

Report  
New Castle, Delaware  
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Courtesy New Castle Historical Society

## INTRODUCTION

It is hard for a native Delawarean to realize that New Castle is something rare and distinct. For him, as for generations before him, New Castle has been as much a part of the intimate Delaware landscape as the Delaware River flowing past, or the tidal marshes, or the fields surrounding the old brick farmhouses. He feels no reverence or awe toward the mellow old town, but rather a deep, sympathetic, and even humorous affection for it.

Perhaps some Delawareans continue to take for granted in this way the old town on the river shore whose spires and taller trees are briefly visible from the by-passing highways. Since the 'thirties, however, the people of the state and nation have come to a keener appreciation of New Castle. More and more widely, discerning persons are recognizing its peculiar character and quality. The affection of Delawareans for the familiar place is now augmented by a pride in seeing others identify it as a national treasure.

There has been no calculated exploitation of New Castle. The people of the town have no wish to be doorkeepers of a museum. They are proud of the town's physical and historical distinction - but the nearest they come to advertising it is the annual festival called "A Day in Old New Castle." On the third Saturday in May, for many years, the public has been invited (for a fee benefitting the churches) to come into old houses of charm and elegance and take tea from hostesses dressed in costumes appropriate to early New Castle.

Visitors come from Delaware, other states and countries, for these gala occasions, or casually on other days. They come to see what they've

heard about, and some of them stay to set up cameras or easels, to unlimber typewriters, or to make careful architectural measurements of buildings inside and out. Yet perhaps it is the purely accidental visitors, stumbling upon the old town center, who are most fortunate. They are the real discoverers and may have the best time of all.

To the intelligent, observant stranger, the scene is something to make him blink. In an approach from land he must first pass through industrial areas old or new that press close on the outskirts from the north and south, and to some extent from the west. He must penetrate suburban and some urban environs that have developed without much grace during the last century or so. He is luckiest if he approaches the town by ferry from the New Jersey shore - for then he and the old court town meet face to face. Then he sees it in the best perspective and true early character as a sea and river port.

What he sees, all of a sudden, is a compact survival of an early and very civilized bit of America. There is nothing of the kind quite so compact and complete in any other of the middle Atlantic states, or perhaps in the United States.

Tucked away within the larger community of today, the ancient town is comprised within a short stretch paralleling the river, and a few short blocks to the westward.

The visitor standing on the central Green (laid out by order of Peter Stuyvesant) suddenly finds himself in the little seaboard world of the early American. It is a scene that includes many buildings of the late Eighteenth and early Nineteenth Century.

On the Green's south edge the old Court House, for example, easily presides over the old town as in official dignity it used to preside over William Penn's Lower Counties on Delaware. Though for a century it has been

a balanced affair with large central mass and lower wings, its four sections were built over a period of 150 years.

The serene, benign edifice of Immanuel Church, at the northeast corner of the Green, grew from the little building of 1705 to its present proportions by additions that included the square tower and tall steeple of 1822. The church rises above the Arsenal of 1809 and the Academy completed in 1811. Along with the brick Town Hall of 1823 and the Presbyterian Church of 1707, all these buildings on or near the Green make up a central partnership of governmental, educational, religious, and military structures expressive of the town's development and significance.

As the visitor makes the rounds of the streets he sees many of the houses of people who lived in old New Castle. These private residences are also a notable group. Small or large, plain or elegant, mostly of brick, they exhibit about 150 years of American taste and custom during the period approximately from 1680 to 1830. They are obviously lived-in houses - real houses.

This is the New Castle of rosy bricks, of white or green paint on doorways and shutters, of stately elm trees, of gardens within white board fences, of a broad river in front - a sight that led an Englishwoman some years ago to write in the visitors' book at Immanuel Church:

"I had no idea that so charming a spot was to be found in North America."

The two-score public buildings, churches, and private houses of note in the old town stand in so small a compass that a half-hour's walk would cover them all. Such a non-stop tour would be justified only by pressure of time. Seeing New Castle profitably is a more deliberate procedure.

A casual visitor, pressed for time - between planes, for example, at the nearby airport - can take a quick look at Amstel House on Fourth

Street, and find pleasure in its heavy, early-Georgian proportions, its pedimented gable stretching clear across its many-windowed facade. Another visitor may have time to learn that in April, 1784, Gen. George Washington in this house toasted a bride, kissed her, and kissed the other pretty girls "as was his wont." Another bride forty years later got a kiss, no doubt, from the old Marquis de Lafayette after a ceremony at the nearby house of Kensey Johns Van Dyke. He gave the bride away, for her father.

For New Castle has a time-dimension, a background, that any sensitive stranger must feel instantly. He feels there must be something behind the scene, and assumes, correctly, that it would bear looking into. He sees that New Castle's life has had continuity, and is vital today in the old houses and on the old streets. But such houses and other buildings did not appear without cause. So he looks for causes behind them.

The tools for his search are at hand. In recent years, belatedly, there have appeared a number of books of historical and architectural data about New Castle from the days of earliest settlement to the present. These books have done much to delineate the portrait of the town and fill in the colors of its background. In New Castle on the Delaware, for instance, published by the New Castle Historical Society in 1937, the significance of the town's past and present is clearly set forth, and in New Castle, by Anthony Higgins and Bayard Wootten, the story is supplemented by the admirable photography. Yet an outline of that significance is in order here.

To look at the origins of New Castle is to see, first of all, a point of land jutting briefly from marsh and virgin forest into a river a mile and a half wide, which spreads its waters just below the town to a breadth of three miles at the head of a great salt bay.

In the early 1600's the Dutch claimed the middle-Atlantic region and had made plans to settle it. The Dutch West India Company (formed 1621)

later vied with the New Sweden Company in trading with the Indians and in settling farmers and artisans in the Delaware Valley. Peter Stuyvesant's final conquest of the Swedish authority came in 1655. Forts at the site of New Castle had been Fort Casimir under Stuyvesant, Fort Trinity under the Swedes, and under the Dutch again, New Amstel named for a suburb of Amsterdam.

When in 1664 the English captured New Amsterdam from old pegleg Peter, calling it New York, they also captured the settlements on the Delaware, and New Amstel became New Castle. These changes of rule, made little difference in life as it was lived in those days on the shores of the Delaware. Swedish, Dutch, French, Finnish, and incoming British settlers were treated pretty much alike by the Duke of York's deputies. As the British tide came in ever stronger, up the Delaware River and by way of the Chesapeake, New Castle continued to be the court and administrative headquarters for an expanded region, from the upper reaches of fresh water clear on down to Cape Henlopen and below.

By the time William Penn had obtained Pennsylvania from King Charles II and had sailed up the river in 1682, landing at New Castle to take possession of the "Lower Counties," New Castle was an established capital. Penn's royal grant began up-river at the fortieth parallel. These southerly lands he got from Charles' brother James, Duke of York, to control the river approach from the sea. For these lands he and his heirs fought a long and victorious battle with the Maryland authorities, and had to keep up relations with rebellious Delawareans as well.

The Delawareans resented Penn's moving the regional capital to Philadelphia. They had many more grievances, real or unreal. By 1700 the Three Lower Counties were at hopeless odds with the government that sought to tame them. In 1701 Penn approved their keeping their own Assembly at New Castle

as their old capital. From 1704 they made their own laws, and the Governor up the river generally approved them.

In 1776 New Castle could expect to be the capital of the new Delaware State, whose people now declared complete independence from Pennsylvania as well as from England. The legislature met at first in the New Castle Court House, but soon in the Kent Court House at Dover which was made the capital, because it was half-way down the state, a spot more convenient to the people of Sussex, the southermost county.

That was a bitter blow to New Castle's governmental prestige. Henceforth the town was only the seat of the New Castle County courts and the federal court of the District of Delaware.

Commercially the town had been withering long before the Revolution as Wilmington arose six miles north. In 1750 the Rev. George Ross of the Anglican congregation here spoke of the "wretched fate of the poor town." Its "dying condition," he wrote, "is partly owing to an upstart village on a neighbouring creek."

He meant Wilmington on the Christina, whose rise as a flour-milling and factory town was due, among other things, to the excellent water-power of the Brandywine Creek and the protected wharf and harbor facilities of both creeks. (Wilmington, moreover, within a century, was to find itself on the main rail lines that by-passed New Castle in going around the head of the Chesapeake.)

For New Castle a reawakening began after this country attained some measure of recovery from the losses of the Revolution. Lacking natural advantages for industry, the town became a way-station for seaboard travel and transport. As a seaport for ships it had been the landing-place for much of the overseas immigration and commerce of the river until Philadelphia arose as the dominating great port. Something of the early prestige remained

for a while after the Revolution to supplement the new transfusion that now began to thump through New Castle's veins.

It was the busy, lusty era just before the busier era of canals and railroads. Travel and commerce still moved primarily by water. Between Philadelphia and Baltimore it was impractical to sail clear down to Cape Charles, partly in open ocean, and clear back up Chesapeake Bay. It was quite practical and relatively easy to sail down the river to New Castle, go sixteen miles overland to an arm of the Chesapeake, and take another vessel to Baltimore - a total distance of about 120 miles, or vice versa.

This Philadelphia-Baltimore route became part of a main route along the seaboard, connecting the New England states with the middle-Atlantic and south-Atlantic states. The Great West was opening up. By the early Nineteenth Century vast quantities of freight from Philadelphia were passing through New Castle for Baltimore as the terminus of the Cumberland Road over the Alleghenies. The Capital of the United States was moved to the Potomac River. That meant that public men, Capital-bound, went through New Castle southward to Washington instead of northward to Philadelphia or New York as in the past. But there were more of these personages, year by year.

The 1820s were the climax of New Castle's importance as a transfer-junction on a great transportation route. Steamers were running in the Delaware River and Chesapeake Bay. Stages and big freight wagons were running over the New Castle and Frenchtown Turnpike across the neck of the Peninsula. There was yet no competition from other routes or means of conveyance.

A majority of the now-celebrated houses of old New Castle were built during the period of greatest traffic through the town. It cannot be said, however, that the traffic had much to do with building them. New Castle had no large importing or distributing firms to deal here in the goods

transported. The taverns and shops, of course, profited from the transient trade and New Castle's continuance as a market town. But the builders and owners of the late-Georgian and post-Georgian houses were not much concerned with the clatter on the cobblestones. They were mostly lawyers.

Their prosperity came from legal practice and the rich farmlands some of them owned. They looked toward Wilmington and its industry, or out to the fields and the vigorous new agriculture of the time. The lawyers and judges, deriving income largely from outside the town, continued living at the county seat where their offices were.

If the surge of heavy traffic through town was a nuisance to some of these people, there was nothing dull about the sights and sounds. If Irish immigrants and turnpike teamsters roistered in the taverns, Generals Washington and LaFayette and many other notables were guests of New Castle's leading citizens, sipping toddies in drawing-rooms or iced concoctions in quiet back gardens. The cultivated people of New Castle traveled in America and Europe. They enjoyed being hosts to travelers of distinction.

A woman traveler of 1828 has left a piquant jotting of New Castle activity at the very height of the wave. A Mrs. Anne Royall, in town to peddle a book of hers, wrote in part as follows:

"It is a pretty town on the Delaware River though little of it is seen from the river or the road. But upon walking back from both, you find some very handsome houses, squares, and streets. It contains two churches, a court house, jail, an academy, a very handsome market house, and about 150 houses. . . .

"It is a perfect treat to sit in the upper story of the tavern, and see the steamboats arrive and depart twice a day, loaded with passengers, from forty to a hundred, and how often at night I cannot say. Also the stages coming from Frenchtown, eight to ten, heavy laden with passengers - these get out of the stages directly under the window and walk to the wharf. Some dozen porters wheeling the baggage, trunks piled on trunks, bandboxes and valises from the wharf to take the same stages back to Frenchtown.

"These are hardly out of sight till here comes the steamboat foaming down the river from Philadelphia, the stages receive the passengers from the boat, and the boat receives the passengers from the stages, and each set off again turning back to back.

"The novelty of the passengers, their different figures, dress, age, country and movements, are very amusing; and such droves, it appears to be an army in full march - everyone walks as fast as if his life were forfeit if he did not get first to the stage or first to the boat. But their figures and phizes - here a little nimble Frenchman trips like a partridge and carries his valise under his arm for safety - another (American) follows, with his

valise in his hand, which his looks show he is unwilling to trust in the hands of the porters.

"There you see a great broad red-faced Irish woman, waddling along, puffing and blowing, perhaps an old chest, as cumbersome as herself fastens her eye to the barrow, and never was a boat yet, but there was a broad, red-faced Scotchman on board, and a pock-marked Paddy . . . . This variety continually before the eye, and the shipping passing up and down the river, renders Newcastle a very interesting stopping place. . . . "

As for the gentry of the town, Mrs. Royall confessed herself not so pleasantly amused. Apparently they all would not buy her book. Exceptions seemed to be the teachers at the Academy and "the young lawyer Gray" with whom she was "most pleased." The "first man in the place" she discovered to be James Rogers, at whose "stylish house" she was politely received by Mrs. Rogers, with whom she chatted while waiting for the State's Attorney-General to dress and come downstairs.

"In the meantime Mr. R. discovered my object, and after keeping me waiting so long, sent word down by Mrs. R. that he was 'engaged.' Now I would say he is neither a good lawyer, a good gentleman, or a good anything. Messrs. T. Rogers, G. Read, J. A. Black, and Dr. J. Cooper were great things too - but I would not give a fig for the whole of them."

The opinions of these eminent gentlemen about Mrs. Royall are not recorded. Though we may shed a tear for her unhappy bookselling, we can understand why the privacy of New Castle homes was of particular concern to their owners in those days, as now. The proximity of the taverns and the general hullabaloo were reasons enough for the very urban style of having only a formal stoop in front. Porches, if any, opened into gardens enclosed by board fences, or overlooked the river from the backs of houses along the east side of the Strand.

Year by year the tide of travelers, migrants, manufactured goods, and farm and forest products rolled through New Castle. In 1831 the New Castle and Frenchtown Railroad Company finished its track of wooden rails on which iron straps were spiked. The next year a steam locomotive arrived from England to help replace horses on the line. It never ran very well, but other engines built locally were able to make the trip in about

an hour.

Meanwhile two great transportation projects, one of them six miles south of New Castle and the other six miles north, were about to shatter all this mainline activity across the isthmus of the Delaware and Eastern Shore Peninsula. The transfusion was about to give out, the wharves and taverns to cease much of their turbulent clatter.

Down the river shore across Hamburg Cove in plain sight was the brand-new mushroom village of Delaware City. Its grandiose name was a hope for future greatness as the eastern terminus of the Chesapeake and Delaware Canal, completed in 1829. For a while the railroad and the canal were in competition. The great blow to the railroad, especially, came in 1837 when a rail line was completed via Wilmington around the head of Chesapeake Bay. The canal managed to collect tolls for 82 years afterwards, but the trans-peninsula railway soon quit.

On the political map of capitals, New Castle lost its rank in 1777. It lost its status on the transportation map in the 1830s. It lost its place as a county seat to Wilmington in 1881. (Even the County Jail, with whipping post, went to an outlying rural spot in 1901.) Most of the lawyers moved out to follow the courts and be where the legal business thrived. The old town began to doze. Some of the old houses fell into disrepair. But the Victorian mania for turrets and mansard roofs did not overtake New Castle's architectural gems. (In more prosperous Wilmington, many a fine Georgian house was drastically modified.)

In the opinion of some persons, perhaps, the old center-section of New Castle is still asleep - in full view of the busiest river in the world at its front door, with the busiest railways and roaring highways within a few miles of its back door; with airfields and factories crowding close.

Yet as we have noted, the town is becoming vividly conscious of the treasure existing in the streets, the Green, the buildings and houses of the central town.

The preservation of this treasure has for years been a concern of the owners of many of the private houses and the official guardians of the public buildings and churches. The New Castle Historical Society, true to its name, has made Amstel House an embodiment of its efforts toward greater appreciation of the town's background and surviving buildings. New Castle people have helped in the restoration of the Old Dutch House by the Delaware Society for the Preservation of Antiquities. A restoration of the Old Presbyterian Church is under way by action of the congregation.

The awakening of New Castle in the early Nineteenth Century was noisy with the stream of humanity and freight. The awakening in the thirties and forties of the Twentieth Century has been a quiet one - but one full of meaning for the future of the Green and the old town around it. It is a realization of what New Castle is, and a presentiment of what it can be.

By their hospitality, the people of New Castle have spread the fame of the town nationally. Nowadays they find their own pride in it matched by the pride of countless persons who came from a distance, and were charmed. Others will come, persons now living and future generations. If the heart of New Castle is the compact, integrated, historic rarity so many persons think it is, that significance imposes the duty of preservation. Much has been done to this end, but a great deal more needs to be done.

For obviously the old town is not all of a piece. There have been fires and replacements. The area did not escape the entry of clashing styles after the 1840s. New construction and alteration have cropped up from time to time, and illustrate for us now the complete overthrow of the classic

tradition of the Georgian era.

Tastes, of course, change. New materials and techniques, new aims of convenience, comfort, and beauty will shape new styles of plan and decoration inside and out. For all new things of good quality and taste there is plenty of room in this big and imaginative nation. To cherish the New Castle of 1830, with its structures of two (maybe three) early-American centuries, is not by any means to recommend that style for new construction under all circumstances. But here in New Castle is something rare and distinct that cannot be replaced, and that can be guarded and enhanced by careful adherence to a unified plan of action.

There are influences and trends which, if allowed to continue, might be dangerous to the integrity of the scene as we know it. On the other hand there are means of insuring that the picture will grow brighter and clearer year after year. Mistakes that have been made in the past can be rectified, and kept from happening again. Where a structure has been hurt by inappropriate changes, it can be restored or additions made to harmonize. And much more can be done - all without interrupting the life of the town in any unpleasant degree. By the development of zoning rules and other controls, by education of the public to the prospect of increased business, by pointing out the dangers of deterioration in intrinsic values, the future of New Castle can be assured as far as it is possible to foresee.

It need hardly be said that without thought and action, New Castle may not remain as it is much longer. It is not too late to act. The sponsors of this report have authorized its preparation with a full consciousness of the town's rich historic background and actual architectural merit to facilitate and encourage this action. The report is dedicated to these ideals and is delivered into the hands of a group of public spirited people for the purpose of recording the physical appearance of New Castle

as it is now and of outlining a plan for the preservation of the old town.

The authors of the report are Perry, Shaw and Hepburn, architects, who were the architects for the restorations at Williamsburg, Virginia, and Pope & Kruse, associated architects.

Anthony Higgins

SCOPE OF THE WORK

ENCLOSURE A

REPORT ON NEW CASTLE, DELAWARE

1. General survey and analysis of New Castle indicating:
  - (a) Extent and significance of the town in colonial days.
  - (b) General appraisal, historically and architecturally, of structures and areas extant today in relation to (a) above.
  - (c) General appraisal, historically and architecturally, of structures and areas no longer extant in relation to (a) above.
2. Define area or areas appropriate for preservation and/or restoration and substantiate from standpoint of practicability and significance if accomplished.
3. Analysis of individual structures and areas extant within area defined in (2) and including:
  - (a) Historical and architectural data.
  - (b) Present ownership and use.
  - (c) Present condition.
  - (d) Recommendation as to preservation or restoration and extent thereof.
4. Analysis of individual structures or areas no longer extant but which were originally within the area defined in (2) and including:
  - (a) Historical and architectural data.
  - (b) Present ownership and use of site.
  - (c) Practicability of reconstructing.
5. Recommendations as to eventual uses of preserved or restored structures and areas, such as
  - (a) Residential.

- (b) Exhibition.
- (c) Shops (reactivated).
- (d) Commercial (shipping, port facilities, etc.).

6. Effect of recommended preservations and restorations on:

- (a) Residents of areas.
- (b) Business and commercial interests.
- (c) Municipal institutions.

(Note: The above is not intended to comprise a comprehensive study such as might be required for municipal zoning, but simply a general statement of changes which should be effected in the enumerated categories in order to eliminate elements thereof incongruous with the recommended preservations and restorations.)

7. Analysis and recommendations regarding relocation of public utilities and re-routing of traffic.

8. Define subordinate areas and buildings within the recommended composite restoration and preservation which would be appropriate for independent restoration or preservation.

(Note: The Underwriters contemplate the possibility of portions of the recommended restoration and preservation being undertaken by unrelated organizations and at varying times; the subordinate areas should be so established as to facilitate such a program.)

9. Recommendations as to supporting and auxiliary projects including:

- (a) Approaches.
- (b) Orientation center.
- (c) Parking.
- (d) Hotel and restaurant facilities.
- (e) Offices (for permanent organization).
- (f) Maintenance shops and warehouses.

10. Recommendations as to necessity for acquiring or controlling protective properties.

## REPORT

### New Castle, Delaware

#### 1. General Considerations

Whether the Town of New Castle is approached from the River or from the north or west as formerly, it is at once evident that it is an unusual town. The visitor is impressed by the number of old houses and other buildings, still virtually unchanged from the time they were built, which give it its extraordinary atmosphere of the past. New Castle is far from being a static town and in that lies its greatest danger. Already it and its lands \*1. are surrounded by factories and plants, and more are being built each year. The whole river bank south from Wilmington, once farmlands, is being covered by increasing commercial activity, with the attendant housing developments. If the character of New Castle is to be preserved, it will be necessary to establish some means of preserving what exists in the town and of restoring what has been altered or destroyed. The purpose of the following report is to outline what can be done that New Castle may remain one of the most attractive old towns in the country.

In this report the Architects have considered two distinct areas: Area A, the town proper, or rather that part of it bounded by the waterfront 2. on the east, Fourth Street on the west, Delaware Street on the south, and Harmony Street on the north, inclusive; and Area B, in which are included all other buildings of historical or architectural merit in the immediate vicinity of, but not in, Area A, and those in the nearby countryside.

It is unfortunate that some of the oldest buildings have disappeared, but it is hoped that those that remain will be preserved. This can be done if the citizens of the town realize that by their own efforts they can preserve this architectural heritage, but that unless a start is

\* The marginal numbers refer to headings in Scope of the Work.

made there is danger that through lack of appreciation it may gradually disappear.

This study of existing conditions has been sponsored by generous individuals who hope to arouse sufficient interest in the citizens to undertake a program of preservation and, in some instances, of restoration. With 1. this in mind the Architects have attempted to outline a program which is not a wild dream of impossible perfection, but a practical plan of procedure which will result in the preservation for all Americans of the physical appearance of a late Eighteenth Century town which embodies unusual architectural interest and charm.

## 2. Evidence

Drawings included in this report show the present appearance of all the street elevations. The plan of Area A indicates the groups into which buildings have been divided: First, those which need no restoration (preservation only); second, those which need minor or major restoration; third, buildings which eventually should be removed; buildings which should be reconstructed on their original sites cannot definitely be determined at present.

Available photographs of buildings which have been altered or destroyed in the past are included, as well as photographs of existing buildings.

Careful measurements of the Court House have been made as a basis for further research.

In the Library of Congress, and available to the public, are measured drawings of the old Town Hall and some other buildings in New Castle.

4. The drawings of the Presbyterian Church are included. This, by force of circumstances has become the first restoration, and it will perhaps establish a criterion by which to measure local reaction.

Old plans of New Castle.

The "Tile House" research.

### 3. Area A

In Area A most of the buildings are contemporary and have been well preserved, some should be restored to a greater or lesser degree, a few should be removed, and others reconstructed on their original sites.

The preservation of existing buildings can be assured only if they are protected by zoning ordinances. To accomplish this, a program of public 2. enlightenment will be necessary, for it is difficult to convince the average man that the protection afforded by zoning is to his own advantage in the long run. Zoning regulations should be studied and adopted as soon as possible. This is almost a first necessity.

Buildings in this area can be divided into three categories - private houses, shops, and public or semipublic buildings. The owners of private houses which have been injudiciously altered in the past might be convinced of the desirability of restoring the exteriors if they felt that their efforts would aid the common effort to preserve New Castle and that their property had permanent protection by zoning laws.

Most of the shops need restoration or reconstruction to a considerable extent. This is the greatest problem of all. It can be proved to the 8. commercial interests that the preservation and restoration of New Castle is a 5. good investment from a purely material point of view. The remarkable result in Williamsburg should go far to prove this point. In some instances it may be possible to improve shop fronts through gifts for the purpose.

The public buildings and semipublic buildings are individually most conspicuous from the point of view of restoration. These restorations will require a great deal of research. There must be research both inside and out. The research item itself will cost a considerable sum, as brickwork, framing, etc. must be uncovered and examined if authentic restoration is to result.

4. The need for hotel accommodations in the future is evident, and two sites were considered: (1) near the ferry docks and convenient to Area A; and (2) to the south of the town in the southern section of the Park. This latter site is preferable, as it is open land and has an outlook toward the River, and toward the Town. The approach from this site to Area A could be made

9. very attractive, perhaps following the route of the old railway. Thus, the accommodation of transients could be taken care of. The hotel would not only cater to the large number of tourists who travel north and south with the seasons but, coupled with a good restaurant, and in pleasant country surroundings it would attract people from Philadelphia and Wilmington as well, and should appeal to the investor. A hotel in New Castle would undoubtedly increase the number of visitors and possibly bring contributing visitors. The increased income of the merchants of the town due to the expansion of services to tourists, of which a hotel would be a major part, would soon be evident.

It is important to consider the shopping area and its future expansion. If the town adopts zoning regulations as it should for the protection of all property owners, there will be little chance of future expansion of

9. commerce in Area A. It is proposed that provision be made for this future need by controlling the area adjacent to the ferry docks. This site would be easy of access from Area A and by automobile from all directions.

Industries should be prohibited by zoning from Area A and its immediate surroundings, but in any event when the ferry is abandoned, the present ferry docks and the approach to them should be improved and protected through zoning regulations to prevent the encroachment of slums.

It is desirable to plan a parking space near Area A. For this purpose property will have to be acquired. Obviously the property to be

2. acquired should be that which would add to the appearance of the area by the removal of unsightly surroundings. The plan of Area A shows a parking space at a convenient juncture of approaches from the south, west and north. On the lots so indicated, there are at the present time small, modern houses which should be removed. With proper treatment of Harmony Street, this will make a division between Area A and the unsightly development to the north.

The future development of the Park might be a project in which a donor would be interested. It would be well to assure the cooperation of the Town Fathers in such a project by convincing them, if necessary, of the advantages of a program should such a situation arise.

A study of the reconstruction of the waterfront should be made after sufficient information has been found to justify it.

A study of sewage disposal and the silting of the shore front are  
7. both problems which will have to be faced in the near future. These, however, are engineering projects which are not pertinent to this report.

The question of priorities is complicated by many considerations. Offhand we believe that the improvement of the general appearance of a street, Delaware Street shops, for example, would accomplish the most with the least expenditure. The difficulty arises in carrying out such a project until the commercial interests are willing to cooperate. If the cooperation of the shopkeepers can be counted upon, this, in our opinion, should be the first priority. Removal of buildings, however, raises the question whether  
6. it is wise to alter a building which is to be removed eventually. We believe that each case will have to be decided on its merits. It may be impossible to remove any building unless a generous donor is willing to buy such property and have it removed. (It would be debatable practice to remove a building fulfilling a useful function unless it were to be replaced by a building of historical importance.)

We believe that priority in restoration and alteration of buildings other than shops should be given to buildings listed "A" in the allocation table, as these changes would do more to preserve the appearance in the old town than those alterations listed "P," as these latter require comparatively little change.

5. Area B

From the point of view of the archeologist it is unfortunate that New Castle has become so highly industrialized. The old houses in the surrounding countryside can hardly be recognized now as having once been surrounded by lawns, fields and trees. In the future, it may be that some 2. of these old places can be rescued and preserved. Notes by Miss Jeanette Eckman covering the history of this area are included.

It is suggested that the Trustees of Public Property in New Castle give consideration to a plan for cooperating with County Commissioners so that the approaches to New Castle can be improved and that perhaps a broad program for future cooperation can be developed.

Class A - 27% (Alteration)  
 " R - 24% (Restoration)  
 " P - 49% (Preservation)

Note: It may be desirable in certain cases in Class P to make minor alterations.

Harmony Street

57-59 The Strand  
 The Thomas House (No. 60 The Strand)-----P  
 Immanuel Parish House (to be removed)-----R  
 No. 114-----A  
 No. 116-----P  
 No. 118-----P  
 Nos. 122, 124, and 126-----P  
 Immanuel Church-----P  
 The Academy-----P  
 No. 44 Third Street-----P

Delaware Street South Side

No. 1 The Strand-----P  
 Van Leuvenigh House (No. 2 The Strand)-----P  
 No. 106-----P  
 No. 110-----P  
 No. 112 (to be removed)-----R  
 No. 114-----A  
 Nos. 116 and 118-----A  
 No. 120-----A  
 Nos. 122 and 124-----A  
 No. 126 (to be removed)-----R  
 No. 130 The Century Club-----P  
 No. 200-----A  
 Nos. 202 and 204-----A  
 No. 206-----P  
 No. 208-----A  
 No. 210 (to be removed)-----R  
 No. 212 (Booth House)-----P  
 The Bank (to be removed)-----R  
 Nos. 216 and 218 (The Hotel Louise) to be removed R  
 No. 300 (Van Dyke House)-----P  
 Nos. 306, 308 and 310 (to be removed)-----R  
 No. 312-----A  
 No. 400 (Van Dyke House)-----P

Delaware Street North Side

The Amstel House - 2 Fourth Street-----P  
 The Johns House 317-----P  
 The Court House-----P  
 The Old Town Hall-----P  
 Clowd's Row (117-127)-----A  
 113-115 (to be removed)-----R

Fourth Street: Covered Elsewhere

See Delaware Street

Third Street

No. 2, The Kensey Johns House-----P  
No. 8-----P  
No. 10 (to be removed)-----R  
No. 12-----A  
No. 14-----P  
No. 16-----P  
No. 18-----P  
No. 20-----P  
No. 24-----P  
Nos. 26 and 28-----P  
No. 32-----P  
No. 34-----P  
New Castle Library (to be removed)-----R  
No. 44-----P

Second Street

New Castle Club (to be removed)-----R  
The Arsenal-----P  
Immanuel Church-----P  
No. 3-----A  
No. 7 (to be removed)-----R  
No. 9-----P  
No. 11-----A  
No. 13-----A  
Nos. 15 and 17-----A  
No. 19-----P  
Presbyterian Church-----A  
The New Presbyterian Church (to be removed)-----R  
Nos. 47-49-----P  
No. 51-----A  
No. 53 (to be removed)-----R  
No. 55 (to be removed)-----R

The Strand

No. 4 (to be removed)-----R  
No. 7 The Old Jefferson Hotel-----P  
No. 9-----P  
Nos. 13 and 15-----P  
No. 17-----P  
No. 21-----P  
No. 23 (to be removed)-----R  
No. 25-----P  
Nos. 27, 29, 31 and 33-----P  
No. 49-----P  
Nos. 53 and 55-----P  
Nos. 57 and 59-----P  
No. 6-----P  
No. 8-----P  
No. 14-----A

The Strand (continued)

No. 20-----P  
No. 22-----A  
Nos. 24 and 26-----P  
No. 28-----P  
No. 30-----P  
No. 42-----P  
No. 54 (to be removed)-----R  
No. 56-----A  
No. 58-----P  
No. 60-----P  
Nos. 101 and 102-----P

LIST OF PROJECTS

A commercial center or shopping area

Old Dutch Burying Ground (The Strand through to Second Street)

Old Court House

Delaware Street shops

206 Delaware Street ("The Penn" House)

The building of a colonial style inn, etc.

A landscaping project in Area "A"

Octagonal brick, Public Library building on the Green (to be replaced)

Masonic building, Delaware Street (to be removed)

Parking area

Old Presbyterian Church

Tile House (see special report)

Waterfront

(Note: Sewage Disposal - an important project, not a part of this report)