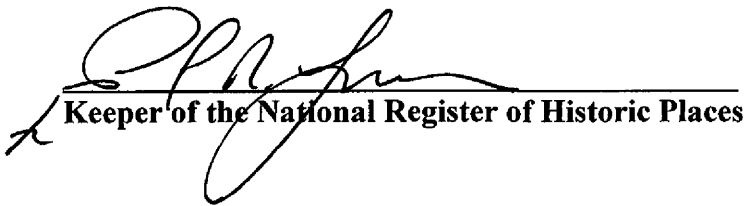




United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

The attached property, the Lewes Historic District, reference number 77000393 was listed in the National Register of Historic Places by the Keeper of the National Register on 9/19/1977, as evidenced by the FEDERAL REGISTER/WEEKLY LIST notice of Tuesday, February 7, 1978, Part II, Vol.43, No. 26, page 5185. The attached nomination form is a copy of the original documentation provided to the Keeper at the time of listing.


Keeper of the National Register of Historic Places

9/2/2008
Date

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL MONUMENT SERVICENATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

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SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC

DEALE, WHORREKILL, LEWISTOWN

AND/OR COMMON

LEWES HISTORIC DISTRICT

2 LOCATION

STREET & NUMBER

CITY, TOWN

Lewes

-- NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

One

STATE

Delaware

VICINITY OF
CODE

010

COUNTY

Sussex

CODE

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input checked="" type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL <input checked="" type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input checked="" type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input checked="" type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input checked="" type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

Too numerous to mention

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Sussex County Court House

STREET & NUMBER

The Circle

CITY, TOWN

Georgetown

STATE

Delaware

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Historic American Engineering Record

DATE

1975

 FEDERAL STATE COUNTY LOCALDEPOSITORY FOR
SURVEY RECORDS

Library of Congress

CITY, TOWN

Washington, D. C.

STATE

FORM AS SUBMITTED TO OAHU,

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The historic district contains most of the seventeenth-century town of Lewes, together with part of Pilot Town, a contiguous settlement to the north.

As laid out about 300 years ago, the town extended from Lewes Creek to Pagan Creek, between the present Savannah Road and Shipcarpenter Street. Lewes Creek has been dredged to make the Lewes and Rehoboth Canal and parts of the waterfront have been covered by parking lots, tennis courts, and other modern intrusions. Quite early in Lewes' history, a village of seafarers known as Pilot Town developed to the north of town along the creek.

Before 1723, the settlement extended westward only to Second Street. Third Street was opened around that time. Later in the eighteenth century, the "savannah" behind Third Street was drained and opened for development. Fourth Street was laid out in the 1819 town plan, but it was not yet opened. By 1868, when Beers' Atlas was published, the present street plan had been developed. For another fifty years the vacant lots filled and new buildings replaced older ones. Lots were subdivided and new structures were built where none had been.

House-moving is a long-standing practice in Lewes. The large, two-story Governor Burton House (145), now the visual terminus of Second Street, was moved from Angola Neck in 1825. A later generation moved a wing to another lot, and a still later generation moved the wing to Georgetown. The old doctor's office (21) has been moved twice. The process continues at the Historical Society enclave and elsewhere in town. The result of all this house-moving has been retention of an architectural heritage that would otherwise have been lost. Rather than raze an existing structure, to make way for a new one, a Lewes builder typically moves it to a vacant lot on the back side of town. Thus, some of the older houses now stand in newer neighborhoods.

The nineteenth century was Lewes' most vigorous period of expansion, which created the townscape that exists today. Except for the south end of Front and Second streets, excluded from the nomination, Victorian Lewes has survived intact with few intrusions.

In the inventory that follows, keyed to the sketch map, each structure, site, or group of structures is briefly described.

THE STREETSAPES

The district contains two blocks of Pilot Town, a linear settlement north of the original town limits at Shipcarpenter Street. The pilots' houses were built on the high ground above the street. Each lot originally included a tract of the creek bank, where the pilot boats were docked.

In town, the north end of Front Street is occupied largely by the backs of the Second Street properties and by modern tennis courts and parking lots on the creek side.

On the south end, below Market, the creek side of Front Street retains one row of the old creek-bank maritime structures. Below the 1812 Park, modern parking lots and a filling station have destroyed the original character of the street.

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On each end, Second Street visually terminates in a two-story frame house with shingle siding (145, 84). The north end of the street, above Mulberry, remains a well-kept residential district. From St. Peter's Church southward, the street contains a significant collection of Victorian and earlier commercial buildings. Significant intrusions of modern stores caused the southeast portion of the street to be excluded from the district.

In general, the surviving Victorian commercial structures on Second Street are well kept and have a high preservation potential.

Like Front Street, the east side of Third Street is largely occupied by the rears of lots on Second Street. The west side of Third Street contains well-kept houses, several of which have been recently rehabilitated.

Shipcarpenter Street, east of Third, is a prosperous residential district in a good state of repair. The Lewes Historical Society enclave is here.

West of Third, Shipcarpenter Street is built up only on the south side. The houses here are small, typical of the working-class houses found throughout Sussex.

Mulberry Street, which extends from Second Street to Fourth Street, is a late-Victorian residential neighborhood in which some rehabilitation has been undertaken. The houses are mostly small, on narrow lots; toward the west end, some larger houses are found.

Market Street, formerly the main business street, begins at the former bridge site on the creek and extends west to Frog Hill, a high point near Fourth Street.

Along Market Street may be seen most of the architectural styles and types in the city. At its east end, the street is commercial, including three frame store buildings and the elaborate Smith Block, as well as modern intrusions.

West of Third Street, Market is mostly residential, with the exceptions of the Lehman Grocery, the telephone exchange, and the Chanticleer Restaurant. On the west end, near Fourth Street, there is considerable rehabilitation activity. Toward Third Street, several of the properties are candidates for rehabilitation.

Chestnut Street is a back street, occupied in part by garages or outbuildings of houses on Market Street. There are, however, a few houses of Victorian and earlier periods.

Savannah Road, the South Street of early Lewes, is now the main street to the Cape. One segment has preserved its residential character, in the vicinity of the Zwaanendael Museum. Large and ornate houses near Second Street, in a good state of preservation,

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are among the best remnants of Victorian Lewes. Also on Savannah Road is the Governor Burton Birthplace, an eighteenth-century building that is the aesthetic focus of Second Street.

INVENTORY - LEWES HISTORIC DISTRICT: (Properties listed in the Survey of Delaware Historic Sites and Buildings are identified by inventory numbers after the remarks).

Front Street
(Pilot Town Road) S-251

<u>Street No.</u>	<u>Map Key No.</u>	<u>Remarks</u>
354	1	Frame, 2-story, 5-bay, Victorian house with full-width porch.
352	2	Frame, 2-story, Victorian house with a cross gable, repeated in the ornate porch below.
346	3	INTRUSION: 2-story, frame house, modern in style, but featuring such local details as shingle siding.
344	4	Frame, 3-bay, 2-story house, with gable toward street, featuring fish-scale shingle siding, popular in late-Victorian Lewes.
342	5	Frame, 2-story house with gable toward street, featuring stained-glass lights surrounding windowpanes, a rare feature in Lewes.
No number	6	INTRUSION: Modern bungalow.
<u>QUEEN ANNE AVENUE INTERSECTS</u>		
338	7	INTRUSION: Modern bungalow.
334	8	Frame, 2-story, Victorian house with cross-gable and a well-preserved ornate porch.
No number	9	Frame, 2-story, 5-bay house with a low roof, featuring the rudimentary pedimented lintels found on early Victorian houses.
330	10	Frame, 2-story house with old shingle siding intact, featuring the same pedimented lintels, built in 1873.

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<u>Street No.</u>	<u>Map Key No.</u>	<u>Remarks</u>
326	11	Large frame 2-story house with gable fronting the street, well-preserved iron fence and lacy wood verandah in a good state of preservation.
324	12	Modern bungalow - a remodelled old house.
322	13	Frame, 5-bay, 2-story Victorian house, heavily modernized.
320	14	Frame, 3-bay, 2-story Victorian house on rusticated cement-block foundation.
314	15	The Orton House, S-229, a surviving section that originally was a wing of a much older house. The plank house that once stood in the yard is now in the historic enclave behind. The house has aluminum siding. S-229
312	16	Frame, 2-story, mansard-roofed house, superficially modernized with porch enclosures and siding.
No number	17	Frame, 5-bay, 2-story house with deep eaves returning strongly at the gables in typical mid-nineteenth-century Sussex County style. A columned porch crosses the facade. One of the few surviving Lewes carriage houses stands on this property.
304	18	Large, frame, 2-story house with L-plan, featuring fish-scale shingle siding on the gable above the clapboard siding.

SHIP CARPENTER STREET INTERSECTS

242	19	INTRUSION: Cinder block bungalow attached to 103 Shipcarpenter Street.
No number	20	Hocker paste brush factory, S-311 (HAER), a small frame building with composition siding.
No number	21	Old doctor's office, 1-story, Greek-revival building with Victorian detailing. This building has been moved in for preservation from a site on Second Street, to which it had been moved from Savannah Road; S-159.

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MARKET STREET INTERSECTS

- | | | |
|-----------|----|--|
| ---- | 22 | <u>Fort site:</u> According to some historians, an early fort stood on the creek bank here. Market Street bridge, which was built in the eighteenth century, is supposed to have been built across the fort site. S-283 |
| No number | 23 | <u>Ellis Marine Complex:</u> Six connected buildings, one of which is a modern block structure, make up the commercial row. Although heavily remodelled, they are the last survivors of a row of storehouses that once clustered around the bank of Lewes Creek near Market Street bridge. S-246 |
| No number | 24 | <u>1812 Park:</u> This park on the site of a Lewes battery during the War of 1812 contains cannon of the period and of later eras. No trace of the military site survives above ground. S-245. |
| No number | 25 | <u>Cannonball House:</u> 3-bay, 2-story, frame house, now a museum. The cannonball imbedded in the foundation is said to have been fired during the British bombardment in 1813; S-141. |
| No number | 26 | <u>INTRUSION:</u> Lewes Emporium, a modern commercial building.

<u>Second Street (east side)</u> |
| No number | 27 | Frame, 2-story, nineteenth-century house said to stand on the site of a War of 1812 arsenal; S-223. |
| No number | 28 | The town ditch, now a storm drain, originally helped drain the "savannah," between Third and Fourth streets, when it was dug during the eighteenth century. |
| 231 | 29 | Daniel Rodney House, large, 2-story frame house with shingle siding, set on a large lot that includes the town ditch; S-241. |
| 229 | 30 | Frame, 2-story house with shingle siding, built in two sections, nineteenth century. |
| 227 | 31 | Primrose house, frame, 2-story, 2-bay, small house, typical of the smaller town houses of lower Delaware. |
| 225 | 32 | Hocker residence, on the property with the brush factory (20); a frame, 2-story, nineteenth century house. |
| 223 | 33 | Frame, 2-story, mansard-roofed house. |

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<u>Street No.</u>	<u>Map Key No.</u>	<u>Remarks</u>
221	34	A typical example of the larger, late-nineteenth-century frame houses, with gable fronting the street, and a wide verandah.
217	35	Frame, 2-story, mansard-roofed house with shingle siding, distinguished by large brackets.
215-213	36	Frame, 2-story duplex with a cross gable and intact, late-Victorian porch.
No number	37	INTRUSION: Liquor store and parking lot.
No number	38	Brick store building with date stone inscribed "Robert Scott's Block 1885."

PART OF MARKET ST. INTERSECTS

No number	39	Market House and jail site in the middle of Market Street; S-240.
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PART OF MARKET ST. INTERSECTS

No number	40	Two-story, frame building, erected in several parts, with two store fronts.
No number	41	INTRUSION: Neo-Colonial branch bank.

BANK STREET INTERSECTS

No number	42	Pair of 2-story frame houses and a vacant lot between Neill's Alley and Bank Street, on part of Major Henry Neill's lot.
-----------	----	--

Second Street (west side)

242-240	43	Two frame, 2-story, modern houses in the traditional local style.
236	44	Governor Ebe W. Tunnell House, a large, 2 1/2-story, frame building with a cross gable elaborately decorated with carpenter trim; S-227.
232	45	Mansard-roofed, 2-story frame house in a good state of preservation.

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<u>Street No.</u>	<u>Map Key No.</u>	<u>Remarks</u>
228	46	Modernized frame, 2-story house with a pent eave and aluminum siding.
226	47	Frame, 2-story house, nineteenth century.
No number	48	Vacant lot, site of one of the first houses, owned during the eighteenth century by Elisha Burton, Rhoades Shankland, and other well-known citizens.
218	49	Ryves Holt House, a 2-story frame structure, probably seventeenth century; S-158.
No number	50	Site of Rev. William Becket house; now part of St. Peter's Church cemetery.
No number	51	St. Peter's Church and site of Sussex County Court House; S-168.

MARKET STREET INTERSECTS

No number	52	INTRUSION: Valley of the Swans Hotel - site of Caleb Rodney Store; S-242.
No number	53	Sussex Trust Company, a stone-faced bank building with ornate detail.
123	54	INTRUSION: Bill's TV, a modernized building.
124-120	55	INTRUSION: Double store building.
No number	56	Masonic Temple, a large early-twentieth-century, 2-story commercial and fraternal building.
114	57	Nondescript commercial building.
No number	58	Walsh Building, an ornate Victorian, 2-story, brick commercial building, containing a supermarket on the first floor.
104	59	INTRUSION: Brick, two-story, modern residence.
No number	60	Large, 2-story frame dwelling, with well-preserved Victorian trim.

SAVANNAH ROAD INTERSECTS

Third Street (east side)

The east side of Third Street is occupied by outbuilding behind properties on Second Street and the sides of properties on the cross streets.

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<u>Street No.</u>	<u>Map Key No.</u>	<u>Remarks</u>
		<u>Third Street (west side)</u>
301	61	Frame, 2-story house, formerly a store, at the corner of Third and Shipcarpenter, heavily remodelled.
326	62	Frame, 2-story house, with mansard roof and a well-executed carpenter-gothic porch.
No number	63	Small, frame medical office, said to have been moved from the bank of Lewis Creek. The wing is modern; S-159.
316-320	64	INTRUSION: Two modern bungalows.
No number	65	Frame, 2-story house with well-preserved Victorian porch.

MULBERRY STREET INTERSECTS

216	66	Ashlar stuccoed, 2-story, early twentieth-century house, with delicate detail on the downspout leader boxes.
No number	67	Frame, 2-story, 3-bay Victorian house - recently remodelled and covered with handsplit shingle siding.
208	68	Frame, 5-bay, 2-story Victorian house with a cross gable and a well-preserved porch.

MARKET STREET INTERSECTS

No number	69	INTRUSION: Modern beauty parlor.
No number	70	Old firehouse.

CHESTNUT STREET INTERSECTS

108-114	71	Row of four frame, 2-story, nineteenth-century houses, one of which is a shoe store.
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SAVANNAH ROAD INTERSECTS

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<u>Street No.</u>	<u>Map Key No.</u>	<u>Remarks</u>
No number	72	Zwaanendael Museum, built 1932 to commemorate the first Dutch colony at Whorekill. The building repeats the style of the Town at Hoorn, Holland; S-143.

Church Street
(between Mulberry and Market)

The only properties fronting on this street are two modern bungalows, one on each side of the street.

Fourth Street (east side)

No numbers	73	INTRUSION: Three modern bungalows.
311-313	74	Two small, 2-story, frame nineteenth-century houses.

MULBERRY STREET INTERSECTS

207-211	75	Two frame, 2-story Victorian houses, retaining original trim.
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Fourth Street (west side)

420-422	76	Two, small, story-and-a-half frame houses.
No number	77	Frame chapel, considerably modernized with new siding.

ST. PAUL STREET INTERSECTS

302	78	Frame, 2-story house, standing in a block-wide lot.
-----	----	---

MULBERRY STREET INTERSECTS

214	79	Frame, 5-bay, 2-story house.
212	80	Cornelius Burton House, a 3-bay, 2-story, frame house with a lower side wing, moved about a century ago from Second Street (See #34); S-248.

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<u>Street No.</u>	<u>Map Key No.</u>	<u>Remarks</u>
210	81	Frame, 2-story, 5-bay, nineteenth-century house, in a high state of preservation.
202	82	West House - a frame 2-story, early-nineteenth-century house; probably one of the first houses to be built on Fourth Street when it was opened around 1820-1830. <u>Shipcarpenter Street (north side)</u>
106	83	Large, 2-story early-twentieth-century house, typical of the better houses built on the Delaware shore during the period. A gable fronts the street.
No number	84	Dr. Hiram Burton House; 2-story, frame, sheathed with shingles, said to be eighteenth century; S-232; S-156.
No number	85	Lewis Historical Society enclave - including: the Burton-Ingram House, #147, formerly on Second Street; the Rabbit's Ferry House, S-146; a plan house from the Orton property (See #15), S-157; and a country store from Thompsonville, S-148.
209-234	86	INTRUSION: Two modern bungalows.
<u>THIRD STREET INTERSECTS</u>		
305	87	INTRUSION: Modern bungalow.
307	88	Frame, 2-story, gable-front house.
309	89	Frame, 2-story, 3-bay house.
311	90	INTRUSION: Modern bungalow.
312	91	Gable-front frame, 2-story house.
No number	92	INTRUSION: St. George's AME Church, an example of rusticated cement block used effectively.
321	93	INTRUSION: Two modern bungalows.
No number	94	Row of four small nineteenth-century houses; all frame, 2-story, typical of low-income housing in the region.

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Mulberry Street (north side)

No number	95	Board-and-batten, single-story commercial building; recently moved to the site from across the street.
216-214	96	Frame double house, 2-story, moved from Third and Market streets. This is said to be the Methodist Church of 1790; S-224.

THIRD STREET INTERSECTS

308	97	Bailey Art West House: a frame, 2-story, 2-bay house on a large lot; S-170. There is a small 2-story house on the rear of the lot.
314	98	Frame, 2-story, heavily modernized, with a pent eave.
316-336	99	A group of seven 2-story frame houses, including examples of carpenter-gothic porches, a cross-gable, and one modern house (336) with a hip roof and garden at the corner of Fourth Street.

FOURTH STREET INTERSECTS

Mulberry Street (south side)

No number	100	Frame parish house on a cement block foundation; part of the St. Peter's Church complex.
213	101	Victorian, 2-story frame house, owned by St. Peter's Church - the "Alfred and Ruley Hart Memorial."

THIRD STREET INTERSECTS

No number	102	INTRUSION: Modern bungalow.
305	103	Frame, 2-story, 5-bay house with a well-detailed Victorian porch, and a particularly noteworthy front door.
307	104	Frame, 2-story, 3-bay house with a finely-executed porch and one of the few frosted cut-glass doors in Lewes.

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<u>Street No.</u>	<u>Map Key No.</u>	<u>Remarks</u>
309	105	Frame, gable-front, 2-story house with light, lacy trim.
311	106	Frame, 2-story, 5-bay house with original Victorian porch intact, but partly converted to commercial use.
313	107	Purnell Norman House, a low 1-story house, probably eighteenth century; S-225.
315	108	Frame, 5-bay, 2-story house, with a new porch.
317	109	Former IOOF Hall, a 2-story frame building, with Greek-revival detailing, gable facing Mulberry Street. INTRUSION: There is a modern brick bungalow in the side yard.

CHURCH STREET INTERSECTS

325	110	Former Methodist Church, most recently a paint store, 2-story frame with an upstairs auditorium.
327	111	Frame, 2-story, 3-bay house with shingle siding.
329-331	112	INTRUSION: Pair of modern bungalows.
333	113	Old frame, 2-story house, with brick-like tarpaper covering.
337	114	Frame, 3-bay, 2-story house.

FOURTH STREET INTERSECTS

Market Street (north side)

No number	115	Frame, 2-story house with a lower side wing, having shingle siding; S-172.
No number	116	Frame, small, 1-story house.
308-310	117	Large, frame, 2-story Victorian duplex with a full-width veranda, originally a farmhouse.
312	118	Frame, 2-story, 3-bay house.
316-318	119	Frame, 2-story, Victorian duplex.

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<u>Street No.</u>	<u>Map Key No.</u>	<u>Remarks</u>
320-322-324	120	De Wolf Houses: a group of small, early-nineteenth-century houses standing on the ground that was formerly the public square, which later belonged to St. Peter's Church. The public ground included all the properties on this side of Market Street, between Second and Fourth streets; S-233.
326	121	Frame, 2-story, narrow nineteenth-century house, with large dentil cornice.
328	122	Lehman Grocery: a large, 2-story, frame store building, still used for its original purpose.

CHURCH STREET INTERSECTS

330	123	Frame, one-and-a-half-story cottage, with a pair of cross gables; one of the few cottage-style houses in Lewes.
336	124	Frame, 2-story, 3-bay house.
338	125	Large frame, 2-story Victorian house, with very large porches.
340	126	Mansard-roofed, frame, 1-story house, on a high foundation.
346	127	Frame, 2-story house with a cross-gable and a large veranda, now a restaurant. Next to this house on the west is a vacant lot.

FOURTH STREET INTERSECTS

406	148	Frame, 2-story, Victorian house with a cross-gable and full-length porch. <u>Market Street (south side)</u>
109	128	Frame, 2-story store building, with a large awning over the sidewalk.

SECOND & THIRD STREETS INTERSECT

No number	129	INTRUSION: Row of three rusticated cement-block houses, with a belt course of delicate cement-block tracery.
-----------	-----	--

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Market Street (continued)

<u>Street No.</u>	<u>Map Key No.</u>	<u>Remarks</u>
309-307	130	INTRUSION: Brick, 3-story, twentieth-century duplex.
311-327	131	A row of eight, 2-story, Victorian houses; several with well-preserved carpenter-gothic trim.
331-329	132	Large, 2-story frame house, with a mansard roof.

ORR STREET INTERSECTS

No number	133	INTRUSION: Telephone exchange.
339-345	134	A row of four, large, turn-of-the-century houses, each with a large veranda and distinctive, shaped shingles. The central unit of the group, the double house at 341-343, was built in 1901, with several different shingle motifs.

FOURTH STREET INTERSECTS

150	405	Story-and-a-half frame house, with a large central chimney, one of the West family houses, probably eighteenth century; S-247.
149	411-413	Two frame, 2-story, Victorian houses, surrounded on two sides by Beebe Hospital parking lots, and on the other sides by Market Street and Vickers Avenue. Both buildings are in a good state of preservation.

Chestnut Street (north side)

This street is largely composed of the rears of properties on Market Street.

No number	135	INTRUSION: Cement contractor's yard.
318	136	Twentieth-century frame, gable-front, 2-story house.
330-332	137	Frame, 2-story duplex, 4-bay front.

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<u>Street No.</u>	<u>Map Key No.</u>	<u>Remarks</u>
<u>ORR STREET INTERSECTS</u>		
No number	133	INTRUSION: Telephone exchange
346-348	138	Frame, 2-story duplex with a well-preserved carpenter gothic porch.
<u>Chestnut Street (south side)</u>		
311	139	Small frame, 1-story house, said to be very old, but much altered.
313	140	Small frame, 2-story house, with the low second story typical of smaller rental properties in the region.
<u>Savannah Road (north side)</u>		
210	141	Large, 2-story frame house, with exceptionally elaborate trim and a semi-detached gazebo on the porch.
212	141	Frame, 2-story house, with well-preserved Victorian trim.
<u>THIRD STREET INTERSECTS</u>		
No number	143	Zwaanendaal Club, formerly Sussex Trust Company: a small brick bank building, one story high, with elaborate brick trim.
304-318	144	A group of six, frame, 2-story houses - all built around the turn of the century - retaining most of their original features.
<u>Savannah Road (south side)</u>		
113	145	Governor Burton birthplace. A large frame house, with shingle siding, built 1789 and moved to Lewes from Angola Neck in 1825; S-226.

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THIRD STREET INTERSECTS

No number	72	Zwaanendael Museum; S-143.
No number	146	Town park.
313-315	147	Pair of small frame, 2-story, early-nineteenth-century houses, currently undergoing renovation.

FORM AS SUBMITTED TO O.A.H.P.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
— PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input checked="" type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input checked="" type="checkbox"/> RELIGION
— 1400-1499	<input checked="" type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
— 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
— 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input checked="" type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Lewes is best known for the events of its earliest history, notably the Dutch settlement commemorated by the De Vries Palisade monument and by the Zwaanendaal Museum (72).^{*} However, today the town is distinguished primarily for its streets of well-preserved Victorian houses, of which more than a hundred survive. Architecture of earlier periods is well represented, conveying a sense of continuity. The town plan laid down before 1680 has been preserved, including the broad streets as originally surveyed. Since its beginning, Lewes has been a center for marine-related industries such as shipbuilding and fishing, which continue to the present. Since the seventeenth century, the military presence has always been a factor in Lewes history. Since it was county seat and port, Lewes first rose to prominence as Delaware's second town after New Castle during the colonial period, but declined for a time when the county seat was removed in 1790.

While evidence of the various periods can be seen throughout the city, most of its heritage awaits the historical archaeologist.

Historical Archaeology

The seventeenth-century settlers in the Lewes townsite represented a number of trades, including a hatter, a brickmaker, several shipwrights, fur traders, a tanner, and merchants. Surviving land records make it possible to pinpoint the industrial sites, as well as the residences of the first settlers, who clustered along Front and Second streets. Because the town is so well documented for its earliest periods, it offers a good specimen site for the archaeological interpretation of seventeenth and eighteenth century material culture.

A well-documented diversity of trades, ethnic origins, religion, and social status should be reflected in the ground by a wide range of differing artifact assemblages.

Since the "savannah" behind Third Street was not reclaimed and opened for settlement until late in the eighteenth century, the materials from earlier periods should be segregated in a narrow strip along the bank, inland to a short distance behind Third Street.

Along the creek bank at Market Street, the colonial fort would be an important site, since no eighteenth-century military site has ever been excavated on the Delmarva peninsula. Militia fortifications of this type do not appear frequently in the archaeological literature, which abounds in large garrison forts and battlefield redoubts.

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One problem posed for the archaeologist by the Lewes townsite is the assimilation of various groups into the community. Since the settlers included both Dutch and English, and since the relationships between the two nationalities was not as strained on the Delaware as in New York, cultural amalgamation may have been more rapid here than elsewhere.

For the archaeologist of industry, the shipyard and the brickyard offer interesting prospects.

Architectural Significance

Like Cape May, across the Bay, Lewes is distinguished by a rich heritage of frame Victorian buildings. All the styles of decorated domestic architecture current between 1850 and the early decades of the twentieth century are found in Lewes.

The last half of the nineteenth century was a period of economic and population expansion in Lewes. Two railroad lines, a government installation and increased demands for pilots to guide more and larger ships up the Bay, prompted the construction of quality new buildings in the latest styles.

Mansard-roofed houses richly decorated in the second-empire style are found throughout the district. The small, one-story example at 340 Market Street (126) is perhaps the best preserved. The mansard-roofed double house at 331-329 Market (132) is the largest of the genre in town. Most are narrow, three-bay, two-story houses with their narrow ends toward the street, as found at 223 Second Street (33), 217 Second Street (35), and 232 Second Street (45).

The group of styles locally called "Queen Anne," current around the turn of the century, brought the traditional Sussex County shingle siding to its highest level of development. For about two generations, Lewes carpenters created a rich variety, using commercial and home-made shaped shingles. The double house at 341-343 Market Street, and its neighbors on either side (134), exhibit the widest variety in town. Later versions, by now somewhat less exuberant, may be seen in the large houses at 346 Pilot Town Road (3) and 106 Shipcarpenter Street (83).

Most of the shingle siding in Lewes is, however, the traditional form that still is being used occasionally. The Ryves Holt House (49) may be the oldest example. Unfortunately, the art of shingle sheathing is succumbing to cheaper composition shingle siding. The older shingles are long, with as much as two feet of exposure, butt nailed. Newer specimens are shorter, with less than a foot of exposure. Cypress was common in earlier shingle siding, giving way to local red cedar and finally to Western cedar as local forests became depleted.

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Most of the dwellings in the district are typical local-style houses, two-story, three or five bays wide, with the ridge running parallel to the street. They are invariably frame, covered with clapboards or shingles, with no dormers, set on low foundations. With few variations, this form of house was built in Delaware for more than two centuries. Over a hundred are found in the district; the humbler ones have a low second story with small "lie-on-your-stomach" windows upstairs.

The porches of these vernacular houses are their principal claim to architectural pretense. With the introduction of the scroll saw and the duplicating lathe, Lewes houses began to exhibit richly-decorated porches across the full width of the fronts. Even servants' houses, such as the ones on Shipcarpenter Street (94) sported some scrollwork and turnings. In Lewes, one may see the full range of development from the restrained Greek-revival trim on 330 Market Street (123), to the elaborate high-Victorian on Pilot Town Road (2, 8, 11).

Whether by design or by a lack of the modernizing impulse, Lewes homeowners have failed by and large to follow the current trend toward destruction of Victorian porches.

A few examples of eighteenth-century architecture survive in the district to convey some idea of Lewes' earliest period. The Ryves Holt House (49), the Bailey Art West House (97), and the Cornelius Burton House (80) are remnants of a period when Lewes houses were typically small frame structures, with several outbuildings.

A wide range of commercial and public architecture can be found in the district. The small shops on the creek bank (23), the Lehman Grocery (122), and the old doctor's office (21), represent a tradition of frame commercial structures, often containing the proprietor's dwelling or built adjacent to it.

On Second Street may be seen some of the few masonry buildings in town, built to house commercial enterprises as Lewes enjoyed a period of prosperity, late in the nineteenth century. The little one-man shops gave way to pretentious business blocks, and the proprietors moved to newly-developing residential districts. The south end of Second Street, always the center of trade, acquired a significant collection of commercial structures, notably Robert Scott's Block (38), the Walsh building (58), and the second Sussex Trust building (53).

Public architecture in the district, still visible above ground, ranges from the simple frame first firehouse (70) to the elaborate Zwaanendael Museum (72). St. Peter's Church, a restrained neo-gothic structure, and the 1870 Methodist Church (110) are the principal ecclesiastical buildings in the district.

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In the middle of Market Street is a large frame store building (39), said to be built around parts of the eighteenth-century jail and market house. If so, it is probably the oldest public building in Sussex.

Community Planning

During the later years of the seventeenth century, colonial governments attempted to decrease the erection of towns at strategic points along the coasts. Virginia, Maryland, and North Carolina periodically passed town acts for the better regulation of trade. The dispersed settlers, with large grants almost theirs for the taking, seldom responded to the lure of town life.

Lewes was one such legislated town that succeeded. In 1672, the New York Council decreed that a town was to be erected, and that each landowner in the district was to erect a house there. Edmund Cantwell laid out the town along Whorokill in lots sixty feet wide and two hundred feet deep, divided by streets also sixty feet wide. On the shore, at the center, was a fort. Behind that was a market square, court house square, and four acres of open ground.

The county court attempted to segregate functions, placing the tanyard on a stream in back of the town, the ship yards on the creek bank, and businesses on the front lots. The soundness of this planning is reflected by the fact that Lewes today retains the elements of the original plan, even though none of the original buildings survive.

Industrial Significance

For the industrial archaeologist, Lewes offers several opportunities. The Hocker paste brush factory, still operating on Front Street (20), has recently been documented by the Historic American Engineering Record. In the ground, there should be remnants of shipyards and attendant industries that flourished during the seventeenth and eighteenth centuries. In 1682, there were two vessels on the stocks in Lewes; boat building has continued to the present.

The brick yard, already "old" in the 1680's, may have been the source of the small, yellow "Dutch" bricks found frequently on local archaeological sites. It lay in the town, and may yet yield valuable data on the history of an industry that has been inadequately studied in this country.

Military Significance

Coastal defense, the primary theme of Delaware military history, has been a factor in Lewes history from the beginning.

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Because of its strategic location at the mouth of Delaware Bay, the Lewes area has been fortified intermittently since David Pieteraen de Vries planted his ill-fated whaling colony. When Lewes was established, there was already a Dutch West India Company Fort near the townsite and a blockhouse on the west end of the town land. A fort was built at the foot of Market Street, but it was abandoned before the Revolution. During the War of 1812, batteries along Lewes Creek returned the fire of a small British squadron. Fort Miles, built in 1941 on Cape Henlopen, is the newest coastal defense installation, which is now being converted into a state park as military units gradually close their facilities there.

Political and Governmental Significance

Lewes was established to be a county town and port of entry. As the county seat and only sizeable town in Sussex before 1790, it was the home of many important leaders of the colony and state.

Lewes has been the home of six governors: David Hall (1802-1805), Daniel Rodney (1814-1817), Caleb Rodney (1822-1823), Samuel Paynter (1824-1827), Dr. Joseph Maull (1846), and Ebe W. Tunnell (1897-1901). In addition, Governor William Burton (1859-1863) was born in a house near Angola that was moved by his brother to Lewes in 1825.

The homes of some of these governors still stand in the district. Ebe Tunnell's is by far the grandest (44), which he is supposed to have enlarged for social functions during his campaign. Governor Burton's birthplace (145), significant primarily for its importance at the visual terminus of Second Street, is now being restored to its 1789 condition. Daniel Rodney's house (29) by the town ditch still stands in a good state of preservation, but only the door remains of Caleb Rodney's building at Second and Market (52).

Chief Justice Ryves Holt (49), Congressman Hiram Burton (84), Major Henry Neill of Washington's "Flying Camp" (42), and other leaders of local importance lived in the district.

Religious Significance

Major figures in American religious history are closely associated with Lewes. Cornelius Plockhoy, George Whitefield, Freeborn Garretson, and Francis Asbury, all worked in Lewes. From its seventeenth-century beginnings, Lewes was a haven for religious minorities, including Jews, one of whom became sheriff.

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Cornelius Plockhoy established the first organized American Mennonite colony at Whorekill in 1663, under an agreement with the city of Amsterdam. In 1664, Sir Robert Carr took the Zwaanendael region for England, thus ending Plockhoy's Utopian commonwealth. The English invaders boasted that they destroyed the colony, but Plockhoy was among the first lot-holders to settle between Front and Second streets before 1682. In 1693, old and blind, Plockhoy sold his lots and moved to Germantown, where a new generation of Mennonite settlers took him in. Nothing is known of Plockhoy and his followers during the nearly two decades between 1664 and 1682.

George Whitfield, one of the founders of American Methodism, preached at Lewes in 1739. Two years later, he established a Methodist society there, much to the dismay of Reverend William Becket, the Anglican rector. Becket denounced Whitfield and his "crazy followers," but they apparently gained converts. According to Becket, Whitfield drew a crowd of between 1400 and 1500 for a sermon in 1740. The Methodist Society at Lewes disbanded shortly thereafter. Freeborn Garretson was harassed when he tried to preach at the court house in 1779, but nine years later, the first Methodist meeting house in Lewes was built west of town. About 1790, the Methodists built the first Bethel Methodist Church at Third and Market streets, across from St. Peter's. The building (96) still stands on another site, one of the few churches still standing that is directly associated with Francis Asbury, who preached there.

Transportation Significance

Because of its location at the mouth of Delaware Bay, maritime transport has been a dominant theme in the history of Lewes. During the eighteenth century, the lighthouse on Cape Henlopen was built by Philadelphia interests to protect Delaware Bay shipping. For the same purpose, prompted by the same financial interests, two massive stone breakwaters were built during the nineteenth century in Lewes Harbor. The breakwaters have been nominated.

The pilots who guide ships up the Bay have lived in Lewes since it was established. Along Pilot Town Road they built their houses facing Lewes Creek and the Bay. The lucrative pilot business over the years has left its mark on the city's architecture.

Two railroads - The Queen Anne and the Junction and Breakwater - sought during the later years of the nineteenth century to develop a port at Lewes, but both lines eventually failed in that purpose. The Junction and Breakwater still operates as part of the former Penn-Central system, serving industries on the Cape.

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The government attempted to develop a port at Lewes on the Iron Pier, a screw-pile structure in the harbor begun around 1870. It was never completed, although nearly 2,000 feet of structure was built over two decades.

Lewes Creek, now part of the busy Lewes and Rehoboth Canal, has always been the town's connection to the sea. Today, pleasure boats line both shores in greater numbers than ever before. A waterfront complex, the Ellis Marine group, survives in the district as a reminder of the days when the creek bank was filled with commercial structures. Even during the seventeenth century, lots on the bank were set aside for commercial and shipbuilding purposes, and dwellings were prohibited.

FORM AS SUBMITTED TO OAHF.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

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 Cullen, Virginia. History of Lewes, Delaware. Lewes: Colonel David Hall Chapter, NSDAR, 1956.
 Harder, Roland, and Marvin Harder. Flockhoy from zurik-see. Newton, Kansas: Board of Education and Publication, 1952.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 30
 UTM REFERENCES See Continuation Sheet

A	ZONE	EASTING	NORTHING	B	ZONE	EASTING	NORTHING
D	ZONE	EASTING	NORTHING				

VERBAL BOUNDARY DESCRIPTION

The starting point is the center of the intersection of Third Street and Savannah Road, the point where the old road to Rehoboth (King's Highway) entered the grid of the seventeenth-century street plan.

From the point of beginning, the district boundary follows the centerline of King's Highway southward to the rear lot line of the town park behind the Zwaanendael Museum.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME/TITLE: Edward P. Helts
 ORGANIZATION: Div. of Historical & Cultural Affairs
 DATE: September 1976
 STREET & NUMBER: Hall of Records
 TELEPHONE: 678-5314
 CITY OR TOWN: Dover
 STATE: Delaware

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Lauren [Signature]

FORM AS SUBMITTED TO OAHF.

TITLE: Director, Division of Historical & Cultural Affairs

DATE: 1/4/77

FOR NPS USE ONLY	
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER	
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION	DATE
ATTEST:	DATE
KEEPER OF THE NATIONAL REGISTER	

FORM AS SUBMITTED TO OAHF.

GPO 558-668

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1

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L. J. Richards & Company, 1888.

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Thence it follows the south property line of the park about 121 feet from the curb to the rear line of the property at 313 Savannah Road. Following the rear lot lines of 313 and 315 Savannah Road about 90 feet, the boundary then follows the south lot line of 315 Savannah Road to the street northwesterly, and then by the same course to the centerline of Savannah Road, which it follows southwesterly to the south lot line of 318 Savannah Road. Thence the boundary follows the south lot line of 318 Savannah Road northwesterly about 165 feet to an unnamed alley between Savannah Road and Chestnut Street. Thence the boundary follows the centerline of the alley northeasterly to the south lot line of an unnumbered house between 311 and 317 Chestnut Street (tract 157 on the county assessment map). Following the south lot line of this property in a northwesterly direction about 85 feet, the boundary joins the line of Chestnut Street. Thence the boundary follows the centerline of Chestnut Street southwest to the line of the south lot line of 345 Market Street; along the line of this lot, the boundary runs from the centerline of Chestnut Street to the centerline of Market Street. Thence the boundary follows the centerline of Market Street southwest to a point about 100 feet southwest of Fourth Street, the northerly lot line of 405 Market Street. The boundary then follows the lot line of 405 Market Street about 131 feet southwesterly, then 103 feet northwestward, then about 75 feet to the extension of the back fence lines of 411 and 413 Market Street. Along this line, northwesterly, the boundary crosses the Beebe Hospital parking lot and the above-mentioned back fence lines to the southeasterly curblines of Vickers Street. Thence the line follows Vickers Street northeasterly to the center line of Market Street. Thence, along the center of Market Street the boundary runs southeasterly to the northerly side line of 406 Market Street. Thence the boundary follows the side line of 406 Market Street and the rear lot line of 210 Fourth Street to the rear of 212 Fourth Street; thence with the line of that property about 30 feet southwest to the rear lot line. Thence the boundary follows the rear lot lines of 212 and 214 Fourth Street and the extension thereof to the centerline of Mulberry Street. Following the centerline of Mulberry Street, the boundary then extends to a point about 68 feet southwest of Fourth Street. Thence running parallel with Fourth Street in a northwesterly direction, the line extends to the centerline of Shipcarpenter Street (Park Avenue). Then, with the centerline of Shipcarpenter Street, the boundary extends to the center of the intersection of Shipcarpenter and Third Streets. From this intersection the boundary follows the centerline of Third Street northwesterly to a point about 250 feet from Shipcarpenter Street, the lot line of the Lewes Historical Society enclave. Thence, following the boundary of the Historical Society and the adjacent property northeasterly about 250 feet, the boundary reaches the rear lot line of the property at 314 Front Street. Thence, along the rear lot lines of 314, 320, 322, and 324 Front Street, the boundary proceeds in a northwesterly direction to the side line of 326 Front Street. The boundary then follows the side line of 326 Front Street to the extreme southern corner of the property.

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Then, following the rear lot line of 326 Front Street, and its extension, northwesterly, the boundary extends to the centerline of Queen Anne Avenue, so as to include the houses at 326, 330, 332, and 334 Front Street. From Queen Anne Avenue, the district boundary extends along the backs of the properties on Front Street, by a new line parallel to the street, about 110 feet south of the street. Then, following the west boundary of 354 Front Street in a northeasterly direction, the district boundary extends to the centerline of Front Street. Following the centerline of Front Street in a generally southeasterly direction, past Queen Anne Avenue and Shipcarpenter Street, the boundary extends to the centerline of Market Street. Thence it follows the high water mark of Lewes Creek southwesterly to a point about 345 feet from Savannah Road, which is the northeast corner of 1812 Memorial Park. Following the southeast line of the park, the boundary extends from Lewes Creek to the center of Front Street. It then follows the centerline of Front Street to a point where it intersects the centerline of Bank Street. Then, following the centerline of Bank Street, the boundary extends southwesterly to exclude the Post Office. Along the southwest side of the Post Office property, the boundary passes from the center of Bank Street to the center of Neill's Alley. Then the boundary follows the center of the alley southwestward to the center of Second Street. It then follows the centerline of Second Street to the centerline of Savannah Road. From the center of the intersection of Savannah Road, it follows the centerline of the road northeasterly a few feet to the line of the south lot line of the Governor Burton Birthplace property. The boundary then follows the line of the property, which is described as being 225 feet deep and 60 feet broad in front. From the point of intersection between the extension of the property line and the centerline of Savannah Road, the district boundary then follows the centerline southward to the point of beginning at the intersection with Third Street.

UTM:

A 18/488020/4291530
B 18/487800/4291400
C 18/487500/4291270
D 18/487370/4291490
E 18/487520/4291700
F 18/487130/4291970
G 18/487140/4292020
H 18/487180/4291750
J 18/487930/4281700

FORM AS SUBMITTED TO O.A.H.P.

D 18/487370/4291400
E 18/487520/4291700
F 18/487130/4291970
G 18/487140/4292020
H 18/487180/4291750
I 18/487930/4281700

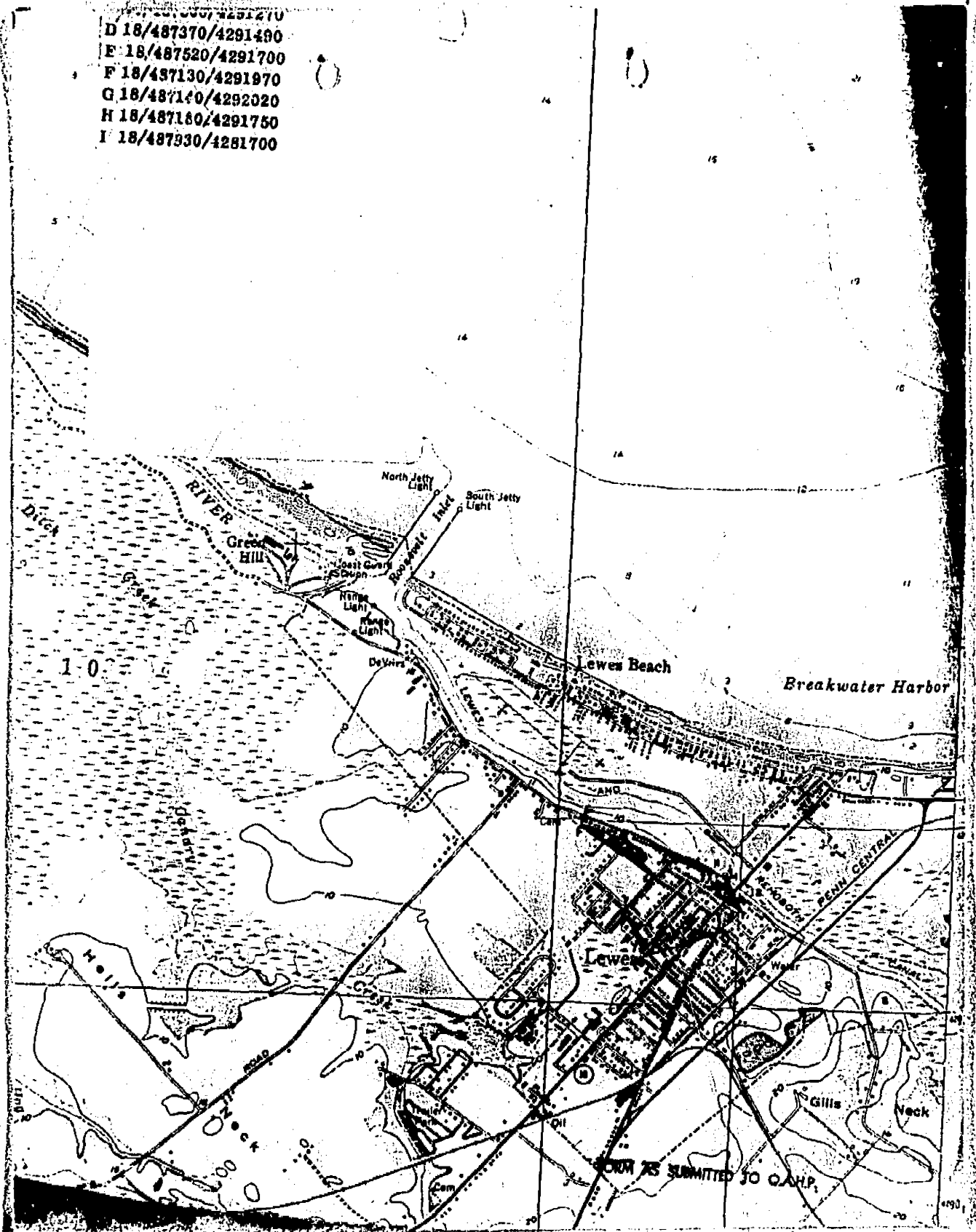
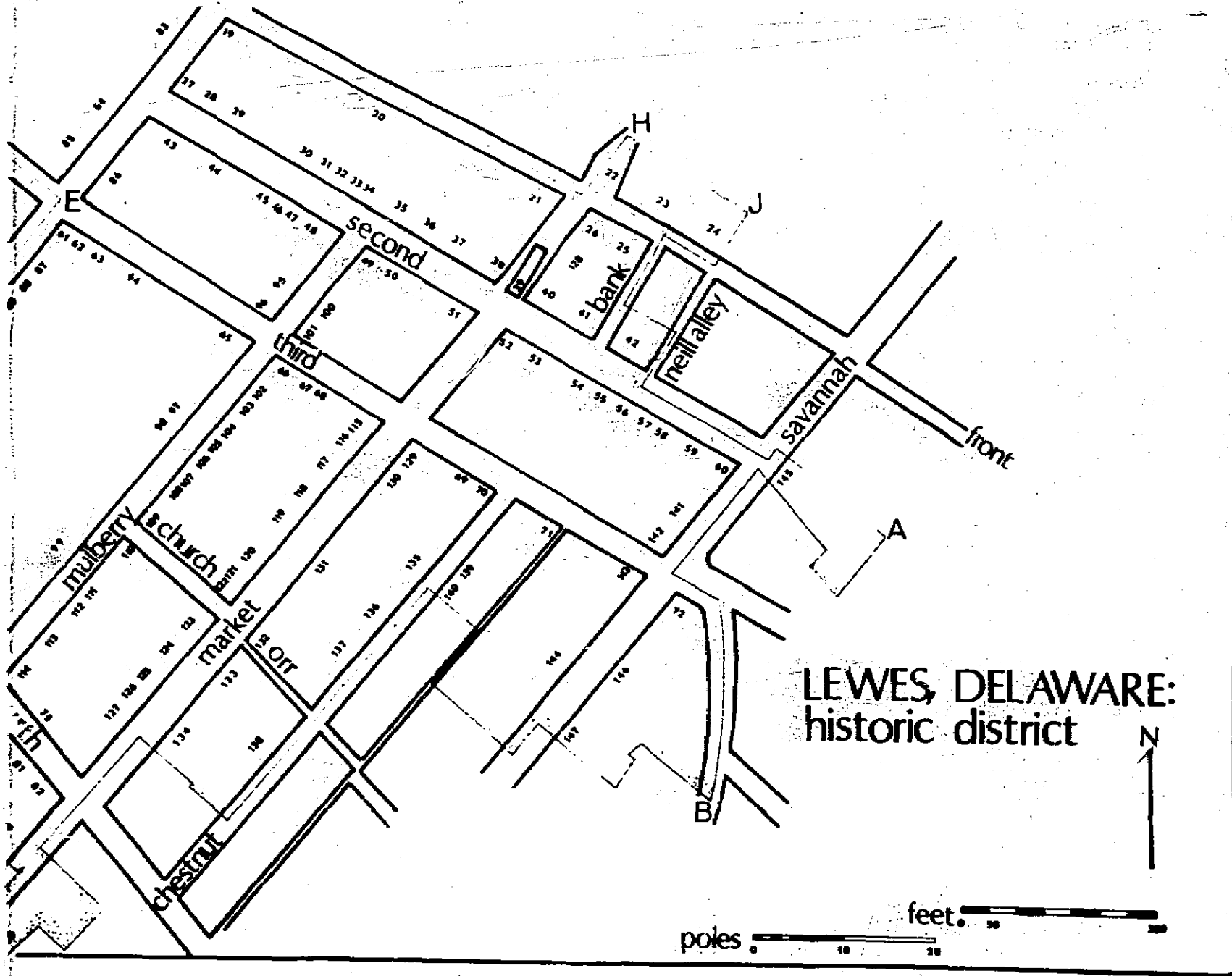
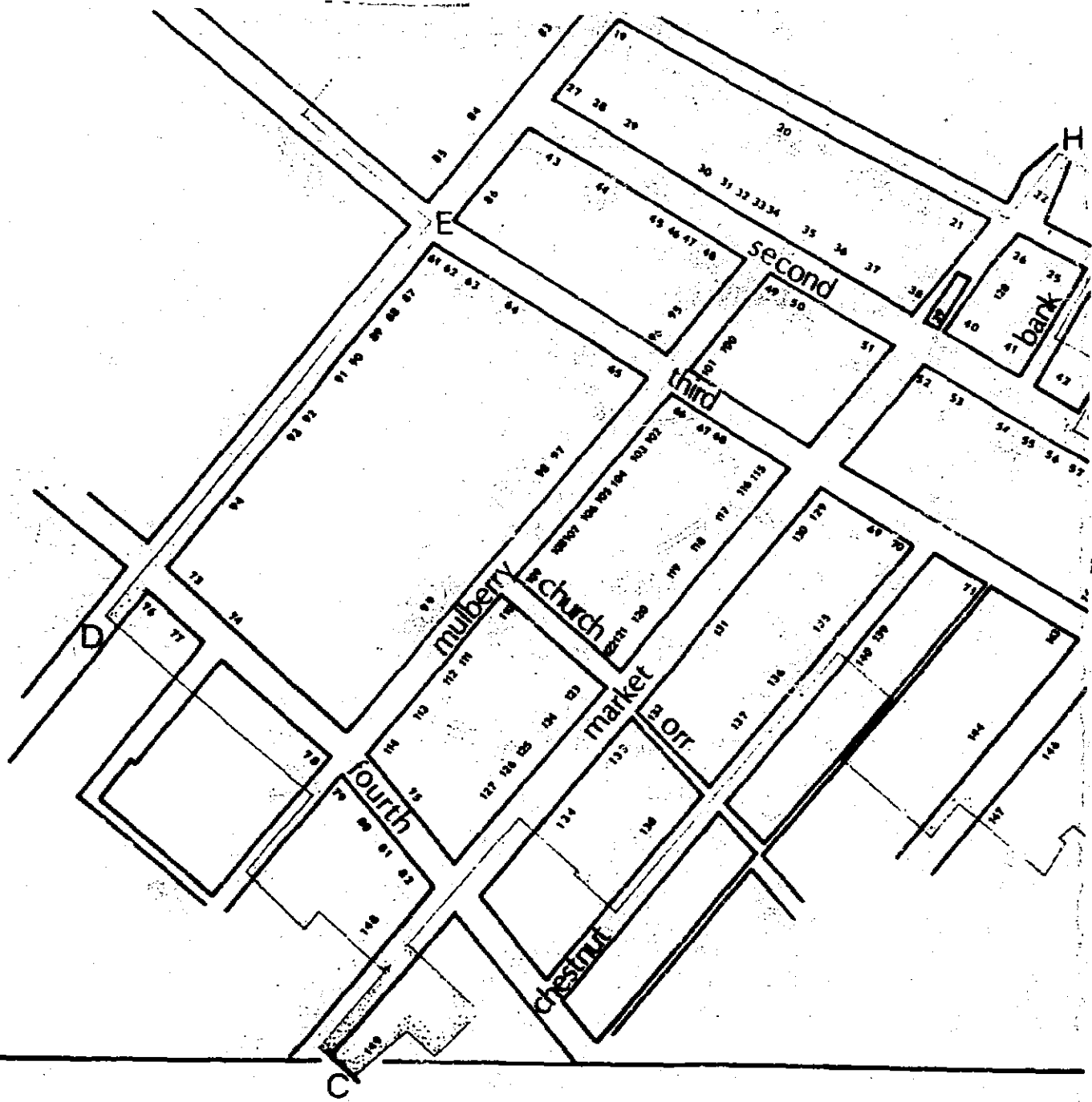


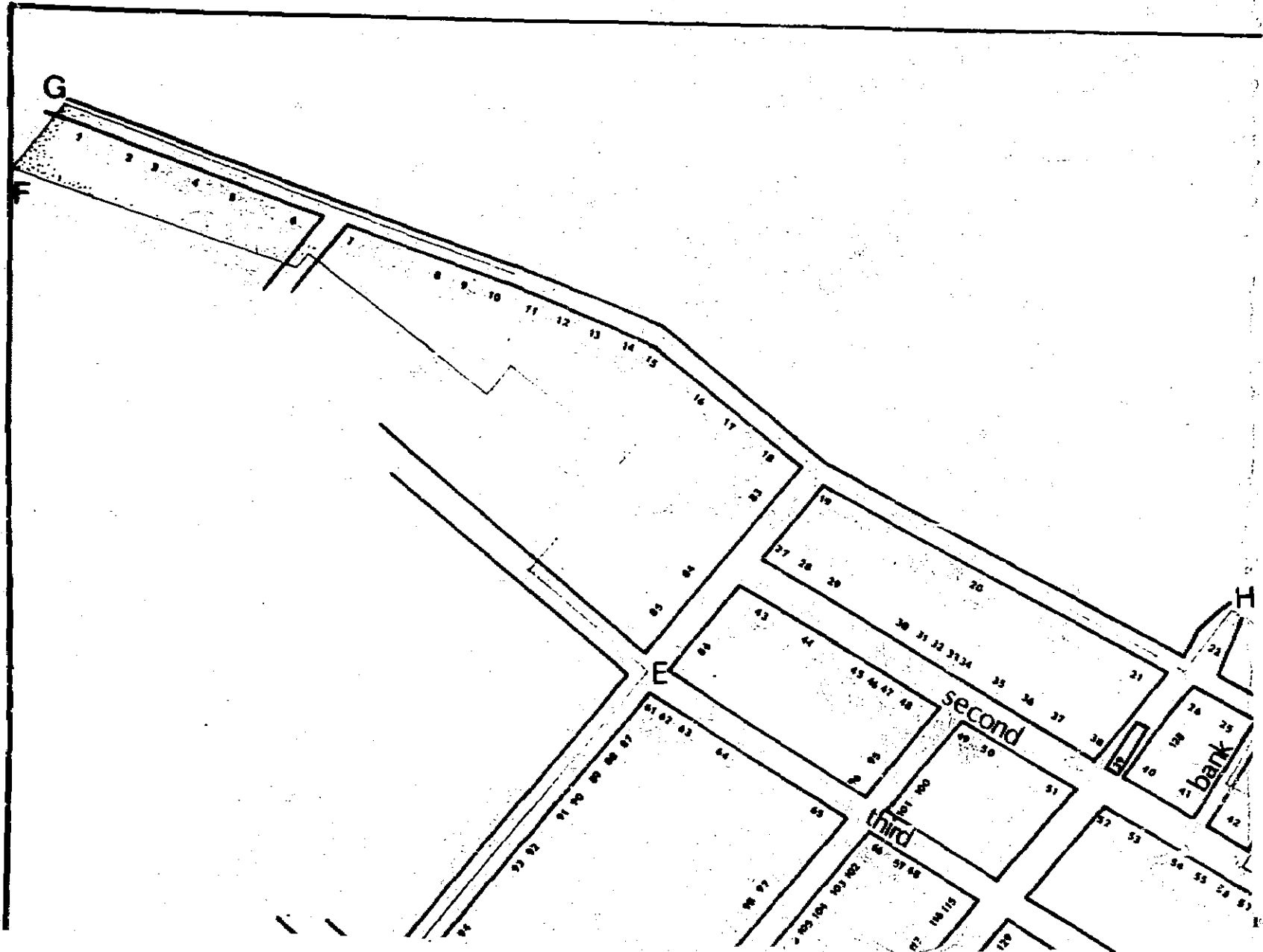
CHART AS SUBMITTED TO O.A.H.P.

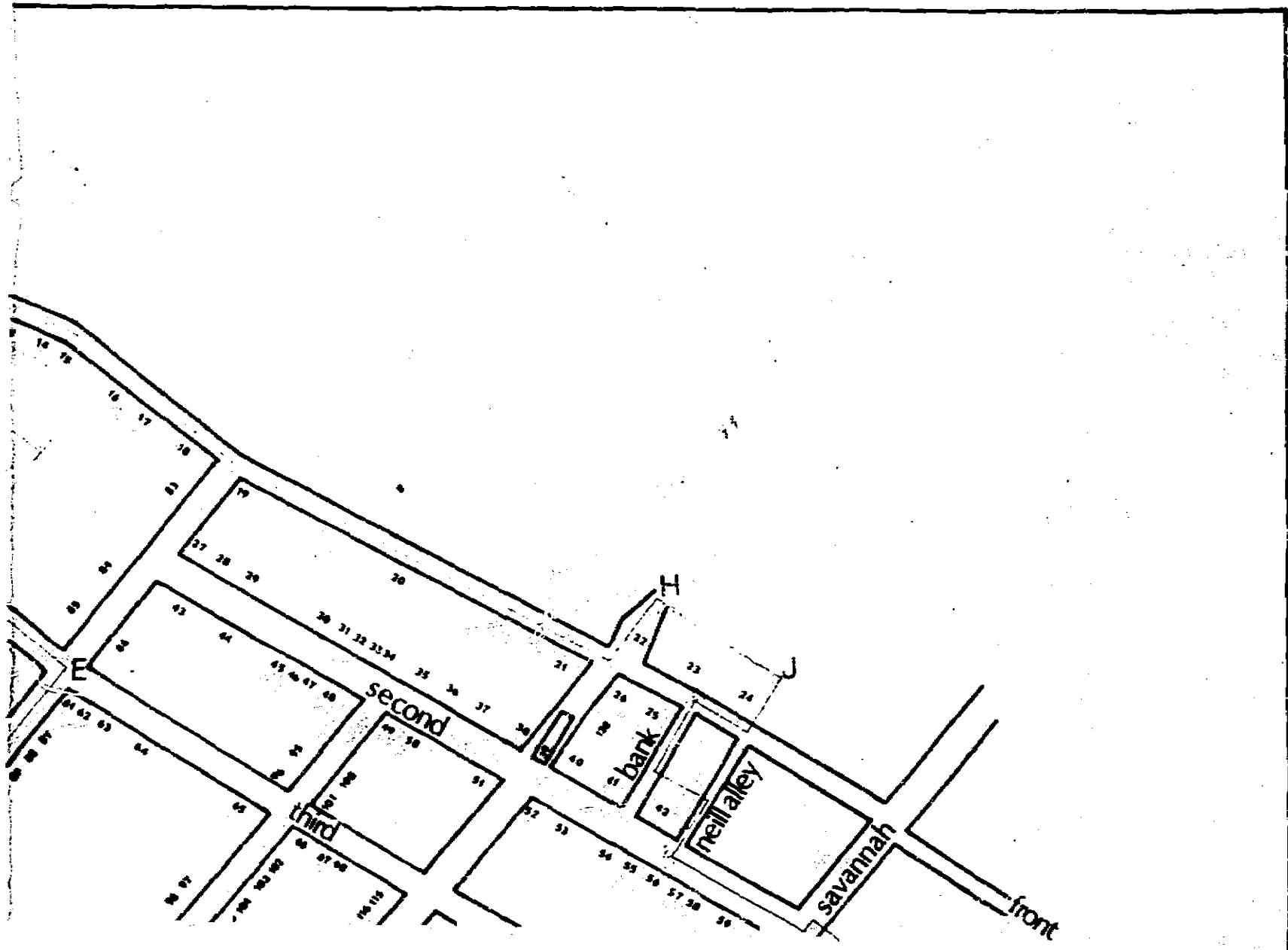


LEWES, DELAWARE:
historic district

shipcarpenter







ENTRIES IN THE NATIONAL REGISTER

STATE DELAWARE

Date Entered SEP 19 1977

Name

Location

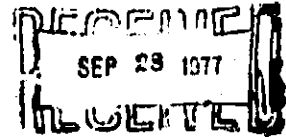
Lewes Historic District

Lewes
Sussex County

Also Notified

Hon. William V. Roth, Jr.
Hon. Joseph R. Biden, Jr.
Hon. Thomas B. Evans, Jr.

Office of Administration



U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

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