I am grateful to many individuals and several institutions for their help in securing these pictures and in preparing the manuscript. My greatest thanks go to the staff of the Eleutherian Mills Historical Library, whose director, Richmond D. Williams, has been especially gracious to me in this, as in earlier projects. Daniel Muir, head of the library's Pictorial Collections Department, and his assistant Jon Williams pointed me in the direction toward finding the pictures I needed from their extensive collections. Charles A. Foote and George W. Bineer Jr. of the photo laboratory did a spectacular job of reproducing some very old, faded photographs.

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 Lampen 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. Elizabeth 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.
In March 1638 two small ships, the Kalmar Nyckel and the Pagel 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 Run 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 shocked the tranquility of their hunting grounds, and agreed to sell a large parcel of land to the newcomers. The grand work 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 Run, 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 many banks the colonists built a wooden fort. In 1638 Peter Minuit's sailors 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 preserved for future generations in maps and plans drawn by Peter Lindeström, a Swedish engineer. After the fall of New Sweden to the Dutch, most of the colonists returned to their farms. In 1688, long after the dissolution of the colony, Eric Björk, a Swedish Lutheran pastor, came to the banks of the Christina and built a church that remained a monument of the old colony. Old Sweden, 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 Sweden 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 Linderoths map, entitled "New Sweden, or the Sweden River in the West Indies," shows the Delaware Bay and River in 1634. Fort Christina is at top right, Fort Trinity, near New Castle, is downstream. The dotted sections in the bay, marked "A," are open. Linderoth published the map in his book Geographia Americana. This copy is taken from Anders Jone, The Swedish Settlements on the Delaware (Philadelphia, 1911). Courtesy of the Emlenian Mills Historical Library.

Robert Shw (1659-1731), one of Delaware's first professional artists, made this sketch in about 1680 depicting the landing of the Swedes on the Christina River as "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 second centenary of the first Swedish settlement in Delaware, world-renowned sculptor Carl Milles fashioned the Kullma Kyrkan, 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 Delaware Historical Society.

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 1686, and the south porch was added in 1773 to prevent the collapse of a leaning wall. The hipped-roof, rectangular construction was typical of colonial church architecture in Delaware. Courtesy of the Historical Society of Delaware.

Prince Bertil speaks before an audience that included President Franklin D. Roosevelt, at the ceremony dedicating the Swedish monument, June 25, 1938. Courtesy of the Delaware Art Museum.

Peter Lindström's eyewitness 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 Beethoven Mills Historical Library.
Perhaps the earliest photograph of Old Swedes Church, made by J.A. Maybin, a professional photographer who worked in Wilmington from 1864 to 1888. "The tower and belfry had been added to the church in 1869, shortly after its designating 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 Peirce had written of it in terms of awe some thirty years earlier. "There stands their venerable old church, with solemn aspect, solitary, but expressive bearing testimony to the existence and purity of a generation that has passed away forever." Courtesy of the Historical Society of Delaware.
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 opportunity 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 1723, but the impetus for its growth came from a group of Quaker builders and traders led by William Shipley, a well-to-do native of Leicestershire, England, and his wife, Elizabeth Levy 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 other Quakers 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, so in 1725 he purchased an extensive property there and moved his family to the new town he called Willingtown.

William Shipley saw Willingtown as a potentially important commercial site, served only by 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 crop.

Thomas Willing laid out the town in lavish imitation of Philadelphia. Like Penn's city, Willingtown was based upon the grid plan and featured 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 haphazardly 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 angered the Pennsylvania proprietors, and feelings ran so high that some of the rougher adherents of the Second Street Market attempted to chop down Shipley's building with axe. 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..." (Perris, Original Settlement). Their petition was granted in 1738, 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 three additional accoutrements of colonial civic discipline, a pair of stocks and a whipping post.

In common with other town, 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 Perris, 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 gutter—the market houses, and other public places, resounded with profane and indelicate language—gaming was openly carried on upon the tables and benches—and almost every tavern rounded, night and day, with the sounds of fiddle and dance." Fighters stripped to the waist engaged in fistfights "until their bodies and the pavement under them were well covered with blood" (Original Settlement).

In 1746, 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 four 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 Tatnell, Thomas Lea, and James Price, joined them. The Canbys, Tatnalls, Leas, and Prices intermarried and formed a rolling 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 tidal water. 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 dams 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 Tatnell, 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
Brandywine in river shallows from downstream 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 1,200 during the war to 3,850 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, cooperers, 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 wreathed 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 Taney.

By the 1840s, Wilmington was a town of about 10,000 people known for the mill seats along the Brandywine, shipbuilding, and sailing ventures. A 1847 map shows that the area between 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 milling 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 ensure Wilmington a share in the emerging industrial economy.

The first Friends meeting in Wilmington was built in 1729 atop Quaker Hill, near the intersection of Fourth and West streets. The building proved too small for the growing congregation and was converted into Wilmington’s first Friends School when the Quakers built a new meeting house in 1744. The school building was replaced by a three-story residence in 1853. The house stands on the site of the school and houses a number of eighteenth-century features, including some of the original brick chimneys and the post-1853 over-modernization. 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 Wilmington Square as Market Street as part of an urban renewal restoration project. Courtesy of the Historical Society of Delaware.

This eighteenth-century dwelling on the northeast corner of Front and Shipley streets had a "beautiful flower garden surrounding it" in 1808, according to J. T. Schuyler'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. This 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 the area as "a beautiful square" in the late eighteenth century. "The houses on the upper side were embellished with a graceful slope to the water, and from the open spaces, 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.
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 Chauncey Ford, where they crossed the Brandywine to approach their objectives, Philadelphia. Washington's army was initially positioned between Wilmington and Christiana, but the British believed that the British would cross the Brandywine at 10:00. Seeing the direction of the enemy's march, the Americans moved north and attacked at Chauncey Ford, but poor organization led to the battle. Courtesy of the Eleutherian Mills Historical Library.

Lea-Denckhaus house, Eighteenth and Market streets. Built in the 1770s, this house was the residence of Thomas Lee, a well-known lawyer, and a friend of Joseph Yarnell, the head of the house of the day. It is now the home of the Old Brandywine Village, Inc., a preservation group. This house is currently being restored by the present owners. The old mill was built in the 1760s and is now restored. It is owned by the University of Pennsylvania. The mill was restored in 1981 and is now being used as a residence. The old mill was restored in 1981 and is now being used as a residence. The painting of the old mill is courtesy of the Eleutherian Mills Historical Library.

The miller Oliver P. White built this house on a hill overlooking the Brandywine in 1784. The house remained in the Codor for about a century, when it was sold to Dr. John White, the first Episcopal Bishop of Delaware. The house, which came to be known as the Old Mill, has been demolished and replaced by an office building. Photograph by Frank B. Zeidler courtesy of the Brandywine Historical Society.

A millstone, once used to grind wheat and corn at Brandywine Bridge. Photograph by Frank B. Zeidler courtesy of the Brandywine Historical Society.

Charles Willson Peale's drawings of the Brandywine Four mills in 1784. The mills were constructed of stone taken from the Brandywine. Courtesy of the American Philosophical Society.
James Caryl (1871-1869), son of Samuel, was a venturesome businessman in Wilmington, a founder of banks, transportation companies, and other enterprises. Charpdon's land purchases in Baltimore, his interests in the economic power of the late 1820s, and his appointment to the position of his grandfather, Samuel, followed his father into the mining business. His house stood until 1897, when it was dismantled to make way for St. John's Academy and High School. Photograph by Frank Reckley, 1878, courtesy of the Delaware Historical Society.

Samuel Caryl, 1871-1869, Delaware's first American entrepreneur. This picture was taken near his home at Pennsylvania and Market streets near the site of the Caryl House. Samuel followed his father into the mining business. This house stood until 1897, when it was dismantled to make way for St. John's Academy and High School. Photograph by Frank Reckley, 1878, courtesy of the Delaware Historical Society.
This nineteenth-century miller at Greenbush, Delaware, still uses apparatus similar to that used by the Brandywine millers in the 1700s. Courtesy of the Eleutherian Mills Historical Library.

The Brandywine mills looking upstream toward Market Street Bridge, circa 1890. Courtesy of the Eleutherian Mills Historical Library.

The Joseph Tamaul House, 1620 Market Street, built circa 1770. The Tamauls 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 Tamaul entertained both Washington and Lafayette here. Tamaul's grandson, another Joseph Tamaul, added the stone facing and Isabel tower during his long occupancy from 1844 to 1865. Courtesy of Mrs. George Winchester.
Joseph Taintall (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 Enoch Pratt Free Library.

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

The Wilmington Institute was constructed in 1803 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 Cock's mill when the latter died in 1794. The house, demolished in 1957, was probably built before 1778. Courtesy of the Eleutherian Mills Historical Library.
Brandywine Academy, built in 1736, 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 social events were held there. Courtesy of the Eleutherian Mills Historical Library.

Market Street, at 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 raised on piers in the riverbed which were subject to destruction during flood seasons. Millers houses on North Market Street are visible in the distance. The telephone poles help to date the project between 1878, when telephone service was first offered in Wilmington, and 1907, when the bridge was replaced by a steel truss bridge. 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.
Old Town Hall on Market Street above Fifth Street, built in 1736, was Wilmington's city hall until 1819, when it became the home of the Historical Society of Delaware. This photograph predates the Victorian "improvements" that were made to the building in 1875. Courtesy of the Elutherian Mills Historical Library.

Friends Meeting, Fourth and West streets. This, the third meeting house built by Wilmington's Quakers, was erected in 1697. 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 simplicity of the Friends from Wales, were the majority in Wilmington. When the Orthodoc Friends left the meeting in the 1820s, this building became the Mickle's meeting house. The Hicksites among the Friends was not healed until 1882. 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 Tanwell streets in 1827. The meeting sold this building in 1912 and relocated. In 1940 the Orthodox Friends repaired the meeting at Fourth and West streets. Courtesy of the Eleutherian Mills Historical Library.

Richard Richardson house, an example of a colonial form property near Wilmington. Richardson built the house in 1765-66 following his marriage to Joseph Tattall’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 1897 lawyer-historian Henry C. Conrad purchased the 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, townsmen, 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 1811. Courtesy of the Eleutherian Mills Historical Library.

Brandywine Village in 1908, photographed by J. H. Dillie. 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.
In the early nineteenth century a variety of water-powered manufacturing enterprises were established along the Brandywine north of Wilmington. In 1802 Elieser Beere Jr. of Du Pont, a French émigré, 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 manufacturer in the United States. The mill buildings were constructed of heavy granite and designed in such a way that explosions would blow out the moveable wooden slats 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, and the workers who were housed in row houses and dormitories. The isolated community centered around Herring Clayville, 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 row houses for his employees. In addition to the manufacture of cotton cloth, the Bancroft mill specialized in the production of hosiery, which was to be used for military uniforms 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 close-knit, 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 mill. 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. Du Pont 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 Buena Vista School in 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 be the site of black powder until the end of World War II. Most members of the du Pont family resided on a farm near the original mill property, in the same manner that much of the farm country along the Brandywine became an expanded du Pont enclaves since dubbed "hunting country."
The Bancroft family in the parlor of their home overlooking their mill, circa 1870. Courtesy of the Historical Society of Delmarva.

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 sun-resistant finish for such uses as awnings, tarps, and window shades. Courtesy of the Glouchester Mills Historical Library.

Ivy Road near the Bancroft mills. Joseph Bancroft built small but comfortable houses that he rented to his mill workers. The Bancroft's 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 Glouchester Mills Historical Library.

Amman Episcopal Church at Seventeenth Street and Riverview Avenue was built in 1863 as a mission of Christ Church Christians Hundred to attract non-Quaker English-born workers at the Lancaster mills. Courtesy of the Lutheran Mills Historical Library.

Innovations of a Lancaster mill, circa 1885. Courtesy of the Lutheran Mills Historical Library.
Du Pont powder mills along Brandywine Creek, photographed by J.A. Dick in the 1870s, shortly after the mills had closed after more than a century of powder making. Notice how the buildings are constructed to direct exploitations toward the river. Courtesy of the Brandywine Historical Library.

A pencil sketch of Eleuthère Irénée du Pont (1771–1840), who founded the Du Pont Powder Company in 1802. Du Pont had studied with Launoy in France before he emigrated to America and set up his powder works on the Brandywine. Courtesy of the Brandywine Historical Library.

The Insurance Company of North America made this map of the Hagley property near Wilmington in 1797 when the Du Pont family operated a flour mill and saw mill there. Five years later the Du Ponts sold the property to Col.I. du Pont. Courtesy of the Brandywine 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 Eells-Haas-Miller Museum. The du Ponts chose the name "Henry Clay" for their industrial village out of favor for the Kentucky politician who supported high tariffs on imported manufactures. Courtesy of the Eells-Haas-Miller Historical Library.

Hailey 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 1930s, is now used as the museum's principal exhibit building. Courtesy of the Eells-Haas-Miller Historical Library.
Election day at Henry Clay Village, November 6, 1860. Voting took place at Sterling's store at the intersection of Mechanicson and Buck roads. Courtesy of the Eleutherian Mills Historical Library.

Henry Clay Village on the Brandywine. Two grist mills, Bread'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 Piggman Row, both workers' accommodations. The du Ponts, like the Bancrofts, insisted paternalistic responsibilities regarding their workers. The company kept rents low but was it no hurry to modernize their employees' housing. As late as the 1880s these buildings had no indoor plumbing and housewives lined up at the outdoor pump to get water. In the 1890s when Henry Clay was converted by trolley to Wilmington, some employees left the village to seek homes in the city. Courtesy of the Eleutherian Mills Historical Library.

Eleutherian Mills, the residence built by E. I. du Pont for his family in 1863, overlooked the powder yards. Du Ponts lived here until 1880, when an explosion damaged the house severely. In the 1880s 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 in the construction of St. Joseph's Church near the mills in 1841. In 1848 the church added a parochial school. Father Donaghy, who served as its pastor between 1887 and 1883, 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.

Pierre Gensini photographed the Tipperannes, Harrison and Muster Club on Brock's Lane in 1884. The club members appear ready to march in support of the Republican ticket headed by Benjamin Harrison, grandfather of "Old Tipperane" William Harry Harrison. Courtesy of the Elsmereian Mills Historical Library.


Rokeby Mill next to Brock's Mill burned in 1904. These fearless people have removed the possessions from their houses on Brock's Lane in anticipation of the fire's spreading. Fortunately their homes were saved. The mill had been in use as an experimental laboratory for the Du Pont Company. Courtesy of the Elsmereian Mills Historical Library.
Alfred I. du Pont leading the Tauntonian Orchestra at Breck's Mill while Pierre S. du Pont plays piano. Other orchestra members included both women and du Pont family members. Breck's Mill, built in 1813 in Sparta, cotton, was acquired by the du Pcons in 1852 and was being used as a social hall for employees when this photograph was made in the 1890s. Courtesy of the Easom/ean Mills Historical Library.
Skaters on the Brandywine at Henry Clay Village, circa 1880. Frank Zelezny, a Wilmingtonian, wrote of the village in Aiding the Brandywine, "It is almost incredible the great number of people who at one time lived in the several farms along the Brandywine, and Heaven help any city boy who ventured out there to pay attention to any of the girls." Courtesy of the Elshotherian Mills Historical Library.

Pierre Gamin's photograph of some fellow powder yard workers, December 17, 1890. Courtesy of the Elshotherian Mills Historical Library.

The saltpeter refinery in the Elshotherian Mills Powder Yard. The Elshotherian Mills residence, home of du Pont family members, can be seen above. This area was totally destroyed in the 1880 explosion. Courtesy of the Elshotherian Mills Historical Library.

The saltpeter refinery area following the explosion of 1880. 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 "across the creek" a lump sum pension of $500 annually, plus $100 a year for five years. Courtesy of the Elshotherian Mills Historical Library.
The Soda House, a storage building, was also demolished in the explosion of 1866 in Wilmington. Houses rocked and windows broke. People rustled tearoom-strikins into the air. The impact of the explosion could be heard as far as eighty-nine miles away in Georgetown, Delaware. Philadelphia felt the earth shake and thought that Wilmington had suffered an earthquake. Courtesy of the Delaware Historical Society.

During the 1860s Louise Crumningshield 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. Soon 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 1910 near Eleutherian Mills. Courtesy of the Eleutherian Mills Historical Library.

Office workers keeping accounts in the second office in the 1920s. The company quickly grew this administrative headquarters when the three du Pont cousins, C. Coleman, Pierre S., and Alfred, 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.
The railroad provided the major impetus toward industrialization in Wilmington. The Philadelphia & Wilmington and Baltimore Railroad came through the city in 1847. 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 Hatfield and Hollingsworth Company occupied long-three acres at the foot of West Street, where they built iron ships and railroad equipment. Upstream at Walnut Street, the Fairey iron company built calendar rolls for paper mills, riverboats for the Amazon, and ferries for American waters. The Lobed Car Wheel Foundry, the largest of its kind in the country in the nineteenth century, manufactured iron wheels using a process called 'chilling,' which initiated the whirling of the wheels from hammering. The Jackson and Sharp Company, whose plant stood in the shadow of Old Swedes Church, built railroad cars for the transcontinental railroads and for such far-off places as Boston and Manhattan. 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, the wool industry, based on eastern and northern sales, was still the most important. The city was also well known for its leather industry. Wilmington's tanneries produced heavy leather as well as delicate morocco for ladies' gloves and boot bindings. The city was 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 1860 and 1880, when its citizens numbered more than 50,000. Newcomers included black and white farm folk from Delaware, Maryland, and southeastern Pennsylvania, and immigrants from Ireland, Germany, and Scandinavia. Gradually, the downtown business district took shape, and speculation in real estate 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 B. Heald, a land developer, opened Wilmington's first horse car line. The tracks ran up Market Street from the P+W Station, turned at Sixth 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 here, replete with stained glass windows, symmetrically 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.
Carpeter shop workers at Eastern Malleable Iron Company, circa 1890. Built in 1883 on New Castle Avenue south of the Christina, this was Wilmington's largest foundry. It employed 2,000 workers representing many ethnic groups, especially Pola and other Eastern Europeans who lived on the lower East Side and in South Wilmington. In 1903 the Sunday Star noted the complaints 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 Centreville in 1863. The project was expected that it would tap the Pennsylvania coal fields and make Wilmington rival Philadelphia as a coal metropolis, but the more powerful Reading railroad prevailed in the realization of that dream. Colonel Henry A. du Pont of Wilmington ran the railroad for many years as a small service line from the Du Pont Complex and other businesses along its route to the outskirts. In 1918 the Wabco’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 decorations for the Uncle Tom’s Cabin car shows the skills of the painter employed by Jackson and Sharp. The work is a bit amateurish, but the men were not painters, nor professional artists. Courtesy of the Eleutherian Mills Historical Library.

Palatial at the Jackson and Sharp Company were sometimes called upon to do special orders. This was for a traveling theatrical group. 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 woodwork. This example, illustrating the Delaware State Seal, was made at the Jackson and Sharp Company. Wilmington woodmen decorated many proudly owned railroad cars and yachts for the rich and the famous. Courtesy of the Eleutherian Mills Historical Library.
A view from the equivale building at Ninth and Market streets looking eastward in the 1880s. The Merriick carriage factory, built in 1865 at the height of Civil War demand for wagons, is at right. The factory was among the first carriage manufacturers in America to use steam-powered equipment. The tower of Zion Church, Wilmington's largest black congregation, is behind the factory. In the immediate foreground is the James A. Reed house. Beyond it lies a working-class district, factory dormitories, and the Delmarva River. A visitor to the city in 1867 recorded: "No one can traverse the streets of Wilmington without being struck with the frequency of factories and buildings devoted to manufactures; you meet with such buildings everywhere...and the whir of the saw and the clank of the hammer is heard on all sides." Courtesy of the 8elotherian Mills Historical Library.
Car building at the Jackson and Sharp Company in 1900. Cars were erected in assembly-line fashion as early as the 1870s, when a magazine writer said of its plant, "Now the writer sees lumber in stock, 1 million feet of it, then, across the end of a long room, the more sketchy or transparent diagram of a car; then a car broadly filled in and spun up to the last glorious result, upholstered with velvets and smelling of varnish. The cars are on rails, upon which they move ... as if by a principle of growth, the upholstered ones perpetually pushing up their more forward predecessors." Courtesy of the Lutheran Mills Historical Library.

William W. Pusey, proprietor of the Pusey and Jones Company, at his desk, circa 1900. Pusey's father, Justin Pusey, was co-founder of the machine-making firm in 1848. Began on a small scale, by 1877 the company's faciliites covered seven acres along the Christina River and employed nearly 6,000 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 1867. Courtesy of the Lutheran Mills Historical Library.

J. E. Blyden and Sons Leather Factory, Third and Orange streets. The Blyden Company, one of the oldest in America, was founded in Pennsylvania in 1735. In 1863 the Blyden family transferred their operations to Wilmington because their plant, the major tooling agent, was more readily available here. Using hides from the Chicago slaughterhouses, the company specialized in durable belting. More recently, the company was located on Barnett's Parkway and Eleventh Street. Courtesy of the Lutheran 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,

Steam yachts were another specialty of the Penn and Jones Company. The Europa, shown here, was constructed in 1868 for A.W. Hans of New York, Courtesy of the Shoobier Mills Historical Library.

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

Mara, built by Penn and Jones Company in 1868 for use on Lake Maracaibo in Venezuela. Penn 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 Shoobier Mills Historical Library.

A ferry boat under construction at the Jackson and Sharp Company in 1822. Courtesy of the Shoobier Mills Historical Library.
Wilson Line dock at Fourth Street. J. Shields Wilson, a shipbuilder, inaugurated the Wilson Line Steamboat Company in 1862 and built the Wilson Line into the premier shipping on the Delaware River. In the early days of the company, revenues came from freight, but as the railroads and trucks absorbed this business, the company became known primarily for its excursion steamer. In Philadelphia and Rowan View Beach, New Jersey, Courtesy of the Pennsylvania Historical Society.

Brandywine, designed by J. Shields Wilson and built by Harlan and Hollingsworth Company in 1868, was the fastest propeller steamer on the Delaware River and perhaps the fastest in the world at that time. She was the Pennsylvania Railroad's steamboat and thus established the Wilson Line's headquarters on the river. Her 1,000-horsepower engine made her an excellent icebreaker also. When she retired in 1922, the Brandywine was the nation's oldest passenger steamboat still in service. 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 the river to the city during the Civil War years. The Harlan and Hollingsworth shipyard and car-building facilities are at the lower left. The western edge of the city is at about Jefferson Street. North and Market streets are the heart of the commercial district.

Courtesy of the Historical Society of Delaware.
2nd and Market streets in three periods.

Market Street above Second shows the walk of President Lincoln's visit to the city on February 3, 1863. 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. Morrison's grocery is also in a new and much larger building with a brownstone facade capped by a heavy, ornate cornice. Drawings 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 intermingled 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 1845, when the nation's first telegraph line passed through Wilmington. To the right of the telegraph pole is the Bank of Wilmington and Brandon, located at the corner of Second and Market streets. The bank was designed in Federal-period style with a handsome fluted column at the main door. The four-story building in the middle of the picture is the Washington House, a hotel built in 1782 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 1844 City Directory as the place "where may be found always on hand an extensive assortment of silk, woollen, linen, and cotton goods suitable for every season." Morrison's grocery, which still appears in the photograph from the 1840s, was in 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 1880 building look like it was built in 1890.

Surprisingly, the old buildings still look the same as in the 1890s, except for its modern cornice. The streetcar poles now dominate the sidewalks. The picture can be dated by the Edith W. Simmons shoe store, which, according to the city directory, was at this location for only two years, 1912 and 1913. Courtesy of the Historical Society of Delaware.
Samuel Hillis says of his grandfather’s home in a family memoir published in 1938 that “the yard was notable for the number and variety of trees and shrubbery.” This view from behind the Hillis 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 Li Walter depicting Brandywine Springs southeast of Wilmington in 1823. The large hotel, opened in the 1830s, could accommodate 350 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 hoped for high profits were dashed by the panic of 1837, followed by a change in public tastes 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 1880s. Today Brandywine Springs is a much-used county park. Courtesy of the Historical Society of Delaware.

The Hillis houses, northeast corner of Twelfth and King streets, 1818 and Samuel Hillis, Quaker schoolmasters, built this Dutch Revival 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, Cornelia married John Greenleaf Whittier, author of Moby Dick when he was 19 years old and parceled out for the highest welfare purpose of a week on Brandywine.” Courtesy of the Sleepy Hollow Mills Historical Library.

The Hillis houses from Twelfth and French streets, circa 1914. Once a row of stables for the big horses 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 Hillis brothers reportedly used their stable as a hiding place for escaped slaves in the pre-Civil War era. Courtesy of the Sleepy Hollow Mills Historical Library.
The Presbyterian churches on Market Street between Ninth and Twelfth streets, built one hundred years apart. The 1844 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 1848 church was demolished during the 1960s to make way for the expansion of the Wilmington 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 Blue Hen Mills Historical Library.

The Institute House. Fourteenth and Market streets, demolished in the 1960s 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 Grey, a jurist, lived here while he served as U.S. Senator from Delaware in the years 1865 to 1875. Courtesy of the Historical Society of Delaware.

Edward W. Gilpin, chief justice of Delaware from 1837 until 1846, lived in this frame house on Delaware Avenue between Madison and Adams streets, later the location of the 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. Luce as "Standing on the corner of a large lot surrounded by sturdy walls of the judge's own planting, it seemed quite out of town." Courtesy of the Blue Hen Mills Historical Library.

Swedenborgian Church, located at the intersection of Delaware Avenue and Eleventh and Washington streets, was built in 1837. It was subsequently moved to Pennsylvania Avenue and Brown Street in 1917 when Delaware Avenue was widened. The statue of President Garfield has been moved to an alternate location at Concord Avenue and Twenty-third Street. Courtesy of the Blue Hen Mills Historical Library.
Taylor and Jackson's Academy, built in 1827 on Eighth and Mellenston streets, was typical of the academies that offered both practical and humanistic training in the days before 1872 when the city established a public high school. The academy became a public school in 1872 and was later replaced by a larger school building. Courtesy of the Eleutherian Mills Historical Library.

The Draper House, 1103 Market Street, photographed in the 1920s before it was moved and replaced by First and Central Presbyterian Church. The house, built in 1800 by physician James W. John A. Thorson, was in the classical revival style, complete with a portico supported by Ionic columns. Dr. James A. Draper (1833-1903), 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, 1773 Christiana Hundred, which was included in the plan to integrate the city's facilities, became the location for the city's first public school in 1827. Courtesy of the Historical Society of Delaware.

Wilminton in the early 1900s, showing the city's expansion plans for expansion toward the sea, north, and west. Courtesy of the Eleutherian Mills Historical Library.
Inside, the old bishop's Hall overlooked the Brandywine fromFourth Street. It was the house that Oliver Carlyle, the reverend's son, built for himself circa 1798. A century later Carlyle'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 1960s to make way for an office building. Courtesy of the Hellenic Hall Historical Library.

The Wilmington Female College was built in 1837 at Sixth and Fife streets on a Methodist tract for train girls (see photograph). In 1835 the German Library Association and Stanghornd bought the college, which came to be known as German Hall. Courtesy of the Hellenic Hall Historical Library.

A rare view of Wilmington taken circa 1865, looking east from the hill above Jackson 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 Huyck House, 1301 Market Street. Merrick, a carriage maker, who grew wealthy during the Civil War, built this Renaissance residence in 1864. Since 1960 it has been the home of the exclusive Runnymede Country Club. Courtesy of the Historical Society of Delaware.
Two volunteer fire companies race to a fire in this watercolor by J. James Marion. Wilmington had numerous volunteer companies located throughout the city. Their combined political power kept the city from adopting a professional force until 1926, when the insurance industry controlled 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 superstition led them to compete to throw a stream of water on a fire resulting 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 Elsherton Mills Historical Library.

St. Andrew’s Episcopal Church, Eighth and Shapley streets. Originally built in 1828, it burned in 1840 and was immediately rebuilt. In 1885 when the building was enlarged the Steeple was added. Photograph by Dayton Adams.

William Ford Bancroft (1836-1928) (Attribution by author). A son of Joseph Bancroft, the textile maker, William grew up amid accumulating family wealth in a hardworking, plain, 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 Hall,” 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, northeast corner of Eighth and Market streets, was inaugurated in 1867. 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 open for lectures and public meetings. William S. Mills, 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.
Christmas greens deck the performance table at the Grace Church Fair, held in the Wilmington Institute on December 12, 1882. Courtesy of the Historical Society of Delaware.

GRAND REVUE
For Returning Veterans,
PHILADELPHIA,
SATURDAY,
JUNE 13, 1899.

STEAMER ARIEL
(From the Middle States)
Sails for Paris, and is now under contract for a new voyage to the St. Louis Exposition.

The Ariel leaves Wagram at 6:40, and drops
at 7:45, A. M.

Courtesy of the Eleutherian Mills Historical Library.

The Wilmington Daily Commercial, the city's first daily newspaper, began publication in its office on the southwest corner of 13th and Market streets in 1858. In 1857 the paper sold out to the Ferry family. Samuel H. Hayard, then bought the property, raised the building, and converted it into a jewelry store in its place.

Courtesy of the State of Delaware, Division of Historical and Cultural Affairs.

Attaching the spire to Grace Methodist Church, northeast corner of Ninth and West streets. In 1883, Grace, the largest, most expensive church building in the city at that time, was constructed of green serpentine stone from West Chester, Pennsylvania, in the thirteenth-century Gothic style. The church was intended as a memorial to the centenary of Lutheranism in Wilmington and as a thank offering that the city had been spared from Confederate occupation during the Gettysburg campaign. Courtesy of Grace Methodist Church.
William Hull (1780-1872), father of public school education in Delaware. Hull, 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 1842 by President James Monroe. In 1859 Hull began 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 Delaware Village Historical Library.

Located at Walnut Street between Twelfth and Thirteenth streets, Number 3 School was built in 1875 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. Hopp.
Jabez T. Holli (1802-1877) was Wilmington’s chief land developer in the 1850s and ’60s. Born into a Quaker farm family near Hockessin, Delaware, Holli came to Wilmington to seek his fortune. In 1844 he founded the Wilmington City Railways, a horsecar line, to assist in the sale of a client’s residential property along Delaware Avenue. He was an officer of the city, a founder of its board of trade and president of the Wilmington and Western Railroad. Holli Street near the Christina River recalls his ownership 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 1832. Borel meetings in Brandywine Village sparked the founding of this church, which was renovated in 1865. Courtesy of the Eleutherian Mills Historical Library.

St. John’s Episcopal Church was built at the intersection of Market Street and the Concord Pike in 1837 on the site of the notorious Green Tree Inn (long a hangout for the Brandywine Village cooperers). Alexa L. du Pont, youngest son of the powder company founder, was a major contributor to the church. To design the church, du Pont chose John Neumann, a prominent Swabian-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.
Looking south on West Street from North Street. The Gillis house is visible to the immediate right of the telephone pole. Referring to the construction of Grace Methodist Church in 1863, note the 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 architectural trim. In the nineteenth 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 Brown Street at the turn of the century. Henry G. Costa, who grew up in this neighborhood, wrote in The Age of Confidence: "Here was a God plenty of architects. Brick houses of the severest with cupolas or mansard roofs, and porches screened with of ornate scrolls of iron work..." Courtesy of the Historical Society of Delaware.

Commodore John P. Gillis on the porch of his residence, 807 West Street, in the early 1870s. The commodore was born in Wilmington in 1822 and entered the navy as a midshipman in 1835. He served in the Mexican War and accompanied the Perry expedition to Japan. At the beginning of the Civil War he commanded the steamer Sallie, 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 Brown Street, consists of a column capped by an eagle killing a serpent. The monument was dedicated May 29, 1871, by General O. O. Howard, director of the Freedmen's Bureau, a federal agency for assisting the freed slaves. Wilmington's Howard High School was named for the general. Courtesy of the Elaboratorium Historical Library.
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 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 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 1886, when it hosted the convention of the Municipal Eleemosynaries of the United States and Canada. Built in 1873, the hotel had 110 rooms, each with steam heat and a shootable. The building is now standing on the northeast corner of Fifth and Market streets, but it has been altered nearly beyond recognition. A music house, the Queen, occupied the old hotel from World War I until the 1970s. 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 1879 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 dance hall that just came to town. The photograph shows the intersection of Truman and Prince streets before 1890, when the present railroad station replaced the one whose overhang can be seen. Courtesy of the Elizabethtown Mills Historical Library.
The Town Hall on Market Street above Fifth Street as it appeared after a face-lifting in 1873 replaced the rustic and federal period reports with an enlarged gingerbread model. Courtesy of the Eleutherian Mills Historical Library.

Harriman and Peckemach began as stonemasons, then opened their own brewery on Locust Avenue in 1878. The three brick buildings in the left now house an Italian restaurant. Courtesy of the Historical Society of Delaware.

Eakin Methodist Church at the southeast corner of Ninth and French streets was the first black congregation in Wilmington. The members, originally participants in Ebenezer Church, left Ebenezer in 1876 because the whites had consigned them to the gallery. The original small stone church was replaced in 1874. 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 Ridgeway.
The Friends School at Fourth and West streets, photographed in 1893. Wilmington's oldest school, Friends has educated the children of Quakers and non-Quakers alike under the principle that education should prepare people not to fit into society but to stand apart from it when countenanced required. Courtesy of the Historical Society of Delaware.

The Mifflin Nobles built their school at the southwest corner of Pennsylvania Avenue and Franklintown Street in 1856. At that time nearly one hundred of its pupils, representing the cream of Wilmington society, were enrolled in their school. Courtesy of the Delaware Historical Library.

Coddington 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 impetuous 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 Delaware Historical Library.
The years from the 1880's through the First World War constituted the age of the trolley car in American cities. Effective trolley cars were introduced in Wilmington in the 1880's. Much faster than the plodding horsecars, they sparked residential expansion to the north and west. Heretofore horse cars were built only larger to include a double front door. As well as the rear door and the differentiation between the "downtown" and the residential neighborhoods became more marked. By the 1890's Wilmington had several developing trolley suburbs such as Delaware and Bellevue. Thus, the problem of 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 1880's Wilmington supplied water to its citizens; but it was not until the 1890's that the city began laying sewers and paving streets. Public education received a significant impetus in 1820 when the state legislature enacted a bill written by "School 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 1914 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 1875 did Wilmington open a high school for blacks.

Industrial Wilmington had a hardworking, ethnically mixed population. Most of the inhabitants were blue-collar workers, many of whom held skilled jobs as masons, carpenters, patterners, 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. Hedwig's; 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 were in the skilled trades, the Poles in farming, 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 Hebas, 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 feared 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 workaday life. Many of its retail establishments were located in remodeled houses. Its hotels were small and distinctly second-rate by big city standards. Shop owners complained that Wilmingtonians preferred 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 pleasurably located than Wilmington." (Reminiscences of Wilmington).
Wilmington in 1895, showing the extent of the trolley lines through the city. Courtesy of the Eleeutherian Mills Historical Library.

The trolley track is a central feature in this view of Market Avenue, taken early in the twentieth century. These track lines were constructed in the first decade of the century largely to accommodate workers at the Pennsylvania Railroad's new maintenance shops at Tidal Basin. Courtesy of the Eleeutherian Mills Historical Library.
A typical Wilmington display house plan drawn for the Delaware Construction Company in 1913. The house sold for $2,000. Courtesy of the Ebortherian Mills Historical Library.

Building houses on Twenty-sixth Street near Concord Avenue, circa 1925-26. Photograph by Frank A. Seiby, the construction courtesy of the Ebortherian Mills Historical Library.
Housing under construction in the new "boulevard" section on Franklin Street as seen from Eighteenth Street in the summer of 1912. Photograph by Frank R. Zablow courtesy of the Eleutherian Mills Historical Library.

Wilmington High School, built in 1909, is shown before and after the widening of Delaware Avenue in 1919. 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. Zablow courtesy of the Eleutherian Mills Historical Library.

This house at 1509 Van Horn Street, built between 1913 and 1916, is typical of the style in the Bayard Boulevard area. Courtesy of the Historical Society of Delaware.
Between 1920 and 1930 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.

Kennedy Apartments, 1100 Delaware Avenue, now the site of Luther Turner. Courtesy of the Historical Society of Delaware.

Railroad apartment houses, Delaware Avenue and Jefferson Street. Courtesy of the Elkatherian Mills Historical Library.

Apartment buildings on Delaware Avenue looking west from Jackson Street in the early 1930s. Courtesy of the Elkatherian Mills Historical Library.

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

This colorfully decorated Peoples Company trolley has just arrived at Brandywine Springs Amusement Park. Courtesy of Mrs. Allen Seiler, from the "Delaware Remembered" exhibit, Delaware Art Museum, 1978.

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 Historical Mills Library.
Howard Pyle (1860-1911), artist and writer, originator of the Brandywine School of art, is shown in his studio at 1305 Franklin Street, New York. Pyle, who was born in Wilmington, was America's best-known illustrator of painted works and fanciful children's stories. Through his teaching, in Wilmington and at his winter home in nearby Gladden Park, Pennsylvania, he influenced the artistic development of many younger artists, most notably N.C. Wyeth. Courtesy of the Delaware Art Museum.

Frank P. Schoonover (1877-1972), one of Howard Pyle's students, was noted for his illustrations of Indians and other people of the American frontier. In 1900 Schoonover joined other former Pyle students in constructing a block of four interconnected studios at 1614 Rodney Street that are still being used by artists. Courtesy John H. Schoonover.
The Heart of Wilmington.
The Equitable Guarantee and Trust Company's Eight Story Building.

New Castle County Courthouse on Market Street between Tenth and Eleventh streets. After nearly a century of service, Wilmington finally outgrew the county seat away from the old New Castle in 1880. In that year, the building was constructed to replace the smaller town's historic colonial courthouse. The building of brick and granite, faced in brown, buff, and green granite stone, stood for only thirty years. It was demolished following World War I to make way for Rodney Square. Courtesy of the Elisha Simon Historical Library.
Eden Hall Lodge at 200 West Taney Street was built in 1888. It was designed by local architects 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 Daily Evening called Eden Hall "one of the most imposing structures in the city." Courtesy of the Historical Society of Delaware.

The young Demorrew announced a visit by their presidential candidate of 1908, 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.

Hickstons on Fourth Street between Market and King streets in the early 1900s. The buildings across the street contained a theater, a salon, a butcher shop, and a stone dealer. Courtesy of the Wilmington Institute Free Library.

This baroquique federal building was constructed at Ninth and Shipley streets in 1867. 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 Millford Club were both local amateur vocal societies. Courtesy of the Historical Society of Delaware.

Dry goods store of the sons of Isaac Toplis at 420 Market Street, circa 1870. Isaac and Jacob Toplis came to Wilmington from Odessa on the Black Sea. Isaac was a prominent founder and supporter of various Jewish organizations, including Adathedah Congregation. The sons expanded their dry goods store into sausage manufacture and the construction of seven houses. Courtesy of the Historical Society of Delaware.
Macy's Homestead Store at Sixth and Twelfth streets opened in October 1897. The store advertised excellence, " Furnishings, 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 1859 at Fourth and Shipley streets to replace the original William Shipley House. Courtesy of the Emlen P. Spotted Historical Library.

In 1869 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 1881 when the B & O was extending its service north of Baltimore. The smaller foot bridge below is known as the "swinging bridge" because it swings as people walk across it. Courtesy of the Eleutherian Mills Historical Library.

The Pennsylvania Railroad station opened January 28, 1867, and is still in service. Courtesy of the Eleutherian Mills Historical Library.

Harveys, Evans and Company, Philadelphia's leading architects, designed Wilmington's Pennsylvania Railroad station in 1865. The Every Evening called the Romanesque plan "a marvel of symmetry 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.
To the west of the original tower, the water department's steam-powered pump house, built in 1872 to lift water from the Brandywine to the city's reservoirs, can be seen at left. Courtesy of the Historical Society of Delaware.

A blueprint, dated 1887, for the Rockford Water Tower shows the metal tank inside the stone walls. Courtesy of the Elsmere Mills Historical Library.

Another aesthetically pleasing as well as utilitarian construction by the water department, Valley Forge Street Bridge, was built in 1905 through Brandywine Park to carry water from the Powder 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 Elsmere Mills Historical Library.

View of the Highlands region of the city taken from Rockford Tower circa 1887. The roof's of St. Anna Roman Catholic Church and the Vaughtton Convent can be seen in middle distance. Courtesy of the Elsmere Mills Historical Library.

King Street Market, a Wilmington institution for farmers and hucksters since the nineteenth century. Photographs pages 141-143 circa 1905. Courtesy of the Elsmere Mills Historical Library.
Southwest corner of Seventh and King streets in 1900 and 1901.

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. Helfischer.
Father J. F. Tucker founded St. Anthony's Armenian Catholic Church in 1924. Born in Wilmington in 1849, Tucker was the first pupil registered at Salesianum School when it opened in 1875 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. Pasinello, Jr., From the "Delaware Remembered" exhibit, Delaware Art Museum, 1973.

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 Belgian women first gathered for a class in 1913. Courtesy of Louis Calvin, from the "Delaware Remembered" exhibit, Delaware Art Museum, 1973.

St. Hedwig's Rumen Catholic Church at Linden and Harrison streets is at the center of Wilmington's Polish community. When the Germans were the minority church was shut in 1944, there were estimated to be 1,880 Polish families in the city. Courtesy of the Rehoboth Mills Historical Library.

Father John S. Galića and orphaned school children at St. Hedwig's circa 1920. Father Galića 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.帮助 Polish immigrants. In 1884 he came to Wilmington, built the present St. Hedwig's Church, and remained its pastor until his death in 1916. He greatly assisted Wilmington's Poles in making the difficult adjustments to life in America. Courtesy of Jozi Puckowski, from the "Delaware Remembered" exhibit, Delaware Art Museum, 1973.

DELAWARE PUBLIC ARCHIVES
Walnutonian Emily Blissell (1861-1949) is best known for creating America’s first Christmas seal in 1887 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.

Howard High School at Twelfth and Orange streets was the first public high school for blacks in Wilmington until desegregation in the 1960s. It graduated its first class in 1883. Courtesy of the Eleutherian Mills Historical Library.

Number 8 School at Eighth and Walnut streets was built in 1885 to replace the Taylor and Jackson Academy Building. Courtesy of the Eleutherian Mills Historical Library.

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

The Willard Hall School, Eighth and Adams streets, was built in 1885 to replace School Number 2 as the city’s high school. It was renovated in the 1950s to make way for the interstate highway. Courtesy of the Historical Society of Delaware.
The Washington School, Number 54, at Washington Street Bridge. It resembled Brandweir Park like a castle, before the school was completed in 1894. The school board justified the expense of the Pease survey 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.

Adams 1. All along a slum on the Northeast Pike when it was built in 1894. The public school, like so much else in the New City neighborhood, was assisted by the du Pont family. Courtesy of the Eleutherian Mills Historical Library.

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

North and Orange streets early in the nineteenth century had an unimpeachable look at least. Peck's Bicycle Academy is in the left. Ginter's cigar store, a landmark for the city's lawyers, stood west in Pinchot Court, a narrow thoroughfare that was cleared out when the Du Pont Building covered the entire block. Courtesy of the Eleutherian Mills Historical Library.
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. These 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 Room 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 Clayon, Brown, Maple, and Linden streets, near the present location of the Wilmington General Hospital and Baron Jones High. Courtesy of the Historical Society of Delaware.
An area that has changed little, Happy Valley at Brandwine Park and Van Buren Street is shown circa 1920. Courtesy of the Brandywine Valley Historical Library.
The large residences that clustered around Rockford Park became more numerous during World War I with the dramatic growth of the De Puy 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 Hartford plant of Bethlehem Steel, seen here as the Canton and Wilmington Company, is in the foreground of this aerial view taken in 1928. Courtesy of the Eleutherian Mills Historical Library.
St. Amour on the Kennett Pike at Rising Sun Lane was built by Lamont du Pont not long before his death in an explosion in 1844. His widow, Mary Batin du Pont, continued to live there with her large family, including three future presidents of the Du Pont Company: Pierre S. Du Pont, and Lamont, Jr. Lamont, the youngest son, inherited the house and lived there until his death in 1930. The house has since been raised to provide a playing field for Tower Hill School. Courtesy of the Eleutherian Mills Historical Library.

The Pennsylvania Railroad built these sheds at Todd’s Cut in north Wilmington during the first decade of the nineteenth century to maintain locomotives and cars on the railroad’s Maryland division. The sheds, 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.
In 1902, the management of the Du Pont powder company changed in a way that was destined to make Wilmington a major city. Ownership in the company fell to a generation of capable and ambitious young men, cousins to one another. Pierre S. du Pont, Alfred P. du Pont, and C. 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 and soon it was a more profitable and better organized than it had been in the past. One result of consolidation was the need for more office space. After briefly considering operating in New York or Philadelphia, the cousins decided to keep their business in Wilmington.

In 1904, the du Ponts built a twelve-story office building at the highest point in the city. From 10th and Market streets. The Du Pont Building was 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 join the company in favor of other business ventures. He sold his stock in the company to a group of called Christiana businessmen, which was formed by Pierre and his immediate family. Incensed by what he regarded as a conspiracy by his cousins, Alfred P. 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 of these companies were 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 $14 million as recently as 1902, made $22 million in profit 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...
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 strategy, justified yet more expansion in the company's research capabilities following World War II. The result was a mammoth complex of buildings, 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 rooting bulks 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 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 establishment of the Marine Terminal on the Christina during the 1930s, 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 afflicted 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-standing economic tradition with its factories and rubber mills. Yet Wilmington's population had always outstripped its wealth. As the chief city of a former slave state, Wilmington's population had always been subject to the major abuses of segregation that could be found in the South. Until the United States Supreme Court declared segregated schools unconstitutional in 1854, the city schools were segregated, as were restaurants, movie theaters, 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. Wilmington's first permanent low-income housing to accommodate the newcomers was 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 lodgings in already overcrowded areas and to move south. Because of the population expansion that the Federal Housing Authority built the new neighborhoods, the new neighborhoods were overburdened with black residents. The result was a decline in the quality of housing, which led to the decline in housing 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-year
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 wreckers’ ball during the 1960s. Renewal of the King Street area was not to be for houses; however, but to mix commercial and office buildings. During the 1970s a multi-building 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 structures 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 old-time stores moved to suburban malls, Market Street below Ninth Street acquired a bedraggled look.

Several mayors, beginning with John E. Bachar and Hal Haskell in the 1950s, proposed plans to save the downtown. More parking garages were built, and traffic engineers made the streets go first one way and then the other. The mayor’s 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 Moloney chose the next best thing in 1975, when Market Street was converted to an outdoor mall. This project was coordinated with the construction of the Lord & Taylor House and the creation of Willingtown Square, a collection 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 lively 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.
Interior views of the Hotel Deauville, advertised as "Winnipeg's Million Dollar Hotel."
Courtesy of the St. Boniface Historical Library.
The early days of radio in Wilmington, the
wireless station in the Du Pont Building in
1928. Courtesy of the Ezbelerian Mills
Historical Library.

Demolition of the New Castle County
Courthouse in 1930 was the first step toward
the creation of Rodney Square. Courtesy of
the Ezbelerian Mills Historical Library.

Bedley Square in the mid-1800s. The three old
mansions visible are, left to right: Draper
House, Morris House (Wilmington Club), and
Winchester-McFendy House. Courtesy of the
State of Delaware, Division of Historical and
Cultural Affairs.

The Ann of the Du Pont Experimental Station
in 1916. Courtesy of the Ezbelerian Mills
Historical Library.

Panning toward Wilmington's future: Interior
of a Du Pont Experimental Station laboratory
in 1963. Courtesy of the Ezbelerian Mills
Historical Library.
John J. Rankin and Alfred E. Smith. Rankin, who began his rise to financial power as Pierre E. du Pont's secretary, was chairman of the Quaker City National Committee when Smith ran for president in 1928. As treasurer of the Du Pont Company in the World War I years, Rankin took the lead in the creation of Redpath Square. Rankin is also credited with convincing other Du Pont Company executives of the advantages in having control of a British motor company called General Motors. Courtesy of the Elchoerian Mills Historical Library.

Harry S. McCobin, who built this house on Eleventh Street between King and Market streets, was a mid-nineteenth-century turner and railroad entrepreneur. Courtesy of the Elchoerian Mills Historical Library.

View from Tenth Street toward Market and King streets in 1912 shows the contrast between the Wolcotts of the nineteenth century and the Washington being born. Courtesy of the Elchoerian Mills Historical Library.
Wilmington circa 1940 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 River joins the Delaware River. Courtesy Delaware Historical Society.
The interior of the Wilmington Institute Free Library illustrated several unique architectural forms and included a copy of the Parthenon frieze. The building was remodeled in 1979. Courtesy of the Eleutherian Mills Historical Library.

Ukrainian Academy for Girls at Pennsylvania Avenue and Franklin Street was one of the Catholic institutions in Delaware. Courtesy of 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 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 1955 when Vincent Aural, President of France, presented him with the Legion of Honor while Pierre's brother, Pierre, and sister Margaretta du Pont Carpenter proudly looked on. Courtesy of Eleutherian Mills Historical Library.

Pierre S. du Pont High School in north Wilmington, as seen from the air, when it was completed in 1923. 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 Eleutherian Mills Historical Library.
Women taping containers for artillery powder at the Du Pont yard 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 Lutheran Mills Historical Library.

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

Mrs. F. Paul Tallman, leader of Republican Party women in Delaware, marched in the bridge dedication parade wearing a medal of the bridge on her head. Courtesy of Germain Bierferd, from the "Delaware Remembered" exhibit, Delaware Art Museum, 1979.

A circus parade on Washington Street at Twenty-third Street, circa 1920, on route to the circus grounds on Thirteenth Street. Courtesy of the Lutheran Mills Historical Library.
The Ardenne Alliance Bank was organized in 1853 by a group of Quaker locomotives to encourage workers to save. In 1856 the bank moved to this Art Deco building at 8th 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 1800 Woodrow Avenue, opened for inspection in 1884. Courtesy of the Eleutherian Mills Historical Library.

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

In 1908 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 John Brown mansion. Courtesy of the Eleutherian Mills Historical Library.
The Wilmington Marine Terminal photographed in 1926. The marine terminal, built in 1923-26 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, beet sugar, and foreign-made automobiles are its chief exports. Courtesy of the Eltraîers Mills Historical Library.

The Wilmington Fair Grounds at Easemore hosted the Delaware State Fair in 1926. Courtesy of the Eltraîers Mills Historical Library.

Looking north on Market Street toward Tenth Street circa 1930. The street was already becoming a parking lot. Courtesy of the Eltraîers Mills Historical Library.

In the early stages of the automobile age, auto parts 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 sponsored safety efforts such as the one in 1934. Courtesy of the Delaware-Historic Library.


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 Glenora, residence of Pierre du Pont. Courtesy of the Eleutherian Mills Historical Library.

Oberon, the home of Mrs. Harry Longer, daughter of Pierre du Pont, demonstrates how the region surrounding the Kent’s Pond got the name “Chesu Conny.” In 1979 Mrs. Longer 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 Elsmereum Mills Historical Library.

Westover Mills, derisively called "Ivytown Mills" by less affluent Wilmingtonians during the Great Depression, became the city's most prominent landmark in the late 1920s. The American du Pont railway can be seen at Kennett Pike at the top of the picture, taken in June 1930. Courtesy of the Elsmereum Mills Historical Library.

Dr. Wallace Carothers, the genius who developed nylon in a Du Pont Company laboratory in 1935, died at age forty-nine. Carothers worked in the creation of a long polymer from purified fur to help the Du Pont Company’s growing involvement in scientific research. Courtesy of the Elsmereum Mills Historical Library.
The Directors' Room in the Du Pont Building as photographed in 1934 features a large table in the shape of the company's seal 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 1945. 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 needed 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, 1978.


The Blue Rocks, Wilmington's minor league team, playing in the Wilmington Ball Park at Ninth Street and Northeast Boulevard in the 1940s. R. B. 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. In 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 1933. 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 1843, 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 began in 1981 as a fund-raising event for the Associated Charities of the Historical Society of Delaware.


Delaware Avenue looking toward Washington Street in the 1930s. Courtesy of the Historical Society of Delaware.

St. Paul's Methodist Church at Twelfth 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 the fountain and memorial of Japanese cherry trees in 1933 as a memorial to his wife, Josephine Tonelli Smith. The garden is on the north side of Brandywine Park at Vau Van Street. Courtesy of the State of Delaware Division of Historical and Cultural Affairs.

The interstate highway was built through west Wilmington between Adams and Jackson streets during the 1950s in spite of opposition from neighborhood residents. Courtesy of the State of Delaware, Department of Transportation.

The completed Civic Center includes a tower and office buildings for federal, state, and local government. The modern structure in the center foreground is Zion-Ath. Central Methodist Church. Courtesy of the Delaware State Library.

Urban renewal has been a slow process in west Wilmington as can be seen in this photograph from the mid-1970s. Taken nearly twenty years after the first buildings fell, the parking lots and empty spaces are the first symptoms of the decay. Courtesy of The Greater Wilmington Development Council.

The Delmarva Power and Light Building in the Civic Center. Photograph by Carol E. Hoppcker.
One result of complex federal legislation for urban renewal has been Wellington 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 proponents hope that the square will help revitalize lower Market Street's lagging retail trade.

Photographs by Carol E. Haffkecker.

The statue of Peter Spencer holding a child occupies a prominent place in the Civic Center. Spencer, originally a member of Fener Methodists Church, led the black withdrawal from the church in 1808 and helped found Knox Church. Later he formed the African Methodists Church, which began its own all-black congregation, of which it was the mother church. Photograph by Carol E. Haffkecker.

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

Courtesy of the Historical Society of Delaware.
Selected Bibliography

Carol E. Hofecker, a native Wilmingtonian, is professor of history at the University of Delaware where she teaches state history and urban history. She is the author of a number of books and articles on the history of Wilmington.