

45. Carleton James House (S-3237)
Route 113 (1-35-9-26.1)
(Plate 56)

Description: This is a 1 1/2-story frame Craftsman bungalow set on a cast concrete block foundation and clad with recently applied narrow horizontal siding. A broad side-gable roof, originally with exposed rafter ends (now enclosed within boxed eaves) is noticeably flared at front and rear and at the front shelters a full-length porch. This porch originally featured Tuscan Doric columns, which were replaced with thin, square wooden posts sometime between 1988 and 1991. The dwelling retains 3/1 sash in flat frames topped with narrow cornices. A shed-roofed dormer centered above the three-bay facade illuminates the upper story.

Applicable Historic Context: Lower Peninsula/Cypress Swamp Zone, Urbanization and Early Suburbanization 1880-1940+/- . Architecture theme, "bungalow" property type.

Evaluation: When first surveyed in 1988, this house was among the best examples of early twentieth-century bungalow architecture within the project area, notable for retention of original siding and porch detail. However, subsequent alterations, including new siding and removal of the porch posts, have significantly reduced the dwelling's integrity of materials and workmanship, and thus its value as an example of its type. The house does not meet National Register criteria and no further work is recommended.



PLATE 56: Building 45, Carleton James House, View to West (1988)

46. Jacob Sharp House (S-8449)
Route 113 (1-35-9-44)
(Plate 57)

Description: This property consists of an abandoned dwelling situated close to the east side of Route 113, immediately north of a row of mid-twentieth-century ranch-type houses. The dwelling is 1 1/2 stories, with a side-gable main block and slightly lower rear ell. Both sections are of frame construction, but the ell is clearly an addition: (1) the foundation under the main block is of a soft, orange-red brick, while that under the ell is of a darker red, harder brick, with the joint between the two foundations clearly discernible; (2) the clapboarding of the main block is narrower than that of the ell; (3) the roof of the main block has narrow boxed eaves with partial returns, while the roof of the ell is covered with composition shingle and has exposed rafter ends. Exposed areas of the main block at the rear and upper northwest corner reveal hewn sills, upper corner diagonal bracing, and vertical framing consisting of alternative sawed 4x4 and 2x4 members, the larger members tenoned into the sill while the 2x4s are nailed to the sill's upper surface.

The facade is divided into four bays, of which the middle two contain side-by-side entrances. First-story window sash is 2/2; the attic level is illuminated by 3/3 moveable sash set close beneath the eaves, with 4/4 double-hung sash at each gable end. Across the north side of the ell is an enclosed lean-to unit, part of which functions as a bathroom, the rest as a rear porch. Another entrance, and one 6/6 window, are present on the south side of the ell.

The first floor of the main block is divided into two rooms of equal size, with a very wide opening between them. In the north wall of the north room is a plastered chimney breast, to which is affixed a mantel shelf with small brackets and lower edge shaped in a shallow ogee arch, below which are two thimbles for stovepipes. Along the south wall of the south room is a narrow staircase with square balusters and square newel with ball finial. Beneath the stair is an opening for a stovepipe, connected to the concrete block chimney on the outside of the wall. In both rooms, flat board trim is used around openings and as baseboards; flooring varies in width from 3 to 6 inches. The upper floor contains a passage which occupies most of the front half of the main block, with a small bedroom at the north end and another off the east wall; a bedroom in the ell over the kitchen is accessed only through the latter bedroom. All rooms and passages on this floor have plaster walls, rough tongue-in-groove flooring, and flat board trim.

Abandoned for some years, the house is in deteriorated condition. Large areas of the brick foundation have been "salvaged" for reuse; where not boarded over, window sash is broken; large areas on both floors show evidence of water damage. There is also substantial evidence of structural deterioration, particularly at the northwest corner due to loss of roof shingles and long-term drainage problems. No outbuildings exist on the

property, although some form of outbuilding was noted on 1911 plans for the Du Pont Highway. Archaeological investigations on the property noted the presence of a sizeable amount of shell button waste, apparently utilized in driveway pavement (see Archaeological Survey, below.)

Applicable Historic Context: Lower Peninsula/Cypress Swamp Zone, Industrialization and Early Urbanization 1830-1880+/-, Architecture theme, two story hall-parlor house property type.

Evaluation: In February 1875, Jacob Sharp married Hester Isaacs, and in October of that year his parents "for love and affection" gave him a tract of 75 acres in the northern portion of the family farm (which corresponds to the location of Building #46) (Delaware Marriage Record Index; SC Deeds 88:221). The 1880 federal population census is the first in which Jacob Sharp appeared in his own household; with him was his wife, a four-year-old son Joseph, and William Gray, an 11-year-old "apprentice" farm laborer. Under the agricultural schedules for that year, Jacob Sharp was listed as possessing 15 acres of tilled land, 35 acres of woodland, and 10 acres of "other unimproved" land. From his farm he derived 175 pounds of butter, 40 dozen eggs, 50 bushels of Indian corn, and 12 bushels of wheat.

In 1881, John Sharp, Jacob's father, died intestate. In May of 1891, Jacob Sharp purchased two tracts, part of his father's former holdings, from Isaac Sharp (presumed half-brother) and his own younger brother, John P. Sharp, and other heirs (SC Deeds 114:309). In August of that same year, Jacob sold a 52-acre tract to William Jester; from the description it appears to have constituted much of the area which he had been granted by his father soon after his marriage in 1875 (SC Deeds 142:129). In 1897, the house in which Jacob Sharp was then living burned (see SC Deeds 114:309).

William Jester's frontage on Route 113 is indicated on the 1911 right-of-way plans for the Coleman du Pont Highway, as are holdings of Jacob Sharp on the west side of the road. At that time, in addition to the house (corresponding to the location of Building #46), there were two outbuildings (unidentified on the highway plans), located nearby to the northwest. (The house and a portion of one of the outbuildings were, according to the right-of-way plans, contained within the strip of land conveyed to Coleman du Pont Road, Inc., in 1915 [SC Deeds 199:250]). Jester died in 1933, and his heirs in 1938 sold the property to Lelah Holloway, from whom the present owner inherited in 1971 (SC Administration Accounts, Index J, p. 3, No. 1; SC Deeds 313:85; SC Wills 69:110).

Based upon available documentary research, Building No. 46 is interpreted as having been constructed as the residence for Jacob and Hester Sharp, probably around the time of their marriage in 1875. (Beers' 1868 map of Georgetown Hundred places a residence owned by a "J Sharp" south of Building No. 46, at a point now corresponding to Road 244; this would appear to be the residence of John Sharp, Jacob's father.) The house then served as Jacob's residence until some point after the death of his

father in 1881. By 1891, at least, Sharp was no longer living in the house, as at that date he sold the property to William Jester. It is possible that Jacob and his family moved into his parents' house, and that it was the latter which burned in 1897.

The Sharp House possesses integrity of location, as its present location corresponds to that indicated for W. H. Jester in 1911. The house also retains overall integrity of exterior design and materials despite loss of the front porch. Integrity of interior design and materials, however, appears to be diminished: while the hall-parlor plan appears original, the partition wall has been opened for the insertion of French doors, and the awkward placement of the stairs in relation to the stove thimble at the south end suggests that it may represent a later remodeling. The interior has also experienced both natural deterioration and vandalism, diminishing the integrity of original fabric. These factors lead to the conclusion that the Sharp House does not adequately meet National Register requirements for integrity, despite the architectural interest of its locally-unusual proportions and double front entrances.



PLATE 57: Building 46, Jacob Sharp House, View to East

47. Granville Betts Property (S-8450)
Route 113 (1-35-9-44)
(Plate 58)

Description: The trailer house that was initially recorded at this location in May 1988 is no longer present. It was set on a cast concrete block foundation and featured a streamlined profile with curved rear. The streamlined effect was enhanced by narrow horizontal windows set within a band of blue along the side elevations.

Applicable Historic Context: Lower Peninsula/Cypress Swamp Zone, Urbanization and Early Suburbanization 1880-1940+/- . Architecture theme, mobile home property type.

Evaluation: Since the trailer house is no longer present, National Register criteria are no longer applicable to this property.



PLATE 58: Building 47, Granville Betts Property, View to Northeast (No Longer Present)

48. Robert E. Betts House (S-8453)
Route 113 (1-35-9-44.1)
(Plate 59)

Description: This building is an early twentieth-century "foursquare" type dwelling, characterized by a nearly square plan, 2 1/2 stories, and high-pitched hipped roof. Aluminum siding obscures the trim around the 1/1 sash windows. The side and front elevations are each two bays wide. A hipped-roofed dormer is centered in the front roof slope. The full-length front porch features a hipped roof supported on thin wooden posts of square section, which recently replaced Tuscan Doric columns. The house has recently been moved back on the lot, and is set on a new cinder block foundation. A lean-to unit across the rear contains a kitchen.

Applicable Historic Context: Lower Peninsula/Cypress Swamp Zone, Urbanization and Early Suburbanization 1880-1940+/- . Architecture theme, "foursquare" house property type.

Evaluation: Although possessing basic design and massing associated with its type and period, this house lacks demonstrable architectural distinction, and has suffered loss of integrity of materials and workmanship through application of aluminum siding, relocation on a new foundation, and removal of original porch columns. No documentary basis for association with important persons or events has been identified. The property does not appear to meet National Register Criteria for Evaluation, and no further work is recommended.



PLATE 59: Building 48, Robert E. Betts House, View to South (1988)

49. Thomas Shimp House (S-3234)
Route 113 (1-35-9-15)
(Plate 60)

Description: This is a late nineteenth-century frame dwelling, two stories high with side-gable roof, narrow, two-bay facade, and two-story rear ell. The exterior is clad with asbestos shingle, and features 2/2 double-hung sash in flat surrounds framed by wood shutters. The front porch, with a shed roof, is fully enclosed. Associated with the house are a large shed/garage with asphalt roll siding and corrugated sheet metal roof, and a row of small one-room gabled frame sheds. The house is believed to be on its original lot but has been relocated toward the rear of the lot as a result of a previous widening of Route 113 at this location.

Applicable Historic Context: Lower Peninsula/Cypress Swamp Zone, Urbanization and Early Suburbanization 1880-1940+/- . Architecture theme, two-story hall-plan house property type.

Evaluation: This house is a representative illustration of late nineteenth- and early twentieth-century hall-plan house construction in the lower Delaware region. However, integrity of materials is diminished by asbestos shingle siding and by the enclosure of the porch with louvered window units. No documentary basis for association with important persons or events has been identified. The property does not appear to meet National Register Criteria, and no further work is recommended.



PLATE 60: Building 49, Thomas Shimp House, View to West

50. Clarence E. Wilson House (S-8433)
Route 113 (1-35-14-7)
(Plate 61)

Description: This is a small frame dwelling of indeterminate age set on a concrete slab and covered with wide aluminum siding. The dwelling is one story high with front-gable orientation and lean-to extension on the south side. Across most of the front is a flat-roofed porch with square posts and wood floor. To the rear of the house is a front-gable frame garage with large lean-to side extensions.

Applicable Historic Context: Lower Peninsula/Cypress Swamp Zone, Urbanization and Early Suburbanization 1880-1940+/- . Architecture theme, "bungalow" property type.

Evaluation: This house appears to have originated as a small front-gable Craftsman-type "cottage", but has been substantially altered through expansion of the plan to the south. It does not possess integrity of design, materials or workmanship. No documentary basis for association with important persons or events has been identified. The house does not meet National Register Criteria, and no further work is recommended.



PLATE 61: Building 50, Clarence E. Wilson House, View to Southwest

**51. G. Torbert House (Beers 1868) (S-8454)
Route 113 (1-35-14-68)
(Plate 62)**

Description: This is a 1 1/2-story frame dwelling massed as a side-gable single-pile main block with full-height rear ell. It was originally set close to the east edge of Route 113, on a brick foundation, but has within the past year been relocated much further back on a cinder block foundation. The exterior is covered with asbestos shingle and aluminum siding, and windows have 1/1 aluminum sash. The composition shingled roof has partially returned cornices and small gabled wall dormers at the front and on the south side. An enclosed lean-to unit is located on the north side of the ell. The front porch, with metal posts and new concrete floor, is extended around the southwest corner where it becomes fully enclosed for the full length of the south side. Two frame sheds, one with a standing-seam metal roof, the other with slightly sloping flat roof, were previously located behind the house but are no longer present.

Applicable Historic Context: Lower Peninsula/Cypress Swamp Zone, Urbanization and Early Suburbanization 1880-1940+/-, Architecture theme, two-story hall-parlor house property type.

Evaluation: This late nineteenth-century vernacular dwelling lacks sufficient physical integrity to retain architectural importance. No documentary basis for association with important persons or events has been identified. The property does not meet National Register Criteria for Evaluation, and no further work is recommended.



PLATE 62: Building 51, G. Torbert House, View to Southeast (1988)

52. Mary V. Donahue House (S-8431)
Route 113 (1-35-14-32)
(Plate 63)

Description: This is a circa 1940s Cape style frame house, aluminum sided on a concrete foundation. The house has a steep side-gable roof with two symmetrically placed gabled dormers on the front slope. The facade is symmetrically arranged with 1/1 sash windows flanking the main entrance, which is sheltered by a short extension of the roof slope above it. All windows are hooded by fixed metal "awnings" and framed by green shutters. To the rear is a one-car gable-roofed frame garage.

Applicable Historic Context: Lower Peninsula/Cypress Swamp Zone, Urbanization and Early Suburbanization 1880-1940+/- . Architecture theme, "bungalow" property type.

Evaluation: Although demonstrating basic characteristics of design associated with its type and period, this house lacks architectural distinction, and has been altered by application of aluminum siding. No documentary basis for association with important persons or events has been identified. The house does not meet National Register Criteria for Evaluation, and no further work is recommended.



PLATE 63: Building 52, Mary V. Donahue House, View to Northwest

**53. Bayard Macklin House (Beers 1868) (S-3233)
Route 113 (1-35-14-33)
(Plate 64)**

Description: The Bayard Macklin house is a two-story, single-pile frame dwelling with symmetrical five-bay facade and full-height rear ell. Originally set on a brick foundation, the house has recently been moved back on its lot and now rests on a new cinder block foundation. The side-gable roof has pendant brackets at the eaves, partially returned cornices, and is covered with composition shingling. The exterior walls of the house are covered with asbestos shingle siding; the foundation is obscured beneath sheet metal. Window openings are fitted with 1/1 aluminum sash (two original 6/6 wooden sash remain in the ell). Brick chimney stacks are set within the gable ends of the main block, flanked by small square attic windows, and toward the rear (west) wall of the ell. A slant-roofed screened porch on concrete slab extends across the center three bays of the facade. A fully enclosed slant-roofed porch extends across the south elevation of the ell.

The interior plan of the main block originally consisted of a center passage (containing stairs) flanked by one room to each side. Beginning in the 1950s, the present owner and her husband (now deceased) removed the north wall of the stairhall and replaced the then existing staircase with a new wooden element. The two front rooms are finished with wall-to-wall carpet and dark plywood panelling and trim, all installed under the present owner. The paneling also covers the chimney breasts, which are of a size to indicate that they were built to serve stoves (rather than having fireplace openings subsequently filled in and fitted with stove thimbles). On the second floor are three bedrooms, with painted plaster walls and flat trim. In the south bedroom, a partition across the south end encloses the chimney stack between two closets.

Applicable Historic Context: Lower Peninsula/Cypress Swamp Zone, Industrialization and Early Urbanization 1830-1880+/- . Architecture theme, two-story hall-parlor house property type.

Evaluation: Property containing the location of this house, then amounting to 100 acres, was acquired in 1851 by Bayard Macklin, then a 23-year-old bachelor from Dagsborough Hundred (SC Deeds 58:108). Macklin married Louisa Short in 1855, had six children with her, and farmed the property until his death in 1885. Between the federal censuses of 1860 and 1880, as indicated in the agricultural schedules, Macklin's farm produced a variety of crops and agricultural products. In 1860, on 25 acres of improved land, his principal crop was Indian corn, and he produced much smaller amounts of potatoes, butter, wheat, and buckwheat. By 1870, Macklin also had an apiary, as 10 pounds of honey was enumerated in the agricultural census for that year. By 1880, in addition to 3 milch cows, 4 "other cattle," and 20 swine, Macklin possessed 100 "barnyard poultry," from which 200 dozen eggs were reported. Following Bayard Macklin's death, the property was occupied by his wife, living then with her daughter Sallie and son-in-law, George

Graham. Sallie and George Graham remained in possession of the property until 1944. During their ownership, in 1915, some 6 acres was conveyed to Coleman du Pont Road, Inc. The resulting right-of-way line cut through the front part of the dwelling; however, as the highway originally envisioned for the 200-foot right-of-way was not built, the house remained on its original site.

The Macklin house is an example of a major rural domestic architectural form built in Delaware from the late eighteenth into the early twentieth century. However, apart from basic exterior form (two stories, one-room depth, rear ell), the house lacks integrity of design, materials, and workmanship. Although the original form and massing remain clearly evident, the house has been extensively remodeled on the interior within the past 35 years, original window elements and front door have been replaced by modern elements, the original exterior cladding is obscured beneath artificial siding, and the building now rests on a modern cinder block foundation. Constructed in the mid-nineteenth century as a dwelling in an agricultural unit, the house also lacks integrity of setting, feeling, and association, as no structures associated with agricultural activities remain on the property. In sum, the Macklin house lacks sufficient integrity to qualify for the National Register.



PLATE 64: Building 53, Bayard Macklin House, View to Southwest (1988)

**54. Erasmus Arnold House (Beers 1868) (S-3965)
Road 641 (2-30-31-72
(Plate 65)**

Description: This nineteenth-century frame dwelling is located on Road 641 west of Route 113. It is a two-story side-gable single-pile structure, the facade of which is arranged with four openings over five. The exterior is clad in asbestos shingle siding, except at the rear of the three-bay front porch, where the wall is covered with modern vertical wood paneling. Most windows have 6/6 double-hung sash in flat surrounds with narrow molded heads. At the south end of the house is an exterior concrete block chimney; a brick chimney is present within the north gable end. A lean-to addition extends across the rear.

Applicable Historic Context: Lower Peninsula/Cypress Swamp Zone, Industrialization and Early Urbanization 1830-1880+/- . Architecture theme, two-story hall-parlor house type.

Evaluation: A structure at this location indicated in Beers' 1868 atlas was at that time owned by Erasmus Arnold who was also owner of No. 34 to the north (see above). Although the house retains general characteristics of a regionally common rural house type, its integrity has been diminished by reworking of first-story facade openings and application of modern siding materials. The house lacks demonstrable qualities of architectural significance, and no documentary basis for association with important persons or events has been identified. As such, the property does not meet National Register criteria. No further work is recommended.



PLATE 65: Building 54, Erasmus Arnold House, View to West

55. Robert Short Property (S-8588)
Route 16 (2-30-26-98)
(Plate 66)

Description: This property consists of a dwelling, barn, garage, and row of attached sheds. The dwelling, set close to the edge of the road, is a frame house with hall-parlor plan, two stories high and one room deep, with three-bay facade, side-gable roof, and 1 1/2-story rear ell. Asphalt shingling covers clapboarding on the exterior. The front and side windows of the main block have 2/2 double-hung sash, while a lean-to unit inserted along the east side of the ell features 6/1 sash. First-floor front openings are covered with plywood, and a porch across the facade has been removed.

Directly behind the house is a front-gable frame garage with vertical beaded board siding and sliding doors. Beyond the garage is a front-gable barn, oriented to face east, constructed of concrete block with a corrugated sheet metal-clad frame loft level. Opposite the barn to the east is a row of attached sheds, including two one-room gabled structures and a multiple-vehicle machine shed open on the west side.

Applicable Historic Context: Lower Peninsula/Cypress Swamp Zone, Urbanization and Early Suburbanization 1880-1940+/- . Architecture theme, two-story hall-parlor house; Agriculture theme, farmstead property type.

Evaluation: This property appears to be a turn-of-the-century farmstead, containing dwelling, barn, and early garage as well as a small complement of multi-purpose sheds. The dwelling possesses the basic characteristics of the hall-parlor house type regionally common in the late nineteenth and early twentieth centuries, and appears to retain at least some original woodwork (narrow molded stock elements with bull's-eye corner blocks). However, this property does not possess qualities of demonstrable historical or architectural importance, nor has any documentary basis for association with important persons or events been identified. The property does not appear to meet National Register Criteria, and no further work is recommended.



PLATE 66: Building 55, Robert Short Property, View to South

56. Coleman Farmstead (S-8574)
Route 16 (2-30-26-18)
(Plates 67, 68)

Description: This property consists of a dwelling and barn, located on a six-acre parcel on a lane extending north of Route 16 west of Route 113. The dwelling is of frame construction on a concrete block foundation. Painted wood shingles have been installed over horizontal tongue-in-groove board siding. The house is massed as a 1 1/2-story side-gable two-bay section with a one-story wing on the south end. The roof is covered with composition shingles and has exposed rafter ends. One entrance is contained in an enclosed shed-roofed porch on the west side of the wing, the other in a small vestibule on the south end of the wing. Window openings are fitted with 1/1 double-hung sash of varying dimensions, except in the porch, where 6/6 sash are employed. The barn, located directly south of the house, has a concrete block first story and asbestos-shingled frame loft area beneath a gambrel roof with exposed rafter ends. The principal entrance is in the north elevation, through wide double sliding doors. A double row of steel posts creates a concrete-floored center aisle on the ground level of the barn, with wood planking forming animal pens on the east side of the aisle. A concrete-walled cow yard is located outside the east wall of the barn. Within it is a small animal shed with low concrete-block walls supporting stud framing. Peeled tree trunks are used as posts along the open southern side.

Applicable Historic Context: Lower Peninsula/Cypress Swamp Zone, Urbanization and Early Suburbanization 1880-1940+/-, Agriculture theme, farmstead property type.

Evaluation: The lot on which this farmstead is located was contained within a 236-acre tract owned by John Glendaniel and sold to satisfy a mortgage in 1891. The tract was then held by several out-of-state owners until Harry W. Jester purchased it in 1919. As of 1935, the tract contained "a 2 1/2-story dwelling house, barn, stables and other buildings" (Sussex County Deeds, 301/143). These buildings are believed to have been located to the north, the 2 1/2-story house being that recorded as #57 in this report. In 1938, Henry Coleman purchased approximately 200 acres from Jester's son, Harry, Jr. (Sussex County Deeds 313/290), and built the small house and concrete block barn now present on the property. This approximate date is supported by Mrs. Doris Carignan (née Short) who grew up nearby and believes the barn to have been built in about 1942. A 10.4-acre tract was surveyed out of the Coleman Farm in 1956, and in 1973 Coleman sold 6.38 acres, containing "frame house, frame garage and concrete block barn" (Sussex County Deeds 721/625). The remainder of that 10.4-acre tract (at the corner of US 113 and Route 16) was redeveloped for commercial use.

As mentioned in the Historical Perspectives section of this report, agriculture in Sussex County was significantly stimulated by initiation of the State Highway Program in 1920, which greatly facilitated farm-to-market

transportation for poultry and dairy products as well as perishable seasonal crops. The Coleman farmstead, although developed rather late in the period of this historic context, is, architecturally, illustrative of the agrarian environment of the 1920-1940 period, and the barn in particular is a good example of the use of then-"modern" forms and materials, such as the dimension-lumber-framed gambrel roof, concrete block walls and even the asbestos shingles on the upper level. The Coleman Farmstead thus appears to be eligible for the National Register under Criterion C. The house and barn remain integrity of location, and although the property is not in agricultural use, the general setting remains clearly agrarian. Both buildings possess integrity of design, materials and workmanship, and thus also integrity of association and feeling. The boundary of the eligible property comprises only a portion of the legal tax parcel, in order to exclude non-contributing modern buildings to the east.



PLATE 67: Building 56, Coleman Farmstead, House, View to Northeast

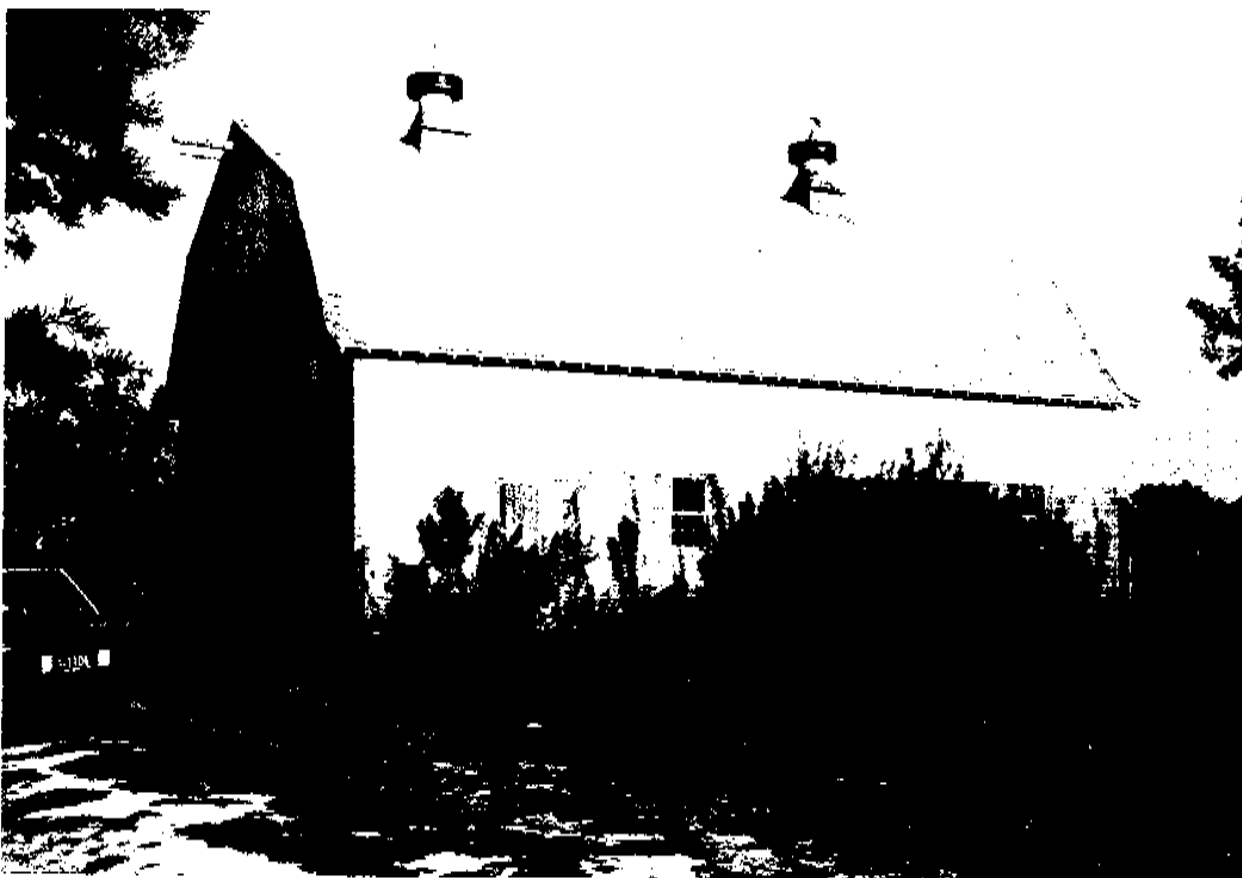


PLATE 68: Building 56, Coleman Farmstead, Barn, View to East

**57. Joseph Fisher House (Beers 1868) (S-8573)(no longer extant)
Route 16 (2-30-26-15)
(Plate 69)**

Description: The house that was present at the time of the initial survey for the Route 113 project has since been demolished. The house was set back at the end of a weeded lane several hundred feet north of Route 16. It was a two-story, single-pile, weatherboarded frame dwelling, oriented to face south on a partial brick foundation and brick footings. The side-gable roof had partial returns and short plastered brick chimney stacks within each gable end. Fenestration was extremely irregular, but featured 2/2 double-hung sash in flat plank surrounds, those of the second-story front topped with narrow cornices. The first floor was arranged with one room on either side of a roughly centered passage at the rear of which was a bathroom. The house was originally served by fireplaces, subsequently filled in and the projecting breasts fitted with thimbles for stovepipes. An enclosed winding stair was located at the northwest corner adjacent to the west fireplace in what was the kitchen of the house.

Applicable Historic Context: Lower Peninsula/Cypress Swamp Zone, Industrialization and Early Urbanization 1830-1880+/- . Architecture theme, two-story hall-parlor house property type.

Evaluation: Since the house is no longer extant, the property can no longer be evaluated as an architectural resource under National Register criteria. The property has been included in this report for information purposes only.



PLATE 69: Building 57, Robert Fisher House, View to Northeast (Non-Extant)

58. Coleman du Pont Road
Route 113, between Milford and Georgetown

Description: This portion of Route 113 consists of a roadway 22 feet wide (with two 11-foot traveling lanes) with paved shoulders 10 feet wide to each side. Selected intersections feature acceleration/deceleration lanes varying between 10 and 12 feet in width. That portion of the highway from Georgetown north to the second intersection with Road 213 is constructed along the center line of a 200-foot right-of-way; the remaining, longer, segment is constructed along the east edge of the 200-foot right-of-way. The most recent major improvements to the Georgetown-Milford segment of Route 113 were undertaken in 1978, at which time the then-existing 11-foot travel lanes were repaved, the hitherto unpaved shoulders regraded and paved, and the acceleration/deceleration lanes constructed.

Applicable Historic Context: Lower Peninsula/Cypress Swamp Zone, Urbanization and Early Suburbanization 1880-1940+/- . Transportation and Communication theme, highway property type.

Evaluation: The Coleman du Pont Road, also known as the Du Pont Highway, is significant in the history of highway/automobile transportation in the state of Delaware (see chapter, "Historical Perspective" above). It was constructed in two phases. The first, under the auspices of Coleman du Pont Road, Inc. (the "Boulevard Corporation"), was initiated in late 1911 and concluded in 1917 with construction of the highway from the Maryland line to about Ellendale. Subsequently, the remainder of the highway was completed by 1924 to Wilmington, by the Delaware State Highway Department. Between 1930 and 1933, that portion of the Du Pont Highway between Wilmington and Dover was dualized, a configuration which was subsequently repeated between Georgetown and Selbyville on the Maryland border. The segment between Milford and Georgetown is now the only two-lane portion of the highway.

The construction standard sheet accompanying highway plans approved in December 1911 indicates that that portion of the Du Pont Highway contained in the project area was originally constructed with a 20-foot roadway, consisting of 13-foot bituminous macadam surface (two travel lanes, each 6 1/2 feet wide) and 3 1/2-foot, unpaved shoulders. As the current dimensions indicate, since completion of this segment in 1917 the width of the traveled portion of the road has been nearly doubled (from 13 to 22 feet), and the shoulder width nearly tripled (from 3 1/2 to 10 feet each side) and paved. The dimensions and grading of the original highway are thus completely subsumed within the present roadway, the character of which dates to 1978.

That portion of the Du Pont Highway between Georgetown and Milford possesses integrity of location, as it remains on its original alignment. It also possesses integrity of association as Delaware's first major highway built specifically for motor vehicles and as the principal transportation link

between the northern and southern portions of the state. However, as a result of periodic widening and other upgrading activities over the past 60 years, it no longer possesses integrity of design, materials, or workmanship to convey its original physical character. Thus, although meeting Criterion A, the resource does not possess sufficient physical integrity to qualify for the National Register.

59. Ronald Smith Farm Stand (S-8570)
Route 113 (2-30-19-74)
(Plate 70)

Description: This is a long, one-story frame building, the north end of which is set on concrete block footings, the south end on a concrete slab. The building has a low, asymmetrical side-gable roof and is clad variously with horizontal board, vertical board-and-batten, and vertical beaded board siding. A "porch" with two square wooden posts is subsumed beneath the front slope of the north section of the roof. The front elevation of the south section is extensively glazed with floor-length windows and contains a wide, double-door entrance.

The stand possesses integrity of location and setting, as it is situated very close to the east edge of the highway in purposefully prominent view of passing motorists. It appears to possess integrity of design, workmanship and materials.

Applicable Historic Context: Lower Peninsula/Cypress Swamp Zone, Urbanization and Early Suburbanization 1880-1940+/-, Retailing/Wholesaling theme, roadside commercial building property type.

Evaluation: The Smith Farm Stand is eligible for the National Register under Criterion C as a good example of one of the earliest types of commercial enterprise fostered by the automobile, as local farmers set up small stands along roads to sell produce and home-made goods to passing motorists. Because many such stands were (and are) ephemeral, both by physical nature and intent, the continued existence of this sturdily-constructed roadside stand is noteworthy. It also possesses some local architectural interest in that the distinctive, asymmetrical roof shape resembles that of many equipment sheds built in rural areas of Sussex County both prior and after World War II. This stand may have been built from an existing shed (moved to its roadside location) or modeled after the type. The boundary of the eligible property constitutes a portion of the legal tract, as the dwelling also on the legal tract is a modern, non-contributing element.

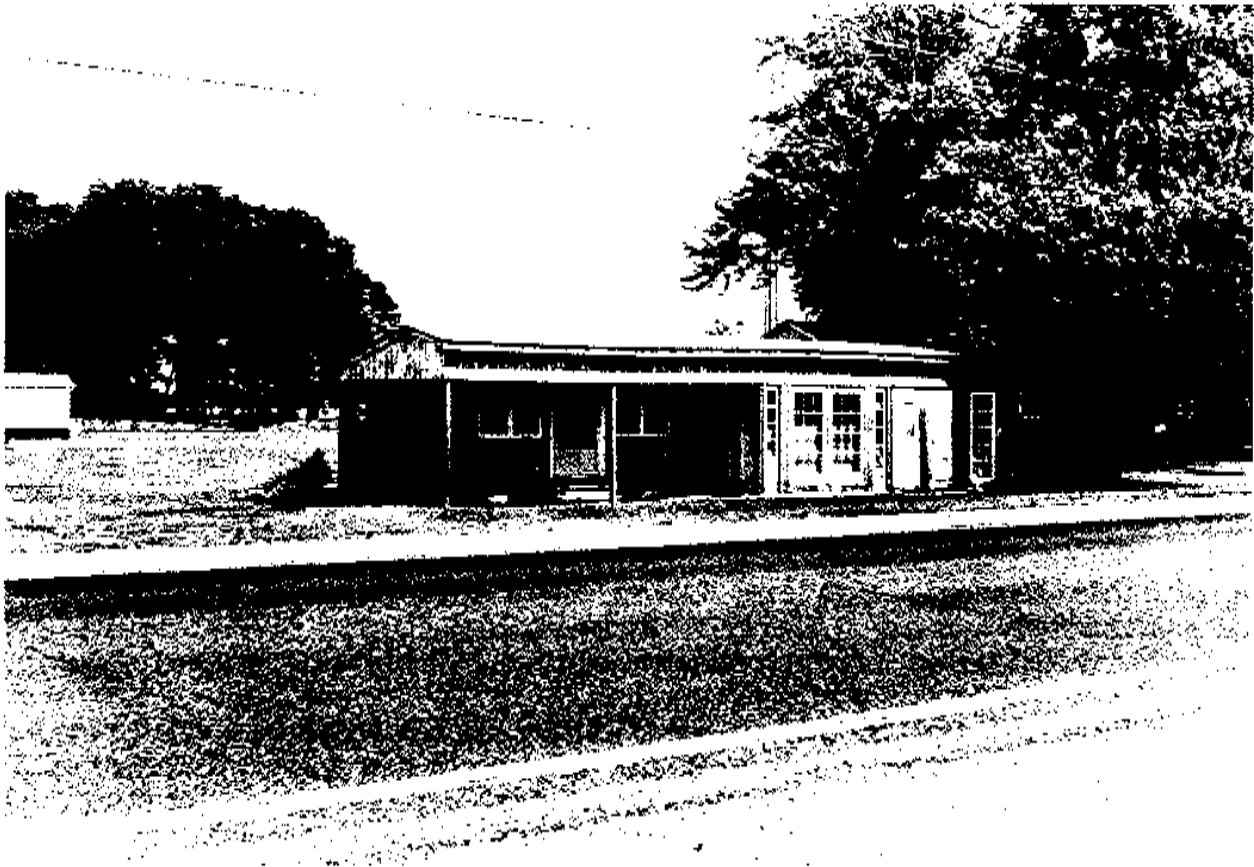


PLATE 70: Building 59, Ronald Smith Farm Stand, View to Northwest

60. Robert E. Betts House Trailer (S-8587)
Route 113 (1-35-9-44.1)
(Plate 71)

Description: This house trailer is located toward the rear of the lot containing property No. 48 (see above). The metal exterior is robin's egg blue, with white panel strips and green trim. A streamlined effect is produced by the rounded corners, forward-canted front "elevation," and sloping rear. Chicago-type windows illuminate the front end from three sides, and all moveable window elements open like louvers from horizontal hinges. The two doors in one of the side walls have circular windows. The trailer is unoccupied, and is used for storage.

Applicable Historic Context: Lower Peninsula/Cypress Swamp Zone, Urbanization and Early Suburbanization 1880-1940+/- . Architecture theme, mobile home property type.

Evaluation: This house trailer offers a representative example of trailer design from the period between the end of World War II and the mid-1950s. The streamlined shape with canted hitch end and sloping rear, as well as the horizontal panels and porthole windows, are classic features (Wallis 1989). However, it does not demonstrate architectural importance sufficient to substantiate National Register eligibility. No further work is recommended.



PLATE 71: Building 60, Robert Betts Travel Trailer, View to Northeast

SUMMARY AND DISCUSSION

Sixty properties were inventoried during the architectural survey of the Route 113 project area. The great majority proved to be associated with the historic context "Lower Peninsula/Cypress Swamp Zone, Urbanization and Early Suburbanization 1880-1940+/-.

The relative dearth of resources datable prior to this time period may be attributable in part to simple attrition over time (and, indeed, possibly the oldest building to be recorded in this survey was demolished during the course of the investigations). Another reason may be that most of this section of Route 113 was not constructed until around World War I, and except at the south end was built on new location. As a result, there is only limited evidence of the kind of "rural roadscape", with nineteenth-century farmhouses fronting the highway, that is still characteristic of older roads that parallel or intersect Route 113.

One of the major property types represented in the Route 113 project area is the late-19th/early-20th-century two-story, single-pile dwelling with rear ell (of which 19 were originally recorded). The occurrence of this property type generally conformed to expectations, given data from previous surveys in Sussex County and elsewhere in the state, which have established the type as preeminent in Delaware's 19th and early 20th century landscape. The relatively large number of Craftsman-type small residences of the ca. 1910 to 1940 period was somewhat unexpected. The appearance of these mass-market houses on diminutive residential lots illustrates the beginning of the transition from a rural, agricultural landscape to one of exurban, if not fully suburban, character. This transition has continued since the 1940s, and is today notably intensified. Development pressure and decline of agriculture along the highway is evidenced also in the deterioration and abandonment of former farmhouses (two of those originally surveyed in 1988 had been demolished by 1991, and several other are long vacant or in the last stages of tenancy). Other remain occupied, although no longer in association with agricultural activity. The bungalows have, on the whole experienced far fewer alterations than have the older dwellings, although artificial siding is ubiquitous throughout the project area.

Construction of the Du Pont Highway between Milford and Georgetown appears to have resulted in only limited commercial activity until after World War II. The most likely locations for auto-era commerce appear to have been at Road 207 west of Lincoln, Route 16 west of Ellendale, and Road 565 west of Redden and all three intersections contain (or are reported to have contained in the past) at least vestiges of such activity. Auto-related commercial resources are also found at other locations along the project corridor, and this survey has identified several of particular interest and significance.

In general, properties such as bungalows and automobile-era commercial establishments have not been as energetically recorded as have

resources from earlier eras in Delaware (which is true for many other states, for that matter). As a result, a readily-usable data base for comparative evaluation of such properties has not been developed. Nor have they benefited from Delaware-specific scholarly studies such as those undertaken by Bernard Herman for 18th and 19th century rural architecture (see for example Herman (1982) and Herman (1987)). The fully-developed historic context statement for roadside commercial architecture, prepared at the request of DelDOT and BAHP, may be considered a useful first step in further interpretation of resources such as these in other areas of the state (see Appendix A of this volume). However, as noted in the Goals section of that context, more information is needed to identify existing examples of roadside commercial architecture throughout the state, and to identify patterns of clustering and distribution both within and among the five geographic regions into which Delaware has been divided in the State Plan. Similar recommendations might be made with regard to early 20th century domestic architectural types, such as bungalows. Their sheer numbers testify to the importance of these house types in the nation's architectural history, but their ubiquity may also pose difficulties in determining the precise significance of individual examples.

Of the sixty properties inventoried during the architectural investigations, two have been listed in the National Register of Historic Places, and seven more have been evaluated as eligible for the National Register:

#4 and #5, John T. Fitzgerald, Sr. House/Fitzgerald Auto Salvage

#7, Douglas Morgan House

#24, Teddy's Tavern (Walius Bar) (NR)

#35, CCC Picnic Facility (NR)

#36, Jonathan Macklin House

#44, D. W. Maull Tenant House

#56, Henry Coleman Farmstead

#59, Smith Farm Stand

The remaining fifty-three properties did not appear to warrant further investigation due to lack of potential to meet one or more of the National Register criteria and/or to lack of historical integrity. These findings are summarized in the chapter entitled "Management Recommendations" which concludes the narrative portion of this report.