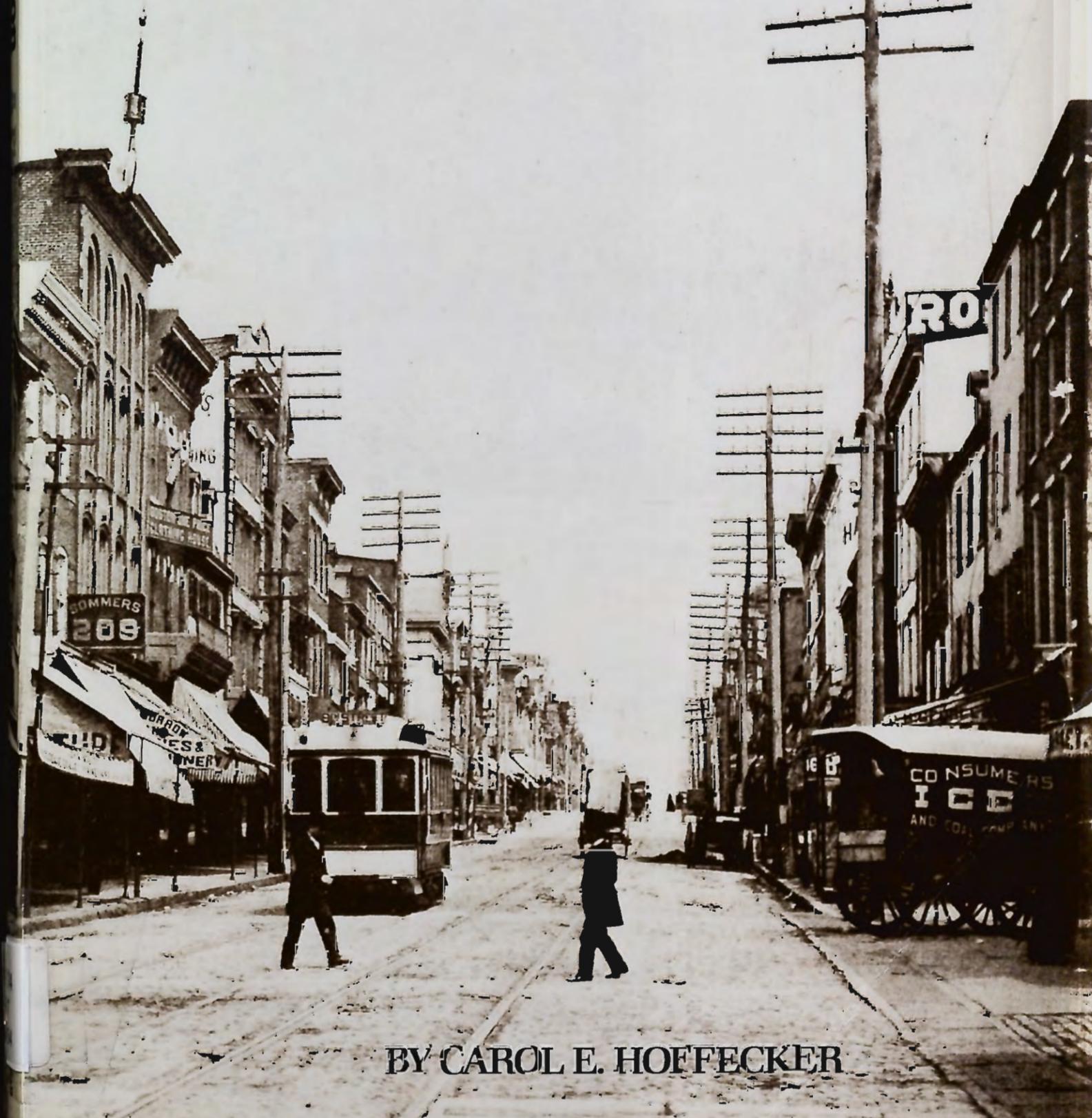


Wilmington

A Pictorial History



BY CAROL E. HOFFECKER

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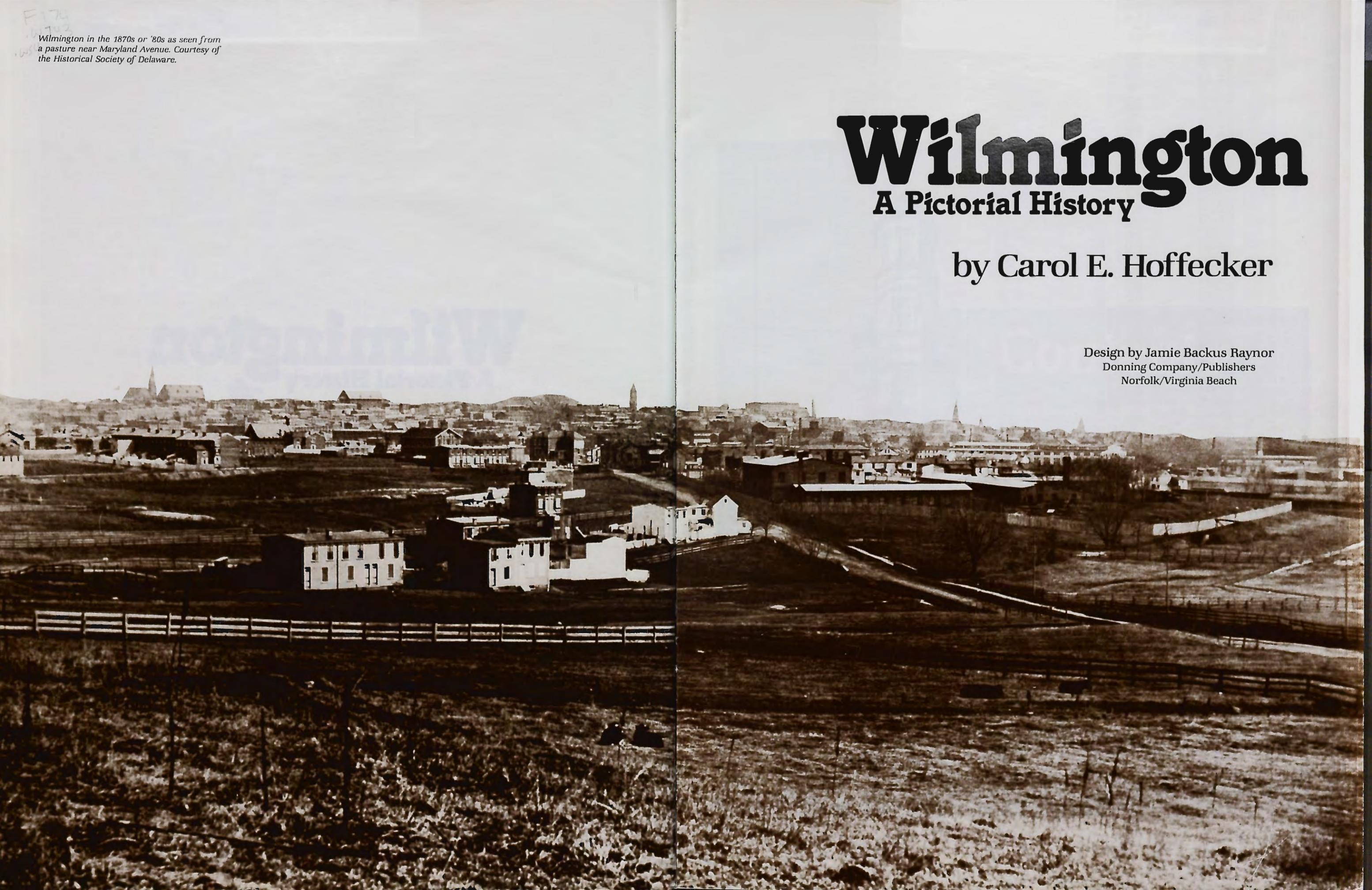


Dr. Carol Hoffecker

Carol E. Hoffecker

DELAWARE PUBLIC ARCHIVES

F174
1870s
Wilmington in the 1870s or '80s as seen from
a pasture near Maryland Avenue. Courtesy of
the Historical Society of Delaware.



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by Carol E. Hoffecker

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Old Town Hall in the 1880s or 1890s. Courtesy of the Historical Society of Delaware.



James E. Kelly's sketch for his statue of Caesar Rodney in Wilmington's Rodney Square. Courtesy of the Historical Society of Delaware.

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Among the other repositories represented in this volume, the largest number of photographs came from the Historical Society of Delaware, where the librarian, Gladys Coghlan went far out of her way to be helpful and accommodating. I also owe debts of gratitude to Harold Short and Joanne Mattern at the State Division of Historical and Cultural Affairs, Tim O'Brien at the State Department of Transportation, Elizabeth Secor at the Greater Wilmington Development Council, and Cheryl Davis in Wilmington's City Planning Department. Felice Lamden of the Delaware Art Museum gave me access to the mass of interesting photographs that she and her co-workers assembled for the museum's show "Delaware Remembered."

Barbara E. Benson, editor at the Eleutherian Mills-Hagley Foundation, read the text and made suggestions that readers would be grateful for if they saw with what she started. Elisabeth Donato, who typed the captions, also made helpful criticisms. Lastly, I am thankful for help from Debra Bowers, who typed the text and from my parents, Ralph and Kathryn Hoffecker, who helped to identify some of the pictures.

"Landing at the Rocks," painted by Stanley Arthurs (1877-1950), shows Peter Minuit and other Swedes being greeted by Indians. Arthurs, a life-long Delawarean, studied art at Howard Pyle's studio in Wilmington. Courtesy of the Eleutherian Mills Historical Library.



THE 1 SWEDES

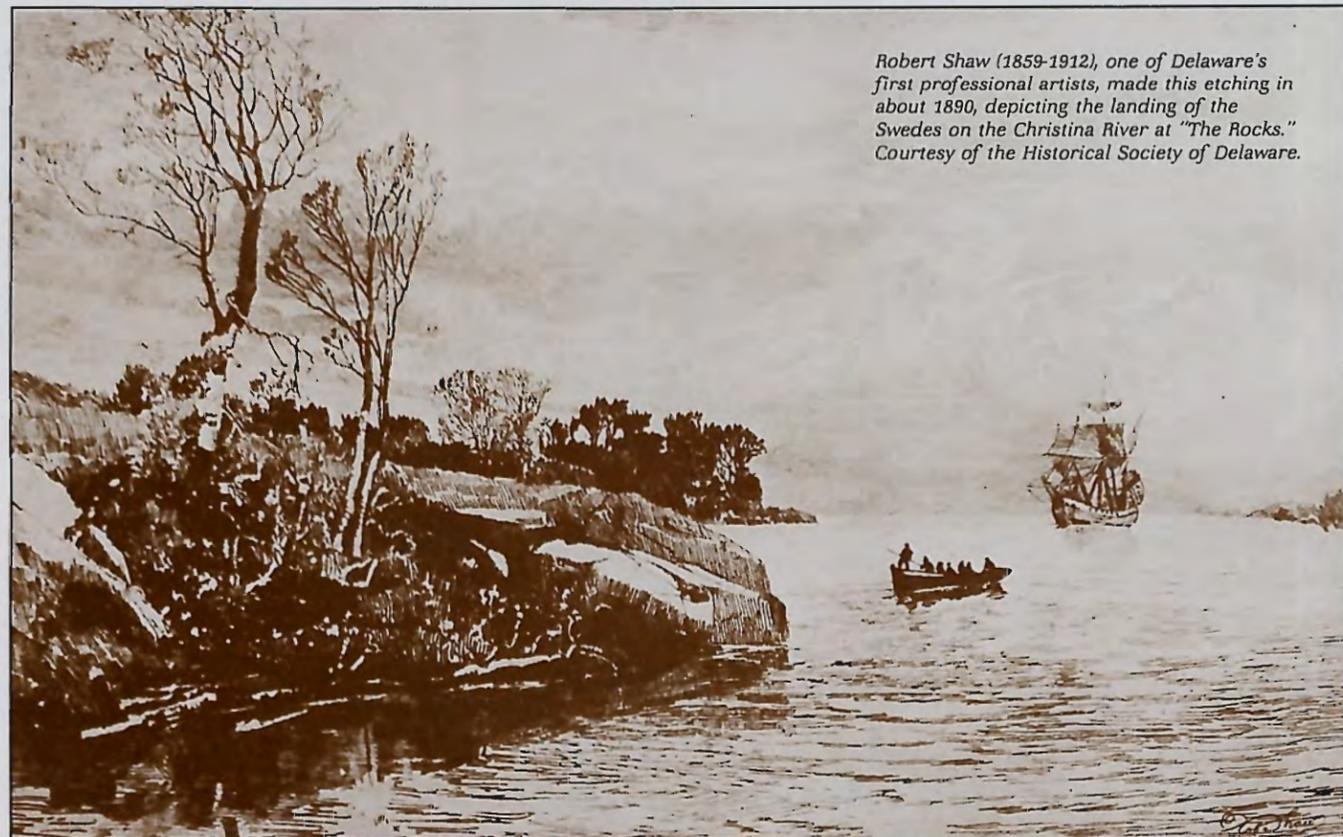
In March 1638 two small ships, the *Kalmar Nyckel* and the *Fogel Grip*, sailed into the Delaware Bay. Filled with colonists, soldiers, and provisions, these ships were part of a Swedish colonial expedition. Their commander, Peter Minuit, had been instructed to plant a colony, New Sweden, on a river called the Minquas Kill along the west bank of the Delaware River, and to establish trade with the natives. They found a suitable landing place on the Minquas where rocks projected from the bank, and they announced their arrival with the firing of cannons. Indians appeared, aroused by the loud discharge that shook the tranquility of their hunting grounds, and agreed to sell a large parcel of land to the newcomers. The groundwork of European settlement at Wilmington had been laid.

The Swedish colony was small and short-lived, but it left an indelible mark upon the lands and waters it touched. The Minquas Kill, the canoe route by which the Minquas Indians from the Susquehanna River Valley reached the Delaware, was renamed the Christina in honor of Sweden's child queen. Along its marshy banks the colonists built a wooden fort. In 1654 Peter Stuyvesant's Dutchmen sailed down from New Amsterdam, laid siege to the fort, and captured it. The west bank of the Delaware remained under Dutch control for only one decade, though, for in 1664 the English conquered New Netherland.

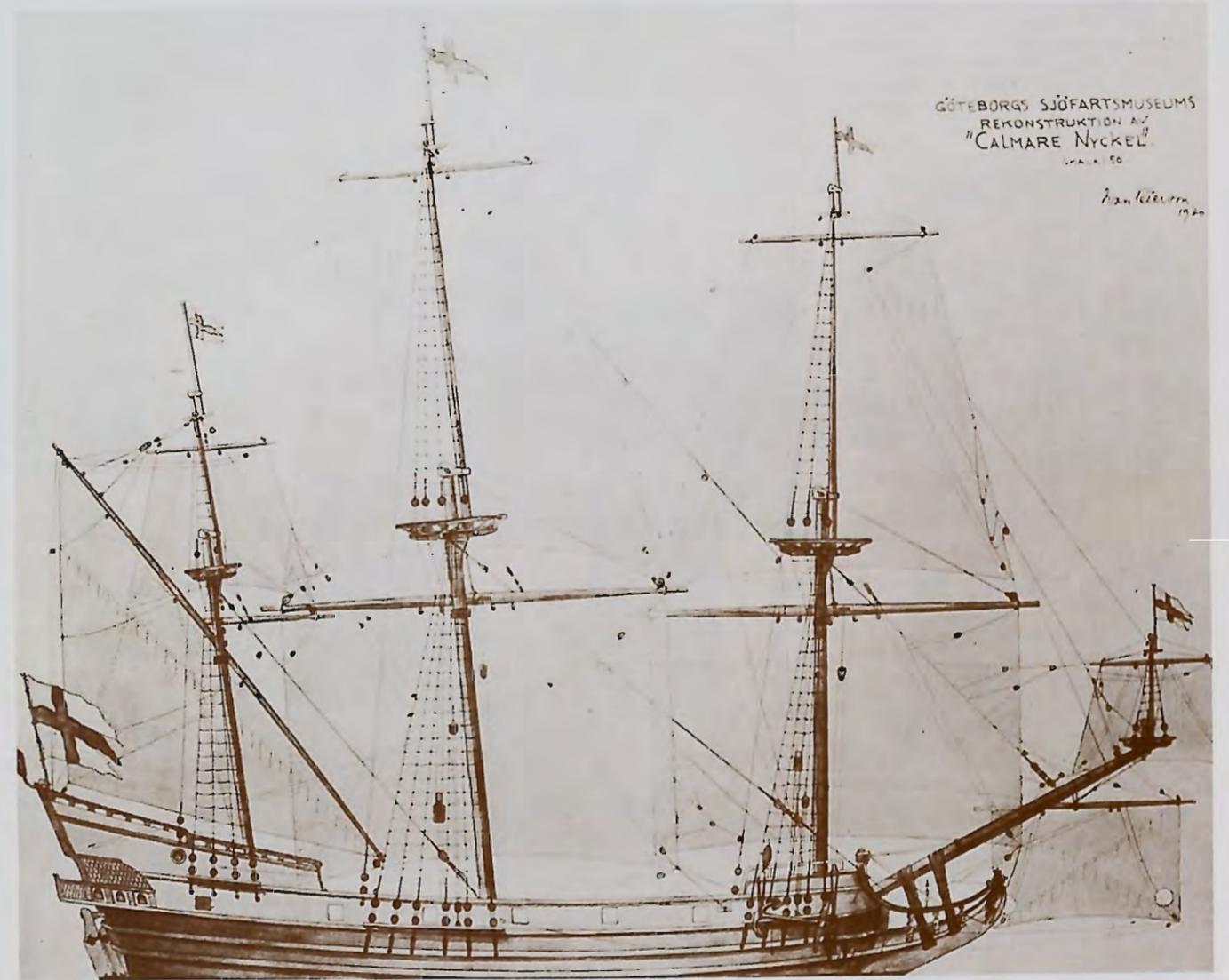
Fort Christina fell into disrepair and eventually sank back into the marsh. Its general appearance was, however, preserved for future generations in maps and plans drawn by Peter Lindestrom, a Swedish engineer. After the fall of New Sweden to the Dutch, most of the colonists remained on their farms. In 1698, long after the dissolution of the colony, Eric Bjork, a Swedish Lutheran pastor, came to the banks of the Christina and built a church that reunited descendants of the old colony. Old Swedes, a small stone church building with a hipped roof and high wooden pulpit, still stands in east Wilmington as a reminder of the early Swedish presence in the New World.

In the course of the nineteenth century New Sweden was nearly forgotten. The place that had once been the center of the colony became industrialized. Railroad tracks separated Old Swedes Church from the Christina River. Factories and warehouses engulfed the area behind the rocks where the Swedes had first landed. In 1938 interest in the colony was revived when Swedes and Americans celebrated the tercentenary year of the establishment of New Sweden. Members of the royal family of Sweden joined President Franklin D. Roosevelt and other American dignitaries in the newly created Fort Christina Park to dedicate a statue of Swedish black granite depicting the *Kalmar Nyckel*. A downpour of rain and the sudden illness of the crown prince could not mar this reaffirmation of good relations between the two countries so important at a time when Europe was rapidly heading toward war.

Peter Lindeström's map, entitled "New Sweden, or the Swedes River in the West Indies," shows the Delaware Bay and River in 1654. Fort Christina is at top right. Fort Trinity, now New Castle, is downstream. The dotted sections in the bay, marked "A," are oyster beds. Lindeström published the map in his book *Geographia Americae*. This copy is taken from *Amandus Johnson, The Swedish Settlements on the Delaware* (Philadelphia, 1911). Courtesy of the Eleutherian Mills Historical Library.



Robert Shaw (1859-1912), one of Delaware's first professional artists, made this etching in about 1890, depicting the landing of the Swedes on the Christina River at "The Rocks." Courtesy of the Historical Society of Delaware.



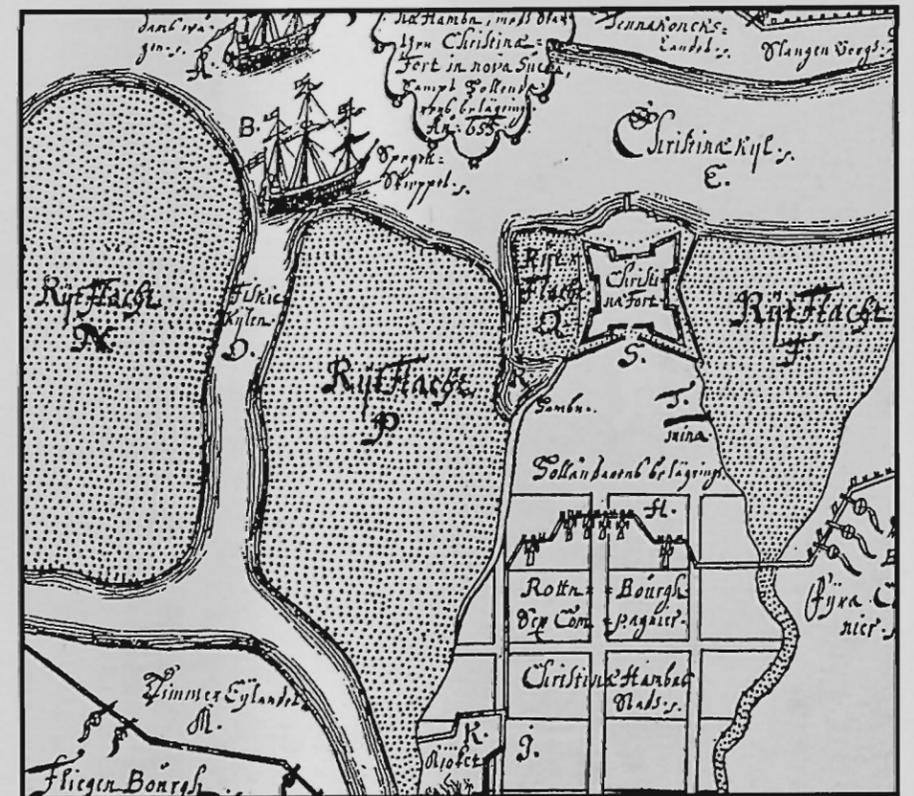
The Kalmar Nyckel, commanded by Peter Minuit, an experienced sailor and colonial administrator, set sail December 31, 1637, from Sweden and landed in Delaware in March 1638. The ship returned to Europe later that spring and subsequently made several other journeys to America for the New Sweden Company. Courtesy of the Historical Society of Delaware.

To celebrate the tercentenary of the first Swedish settlement in Delaware, world-renowned sculptor Carl Milles fashioned the Kalmar Nyckel in Swedish black granite. A gift of the Swedish people to the American people, the statue stands in a small park at "The Rocks" to mark the spot where the Swedes first landed. Courtesy of the Eleutherian Mills Historical Library.



Prince Bertil speaks before an audience that includes President Franklin D. Roosevelt, at the ceremony dedicating the Swedish monument, June 27, 1938. Courtesy of the Delaware Art Museum.

Peter Lindeström's eye-witness map of Fort Christina under siege by Peter Stuyvesant's Dutch fleet in September 1655. Notice that the Swedes had located their fort so that water or marshes lay on three sides. Courtesy of the Eleutherian Mills Historical Library.



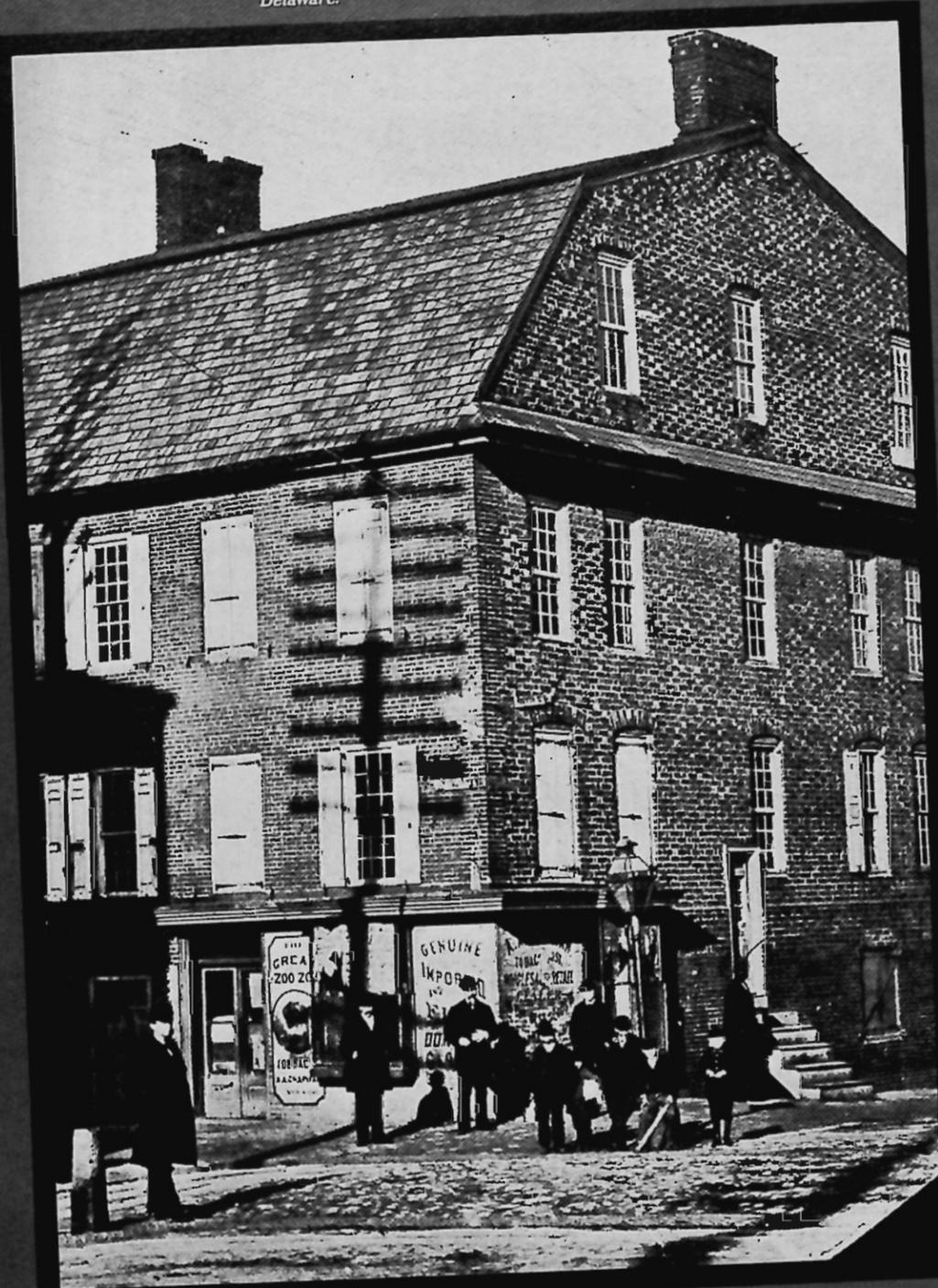
Old Swedes Church, or Holy Trinity, as it appeared in the late eighteenth century. The church was built under the direction of pastor Eric Bjork in 1698, and the south porch was added in the 1750s to prevent the collapse of a bulging wall. The hipped-roof, rectangular construction was typical of colonial church architecture in Delaware. Courtesy of the Historical Society of Delaware.





Perhaps the earliest photograph of Old Swedes Church, made by J. A. Maybin, a professional photographer who worked in Wilmington from 1868 to 1888. The tower and belfry had been added to the church in 1802, shortly after its dwindling Lutheran congregation affiliated with the Episcopalians. By the time this photograph was taken, circa 1870, the church had become Wilmington's most venerable colonial artifact and single reminder of the city's Swedish beginnings. Benjamin Ferris had written of it in tones of awe some thirty years earlier: "There stands their venerable old church; with solemn aspect, silently, but expressively bearing testimony to the existence and piety of a generation that has passed away forever." Courtesy of the Historical Society of Delaware.

William Shipley, a merchant and a founder of Wilmington, built this large gambrel-roofed residence on the southwest corner of Fourth and Shipley streets in 1735. It was demolished in 1883 to make way for a plumbing supply building. Courtesy of the Historical Society of Delaware.



THE GRAIN PORT 2

In 1681 Charles II granted the province of Pennsylvania to his Quaker subject William Penn. Shortly thereafter, the King's younger brother, James, Duke of York, ruler of lands in America captured from the Dutch, added Delaware to the Quaker proprietor's possessions. A combination of religious persecution and the desire for economic betterment brought many English Quakers to the Valley, changing it from a frontier outpost to a well-settled agricultural region capable of supporting the commercial city of Philadelphia and several smaller towns, including Wilmington.

Modern Wilmington was planned by Thomas Willing in 1731, but the impetus for its growth came from a group of Quaker millers and traders led by William Shipley, a well-to-do native of Leicestershire, England, and his wife, Elizabeth Levis Shipley, a Quaker minister. According to legend, Elizabeth Shipley dreamed that she would one day settle in a beautiful country where three rivers flowed together. While living in Ridley, Pennsylvania, she occasionally traveled to Delaware and Maryland to witness to her faith before Quaker meetings. As she rode toward the confluence of the Brandywine, Christina, and Delaware rivers she suddenly saw the land of her vision. Her husband, William, was persuaded of the potential of the place, for in 1735 he purchased an extensive property there and moved his family to the new town, then called Willingtown.

William Shipley saw Willingtown as a potentially important commercial site, second only to Philadelphia in the Delaware Valley. Like Philadelphia, Willingtown lay at the fall line separating the flat coastal plain from the hilly piedmont to the west. The Christina River flowed through the plain and was navigable for several miles inland. The Brandywine, by contrast, descended from the hills where its rock-strewn waters developed considerable force useful for turning millers' waterwheels. These two very different rivers made the town attractive to the farmers of the area, who needed a market for wheat, which was their primary cash crop.

Thomas Willing laid out the town in slavish imitation of Philadelphia. Like Penn's city, Willingtown was based upon the grid plan and featured a Market Street that ran perpendicular from the Christina River, on which ships could dock on fast land. Willing made no provision for town squares, so prominent in Philadelphia, presumably because he could not imagine his town growing large enough to need interior green spaces.

The town was hardly established before its inhabitants were engaged in controversy. Willing had intended to build a market house near the river where Market Street intersects Second Street, but William Shipley, his more wealthy rival, moved quickly and built a wooden market on his own land at Fourth and

Market. The enraged citizens of the lower part of the town countered by building on Second Street a more substantial brick structure that included a second story meeting room and a decorative cupola. Petitions from both sides asking that their market be given exclusive rights besieged the Pennsylvania proprietor, and feelings ran so high that some of the rougher adherents of the Second Street Market attempted to chop down Shipley's building with axes. Fortunately, the controversy was resolved peacefully by a compromise that permitted each market to be open for alternate market days.

Once the market house controversy demonstrated the need for municipal government, a large group of residents, led by William Shipley, petitioned the proprietor for a charter. Their request noted that having purchased lots and built houses "by the industry of these petitioners . . . , the said place begins to give the pleasing prospect of thriving and increasing. There being already divers houses built . . . and the said river of Christiana, near which these improvements are made, hath a convenient landing place, the whole being well accommodated with proper encouragement will prove a place advantageous for trade. . . ." (Ferris, *Original Settlements*). Their petition was granted in 1739, and the town, henceforth to be called Wilmington, was to have its own elected burgesses responsible for keeping markets and maintaining safety and order.

The burgesses first met in 1740 in the second floor room of the Second Street Market building. Their initial ordinance called for the erection of a "cage" on Market Street just above Third Street for the confinement of prisoners who were to be sent to New Castle, then the county seat, for trial. Nearby were those additional accoutrements of colonial civic discipline, a pair of stocks and a whipping post.

In common with other towns, Wilmington held semi-annual fairs to attract trade, but these were outlawed by the state legislature in the 1780s because they encouraged excesses of dissipation. Benjamin Ferris, an early nineteenth-century Wilmington historian, recalled that at the fairs "drunkenness prevailed to a degree that was shocking;—many were seen reeling about the streets, and rolling in the gutters;—the market houses, and other public places, resounded with profane and indecent language;—gaming was openly carried on upon the stalls and benches,—and almost every tavern resounded, night and day, with the sounds of fiddle and dance." Fighters stripped to the waist engaged in fisticuffs "until their bodies and the pavement under them were well covered with blood" (*Original Settlements*).

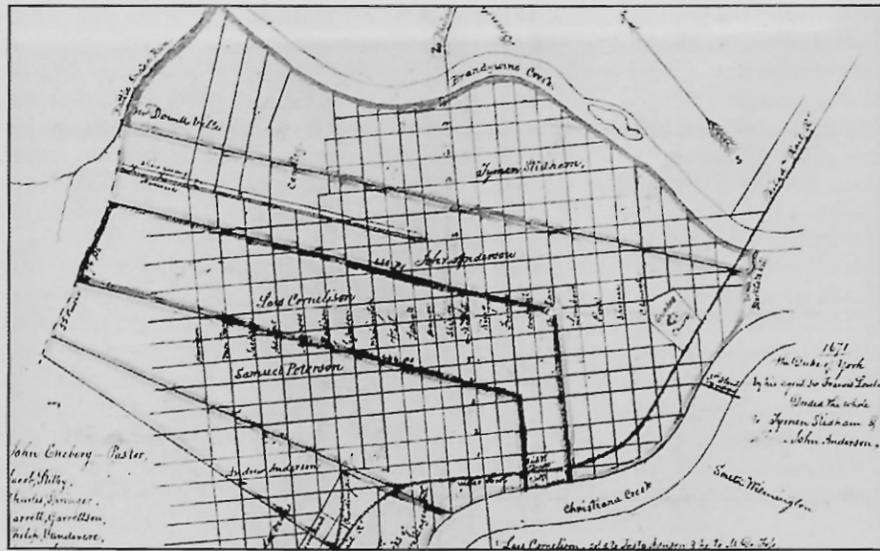
In 1740, Wilmington's first year as a chartered borough, William Shipley and a group of other traders built a ship, named appropriately enough *The Wilmington*, which set sail on her maiden voyage to the West Indies laden with flour, barrel staves, beef, and dairy products. A year later Oliver Canby, a Quaker miller, left Pennsylvania for the banks of the Brandywine where he erected a gristmill close to Wilmington. In the years that followed other millers, Joseph Tatnall, Thomas Lea, and James Price, joined him. The Canbys, Tatnalls, Leas, and Prices intermarried and formed a milling dynasty. They built over a dozen mills on either side of the stream at Brandywine Village, which was located at the fall line, where briskly flowing water from the hills met navigable tidewater. Brandywine Village was connected with the main road to Philadelphia via a bridge along Market Street. The millers constructed dams and races that directed Brandywine water to their mill wheels. One of the races has survived to the present and serves as the intake for the city water department.

Brandywine Village—with its substantial millers' houses built of Brandywine granite, large riverside mill buildings, shallows riding at anchor, copper shops, and picturesque scenery—delighted visitors to Wilmington. Several painters recorded the scene, and travel writers passing through the area never failed to mention the mills. George Washington and the Marquis de Lafayette were both guests at the home of Joseph Tatnall, the patriotic Quaker who allegedly told Washington during the Revolution, "I can not fight for thee, but I can and will feed thee."

Brandywine Village, although separate from Wilmington until 1869, was an integral part of the town's economy. The mills attracted the wheat and corn trade that filled Wilmington's ports. At harvest time great caravans of wagons came to the village from farmlands not only in New Castle County, but from Lancaster and Delaware counties in Pennsylvania. Grain also reached the

The Tyman Stidham house. Stidham, a Swedish barber-surgeon, was a major landowner in the Wilmington area in the eighteenth century. His house near the present-day intersection of Fourteenth and Poplar streets, photographed circa 1870 by J. A. Maybin, has since been demolished. The gambrel roof on the two-story portion shows English rather than Swedish influence. Courtesy of the Historical Society of Delaware





Brandywine in river shallows from downstate Delaware and New Jersey. At the time of the Revolution the mills were among the most important in the country, and Brandywine super-fine flour was internationally famous. When the British attacked Philadelphia in 1777, one of their objectives was the Brandywine mills. Following the Battle of the Brandywine, British and Hessian troops occupied Wilmington but were denied the use of the mills to grind the grain they captured because Washington had ordered that the mill stones be removed and hidden.

The half century following the Revolution witnessed expansion and improvement in Wilmington's commercial life. The town's population grew from about 1,230 during the war to 8,450 in 1840. In the 1790s Oliver Evans, an inventor from nearby Newport, Delaware, introduced his ingenious automatic milling machinery into the Brandywine mills. Equipped with Evans's conveyors and other mechanical devices, the twelve mills were capable of grinding 400,000 bushels of grain each year with only a handful of workers. The millers took the lead in funding other civic enterprises designed to increase their business. They founded several banks and were the chief patrons of mechanics, millwrights, coopers, and shipbuilders. They also built a series of turnpikes radiating from Wilmington to improve transportation to the town. These toll roads were covered with loose stones. Although they were wretched by modern standards, they were a dramatic improvement over the muddy trails that had preceded them. Most of the modern-day highways leading into Wilmington were once turnpikes and are still called pikes, although they have long since ceased to be toll roads. The major civic improvement of those years was a new town hall, built in 1798 during the period of postwar optimism. Located on Market Street between Fifth and Sixth streets, the town hall was an elegantly designed federal-style structure whose cupola featured a clock, the gift of Joseph Tatnall.

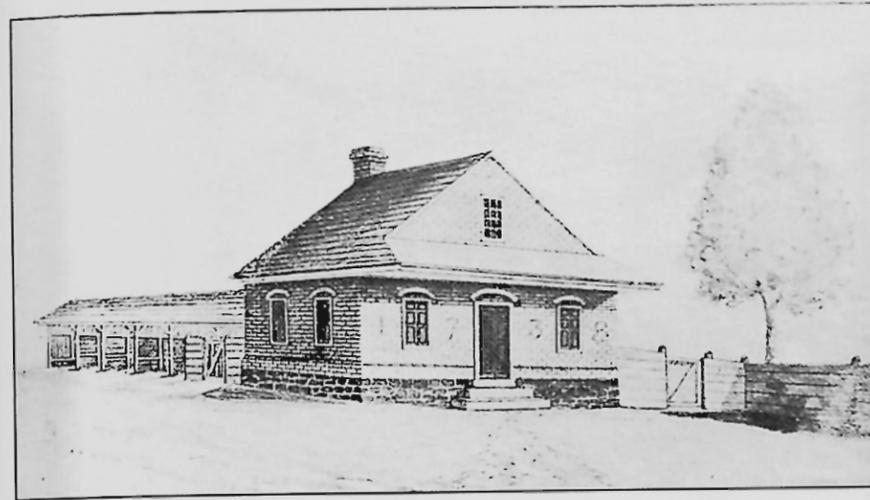
By the 1840s, Wilmington was a town of about 10,000 people known for the mill seats along the Brandywine, shipbuilding, and sailing ventures. An 1847 map shows that the area between the Christina and Brandywine was largely built up between West and Walnut streets. Brandywine Village had become virtually a part of the city, and the city had plotted many blocks of new streets in anticipation of further growth. The grain trade, which had sustained the town during its first century, was dying, however, the victim of new mills and farm lands in the rapidly developing Middle West. Edmund Canby, a great-grandson of Oliver Canby, remarked in his diary in 1834 that "every day seems to illustrate the fact that millering as a regular business is done for here" (Edmund Canby Diary).

As the flour mills declined in importance, some millers switched from milling wheat to milling corn; others invested their earnings in local industry. The days of Wilmington as a grain port were nearly over, yet the city's position on the Delaware River, its ability to generate venture capital, and its large force of skilled workers in iron and wood combined to insure Wilmington a share in the emerging industrial economy.

Landownership in Wilmington during the late seventeenth century. The peculiar shapes of the landholdings reflect the desire of each purchaser to have waterfront property. The railroad track is an anachronism added by the nineteenth-century mapmaker. Courtesy of the Eleutherian Mills Historical Library.



Benjamin Ferris' map of Wilmington in 1736 shows the locations of the buildings that were standing at that time. William Shipley's house at Fourth (High Street) and Shipley streets and his nearby market house are prominent, as is Thomas Willing's homage to Philadelphia's grid plan. Courtesy of the Eleutherian Mills Historical Library.



The first Friends Meeting in Wilmington was built in 1738 atop Quaker Hill, near the intersection of Fourth and West streets. The building soon proved to be too small for the growing congregation and was converted into Wilmington's first Friends School when the Quakers built a new meeting house in 1748. It was still in use as a schoolhouse one hundred years later when Benjamin Ferris made this sketch. Courtesy of the Eleutherian Mills Historical Library.

Thomas West, an uncle of painter Benjamin West, lived in this house at the northwest corner of Fifth and West streets. The house was demolished in 1883 and replaced by a row of three brick residences. This house shows several typical features of eighteenth-century construction, including the Flemish bond masonry and the pent-eave overhanging the first floor. Courtesy of the Historical Society of Delaware.





The Simms house, northeast corner of Fourth and King streets. Another house typical of those built in Wilmington by its Quaker founders, this residence became Dr. Simms's pharmacy during the nineteenth century. Simms, a Confederate sympathizer during the Civil War, was forced to fly the Union flag in his window. The house has recently been moved to Willingtown Square on Market Street as part of an urban renewal-restoration project. Courtesy of the Historical Society of Delaware.

This eighteenth-century dwelling on the northwest corner of Front and Shipley streets had a "beautiful flower garden surrounding it" in 1800, according to J. T. Scharf's History of Delaware. When the photograph was taken during the Civil War period, the stable behind the house was being used by the City Hotel across the street. Courtesy of the Historical Society of Delaware.



An unpretentious eighteenth-century house built of clapboard with an English-style gambrel roof. The house is alleged to have stood on French Street near Second Street. Courtesy of the Historical Society of Delaware.

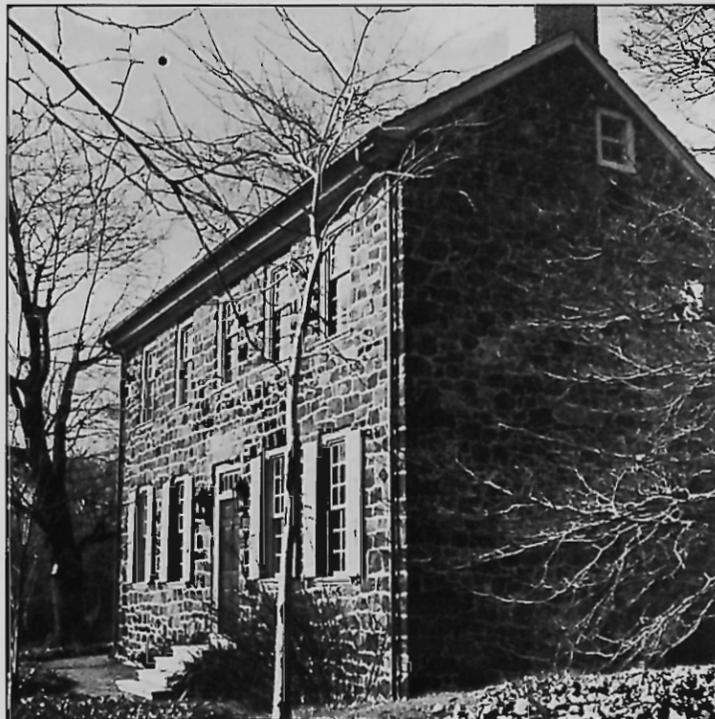


The Bush house at Water and French streets, overlooking the Christina River. In her Reminiscences Elizabeth Montgomery described this area as "a beautiful square" in the late eighteenth century. "The houses on the upper side were elevated with a graceful slope to the water, and from this open space, covered with rich grass, there was a full view of the shipping." The Bush family were prominent as sea captains and shippers for over a century. Captain Samuel Bush, pursued by the British on the Delaware River during the Revolution, sank his ship to avoid capture, then later raised her. Courtesy of the Historical Society of Delaware.

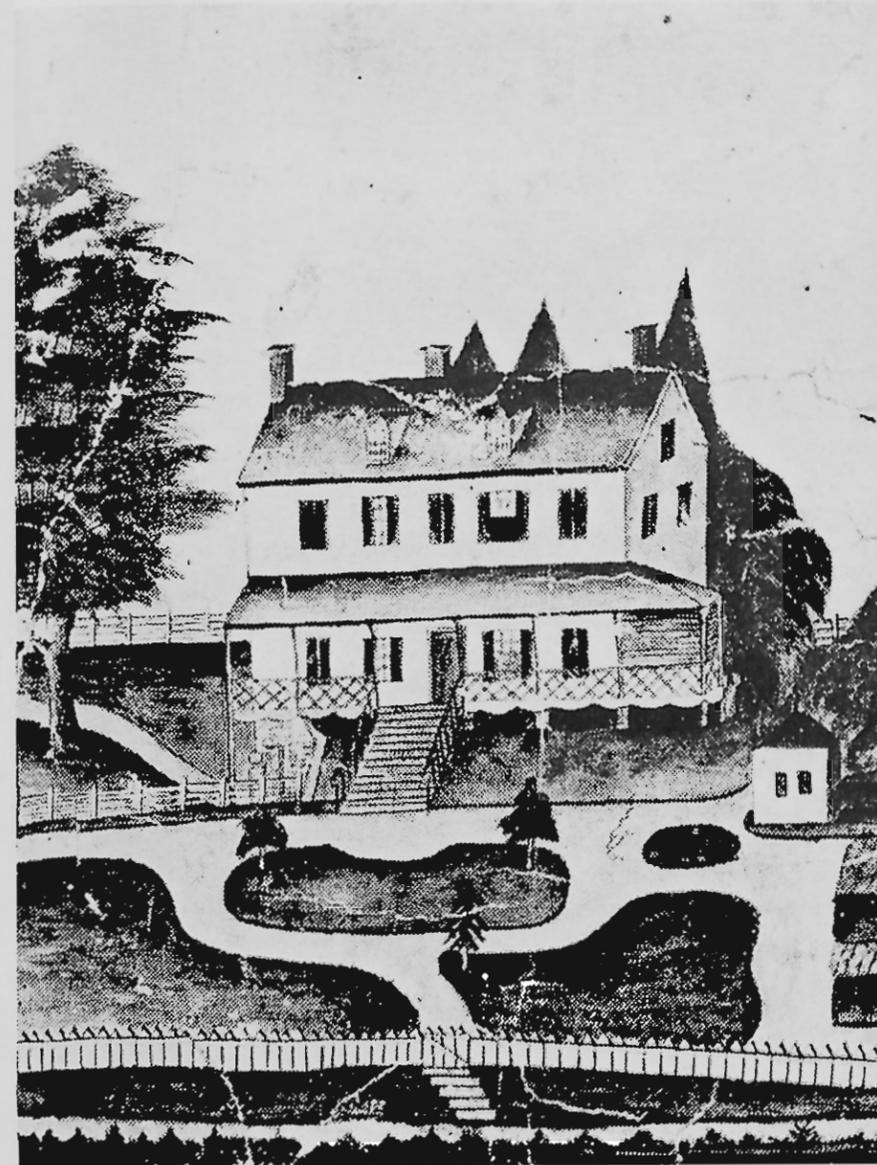
"The Willows" home of Mary Vining, a famous beauty of the Revolutionary era. Noted for her wit and charm, she captivated both American and French officers. She never married and lived here during the 1790s, when her brother John Vining was serving in the U.S. Senate. The house was demolished in 1904 to make way for the DuPont Building. Courtesy of the Eleutherian Mills Historical Library



Army movements around Wilmington during the Brandywine Campaign, 1777. The British landed at Elkton, shown at the lower left, and marched through Newark and Kennett Square to Chadds Ford, where they crossed the Brandywine to approach their objective, Philadelphia. Washington's army was initially positioned between Wilmington and Christiana because the Americans believed that the British would cross the Brandywine at Wilmington. Seeing the direction of the enemy's march the Americans moved north and attacked at Chadds Ford, but poor organization lost them the battle. Courtesy of the Eleutherian Mills Historical Library.



Lea-Derickson house, Eighteenth and Market streets. Built in the 1770s, this house was for many years the residence of Thomas Lea, a miller and son-in-law of Joseph Tatnall, the leading miller of the day, who lived next door. Old Brandywine Village, Inc., a preservation group, bought and restored the house in the 1960s. It is presently leased to the Junior League of Wilmington. Courtesy of Old Brandywine Village, Inc.



The miller Oliver Canby built this house on a hill overlooking the Brandywine in 1744. The house remained in the Canby family for about a century, when it was sold to Rt. Rev. Alfred Lee, the first Episcopal Bishop of Delaware. The house, which came to be known as Ingleside, has been demolished and replaced by an office building. Photograph of watercolor from Henry Seidel Canby's Family History; courtesy of the Eleutherian Mills Historical Library.



A millstone, once used to grind wheat and corn at Brandywine Bridge. Photograph by Frank R. Zebley; courtesy of the Eleutherian Mills Historical Library.

Charles Wilson Peale's drawings of the Brandywine flour mills in 1789. The mills were constructed of stone taken from the Brandywine. Courtesy of the American Philosophical Society.



James Canby (1781-1858), son of Samuel, was a venturesome business innovator in Wilmington, a founder of banks, transportation companies, and other enterprises. Unprofitable land purchases in Baltimore bankrupted him in the economic panic of the late 1830s, and he was forced to sell Ingleside, his grandfather's house, and his mills. Courtesy of the Eleutherian Mills Historical Library.



Samuel Canby, Oliver's son, built his house at Fourteenth and Market streets near to that of his father. A devout Quaker, Samuel followed his father into the milling business. This house stood until 1937, when it was demolished to make way for H. F. Brown Vocational High School. Photograph by Frank Zebley, 1931; courtesy of the Eleutherian Mills Historical Library.



Looking up North Market Street past millers' houses, circa 1880-85. By this time Brandywine Village had been officially absorbed into

Wilmington, but it still retained a village quality. The poles are probably for telephones, which were introduced into Wilmington in

1878. Trees close to the street are covered to protect them from gnawing horses. Courtesy of the Historical Society of Delaware.



This twentieth-century miller at Greenbank, Delaware, still uses apparatus similar to that used by the Brandywine millers in the 1780s. Courtesy of the Eleutherian Mills Historical Library.



The Joseph Tatnall House, 1803 Market Street, built circa 1770. The Tatnalls were hardly settled when their house became a barracks, first for American officers, then for British. General Anthony Wayne established his headquarters here before the Battle of the Brandywine. Following the war, Joseph Tatnall entertained both Washington and Lafayette here. Tatnall's grandson, another Joseph Tatnall, added the stucco facing and balustrade during his long occupancy from 1841 to 1895. Courtesy of Mrs. George Winchester.

The Brandywine mills looking upstream toward Market Street Bridge, circa 1860. Courtesy of the Eleutherian Mills Historical Library.





Joseph Tatnall (1740-1813), the leading Wilmington merchant-miller of the Revolutionary War era. Although his Quaker religion forbade him to fight, he patriotically supplied Washington's army with flour while withholding it from the British, thus gaining Washington's friendship. Courtesy of the Eleutherian Mills Historical Library.

The John Dickinson residence was built by the Revolutionary War period statesman in the 1780s at the northwest corner of Eighth and Market streets. Courtesy of the Historical Society of Delaware.



The Wilmington Institute was constructed in 1861 on the former site of the John Dickinson residence. Courtesy of the Wilmington Institute Free Library.

Thomas Shipley House, Sixteenth and French streets. Thomas was the son of William Shipley, Wilmington's founder. Thomas took over Oliver Canby's mill when the latter died in 1754. The house, demolished in 1957, was probably built before 1770. Courtesy of the Eleutherian Mills Historical Library.



In the 1920s Kresge's "5 and 10" replaced the Wilmington Institute at the northwest corner of Eighth and Market streets. Courtesy of the State of Delaware, Division of Historical and Cultural Affairs.





Brandywine Academy, built in 1798, is now the home of the Daughters of the American Revolution, which has restored the first floor as a classroom. The academy was the major social center for Brandywine Village in the early nineteenth century. Church services, speeches, receptions and other events were held there. Courtesy of the Eleutherian Mills Historical Library.



Captain Thomas Starr House, 1310 King Street, built circa 1800, has the elegant lines of federal-period architecture. The captain carried grain and flour to and from the mills nearby. Courtesy of the Eleutherian Mills Historical Library.

Market Street, or Brandywine, Bridge, the fourth bridge on this site, was built in 1839. Wagon caravans carrying wheat and corn were a common sight in the interior portion of the bridge while pedestrians kept to the sides. Earlier bridges here had rested on pilings in the riverbed which were subject to destruction during flood season. Millers' houses on North Market Street are visible in the distance. The telephone poles help to date the picture between 1878, when telephone service was first offered in Wilmington and 1887, when the bridge was replaced by a steel truss bridge. Courtesy of the Eleutherian Mills Historical Library.





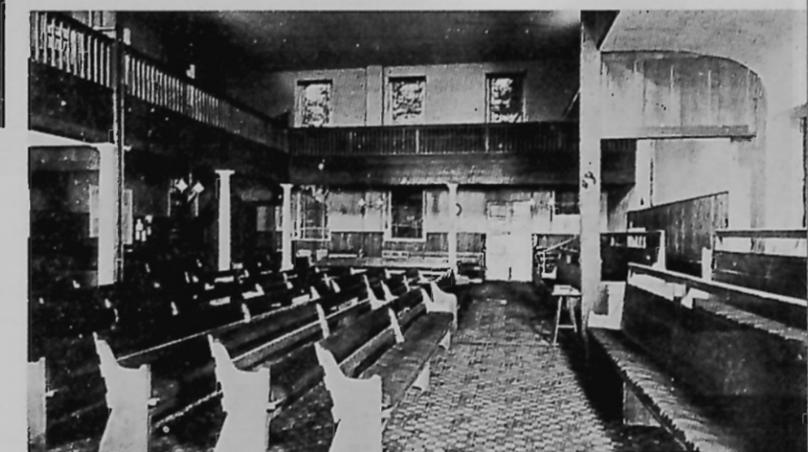
Old Town Hall on Market Street above Fifth Street, built in 1798, was Wilmington's city hall until 1916, when it became the headquarters of the Historical Society of Delaware. This photograph predates the Victorian "improvements" that were made to the building in 1875. Courtesy of the Eleutherian Mills Historical Library.

Friends Meeting, Fourth and West streets. This, the third meeting house built by Wilmington's Quakers, was erected in 1817. Shortly thereafter the congregation was rent by dissension over the fundamentalist Quaker teachings of Elias Hicks, a New York farmer. The Hicksites, who opposed modernization

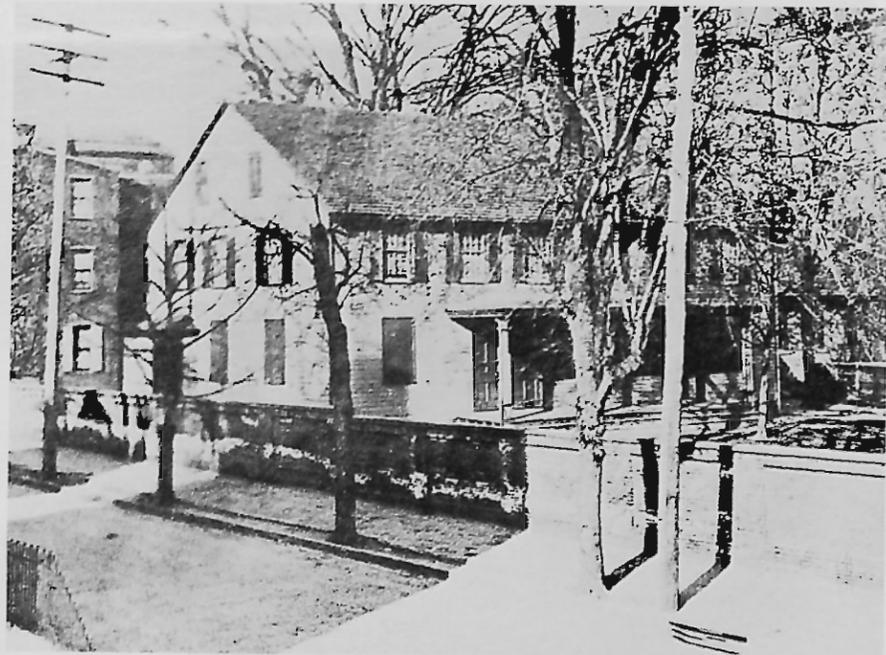
and wished to retain the separation of the Friends from worldliness, were the majority in Wilmington. When the Orthodox Friends left the meeting in the 1820s, this building became the Hicksite meeting house. The breach among the Friends was not healed until 1945. Courtesy of the Historical Society of Delaware.



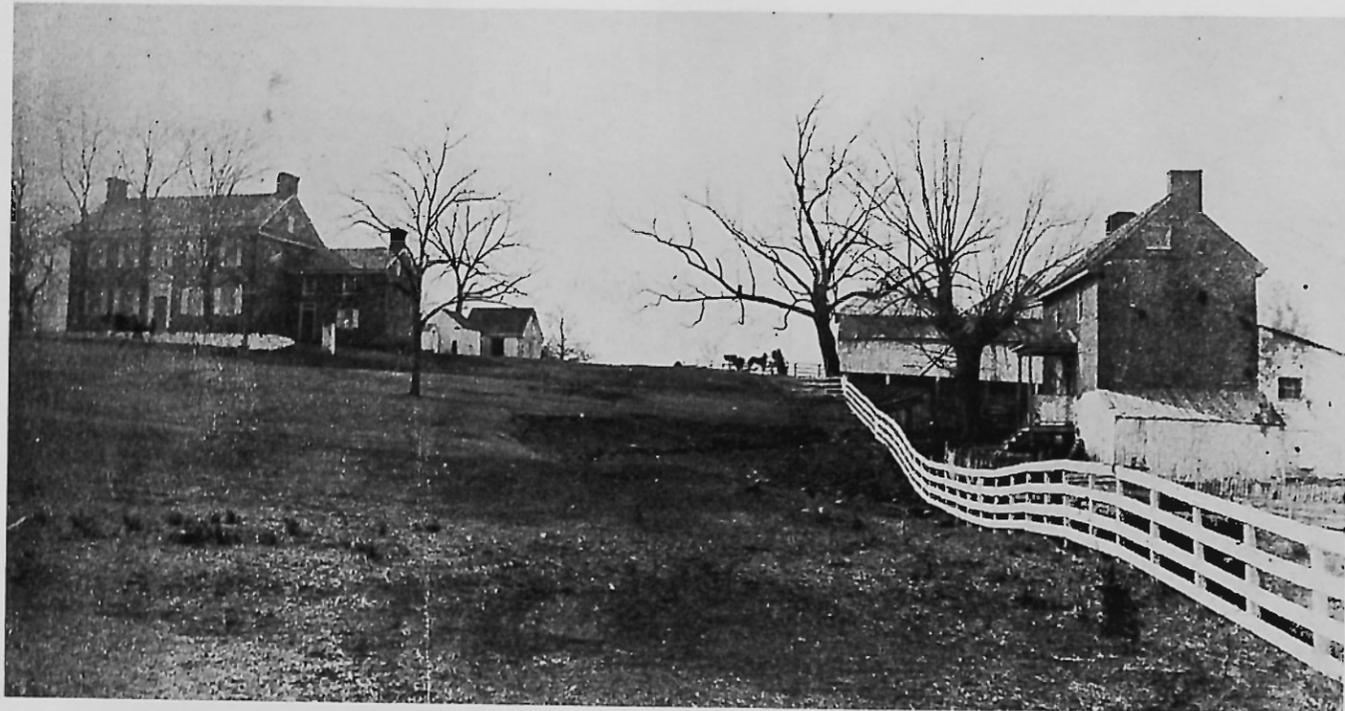
Interior of the Friends Meeting. The Friends were called "Quakers" because George Fox, the English founder of the sect, bade them to "tremble at the word of the Lord." They have no ordained clergy and no liturgy, and their meeting houses are made as simple as possible. The division in the room was to separate men and women, a common practice in many protestant sects in the eighteenth and early nineteenth centuries. Courtesy of the Historical Society of Delaware.



The Orthodox Friends constructed their meeting house at Ninth and Tatnall streets in 1827. The meeting sold this building in 1913 and relocated. In 1945 the Orthodox Friends rejoined the meeting at Fourth and West streets. Courtesy of the Eleutherian Mills Historical Library.

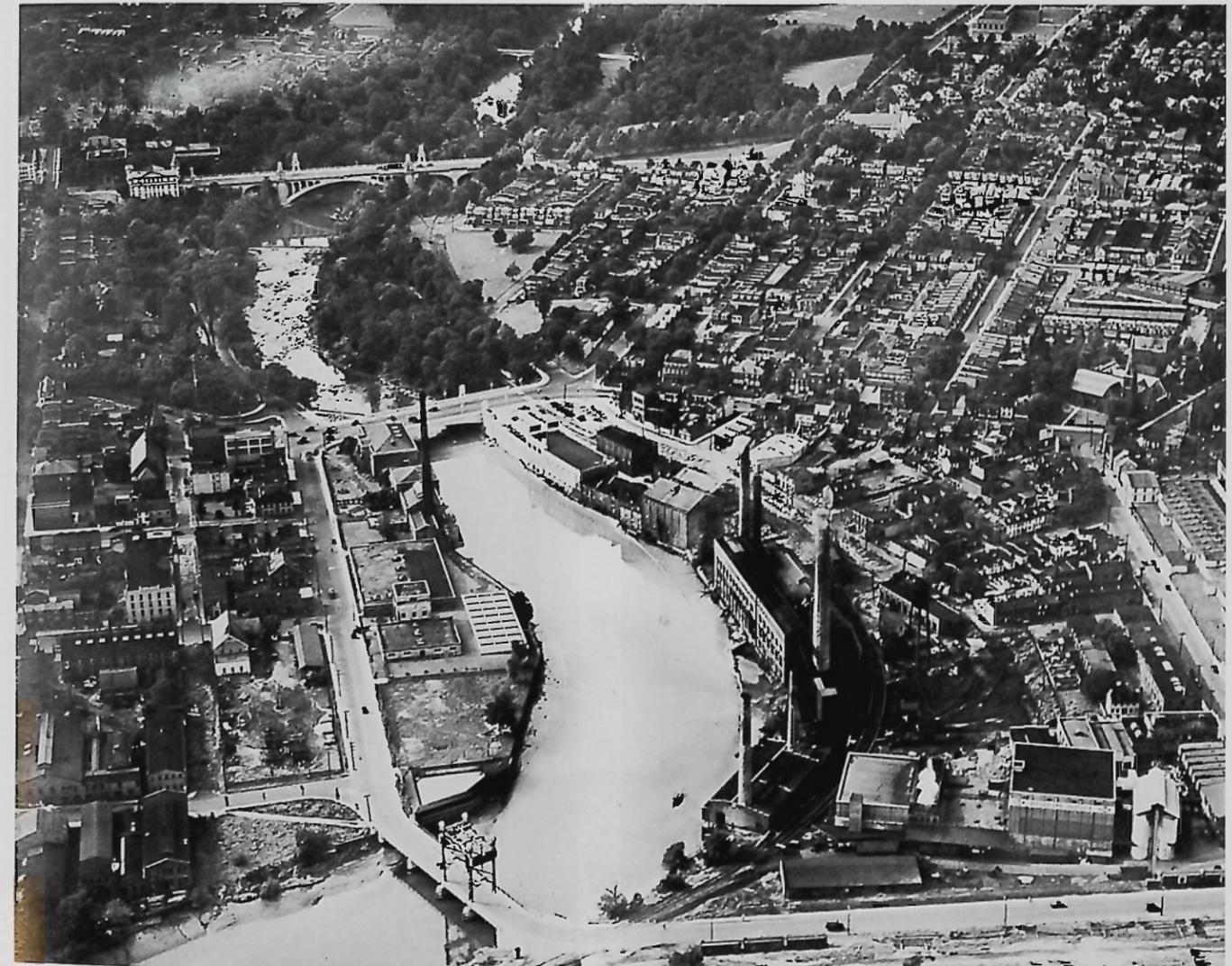


Richard Richardson house, an example of a colonial farm property near Wilmington. Richardson built the house in 1765-66 following his marriage to Joseph Tatnall's sister Sarah. The building on the right was a mill facing Mill Creek, probably built in 1723. The Richardson family were important Quaker millers and farmers southwest of Wilmington. In 1887 lawyer-historian Henry C. Conrad purchased this property and divided most of the grounds into building lots for a trolley suburb called Richardson Park. Courtesy of the Eleutherian Mills Historical Library.

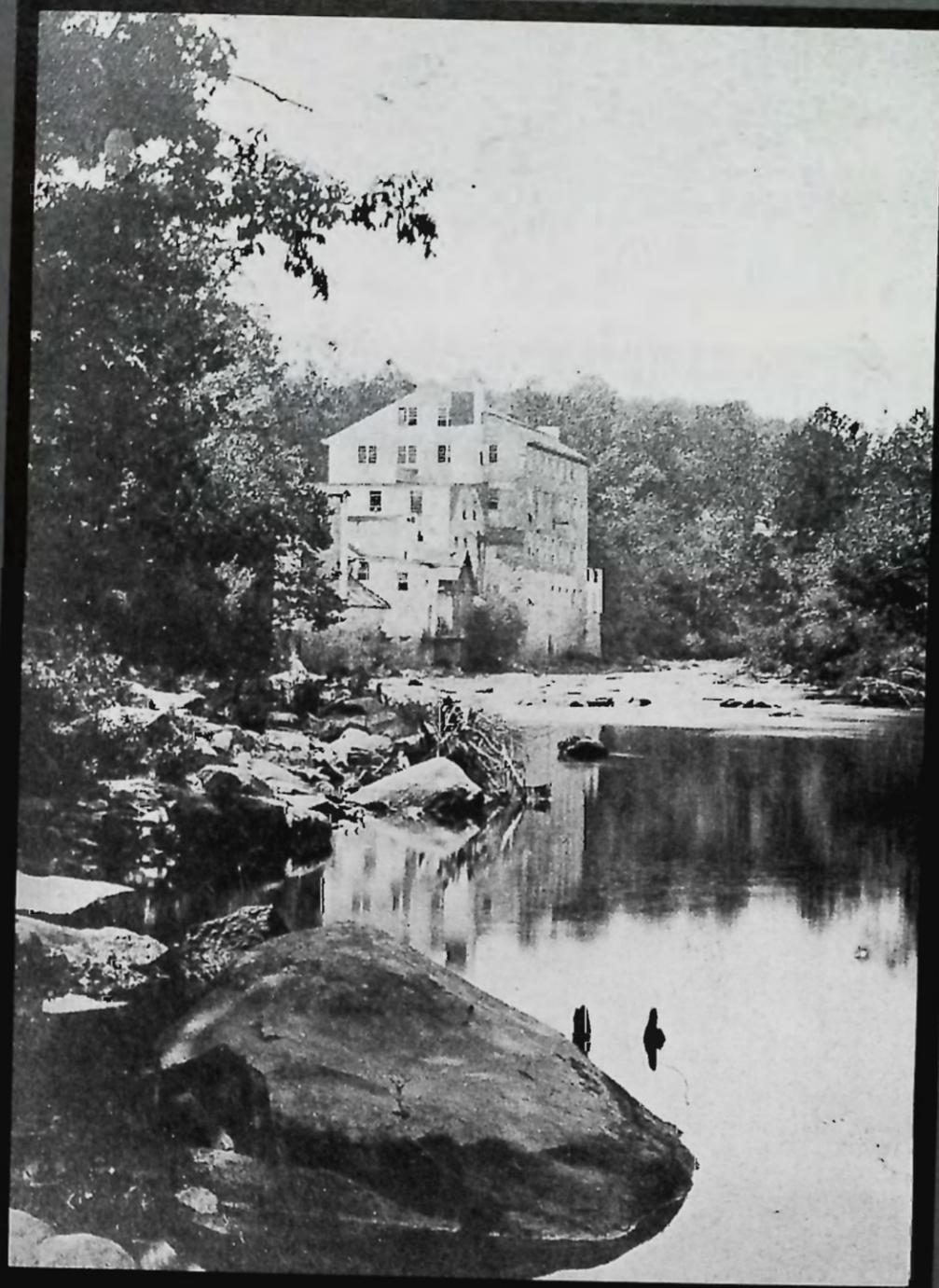


The Blue Ball Tavern on Concord Pike, now route 202, was typical of the inns along the roads leading into Wilmington. Built circa 1800, it catered to travelers, principally to the farmers, teamsters, and drovers who brought their produce to be sold in the city. The tavern took its name from the large blue ball that was suspended on a pole to alert stagecoach drivers to stop if passengers were waiting. The Concord Pike was constructed in 1811 and remained a privately operated toll road until 1911. Courtesy of the Eleutherian Mills Historical Library.

Brandywine Village in 1929; photographed by J. V. Dallin. The mills are gone, replaced by the city waterworks to the left and a power station to the right. Courtesy of the Eleutherian Mills Historical Library.



Joseph Bancroft and Sons Company mill
Bancroft (1805-1874), an English-born Quaker,
came to the United States as a trained textile
maker. In 1831 he bought a grist mill on the
Brandywine and converted it to cloth making.
In 1869 Bancroft added bleaching and dyeing
operations to his business. Courtesy of the
Eleutherian Mills Historical Library.



EARLY INDUSTRY 3

In the early nineteenth century a variety of water-powered manufactories were established along the Brandywine north of Wilmington. In 1802 Eleuthere Irenee du Pont, a French emigre, chose the Brandywine as the site for his black powder mills. The du Pont mills were well financed by French investors and employed the most advanced technology. They quickly became the largest powder manufactory in the United States. The mill buildings were constructed of Brandywine granite and designed in such a way that explosions would blow out the more flimsy wooden side toward the river. Many of the workers employed in this dangerous occupation were Irish immigrants. The du Pont family lived on the grounds of the company, as did the workers who were housed in row houses and dormitories. The isolated community centered around *Henry Clay Village*, which in time included a Sunday school, several churches, a tavern, and stores.

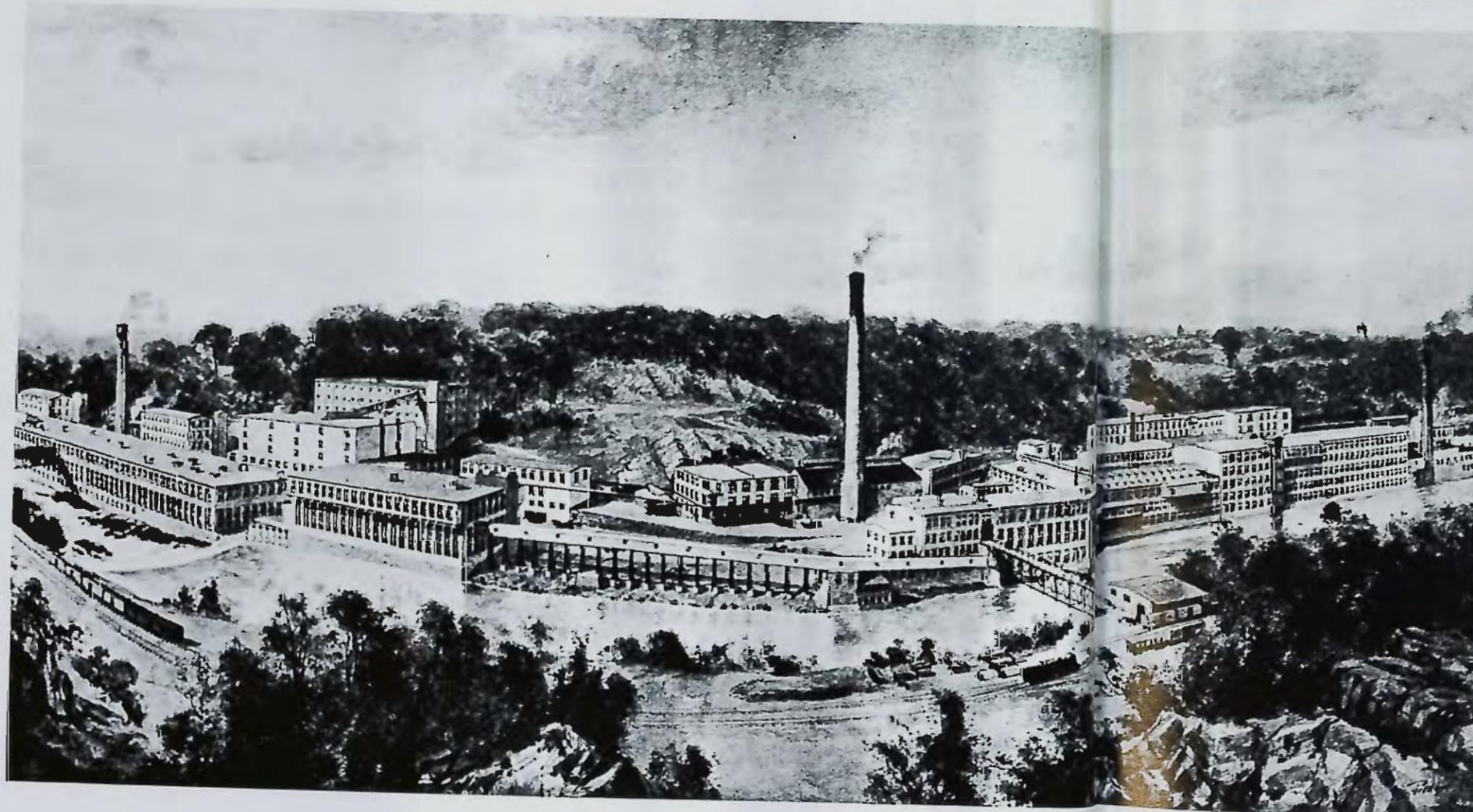
Downstream from the powder mills, Joseph Bancroft, an English Quaker, established a textile mill in the 1830s. Like the du Ponts, Bancroft built rows of houses for his employees. In addition to the manufacture of cotton cloth, the Bancrofts specialized in applying heavy glazing to material to be used for awnings and tents. The Du Pont and Bancroft companies had much in common: both were controlled by their respective founding families for several generations, and both developed closeknit, paternalistic mill communities. Both families also produced philanthropists whose benefactions were important to the development of Wilmington. William P. Bancroft, a son of Joseph, was the founder of the city's park system and donor of the land for Rockford Park, which lay behind the family mills. He also provided the money that transformed the Wilmington Institute from a private subscription library to a free public facility. Among the du Ponts, the philanthropies of Pierre S. have done the most for the city. During and after World War I he spent millions of dollars to improve the public schools of Delaware, including those of Wilmington.

In the course of the nineteenth century the Du Pont Company outgrew its original home on the Brandywine. But while the company constructed factories in other parts of the country, its Brandywine Mills continued to sift and grind black powder until the end of World War I. Most members of the du Pont family resided on or near the original mill property, in time making much of the farm country along the Kennett Pike an expanded du Pont enclave, since dubbed "chateau country."

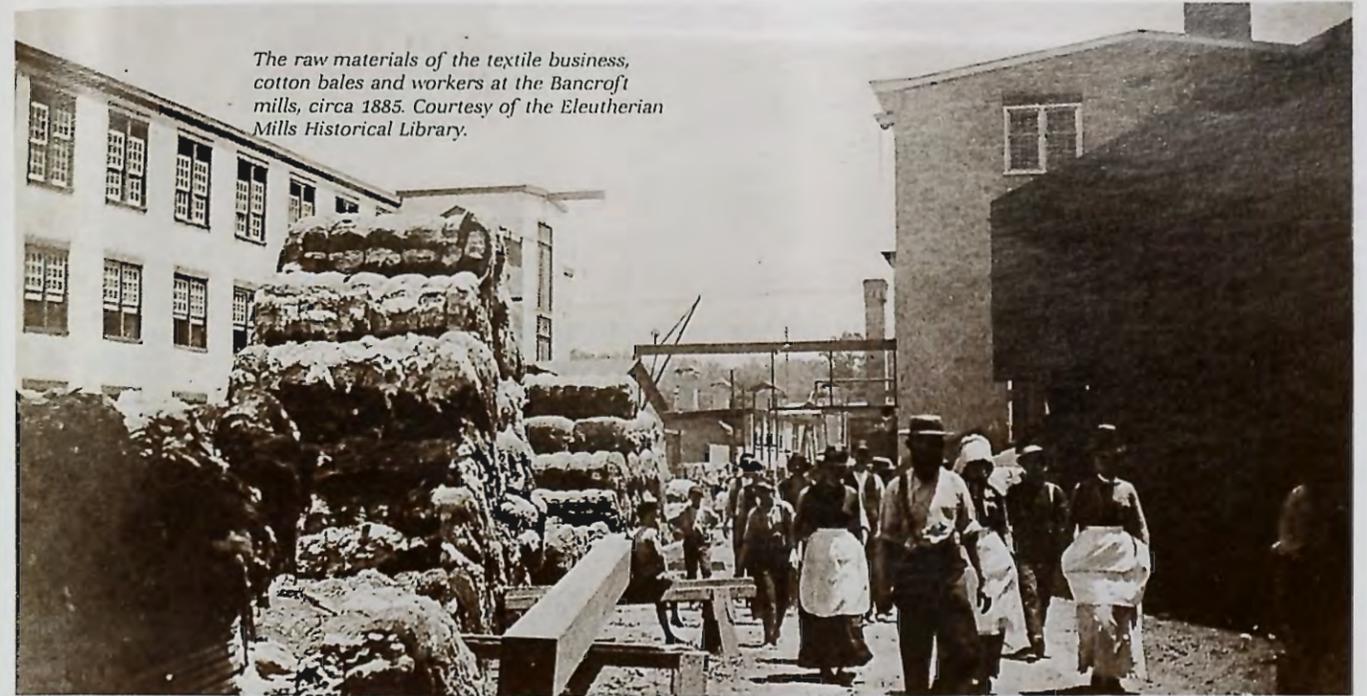
The Bancroft family in the parlor of their home overlooking their mill, circa 1870. Courtesy of the Historical Society of Delaware.



The Bancroft mills at their height in the early twentieth century. From the Civil War onward the company specialized in finishing cotton cloth to give it a semi-waterproofing for such uses as awnings, tents, and window shades. Courtesy of the Eleutherian Mills Historical Library.



The raw materials of the textile business, cotton bales and workers at the Bancroft mills, circa 1885. Courtesy of the Eleutherian Mills Historical Library.



Ivy Road near the Bancroft mills. Joseph Bancroft built small but comfortable houses that he rented to his mill workers. The Bancrofts' paternalism, which extended to providing insurance plans and recreation for their employees, grew out of a combination of

Quaker principles and enlightened self-interest. Now that the mills have closed, these mid-nineteenth-century double houses are being remade into elegant town houses. Courtesy of the Eleutherian Mills Historical Library.



Interior of a Bancroft mill, circa 1885.
 Courtesy of the Eleutherian Mills Historical Library.

T GILPIN & CO.
Brandywine
MANUFACTURERS OF PAPER.

Writing	Copperplate
Drawing	Printing &

BANK PAPERS
of superior quality at the respective descriptions

WAREHOUSE 119 So. FRONT ST.
Philadelphia

Advertisement for Thomas Gilpin's paper mill, established in 1787. Gilpin introduced continuous-cylinder manufacturing techniques to American paper making. Courtesy of the Eleutherian Mills Historical Library.

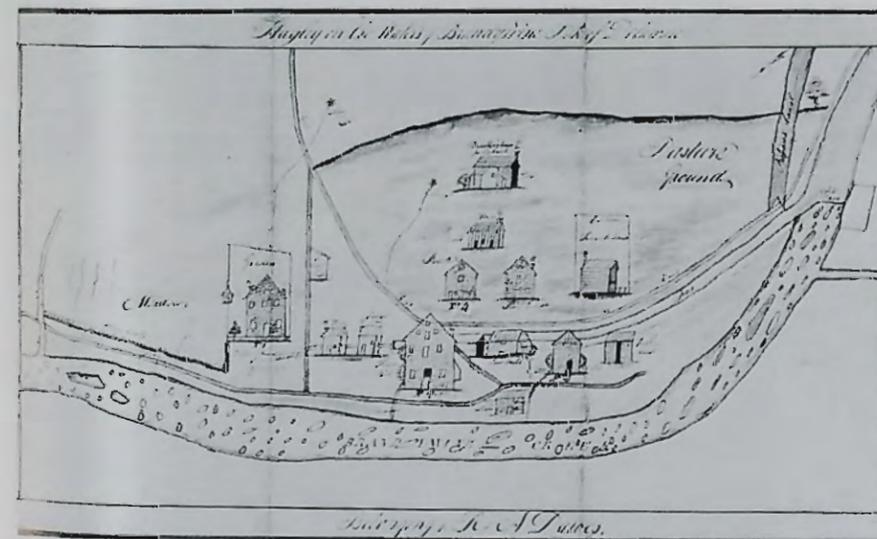


Immanuel Episcopal Church at Seventeenth Street and Riverview Avenue was built in 1883 as a mission of Christ Church Christiana Hundred to attract non-Quaker English-born workers at the Bancroft mills. Courtesy of the Eleutherian Mills Historical Library.



Du Pont powder mills along Brandywine Creek, photographed by J. A. Dick in the 1920s, shortly after the mills had closed after more than a century of powder making. Notice how the buildings are constructed to direct explosions toward the river. Courtesy of the Eleutherian Mills Historical Library.

A pencil sketch of Eleuthère Irénéé du Pont (1771-1834), who founded the Du Pont Powder Company in 1802. Du Pont had studied with Lavoisier in France before he emigrated to America and set up his powder works on the Brandywine. Courtesy of the Eleutherian Mills Historical Library.



The Insurance Company of North America made this map of the Hagley property, near Wilmington in 1797 when the Dawses family operated a flour mill and saw mill there. Five years later the Dawses sold the property to E. I. du Pont. Courtesy of the Eleutherian Mills Historical Library.



The first Du Pont Company office building, erected by E. I. du Pont's son Alfred Victor in 1837 a short distance from the family's home. From this building the du Ponts administered their growing company until 1890. Courtesy of the Eleutherian Mills Historical Library.



"Walker's Bank" in Henry Clay Village is typical of the employee tenements built by the du Ponts and other employers on the Brandywine. This building and Walker's Mill, the textile factory where its residents worked, are now owned by the Eleutherian Mills-Hagley Museum. The du Ponts chose the name "Henry Clay" for their industrial village out of fervor for the Kentucky politician who supported high tariffs on imported manufactures. Courtesy of the Eleutherian Mills Historical Library.

Hagley cotton mill, constructed in 1814 in the first flush of American textile manufacturing when British imports were halted by the War of 1812. This mill, remodeled by the Hagley Museum in the 1950s, is now used as the museum's principal exhibit building. Courtesy of the Eleutherian Mills Historical Library.



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Eleutherian Mills, the residence built by E. I. du Pont for his family in 1803, overlooked the powder yards. Du Ponts lived here until 1890, when an explosion damaged the house severely. In the 1920s Louise E. du Pont Crowninshield moved into the house, which she converted into a showcase for her collection of American antiques. The residence, now part of the Hagley Museum, is open to visitors. Courtesy of the Eleutherian Mills Historical Library.

Father Peter Donaghy and school children at St. Joseph's on the Brandywine, circa 1890. The du Ponts recruited many of their powder workers from Ireland, and, although not Roman Catholics themselves, they were major contributors to the construction of St. Joseph's Church near the mills in 1841. In 1850 the church added a parochial school. Father Donaghy, who served as its pastor between 1887 and 1893, was a native of Ireland and was active in maintaining Celtic culture and the Gaelic language among the American Irish. Courtesy of the Eleutherian Mills Historical Library.

Election day at Henry Clay Village, November 6, 1888. Voting took place at Sterling's store at the intersection of Montchanin and Buck roads. Courtesy of the Eleutherian Mills Historical Library.



Henry Clay Village on the Brandywine. Two textile mills, Breck's on the left and Walker's on the right, are in the foreground. The du Ponts bought both mills in the course of the nineteenth century. The white building in the center is Long Row and behind it is Pigeon Row, both workers' tenements. The du Ponts, like the Bancrofts, exercised paternalistic responsibilities regarding their workers. The company kept rents low but was in no hurry to modernize their employees' housing. As late as the 1890s these buildings had no indoor plumbing and housewives lined up at the outdoor pump to get water. In the 1880s when Henry Clay was connected by trolley to Wilmington, some employees left the village to seek homes in the city. Courtesy of the Eleutherian Mills Historical Library.





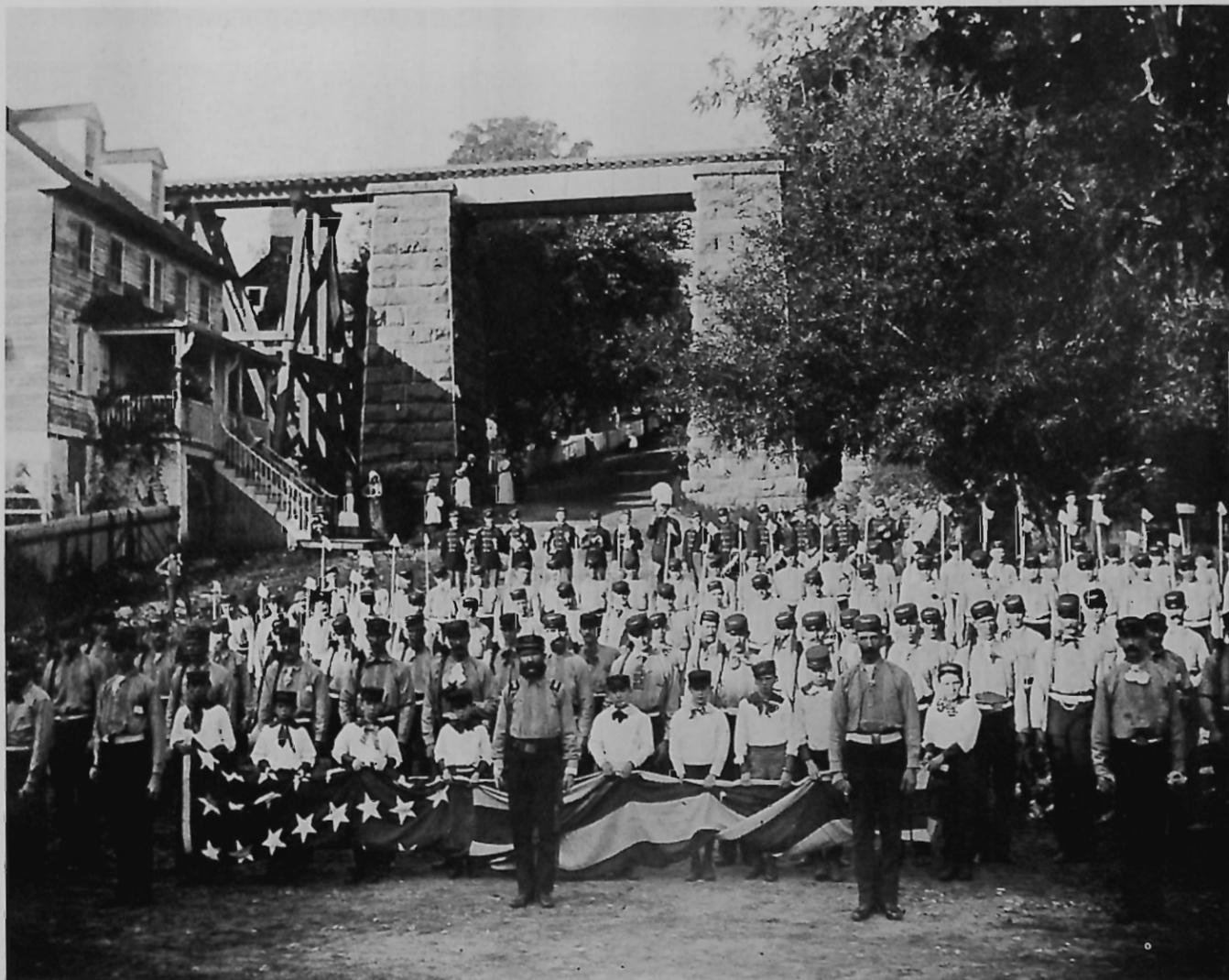
Wives and children of Du Pont powdermen often worked in the nearby textile mills. Pierre Gentieu (1842-1930), a Du Pont Company employee, took this picture in front of Walkers Mill around 1890. Courtesy of the Eleutherian Mills Historical Library.

Pierre Gentieu photographed the Tippecanoe, Harrison and Morton Club on Breck's Lane in 1888. The club members appear ready to march in support of the Republican ticket headed by Benjamin Harrison, grandson of "Old Tippecanoe" William Henry Harrison. Courtesy of the Eleutherian Mills Historical Library.



Pipefitters in the Hagley Yard, circa 1905. Courtesy of the Eleutherian Mills Historical Library; from the "Delaware Remembered" exhibit, Delaware Art Museum, 1979.

Rokeby Mill next to Breck's Mill burned in 1906. These fearful people have removed the possessions from their houses on Breck's Lane in anticipation of the fire's spreading. Fortunately their homes were safe. The mill had been in use as an experimental laboratory for the Du Pont Company. Courtesy of the Eleutherian Mills Historical Library.



Alfred I. du Pont leading the Tankopanic Orchestra at Breck's Mill while Pierre S. du Pont plays piano. Other orchestra members included both workers and du Pont family members. Breck's Mill, built in 1813 to spin

cotton, was acquired by the du Ponts in 1852 and was being used as a social hall for employees when this photograph was made in the 1890s. Courtesy of the Eleutherian Mills Historical Library.





Skaters on the Brandywine at Henry Clay Village, circa 1900. Frank Zebley, a Wilmingtonian, wrote of the village in *Along the Brandywine*, "It is almost inconceivable the great number of people who at one time lived at the several banks along the Brandywine, and Heaven help any city boy who ventured out there to pay attention to any of the girls." Courtesy of the Eleutherian Mills Historical Library.

Pierre Gentieu's photograph of some fellow powder yard workers, December 17, 1895. Courtesy of the Eleutherian Mills Historical Library.



The saltpetre refinery in the Eleutherian Mills Powder Yard. The Eleutherian Mills Residence, home of du Pont family members, can be seen above. This area was totally destroyed in the 1890 explosion. Courtesy of the Eleutherian Mills Historical Library.



The saltpetre refinery area following the explosion of 1890. Thirty tons of powder ignited in six deafening explosions. Fifty houses were destroyed in the blast and thirteen people died. The Du Pont Company gave the widows of those blown "cross the crick" as powdermen said, a lump sum pension of \$500 apiece, plus \$100 a year for five years. Courtesy of the Eleutherian Mills Historical Library.

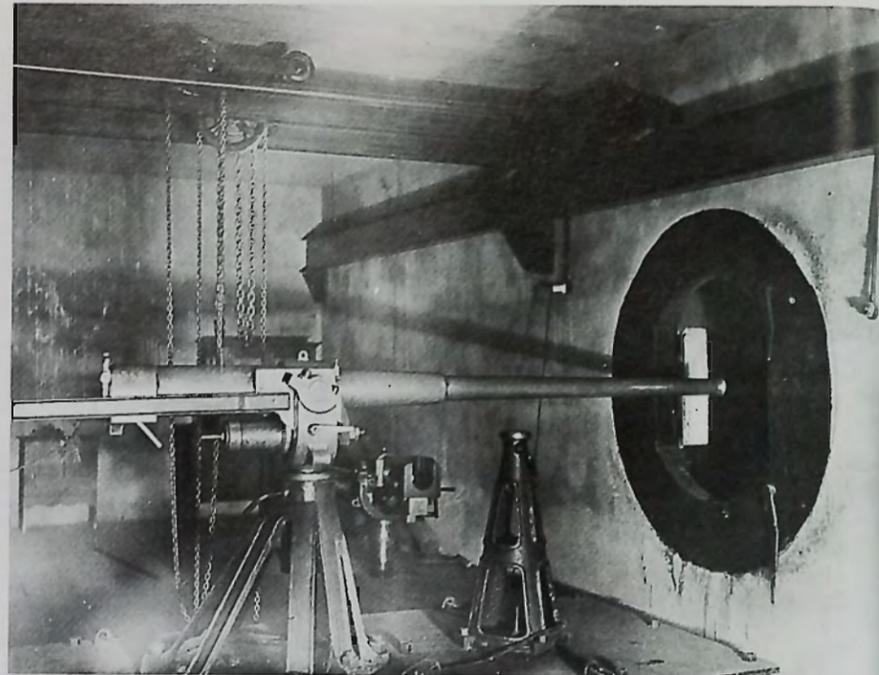


The Soda House, a storage building, was also demolished in the explosion of 1890. In Wilmington, houses rocked and windows broke. People rushed terror-stricken into the streets. The impact of the explosion could be heard as far as eighty-nine miles away in Georgetown, Delaware. Philadelphians felt the earth shake and thought that Wilmington had suffered an earthquake. Courtesy of the Eleutherian Mills Historical Library.

During the 1920s Louise Crowninshield and her husband restored Eleutherian Mills as a residence and, making a virtue of necessity, used the ruins of the saltpetre refinery behind the house as a decorative motif in their Italian-style garden. Courtesy of the Eleutherian Mills Historical Library.



A test gun at the Du Pont Experimental Laboratory, circa 1900. Even before the company entered the chemical field, experiment played an important role in its work. Courtesy of the Eleutherian Mills Historical Library.



The second office building constructed in 1890 near Eleutherian Mills. Courtesy of the Eleutherian Mills Historical Library.



Office workers keeping accounts in the second office in the 1890s. The company quickly outgrew this administrative headquarters when the three du Pont cousins, T. Coleman, Pierre S., and Alfred I., took control in 1902; the days of the company maintaining the insulated industrial village of Henry Clay were at an end. Courtesy of the Eleutherian Mills Historical Library.

Shipbuilding was a common sight to Wilmingtonians for two centuries. A schooner is under construction on the Christina River at Harlan and Hollingsworth ship yard, circa 1900. Courtesy of the Eleutherian Mills Historical Library.



THE 4 INDUSTRIAL CITY

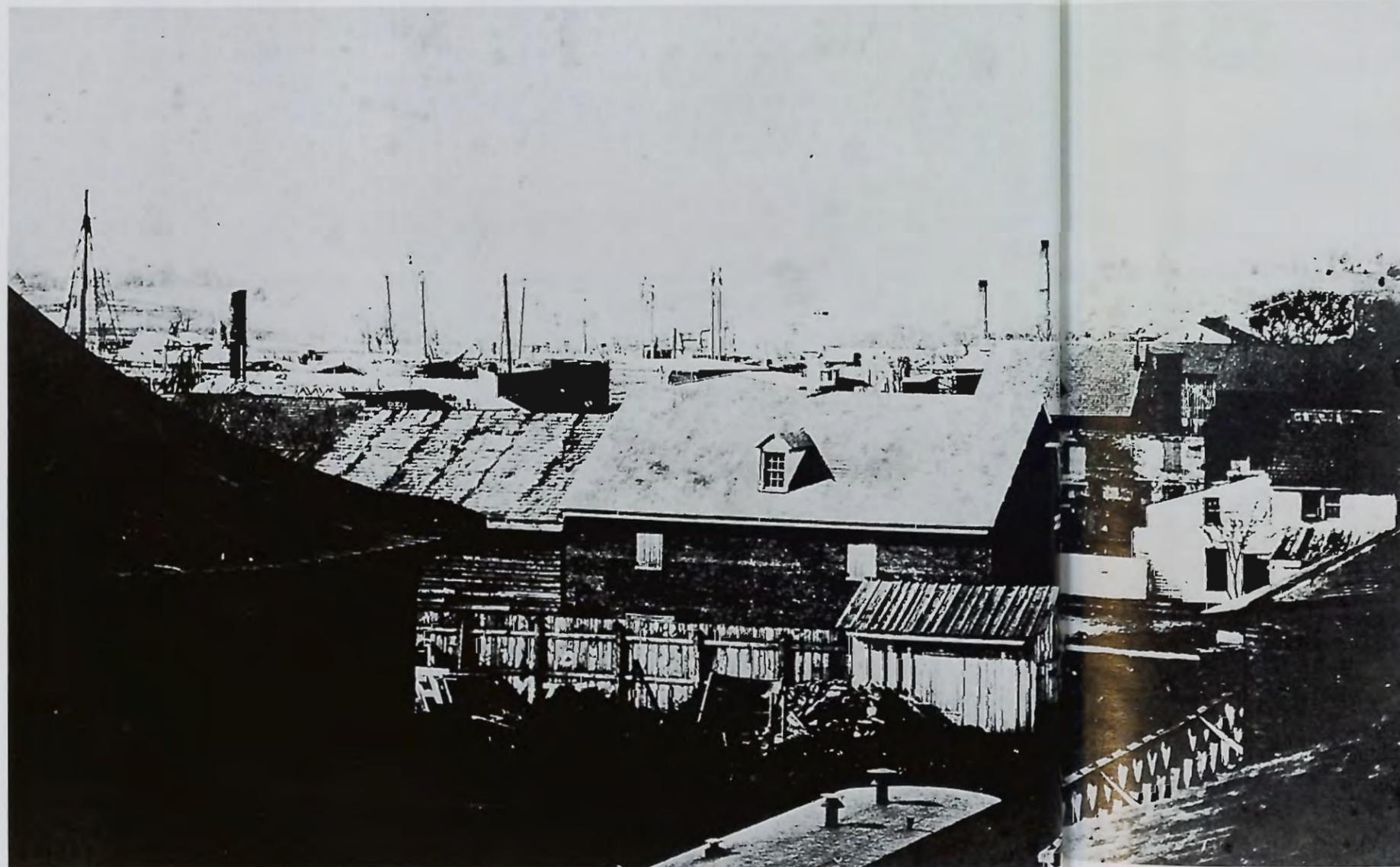
The railroad provided the major impetus toward industrialization in Wilmington. The Philadelphia, Wilmington and Baltimore Railroad came through the city in 1837. The rails followed the west bank of the Delaware River from Philadelphia, crossed the Brandywine, and paralleled the Christina through Wilmington toward the Chesapeake. The narrow strip of land separating the rails from the river became prime industrial real estate for foundries and plants building railroad cars, boilers, steamboats, and yachts. By the 1860s Wilmington's largest employers were located there. The Harlan and Hollingsworth Company occupied forty-three acres at the foot of West Street, where they built iron ships and railroad equipment. Upstream at Walnut Street, The Pusey and Jones Company built calender rolls for paper mills, riverboats for the Amazon, and ferries for American waters. The Lobdell Car Wheel Foundry, the largest of its kind in the country in the nineteenth century, manufactured iron wheels using a process called chilling, which inhibited the wheels from shattering. The Jackson and Sharp Company, whose plant lay in the shadow of Old Swedes Church, built railroad cars for the transcontinental railroads and for such far-off places as Brazil and Manchuria. Trolley cars from Jackson and Sharp could be found in the cities of Europe and South America as well as in those of the United States.

Other industries clustered close by. Before the Civil War destroyed its southern trade, Wilmington was a headquarters for the construction of carriages. The city was also well known for its leather industry. Wilmington's tanneries produced heavy leather belting as well as delicate morocco for ladies' gloves and book bindings. The city stood second only to Philadelphia in the United States for the manufacture of glazed kid.

Industrial development brought many changes to Wilmington. The population increased more than 45 percent each decade between 1840 and 1890, when its citizens numbered more than 60,000. Newcomers included black and white farm folk from Delaware, Maryland, and southeastern Pennsylvania, and immigrants from Ireland, Germany, and England. Gradually, distinctive neighborhoods came into being. In general, the low-lying lands closer to the Christina River contained rows of two- and three-story brick houses, the homes of factory workers and their families. The higher ground to the north and west was reserved for the more affluent. In 1864 Joshua T. Heald, a land developer, opened Wilmington's first horse car line. The tracks ran up Market Street from the P W & B Station, turned at Tenth Street, and went out Delaware Avenue along the crest of the highest land in the city. The avenue quickly became the most fashionable address in Wilmington. The owners and managers of the city's industries built large Victorian mansions there, replete with stained-glass windows, asymetrically placed towers and turrets, and elaborate brickwork.

Market Street in the 1870s was a hodgepodge of old colonial houses and modern commercial buildings. The city's two most impressive structures were the five-story Clayton House at Fifth Street and the Grand Opera House. The Clayton House, Wilmington's first hotel, replaced inns and taverns of a bygone day as the principal site for banquets and parties. The Grand Opera House, which opened the doors of its large auditorium to melodrama, minstrel shows, and other entertainments in 1871, was designed in Second Empire gingerbread and built by the Masonic Order. One hundred years after its construction, it has been restored to its original striking appearance through a major community effort. Once again the opera house's exterior, cast-iron pillars gleam, and its interior, formerly reduced to the status of a third-rate movie house, is the center for a variety of cultural programs.

Railroad-car erecting and maintenance shops, shipyards, and foundries crowd the banks of the Christina River as seen in this pre-1871 photograph taken from a rooftop on Walnut Street. Courtesy of the Historical Society of Delaware.



Wilmington's largest firm's advertisement in the Wilmington City Directory, 1881-82. Courtesy of the Eleutherian Mills Historical Library.

At Belt's Pharmacy, 6th & Market, Physicians' Prescriptions

50

WILMINGTON CITY DIRECTORY.

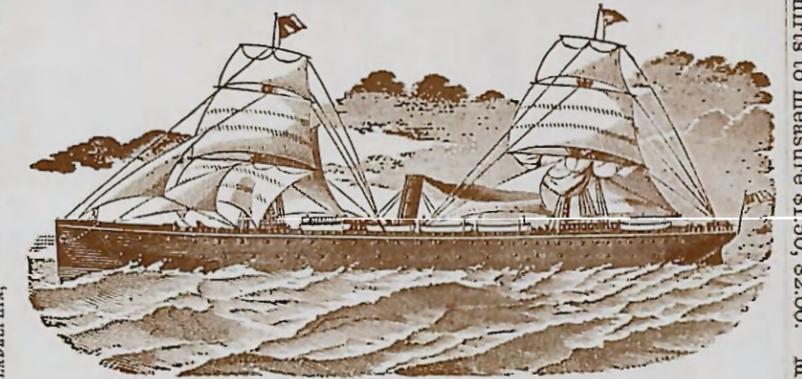
S. HARLAN, JR., *President.*
J. T. GAUSE, *Vice-President.*

T. B. SMITH, *Treasurer.*
H. T. GAUSE, *Secretary.*

ESTABLISHED IN 1836.
INCORPORATED IN 1867.

THE HARLAN AND HOLLINGSWORTH
COMPANY,

WILMINGTON, DELAWARE.



BUILDERS OF

Iron Steam Ships and Steam Boats,
LAND AND MARINE ENGINES
AND BOILERS,

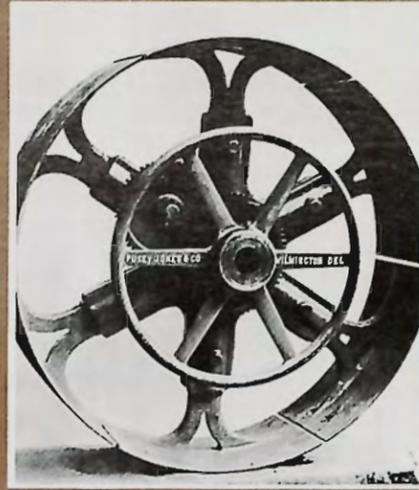
—ALSO MANUFACTURERS OF—

PARLOR, DRAWING ROOM, SLEEPING, PASSENGER,
BAGGAGE, AND MAIL CARS OF
EVERY DESCRIPTION.

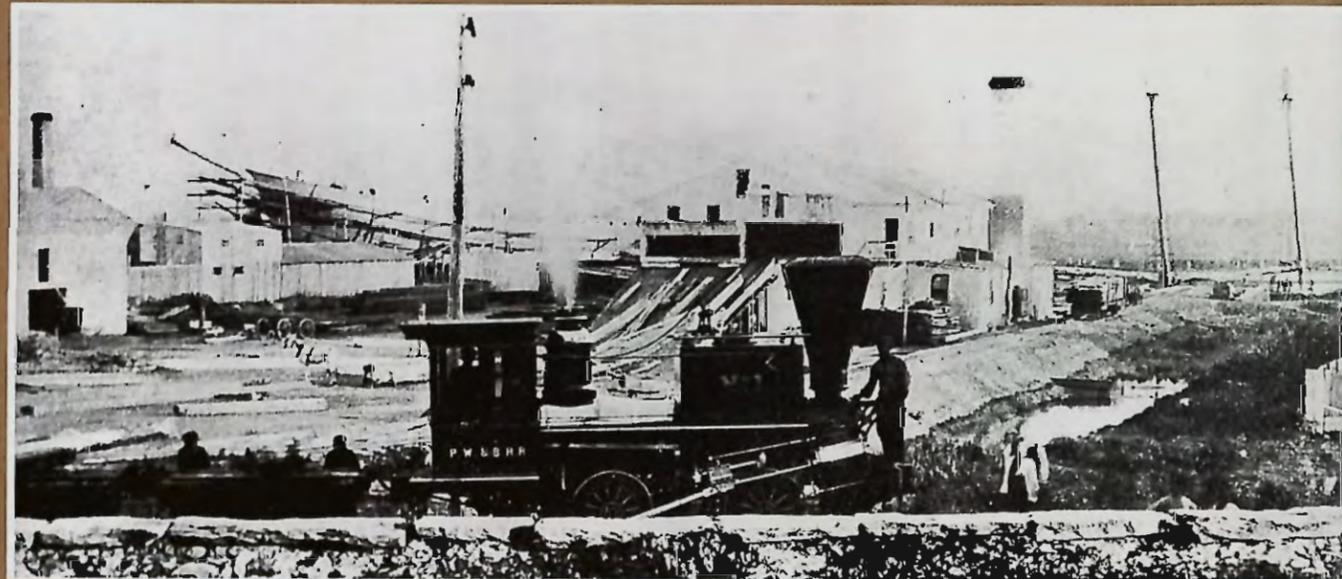
Wm. D. Pickels has the Latest Novelties in Flour, 407 King Street.

COOK & BRO.,
49, 51, 53 N. EIGHTH ST.,
PHILADELPHIA,
KEEP CRANE & WATER'S UNDERWEAR.

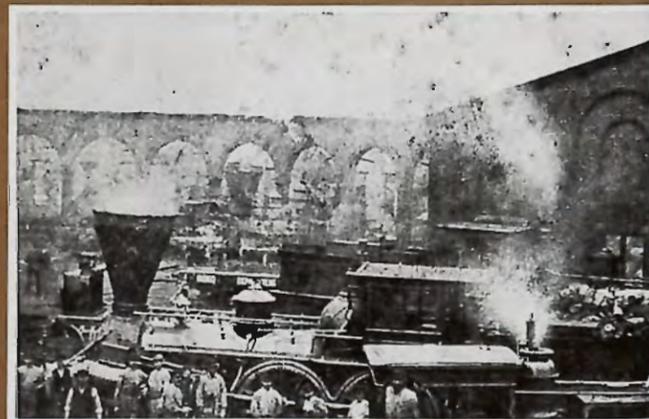
Ready made Shirts \$1.00. Custom Shirts to measure \$1.50, \$2.00. MILLIKEN, 828 ARCH ST., PHILA.



This expanding pulley was built by the Pusey and Jones Company, whose foundry was capable of turning out metal objects in very large and unusual shapes. For example, Pusey and Jones made the enormous anchors for the Brooklyn Bridge. Courtesy of the Eleutherian Mills Historical Library.



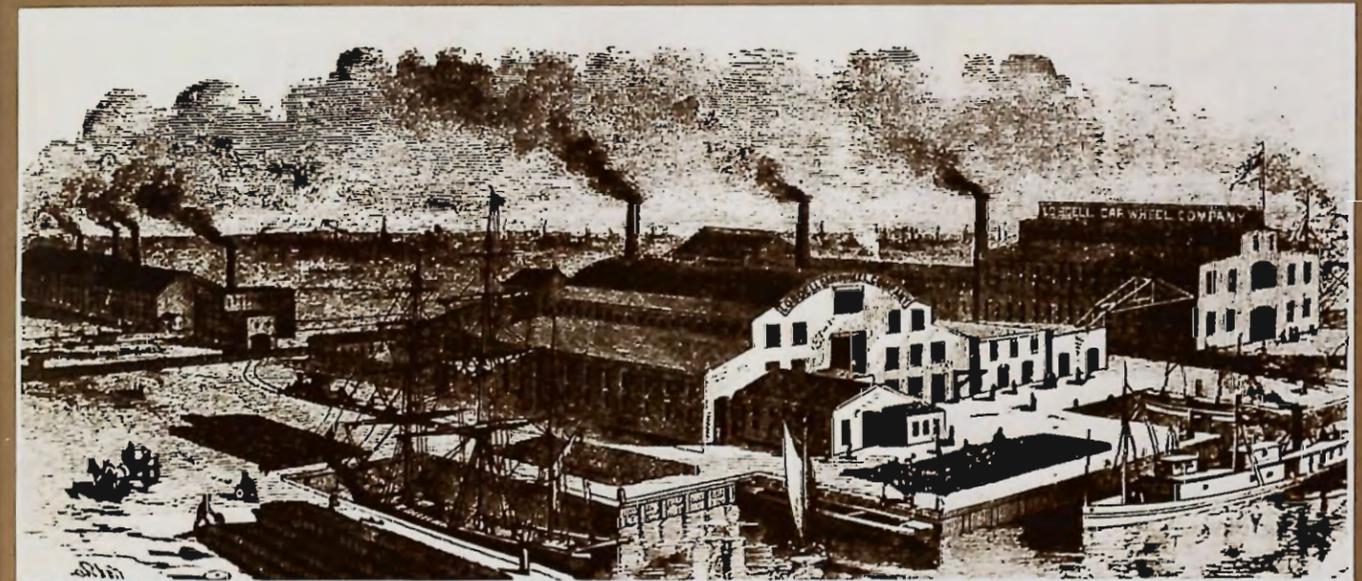
A P W & B locomotive of the 1860s or 1870s passing the Harlan and Hollingsworth Company Shipyard at the foot of West Street. Courtesy of the Eleutherian Mills Historical Library.



George G. Lobbell (1818-1894) was typical of the manufacturers who flourished on the Christina in the nineteenth century. As a young orphan he was apprenticed to learn metal working. In 1836 he joined his uncle, Charles Bush, in his foundry in Wilmington, which specialized in making wheels for railroad cars. Lobbell succeeded his uncle and built the business into the largest car-wheel manufactory in America, employing several hundred workers. He once declared to a master car-builders convention that "my practice has always been to break up all wheels about which there is the least doubt; to break up hundreds rather than run the risk of sending one bad wheel away." From Henry C. Conrad, History of The State of Delaware.



Pouring molten iron at the Lobbell plant. Courtesy of the Eleutherian Mills Historical Library.



Lobbell built this new car-wheel works in South Wilmington in 1882. The plant could cast up to 720 wheels per day. Illustration from the Harkness Magazine, May 1888; courtesy of the Eleutherian Mills Historical Library.



The Philadelphia, Wilmington and Baltimore Railroad depot built in 1848 at Front and French streets. Courtesy of the Wilmington Institute Free Library



Carpenter-shop workers at Eastern Malleable Iron Company, circa 1905. Built in 1903 on New Castle Avenue south of the Christina, this was Wilmington's largest foundry. It employed 2,000 workers representing many ethnic groups, especially Poles and other Eastern Europeans who lived on the lower East Side and in South Wilmington. In 1902 the Sunday Star quoted the complaint of a metal worker's wife: "There are five of us—husband and I and three little ones. He works in the steel works, lifting, pulling, hauling all day. Soaked with perspiration he is so tired when he comes home. It is so hot in the steel works..."
Courtesy of the Eleutherian Mills Historical Library.



The second depot built in 1881 by the Pennsylvania Railroad after it had bought out the P.W. & B. Courtesy of the Eleutherian Mills Historical Library.



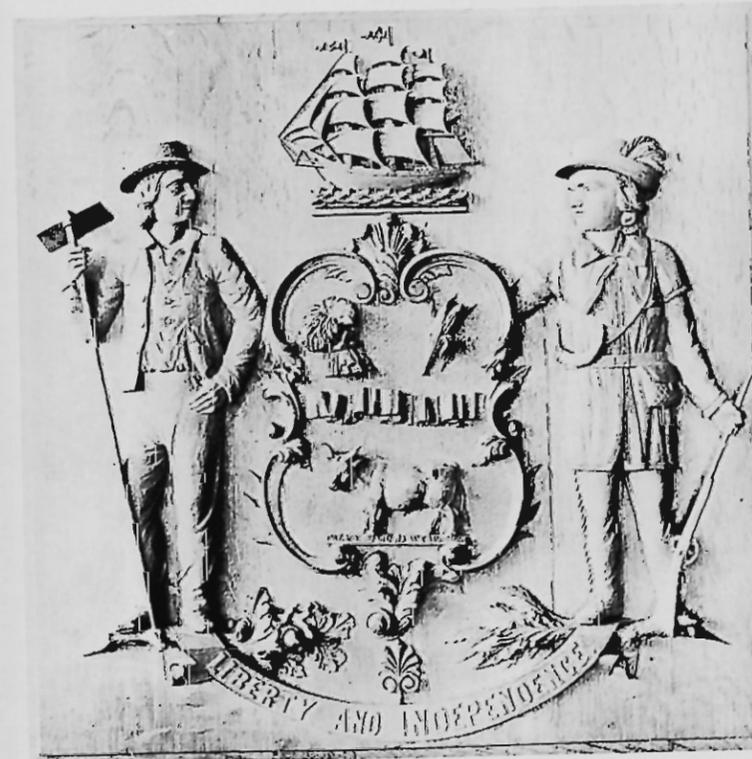
The Wilmington and Northern Railroad, one of several railroad projects planned in the euphoria of the city's economic growth during the Civil War, opened as far as Coatesville in 1869. Its projectors hoped that they could tap the Pennsylvania coal fields and make Wilmington rival Philadelphia as a coal entrepôt, but the more powerful Reading Railroad prevented the realization of that dream. Colonel Henry A. du Pont of Winterthur ran the railroad for many years as a small service line for the Du Pont Company and other businesses along its route up the Brandywine. In 1898 the W & N's old nemesis, the Reading, bought it out and continues to operate it as a branch line. Courtesy of the Eleutherian Mills Historical Library.

This close-up of the decoration for the Uncle Tom's Cabin car shows the skills of the painters employed by Jackson and Sharp. The work is a bit amateurish, but these men were car painters, not professional artists. Courtesy of the Eleutherian Mills Historical Library.



Painters at the Jackson and Sharp Company were sometimes called upon to do special orders. This one was for a traveling theatrical troupe. Jackson and Sharp's Delaware Car Works was one of the largest car manufacturers in late-nineteenth-century America. Courtesy of the Eleutherian Mills Historical Library.

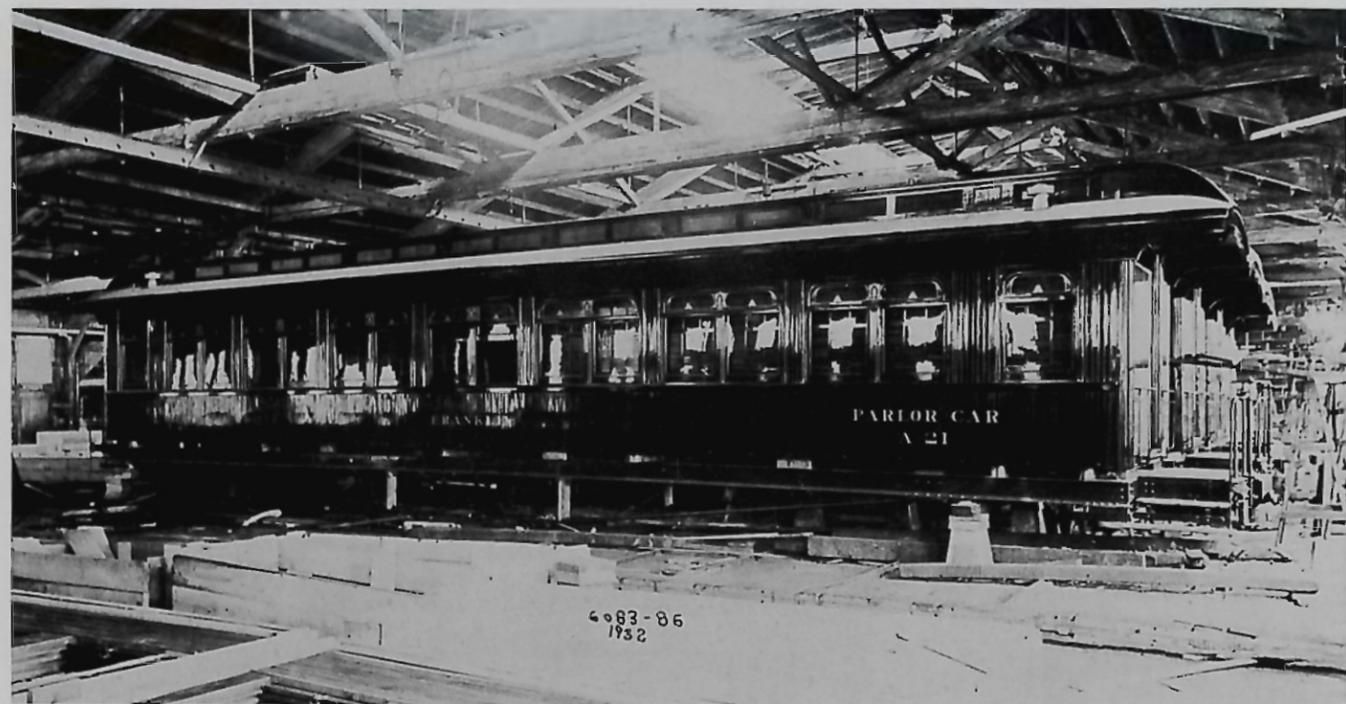
Another highly skilled trade, much in demand by the car and ship builders, was ornamental woodworking. This example, illustrating the Delaware state seal, was made at the Jackson and Sharp Company. Wilmington workmen decorated many privately owned railroad cars and yachts for the rich and the famous. Courtesy of the Eleutherian Mills Historical Library.



A view from the Equitable Building at Ninth and Market streets looking eastward in the 1890s. The Merrick carriage factory, built in 1865 at the height of Civil War demand for wagons, is at right. The factory was among the first carriage manufactories in America to use steam-powered equipment. The tower of Ezion Church, Wilmington's largest black congregation, is behind the factory. In the immediate foreground is the James A. Bayard house. Beyond it lies a working-class district, factory smokestacks, and the Delaware River. A visitor to the city in 1887 recorded: "No one can traverse the streets of Wilmington without being struck with the recurrence of factories and buildings devoted to manufactures; you meet with such buildings everywhere... and the whirr of the saw and the clang of the hammer is heard on all sides." Courtesy of the Eleutherian Mills Historical Library.



William W. Pusey, treasurer of the Pusey and Jones Company, at his desk, circa 1900. Pusey's father, Joshua Pusey, was co-founder of the machine-making firm in 1848. Begun on a small scale, by 1887 the company's facilities covered seven acres along the Christina River and employed nearly a thousand men building iron and steel ships and manufacturing castings. W. W. Pusey began his career in his father's business as an office boy in 1861. Courtesy of the Eleutherian Mills Historical Library.



Car building at the Jackson and Sharp Company in 1906. Cars were erected in assembly-line fashion as early as the 1870s, when a magazine writer said of this plant, "First the visitor sees lumber in stock, a

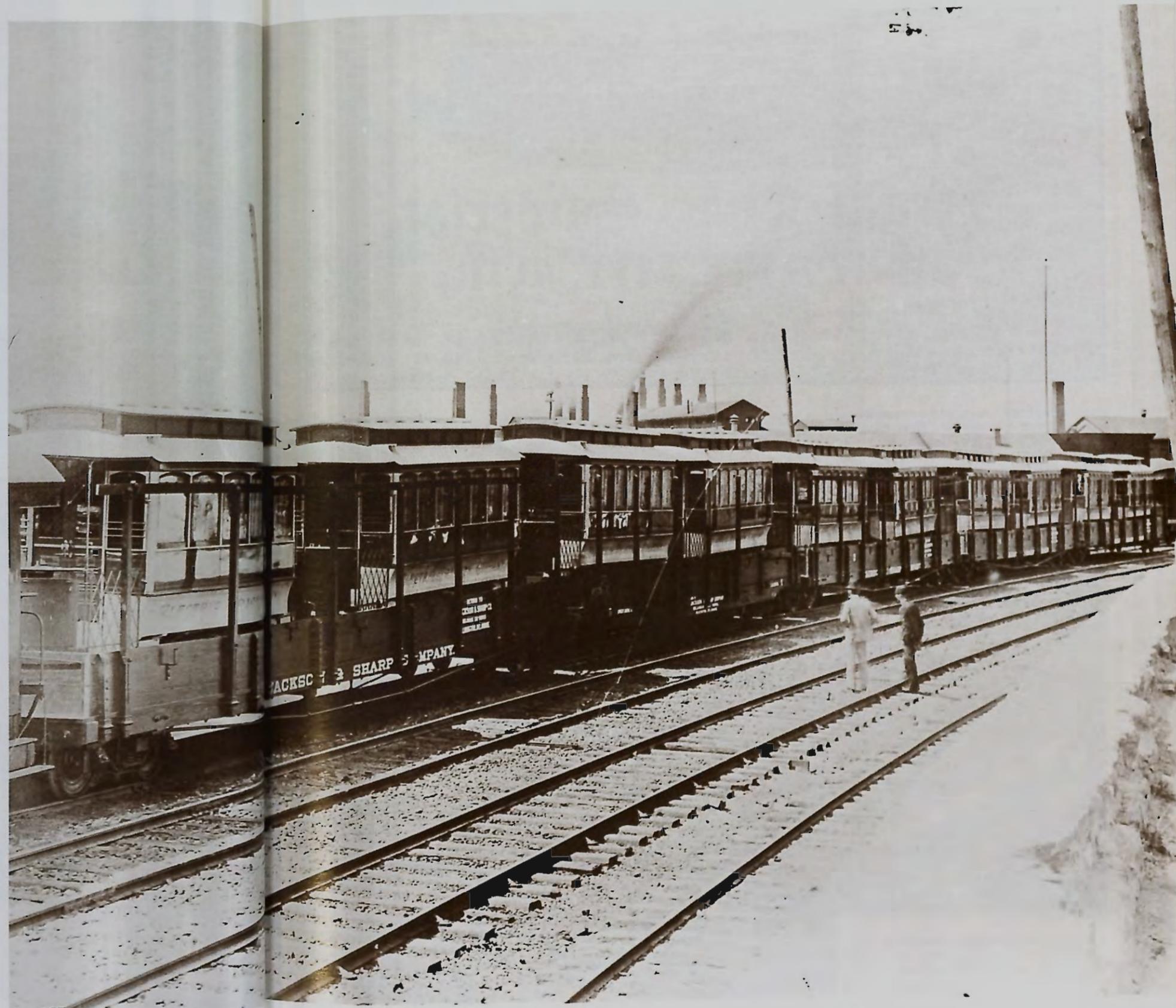
million feet of it; then, across the end of a long room, the mere sketch or transparent diagram of a car; then a car broadly filled in and soon, up to the last glorious result, upholstered with velvet and smelling of

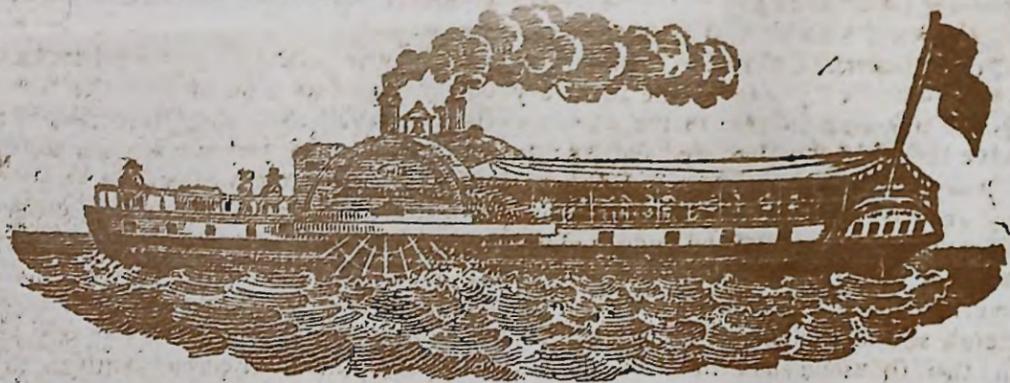
varnish. The cars are on rails, upon which they move... as if by a principle of growth, the undeveloped ones perpetually pushing up their more forward predecessors." Courtesy of the Eleutherian Mills Historical Library.

J. E. Rhoads and Sons leather factory, Third and Orange streets. The Rhoads Company, one of the oldest in America, was founded in Pennsylvania in 1702. In 1867 the Rhoads family transferred their operations to Wilmington because bark, the major tanning agent, was more readily available here. Using hides from the Chicago slaughterhouses, the company specialized in cowhide belting. More recently, the company was located on Bancroft Parkway and Eleventh Street. Courtesy of the Eleutherian Mills Historical Library.



Jackson and Sharp cars for railroads and trolley companies were loaded aboard gondola cars for delivery. Courtesy of the Eleutherian Mills Historical Library.



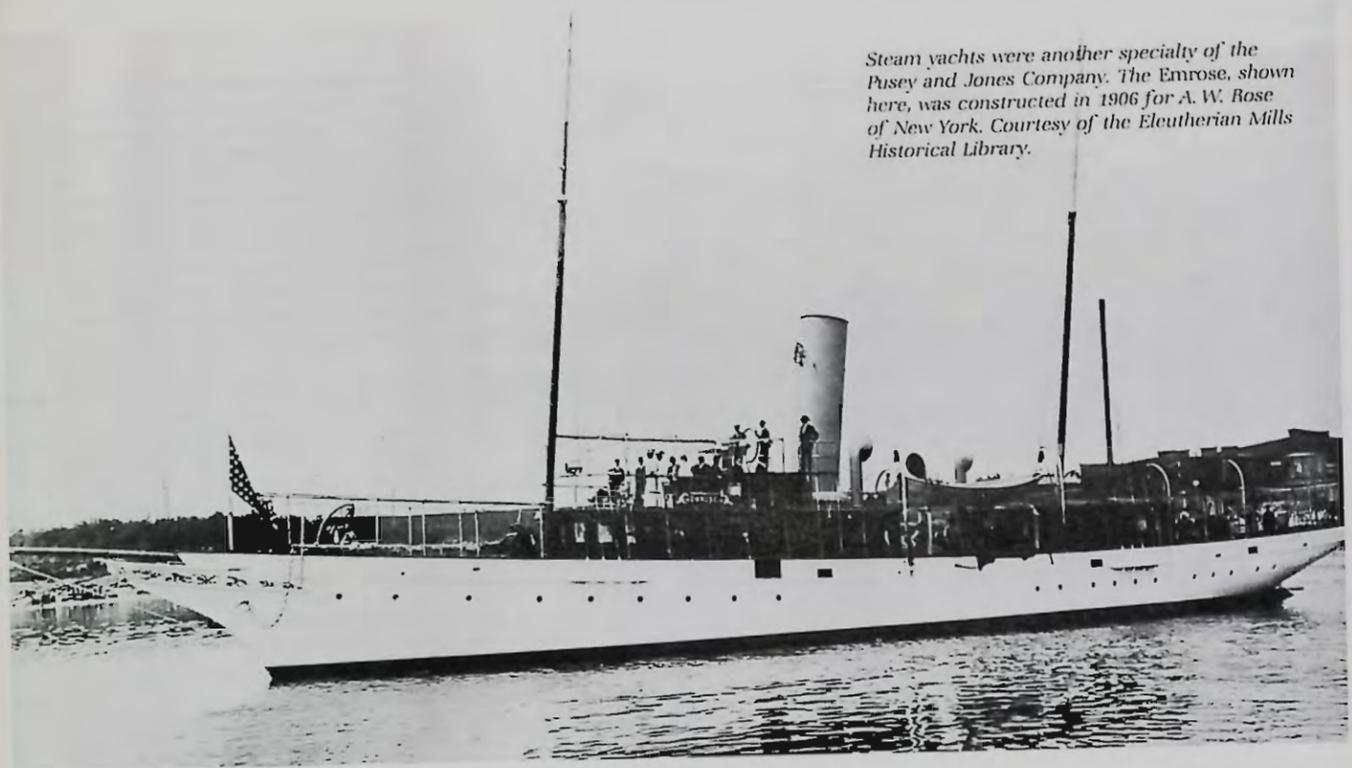
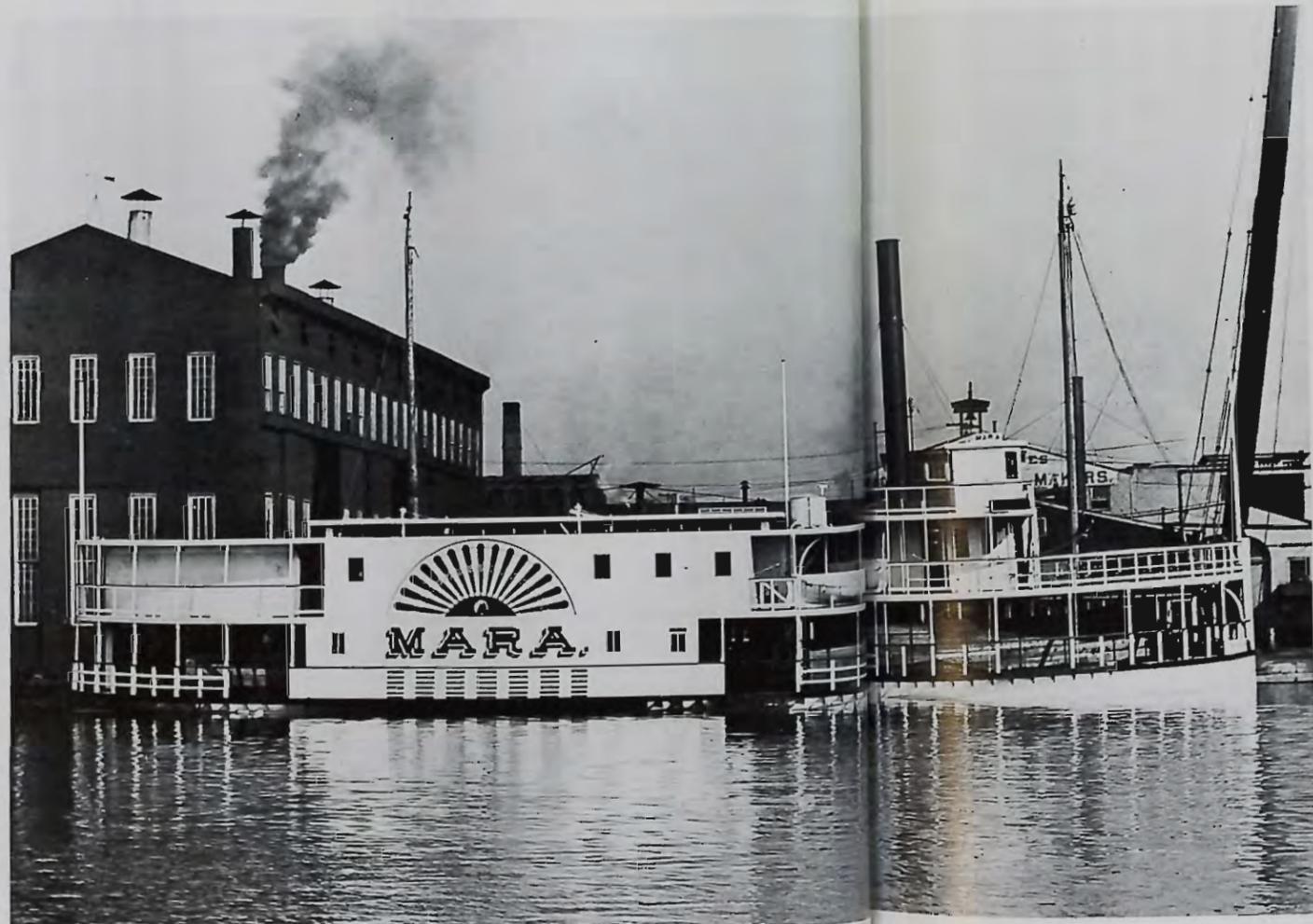


Steam Boat Superior,
CAPTAIN MILNOR,
 (Fare One Dollar)

Will leave Wilmington every Monday, Wednesday and Friday, at 8 o'clock A. M. and will leave the first wharf above Market Street, Philadelphia, every Tuesday, Thursday, and Saturday, at 12 o'clock until the 1st of April.
 Feb. 20, 1819. 63—t1 April:

This newspaper advertisement for steamboat service between Wilmington and Philadelphia was published in 1819, five years after the service began. Courtesy of the Historical Society of Delaware.

Mara, built by Pusey and Jones Company in 1896 for use on Lake Maracaibo in Venezuela. Pusey and Jones built numerous steam vessels for South American clients, including boats powerful enough to navigate the treacherous waters of the Amazon. Courtesy of the Eleutherian Mills Historical Library.



Steam yachts were another specialty of the Pusey and Jones Company. The Emrose, shown here, was constructed in 1906 for A. W. Rose of New York. Courtesy of the Eleutherian Mills Historical Library.



A ferry boat under construction at the Jackson and Sharp Company in 1922. Courtesy of the Eleutherian Mills Historical Library.

Wilson Line Dock, Wilmington, Del.



Wilson Line dock at Fourth Street. J. Shields Wilson, a shipbuilder, reactivated the Wilmington Steamboat Company in 1882 and built the Wilson Line into the premier shipper on the Delaware River. In the early days of the company, revenues came from freight, but as the railroads and trucks absorbed that business, the company became known primarily for its excursion cruises to Philadelphia and Riverview Beach, New Jersey. Courtesy of the Eleutherian Mills Historical Library.

Brandywine, designed by J. Shields Wilson and built by Harlan and Hollingsworth Company in 1885, was the fastest propeller steamer on the Delaware River and perhaps the fastest in the world at that time. She beat the Pennsylvania Railroad's steamers and thus established the Wilson Line's ascendancy on the river. Her 1,000-horsepower engine made her an excellent icebreaker also. When she retired in 1952, the Brandywine was the nation's oldest passenger steamboat still in service. Courtesy of the Historical Society of Delaware.



Front and Walnut streets from the PW&B car shed roof, circa 1860. The steeple to the right is that of Second Baptist Church at Fourth and French streets, built in 1852. Next is Central Presbyterian's tower on King below Eighth Street, erected in 1857, and then the spire of Trinity Episcopal Church at Fifth and King streets. The cupola of the town hall is visible above the roofs to the left. The variety of building materials and styles seems surprising to a later generation familiar with the standardized rowhouses that became the mode in the 1870s. Courtesy of the Historical Society of Delaware.



Bird's-eye views of cities were a popular art form in mid-nineteenth-century America. This view looking north from below the Christina River shows the importance of the industries along that river to the city during the Civil War years. The Harlan and Hollingsworth ship yard and car-building facilities are at the lower left. The western edge of the city is at about Jefferson Street; Fourth and Market streets are the heart of the commercial district. Courtesy of the Historical Society of Delaware.



QUAKER HILL WEEKLY
 composed & arranged for the
 PIANO-FORTE
 Respectfully dedicated
 THE PROPRIETOR OF THE MUSIC,
 FANCY AND VARIETY STORE



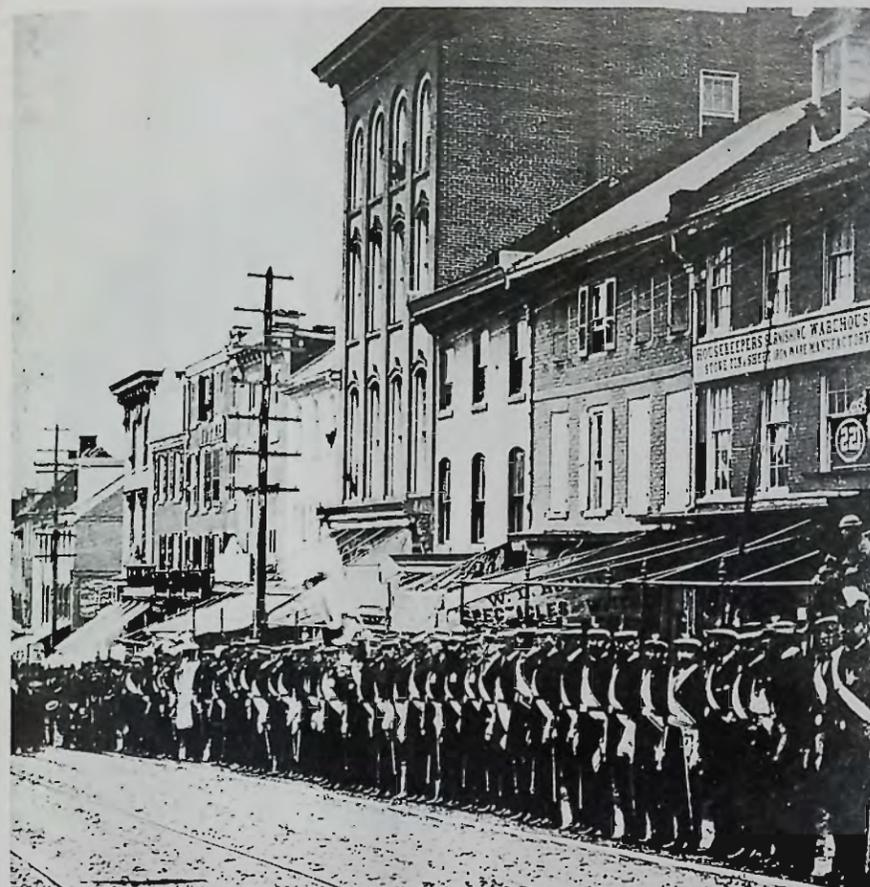
BY
JOHN B. STIEGLER.

Published
 171 N. MARKET ST. WILMINGTON.

A sheet music cover published in Wilmington in 1853. Quaker Hill peaks at Fourth and West streets, the site of the Friends Meeting House. Courtesy of the Eleutherian Mills Historical Library.

Trinity Episcopal Church, Fifth and King streets, was built in 1829 by the congregation of Old Swedes because that church was deemed too far from the center of town. The spire and porch were added in 1850. In 1882, when the congregation constructed yet another church at Delaware Avenue and Adams Street, this church building was sold. Courtesy of the Eleutherian Mills Historical Library.

Asbury Methodist Church, Third and Walnut streets, was the first Methodist church in Wilmington. It was named for Francis Asbury, John Wesley's most faithful itinerant minister in America. When the church was built in 1789, its congregation included forty-three whites and nineteen blacks. In 1805 the black members withdrew, incensed by the prejudice of their white brethren who required them to sit in the balcony. At that time Methodism was subject to ridicule for the enthusiasm shown by its adherents. Services were sometimes interrupted by rowdies who threw snakes and insects through the windows onto the female side of the congregation (the sexes were separated for worship until 1845). While newer Methodist congregations adopted more staid worship practices, Asbury remained true to the emotional spirit of primitive Methodism throughout the nineteenth century. As its numbers grew, the congregation added to the church building, obscuring its original appearance. Courtesy of the Historical Society of Delaware.



"2nd and Market streets in three periods."

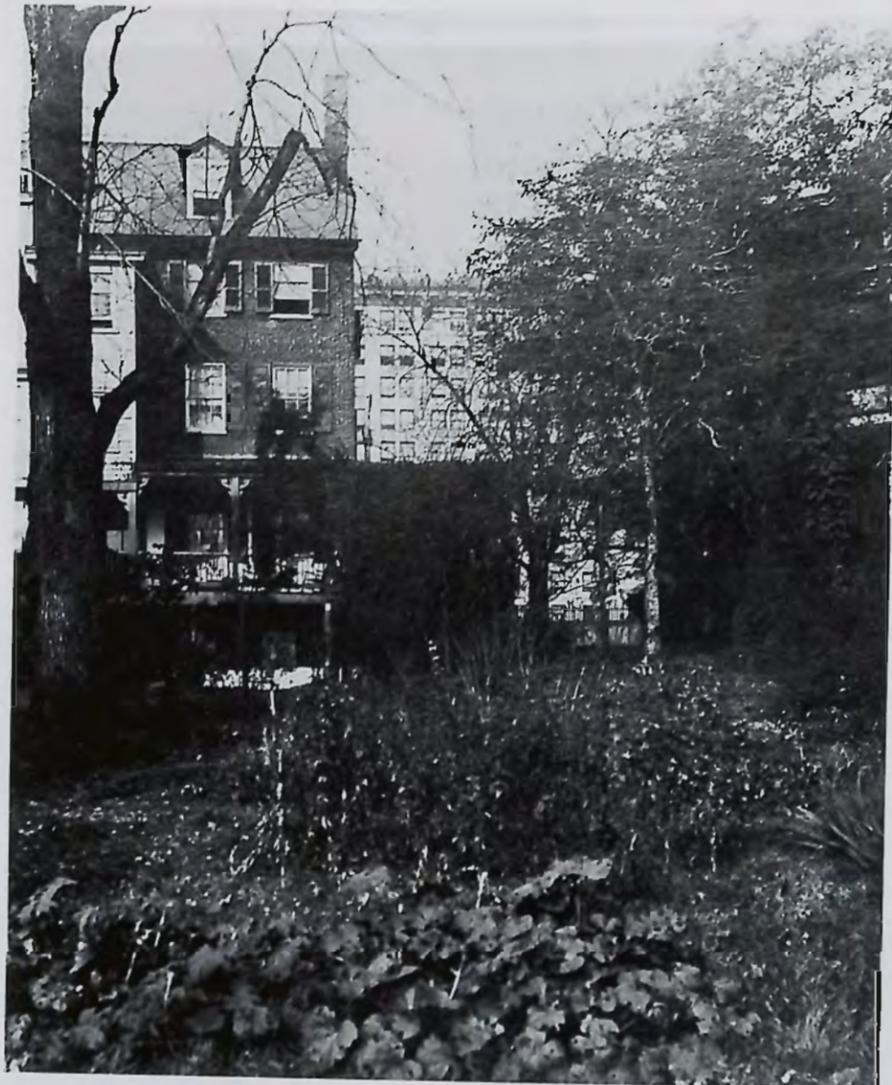
Market Street above Second is shown in the early 1870s, very likely on the occasion of President Ulysses S. Grant's visit to the city on February 3, 1873. Some of the buildings had been replaced during the preceding quarter century, but others are little changed from the 1840s. The bank building has been rebuilt, but the hotel is much the same—although its sign is no more. Morrow's grocery is also in a new and much larger building with a brownstone facade capped by a heavy, ornate cornice. Awnings are more in evidence, and the total visual effect is less pleasing due to the expanded telegraph lines, the greater use of advertising, and, especially, the lack of harmony among the buildings themselves as Victorian styles intermingle with colonial structures. Courtesy of the Historical Society of Delaware.



A rare daguerreotype, truly a window into a past world, shows the west side of Market Street between Second and Third streets in the late 1840s. The telegraph pole indicates that the picture was taken after 1846, when the nation's first telegraph line passed through Wilmington. To the right of the telegraph pole is the Bank of Wilmington and Brandywine located at the corner of Second and Market streets. The bank was designed in federal-period style with a handsome fanlight over the main door. The four-story building in the middle of the picture is the Washington House, a hotel built in 1785 and originally called the White Hart. Although it is obscured here, sources indicate that a picture of George Washington graced the sign in front of the hotel. Washington Jones Dry Goods store, two doors above, advertised itself in the 1845 City Directory as the place "where may be found always on hand an extensive assortment of silk, woolen, linen, and cloth FANCY and STAPLE DRY GOODS suitable for every season." Morrow's grocery, which still appears in the photograph from the 1890s, was to prove the most long-lived of the businesses on the block. Courtesy of the Historical Society of Delaware.

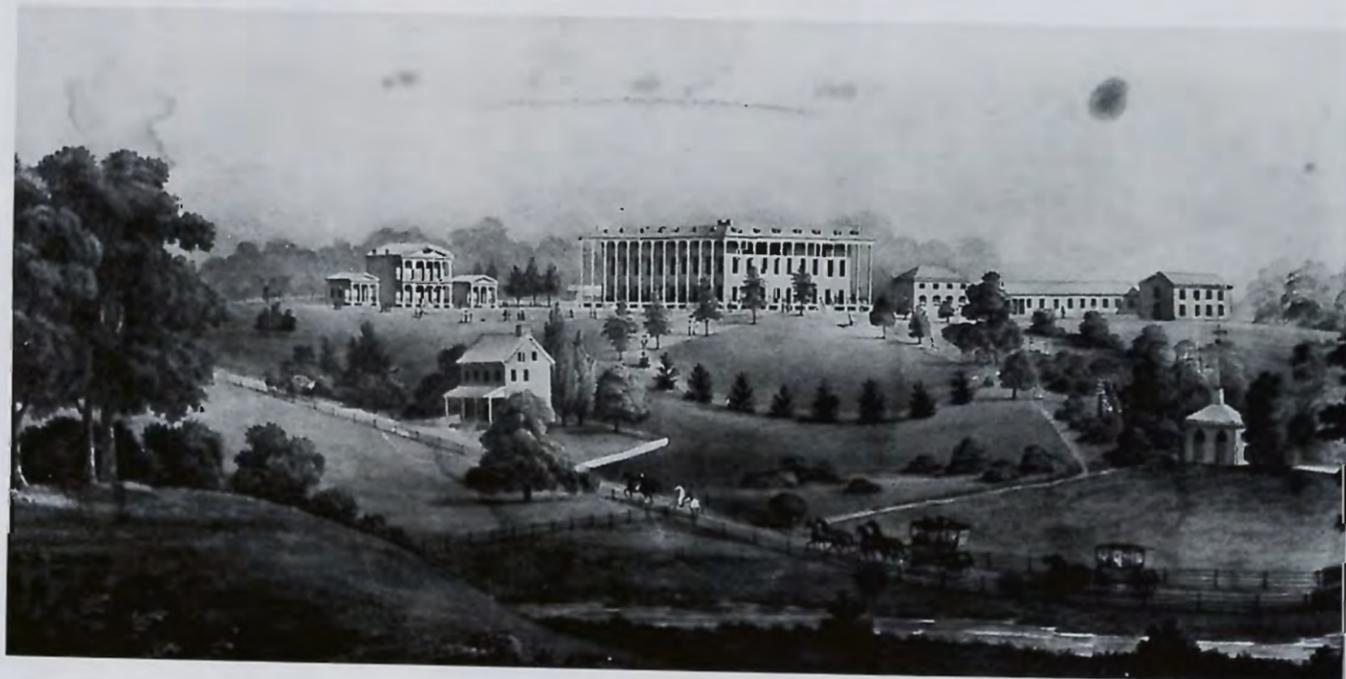
Market Street between Second and Third as seen from Second Street in the early 1890s. The National Bank of Wilmington and Brandywine has a new third-floor front, put on in 1884. Its neighbor, Huber's Dry Goods, has added a mansard roof to make an 1800 building look like it was built in 1880. Surprisingly, the old hotel still looks the same as in the 1840s, except for its modern cornice. Tall telephone poles now dominate the sidewalk. The picture can be dated by the Adolph H. Sommers shoe store, which, according to the city directory, was at this location for only two years, 1892 and 1893. Courtesy of the Historical Society of Delaware.





Samuel Hilles says of his grandfather's home in a family memorial published in 1928 that "the yard was notable for the number and variety of trees and shrubbery." This view from behind the Hilles houses looking across Rodney Square toward the Du Pont Building epitomizes the changes that were overtaking Wilmington in the early twentieth century. Courtesy of the Historical Society of Delaware.

Painting by Thomas U. Walter depicting Brandywine Springs southwest of Wilmington in 1833. The large hotel, opened in the 1830s, could accommodate 300 visitors, was built by Philadelphia and Wilmington capitalists on the site of a natural spring that was reputed to have health-enhancing qualities. The investors' hopes for high profits were dashed by the panic of 1837, followed by a change in public taste away from spas and toward ocean resorts, such as Cape May. The hotel fell into disrepair and was replaced by an amusement park in the 1890s. Today Brandywine Springs is a much-used county park. Courtesy of the Historical Society of Delaware.



The Hilles houses, northeast corner of Tenth and King streets. Eli and Samuel Hilles, Quaker schoolmasters, built this double house in 1818 as both their residence and their boarding school for girls. Eli later became the first superintendent of Haverford College, and Samuel was the first superintendent of the Wilmington Board of Education. Samuel's daughter Gulielma nursed John Greenleaf Whittier there in 1840 when the New England poet fell sick while visiting at the Hilles home. He repaid her kindness with a verse that ends: "I shall not soon forget this care of thine, / And ever for thy highest welfare pray / Young matron of a week on Brandywine." Courtesy of the Eleutherian Mills Historical Library.



The Hilles houses from Tenth and French streets, circa 1914. Once a row of stables for the big houses facing King Street lined this block of French Street, which had deteriorated into a slum. The brick house in the center had a variety of inhabitants over the years from dressmakers to undertakers. The Hilles brothers reportedly used their stable as a hiding place for escaped slaves in the pre-Civil War years. Courtesy of the Eleutherian Mills Historical Library.

Two Presbyterian churches on Market Street between Ninth and Tenth streets, built one hundred years apart. The 1740 church was moved to its present location along the Brandywine at the foot of West Street when the Wilmington Institute Library was built on its original site following World War I. The 1840 church was demolished during the 1920s to make way for the expansion of the Delaware Trust Building. The congregation then merged with that of Central Presbyterian to build a new church at the northwest corner of Eleventh and Market streets. Courtesy of the Eleutherian Mills Historical Library.

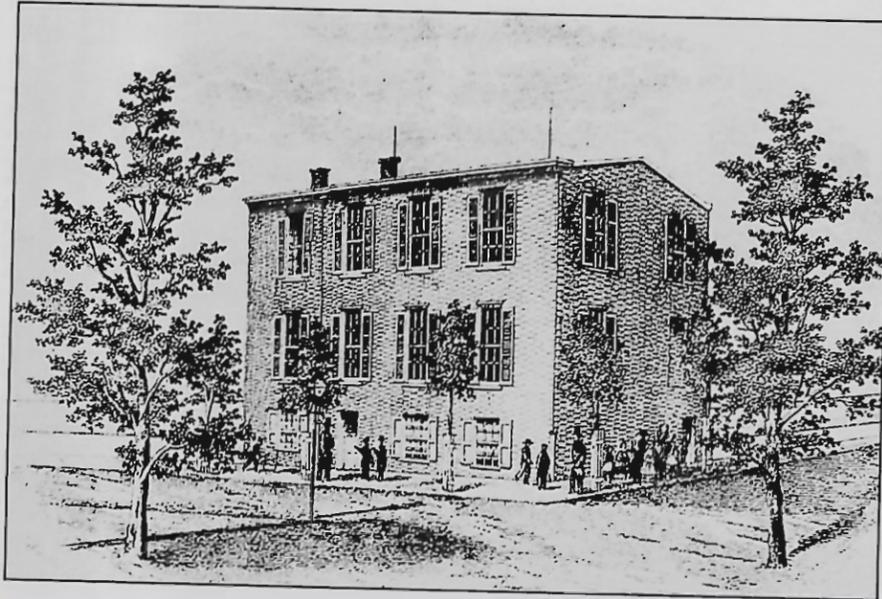


The Judge Gray House, Fourteenth and Market streets, demolished in the 1970s to make way for a parking lot, was the last of four gracious early-nineteenth-century houses that once occupied the block. Each was the home of a child of James Price, a wealthy miller. George Gray, a jurist, lived here while he served as U.S. Senator from Delaware in the years 1885 to 1899. Courtesy of the Historical Society of Delaware.



Edward W. Gilpin, chief justice of Delaware from 1857 until 1876, lived in this frame house on Delaware Avenue between Madison and Adams streets, later the location of Wilmington High School. Gilpin was a Whig in politics and a leading member of the Swedenborgian Church. His house was described by fellow jurist Charles B. Lore: "Standing in the center of a large lot surrounded by stately trees of the judge's own planting, it seemed quite out of town." Courtesy of the Eleutherian Mills Historical Library.

Swedenborgian Church, located at the intersection of Delaware Avenue, Eleventh and Washington streets, was built in 1857. It was subsequently moved to Pennsylvania Avenue and Broom Street in 1917 when Delaware Avenue was widened. The statue of President Garfield has been moved to an obscure location at Concord Avenue and Twenty-third Street. Courtesy of the Eleutherian Mills Historical Library.

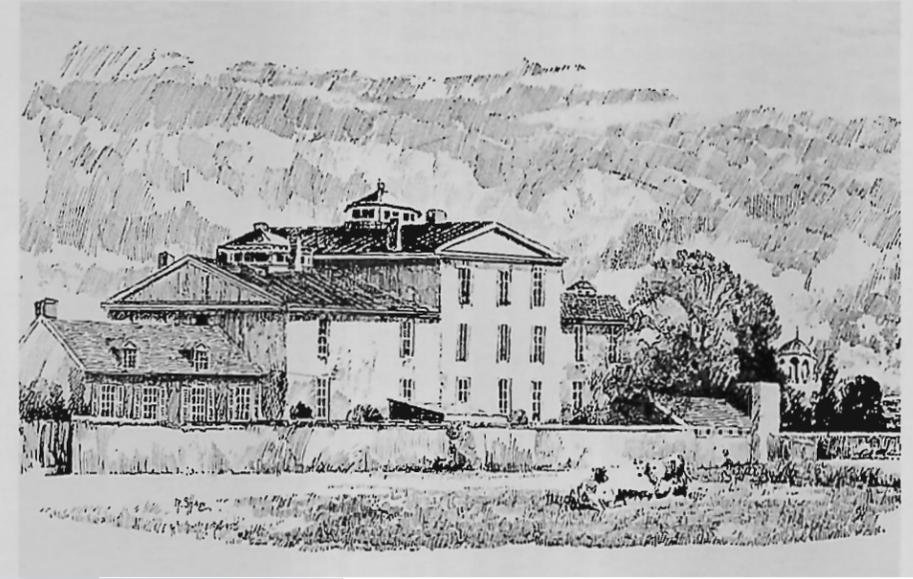


Taylor and Jackson's Academy, built in 1857 at Eighth and Wollaston streets, was typical of the academies that offered boys both practical and humanistic training in the days before 1871 when the city established a public high school. The academy became a public school in 1875 and was later replaced by a larger school building. Courtesy of the Eleutherian Mills Historical Library.

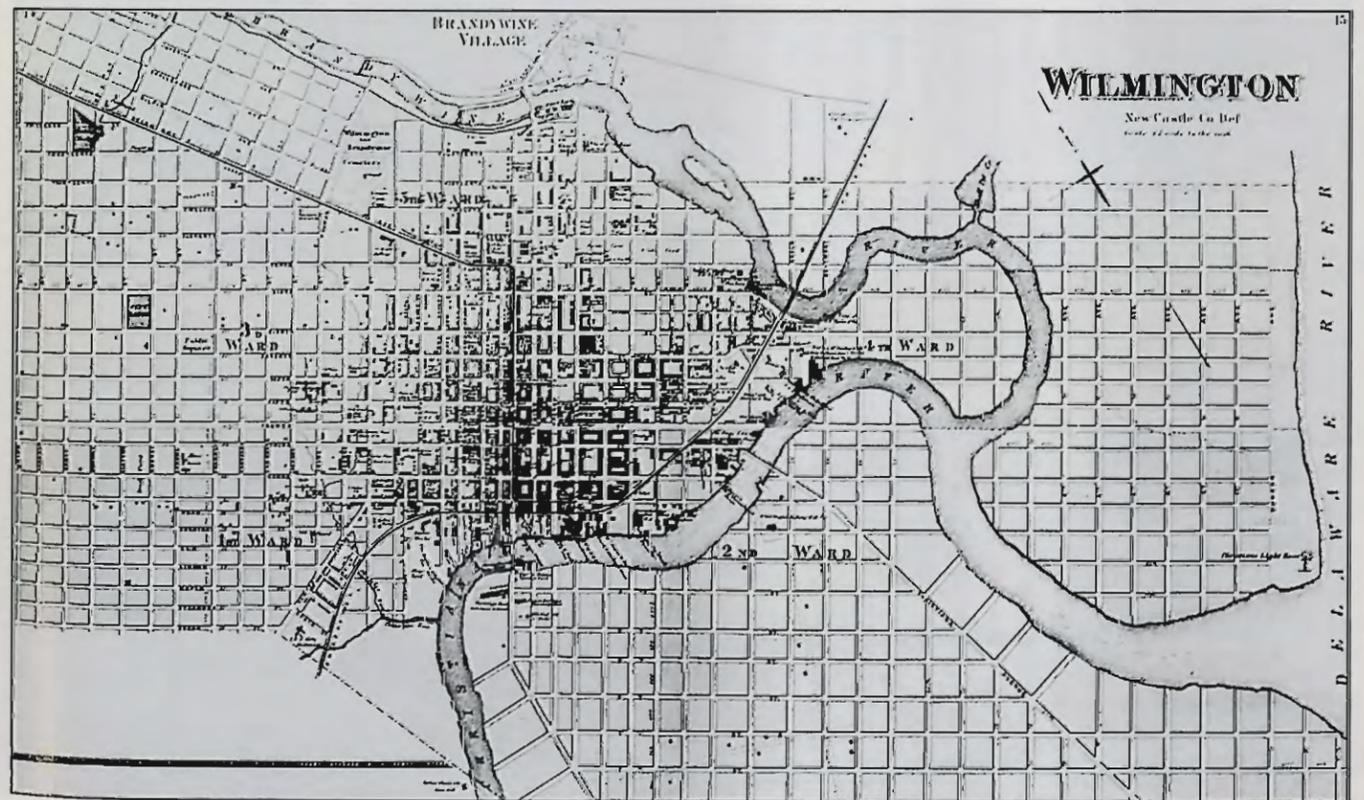
The Draper House, 1101 Market Street, photographed in the 1920s before it was razed and replaced by First and Central Presbyterian Church. The house, built in 1850 by physicians James W. and John A. Thomson, was in the classical revival style, complete with a portico supported by Doric columns. Dr. James A. Draper (1835-1907), a prominent physician, later lived here. The John Merrick house, now the Wilmington Club, is visible to the right. Courtesy of the Eleutherian Mills Historical Library.



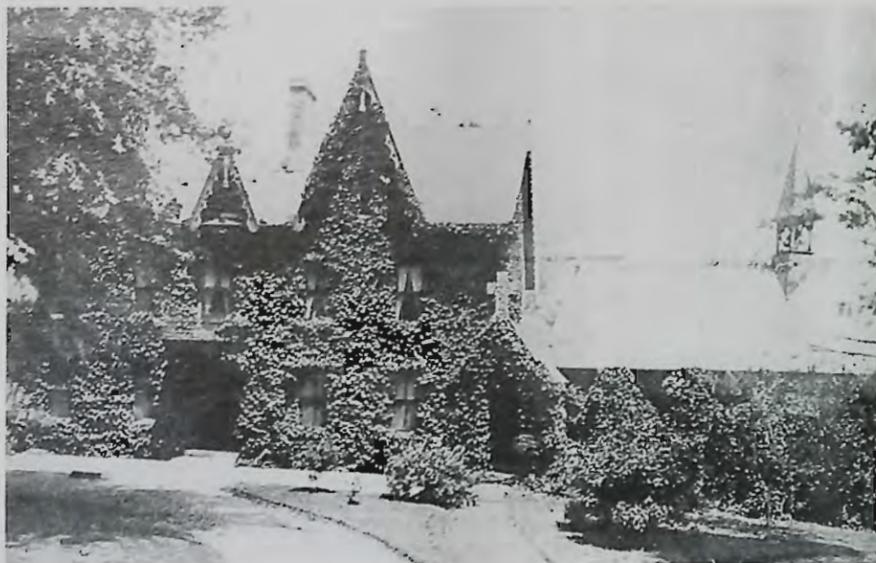
The County Almshouse, Third and Broom streets. In 1785 Christiana Hundred, which then included Wilmington, bought this property and erected an almshouse because the county had failed to deal with the problem of indigents. Thus shamed into action, New Castle County bought the facility in 1791 and operated it until 1882, when a new almshouse was constructed at Farnhurst. Long a prominent feature of Wilmington's skyline, the old almshouse took in the insane, the old, and the destitute, as well as persons suffering from contagious diseases. As the city expanded westward, the almshouse's existence was viewed as an annoyance and an obstacle to urban growth. Courtesy of the Historical Society of Delaware.



Wilmington in the early 1880s, showing the city's optimistic plans for expansion toward the east, south, and west. Courtesy of the Eleutherian Mills Historical Library.



Ingleside, the old bishopstead overlooking the Brandywine from Fourteenth Street, was the house that Oliver Canby, the miller, built for himself circa 1740. A century later Canby's descendants sold the property to Episcopal Bishop Alfred Lee, who added the Victorian gothic gables. In 1887 when Lee died, the diocese bought the house and made it the official bishop's residence, adding the chapel at right. It was demolished in the 1950s to make way for an office building. Courtesy of the Eleutherian Mills Historical Library.



The Wesleyan Female College was built in 1837 at Sixth and French streets as a Methodist institution to train girls for work as missionaries. In 1883 the German Library Association and Saengerbund bought the college, which came to be known as German Hall. Courtesy of the Eleutherian Mills Historical Library.

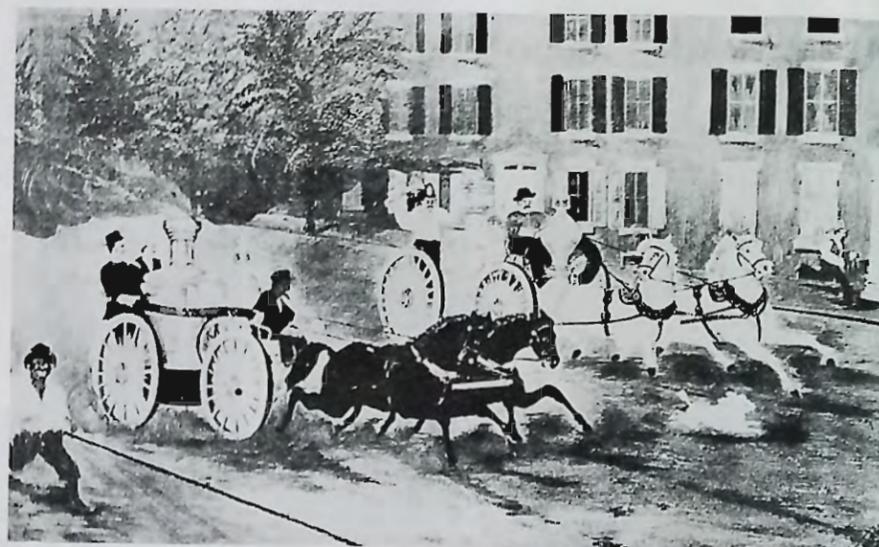
A rare view of Wilmington, taken circa 1865, looking east from the hill above Jackson Street in the vicinity of Eighth Street. Notice the farm fences and haystacks in this area that was about to be absorbed into the growing city. Courtesy of the Historical Society of Delaware.



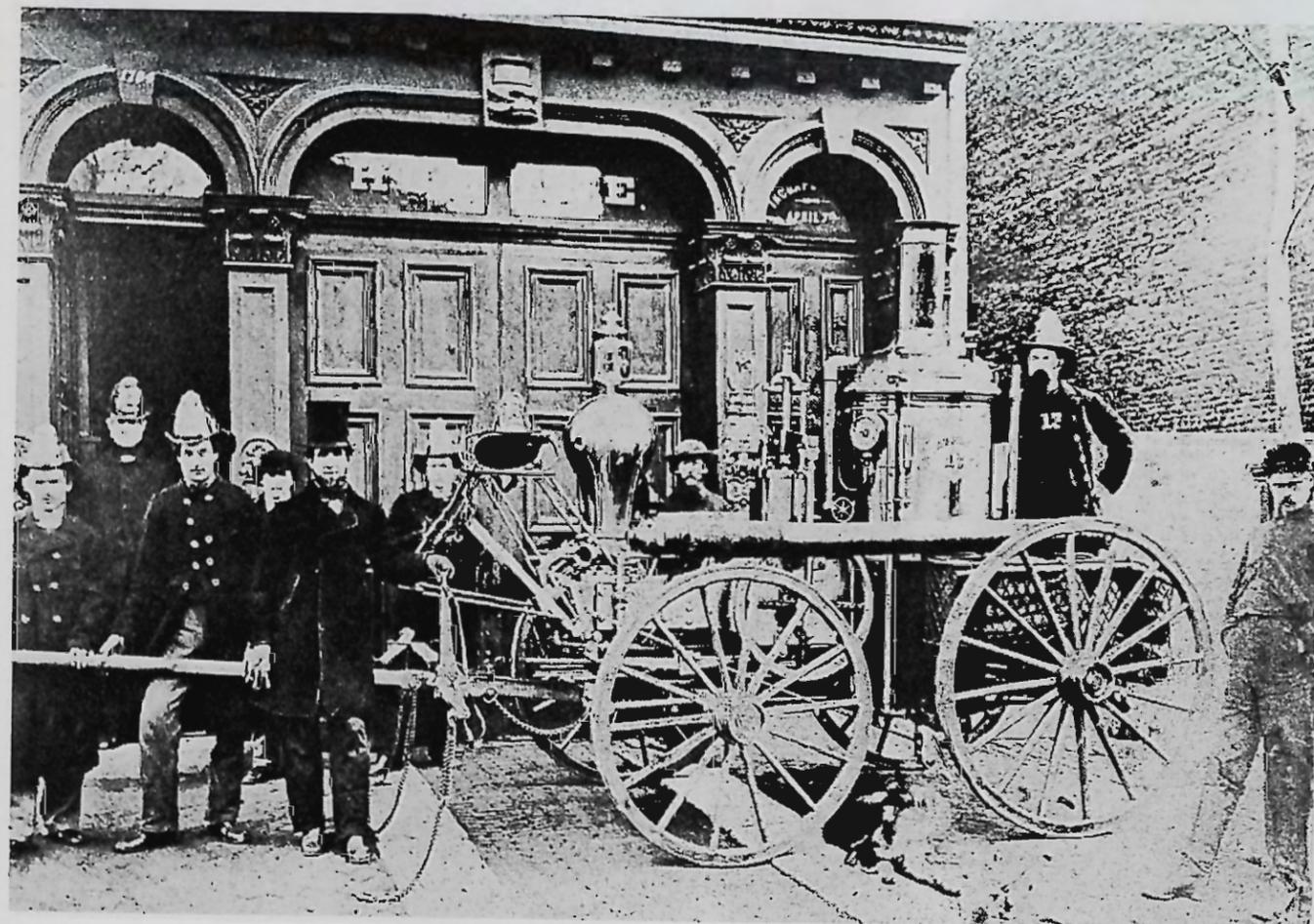
John Merrick House, 1103 Market Street. Merrick, a carriage maker who grew wealthy during the Civil War, built this brownstone residence in Italianate style in 1864. Since 1900 it has been the home of the exclusive, men-only, Wilmington Club. Courtesy of the Historical Society of Delaware.

Two volunteer fire companies race to a fire in this watercolor by Dr. James Morgan. Wilmington had numerous volunteer companies located throughout the city. Their combined political power kept the city from adopting a professional force until 1920, when the insurance industry convinced the city of the need. Anna Lincoln, in her Wilmington under Four Flags, recalled that "old residents

of Wilmington remember well the rivalry between the fire companies in the old days. The pride and eagerness to be the first to throw a stream of water on a fire resulted in fights and damage. . . . While the men fought and struggled, the fire gained headway and sometimes the building which might have been saved was utterly destroyed." Courtesy of the Eleutherian Mills Historical Library.



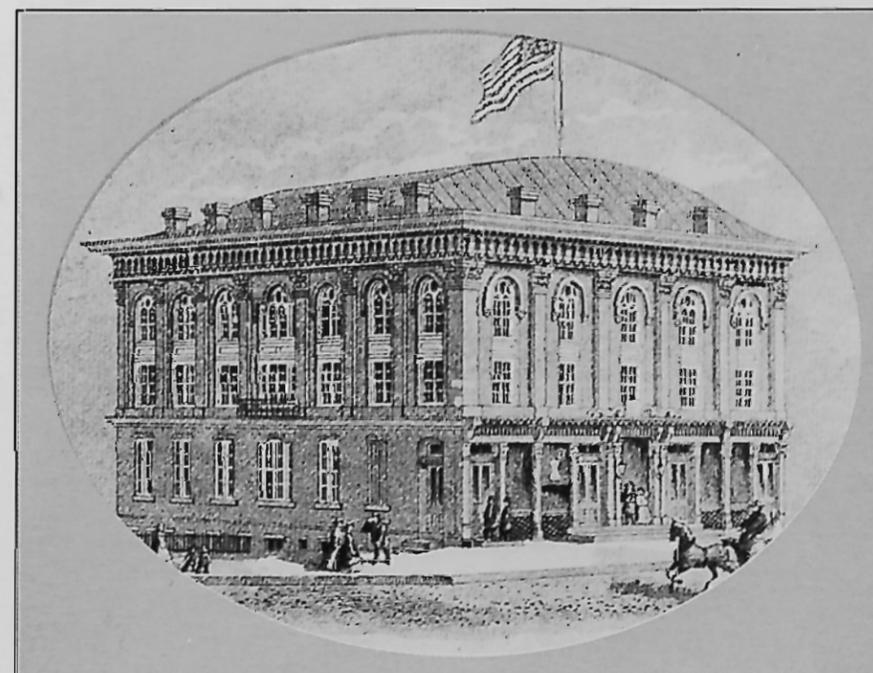
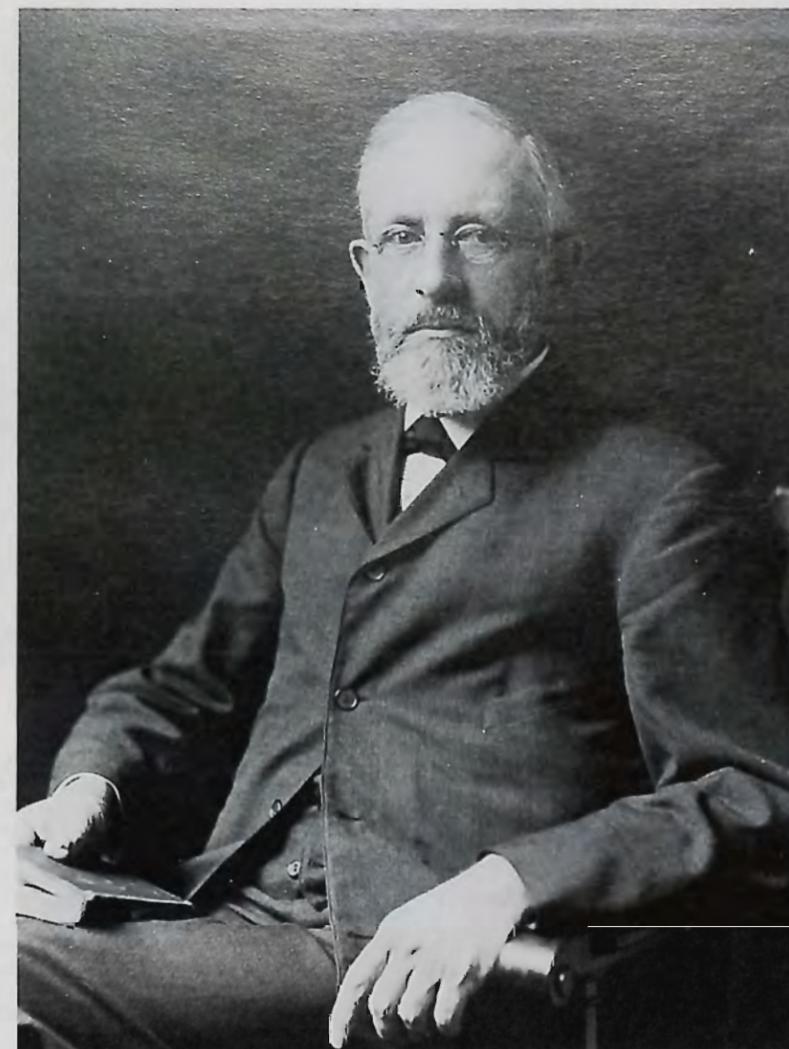
Members of the Water Witch Fire Company, located on Shipley Street between Fifth and Sixth streets, proudly display the steam-powered fire engine purchased by the group in 1860. Courtesy of the Eleutherian Mills Historical Library.



St. Andrew's Episcopal Church, Eighth and Shipley streets. Originally built in 1829, it burned in 1840 and was immediately rebuilt. In 1853 when the building was enlarged the Tuscan-style tower was added. Photograph by Clayton Adams.

William Poole Bancroft (1835-1928), philanthropist son of Joseph Bancroft, the textile-maker. William grew up amid accumulating family wealth in a hardworking, pious, Quaker environment. His formal education ended at age fifteen when he went to work full time in his father's mill. William P. Bancroft's philanthropic endeavors in Wilmington were numerous and carefully planned. Known as the father of the city's park system for his generosity in giving Rockford Park to the city and his role in securing Brandywine Park for public use, he was also responsible for building "Bancroft Flats," model workers' housing on Union Street. Bancroft also provided the endowment that allowed the Wilmington Institute to become a free public library in 1892. Courtesy of the Historical Society of Delaware.

The Wilmington Institute, northwest corner of Eighth and Market streets, was constructed in 1861. An amalgam of several literary, library, and debating societies, the institute was a major cultural influence in Wilmington. Its library formed the basis for the present Wilmington Institute Free Library's collections. Its rooms were opened for lectures and public meetings. William S. Hilles, the institute's president in 1862, proclaimed its purpose "to encourage a taste for reading and mental culture in a community probably more universally . . . occupied with industrial pursuits than any other on the continent . . ." Courtesy of the Historical Society of Delaware.





The Tilton Military Hospital, Ninth and Tatnall streets, was built in twenty-five days in 1863 and torn down soon after the Civil War ended. The director of the hospital was a Wilmingtonian, Anna Semple, who served in the U.S. Sanitary Commission, precursor to the Red Cross. Courtesy of the Eleutherian Mills Historical Library.



King Street looking south from Eleventh Street at the turn of the century. The house on the left was once the residence of George Read Riddle, Democratic congressman and senator from Delaware in the 1850s and 1860s. The block was razed in 1913 to make way for the City-County Building. Courtesy of the Eleutherian Mills Historical Library.



The Second Street Market House, built in 1876 to replace earlier markets. The site is now a parking lot. Courtesy of the Eleutherian Mills Historical Library.

Willard Hall (1780-1872), father of public school education in Delaware. Hall, born in Massachusetts, graduated from Harvard College before seeking a legal career in Delaware. A Jeffersonian Democrat, he was appointed to the federal bench in 1823 by President James Monroe. In 1829 Hall wrote the bill for the state legislature that gave Delaware its first public school system. He continued to play an active role in the promotion of public education throughout his long career. He was president of the Wilmington Savings Fund Society from its inception in 1831 until his death. Courtesy of the Eleutherian Mills Historical Library.



Located at Walnut Street between Twelfth and Thirteenth streets, Number 5 School was built in 1876 for less than \$12,000. The school board described it as "free from all unnecessary ornamentation within or without." It contained eight classrooms; drinking fountains and wash basins were indoors, but the four latrines were in the rear yard. Photograph by Carol E. Hoffecker.

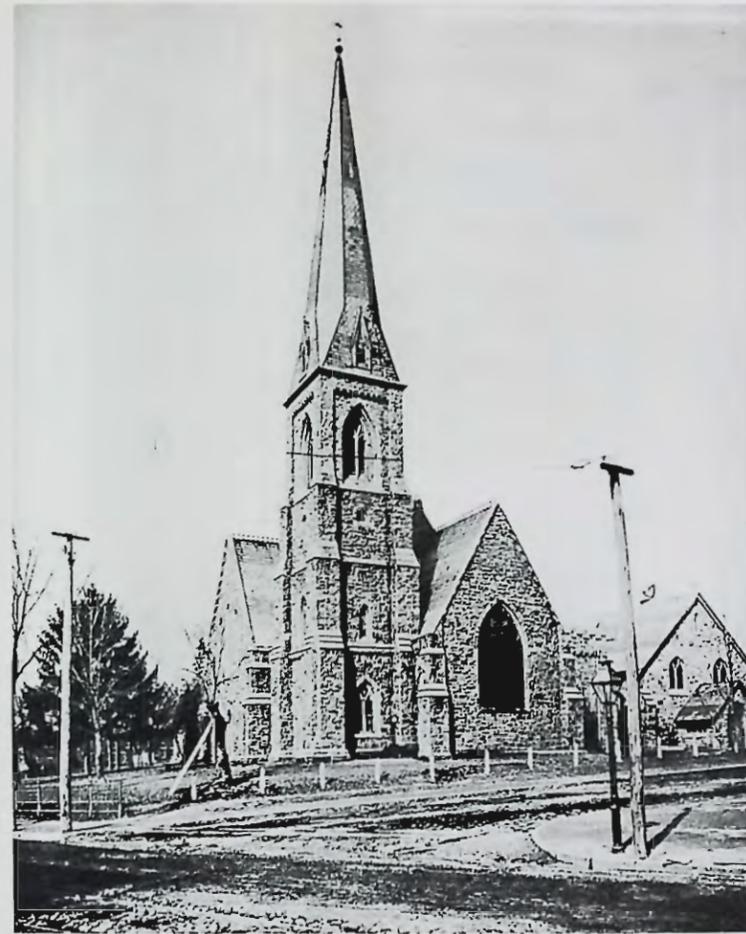
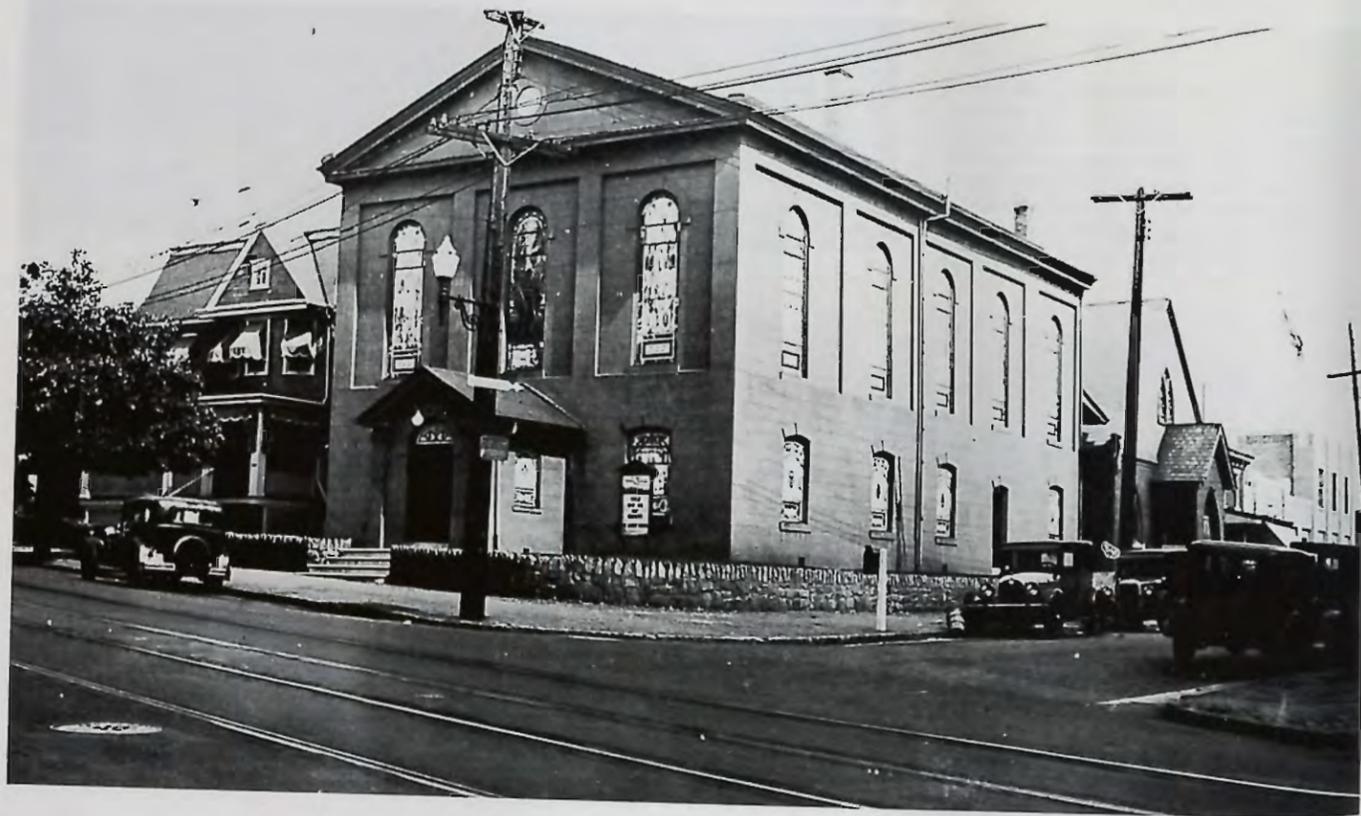


Completed in 1871, Number 1 School on French Street between Fifth and Sixth Streets was the city's first public high school. It contained three large rooms for study and recitation, six classrooms, a science room, and the superintendent's office. Photograph by Carol E. Hoffecker.

Joshua T. Heald (1821-1887) was Wilmington's chief land developer in the 1870s and '80s. Born into a Quaker farm family near Hockessin, Delaware, Heald came to Wilmington to seek his fortune. In 1864 he founded the Wilmington City Railway, a horsecar line, to assist in the sale of a client's residential property along Delaware Avenue. He was an eager booster of the city, a founder of its board of trade and president of the Wilmington and Western Railroad. Heald Street near the Christina River recalls his involvement in land development schemes in the eastern part of the city. His last development was the Highlands near Rockford Park. Courtesy of the Eleutherian Mills Historical Library.



Brandywine Methodist Church, Twenty-second and Market streets in 1932. Revival meetings in Brandywine Village sparked the founding of this church, which was constructed in 1857. Courtesy of the Eleutherian Mills Historical Library.



St. John's Episcopal Church was built at the intersection of North Market Street and the Concord Pike in 1857 on the site of the notorious Green Tree Inn, long a hangout for the Brandywine Village coopers. Alexis L. du Pont, youngest son of the powder company founder, was the major contributor to the church. To design the church, du Pont chose John Notman, a prominent Scottish-born Philadelphia architect noted for his use of the gothic revival style. Du Pont died in a powder explosion before the church could be completed, but his wife Joanna carried on the work. Courtesy of the Eleutherian Mills Historical Library.

The Wilmington City Railway car barn at Delaware Avenue and Du Pont Street. When the horsecars began operating in 1864, the line went from the P W & B Railroad depot to this location, the end of the line. Courtesy of the Eleutherian Mills Historical Library.





Commodore John P. Gillis on the porch of his residence, 807 West Street, in the early 1870s. The commodore was born in Wilmington in 1803 and entered the navy as a midshipman in 1825. He served in the Mexican War and accompanied the Perry expedition to Japan. At the beginning of the Civil War he commanded the steamship Pocahontas, which rescued the garrison under Confederate blockade at Fort Sumter in April 1861. Following the war he retired to Wilmington, where he died in 1873. Courtesy of the Historical Society of Delaware.



The Soldiers and Sailors Monument, Delaware Avenue and Broom Street, consists of a column capped by an eagle killing a serpent. The monument was dedicated May 30, 1871, by General O. O. Howard, director of the Freedman's Bureau, a federal agency for assisting the freed slaves. Wilmington's Howard High School was named for the general. Courtesy of the Eleutherian Mills Historical Library.

Looking south on West Street from Ninth Street. The Gillis house is visible to the immediate right of the telephone pole. Following the construction of Grace Methodist Church in 1865 (whose iron fence can be seen at right), West Street became a fashionable address. It was one of the first places in Wilmington where houses were built with flat roofs, set back from the street and decorated with cast-iron ornamentation. In the twentieth century the street was widened to accommodate automobile traffic, and the rows of trees that once shaded it were destroyed. Courtesy of the Historical Society of Delaware.



Looking west on Delaware Avenue from Broom Street at the turn of the century. Henry S. Canby, who grew up in this neighborhood, wrote in *The Age of Confidence*, "Here was a God's plenty of architecture. Brick boxes of the seventies with cupolas or mansard roofs and porches screened with graceful scrolls of iron work. . . ." Courtesy of the Historical Society of Delaware.



For the Delaware Gazette.

Celebration of St. Patrick's Day in Wilmington.

The third celebration of the anniversary of Ireland's patron saint by the "Friendly Sons of St. Patrick", took place in this city on Thursday evening, the 17th inst. The large lecture room of Institute Hall was neatly and tastefully decorated with American flags, prominent among which was the green flag of Ireland, representing an Irish harp encircled with a wreath of shamrocks and emblazoned with a representation of the rising sun, having on the top the inscription "The Friendly Sons of St. Patrick." A banner with a life size portrait of the immortal Washington standing between the shield of his country and the harp ever hallowed by Irishmen, occupied a conspicuous place on the front of the platform with the beautiful motto—"The starry shield of Washington."—"The hope of the harp of Erin," neatly inscribed underneath.

On three large tables extending the whole

The growing Irish presence in Wilmington is clear from this article from the Delaware Gazette in 1856. Courtesy of the Historical Society of Delaware.

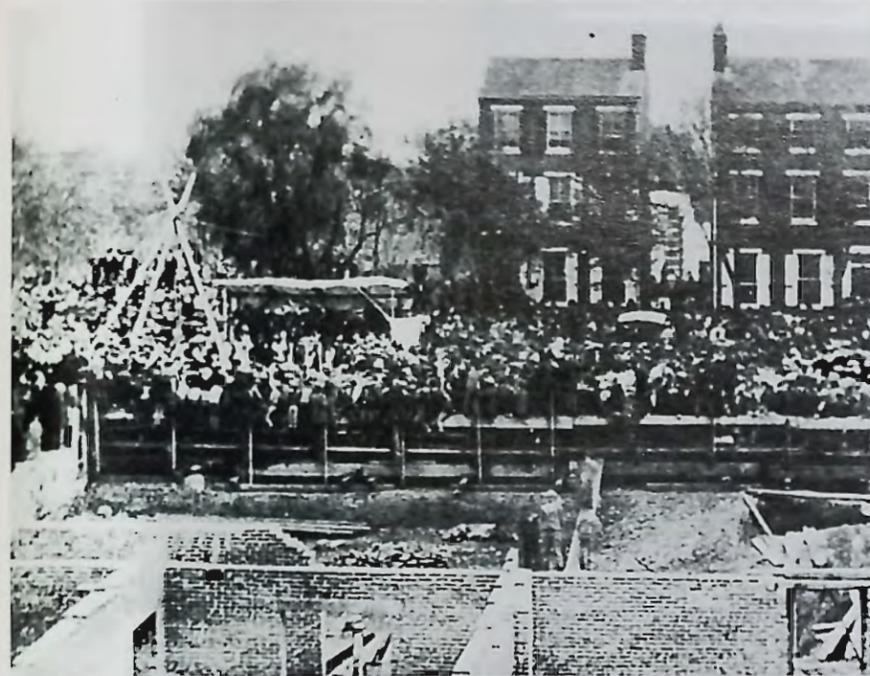
The cornerstone of St. Mary's, the city's second Roman Catholic church, Sixth and Pine streets, was laid in 1858. The east side church was consecrated by Bishop, now Saint, John Newman of Philadelphia. In 1866 the congregation built a parochial school next door. Two years later when there were already 3,000 Roman Catholics in Wilmington, mostly Irish, the city was made the seat of a diocese. Photograph by Clayton Adams.



The Holly Tree Inn at Water and Market streets. A project of women's temperance workers in the 1870s, it operated as a lunchroom where only nonalcoholic beverages were served. Courtesy of the Historical Society of Delaware.



The Clayton House, Wilmington's premier hotel, is shown all decked out in September 1899, when it hosted the convention of the Municipal Electricians of the United States and Canada. Built in 1873, the hotel had 105 rooms, each with steam heat and a washstand. The building is still standing on the northeast corner of Fifth and Market streets, but it has been altered nearly beyond recognition. A movie house, the Queen, occupied the old hotel from World War I until the 1950s. Since then it has fallen on even harder times as a rental property. Courtesy of the State of Delaware, Division of Historical and Cultural Affairs.



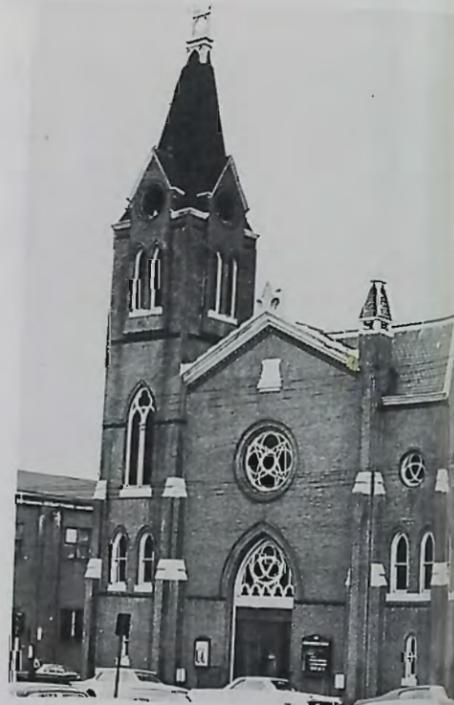
In 1870 a large crowd gathered to watch the laying of the cornerstone for the Masonic Temple and Grand Opera House on Market Street below Ninth Street. Courtesy of the Historical Society of Delaware.

These women may be dancing to advertise a new show just come to town. The photograph shows the intersection of Front and French streets before 1906 when the present railroad station replaced the one whose overhang can be seen. Courtesy of the Eleutherian Mills Historical Library.





The Town Hall on Market Street above Fifth Street as it appeared after a face-lifting in 1875 replaced the restrained federal period cupola with an enlarged gingerbread model. Courtesy of the Eleutherian Mills Historical Library.

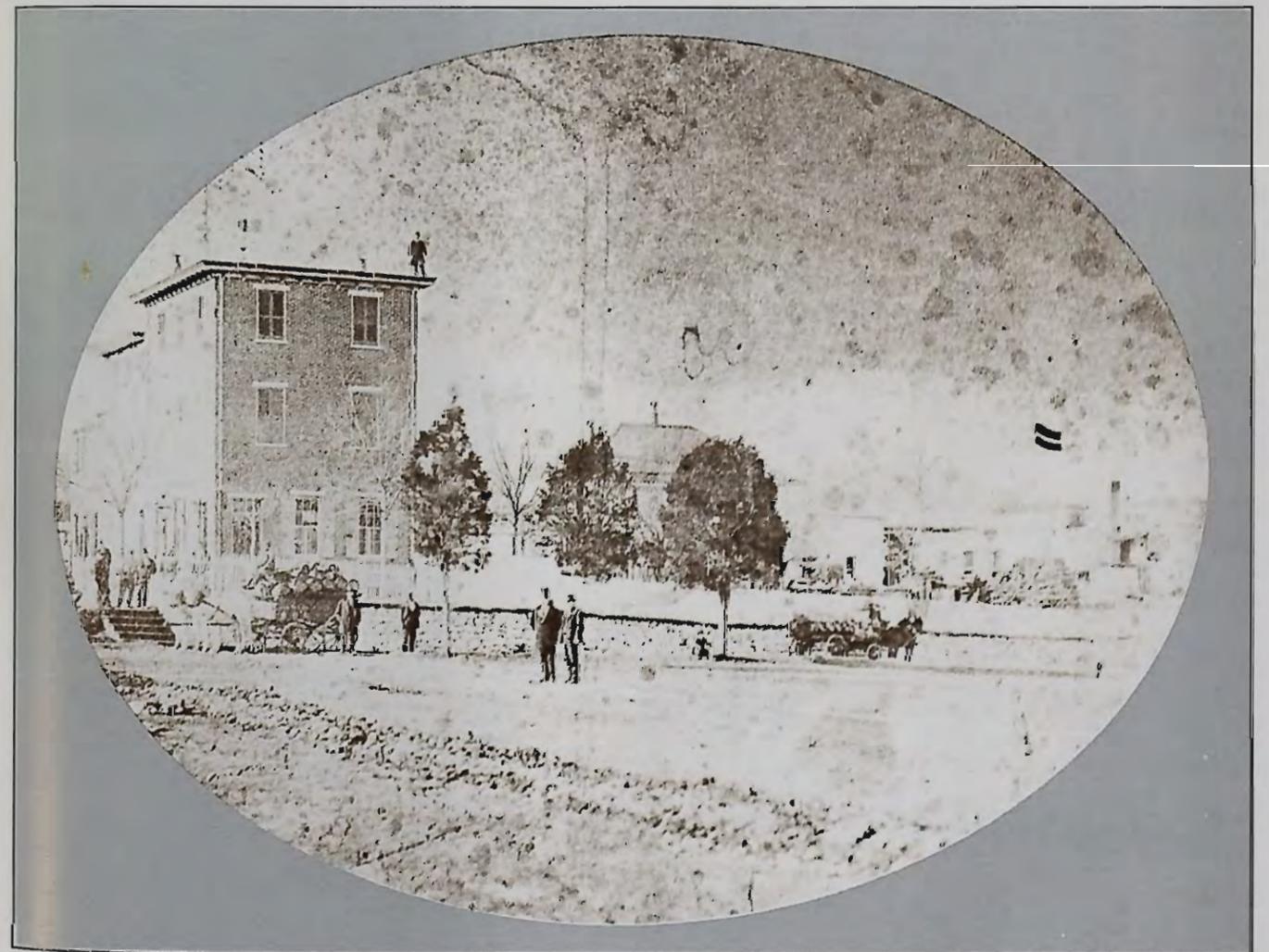


Ezion Methodist Church at the southeast corner of Ninth and French streets was the first black congregation in Wilmington. The members, originally participants in Asbury Church, left Asbury in 1795 because the whites had consigned them to the gallery. The original small stone church was replaced in 1870. Following a disastrous fire in 1886 that destroyed the second building, the congregation built this gothic-style building of brick faced with Indiana stone. The church was torn down in the 1970s to make way for the Civic Center, and the congregation united with Mount Carmel Church and moved into a large building at Eighth and Walnut streets. Photograph by Clayton Adams.



First a residence, then a hotel called the Ebbitt House, and finally the YMCA occupied this building on Market Street between Tenth and Eleventh, where the Du Pont Building now stands. When the building was a hotel, cockfights and dog fights were allegedly held there. Courtesy of the Eleutherian Mills Historical Library.

Hartmann and Fehrenbach began as saloonkeepers, then opened their own brewery on Lovering Avenue in 1878. The three brick buildings to the left now house an Italian restaurant. Courtesy of the Historical Society of Delaware.



The Friends School at Fourth and West streets, photographed in 1893. Wilmington's oldest school, Friends has trained the children of Quakers and non-Quakers alike under the precept that education should prepare people not to fit into society but "to stand apart from it when conscience required." Courtesy of the Historical Society of Delaware.



The Misses Hebbs built their school at the southwest corner of Pennsylvania Avenue and Franklin Street in 1886. At that time nearly one hundred female pupils, representing the cream of Wilmington society, were enrolled in their school. Courtesy of the Eleutherian Mills Historical Library.



Coolspring was built by Caesar A. Rodney, the nephew of the Revolutionary War hero, in 1814. The house suffered a sad fate. The last Rodney to live there was an impecunious recluse who was forced to sell off the land around the house. When the new houses got too close for comfort, the old man shot himself. Courtesy of the Eleutherian Mills Historical Library.

Arthur R. Spaid, the principal of the Alexis I. du Pont School, stands in the midst of his all-female faculty. Courtesy of the Eleutherian Mills Historical Library.



TURN OF THE CENTURY 5

The years from the 1890s through the First World War constituted the age of the trolley car in American cities. Electric trolley cars were introduced into Wilmington in the 1880s. Much faster than the plodding horsecars, they sparked residential expansion to the north and west. Hereafter home lots were made a bit larger, to include a small front yard as well as the rear yard, and the differentiation between the "downtown" and the residential neighborhoods became more marked. By the 1890s Wilmington had several developing trolley suburbs such as Elsmere and Bellefonte. There, unburdened by city taxes and building regulations, people could get more house for less money than in the city.

Municipal services struggled to meet the needs of the growing city. As early as the 1820s Wilmington supplied water to its citizens, but it was not until the 1890s that the city began laying sewers and paving streets. Public education received a significant impetus in 1829 when the state legislature enacted a bill written by federal court judge Willard Hall that required the state to aid community efforts to provide schools. The city built only primary schools until 1871, when it opened a high school in an austere plain building on French Street. In 1901 the city built its first comprehensive high school, Wilmington High, on Delaware Avenue.

While the city made strides in educating white children, the education of blacks, who constituted about ten percent of the city's population, was long neglected. Only after the Civil War did Delaware reluctantly accept the responsibility of providing instruction for black children. Not until 1891 did Wilmington open a high school for blacks.

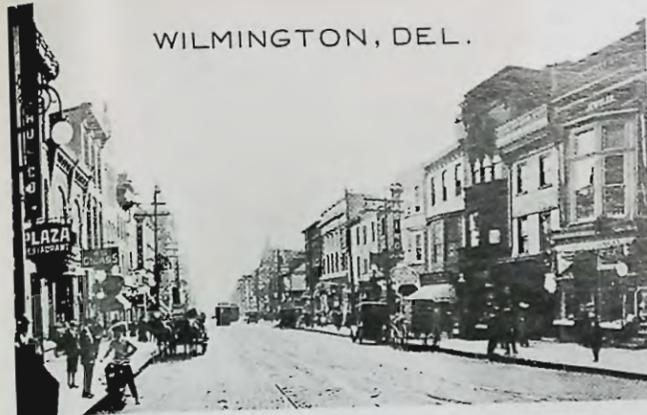
Industrial Wilmington had a hardworking, ethnically mixed population. Most of its inhabitants were blue collar workers, many of whom held skilled jobs as molders, carpenters, painters, and machinists. The largest religious group in the city was the Methodists, who found adherents among blacks and whites and among all social classes. Roman Catholicism grew with immigration to become the second largest faith. The Irish dominated local Catholicism, but other ethnic groups were represented. The Germans had their church, Sacred Heart; the Poles, who came to Wilmington in significant numbers at the turn of the century, had two, St. Stanislaus and St. Hedwigs; and the Italians built St. Anthony's. Each group had its own distinctive neighborhoods, and each predominated in a particular line of work: the Germans in the skilled trades, the Poles in tanning, and the Italians in construction.

Many of the manufacturers, bankers, and lawyers who constituted the city's upper class were descendants of original Quaker settlers. They sent their

children to exclusive private schools, Friends or Misses Hebbs, and provided leadership for the community's cultural and charitable institutions. They were hard-headed, small-time businessmen. The one shining light of creativity in Wilmington during the late nineteenth century was Howard Pyle, the founder of the Brandywine School of artists. The son of a leather manufacturer, he gained national fame as an illustrator and writer for popular magazines and children's books. Henry Seidel Canby, a literary critic who grew up in Wilmington in the 1890s, referred to the city's industrial age as an "age of confidence." Yet, he found the spirit of the city complacent, shallow, and rather narrow-minded. For the upper class it was, he recalled, "a tight little Protestant world, where industry was god, and imagination was an old devil..." (*The Age of Confidence*).

Market Street complemented the city's work-a-day air. Many of its retailing establishments were located in remodeled houses. Its hotels were small and distinctly second-rate by big city standards. Shop owners complained that Wilmingtonians spurned local stores to make their major purchases in the big Philadelphia department stores. But Wilmington was a comfortable place that inspired affection. Henry Seidel Canby, for all his criticisms, loved the hometown of his youth, and Elizabeth Montgomery, who knew Wilmington in the early days of its industrial transformation, wrote of it, "of all the towns that I have seen, none appears to me more pleasantly located than Wilmington" (*Reminiscences of Wilmington*).

WILMINGTON, DEL.



Folding postcard of Eighth and Market streets, circa 1910. Courtesy of the Historical Society of Delaware.

WILMINGTON, DEL.

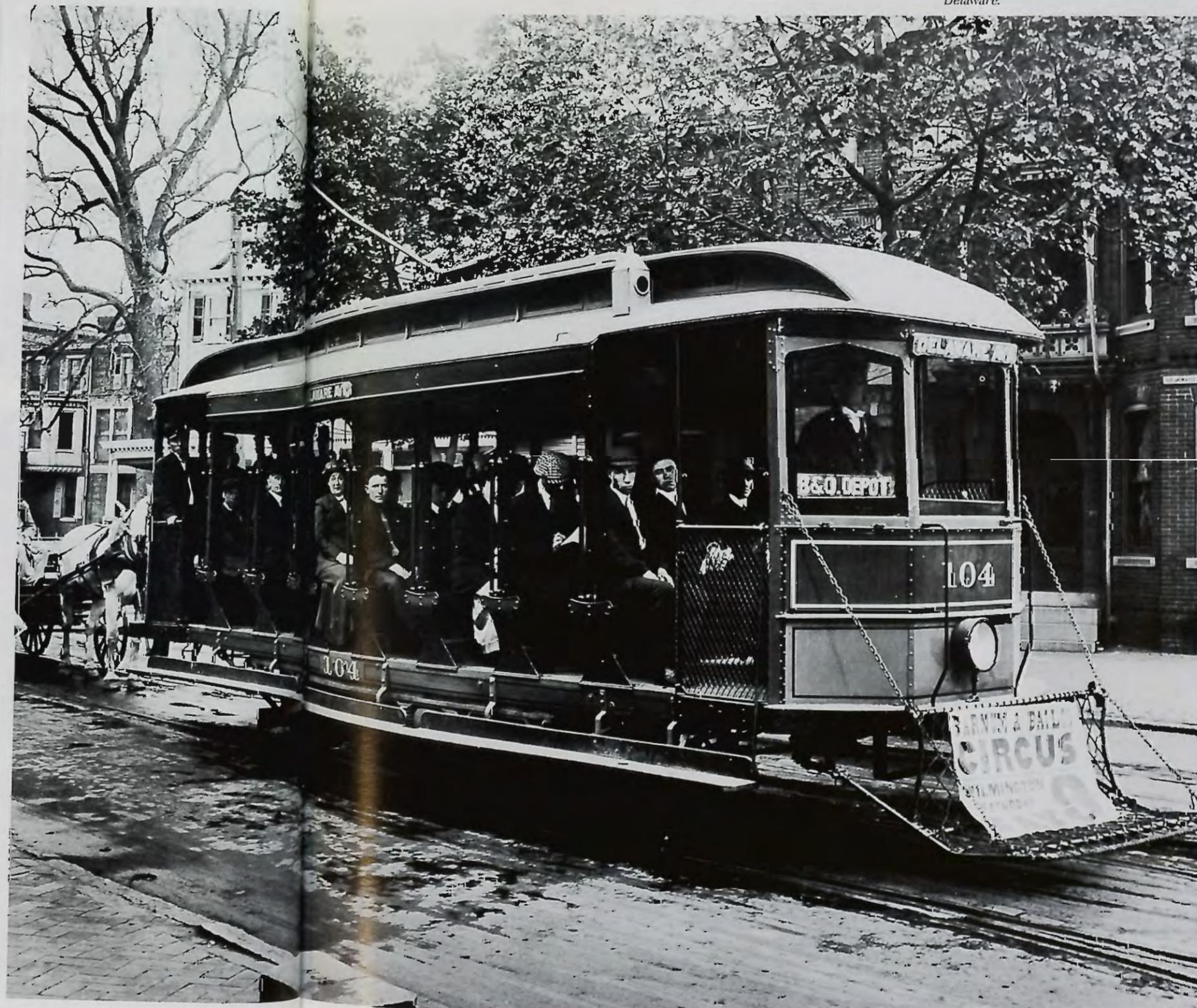


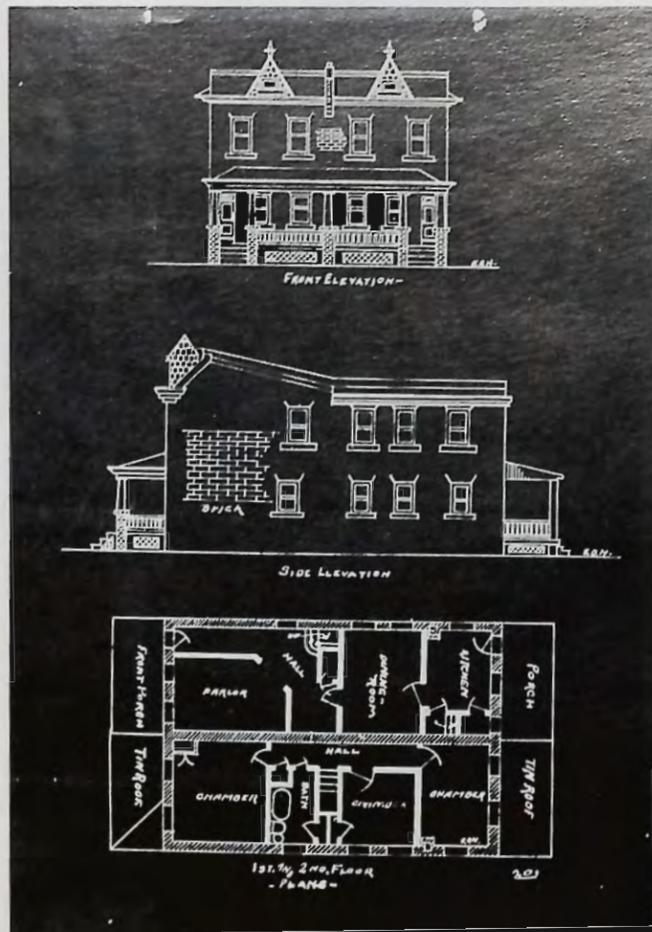
Wilmington in 1895, showing the extent of the trolley lines through the city. Courtesy of the Eleutherian Mills Historical Library.



The trolley track is a central feature in this view of Vandever Avenue, taken early in the twentieth century. These row houses were constructed in the first decade of the century largely to accommodate workers at the Pennsylvania Railroad's new maintenance shops at Todd's Cut. Courtesy of the Eleutherian Mills Historical Library.

An open summer car electric trolley on Delaware Avenue, circa 1910. Courtesy of the Eleutherian Mills Historical Society of Delaware.





A typical Wilmington duplex houseplan drawn for the Delaware Construction Company in 1910. The house sold for \$3,000. Courtesy of the Eleutherian Mills Historical Library.



Building houses on Twenty-sixth Street near Concord Avenue, circa 1912-15. Photographs by Frank R. Zebley, the contractor; courtesy of the Eleutherian Mills Historical Library.





Houses under construction in the new "Boulevard" section on Franklin Street as seen from Eighteenth Street in the summer of 1912. Photograph by Frank R. Zebley; courtesy of the Eleutherian Mills Historical Library.



Looking down Eighteenth Street toward Franklin Street in 1912. Brandywine Park is on the left. To the right is the site of present day Warner Junior High School. Photograph by Frank R. Zebley; courtesy of the Eleutherian Mills Historical Library.



This house at 1900 Van Buren Street, built between 1913 and 1916, is typical of the styles in the Baynard Boulevard area. Courtesy of the Historical Society of Delaware.



Wilmington High School, built in 1901, is shown before and after the widening of Delaware Avenue in 1919 destroyed the trees. Courtesy of the Eleutherian Mills Historical Library.





Before and after photographs show the effects of widening Delaware Avenue at Jackson Street. Courtesy of the Eleutherian Mills Historical Library.



Between 1900 and 1910 apartment buildings came to Wilmington and gradually replaced boarding houses as dwellings for single people and childless couples. Apartments appealed to several income levels, including those who could afford to live in the fashionable, centrally located Delaware Avenue area. The early apartment buildings on the avenue were designed to fit into the midst of the existing housing styles. Most of them, like the houses that surrounded them, are now gone.

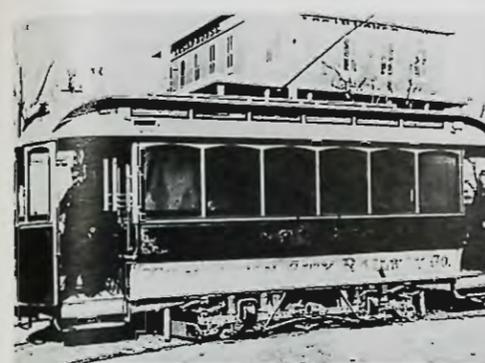


Kennett Apartments, 1100 Delaware Avenue, now the site of Luther Tower. Courtesy of the Historical Society of Delaware.

Flatiron apartment house, Delaware Avenue and Jefferson Street. Courtesy of the Eleutherian Mills Historical Library.

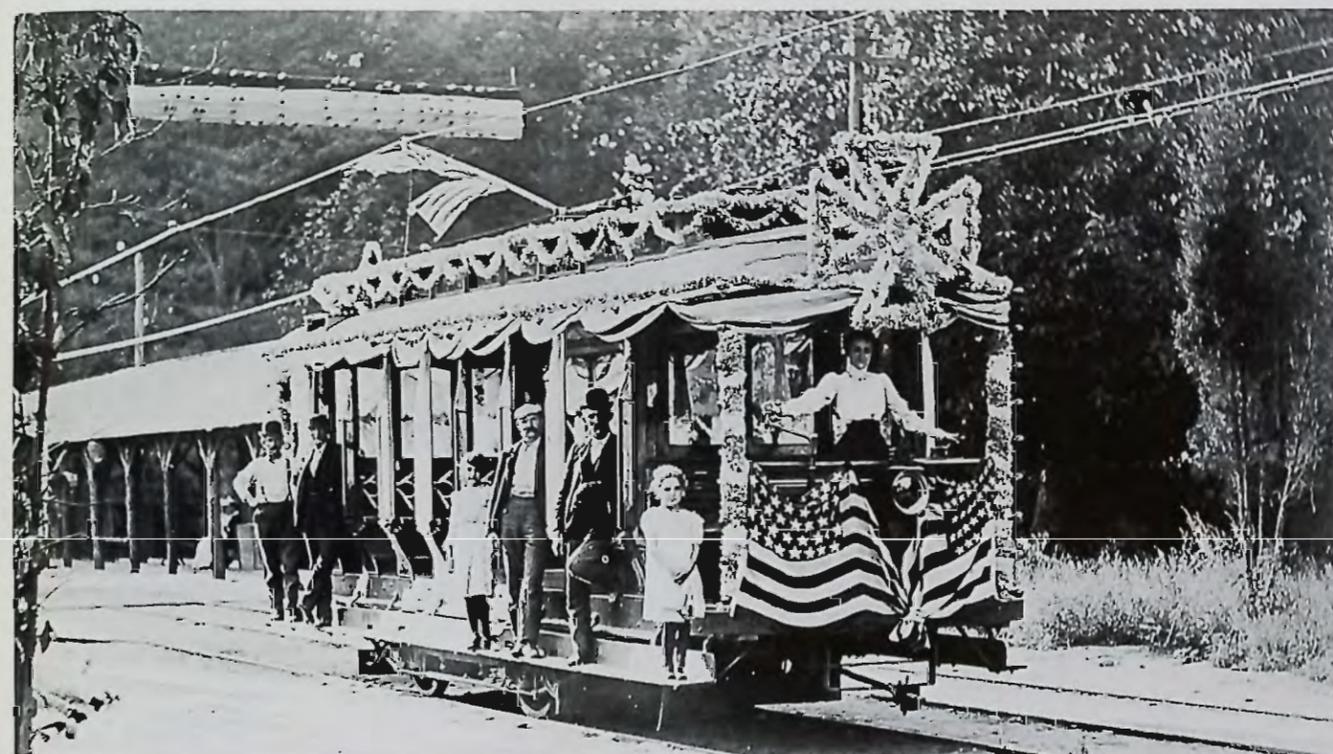


Apartment buildings on Delaware Avenue looking west from Jackson Street in the early 1920s. Courtesy of the Eleutherian Mills Historical Library.



A Wilmington City Railway trolley in front of the Logan House at Delaware Avenue and Du Pont Street. Courtesy of the Eleutherian Mills Historical Library.

This colorfully decorated Peoples Company trolley has just arrived at Brandywine Springs Amusement Park. Courtesy of Mrs. Allen Schiek; from the "Delaware Remembered" exhibit, Delaware Art Museum, 1979.



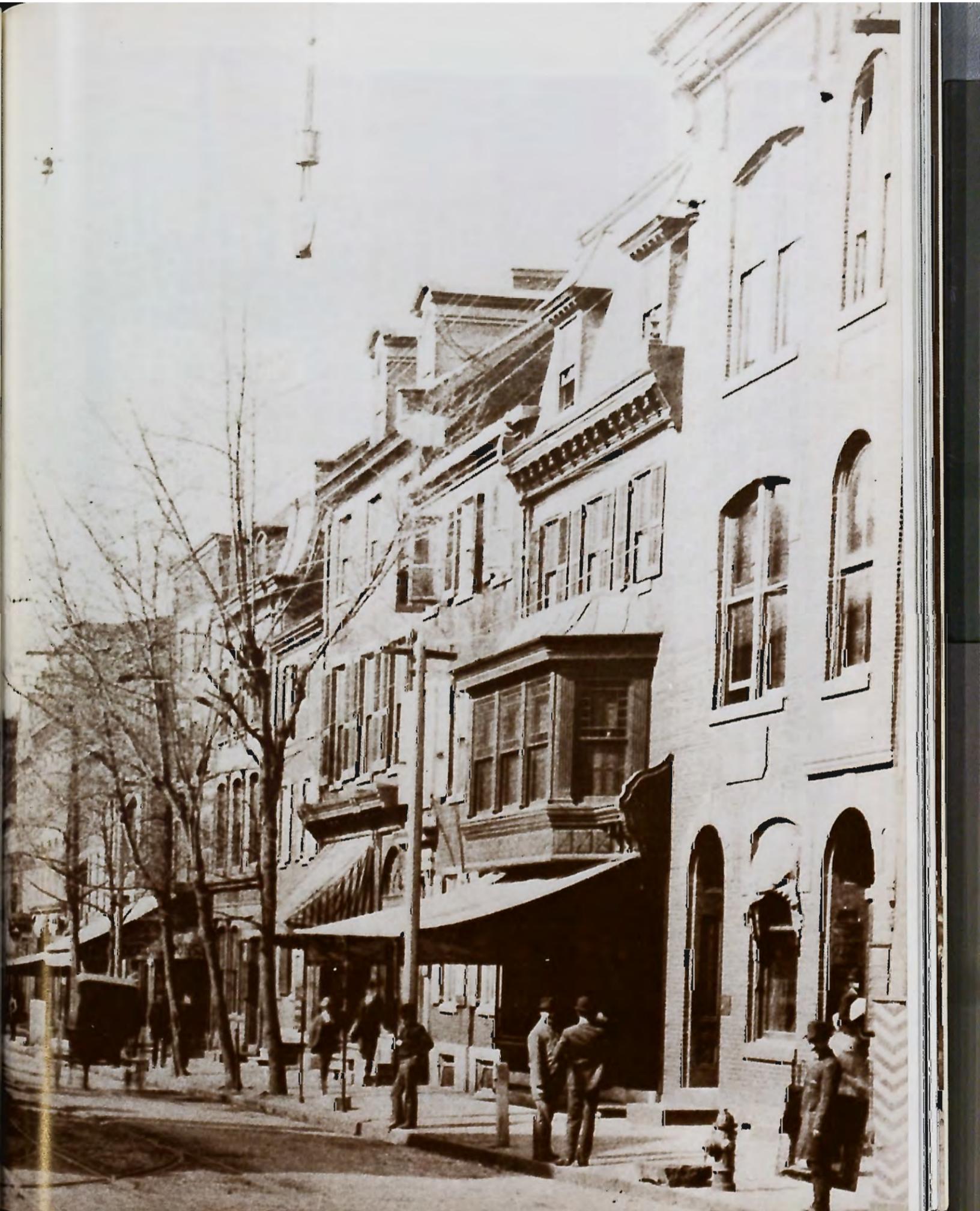
Until the advent of the automobile age in the 1920s, trolley travel made amusement parks the most popular summer entertainment for city dwellers. The inscription over the archway

at Brandywine Springs read "Let All Who Enter Here Leave Care Behind." Courtesy of the Historical Society of Delaware.



The boating pavilion at Brandywine Springs. The park also included a restaurant, a roller-skating rink, a toboggan slide, and a theater. Courtesy of the Historical Society of Delaware.

Market Street looking south from Ninth Street
at the turn of the century. Courtesy of the
Eleutherian Mills Historical Library.





Howard Pyle (1853-1911), artist and writer, originator of the Brandywine School of art, is shown in his studio at 1305 Franklin Street, circa 1898. Pyle, who was born in Wilmington, was America's best-known illustrator of historical works and fanciful children's stories. Through his teaching, both in Wilmington and at his summer home in nearby Chadds Ford, Pennsylvania, he influenced the artistic development of many younger artists, most notably N. C. Wyeth. Courtesy of the Delaware Art Museum.



Frank F. Schoonover (1877-1972), one of Howard Pyle's students, was noted for his illustrations of Indians and other people of the American frontier. In 1906 Schoonover joined other former Pyle students in constructing a block of four interconnected studios at 1616 Rodney Street that are still being used by artists. Courtesy John R. Schoonover





Tenth and Market streets as seen from the courthouse lawn at the turn of the century. The Ford Building, Wilmington's second elevator-equipped building, is at left; the Harkness Building, dating from the 1860s, is at right. Courtesy of the Eleutherian Mills Historical Library.

The Equitable Building, constructed on the northwest corner of Ninth and Market streets in 1891, was the city's first skyscraper. The Every Evening proclaimed that "the erection of this handsome mammoth building will mark a distinct epoch in Wilmington architecture, inasmuch as it will be totally unlike any building used for business purposes in the city." Courtesy of the Eleutherian Mills Historical Library.



New Castle County Courthouse on Market Street between Tenth and Eleventh streets. After nearly a century of struggle, Wilmington finally wrested the county seat away from its rival New Castle in 1880. In that year this building was constructed to replace the smaller town's historic colonial courthouse. This building of Brandywine granite, faced with brown, buff, and green serpentine stone, stood for only thirty years. It was demolished following World War I to make way for Rodney Square. Courtesy of the Eleutherian Mills Historical Library.

The Heart of Wilmington.
The Equitable Guarantee and Trust Company's
Eight Story Building.



Looking toward Fourth Street on Market Street in 1897. The Woolworth's 5- and 10-cent store, the second building on the left, was one of the first Woolworth stores in the United States. It opened in 1888. The other stores sold dry goods, clothing, and household furnishings. Courtesy of the Eleutherian Mills Historical Library.



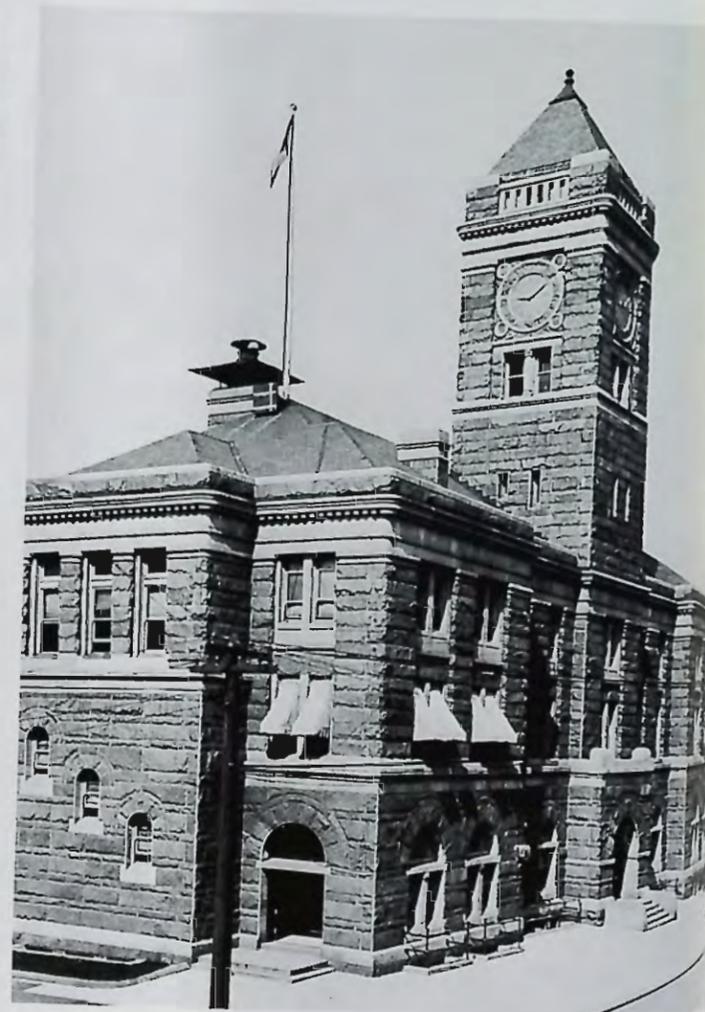
Eden Hall Lodge at 206 West Tenth Street was built in 1889. It was designed by a local architect in what was described as "Norman Gothic." The interior featured a massive, highly ornamented stairway, as well as large rooms for banquets and receptions. The Every Evening called Eden Hall "one of the most imposing structures in the city." Courtesy of the Historical Society of Delaware.



The young Democrats announced a visit by their presidential candidate of 1896, William Jennings Bryan, with a banner outside the Grand Opera House, where the "silver-tongued orator" from Nebraska was to speak. Courtesy of the State of Delaware, Division of Historical and Cultural Affairs.



Hucksters on Fourth Street between Market and King streets in the early 1890s. The buildings across the street contained a bakery, a saloon, a butcher shop, and a stove dealer. Courtesy of the Wilmington Institute Free Library.



This Romanesque federal building was constructed at Ninth and Shipley streets in 1887. It was demolished in the 1930s when the new post office opened on Rodney Square. Courtesy of the Historical Society of Delaware.



Grand Opera House programs from the 1870s and 1880s. The Tuesday Club and the Millard Club were both local amateur vocal societies. Courtesy of the Historical Society of Delaware.

Dry goods store of the sons of Rosa Topkis at 420 Market Street, circa 1910. Rosa and Jacob Topkis came to Wilmington from Odessa on the Black Sea. Rosa was a prominent founder and supporter of various Jewish organizations, including Adas Kodesh Congregation. Her sons expanded from their dry goods store into hosiery manufacture and the construction of movie houses. Courtesy of the Historical Society of Delaware.



William L. Dockstader built the Garrick Theater on Market Street below Ninth Street in 1903 as a vaudeville house. The Garrick was one of the first places in Wilmington to show motion pictures. Courtesy of the Historical Society of Delaware.

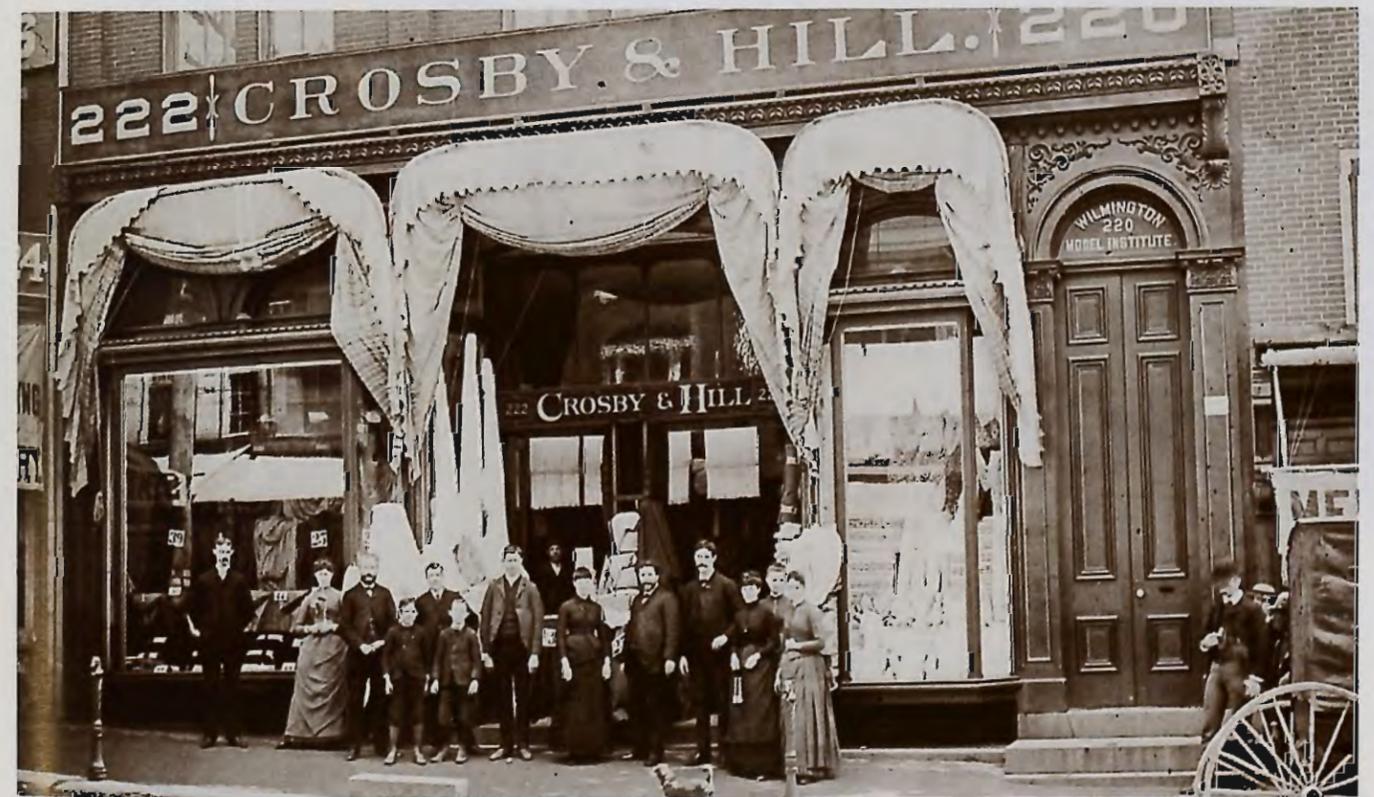
A crowd waits expectantly for the big parade in honor of Old Home Week, October 1912. "Welcome Home" banners decorated Lippincott's Department Store on Market Street below Fourth Street for the occasion. Courtesy of the Historical Society of Delaware.



The Hotel Wilmington at 819-821 Market Street, opposite the Grand Opera House, circa 1900. Courtesy of the Eleutherian Mills Historical Library.



The employees of Mullins men's clothing store posed with serious demeanor for the photographer at a staff banquet, September 22, 1917. Courtesy of the Eleutherian Mills Historical Library.



William K. Crosby and Joseph Hill were New England-born merchants who introduced large-scale dry goods merchandising to Wilmington. In the 1880s, when this photograph was taken, their store was located

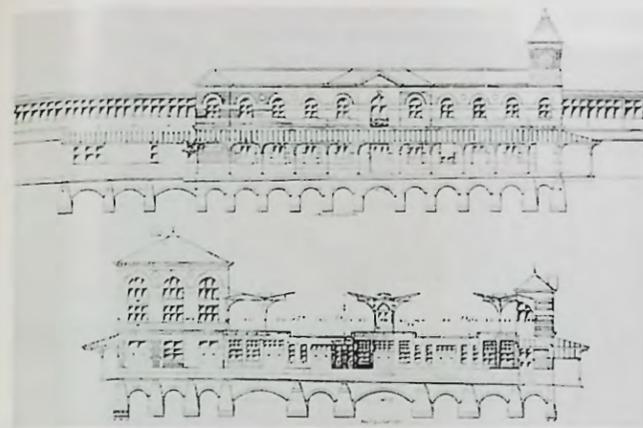
at 220 and 222 Market Street. In 1889 they moved to the 600 block of Market Street, where the store remained until it went out of business in the 1960s. Courtesy of the Eleutherian Mills Historical Library.



Megary's Furniture Store at Sixth and Tatnall streets opened in October 1897. The store advertised modestly, "Furniture, Carpets, Draperies, the largest assortment to select from to be found in any city, and prices much lower than anywhere on earth." Courtesy of the Historical Society of Delaware.

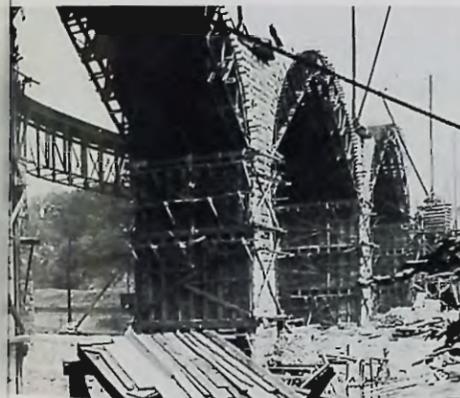


The Evening Journal occupied this building, constructed in 1883 at Fourth and Shipley streets to replace the colonial William Shipley House. Courtesy of the Eleutherian Mills Historical Library.



Furness, Evans and Company, Philadelphia's leading architects, designed Wilmington's Pennsylvania Railroad station in 1905. The Every Evening called the Roman-style plan "a marvel of neatness and beauty." The new station was part of the railroad's much larger plan for elevating its tracks through the city. Courtesy of the Eleutherian Mills Historical Library.

The Pennsylvania Railroad station opened January 28, 1907, and is still in service. Courtesy of the Eleutherian Mills Historical Library.



In 1909 the B & O constructed this massive, stone-arched bridge to replace the truss bridge, which had proven to be too fragile for the newer, more powerful locomotives. The truss bridge became an automobile bridge in 1922. Courtesy of the Eleutherian Mills Historical Library.

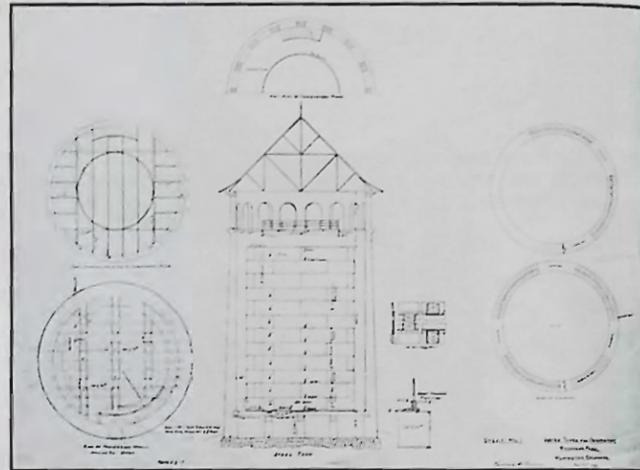
The Baltimore and Ohio Railroad built this steel truss bridge across the Brandywine in 1884 when the B & O was extending its service north of Baltimore. The smaller foot bridge below is known as the "swinging bridge" because it sways as people walk across it. Courtesy of the Eleutherian Mills Historical Library.



Two boys rest on a wall overlooking the Brandywine and the water department's steam-powered pump house, built in 1872 to lift water from the Brandywine to the city's reservoirs. An old flour mill can be seen at left. Courtesy of the Historical Society of Delaware.



A blueprint, dated 1899, for the Rockford Water Tower shows the metal tank inside the tower's stone walls. Courtesy of the Eleutherian Mills Historical Library.



Rockford Water Tower lends additional romantic beauty to Rockford Park in this scene photographed circa 1920. Courtesy of the Eleutherian Mills Historical Library.



View of the Highlands region of the city taken from Rockford Tower, circa 1900. The roofs of St. Ann's Roman Catholic Church and the Visitation Convent can be seen in middle distance. Courtesy of the Eleutherian Mills Historical Library.



Another aesthetically pleasing as well as utilitarian construction by the water department, Van Buren Street Bridge, was built in 1905 through Brandywine Park to carry water from the Porter Reservoir on the Concord Pike into the city. The mill race used by the city to divert water to the pumping station flows under the bridge, parallel to the Brandywine. Courtesy of the Eleutherian Mills Historical Library.



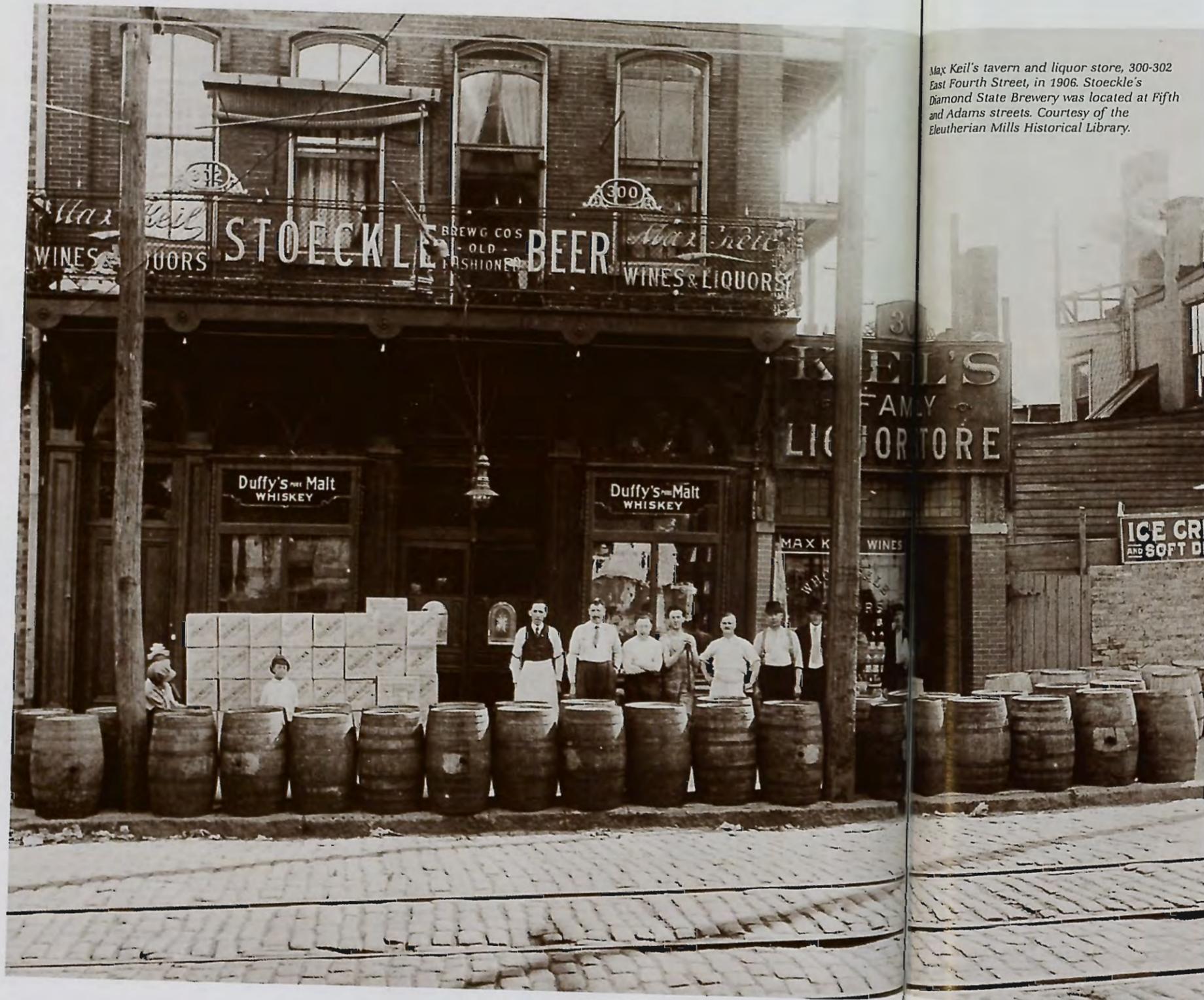
King Street Market, a Wilmington institution for farmers and hucksters since the nineteenth century. Photographs pages 141-143 circa 1900. Courtesy of the Eleutherian Mills Historical Library.



Courtesy of Roger Forbes Mayer; from the "Delaware Remembered" exhibit, Delaware Art Museum, 1979.



Courtesy of the Historical Society of Delaware.



Max Keil's tavern and liquor store, 300-302 East Fourth Street, in 1906. Stoeckle's Diamond State Brewery was located at Fifth and Adams streets. Courtesy of the Eleutherian Mills Historical Library.

Southwest corner of Seventh and King streets in 1900 and 1980.

Courtesy of the State of Delaware, Division of Historical and Cultural Affairs; from the "Delaware Remembered" exhibit, Delaware Art Museum, 1979.



Photograph by Carol E. Hoffecker.

Bar in the Hotel Stoeckle at Front and French streets, circa 1910. The glass-plate negative from which this print was made has been damaged. Courtesy of the Historical Society of Delaware.

"You can't beat our milk, but you can whip our cream" was an advertising claim long familiar to Wilmingtonians. Courtesy of the Historical Society of Delaware.

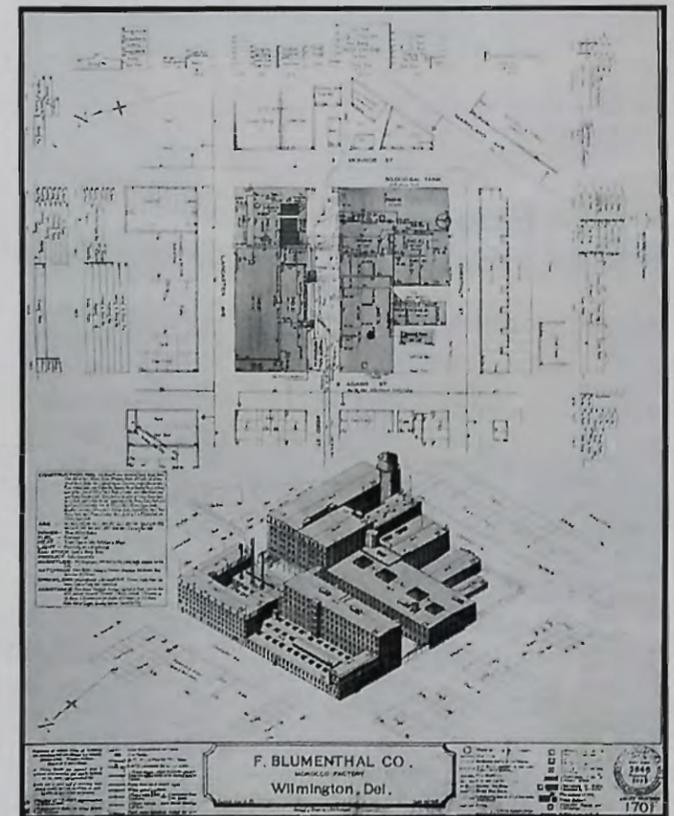


The Tyrolian Quartet Club of the Delaware Saengerbund were photographed with their two zither players on December 3, 1893. The man standing at the left (R. Kleitz) and the zither player seated at the right (H. Schnepf) were saloonkeepers on King Street. The seated man at left (G. Bauer) was a watchman at the P W & B Railroad. The other men standing are, right to left: G. Conrad, H. Zimmermann, and P. Ebner. Courtesy of the Historical Society of Delaware.

Blumenthal's was the second largest morocco tannery in the world when this insurance survey drawing was made in 1911. Located in the southwest section of the city, it employed many recent immigrants, especially Poles, and helped create a Polish neighborhood nearby. The building was razed in the 1960s to make way for the interstate highway through the city. Courtesy of the Eleutherian Mills Historical Library.



Home of the German athletic club, the Turnverein, built in 1895 at Eighth and French streets. Until World War I the Turnverein and Saengerbund held an annual Volksfest at Schuetzen Park, located at the intersection of Pennsylvania and Greenhill avenues. Courtesy of the Historical Society of Delaware.



Tannery workers at the Rhoads Leather Company, Eleventh Street and Bancroft Parkway, circa 1950. Courtesy of the Eleutherian Mills Historical Library.



St. Hedwig's Roman Catholic Church at Linden and Harrison streets is at the center of Wilmington's Polish community. When the cornerstone for the present church was laid in 1904, there were estimated to be 1,800 Polish families in the city. Courtesy of the Eleutherian Mills Historical Library.



Father John S. Gulcz and parochial school children at St. Hedwig's, circa 1910. Father Gulcz was born in Poland and brought to America by his parents at age three. After becoming a priest he first served on Ellis Island in New York Harbor, helping Polish immigrants. In 1896 he came to Wilmington, built the present St. Hedwig's Church, and remained its pastor until his death at ninety-six in 1962. He greatly assisted Wilmington's Poles in making the difficult adjustments to life in America. Courtesy of Ann Pavlikowski; from the "Delaware Remembered" exhibit, Delaware Art Museum, 1979.

Father J. F. Tucker founded St. Anthony's Roman Catholic Church in 1924. Born in Wilmington in 1889, Tucker was the first pupil registered at Salesianum School when it opened in 1903 and was the first American to enter the order of the Oblate Fathers of St. Francis de Sales. Following study in Italy, he served as a chaplain in the U. S. Army in World War I. Bishop J. Monaghan, in recognition of the young priest's linguistic and administrative abilities, selected him to found the parish for Wilmington's Italians. Father Tucker was an outspoken opponent of both the Ku Klux Klan and prohibition. Courtesy of Francis A. Panariello, Jr., from the "Delaware Remembered" exhibit, Delaware Art Museum, 1979.



In the early twentieth century the Wilmington School Board undertook a program for home instruction in the English language, designed to help recent immigrants. These Italian women have gathered for a class, circa 1915. Courtesy of Louise Giliberto; from the "Delaware Remembered" exhibit, Delaware Art Museum, 1979.



Wilmingtonian Emily Bissell (1861-1948) is best known for creating America's first Christmas seal in 1907 to fund her work on behalf of victims of tuberculosis. Courtesy of the State of Delaware, Division of Historical and Cultural Affairs; from the "Delaware Remembered" exhibit, Delaware Art Museum, 1979.

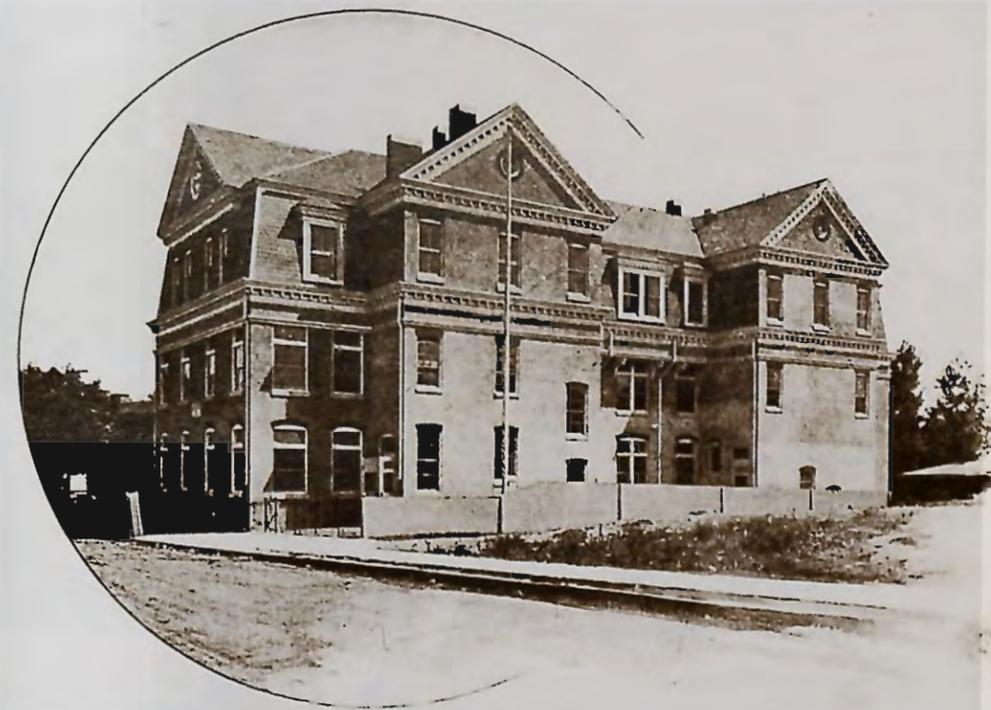



 1907
 AMERICA'S FIRST
 CHRISTMAS SEAL
 Designed and
 Dedicated to Humanity
 by
 MISS EMILY P. BISSELL
 Wilmington, Del.



Like the Germans, the Poles had a Turn Hall, located at 1009 Sycamore Street. Courtesy of the Historical Society of Delaware.

The Willard Hall School, Eighth and Adams streets, was built in 1885 to replace School Number 1 as the city's high school. It was razed in the 1960s to make way for the interstate highway. Courtesy of the Historical Society of Delaware.



Howard High School at Twelfth and Orange streets was the first public high school for blacks in Wilmington until desegregation in the 1950s. It graduated its first class in 1893. Courtesy of the Eleutherian Mills Historical Library.

Number 9 School at Eighth and Wollaston streets was built in 1895 to replace the Taylor and Jackson Academy Building. Courtesy of the Eleutherian Mills Historical Library.



The Washington School, Number 24, at Washington Street Bridge, overlooked Brandywine Park like a castle. When the school was completed in 1894, the school board justified the expense of the fancy turrets by pleading, "Is it not right that the public buildings of the city should compare favorably with the private residences? Is it not wise in the erection of public buildings to have some regard to the beauty of the city?" Courtesy of the Eleutherian Mills Historical Library.



Alexis I. du Pont School sat all alone on the Kennett Pike when it was built in 1894. The public school, like so much else in the Henry Clay neighborhood, was assisted by the du Pont family. Courtesy of the Eleutherian Mills Historical Library.



View from the Equitable Building in the early 1890s looking northward toward the farm lands that then lay beyond the Brandywine. The tall structure to the right is the Friendship Fire House with its watchtower cupola. The large building in the lower left is Pyle's Bicycle Academy, a foundry converted to a bicycle ring and gymnasium in 1880. Courtesy of the Historical Society of Delaware.

Tenth and Orange streets early in the twentieth century had an undistinguished look at best. Pyle's Bicycle Academy is to the left. Ginder's cigar store, a hangout for the city's lawyers, stood next to Pinckett Court, a narrow thoroughfare that was blotted out when the Du Pont Building covered this entire block. Courtesy of the Eleutherian Mills Historical Library.



The I. X. L. laundry, Sixth and Orange streets, circa 1910. Courtesy of the Historical Society of Delaware.



Winkler's German Restaurant at Tenth and Shipley streets, circa 1910. Courtesy of the Historical Society of Delaware.



Senator Thomas F. Bayard (1828-1898), Delaware's leading statesman in the late nineteenth century, served as secretary of state in the Cleveland administration. Bayard, the son and grandson of senators, was also the father of a senator. Courtesy of T. Bayard, from the "Delaware Remembered" exhibit, Delaware Art Museum, 1979.



A common sight in turn-of-the-century Wilmington, a firemen's parade on East Eleventh Street. Those were the days when "visiting firemen" really did visit. Courtesy of C. Emerson Wilson, from the "Delaware Remembered" exhibit, Delaware Art Museum, 1979.



Looking east on Fourth Street from Broom Street, circa 1915. The tower of St. Paul's Roman Catholic Church at Fourth and Jackson streets rises above the brick street. Courtesy of the Eleutherian Mills Historical Library.



The Bayard House stood overlooking the city from the block bordered by Clayton, Broom, Maple, and Linden streets, near the present location of the Wilmington General Hospital and Bayard Junior High. Courtesy of the Historical Society of Delaware.

An area that has changed little, Happy Valley at Brandywine Park and Van Buren Street is shown circa 1910. Courtesy of the Eleutherian Mills Historical Library.

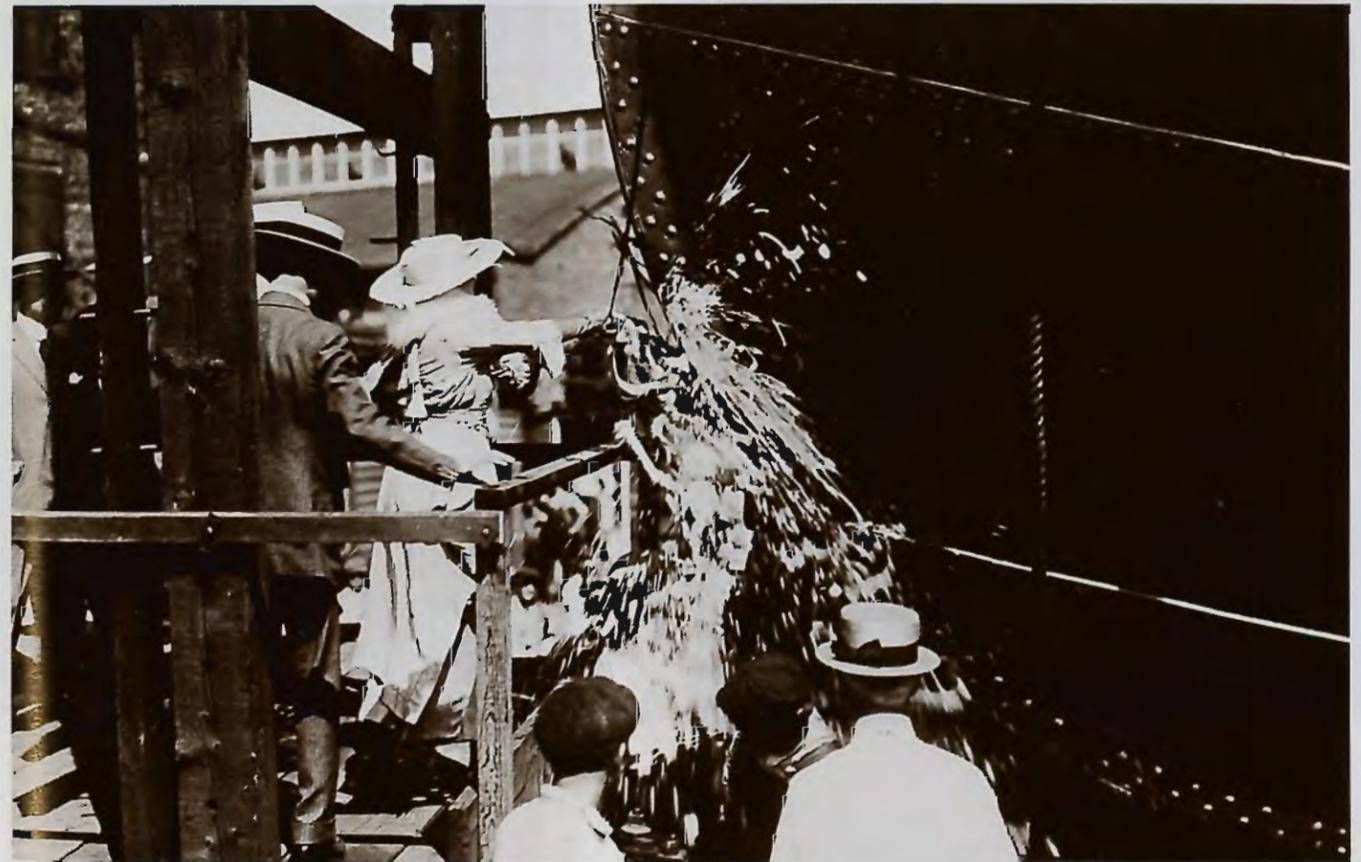
R. S. B. BUTLER & SON
WILMINGTON, DE.
Hand Colored

The large residences that cluster around Rockford Park became more numerous during World War I with the dramatic growth of the Du Pont Company, which was supplying munitions to the allies. When the heavily decorated styles of the late nineteenth century went out of fashion, Americans revived the colonial style for domestic architecture. Courtesy of the Eleutherian Mills Historical Library.

The Christina Riverfront continued to be important to Wilmington's economy even after the city gained its reputation as a headquarters for the chemical industry. The Harlan plant of Bethlehem Steel, successor to the Harlan and Hollingsworth Company, is in the foreground of this aerial view taken in 1931. Courtesy of the Eleutherian Mills Historical Library.



GET READY, GET SET, GO. Christening the tug Fletcher at the Pusey and Jones Ship Yard in 1916. Boat christenings were once familiar sights in Wilmington. Courtesy of the Eleutherian Mills Historical Library.





The Kennett Pike in the vicinity of Greenhill Presbyterian Church was already the gateway to the "Chateau Country" estates of the du Ponts when this photograph was taken in the early twentieth century. Courtesy of the Eleutherian Mills Historical Library.

St. Amour on the Kennett Pike at Rising Sun Lane was built by Lammot du Pont not long before his death in an explosion in 1884. His widow, Mary Belin du Pont, continued to live there with her large family, including three future presidents of the Du Pont Company: Pierre S., Irénée, and Lammot, Jr. Lammot, the youngest son, inherited the house and lived there until his death in 1952. The house has since been razed to provide a playing field for Tower Hill School. Courtesy of the Eleutherian Mills Historical Library.

The Pennsylvania Railroad built these shops at Todd's Cut in north Wilmington during the first decade of the twentieth century to maintain locomotives and cars in the railroad's Maryland Division. The shops, now used by Amtrak, are the city's major link with its early days as a car-building center and remain an important local employer. Courtesy of the Eleutherian Mills Historical Library.



Rodney Square and the Du Pont Company complex shown from the air, circa 1950. Notice the incursion of parking lots close to the office buildings. Courtesy of the Eleutherian Mills Historical Library.



THE CHEMICAL CAPITAL 6

In 1902 the management of the Du Pont powder company changed in a way that was destined to remake Wilmington. Ownership in the company fell to a generation of capable and ambitious young men, cousins to one another: Pierre S., Alfred I., and T. Coleman du Pont. They moved quickly to absorb competing powder companies, with the object of creating a monopoly in the field. This accomplished, they consolidated the powder business, making it far more cost efficient and better organized than it had been in the past. One result of consolidation was the need for more office space. After briefly considering relocating in New York or in Philadelphia, the cousins decided to keep their business in Wilmington.

In 1906 the du Ponts built a twelve-story office building at the highest point in the city, Tenth and Market streets. The Du Pont Building was far larger than any previous structure in the city. Its offices provided jobs for more than 1,000 white-collar employees. Six years later the company expanded the building to include a first-class hotel complete with an ornate ballroom, a restaurant, and a theater worthy of Broadway.

In 1914 T. Coleman du Pont decided to quit the company in favor of other business ventures. He sold his stock to a syndicate called Christiana Securities, which was formed by Pierre and his immediate family. Incensed by what he regarded as a conspiracy by his cousins, Alfred I. du Pont brought suit. The case, ultimately argued before the U.S. Supreme Court, was settled in Pierre's favor, but it caused a serious rift within the du Pont family. Both factions included individuals who had political ambitions, and both bought newspapers to denounce one another and to support their own political interests. Both groups had their own banks: Pierre's Wilmington Trust and Alfred's Delaware Trust, which erected an office building at Ninth and Market to rival the Du Pont Building.

While these intrafamily battles were in progress, the Du Pont Company expanded and became more profitable. Its growth continued even after the federal courts found the company in violation of the anti-trust act and dissolved the monopoly by creating two rival powder companies, both also located in Wilmington—Hercules and Atlas. The Du Pont Company's profits took a great step forward following the outbreak of World War I. The company, which had been capitalized at \$12 million as recently as 1902, made \$82 million in profits during a single year in the war. Under Pierre's prudent management, the company used part of these huge sums to diversify its product lines, first into



T. Coleman du Pont (1863-1930), who promised "to build a monument one hundred miles high, and lay it down on the ground," was the creator of the du Pont Highway, which runs the length of Delaware. Coleman du Pont had wide-ranging interests, including engineering, automobiles, and politics. He remade the Delaware GOP, remade the state's highways, served as president of the Du Pont Company, and built the Equitable Building in lower Manhattan. Courtesy of the Eleutherian Mills Historical Library.

fields that were chemically related to explosives, then, following the war, into a broad array of products, including paints, cellophane, and rayon.

As its production expanded and diversified, the Du Pont Company added new wings to its office building, hired many more management employees, and recruited scientists and engineers to develop new products and to plan the factories to manufacture them. Chemist Wallace H. Carothers' discovery of nylon in 1935, the most spectacular pay-off of the company's development research strategy, justified yet more expansion in the company's research capabilities following World War II. The result was a mammoth complex of buildings, called the Experimental Station. Located close by the original Du Pont powder mills, the station employed hundreds of scientists to maintain the company's leadership in the rapidly changing field of industrial chemistry.

Hercules and Atlas, Du Pont's rival neighbors, followed similar patterns of growth, although on a somewhat smaller scale. During the 1920s Hercules bought farm land along the Kennett Pike near Wilmington for their experimental station and employees' country club. Atlas built a similar suburban facility on the Concord Pike after World War II. In 1971 Imperial Chemical Industries, a British company, acquired Atlas and pumped new money into the firm's Wilmington offices and laboratories.

All of these happenings had a profound influence on Wilmington, transforming it from a blue-collar industrial city into the predominantly white-collar "chemical capital of the world." Since World War I the chemical companies have imported highly trained managers, scientists, and technical personnel from all over the United States. These well-paid workers changed Wilmington in many ways. Most particularly, their presence influenced the housing market toward rapid suburbanization.

The chemical industry was not the only newcomer to Wilmington's economy. Following World War I the city's old industries began a decline that was to prove fatal. The tanneries shut down one by one, leaving the rotting hulks of their buildings behind. The shipyards closed with only a brief revival during World War II. The construction of trolleys and railroad cars ceased as the automobile took over the transportation market. Fortunately for Wilmington's reputation as



In 1901 when Coleman du Pont came to Wilmington from the Midwest, he moved into this house at 808 Broom Street, since demolished. Courtesy of the Eleutherian Mills Historical Library.

a transportation manufacturing city, General Motors and Chrysler both opened plants nearby. A GM automobile assembly plant was built after the Second World War just southwest of the city. A few years later, during the Korean War, Chrysler opened a plant at Newark, Delaware, for the manufacture of tanks. Following the war it was converted to automobile assembly. In addition to the automobile plants, the development of the Marine Terminal on the Christina during the 1920s, two Du Pont pigment plants, and the Pennsylvania Railroad maintenance shops have kept Wilmington's economy diverse.

Ironically, in the midst of this general prosperity, parts of the city of Wilmington were suffering from neglect and decay. Similar conditions affected other old industrial cities in the northeast corridor, but few of them could boast such wealth beside their slums. Poverty was not new to Wilmington. Because of its location on the main railroad line from New York to Washington, the city had a long acquaintance with drifters, some in search of work, others seeking hand-outs. As the chief city of a former slave state, Wilmington's population had always included a relatively high percentage of blacks for a northern city. Blacks were subject to all the major abuses of segregation that could be found in the South. Until the United States Supreme Court declared segregated schools unconstitutional in 1954, the city schools were segregated, as were restaurants, movie houses, and other public places. Economic opportunities for blacks were virtually restricted to the lowest level of labor.

World War II brought an industrial revival to the Delaware River Valley. Blacks and whites alike flocked to the region to take jobs in defense industries. So great was the population expansion that the Federal Housing Authority built the city's first permanent low-income housing to accommodate the newcomers. Most of the wartime housing was for whites only, however, and blacks were forced to find lodging in the already overcrowded east side and south sections of the city, the only areas where landlords would rent to blacks. The upshot was both an increase in the segregation of housing and a decline in its quality.

Following the war, local housing reformers initiated a campaign to bring urban renewal to Wilmington's east side under the terms of the Federal Housing Act of 1949. After many delays, demolition began in the mid-1950s on a twenty-

In 1902 Coleman du Pont became president of the Du Pont Company and helped to turn the company into an efficiently managed giant in the powder business. One step toward this goal was the construction of a modern office building in downtown Wilmington. The company acquired land at Tenth and Market streets in 1904 and began demolishing the structures there. By 1907 workers began moving into the twelve-story structure. In 1912 the company added a second wing, which included the Hotel Du Pont and the Playhouse.



Steamshovel and horse wagon at work on the first section of the Du Pont Building, July 31, 1911. Courtesy of the Eleutherian Mills Historical Library.

two-acre plot centering on Poplar Street. The area remained a wasteland for nearly a decade. Promoters of renewal recognized that they must expand the renewal area westward to include the old shopping section along King Street in order to attract redevelopment. Consequently, it, too, fell to the wrecker's ball during the 1960s. Renewal of the King Street area was not to be for houses, however, but was to mix commercial and office buildings. During the 1970s a multibuilding complex, the Civic Center, which included federal, state, and local government offices, was constructed between King and Walnut streets.

Center city, meanwhile, underwent privately financed revitalization. The Du Pont Company outgrew its original office building and built another, the Nemours Building, in the 1930s. In the 1960s the company added yet a third, the Brandywine Building. All of the city's major banks built office skyscrapers within a few blocks of one another during the 1950s and 1960s. This construction could not, however, prevent the precipitous slide of the city's retail section. As downtown movie theaters closed and oldtime stores moved to suburban malls, Market Street below Ninth Street acquired a bedraggled look.

Several mayors, beginning with John E. Babiarz and Hal Haskell in the 1960s, used various means to try to save the downtown. More parking garages were built, and traffic engineers made the streets go first one way and then the other. The mayors fought for and got the civic center, but they were unable to bring a suburban-style mall to downtown Wilmington. Recognizing that the indoor mall was a battle that could not be won, Mayor Thomas Maloney chose the next best thing in 1975, when Market Street was converted to an outdoor mall. This project was coordinated with the restoration of the Grand Opera House and the creation of Willingtown Square, an enclave of historic houses that were moved from renewal areas to a location opposite the old Town Hall below Sixth Street. With the completion of the mall, Market Street took on a festive air, but the effect of the project on downtown businesses has been less than dramatic.

One of the most controversial projects in Wilmington since the Second World War was the construction of Interstate 95 through the city's west side during the 1960s. Plans for the highway went back to the late 1950s, when the state highway department selected the Adams-Jackson Street corridor as the route for the superhighway through the city. Proponents of the highway claimed that placement close to the downtown office complex and shopping area would enable it to serve as a route for suburban workers to get into and out of the city.



Market Street just above Tenth Street in the 1890s. Courtesy of the Eleutherian Mills Historical Library.

Opponents replied that the west-side route would destroy a viable residential neighborhood without necessarily helping the downtown. In spite of litigation, the highway was finally built and proved both sides to be partially right. I-95 did make it easier for suburban commuters to get into Wilmington to work, but it failed to entice many shoppers into the city. Nor was the highway well-planned with regard to the east side urban renewal projects. And, of course, the highway did destroy a neighborhood and probably added, during the 1960s, to the rapid social change in the near west side, where rioting broke out following the death of the Reverend Martin Luther King, Jr., in April 1968. Since that time the west side has made a slow recovery through the technique of spot renewal, which has proven a sophisticated response to the needs of an area that has much salvageable housing.

A modern map of northern New Castle County reveals the land-use patterns of Wilmington and its environs in the last quarter of the twentieth century. The city appears as a densely populated section, but only a portion of the whole. To the north and to the west are a maze of suburban developments. Those in the north are contained between the Concord Pike and the Delaware River, while the western suburbs cluster around the Kirkwood Highway, which leads from Wilmington to Newark, site of the University of Delaware. Between the two is "Chateau Country," the sparsely populated, rolling country inhabited by many members of the du Pont family, high executives in the chemical industry, and other persons of wealth. The fourth zone of suburban Wilmington lies along the flat corridor of the city toward New Castle.

Although tradition persists in treating the city as a special enclave, it is clearly only one component in a "greater Wilmington," which includes all of these areas. In recognition of this development, for more than a decade the city government has increasingly joined forces with county government in areas such as parks and recreation, water supply, and library service. Following a bitterly contested federal suit, the public school systems of the city and the county were integrated in 1978 through the use of court-ordered busing. The growing cost of government and the rising expectations of citizens for ever more public service point toward the interweaving of city and county functions. Depending upon one's point of view, the outcome will be either that Wilmington will disappear into the county or that the county will recognize that it is really an extension of the city that transformed it from farmlands to suburbs.

Demolition underway December 18, 1905.
Courtesy of the Eleutherian Mills Historical
Library.



The steel skeleton of the first section of the
Du Pont Building, seen from Tenth Street.
Courtesy of the Eleutherian Mills Historical
Library.

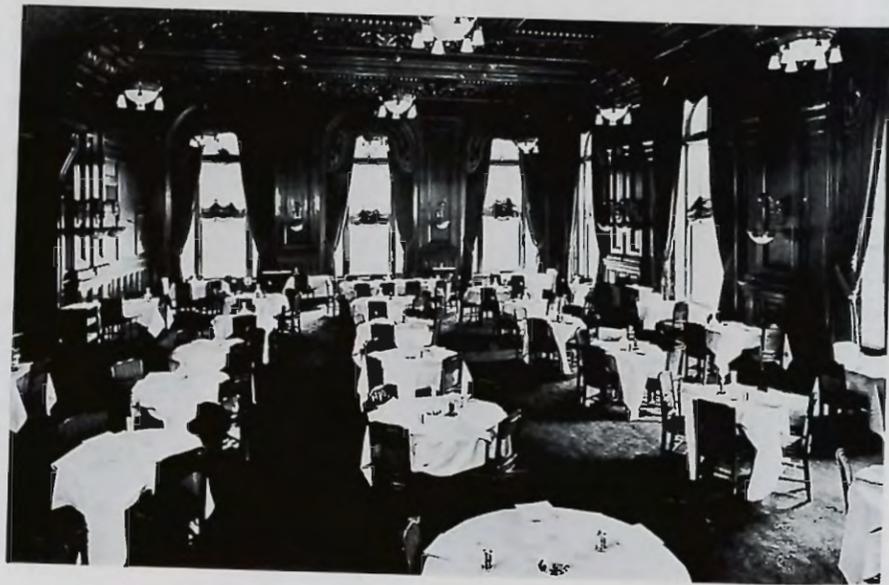
The Du Pont Building during World War I.
Courtesy of the Eleutherian Mills Historical
Library.



Interior views of the Hotel Du Pont, advertised as "Wilmington's Million Dollar Hotel."
Courtesy of the Eleutherian Mills Historical Library.



The Lobby.



The Green Room.



A typical bedroom.



The Gold Ballroom.

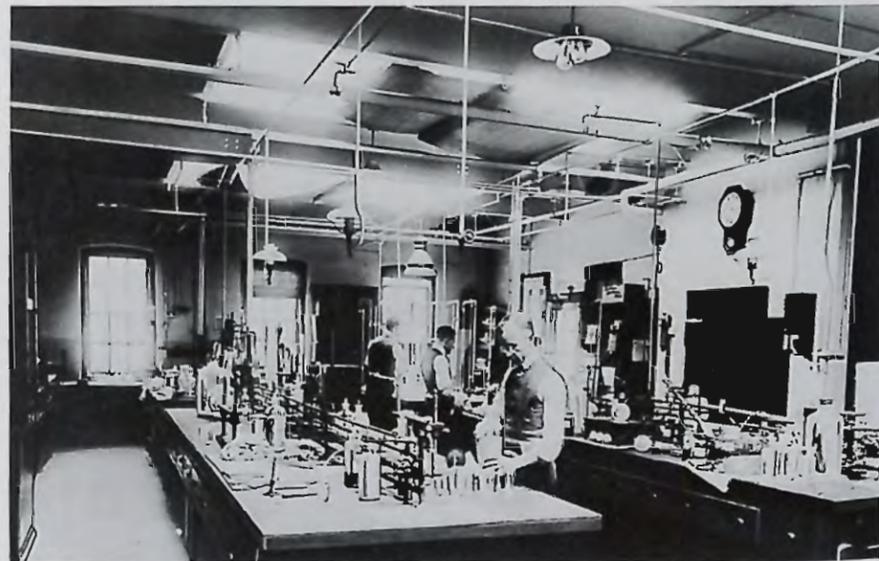


The early days of radio in Wilmington, the wireless station in the Du Pont Building in 1909. Courtesy of the Eleutherian Mills Historical Library.



The staff of the Du Pont Experimental Station in 1915. Courtesy of the Eleutherian Mills Historical Library.

Pointing toward Wilmington's future: Interior of a Du Pont Experimental Station laboratory in 1925. Courtesy of the Eleutherian Mills Historical Library.



Demolition of the New Castle County Courthouse in 1920 was the first step toward the creation of Rodney Square. Courtesy of the Eleutherian Mills Historical Library.

Rodney Square in the mid-1920s. The three old mansions visible are, left to right: Draper House, Merrick House (Wilmington Club), and Winchester-McComb House. Courtesy of the State of Delaware, Division of Historical and Cultural Affairs.



John J. Raskob and Alfred E. Smith. Raskob, who began his rise to financial power as Pierre S. du Pont's secretary, was chairman of the Democratic National Committee when Smith ran for president in 1928. As treasurer of the Du Pont Company in the World War I years, Raskob took the lead in the creation of Rodney Square. Raskob is also credited with convincing other Du Pont Company executives of the advantages in buying control of a failing motor company called General Motors. Courtesy of the Eleutherian Mills Historical Library.



Henry S. McComb, who built this house on Eleventh Street between King and Market streets, was a mid-nineteenth-century tanner and railroad entrepreneur. Courtesy of the Eleutherian Mills Historical Library.



View from Tenth Street toward Market and King streets in 1912 shows the contrast between the Wilmington of the nineteenth century and the Wilmington being born. Courtesy of the Eleutherian Mills Historical Library.



Site of the McComb mansion in April 1934. Courtesy of the Eleutherian Mills Historical Library.



The McComb mansion was razed in the spring of 1934 to make way for the new federal building. Courtesy of the Eleutherian Mills Historical Library.



Wilmington circa 1930 showing the confluence of the Brandywine, the Christina and the Delaware rivers. The DuPont Building dominates the center of the city. Brandywine Park is in the foreground and the Marine Terminal can be seen where the Christina flows into the Delaware River. Courtesy Eleutherian Mills Historical Library



The interior of the Wilmington Institute Free Library illustrated several ancient architectural forms and included a copy of the Parthenon frieze. The building was remodeled in 1970. Courtesy of the Eleutherian Mills Historical Library.



Ursuline Academy for Girls at Pennsylvania Avenue and Franklin Street was one of the Catholic institutions to benefit from J. J. Raskob's generosity. Courtesy of the Eleutherian Mills Historical Library.



The Wilmington Institute Free Library building was an integral part of the design for Rodney Square. Built in 1922-23, largely with funds supplied by Pierre S. du Pont, the building replaced the First Presbyterian Church, which was moved to Brandywine Park. Courtesy of the Eleutherian Mills Historical Library.



Pierre Samuel du Pont was the benefactor of the Wilmington Library and of public education in Delaware. He is shown here in 1953 when Vincent Auriol, President of France, presented him with the Legion of Honor while Pierre's brother, Irénée, and sister Margareta du Pont Carpenter proudly stand by. Courtesy of the Eleutherian Mills Historical Library.



Pierre S. du Pont High School in north Wilmington, as seen from the air, when it was completed in 1935. The state named its largest high school to honor the man who had spent millions of dollars and devoted much time to improving education throughout the state. Courtesy of the Eleutherian Mills Historical Library.



Women taping containers for artillery powder at the Du Pont yards during World War I. During the war the company's profits skyrocketed and its workforce grew dramatically, thus laying the foundation for Du Pont's post-war expansion into other chemically based products like cellophane, paints, and rayon. Courtesy of the Eleutherian Mills Historical Library.

Armistice parade passing the Du Pont Building November 1918, as photographed from a window of the Old County Courthouse by Frank R. Zebley. Courtesy of the Eleutherian Mills Historical Library.



Washington Street Bridge was built in 1922 as a memorial to Delaware's war dead in the First World War. The Washington School and the Delaware Hospital are in the background. Courtesy of the Eleutherian Mills Historical Library.



Mrs. Frank Tallman, leader of Republican Party women in Delaware, marched in the bridge dedication parade wearing a model of the bridge on her head. Courtesy of Geneva Rumford, from the "Delaware Remembered" exhibit, Delaware Art Museum, 1979.

A circus parade on Washington Street at Twenty-sixth Street, circa 1928, en route to the circus grounds on Thirtieth Street. Courtesy of the Eleutherian Mills Historical Library.



The Artisans Savings Bank was organized in 1861 by a group of Quaker businessmen to encourage workers to save. In 1930 the bank moved to this Art Deco building at 505 Market Street. The building now houses the library of the Historical Society of Delaware. Courtesy of the Eleutherian Mills Historical Library.

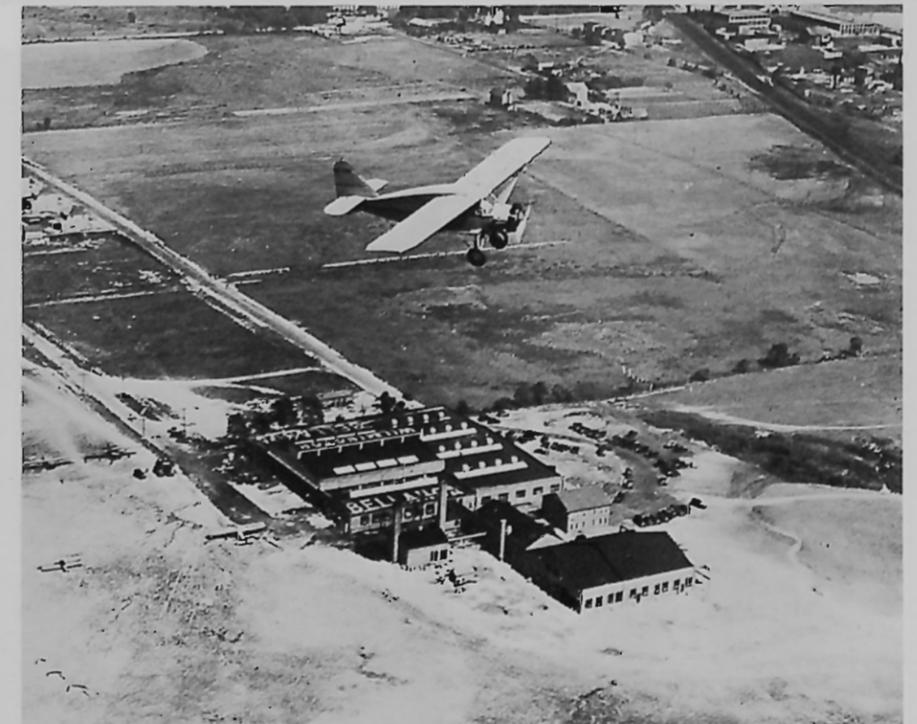


The first all-electric house in Wilmington, at 1802 Woodlawn Avenue, opened for inspection in 1924. Courtesy of the Eleutherian Mills Historical Library.



In 1928 Sicilian-born airplane designer Giuseppe Bellanca established an airplane factory near New Castle, Delaware. Here Bellanca, in the straw hat, poses with co-workers, including test pilot Shirley J. Short. Courtesy of the Eleutherian Mills Historical Library.

The Bellanca factory and airport, circa 1930. Courtesy of the Eleutherian Mills Historical Library.



The YMCA building at Eleventh and Washington streets was built in 1928 on the former site of the Job Jackson mansion. Courtesy of the Eleutherian Mills Historical Library.

Henry Belin du Pont (left), Wilmington's most enthusiastic airplane pilot, greets Charles A. Lindbergh at du Pont's air field in 1927 during Lindbergh's national tour. Fifty thousand Wilmingtonians lined the streets to catch a glimpse of "Lucky Lindy" as his motorcade took him to Baynard Stadium, where another crowd heard him discuss the future of aviation. Courtesy of the Eleutherian Mills Historical Library.





The Wilmington Marine Terminal photographed in 1928. The marine terminal, built in 1921-23 by the city on the Christina River at its confluence with the Delaware River, gave Wilmington a deepwater port capable of handling three ships simultaneously. The port has since grown and is a major contributor to the city's economy. Lumber, meat, bananas, and foreign-made automobiles are its chief imports. Courtesy of the Eleutherian Mills Historical Library.



The Wilmington Fair Grounds at Elsmere hosted the Delaware State Fair in 1925. Courtesy of the Eleutherian Mills Historical Library.



Looking north on Market Street toward Tenth Street, circa 1920. The street was already becoming a parking lot. Courtesy of the Eleutherian Mills Historical Library.

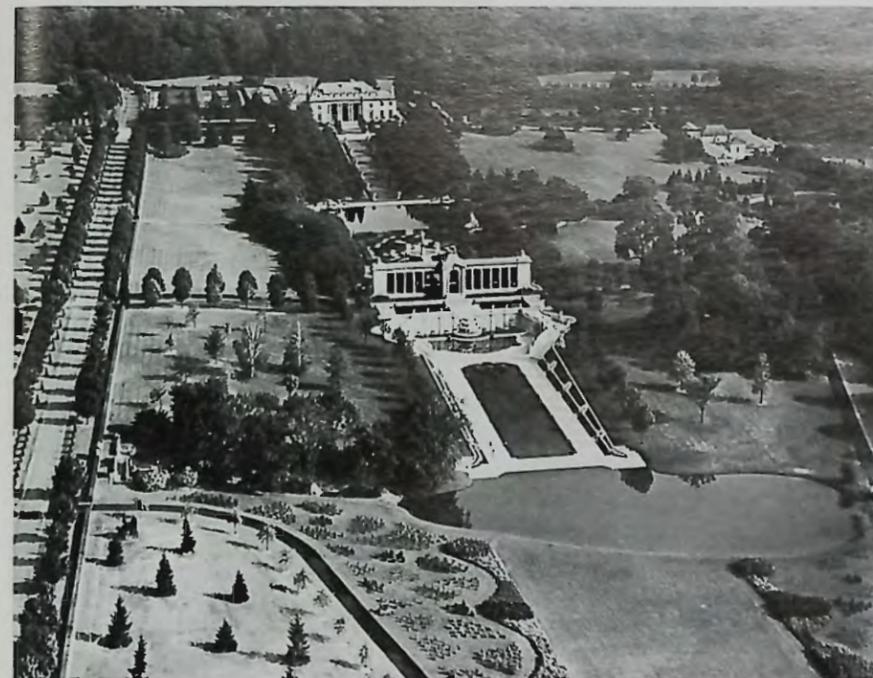
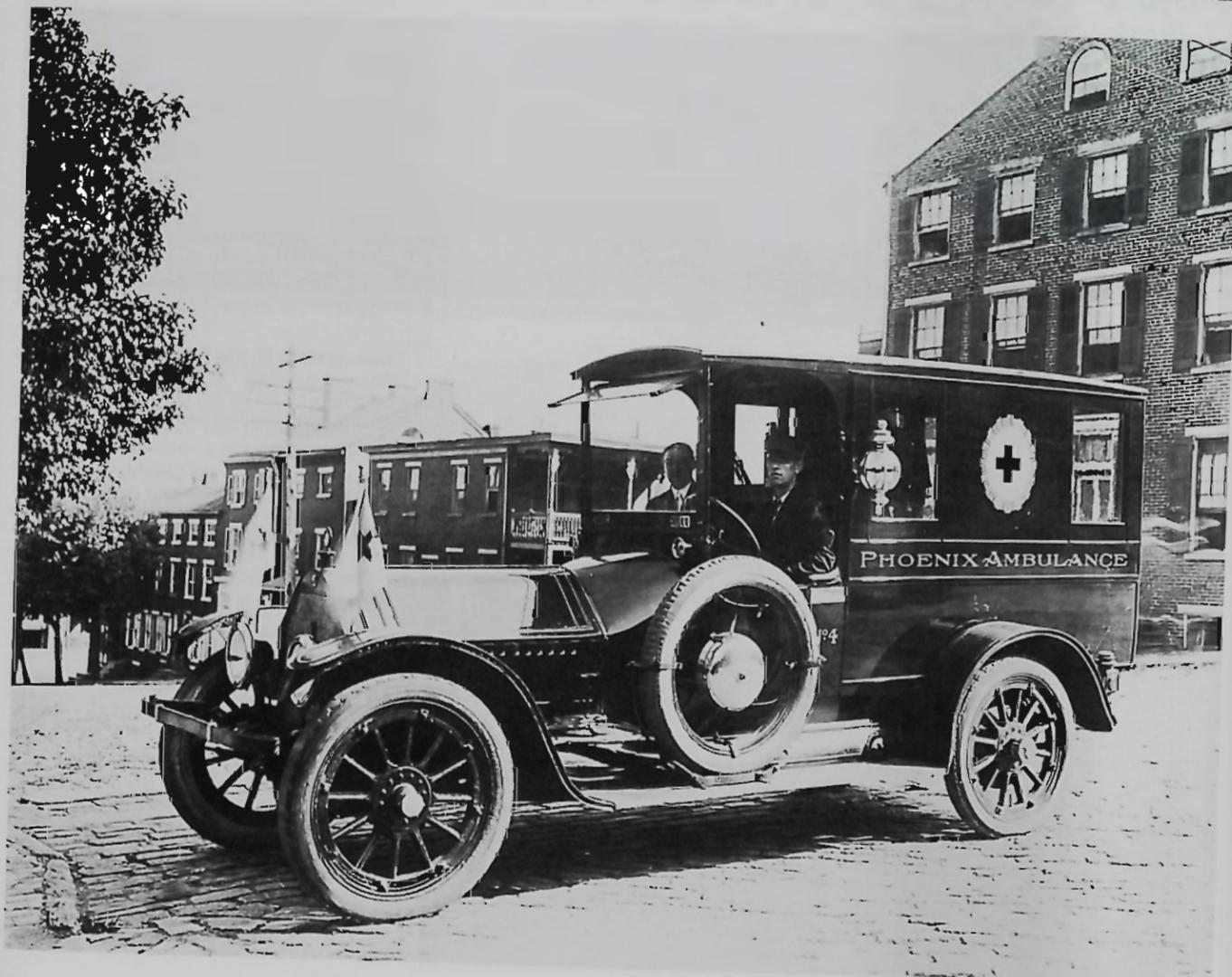


In the early stages of the automobile age, auto products were sold in general stores such as this one at 1300 French Street. Courtesy of the Historical Society of Delaware.

Automobiles brought accidents which in turn spawned safety efforts such as this one in 1924. Courtesy of the Eleutherian Mills Historical Library.



The Phoenix Fire Company's Ambulance poses at Twelfth and King streets in 1915. Courtesy of the Historical Society of Delaware.



The growth of the Du Pont Company in the early twentieth century turned well-to-do men and women in the du Pont family into fabulously wealthy millionaires. One result was Nemours, the spectacular residence built by Alfred I. du Pont on Rockland Road. The grounds now contain a hospital for crippled children as well as the house and gardens, which are open to the public. Courtesy of the Eleutherian Mills Historical Library.

The interior of another du Pont house, the music room at Granogue, residence of Irene du Pont. Courtesy of the Eleutherian Mills Historical Library.



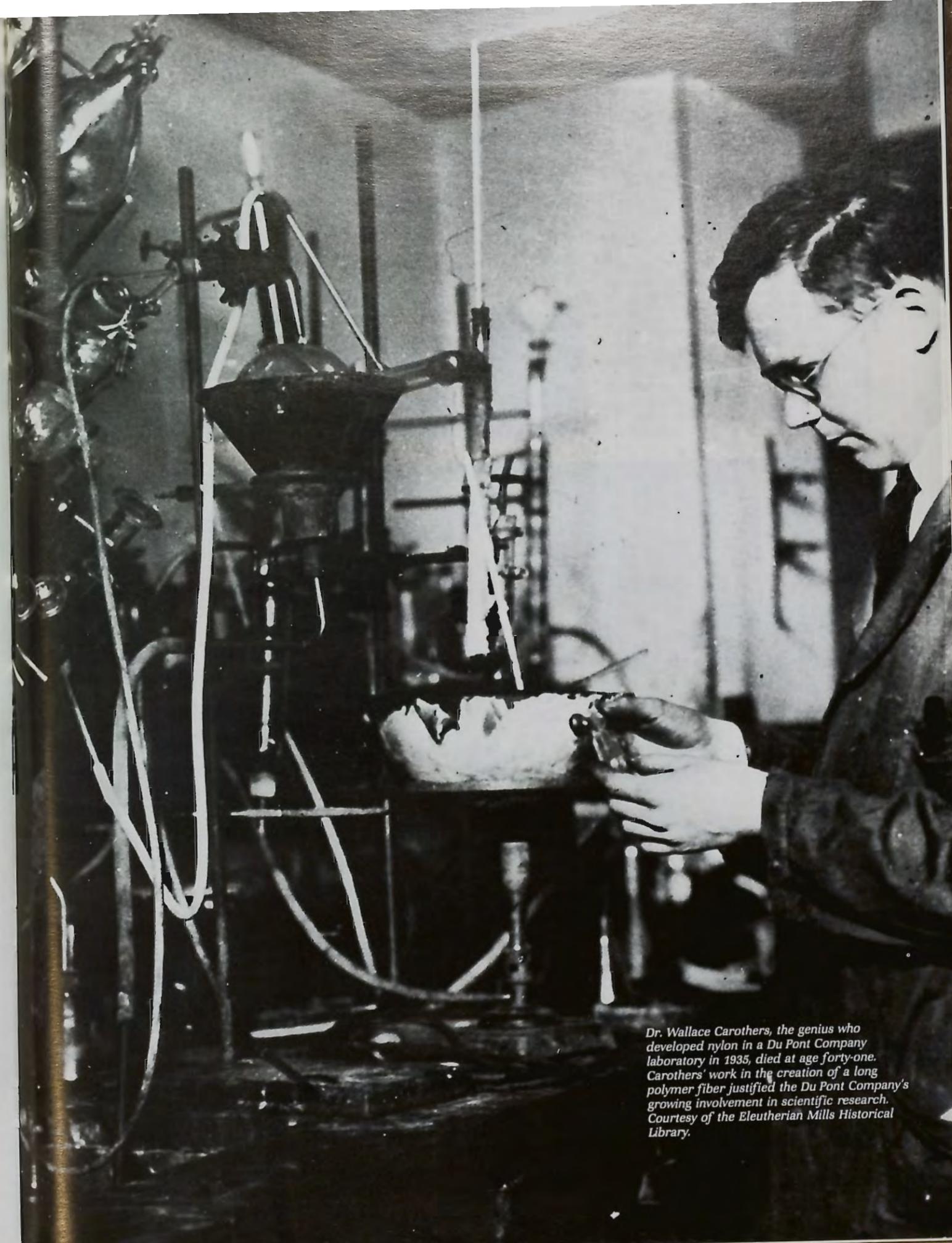
Oberod, the home of Mrs. Harry Lunger, daughter of Philip du Pont, demonstrates how the region surrounding the Kennett Pike got the name "Chateau Country." In 1979 Mrs. Lunger gave this property to the Episcopal diocese of Delaware. Courtesy of the Eleutherian Mills Historical Library.



The old Wilmington Country Club at Greenhill Avenue and the Kennett Pike was founded in 1901 by the most socially prominent families of the city. Courtesy of the Eleutherian Mills Historical Library.



Westover Hills, derisively called "leftover bills" by less affluent Wilmingtonians during the Great Depression, became the city's most prestigious subdivision in the late 1920s. The Alexis I. du Pont school can be seen on Kennett Pike at the top of this picture, taken in June 1930. Courtesy of the Eleutherian Mills Historical Library.

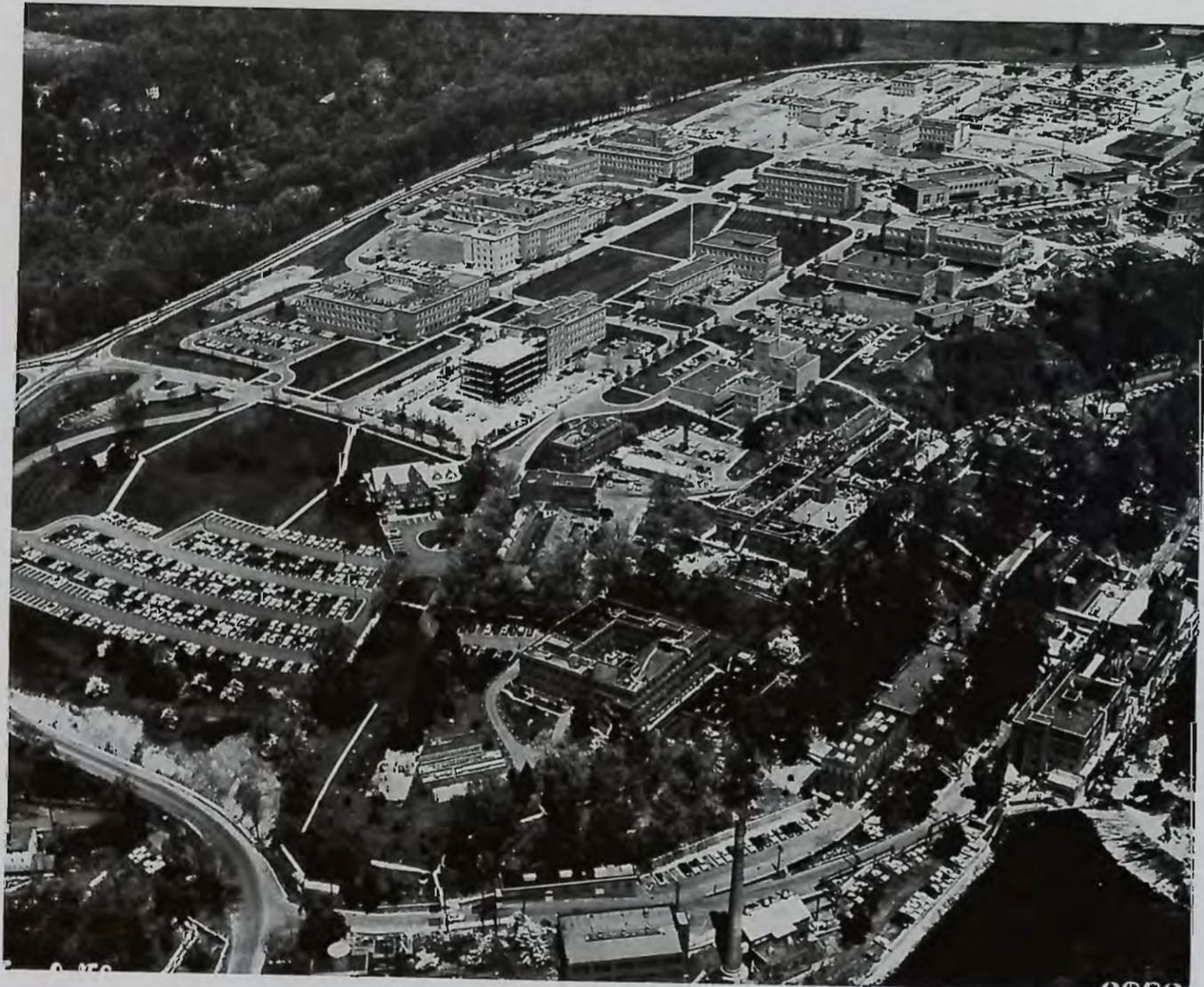


Dr. Wallace Carothers, the genius who developed nylon in a Du Pont Company laboratory in 1935, died at age forty-one. Carothers' work in the creation of a long polymer fiber justified the Du Pont Company's growing involvement in scientific research. Courtesy of the Eleutherian Mills Historical Library.

The Directors' Room in the Du Pont Building as photographed in 1934 features a huge table in the shape of the company's oval and portraits of past presidents. Courtesy of the Eleutherian Mills Historical Library.



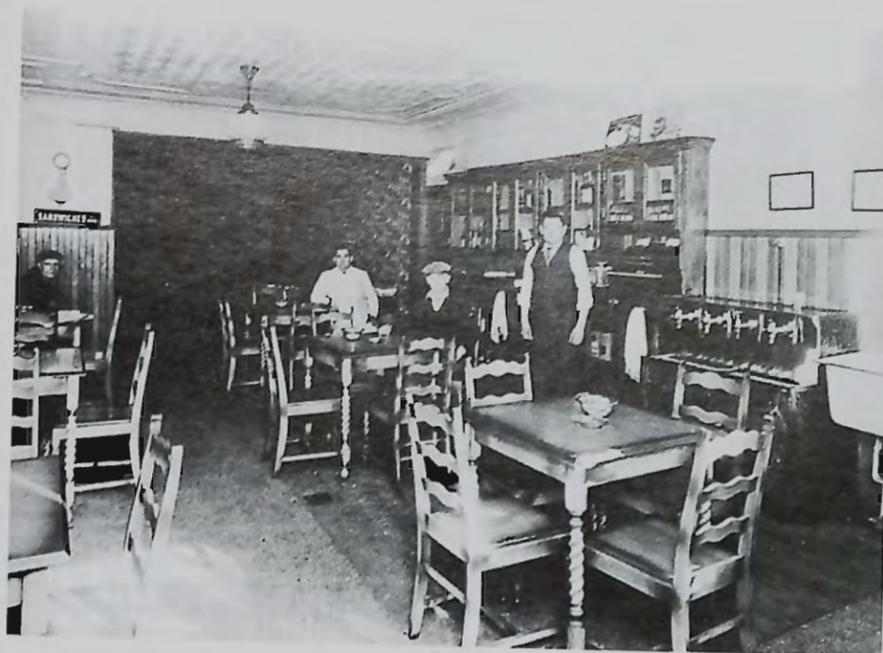
The Du Pont Experimental Station was greatly expanded after World War II, reaching the massive proportions shown in this photograph in 1956. The Brandywine can be seen at the bottom right. Courtesy of the Eleutherian Mills Historical Library.



Looking up Orange Street toward the Nemours Building in 1937. Soon after this photograph was taken the buildings in the foreground were razed to provide parking for office workers. Courtesy of the Eleutherian Mills Historical Library.

A view of downtown Wilmington in 1936 when the Nemours Building was under construction. Notice that the old Federal Building on Ninth Street between Shipley and Orange streets was still standing. The Delaware Trust Building, home of the Hercules Powder Company, is at the right. Courtesy of the Eleutherian Mills Historical Library.





Tavern at Eighth and Church streets in the 1930s. Courtesy of Ann Pawlikowski, from the "Delaware Remembered" exhibit, Delaware Art Museum, 1979.

Farmers Market in 1955. Courtesy of the Historical Society of Delaware.



The Blue Rocks, Wilmington's minor league team, playing in the Wilmington Ball Park at Thirtieth Street and Northeast Boulevard in the 1940s. R. R. M. Carpenter, Jr., built the ballpark in 1940 and created the Blue Rocks, who played in the Class B Inter-State League as a Phillies farm club. By the early 1950s television had killed local interest in the team and Carpenter tore down the ballpark. Courtesy of the Historical Society of Delaware.



Market day on King Street between Fourth and Fifth streets in 1935. The Ogden-Howard Furniture Company building is on the corner.

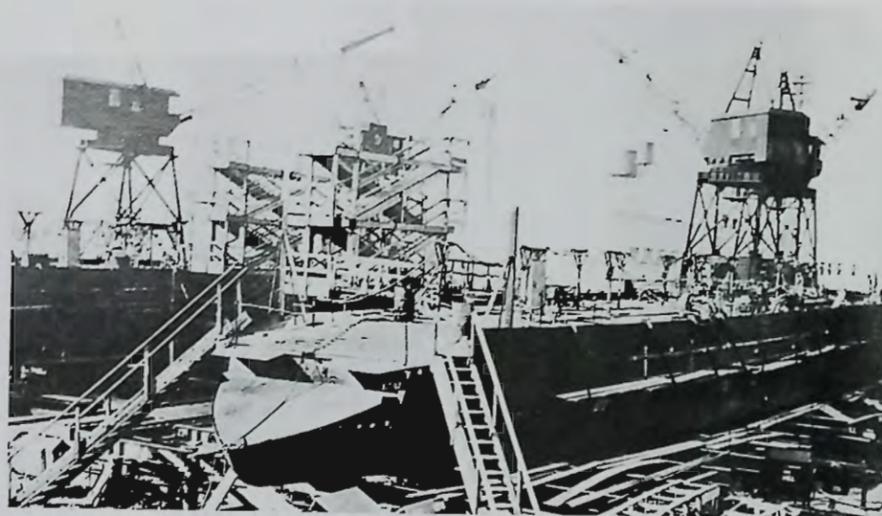
All of these buildings have been demolished for urban renewal with the exception of the Federal Customs House built in 1841, toward

the top of the picture. Courtesy of the Eleutherian Mills Historical Library.



The Flower Market in Tenth Street Park, circa 1940. The Flower Market was begun in 1921 as a fund-raising event for the Associated Charities. Courtesy of the Historical Society of Delaware.

Landing craft under construction at the Dravo ship yard on the Christina River in 1944. Courtesy of the Historical Society of Delaware.



Landing craft built in Wilmington in 1943. The war momentarily revived shipbuilding in Wilmington. Courtesy of the Eleutherian Mills Historical Library.

Delaware Avenue looking toward Washington Street in the 1950s. Courtesy of the Historical Society of Delaware.



St. Paul's Methodist Church at Tenth and Jackson streets, built in 1910, was demolished to make way for the interstate highway in the 1960s. Courtesy of the Historical Society of Delaware.



Colonel J. Ernest Smith presented the city with this fountain and dual rows of Japanese cherry trees in 1933 as a memorial to his wife Josephine Tatnall Smith. The garden is on the north side of Brandywine Park at Van Buren Street. Courtesy of the State of Delaware, Division of Historical and Cultural Affairs.



Market Street below Ninth Street in February 1947. Courtesy of the Historical Society of Delaware.



The interstate highway was built through west Wilmington between Adams and Jackson streets during the 1960s in spite of opposition from neighborhood residents. Courtesy of the State of Delaware, Department of Transportation.

The completed Civic Center includes a hotel and office buildings for federal, state, and local government. The modern structure in the center foreground is Ezion-Mt. Carmel Methodist Church. Courtesy of the Delaware Photo Library.



Urban renewal has been a slow process in east Wilmington as can be seen in this photograph from the mid-1970s, taken nearly twenty years after the first buildings fell. Amid the parking lots and empty spaces are the first structures in the new Civic Center: the Federal and Delmarva Power and Light buildings to the left and high rise apartments for senior citizens at the lower right. Courtesy of The Greater Wilmington Development Council.



The Delmarva Power and Light Building in the Civic Center. Photograph by Carol E. Hoffecker.



The statue of Peter Spencer holding a child occupies a prominent place in the Civic Center. Spencer, originally a member of Asbury Methodist Church, led the black withdrawal from the church in 1805 and helped create Ezion Church. Later he formed the African Methodist Church, which began its own all-black conference, of which it was the mother church. Photograph by Carol E. Hoffecker.

Typical of the back-to-the-city movement within the middle class is this row of renovated houses on Trenton Place in "Trinity Vicinity." Renewal, begun here spontaneously in the 1960s, has sparked renovation in other neighborhoods throughout the city. Photograph by Carol E. Hoffecker.

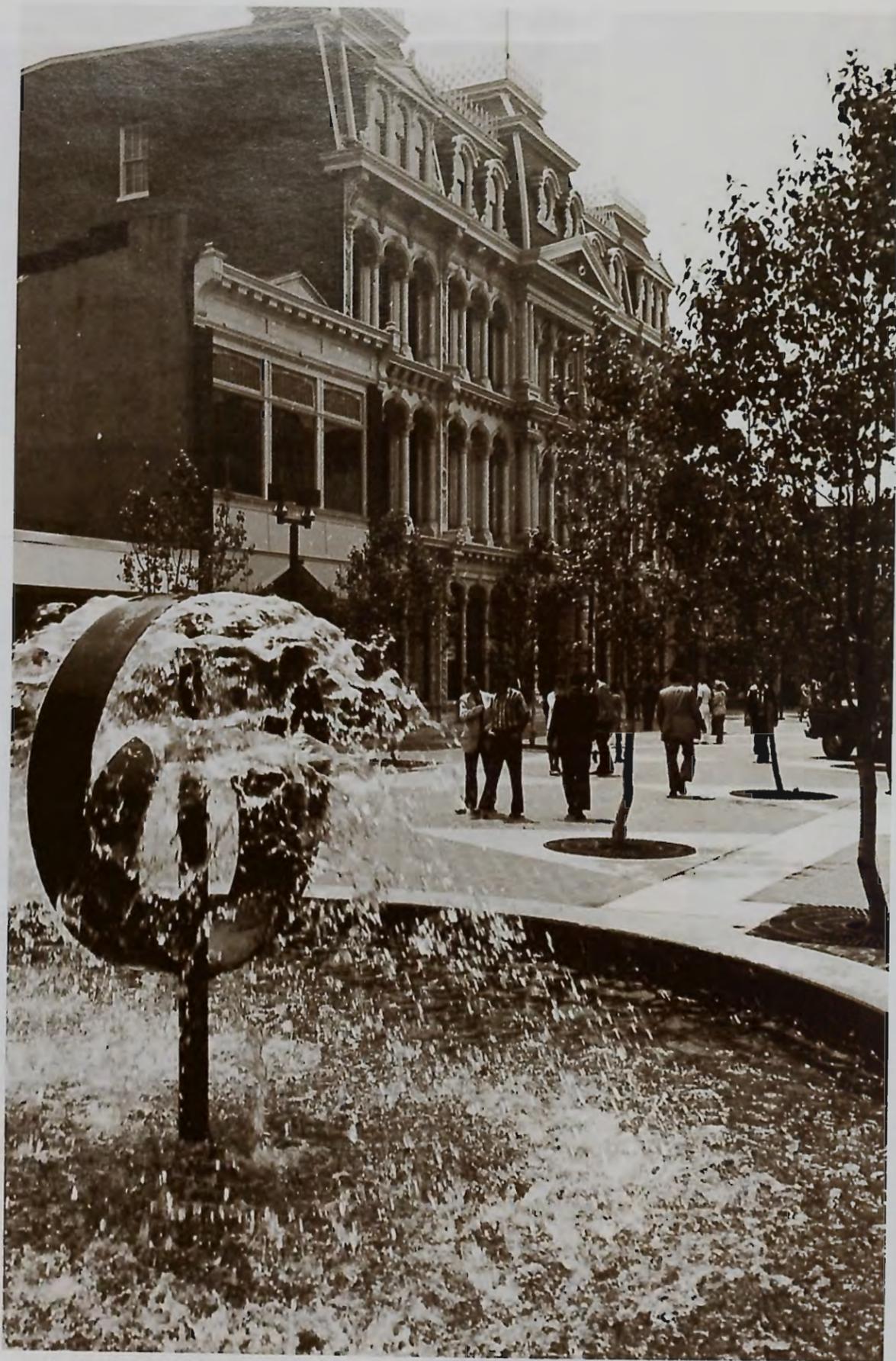
Courtesy of the Historical Society of Delaware.



Photographs by Carol E. Hoffecker.

One result of complex federal legislation for urban renewal has been Willingtown Square, a cluster of colonial houses moved to Market Street from other parts of the city that were undergoing renewal. The square, across the street from old Town Hall, houses officials and activities of the Historical Society of Delaware. Its projectors hope that the square will help revitalize lower Market Street's sagging retail trade.





*The Grand Opera House on Market Street
Mall. Courtesy of the City of Wilmington,
Department of Planning.*

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