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National Register of Historic Places
Multiple Property Documentation Form

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This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

X New Submission _____ Amended Submission

A. Name of Multiple Property Listing

Historic and Architectural Resources of Newport, Delaware

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Historical and Architectural Development of Newport, Delaware, 1735-1945

(see also Section E, pg. 7 Comprehensive Planning)

C. Form Prepared by

name/title Peter E. Kurtze, Architectural Historian

street & number 109 Brandon Road telephone (410) 296-7538

city or town Baltimore state MD zip code 21212

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.

(See continuation sheet for additional comments.)

[Signature] State Historic Preservation Officer

6/1/93
Date

Delaware Division of Historical and Cultural Affairs, Hall of Records, P.O. Box 1401, Dover, DE 19903
State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

[Signature]
Signature of the Keeper

7/14/93
Date

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E. Statement of Historic Context: **Historical and Architectural Development of
Newport, Delaware, 1735-1945**

Ten properties are considered in this nomination. These include the Galloway-Walker House (N-357) and the "Oliver Evans House" (N-12807), the earliest dwellings surviving in Newport, reflecting its early settlement period; the Lewis Weldin House (N-468), a later 18th century building which housed mixed residential and commercial/institutional uses; the Joseph W. R. Killgore House, 107 N. James St. (N-11007), an unusual early- to mid-19th century dwelling with a "saltbox" configuration; 21 Walnut Street (N-11063), an exceptionally well-preserved frame dwelling of the Victorian period; the Newport National Bank (N-470), representing a significant mid-19th century commercial enterprise; Killgore Hall, 101 N. James St. (N-11006), a commercial building with upper-story meeting rooms dating from 1883; the Newport Masonic Hall (N-10967) and former Woman's Club of Newport [Town Hall] (N-11058), representing important local fraternal/community organizations; and the Newport Railroad Station (N-10976) illustrating the town's significance as a local transportation center.

The earliest buildings in Newport appear to date from the middle of the 18th and early 19th centuries; property types associated with this period include vernacular dwellings exhibiting traditional double-cell, hall-parlor and stair-passage plans and features characteristic of the region.

The initial settlers of Newport were primarily of British extraction. The earliest surviving buildings in the town reflect plans and forms typical of areas of British settlement in the Pennsylvania Piedmont region. Important individuals included John Justis and Samuel Marshall, who were involved in the initial platting of the town; inventor and engineer Oliver Evans, who was born in Newport on September 13, 1755; and James Latimer, a Newport merchant and landowner who became President of the Delaware Convention and signed the ratification of the Constitution in 1787. Research has not identified any extant resource within the town limits which is unequivocally associated with any of these individuals. Although the 18th century gambrel-roofed dwelling on the CIBA-GEIGY plant property is popularly called the "Oliver Evans House," there is no apparent historical justification for this attribution; local historians identify Evans' birthplace as a stone house at the southeast corner of Christian and James streets, which has not survived.

A characteristic pattern of land use was established early in Newport's history. Throughout the eighteenth and nineteenth centuries, the settlement focused on the intersection of major east-west and north-south land routes. Commercial uses were concentrated at this intersection, and residential development extended to the surrounding quadrants. The Christiana Creek waterfront at Newport's southern boundary supported a variety of industries; the

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rest of the land surrounding the developed area of the town was in agricultural use. At the turn of the twentieth century, one parcel of farmland remained abutting the Creek; this acreage was converted to industrial use in 1901-02 when the Krebs Pigment and Chemical Company plant was established. Suburban residential development occupied the remaining open space within and around the boundaries of Newport on the west, north, and east in the era immediately preceding and following World War II.

First laid out in 1735, the town of Newport was among the early villages in Christiana Hundred which developed along early transportation routes. While no standing resources appear to have survived from this initial period, elements of the original town plan remain to reflect this association. The principal streets within the town were laid out in the original survey; the present Market Street generally conforms to the alignment of the eighteenth-century King's Road to Philadelphia, intersecting north-south routes which developed along trails established by the Minquas tribe in prehistory. From its inception, the village served as an important trans-shipment point for land and waterborne commerce, linking the fertile farmlands to the north with water transport on the Christiana Creek.

The town of Newport is sited on part of a 630-acre tract called "Cold Harbor," which was patented to Conrad Constantine in 1683; 100 acres of this tract passed to Henry Parker, a planter from Cecil County, Maryland. Parker sold a half-interest in his holdings to John Justis on April 26, 1731; in 1735, Justis laid out the parcel into lots, naming the prospective village "Newport Ayre." On February 17 of that year Justis sold 18 acres to Samuel Marshall, miller, who also subdivided his purchase into village lots for resale. The lots sold rapidly during the first decade of the town's existence. By 1749, "a Scatering Town" had emerged, according to the description of a traveler, Joshua Hempstead of New London, Connecticut.¹ Dwellings and stores had begun to line Newport's streets, and wharves and warehouses were in operation on the banks of the Christiana Creek.

The town of Wilmington was established at essentially the same time, and an economic rivalry between the two settlements ensued. Although by the later 18th century Wilmington had gained ascendancy, Newport continued to grow, and remained a significant center of local transportation and commerce in its own right. By that time, the town had confirmed its importance as a transfer point for produce flour, textiles and other products which were hauled overland from the agricultural and milling region of Chester County, Pennsylvania and the adjoining hundreds of Delaware, and transferred to packet boats which provided regularly scheduled transportation to market in Philadelphia. In 1788, John Penn observed

¹ Ella W. Johnson, Story of Newport. Wilmington, DE: Paragon Press, 1963, p. 256.

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that "Newport, within a few miles of Wilmington, has still more houses than Newark, and a good brick tavern."² Wharves and warehouses served the water trade, and creekside industries of the period included bark mills and tanneries. A post office was established at Newport in 1793, indicative of the increasing importance of the town in the post-Revolutionary period.

The early nineteenth century was a period of considerable prosperity for Newport. More wharves and warehouses were built in response to increasing traffic on the Christiana Creek, local industries including milling, fishing, and agriculture were highly productive, and the town grew as commercial and residential buildings were constructed. Around 1800 a public market was established on the south side of Market Street, between James and Marshall streets. Water continued to provide the principal means of transportation for freight in New Castle County during the first quarter of the 19th century. Road improvements undertaken during this period initially appeared to promise benefits to Newport's water trade, by facilitating transport of agricultural produce from southeastern Pennsylvania to the trans-shipment point. In 1808, the Gap and Newport Turnpike Company was granted the state's first charter to build and operate a toll road; the State Legislature declined to provide direct financial assistance for the construction of the road, but did pass an act in 1811 authorizing the turnpike company to conduct a lottery to raise \$30,000. This method of raising funds proved successful, and the road was completed in 1818, the first toll turnpike in Delaware.

While the turnpike was under construction, a bridge across the Christiana at the foot of James Street was proposed. Such a bridge would offer a convenient route to New Castle, the county seat, alternative to the ferry at Wilmington or the Christiana Bridge. A ferry at this location was in operation before 1790, run by Col. Thomas Duff; Duff's Ferry was replaced in 1800 by a new facility operated by a board of three commissioners. Concerns were raised over the proposed bridge's potential to obstruct the profitable water traffic; these concerns were finally resolved, and in 1813, the Newport Bridge Company was incorporated and authorized to erect a drawbridge on the location of the public ferry. The bridge was to be 20' wide, with a thirty-foot-long draw span, and would operate as a toll facility. Marshland was filled to create the approaches to the bridge.

The Wilmington and Christiana Turnpike Company, chartered in 1815, carried out extensive improvements to the Old King's Road and Market Street through Newport. This toll road was opened in 1821.

² J. Thomas Scharf, History of Delaware, 1609-1888. Philadelphia: L. J. Richards & Co., 1888, p. 896.

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The net effect of the road improvements undertaken during the first quarter of the 19th century seems to have been to undercut Newport in its commercial competition with Wilmington. While improved overland routes made it easier for farmers to transport their produce to Newport, they also facilitated direct access to a shipping point in Wilmington, and confirmed that city's commercial advantage.

By the 1830s, the population of Newport had increased to about 800, served by a half-dozen stores and an equal number of inns.

The Philadelphia, Wilmington & Baltimore Railroad was extended through Newport in 1838, offering a third mode of transport; by introducing new competition, and by cutting off two formerly navigable streams which flowed into the Christiana Creek, the railroad contributed to the decline of the river trade. In its place, however, the railroad offered a modern means of transportation which facilitated the development of heavy industries in the town later in the 19th century.

Although the river trade had begun to wane by the mid-19th century, Newport retained a measure of importance as a center of local commerce, as evidenced by the organization of the Real Estate Bank of Newport in 1859 and its subsequent absorption by the Newport National Bank upon its creation in 1865. The Christiana Creek waterfront supported a variety of large and small industries through the 19th century. The early tanneries had ceased operation by the 1840s; the larger enterprises of the 1860s and 1870s included a brickworks, lumber yard, fertilizer plant, and rolling mill.

The town was formally incorporated on April 7, 1873. Following incorporation, an extensive development of "building lots and factory sites" was proposed for the area immediately outside the corporate boundaries on the east and southeast, but this ambitious plan was never realized. The Town Commissioners first turned their attention to street improvements.

By the late 19th century, Newport's growing population was served by a number of important community organizations. The Diamond State Grange No. 21 was chartered at Newport on March 5, 1873. Four fraternal organizations were active in town by the mid-1880s, including the Armstrong Lodge No. 26, A. F. & A. M., (instituted 1870), Andastaka Tribe No. 14, I. O. of R. M. (1874), David L. Striker Post No. 8, G. A. R., (1883), and the Active Lodge No. 11, A. O. of United Workmen (1885). By the early 20th century, women's organizations had also been founded in Newport, including a branch of the Women's Christian Temperance Union which provided the basis for establishment of the Woman's Club of Newport. The presence of these organizations is reflected in several extant resources. The Armstrong Lodge No. 26 was organized in 1870, and met in the old Cranston Hall on the bank of the Christiana (demolished) until 1883, when it moved into the newly-

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constructed Killgore Hall at James and Justis streets (N-11006). After the death of their landlord and lodge brother, Past Master John W. R. Killgore, the Masons built a new temple on East Market Street in 1913 (N-10967). The Woman's Club of Newport also was organized during this period, apparently as the successor to the Women's Christian Temperance Union; the present Newport Town Hall (N-11058) was constructed as their headquarters in 1934.

The Newport Railroad Station (N-10976) reflects the continuing importance of the railroad to the town into the early 20th century. The construction of the station in the first decade of the century reflects several contemporaneous events which converged to cause a local boom in railroad development. Passenger service between Newport and Wilmington was increased in the late 1890s, in response to increasing demand from commuters. A parallel response to this demand was the provision of trolley service between the two communities, through an extension of the Wilmington City Railway System to Newport in 1901. At the same time, a series of mergers resulted in the consolidation of several local railroads--including the Philadelphia, Wilmington & Baltimore through Newport--as branches of the Pennsylvania Railroad, and the Pennsylvania Railroad initiated an extensive program of improvements in trackage and facilities in the Wilmington area.

In 1901, Danish immigrant Henrik J. Krebs acquired a parcel of creekfront farmland in the southwestern quadrant of the town and began erecting a plant for the production of lithopones, or white pigments. The factory was completed and placed into service in February 1902; an extensive expansion of the physical plant occurred in 1916. On its twenty-fifth anniversary, the plant covered 7 acres and produced 150,000 pounds per day.

The Krebs plant exerted a significant economic influence in Newport during the first quarter of the twentieth century, whose effect remains visible in and around the town. A row of workers' houses was constructed on James Street, near the plant; numerous houses privately erected by plant workers also reflect its influence, although these resources lack sufficient integrity to meet registration requirements. In 1926, Henrik J. Krebs determined to mark his 50th wedding anniversary by improving educational conditions in Newport; he purchased a five-acre site for a new school, located two blocks north of the town [outside the geographical limits of the present nomination], and underwrote the construction of a new building costing \$150,000. The Henrik J. Krebs School was dedicated on Saturday, September 10, 1927.

Henrik J. Krebs died October 7, 1929, aged 82 years, and the plant was acquired by E. I. Du Pont de Nemours & Co.; lithopone remained its principal product until 1948, when a new facility to produce organic colors was constructed. In 1965, chromium dioxide for coating magnetic recording tape began to be produced, in addition to pigments; a new chromium dioxide plant was added in 1978.

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Du Pont retained the chromium dioxide plant when the pigment facility was sold to CIBA-GEIGY in 1984.

As the town grew through the nineteenth and early twentieth centuries, a broad variety of domestic and commercial architectural forms chronicled its development, illustrating the theme Architecture and Building. Several houses constructed in Newport during this period conform to traditional building types. In addition, the influence of popular architectural styles is represented by examples expressing the eclecticism of the Victorian period, as well as Foursquare and Bungalow types which achieved wide popularity after the turn of the twentieth century. The majority of these resources lack sufficient integrity to meet registration requirements.

The areas surrounding the town were transformed by suburban residential development in the World War II period. Much of Newport's early business district was destroyed by highway construction in the mid-twentieth century; surviving resources reflecting commercial building types are therefore relatively rare.

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Comprehensive Planning

Documentation of the historical and architectural development of the town of Newport provides significant additional information related to several cultural concepts and associated themes identified in the Delaware Comprehensive Historic Preservation Plan. These concepts (listed below) are reflected in the historical influence of road, river and rail transportation, and in the establishment of local enterprises directed to financing and commerce, others are addressed by resources which were erected to accommodate community organizations, and by properties associated with prominent citizens of Newport. The study area is located within the Pennsylvania Piedmont Zone; time periods represented by the initial construction dates of extant architectural resources include the mid-eighteenth century to 1945. The period of significance established in the Statement of Historic Context is 1735-1945, reflecting the period between the initial platting of the town to the World War II era.

Related State Historic Contexts

Themes:

Retailing/Wholesaling
Finance
Transportation and Communities
Settlement Patterns and Demographic Changes
Community Organizations
Major Families, Individuals and Events
Architecture, Engineering and Decorative Arts

Chronological Periods:

1730 - 1770 +/-
1770 - 1830 +/-
1830 - 1880 +/-
1880 - 1940 +/-

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F. Associated Property Types

Name of Property Type: Vernacular residential buildings.

Subtype: Eighteenth- to mid-nineteenth century dwellings.

Description: Houses constructed during Newport's first century after settlement conform to the traditional double-cell, hall-parlor and stair-passage plan types identified in the Delaware Comprehensive Historic Preservation Plan. The earliest surviving examples are of brick construction, 1½ to 2½ stories in height, with gambrel or gable roof forms. Brickwork may be laid in English, Flemish, or common bond, and may incorporate decorative treatments such as belt courses and/or a molded or beveled water table. Examples of frame construction survive from the second quarter of the nineteenth century. Representatives of this property type in Newport include the Galloway-Walker House, "Oliver Evans House," Lewis Weldin House, and J. W. R. Killgore House.

Subtype: Late nineteenth- to early twentieth century dwellings

Description: Post Civil War-era dwellings in Newport reflect the influence of a variety of popular styles, including the Second Empire, Gothic/Eastlake, Queen Anne, Shingle Style, Bungalow, and American Foursquare. 21 Walnut Street is a well-preserved, significant example.

Significance: These properties are eligible for listing in the National Register under Criterion A, for their association with the development of the town of Newport, and under Criterion C, as examples of a type, period, or method of construction. Properties related to the subtype "Eighteenth- to mid-nineteenth century dwellings" illustrate Newport's early formative period as a crossroads settlement and river port, prior to the economic changes wrought by the arrival of rail transportation in the mid-nineteenth century; those within the subtype "Late nineteenth- to early twentieth century dwellings" are linked to the town's period of maturity marked by its formal incorporation and subsequent suburban and industrial development.

Registration requirements: In order to qualify for listing, these properties should retain the majority of their historic exterior appearance consistent with their original construction. The exterior form and materials, and the fenestration pattern of the principal facade, should remain intact and readily perceptible.

The subtype "Eighteenth- to mid-nineteenth century dwellings" represents a resource type which is relatively rare in Newport, and therefore may be subject

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to a more lenient standard of integrity than would be appropriate to apply to other resource types of which more numerous examples exist. Original exterior finishes may have been covered with modern materials, as long as the manner in which the modern cladding was applied did not result in removal of or significant damage to the original surface, and if this alteration is fully reversible. The application of cementitious coatings such as stucco or formstone, for example, is not readily reversible, and a resource so treated would not meet this registration requirement.

The subtype "Late nineteenth- to early twentieth century dwellings" is represented by numerous resources in Newport, and properties must meet a comparatively high standard of integrity to qualify for registration. In addition to retaining the original form and fenestration pattern, the historic exterior cladding materials must remain intact and exposed. Decorative elements should also remain substantially intact; a minor degree of loss or alteration of original detailing is tolerable as long as architectural or graphic evidence exists to support its restoration. Application of modern siding materials, enclosure of porches, or replacement of significant architectural elements such as windows, will generally disqualify a resource of this subtype from meeting this registration requirement.

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Name of Property Type: Commercial buildings/social halls

Description: Extant representatives of this property type span a date range from 1864-1934. They are characterized by brick construction, one- to three-story height; multi-story examples combine commercial functions on the street level with meeting spaces or living quarters above. Examples include the Newport National Bank, Killgore Hall, Masonic Temple, and Woman's Club of Newport.

Significance: These properties are eligible for listing in the National Register under Criterion A, for their association with the commercial and/or social development of the town of Newport, and under Criterion C, as noteworthy examples of a distinctive building type.

Registration requirements: In order to qualify for listing, these properties should retain the majority of their historic exterior appearance consistent with their original construction. Those properties which served multiple functions should continue in a pattern of uses similar to that for which they were originally designed. These properties represent a resource type which is relatively rare in Newport (and also in a broader geographical context), and therefore may be subject to a more lenient standard of integrity than would be appropriate to apply to other resource types of which more numerous examples exist.

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Name of Property Type: Transportation-related resources

Description: The Newport Railroad Station is the sole representative of this property type extant within the town. It is a rectangular one-story frame structure with a steeply-pitched hipped roof and a broad overhang supported by curved brackets. The building is sheathed in wood shingles, with German siding below the level of the window sills. A small rectangular projection on the trackside facade probably served as a stationmaster's office and observation point.

Significance: The Newport Railroad Station is significant under Criterion A for its association with the historical influence of transportation networks on the development of the town, and under Criterion C as an example of a type of small-scale depot which characterized railroad lines in the Mid-Atlantic region around the turn of the twentieth century.

Registration Requirements: In order to qualify for registration, the Newport Railroad Station must retain intact those features which convey both its associative and architectural significance. These include its rectangular plan, frame construction, sheathing materials, hipped roof, and broad bracketed overhangs. These features reflect a standard type of station which was constructed throughout the region in the period.

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G. Geographical Data

New Castle County, Delaware
Christiana Hundred: Town of Newport

The resources included in this Multiple Property nomination are all located within the corporate boundaries of the Town of Newport, Delaware.

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H. Summary of Identification and Evaluation Methods

The Multiple Property submission for the Historic and Architectural Resources of Newport, Delaware includes properties within the corporate limits of the town which meet the registration requirements established in Section F, above. These resources were identified through a comprehensive, intensive-level historic properties survey of buildings, structures, and objects constructed before 1945 within the boundaries of the town, which was carried out by Peter E. Kurtze, a 36 CFR 61 qualified architectural historian, between September and December 1991. Mr. Kurtze was under contract to the Town of Newport which had applied for and been awarded an Historic Preservation Fund sub-grant to undertake an evaluation survey and to prepare a nomination which would include any properties within the town which could be determined eligible for listing. The survey was conducted according to the Secretary of the Interior's Standards for Identification and Evaluation. The objectives of this survey were:

1. To review and confirm the results of the reconnaissance-level survey performed in Fall 1986 by Hubert Jicha and Valerie Cesna of the New Castle County Department of Planning;
2. To identify historic properties which may have been overlooked in the previous survey;
3. To develop historic context information consistent with the requirements of the Delaware Comprehensive Historic Preservation Plan, to support evaluation of the identified resources;
4. To evaluate the eligibility of the surveyed properties for inclusion in the National Register of Historic Places, according to the National Register Criteria for Evaluation;
5. To provide the basis for a Multiple Property submission to the National Register for the Historic and Architectural Resources of Newport, Delaware, and to recommend properties for inclusion in the Multiple Property documentation.

The organization of the historic context is derived from the project's conception by the Town of Newport. Their interests controlled both the geographical and chronological limits of the study, and produced contexts related to the overall theme of Newport's development. All property types associated to themes were identified within the above context. Integrity was based on a knowledge of existing properties in Newport.

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Identification

The 1986 survey had identified a total of 182 properties. The present survey attempted to revisit each of the previously-identified resources. Two properties [Pleasant Hill Drive-in (N-10989), 705 Newport-Christiana Pike (N-11001)] were determined to have been located outside the survey area (defined by the town limits). One property [218 Market Street (N-10981)] was confirmed demolished. One Cultural Resource Survey (CRS) number (N-10968) apparently was not assigned in the original survey.

The 1991 survey identified two properties which were overlooked in the previous effort: the Krebs Pigment & Chemical Plant complex (N-12806), and the "Oliver Evans House" (N-12807).

Evaluation

The documentation prepared in the 1986 survey was reviewed, and additional background research was conducted; this resulted in the present Statement of Historic Context, providing a basis for evaluation of the surveyed resources. Properties identified through the survey were evaluated according to the criteria of the National Register of Historic Places, within the contexts established in the Delaware Comprehensive Historic Preservation Plan. This process was carried out in conformance with the Secretary of the Interior's Standards for Evaluation and Registration. Results of the survey and evaluation were presented to the Town and State governments, and were made available for public inspection and comment.

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