other small towns grew up around crossroads and fords, such as Seaford (1799) and Bridgeville (renamed in 1810), and ship building provided the impetus for the growth of Bethel (1800) and Milton (1807).

Beginning in 1779 the Sussex Legislature passed several "Ditch Acts" in an effort to drain swampy or low ground so that it would be suitable for agriculture. Between 1779 and 1812 over thirty ditch acts were passed, affecting the Marshyhope, Indian Run, Pot Hook Creek, and Almshouse Ditch drainages among others. By 1976 there were 106 independent tax ditch companies in Sussex County (Passmore 1978:19).

Subsistence farming coupled with home manufacturing dominated the economy of Sussex County. Corn was the most important crop, but livestock raising contributed substantially to the economy in the southern part of the county (Garrison 1988; Macintyre 1986; Michel 1985). Homesteads in Sussex County generally had a small frame, or log, one and one-half story house, a small orchard of apple and peach trees, and usually about four outbuildings, including a corn barn, smoke or meat house, and kitchen. Livestock commonly included a herd of hogs, cows, sheep, oxen, and an occasional horse. On most plantations, only 50 percent of the total acreage of the farm was under cultivation (Hancock 1987:24-25). Coxe (1814:76) reported that over 70 percent of the looms in the state of Delaware were located in Sussex County in 1810. Over 62 percent of the total value of flaxen goods, and over 75 percent of the wool produced in Delaware, came from homes in Sussex County.

1830-1880: Industrialization and Capitalization. The most significant event to occur within the county between 1830 and 1880 was the arrival of the railroad. Constructed in the western portion of the county, the Delaware Railroad reached Seaford in 1856, and Delmar by 1859 (Hancock 1976:63). The Delaware, Maryland, and Virginia Railroad ran from Harrington to Milford, to Georgetown in 1869 (LeeDecker et al. 1989:32). A third line, the Junction and Breakwater Railroad, was constructed between 1859 and 1868 to Lewes; a spur line eventually connected Rehoboth in 1878 (Hancock 1976:89). The railroads stimulated changes in agriculture and industry, and the growth of new towns. Perishable fruits -- like peaches, blackberries, and strawberries -- became viable cash crops with access to the railroads. By 1880 Sussex County was the leading peach producing area of Delaware. Canneries, like the Fruit Preserving Company and the Georgetown Packing Company (Scharf 1888:1241), were also

established. Packing companies were also established in Milton and Bridgeville (Hancock 1976:88).

Beaches and coastal areas had always held a special allure to the region's inhabitants, and improved transportation methods made resorts more accessible to the urban populations of Philadelphia and Baltimore. The Rehoboth Beach Camp Meeting was organized by the Methodists in 1873, and the Hotel Henlopen, with 75 rooms, was constructed in 1879 (Hancock 1976:90).

At the outbreak of the Civil War, Sussex County was the largest slaveholding area in Delaware, with over half of the state's slave population. Free blacks in the county generally owned little land, and like their enslaved counterparts, worked as day laborers and hired farm hands, though some were skilled artisans. As in the rest of Delaware, blacks were denied the opportunity of education, were not permitted to own firearms, and had their freedom severely circumscribed by laws (Hancock 1976:65). The end of the Civil War and the emancipation of the slaves in Sussex, though providing freedom, did little to improve their social or economic status. Several small black communities sprang up, notably the villages of Belltown (started in the 1840s) and Jimtown in Lewes and Rehoboth Hundred (Eckman 1955:494).

During the Civil War, Southern sympathies and leanings were strong in the county, particularly in the southern and western hundreds. In Broad Creek Hundred the inhabitants openly celebrated Confederate victories, and the town of Seaford was notorious for illicit trade with the south. For the most part, however, the population of the county was pro-Union, or neutral, and Sussex's economy did well during the War due to high grain prices and renewed construction activities at the local shipyards (Hancock 1976:89).

Industrialization in Sussex County lagged behind that seen in New Castle and Kent counties. By 1860 there were a total of 141 manufacturers of all kinds, including thirty-seven grist mills, fifty-six lumber mills, fifteen blacksmith shops, and six shipyards in Sussex County, and smaller numbers of boot and shoe manufacturers, leather works, agricultural implement shops, fisheries, wagon and carriage shops (U.S. Census of Manufactures 1865:54). By 1880 shipbuilding in villages, like Milton, had reached its peak (Eckman 1955:416), and the number of flour and grist mills, though still important in the County, had declined to twenty-six (Passmore 1978:24).

1880-1940: Suburbanization. Agriculture trends begun in the preceding periods continued, and Sussex County remained the most important agricultural region of Delaware. In 1880, corn was the dominant cash crop; Sussex County produced over 1,676,000 bushels in 1900. Today, Sussex County is characterized by a "broiler-corn-soybean complex". Several large-scale agri-businesses, such as the Newtons and Cannons of Bridgeville, and the Townsends of eastern Sussex, dominate the agricultural

economy of the county (Hancock 1976:100-101; Munroe 1984:233). The trends in truck farming and market gardening, started in the 1870s, reached their zenith by 1890, when Sussex became the peach producing center of the state. In 1900 over 7 million quarts of strawberries were grown in the county, making Sussex the leading producer in the nation (Hancock 1976:89). By the early 1960s, however, the orchard crops had been supplanted by other, more lucrative, agricultural products.

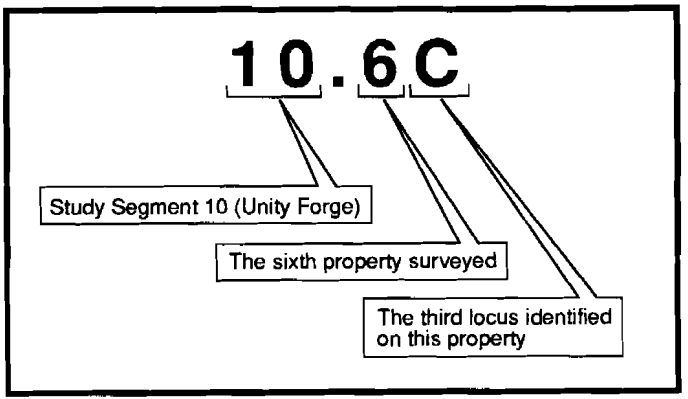
At the start of the twentieth century, the lumber industry was a significant source of income for Sussex County. In 1909 a record amount of timber, over 55 million cubic feet, was shipped. Most was virgin Sussex pine which had grown following the initial cuttings caused by the arrival of the railroad several generations earlier. Charcoal production was an important related industry; some charcoal was still being produced in the Redden area as late as the 1950s (Passmore 1978:13,14).

In 1923, Mrs. Wilmer Steele, a farmer in Ocean View, raised broiling, frying, and roasting chickens for sale in urban markets. Based on Mrs. Steele's success, the number of broilers raised in Delaware grew from 7 million in 1934 to 54 million in 1942 -- over one-quarter of the entire commercial broiler production in the United States (Munroe 1984:214-215). By 1944 sixty million broilers were being raised annually, mostly in the southeastern portion of the county in the vicinity of Millsboro and Selbyville. By 1969 Sussex farmers were grossing over 80 million dollars per year by raising chickens, and its associated agricultural jobs of soybean and feed production (Hancock 1976:99-101). "Thanks to broilers, Sussex became one of the richest agricultural counties in the eastern United States" (Munroe 1984:216).

Internal transportation and inter-regional routes continued to develop and connect Sussex more fully with the Mid-Atlantic region. By 1910 the Maryland, Delaware, and Virginia Railroad extended from Lewes to Love Point, a ferry landing on the Chesapeake Bay, providing easier access for the people of the western shore of Maryland to the Delaware beaches. Prior to 1917, Sussex County had less than 35 miles of paved roads; Coleman DuPont's revolutionary concrete highway added 20 miles to the total between Selbyville and Georgetown. By 1924, the DuPont highway (present-day Route 113) ran the length of the state (LeeDecker et al. 1989; Rae 1975). Improvements in regional transportation stimulated continued growth in tourism, as witnessed by the establishment of Dewey Beach in 1898, and Bethany a few miles south in 1901 (Hancock 1976:90). Presently, tourism is a powerful economic force in the county. Industry in Sussex includes a major DuPont nylon plant in Seaford (built in 1939), Nanticoke Homes of Greenwood, and Vlasic Foods at Millsboro (Hancock 1976:103; Munroe 1984:189). Overall, there are over 100 firms in Sussex, employing over 12,000 people, and seven of these, including five food processing plants, one chemical company, and an instrument manufacturer, employ over 250 persons each (Hancock 1976:103).

FIGURE 6

Example of the Site Numbering System Used



The population of Sussex in 1880 was over 36,000. Over the past 100 years the population has grown steadily, spurred by the growth of the broiler industry, the reclamation of land, and the arrival of light industry to the area. As of 1980, over 98,000 people made their homes in Sussex county (Munroe 1984:269), and this total swells tremendously during the summer months. In spite of population increases, Sussex is still overwhelmingly rural and agricultural, though intensive suburban and resort development in the last decade have dramatically altered the landscape of the eastern part of the county.