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THE LATROBE SURVEY OF NEW CASTLE

1804--1805

by

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University of Delaware in partial fulfillment of the
requirements for the degree of Master of Arts in
History.

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ACKNOWLEDGMENTS

When I moved to New Castle in the summer of 1966, the town immediately cast its spell over me--the old buildings, the cobblestone streets, the Green, the park, the shops and the people, especially the older generation with their interesting tales. From this enchantment came a desire to know all about the town, particularly the early aspects of its history, government, and people. In my studies, I came across the Latrobe Survey, an exceptional piece of art and town planning. How did New Castle, a small, county seat in Delaware, happen to secure the services of the great Benjamin H. Latrobe and his two famous pupils, Robert Mills and William Strickland? Why was such an extensive survey made at that period in New Castle's history?

Under the sapient guidance of Dr. John A. Munroe of the University of Delaware, I began my investigation into this aspect of the New Castle chronicles. In the preparation and organization as well as the research of my thesis, Dr. Munroe has been a patient, discerning director. To him I am most grateful.

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ABSTRACT

Two events in New Castle's history, though not completely related, worked together to culminate in the Latrobe survey of 1805. At the close of the 18th century, New Castle, Delaware, having long declined in importance as a seaport and the state governmental center, once again found new vitality and began to act accordingly. Being on the main travel line between the North and the South, and, with the possibility that the eastern terminus of the Chesapeake and Delaware canal would be in New Castle, an influx of people and capital gave the town a brief period of prosperity.

During this period, the state legislative body passed a law giving New Castle self-government for the first time since the English gained control of the colony from the Dutch. The act further called for a survey to establish the town boundaries and show the existing layout of the streets. The responsible citizens of New Castle envisioned an orderly growth of the town, therefore, in 1804 a supplement to the act, specified the need for street gradients in order to determine what the street levels should be for proper drainage and future building.

Early in the 19th century, as chief engineer for the canal company, Benjamin H. Latrobe took up residence in New Castle in one of

the many, newly built tenement houses, in order to live close to his work. Well known to many of the town's leading citizens, it seemed logical that they would ask Latrobe to do the survey. In spite of all his troubles connected with the canal, he consented to do the survey, relying to a great extent on his apprentices, Robert Mills and William Strickland, for the detailed work.

That Latrobe was in the area at this time and available to do the New Castle survey was purely chance. Because of this good turn of fortune, New Castle today has an excellent graphic description of the architecture of the town and a complete layout of every existing building in 1805. Even though the anticipated growth of the town never took place, the town fathers followed through with Latrobe's recommendations as is evidenced in the present facades of many of the buildings which were built before the survey and now show the obvious lowering or raising of the street level.

CHAPTER I

BRIEF SKETCH OF NEW CASTLE HISTORY

In that period of our History when rivers were the chief source of transportation and communication, New Castle thrived on the Delaware long before the genesis of Philadelphia. Since this river became a geographic center of colonial American civilization and since its valley became the middle region of the Middle Atlantic States, the settlement at New Castle, which is important in the history of the Delaware Valley, is consequently of significance to the rise of American Civilization.¹

The Dutch settled on the Delaware River early in the 1620's, ruling it from New Amsterdam. In 1638, the Swedes appeared on the Delaware and began to settle it. This being totally unfavorable to the Dutch, the director of New Netherlands, Peter Stuyvesant, with a fleet of eleven Dutch ships and an army of 120 men who marched to the site by land, built Fort Casimir on the west shore of the Delaware at Sand Hook in July, 1651.² Under Stuyvesant's orders, Jean Paul Jacquet, a Huguenot, came to the South River as vice-director. It was he who first laid out the streets of the town as commanded by the director.³

The Swedish settlements up river were unable to do more than protest. In December of 1653, an expedition under the command of Johan

Rising left Sweden intent on expelling the Dutch from the river.⁴ Arriving in America, he found Fort Casimir powderless and in no condition to defy him when he ordered the Dutch garrison to surrender. Accenting his words with a few shots from his ships, the Dutch capitulated. Fort Casimir now became Fort Trinity, named for the Sunday on which it was captured.⁵

The Swedish stay on the Delaware was short. In 1655, Peter Stuyvesant again brought a force to the South River, taking without battle the fort at New Castle as well as the settlement up river at Christina. As was generally the case in these early settlements, the Swedes were weak in armament and manpower. New Sweden was no longer a Swedish colony. The Delaware was now reunited with the Hudson as the New Netherlands colony of the Dutch West India Company.⁶

In 1656, the Dutch West India Company sold its interest on the Delaware to the burgomasters of Amsterdam. They changed the name to New Amstel after a river that ran through the city of Amsterdam, and sent Jacob Alrichs as governor to head the little community.⁷ Furthering the town's development, Alrichs built bridges and roads.⁸ Upon his death in 1659, Alexander d'Hinoyossa succeeded in authority. When the English seized all the Dutch possessions in the New World in 1664, New Amstel became New Castle, now belonging to James, Duke of York.⁹ Because of the dominance of New York over New Castle as specifically demonstrated by the order that ships had first to declare and unload their cargoes at New York before going to New Castle, the latter's

growth was retarded. But the village gradually took on an English flavor and became incorporated as a town in 1672.¹⁰

Victorious in a naval battle over the English and French in 1673, the Dutch sent a fleet to recapture New Netherlands. "At New Castle, the fort as well as the village had decayed" to such a degree that the change of government took place without disturbing the trade at the tavern. Early the next year, the Treaty of Westminster gave back to James his American holdings and caused at New Castle a simple reversal of ceremonies. The English ensign went up again.¹¹

In 1676, New Castle became the seat of the chief court of the whole region, extending from Cape Henlopen up 150 miles to the trading posts and small forts where the waters narrowed. But the end of the primacy of New Castle on the river was marked in 1681 when William Penn was granted his great province north of the town. As Philadelphia grew, the importance of New Castle declined. Fearing his grant would be land locked, Penn negotiated with the Duke of York for the three lower counties so that he would have a right-of-way to the sea.¹²

Penn arrived in New Castle in October, 1682, to take possession. Soon after his arrival, he gathered his first general assembly at Chester in the province of Pennsylvania. The three lower counties sent in a petition asking for annexation and union. The Swedes, Finns and the Dutch asked that they might be free as other members of the province. A bill for annexation and naturalization came down from the Governor and was passed by the Assembly. This act of union joined the govern-

ment of Pennsylvania and Delaware for about two decades.¹³ But the Duke of York had no legal title to these lands when he gave them to Penn. It was a year later that King Charles made a formal grant of them to the Duke, presumably so that the Duke might repeat his grant to Penn. The Duke became King in 1685 without ever giving such a grant to Penn and the lower counties reverted to royal possession.¹⁴ In 1704 the three lower counties, dissatisfied with their place in Penn's government, organized their own assembly in New Castle, acknowledging Penn's Governor only as an officer approved by the British Crown. As time passed New Castle gained slowly in population but with a stateliness befitting a small colonial capital.¹⁵

In 1774, the members of the assembly of the three lower counties met in a special convention at New Castle and named three deputies from these counties as members of the Continental Congress.¹⁶ Two years later in 1776, they cast off English rule and framed a government for "the Delaware State." But, because of its old, ever present weakness, being powerless to defend itself against a strong naval force, the state government was moved from New Castle to Dover in 1777.¹⁷

New Castle's economic superiority on the Delaware began to wane long before her political prestige passed. Besides Penn's great city up the river, Wilmington, laid out in 1731, eventually surpassed New Castle in size and activity. A renaissance of prosperity came to New Castle with the growth of interstate commerce after the Revolution. The town was on the main line between North and South. Because an all water route from Philadelphia to Baltimore, both rapidly expanding

cities, was so long around Cape Charles, river boats stopped at New Castle; then there was a short trip overland to Frenchtown, Maryland, on the Elk River and then down the Elk River by boat to the Chesapeake and on to Baltimore.¹⁸

From 1783 to 1800, New Castle ranked as an important stopping place for journeyers on the usual road between the national capital at Philadelphia and the states to the South. When the capital was moved to Washington, travel through New Castle became even more important as the link between Washington and the North. Stops were important since it was not until some time after 1800 that stage coaches could travel day and night over passable roads by use of relay and post horses.¹⁹

Packets, boats making regular sailings, were introduced on the river to take care of the increasing trade. A turnpike company was chartered in 1809, and later a railroad, both named the New Castle and Frenchtown. After the War of 1812, steamboats became common on the Delaware.²⁰

This accelerated affluency meant new building--the merchants who were profiting could erect new homes and so could the many lawyers clustered around the county court house who profitted not only from New Castle's trade but from Wilmington's expansion and the increasing value of farms. Alas, New Castle's interval of prosperity was brief. The methods and routes of commerce changed. No river or canal brought her produce from Western farms. The Delaware led to Philadelphia, not to New Castle. She had no falls or fuel to run mills.²¹ The Philadelphia,

Wilmington and Baltimore Railroad, constructed in 1837, soon became the main intermediary in the North-South rail route. It took over the traffic that once moved through New Castle. Bulk goods that still used water transportation were sent through the Chesapeake and Delaware Canal, completed in 1829, with its eastern terminus in Delaware City.²²

After the Civil War, Wilmington industry went ahead faster than ever, with the result that lawyers found it better to be where the money was rather than where the Court House was. Soon they complained of having to travel to a country village, a half hour away, to plead cases and look up records. A court house was built in Wilmington in 1881; New Castle ceased to be a court town.²³

CHAPTER II

ORIGIN OF THE SURVEY

When Christopher Columbus built a crude fortress from the timbers of the wrecked Santa Maria on the northern coast of the island of Espanola, he began an era of city planning in America.¹ Most of the early settlements in the New World were laid out according to plans drawn up, either before the party left Europe or after they arrived in America. Spanish colonies were planned and built according to strict regulations issued from the crown.² French communities were planned according to the circumstances prevailing at the time and the knowledge of the founder.³ The remains of Jamestown show that the townspeople followed their directions "to set your houses even and by a line that your streets may have a good breadth."⁴

The Dutch directors of the West India Company sent the first settlers in New Amsterdam detailed instructions on how the town should be planned. Evidently, however, the people held their own ideas as to where to build their houses. In 1647, an ordinance was passed by the Director General and council stating that because of the disorderly manner in building houses, and in extending lots far beyond their boundaries, Peter Stuyvesant deemed it advisable to appoint three surveyors who were authorized to condemn all improper and disorderly buildings,

fences, posts, etc.⁵

The first settlers in the Maryland colony brought with them prescribed orders for choosing a site and laying out the first town. Legislation aimed at promoting town development followed within a few years after colonization.⁶ In the neighboring colony, William Penn was quite definite in specifying a regular street pattern for Philadelphia: "let the houses built be in a line, or upon a line, as much as may be."⁷

In 1699, by an act of legislation, Williamsburg was established. It was the most detailed piece of town planning in the English colonies, specifying the exact amount of land to be set aside for the town proper and the capitol building site. It defined the form and principal dimensions of the capitol building including the pitch of the roof, the size of the windows and many elevation specifications.⁸

By the eighteenth century, towns could be classified according to their purpose for being--commerce, transportation, public administration and processing.⁹ In 1795, Isaac Weld asserted that "the size of all towns in America has hitherto been proportionate to their trade."¹⁰ New Castle, since her early days of pre-eminence on the Delaware River, had lost most of her trade. Both Philadelphia and Wilmington eclipsed her in growth and wealth. But, during the latter part of the eighteenth century, and the beginning of the nineteenth century, the prosperity and importance of New Castle as a port town increased rapidly, with the surrounding country benefitting from the growing trade and traffic. Living quarters were at a premium with the result that a great number

of houses were built in these few years (1790-1805). Responsible citizens were concerned to improve both the government and the physical aspects of the town, its streets, wharves, and port facilities.¹¹

In 1797, this interest in local management and town planning resulted in an act of the General Assembly establishing the government of New Castle by five commissioners to be elected annually, the first Tuesday of May, by the townspeople.¹² This was the first time since the English regained control of New Castle from the Dutch in 1674, that the government of the town was taken away from the state courts.¹³ The elected officials were to make an accurate survey of the town, fix the boundaries and limits, lay out the streets and alleys, pavements and gutters, and regulate the building lines and fences on the streets and alleys.¹⁴

Town development was noted by travelers in Wilmington newspapers. Owners of properties called attention to it. In 1803, James McCullough, merchant and innkeeper of New Castle, advertised in the Mirror of the Times that he had a farm for sale "commanding a handsome view of the town of New Castle," and added: "the improving state of the Town aforesaid will render the farm well worthy of attention of a person who may be desirous of having a pleasant county seat."¹⁵

The work as prescribed by the Act of 1797 did not long serve the needs of the growing town, nor the ideas of its progressive citizens. On January 20, 1804, the General Assembly gave additional powers and duties to the commissioners of the town requiring a ground plan to be

made for all the properties in the town, and to show the location, size and elevation of the property.¹⁶ Residing in New Castle at this time, Benjamin Henry Latrobe, one of the few great architects and engineers of young America, was asked to do the job. He accepted the commission on June 16, 1804.¹⁷ His work remains as one of the most valuable and interesting records of the town.

Latrobe's work in New Castle appears to be the only town survey done by him. However, there is a record of his attempt at town planning in Pennsylvania. In 1805, Latrobe designed an elaborate plan for an enlargement of the village called "Nescopek," on the banks of the Susquehanna. The plan itself has been lost but the long descriptive report which accompanied it is preserved in the Latrobe letter books. It is very similar to the plan found in the New Castle survey. The owner of the tract of land turned out to be a mere real estate speculator and would not think of wasting land for wide promenades and a large town square. Consequently, the town proceeded not according to Latrobe's plan but according to the short sighted owner who wanted a quick profit for his land.¹⁸ Situated across the river from Berwick, Pennsylvania, Nescopeck remains today a small town, never expanding as the landowner hoped it would.

No other town in Delaware had received such extensive planning and surveying as did New Castle in these early days. In 1740, when the small, pioneer town of Dover was changing into a well established county seat, a simple survey of the town was made by Thomas Noxon.¹⁹

A map of the borough of Wilmington was drawn in 1772 in compliance with the legislative act "for better regulating the Wharfs, Public Streets, Buildings, Party Walls, and Partition Fences." The plan, measuring 30 inches by 34-1/2 inches on parchment, shows the courses of the streets situated between the Brandywine Creek and the Christiana River. Apparently the map was not registered as a legal document until January 19, 1793, at which time it was necessary for John Stapler and Griffith Marshall to testify that the plan in question was indeed the map referred to in the minutes of the Assembly, for October, 1772. David Bush and Joseph Shallcross witnessed the testimony.²⁰

If other early Delaware towns were plotted and planned in their growing years, there is no graphic record readily available. Needless to say, none is likely to have been done by so illustrious a person as Benjamin Henry Latrobe and his two famous pupils, Robert Mills and William Strickland.

CHAPTER III

EARLIER SURVEYS

The regular plan of the streets to which all the houses and buildings of New Castle conform, except for the Immanuel Church on the corner of the Green, adds to the pleasant order and design of the town. It suggests intelligent purpose rather than formality. This purpose, a feeling of the importance of environment and man's relation to it, goes back to Peter Stuyvesant in the middle of the seventeenth century. He ordered the layout of the streets and the Green behind the original fort from which the town started, and set aside some common land for wood and pasture.¹

In that New Castle, at the head of the Delmarva Peninsula, was the "key to the river," the town was a storm center for many years: first, as to which claimants, the Dutch, the Swedes, or the English, had the best right to the territory, and, later, under English rule, as to the boundaries that should divide New Castle and the surrounding territory from the provinces of Maryland and Pennsylvania.²

Because of her initial, vital history, New Castle was undoubtedly surveyed often for various reasons. One of these early plans of the town is mentioned in a document, which is, perhaps, a title search

written early in the 18th century. The report states that a plan was made of New Castle in 1678 by Ephraim Herman for a Capt. Markham showing "the 'Market Plain' in which square the 'Forte' is represented as standing where the 'Church' now is."³ Capt. Markham was probably William Markham, Penn's cousin who preceded Penn here as his deputy. But Markham did not arrive here until 1681,⁴ therefore the date on the document is wrong, it probably being a conjecture in the 18th century.

Another plan of the town is mentioned in a letter James Steel, secretary to the Proprietors of Pennsylvania and the Lower Counties upon the Delaware, wrote to John Hore, Surveyor of New Castle County in 1734. A "Draught of the town of New Castle" was ordered copied in this year for the use of the Proprietor, John Penn, who required that the court house, the building called the Church, and the Presbyterian Meeting house be noted and the "Exact Distance between the Courthouse and the River" be marked on the copy. The original was to be kept in the custody of the Surveyor of the County and the other, a true copy, to be sent to England.⁵ The original is presumably the "Draught of the town of New Castle" that was turned over to New Castle County by the Pennsylvania authorities in 1801 and has disappeared. The copy, if it still exists, has not been located. It may possibly be with the Penn Papers in England.⁶

On November 15, 1750, commissioners from Maryland and Pennsylvania met at the "Assembly Chamber" of the Courthouse at New Castle to determine the center of New Castle for drawing the circle in order to

ascertain the boundaries between the two colonies. Lord Baltimore's representatives claimed that the "first thing necessary was to find the middle of the town of New Castle, in order, thence as a centre, to draw the circle directed by the articles and commissioners." As John Watson, assistant surveyor to the Pennsylvania Commissioners, reported in his journal, the Maryland Commission insisted on doing their own map and "then had to depend on our surveyor to find the middle of their own work."⁷ On Saturday afternoon, at 3:00 P.M., November 17th, "the Commissioners met according to adjournment and having examined the plan and received the best information they could get from the surveyors agreed the Courthouse is the middle of the town of New Castle; as near as the same can be computed and shall be the Centre from whence the Radius or Radii of twelve miles are to be drawn...."⁸

The drawing of the Pennsylvania survey was probably made by Watson. "I also made a plan of said survey," wrote Watson, "in which was prickt off the place in which the court house stood as taken down in the notes--as also the center of said town in respect to East and West and North and South."⁹ An entry in Watson's Journal, dated November 25, says that William Parsons, Chief Surveyor for the Pennsylvania Commission, paid him "a very competent sum of money in consideration of my attendance at New Castle for these nine or ten days Past."¹⁰ The accounts of Richard Peters, the Provincial Secretary, show that Watson was paid five pounds in cash in addition to room and board at the hostelry of Ezekiel Boggs at New Castle. The entire party from Pennsylvania consisted of seven commissioners, three surveyors, four

chain carriers, "Mr. Theo. Grew, the mathematician," and their servants and horses.¹¹

A partial copy of the map plotted by Watson and the Pennsylvania surveyors on November 16th and 17th, 1750, is attached to the New Castle survey of 1805.¹² It denotes the courses and length of the streets but the section on which the Courthouse was to be "prickt off" is missing. The purpose of this copy, made from the original in the Surveyor General's office, Philadelphia, August 17, 1792, is not known. It may have had something to do with the survey of the Commons of New Castle that took place that year.¹³

A copy of the map drawn by the Maryland Commissioners in 1750 was made December 17th, 1791. The original of this too was in the Surveyor General's office, Philadelphia, entitled: "A plan of a Survey of the town of New Castle made by Mr. Emory and the other Surveyors on the part of Lord Baltimore in presence and by direction of Messrs. Malcome and Leeds Mathematicians employed by his lordships commissioners on the 16 and 17 Days of November 1750." The map just outlines the town; no streets are imposed upon it.¹⁴ Again, the purpose of the copy is not evident other than the preparation of the survey for the Commons.¹⁵

All during the period of English sovereignty, the courts controlled New Castle affairs. It was not until 1797, when the general assembly, meeting in Dover, passed an act to establish boundaries of the town that the courts had to give up this privilege. By this Act, a commission of five men--James Booth, George Read, Jr., Nicholas Van Dyke,

Archibald Alexander, and John Crow--was appointed to make an accurate survey of the town, fix the boundaries and limits, lay out the streets and alleys by setting stones or posts at the center of the street intersections, lay pavements and gutters for carrying off the surface water, regulate the building lines and fences on the streets and alleys and the walls and fences erected within the town.¹⁶

This appointed commission was to remain in office until the first Tuesday in May of 1798. Then, having first appointed two or more "discreet" persons to be judges of the election, the freeholders and inhabitants were to proceed to choose by ballot, "a like number of discreet persons who shall be stiled Commissioners."¹⁷

"Being first qualified on his solemn oath," the town officials or any three of them were to hire a skillful surveyor to make the surveys and an accurate map of the town showing the boundaries, the course, width, and name of the streets, lanes and alleys. The map was to be signed by the surveyor and the commissioners, and recorded in the office of the recorder for New Castle County.¹⁸

To pay for the expenses of making the survey and the purchase of landmarks and other items, the act gave the governing body authority to assess property and levy taxes within the town of New Castle. But, those persons, who were not liable to be taxed for the relief of the poor would not be taxed or affected by the virtue of this act. In case of neglect or refusal to pay the tax, the treasurer, appointed by the commissioners, was authorized to sell the property or that part of it

which would be required to pay the tax. Property owners were to pay for the pavements and gutters in front of their property. If a tenant paid the expenses of such work, he could deduct it from the rent due the owner.¹⁹ On June 12, 1798, the town officials assessed the citizens living within the limits as fixed by the survey at \$800.09 on a valuation of \$107,105.²⁰

The law further stated that the commissioners should view all party walls and foundation of buildings to see that they did not encroach on the street and that they were built properly. Realizing it would be improbable that any existing, sound structure projecting onto the streets would be immediately torn down, the framers allowed such buildings to remain standing until they fell into decay or were otherwise destroyed. Then the owners were requested to have the commission inspect the proposed foundations and to comply with its directives. Penalties were provided for erecting a party wall or fence before it was viewed, or working contrary to authority, not exceeding fifty dollars, half of which fine was to go to the commissioners.²¹

At their first meeting held July 14, 1797, the commission elected Archibald Alexander as the chairman. He appointed John Bird as treasurer. An independent treasurer was needed in that he posted bond with the town officials in order to collect the taxes as stipulated in the law.²² The next order of business was the appointment of a surveyor. The governing body chose Daniel Blaney, who worked in the area for some time before being hired for the New Castle survey.

He is mentioned as doing a survey for George Read, Jr. in 1794 concerning property on the road from Port Penn to Maryland across from land of Christopher Vandegrift.²³ Early in the nineteenth century the survey committee for the Chesapeake and Delaware Canal hired Blaney along with John Thompson of Pennsylvania to assist Benjamin H. Latrobe and Cornelius Howard in the engineering work on that canal.²⁴

Apparently Blaney lived in Port Penn at the time of the 1797 survey of New Castle. As late as December of 1803, Latrobe's letters to Blaney bore the Port Penn address.²⁵ By 1804 Blaney took up residence in New Castle. His name is on the New Castle assessment list in June of that year.²⁶ In the 1805 survey of the town, his name also appears on a dwelling situated on what is now known as Second Street. From 1804 to 1811, Blaney served as Recorder of Deeds for New Castle County. The following year, 1812, he successfully ran for Clerk of the Market of New Castle, a one year term.²⁷ Thereafter, nothing is known of him.

On August 14, 1797, the commissioners decided that George Read, Jr., would secure the stones to be placed in the intersections and that the survey should begin on August 16. On the appointed day, the officials along with Daniel Blaney proceeded to make the survey. William Patten and William Dunn served as chain carriers and Adam Boyd, as marker.²⁸ Although the minutes of the meeting for this day give the impression that the commissioners expected to complete the

work in short order, it did in fact continue until May 1, 1798.

The second day of surveying took place August 18, 1797. At this time the commission proceeded to establish the course of Wood (Delaware) Street and Land (Second) Street. At the same time they regulated and laid out the foundation of two new houses on Land Street according to the directives of the 1797 law. One was for Dr. Henry Colesberry and the other for Captain William Aull.²⁹

It appears the town officials then took an extended vacation from town duties since no more meetings are recorded until April 23, 1798 at which time it was "resolved that tomorrow at 9 o'clock with Daniel Blaney, surveyor, we will repair to the South west end of town and begin the Survey of the town of New Castle."³⁰ Why they used the words "begin the survey" when in reality the survey had been started the previous August is not evident. In great haste they completed the survey in eight days. The members present at this meeting, May 1, Archibald Alexander, James Booth, Nicholas Van Dyke and John Crow, changed the names of the streets, and signed the plan along with Daniel Blaney.³¹ As the Act of 1797 directed, the map and survey were submitted to the Recorder of Deeds for New Castle County on May 1, 1798 and recorded on November 8, 1798. The act gave the commissioners authority to name the streets. It did not specifically say to change the existing names but may have been intended for naming new streets. No reason is given why the old streets received new names.³²

The appointed commission may have hurried to complete the work of the survey by May 1 since this day ended their term in office. Elections were held that very day at the Courthouse at which time John Bird and William Aull replaced James Booth and George Read, Jr. on the town governing body. The other three members were re-elected, but no record exists as to the amount of votes any of them received.³³

Meeting on May 4, 1798, the newly elected commissioners paid the bill for the survey. Daniel Blaney, Surveyor, received 13 pounds, 14 shillings and 7 pence. The chain carriers and markers received as follows: Lucas Walsarin, 3 pounds, 15 shillings; William Patten, 2 pounds, 5 shillings, 6 pence; William Dunn, 13 shillings; Adam Boyd, 9 shillings; Robert Douddle, 32 shillings, 5 pence. Archibald Alexander was paid 2 pounds, 5 shillings for stones and posts. Though initially, George Read, Jr. had been appointed to secure the stones (See p. 18). John Crow received _____ for two blank, six quire books. Although all these men were paid by the English monetary system, the tavern keeper probably wanted American money. He was paid \$10.³⁴

Judging from the town assessment list, the commissioners were among the wealthier citizens of New Castle. Not many of the "freeholders and inhabitants" voted. The first record for voting, 1799, shows 36 votes being cast for each successful candidate. This jumped to a high of 60 for the top candidate in 1800, and to 110 in 1806. It then tapers down to a high of 30 for the next nine years.³⁵ Since the assessment lists contain from 158 to over 200 names for these years,

it does not seem possible that the people lacked the qualifications for voting. Was the average man unaware of his duty and privilege?

The first report of the survey, not signed by the commissioners, was written on the reverse side of the map.³⁶ It contains the original names of the streets. The map itself contains both the original names and those given by the commissioners, as does the subsequent report on the page following the map.³⁷ The sole building recorded on the map is the Courthouse. It is labeled "Town House" in decorative script, not in keeping with the plain writing and hand printed lettering for the street names and dimensions on the map. Jeannette Eckman, in her notes on the Courthouse, had the impression that the Blaney map was not a new one, but an extension and modification of an old map. "Town House," long out of date as a name for the Courthouse at the time of Blaney's survey, may represent the first courthouse, called the Town House in the time of Governor Fletcher, 1693. However, there is decorative script and embellishments on the reverse side of the map, specifically the title, "Survey and Plan of New Castle," and the words, "Surveyed" and "Plotted" which are found at the end of the report. This evidence indicates that Blaney, who wrote the report with the decorative script on the back of the map, most likely did the decorative work on the face of the map. Consequently, the map must be original with him.

A supplement to the Act of 1797, passed in 1804, permitted a more extensive survey of the town, which included a ground plan made

for all the properties in the town, and the location, size and elevation of the property. The supplement also increased the powers and duties of the commissioners in regard to pavements, drainage gutters, street lamps, and street gradients.³⁸ Compared to the later survey, that of 1797 appears to be but a preliminary plan establishing the boundaries of the town and the street layouts as they existed at the time. The 1804 survey presented a much better picture of the town's make-up with suggestions for proper drainage and orderly growth.

When the newly elected commission met in May 1804, it was to Benjamin Henry Latrobe, the great architect and engineer currently working on the Chesapeake and Delaware Canal, that they turned to do the survey.

CHAPTER IV

THE 1804 SURVEY--LATROBE

Born in 1764, at Fulneck,* Yorkshire, England, of Moravian parents, Benjamin Henry Latrobe was educated in Germany in the classical tradition. In 1787 he entered the London office of a celebrated architect, Samuel Pepys Cockerell, a pioneer in the Greek revival movement. Because of his previous classical education, skill with the pencil, mathematical knowledge and acquaintance with the great buildings on the continent, Latrobe sidestepped completely the long expensive apprenticeship that was the usual means of entering the architectural profession.¹ He opened his own office in 1791, becoming a successful and accomplished architect in London. A year later, his wife, Lydia Sellon, died in childbirth along with their third child. Following a nervous breakdown, Latrobe emigrated to Virginia in 1796. His works from the Virginia period, 1796-1798, include some private houses and the Richmond Penitentiary.²

In the spring of 1798, Latrobe visited Philadelphia in anticipation of becoming the architect of a new Quaker school about to be built. Although the plans for the school came to naught, Latrobe later returned to Penn's city where he acquired great renown as an architect and engineer.³ His first notable work there, the First Bank of

Pennsylvania, established his reputation as an architect. His proposal and his construction of the Philadelphia water works, which began to function successfully in January of 1803 secured Latrobe's national reputation as an engineer.⁴

Governor Thomas McKean of Pennsylvania appointed Latrobe to a commission for the survey of navigation on the Susquehanna. In view of his efficient and economical handling of the Susquehanna survey, the Chesapeake and Delaware Canal Company, early in 1803, commissioned Latrobe to make a careful survey of a canal route between the Delaware River and the Chesapeake Bay.⁵ While still engaged in this capacity, Latrobe was appointed by Jefferson to carryout the construction of the new Navy drydocks in Washington, and in 1804, he was made Surveyor of the Public Buildings for the Federal Government.⁶ He also worked spasmodically in the planning and building of the Baltimore Cathedral from the spring of 1804 until 1818.⁷

But it was the survey of the canal that required his constant presence and working time, thus necessitating residence nearby. New Castle, Delaware was chosen for his home because it was close enough to Philadelphia to allow easy visiting with his second wife's parents for a few days and, at the same time, close enough to the general area to be surveyed so that Latrobe could be home at least on weekends.⁸ It was fortunate for New Castle that Latrobe lived there at the time his talents were needed by the town.

Meeting at the house of John Crow, town secretary, on June 13, 1804, the newly elected town officials--John Janvier, John Bird, Harold Rowen, Henry Colesberry, and Nicholas Van Dyke--appointed Bird and Colesberry a committee to "wait on Mr. H. Latrobe" in order to know if he would consent to do a survey and to ask his terms to "lay down the ascents and descents of the streets, lanes and alleys of the town of New Castle."⁹

Latrobe replied that he would be flattered to undertake such a service and that it would be completed by the "tenth of August next." His fee, which would not exceed \$100.00, was left to the corporation "to fix" after the survey was done, but his two assistants were to be paid independently. Latrobe suggested that the survey be recorded in a well bound book containing "about three Quires of the largest Elephant paper."¹⁰ On June 18, 1804, the commissioners accepted Latrobe's proposal and engaged to furnish, for their part, the laborers and stones for the survey and a parchment book for the map and drawings.¹¹

Latrobe knew many of the town officials and influential citizens. He became a close friend of George Read, Jr., who was appointed to the first commission in 1797. Much correspondence passed between them during the years Latrobe was in Delaware.¹² Kensey Johns, who was to become the Chief Justice of Delaware, served on the Committee of Survey for the Chesapeake and Delaware Canal that put Latrobe in charge of the surveying.¹³ He and Latrobe got along so well that together they bought land for speculation in the canal area. Hamlin, Latrobe's

biographer, believes that it was Johns who suggested that Latrobe do the New Castle survey.¹⁴ John Crow, who served as the appointed secretary of the commission and as a past and future member of it, worked for Latrobe in the capacity as an assistant surveyor of the canal.¹⁵

Even if he had not known these men, Latrobe's reputation as an engineer and surveyor would undoubtedly have caused the town to seek his services. When the officials discussed the matter of the survey in their initial meeting, Latrobe was the only one mentioned for the job.¹⁶

Latrobe presented the work of the survey to the commissioners on August 14, 1805; two days later it was formally accepted by resolution.¹⁷ For the surveyor, much had transpired between the time he accepted the assignment in June of 1804 and its completion in August of 1805.

It appears his troubles began immediately. In a letter written to John Bird, dated July 22, 1804, he apologizes for his absence from New Castle, since it had delayed the start of the survey. Consequently it will extend the completion date but he assured Bird that he should begin no later than the 20th or 24th of August. The event that took Latrobe away from New Castle was indeed distressing. His second wife's mother, Mrs. Isaac Hazlehurst, died in Philadelphia after a short illness at a time when his wife, Mary Elizabeth, expected every hour to be confined to her chamber.¹⁸

Evidently the town commissioners were concerned by Latrobe's lack of action on the survey. In correspondence with Bird, November 12, 1804, Latrobe assured him "that nothing but the bad weather during eight days on which I staid [sic] in Newcastle purposely to attend to the business, and the sickness of my son together with the confusion attending my removal [to Wilmington from New Castle] has prevented my attending to the business and finishing it before this." He promised to continue the work as soon as the present situation was over.¹⁹

The survey progressed slowly during that winter and early spring. Again desiring that the town should move ahead with its street regulations, the commissioners on May 8, 1805 authorized John Bird and John Janvier to give notice to Latrobe to present his work in 15 days. If he did not complete it by then, Bird and Janvier were requested to employ another competent person to do it.²⁰ As will be seen later, the commissioners often set deadlines in their resolutions but rarely enforced them. So it was in this case. The work was not forthcoming! As Latrobe explained it to John Crow, he could not give to the Commission the levels for the streets because of the extra work he had to do on the canal. The Clerk of the Works for the canal had been absent for a long time and still had not returned. Even so Latrobe intended to come to New Castle but the rain prevented it. However, he was going to send over Mills, his pupil and assistant, to make all the preparations so that he, Latrobe, could begin the said work very early on Monday Morning.²¹

No more is mentioned of the survey in either Latrobe's letters or the minutes of the Commission during the rest of the summer until August 10 which should have been the completion date as stated in the agreement. On this day Latrobe wrote to his New Castle employers that he had completely digested what appeared to be the best scheme for the regulation of the streets and proposed to meet with them on Wednesday morning the 14th, with the drawings and sections necessary to understand and lay out the survey.²² On the same day he sent a letter to William Strickland, a pupil of his, advising him that a draft for \$25 from the commissioners will be paid him after he has helped Mills, another pupil, in setting out the survey.²³

The plan itself was formally approved on August 16, 1805, by unanimous vote of the commission, which at this time consisted of Charles Thomas, John Bird, John Crow, John Janvier and Harold Rowen. The survey was ordered to be placed on parchment and entered in the book the Commission provided for that purpose.²⁴ This was done by Robert Mills, possibly with the help of William Strickland. Since no record exists, it is not certain Strickland returned to assist Mills or to collect his money. The August 10th letter to him in Latrobe's letter books is the last reference made there concerning the New Castle survey.²⁵

Robert Mills, in charge of the office when Latrobe was not present, came to Latrobe in 1802, as a student on the recommendation of Thomas Jefferson. His professional life in engineering began in

1803 when he assisted Latrobe with the engineering problems of the Chesapeake and Delaware Canal. He began receiving commissions for building designs as early as 1806, while still studying with Latrobe. On leaving Latrobe in 1809, he went on to great success in his chosen profession of engineering and architecture. Included among his works are the old State Capitol at Harrisburg, the Patent Office, the Treasury, the old Post Office in Washington and the Washington monument, the Congregational Church in Charleston, and the Washington column in Baltimore.²⁶

H. M. Pierce Gallagher, Mills' biographer, reinforces the theory that much of the work of the New Castle survey was done by the young men in Latrobe's office. But, as far as Mills is concerned, "of this work little record remains, beyond the fact, the date, and the youthful letters" that testify to his friendship then, plus a romance or two.²⁷ The letters referred to here are those from a "lovesick maiden" of New Castle, Anna A....r, who wrote often and sent him a book with an original verse on the flyleaf inscribed "to Robert." The other girl who wrote Mills is Catherine Hall, most likely the daughter of the Mrs. Hall who moved into Latrobe's New Castle residence after he moved to Wilmington. The date of her only surviving letter, May, 1805, places Mills in Wilmington at this time.²⁸

Robert Mills is mentioned often in Latrobe's correspondence during these years. The master relied on Mills constantly, in various ways. When the New Castle office was closed, Mills packed the instruments and moved them.²⁹ Mills went to New Castle from Wilmington to prepare the

way for Latrobe to continue with the survey,³⁰ and later to Mrs. Aull's to pay the rent for Latrobe's New Castle dwelling.³¹ He also made a complete set of drawings for the Baltimore Cathedral early in 1805 on Latrobe's instructions.³² And it was reliable Mills who saw to it that the final plans of the New Castle survey were drawn up.³³

The talented but somewhat irresponsible William Strickland, apprenticed to Latrobe in 1801, also worked on the survey.³⁴ It appears he caused Latrobe much annoyance during the four short years he was with him. When the master was close at hand to supervise the youth, his work went well, but when the student was left to his own initiative to carry out orders, things went amiss. This is particularly seen in a letter Latrobe sent to Strickland's father, August 18, 1804.

Although I am still of opinion that your son William has the best talents and disposition I have almost ever seen united in a boy of his age,--his conduct has been such as to render it necessary to use him with great severity.-- For the last fortnight he has been with me in Philadelphia, and being constantly under my eye he had behaved well, and done me and himself much service.

The letter continues that Latrobe sent Strickland to New Castle to open the house and be ready to receive the family. When the Latrobes arrived, they found the house damp and filled with mildew. William was not to be found. But in time Latrobe learned he had gone on a fishing party to Salem. Latrobe sent him home as punishment; later he was taken back and continued to work with Latrobe until the middle of the next summer.³⁵

Absenting himself without permission in August of 1805, Strickland was dismissed from Latrobe's office. The final work by Strickland in his capacity as a student of Latrobe was the New Castle survey, as verified in the dismissal letter.

I enclose a draft for your share of the sum to be paid by the commissioners of the town of Newcastle for the regulation of the streets formerly promised to be divided among my pupils, which will be paid after you shall have assisted Mr. Mills in setting out the same.³⁶

For many years Latrobe retained his admiration for Strickland's talents and recommended him highly as a draftsman. The controversy about the Second Bank of the United States in Philadelphia, in 1819, again estranged them.³⁷ This was Strickland's first big commission after leaving Latrobe.³⁸ His final work was the capitol in Nashville, Tennessee, begun in 1845.³⁹

Gilchrist places four students in Latrobe's office during the New Castle survey: Robert Mills, William Strickland, Peter Lenox and Latrobe's son, Henry.⁴⁰ Of the first two, there is sufficient evidence to collaborate this thesis, but, for the others there is not. Of Henry, we know from Latrobe's letter to Mills, November 3, 1803, that he was ill, staying at a house near Elkton, probably engaged at the time in the canal work.⁴¹ Peter Lenox is not mentioned in either Latrobe's biography or correspondence of this period. However, in the above mentioned letter to Mills, Latrobe speaks of another draftsman, Louis DeMun. Referring to the removal of his office from New Castle to Wilmington, Latrobe writes: "I shall endeavor immediately to find out convenient board and lodging for you, DeMun and William in my neighborhood,

which if agreeable to you you may then occupy."⁴²

It is doubtful that DeMun worked on the New Castle survey since Latrobe mentions only two assistants in his letter to the commissioners, when he accepted the assignment.⁴³ DeMun was in the area at this time but possibly for a short stay. He was Latrobe's chief agent at the Navy Yard in Washington, and a little later, he became the chief draftsman for the Baltimore Cathedral.⁴⁴

Latrobe employed other help for the survey. He mentions paying a James and a Michael, "whose surnames, I really do not remember," \$8.50 each for 8-1/2 days attendance in measuring the plan of the town.⁴⁵ The commissioners paid Daniel Blaney, on May 15, 1805, \$24.00 for surveying. Was this in connection with the survey of 1804-05, or was it for earlier services? The accounts do not say.⁴⁶

When Latrobe took up residence in New Castle, sometime before June of 1803, he moved into a brick house on Front Street recently built by William Aull.⁴⁷ Latrobe's dealings are with Aull's widow, Rachel, Aull having died that September. He rented this house until March of 1805, although he moved to Wilmington in October of 1804, either subletting it to a Mrs. ^{Aull?} Hall or just allowing her to live in it for the remainder of the time.⁴⁸

In his first letter to Mrs. Aull, Latrobe sent her \$70 towards the rent. He had paid \$30 previously. The balance, whatever it might have been, would be forthcoming on his return from Elk Forge. Since

she was to be away at this time, Latrobe said he would give it to her father, Joseph Tatlow.⁴⁹ In March of 1805, he sent to Mrs. Aull, by way of Robert Mills, a check for \$150, stating it was the balance of the rent due on the house.⁵⁰ Whether this was the balance he was to have paid in the first letter or the balance for the year of 1805 is not definitely known. At any rate, \$250 seems to be a goodly amount of rent to pay on a house valued at \$840, the value given by the town commissioners in the assessment list for 1803.⁵¹

Jeannette Eckman identifies this house as being the present number 55, the Strand, one of two adjoining brick houses built by William Aull who bought the lot from William Armstrong in 1802 for \$900. On Latrobe's survey, there are four buildings bearing the name Aull. That it was number 55, the Strand is based on a newspaper item in 1826. The house was advertised as being "lately occupied by B. H. Latrobe" and at this time, 1826, it was occupied by George Read III.⁵²

Latrobe describes, to a degree, what the living situation in New Castle must have been like at that time.

We arrived here about 11 o'clock [and] found the house shut up. I was obliged to go in search of a key while my family waited in the carriage in the street, surrounded by the idlers and blackguards of the neighborhood...The furniture of both parlors was covered with white mould, the beds wet. One of the matrasses and almost all of the carpets rotten.

The house was shut up for only one month.⁵³

Besides living quarters in New Castle, Latrobe rented office space. In writing to Joshua Gilpin in Philadelphia, the principle

sponsor and an officer of the Canal Company, Latrobe states that he has hired office space at New Castle, in "Mr. Read's old house."⁵⁴ At this time, George Read, Jr. lived with his aunt, Mrs. Gunning Bedford (Mary Read), while he was building his house a short distance up Front Street.⁵⁵ Scharf posits that Read, inheriting the house from his aunt, sold it in 1803 to Caleb P. Bennett, a former soldier turned innkeeper, who opened a hotel, the Delaware House, in it for the accommodation of stage and packet boat passengers.⁵⁶

Bennett is the name that appears on the house in the town plan of 1805. Yet, as late as November 2, 1804, Latrobe wrote to Read and not to Bennett concerning his office there. "I have written to Mr. Mills to move all my things [out of Read's house] into my former house now occupied by Mrs. Hall and shall take care that the room used by me shall be put into the best order."⁵⁷ There seems to be no explanation for his writing to Read concerning the room if it did in fact belong to Bennett at the time. It is the accepted belief among town historians that Read sold this house to Bennett, yet, the index book at the Recorder of Deeds office shows no transaction at any time between these two men, nor is there any other proof of the sale.

The Latrobe family spent most of the summer of 1804 in Philadelphia. They returned to New Castle in mid-August, but only to stay for a few weeks before moving to Wilmington, into a house owned and lent to them, rent free, by Isaac Hazelhurst.⁵⁸ Latrobe writes: My father-in-law "gave us one of the best houses in Wilmington which

belongs to him, to live in rent free. The house is out of repair and though he has given me \$200 toward repairing it, the expense of a new roof will be nearly equal to my proposed improvements at Ironhill."⁵⁹

For the next six months he set about repairing and redecorating this goodly house, including wallpaper, roses for the chimney pieces, and two marble mantles.⁶⁰ These improvements amounted to \$609.92, a sizeable amount for those days.⁶¹

Scharf's History of Delaware states that Latrobe lived in a house on the east side of Market Street, a few doors below Second Street. His house was above that of Dr. George Monro and it was initially owned by a Major Adams.⁶² Elizabeth Montgomery, writing in 1851, remembers that the house was built and occupied by Major Adams. "It was afterwards owned and occupied by Benjamin Henry Latrobe, who had a most estimable family and a beautiful daughter."⁶³ Yet, the only record of Isaac Hazelhurst owning any property in Wilmington was for three lots, in one parcel, on Howard Street which he bought in 1802.⁶⁴ Nothing is listed for Latrobe.

Wilmington remained his home for the rest of the time that Latrobe spent in Delaware, except for the summer of 1805 when the family stayed at Iron Hill, near Elkton.

Since the canal was to begin at Welch Point on the Elk River, below Elkton, residence in New Castle or even Wilmington meant working quite a distance from home. Latrobe usually spent the week days at

Elk Forge where the canal company had opened a quarry, and weekends with his family. The desire to spend more time with his family than was possible with his present situation prompted Latrobe to find a house, particularly for the summer, closer to the canal work.⁶⁵ He found such a place at Iron Hill, where he purchased in February of 1804 a farm of between 50 or 60 acres from a Mrs. MacDonald, (late Miss Polly McDaniel) for \$9 an acre. This was a generous amount to pay on Latrobe's part, since a Mr. [William] Cooch, who lived at the bottom of the hill, appraised the land as being worth \$8 an acre at the most.⁶⁶ Of course the idea that this would become valuable property because of the intended construction of a feeder line to bring water from the Elk River to the proposed canal may have entered into Latrobe's decision to be generous.⁶⁷

Presuming that the navigation of the canal and the feeder would meet there, Latrobe, in partnership with Kensey Johns, an officer of the canal company, purchased a farm at Aikentown (Glasgow) of 150 acres at \$9 an acre.⁶⁸ But before any money could have been made by this speculation, the canal plans went dormant, later to be revived, but in a different location. In 1825, Johns conveyed this property to Latrobe's widow and children for \$1.⁶⁹ They in turn sold it in 1835 for \$400.⁷⁰

With the cessation of work on the Chesapeake and Delaware Canal in 1806, the Latrobe family moved back to Philadelphia. As hopes of commissions in this city failed, he and his family boarded a packet

for Washington in July, 1807, there to remain for six years while Latrobe continued work on the Capitol and alterations to the President's house. In 1813, he joined Robert Fulton, Nicholas Roosevelt and Robert Livingston in an unfortunate venture to operate steam boats on the Upper Ohio River. He moved to Pittsburg where he designed and built the steamship Buffalo, losing a fortune in this scheme. While in Western Pennsylvania, he designed houses in Michigan, Kentucky and Ohio. After the disastrous burning of Washington by the British in 1814, Latrobe returned there to rebuild the Capitol. He resigned this commission in 1817, declared bankruptcy, and moved to Baltimore, where he designed the Exchange. From 1809 he had been made a consultant in regard to a new water supply system in New Orleans. For a time his son Henry supervised the works until his youthful death from yellow fever in 1819. Latrobe went there to complete the work. He, too, contracted yellow fever and died September 3, 1820.⁷¹

CHAPTER V

DESCRIPTION OF THE SURVEY

The Law of 1797 established the boundaries of New Castle and recorded the existing layouts of the streets. Although it gave specific authority to the town officials for "laying out, opening or regulating" the public alleys and roads, it did not provide for grading of the streets nor the continued orderly growth of the town. On January 20, 1804, a supplement to it was passed in Dover giving the commissioners

full power and authority to make a ground plan of the town, ascertaining the ascents and descents of the streets, lanes, and alleys within the same, which may be necessary for the regulation of the buildings to be erected in the future so as to determine the elevation of the ground floor above the surface of the streets and for carrying off water by gutters and common sewers, and shall lay out the proper pavements and gutters in front of dwelling houses and continue the same with a footway on the inside of those gutters not less than three feet in breadth in front of unimproved lots....¹

Clearly, the purpose of this survey was to determine the existing contours of the streets and to recommend correct gradients. This particular section of the law indicates that the town fathers were primarily concerned with proper drainage and flood prevention.

The streets to be regulated by the law included Delaware Street on both sides from Vine (now 4th Street) to Front (now the Strand),

both sides of Front Street from Delaware to the northeastern part of Harmony, the whole length of Market Street (now 2nd Street) on both sides, along both sides of Orange Street (now 3rd Street) from Delaware to Harmony, and any other street if deemed necessary by the commissioners.² The streets mentioned in the law were those which already contained the bulk of the town's housing. After the survey was made, the commissioners added more streets to the list.

Following the layout of the streets, property owners had to pave and curb that area which they owned fronting on the streets, whether it contained a building or was an unimproved lot. This was to be done according to regulations within 90 days after the proprietor received notice. If he did not do so, the town would do it. The owner then had 30 days in which to pay for the paving. Should he refuse, the sheriff, after 10 days public notice was authorized to sell "goods and chattels" of the holder to recover costs.³

How much the town officials employed this part of the Act appears to be negligible. By way of example, on June 5, 1807, George Read received what appeared to be a final notice to pave and curb in front of his property on Front Street within 20 days or the commissioners would do it.⁴ On February 13, 1811, the commissioners resolved to have the town do the work; yet three months later they were still sending Read notice to pave and curb his Front Street property.⁵ As late as October 19, 1812, he was still receiving notices.⁶ Read's lack of action in following the directives of the town officials seems to be

but one example of the difficulty the latter faced in trying to develop an orderly town. Citizens received such notices late into the century, yet there is very little evidence that the town did much paving or billing for work accomplished.

As previously stated, in the parent Act of 1797 and again in the Supplement of 1804, the town officials were authorized and empowered to lay a tax on the inhabitants and estates within the town for carrying into effect the Act.⁷ The treasurer, who was to be appointed by the commissioners, had to give bond before taking office in the name of the latter with warrant of attorney in double the amount of the tax to be collected by him. He also had to have the recommendation of at least one good and sufficient freeholder as surety for the faithful performance of his duty.⁸ On June 18, 1804, John Zimmerman was appointed town treasurer. Since he did not or could not post bond and security, John Enos was later appointed in his place.⁹ According to the tax list for that year, both men were average property holders in the town.

The assessment for the first year that the supplement went into effect was \$700. John Crow, the appointed secretary, made out the tax list agreeable to the rate established by the last Levy Court and Court of Appeals for New Castle county of the persons and estates within the town of New Castle. The list, approved and signed by the Commission, contained 211 names with the total value of \$126,731; the assessment amounted to \$880.34.¹⁰ The town also requested and received money for street improvement and lamps from the trustees of the common on various

occasions.¹¹ Undoubtedly, the primary expense in 1805 was that of the survey itself. This year the list expanded to 236 names with a total evaluation of \$135,794. The assessment was down, being only \$692.97.¹²

Latrobe presented his report to the town on August 16, 1805. After examining and unanimously approving it, the commissioners ordered the survey to be placed on parchment and entered into the book that was provided by the town for this purpose.¹³ The plan submitted for approval was drawn on three pieces of parchment 27 inches high and 35 inches wide. The first page contained the complete plan of the town. The second page showed the ascents and descents of the streets running northwest and southeast. The third page showed the ascents and descents of the streets running northeast and southwest. Drawings of the Courthouse, the Immanuel Church and the Tile House appear on the last two pages. This first draft of the survey is in the possession of Mrs. Walter Pyle of New Castle whose paternal ancestor John Janvier, as one of the commissioners, signed the document.

It is likely that Mills and Strickland did most of the ground work for the survey. But, it was Latrobe's practice to revise the drawings that came from his office. In the case of the more important jobs, the draftsmen merely laid in the basic control lines and Latrobe added the detail and ornaments.¹⁴

The plan put in the book, as mentioned above, and deposited with the Recorder of Deeds is approximately 16 inches by 20 inches in size.¹⁵ It contains 14 pages of drawings, all excellently executed. The water

color renderings of many of the buildings are perfectly detailed and legible. After 165 years and much use, judging from the condition of the paper, the minutest writing in the plan is still possible to read. The actual work of setting up this book is probably that of Robert Mills, possibly with the aid of William Strickland.¹⁶ However, the title page, which is a clear and colorful view of the Courthouse, is apparently Latrobe's work, as it compares favorably with many such drawings found in his journal.¹⁷

The plan of the town shows every house that stood at the time (1805). The names written on the houses are not in all those of the proprietors but are in many instances those of the tenants. Sections of each street are shown with the existing gradient and that proposed by Latrobe. It is on these pages that scholars find the many architectural details used in historical restoration research as these sections contain the facades of a great many houses that were there in 1805 and still stand today.

Along with the drawings, Latrobe wrote a lengthy essay entitled "References to the Plan and Section of the Town of Newcastle." It begins by explaining what is shown in the plan and then proceeds to discuss the future growth of the town. The remainder and longest part of the report contains Latrobe's criticisms and suggestions for the hygiene of cities and the enormous importance of correct orientation in street and house design.¹⁸

Attached to the survey are the "Regulations" concerning the pavements, footways and gutters on the streets of New Castle, "agreeable to Ordinances of the Commissioners passed August 16, 1805 and October 12, 1825." The last date, October 12, 1825, is a copy error. It should be October 12, 1805 since this is the date that an ordinance was passed rescinding some portions of the statute passed August 16, 1805. There is no record of any law being passed October 12, 1825.

The "Regulations" sheet contains a list of streets covered by the provisions of these enactments. They are the same streets named in the minutes of August 16, 1805, the list being more extensive than the list of streets named in the Act of 1804. Following the list of streets are directives stipulating the depth of the gutters, the breadth of the pavements in front of all houses and unimproved lots, and the extensions of stoops or steps.

Later entries on this page, dated 1858, 1861 and 1867 show that the survey of 1805 was still the basis of town planning throughout much of the 19th century.

CHAPTER VI

SUBSEQUENT HISTORY OF THE SURVEY

Shortly after the commissioners accepted Latrobe's plan for the town, they began to put into effect its recommendations. The first order of business was the ordinance passed on August 16, 1805, stipulating which streets were to be curbed and paved, the materials to be used, and the measurements by which the citizens were to abide.¹ Two months later, October 12, 1805, part of these regulations respecting the pavements on certain streets and the depths of the gutters in front of pavements and footways were rescinded with no explanation given.²

The grading of the streets began October 21, 1805 when the commissioners appointed Alexander Harvey to hire enough workmen necessary for the removal of earth from Delaware and Front Streets.³ Notice was given to property owners on July 15, 1806, to have pavements, footways and gutters made agreeable to the regulations on or before August 15. This included the properties on Delaware Street from the northwest end of the houses of Nicholas Van Dyke and Joseph Tatlow (corner of Delaware and Fifth Streets) to the Strand; from the southwest side of John Mundall's house and lot on the Strand to the northeast side of Harmony Street. Evidently the notice was ignored for on June 5, 1807,

the commissioners sent out another notice for the same purpose. But, this time it specified names, among which were such town notables as Nicholas Van Dyke, Kensey Johns, James Booth, Caleb Bennett, James Riddle, the Presbyterian Church and George Read.⁴ Obviously perturbed by the lack of cooperation by the citizens, the town officials resolved that if these gutters and footways were not made within 20 days, the town would proceed to do it. They appointed Enoch Anderson to pave and curb the front of any property whose owner failed to abide by the town ordinance. Yet another notice went out to this area on October 16, 1809.⁵

The next notice sent out regarding gutters and footways concerned the property owners on Second Street between Harmony and Chestnut. These people had 90 days from October 16, 1809 in which to comply. In case of failure to do so, Henry Rowen had been authorized to do the paving and to send the bill to the owners.⁶ Fifteen years later the property owners on Second Street were still receiving notices to pave and curb.⁷ At the same meeting at which the first notice went out to Market Street property owners, it was resolved that this portion of the street was to be graded according to the recommendations made in Latrobe's survey. As authorized, John Janvier contacted the workmen for the grading of this street.⁸

These notices to pave and curb went out to the citizens of New Castle for many years, well in the second half of the 19th century. After 1850, individual property owners were named in the notices, with

many prominent townspeople among them.

Visual evidence that the Commissioners followed Latrobe's suggestions for grading the streets of New Castle can be seen throughout the town today. For example, the elevations of the Courthouse seen on the survey show it to be built on higher ground than the row of houses known as Cloud's Row which are on the same side of the street. Latrobe's survey recommends a gradual fall on Delaware Street, from Orange to Market, which is where the Courthouse is located. Today the building appears to be set high above the ground on a platform, indicative of the earth that had been removed in front of it.⁹

On Chestnut Street, between Orange and Market, the plans called for a rise in the street level. Two houses, most likely predating the grading of the street, require a step down from the street to enter the first floor. These houses do not appear on the 1805 plan of the town. Under the circumstances, why the people built the houses yet did not conform to the regulations of 1805 is surprising. Besides the obviously inaccurate elevation of the first floor in relation to the surface of the street, the houses are set too far back from the correct building line.¹⁰

Another clear-cut illustration of grading can be observed on Front Street. In looking at the elevations found in the survey, it seems evident that to secure even drainage along Front Street, the middle stretch, from approximately the Read house to Delaware Street, would have to be graded down. That this was done is indicated by the very

high front steps found on houses #6 and #8 and by the presence on #6 of a second water table along the street side and a side entrance to the basement is about one yard above the present street level.¹¹

The northeast section of Orange Street between Harmony and Chestnut distinctly shows the removal of earth in order to grade that end of the street down to a proper level for drainage. Properties on either side tower above the street level.¹²

On February 27, 1855, an act to extend the limits of the town was passed in Dover, but not acted upon, for some reason not known at the present time.¹³ Another bill passed in 1859 did succeed in extending the town limits. This extension greatly enlarged the original town to about six times its previous size.¹⁴ Although a map was ordered to be made and registered, it cannot be found. The fact that the town officials continued to use the regulations sheet of the Latrobe Survey until 1867 may be some indication that the map was not drawn until a later date. The boundaries of the town as designated in the law of 1859 can be seen in Beer's Atlas of Delaware published in 1868.¹⁵

A noticeable difference between this act and that of 1804 is the fact that the cost of opening and grading a new street was to be borne by the owners of the land through which it passed, each party on either side of the street to contribute one half the price of the work. In the earlier act, the entire town was assessed for the expense of grading the streets.¹⁶

With the development of modern transportation, New Castle's importance declined. Her harbor soon became outmoded and rail and highway traffic by-passed the town. Because New Castle failed to grow like Wilmington and Philadelphia, there was no need to tear down old buildings and replace them with up-to-date structures. Consequently, the original section of the town as surveyed by Latrobe remains intact.

Increasing interest in American antiques has led to the restoration of many of New Castle's historic buildings, using in many cases, the fine drawings found in the Latrobe survey as a basis for the restoration. Today, New Castle's importance is her heritage, the result being that the town has been placed on the nation's list of historical landmarks.

NOTES FOR CHAPTER I

¹John A. Munroe, "The New Castle Tercentenary," Old New Castle and Modern Delaware (Washington, 1951), p. 2.

²Munroe, p. 3.

³Anthony Higgins, New Castle, Delaware, 1651-1939 (Boston, 1939), p. 1.

⁴Amandus Johnson, The Swedish Settlements on the Delaware 1638-1664 (University of Pennsylvania, 1911), p. 498.

⁵Munroe, p. 4.

⁶Johnson, p. 610.

⁷C. A. Weslager, Dutch Explorers, Traders and Settlers in the Delaware Valley 1609-1664 (Philadelphia, 1961), p. 192.

⁸Weslager, p. 194.

⁹Weslager, p. 251.

¹⁰Higgins, p. 12.

¹¹Weslager, p. 252.

¹²Jeannette Eckman, New Castle on the Delaware, Dutch Tercentenary Edition, 1651-1951 (Wilmington, 1950), p. 36.

¹³Munroe, p. 9.

¹⁴Higgins, p. 14.

¹⁵Eckman, p. 39.

¹⁶Eckman, p. 43.

¹⁷Munroe, p. 8.

¹⁸Eckman, p. 45.

¹⁹Ibid.

²⁰Eckman, p. 46.

²¹Munroe, p. 10.

²²Eckman, p. 53.

²³Higgins, p. 29.

NOTES FOR CHAPTER II

¹John Reps, The Making of Urban America (Princeton, 1965),
p. 26.

²Reps, p. 28.

³Reps, p. 56.

⁴Reps, p. 90.

⁵Reps, pp. 147-148.

⁶Reps, p. 94.

⁷Reps, p. 160.

⁸Reps, p. 110.

⁹James T. Lemon, "Urbanization and Development of Eighteenth Century Southeastern Pennsylvania and Adjacent Delaware," William and Mary Quarterly, 3rd Series, XXIV (1967), p. 502.

¹⁰Isaac Weld Jr., Travels Through the States of North America and the Provinces of Upper and Lower Canada, 3rd edition (London, 1800), p. 53.

¹¹Jeannette Eckman, "NEW CASTLE RESTORATION Typed notes on city and properties" (Historical Society of Delaware, Wilmington, Delaware), Courthouse Typescript, p. 43. Hereafter cited as RESTORATION.

¹²New Castle, Delaware, Laws of the State of Delaware (1797), Volume II, pp. 1368-1376.

¹³J. Thomas Scharf, History of Delaware, Vol. 2 (Philadelphia: 1888), p. 862.

¹⁴Laws of the State of Delaware (1797), p. 1368.

¹⁵RESTORATION, Courthouse Typescript, p. 45.

¹⁶Wilmington, Delaware, Laws of the State of Delaware (1816), Volume III, pp. 322-327.

¹⁷Benjamin H. Latrobe to John Bird, June 16, 1804, Benjamin H. Latrobe Letter Book, January 1804 to June 1804, p. 386 (Maryland Historical Society).

¹⁸Talbot Hamlin, Benjamin Henry Latrobe (New York, 1955), p. 213.

¹⁹Deed Book R, Volume 1, folio 231. Recorder of Deeds Office, Dover, Delaware. Certified Copy (1768) of draught made by Thomas Noxon, Surveyor, in March 1740/41.

²⁰Borough of Wilmington (1793), Map Collection, (Historical Society of Delaware).

NOTES FOR CHAPTER III

¹Jeannette Eckman, New Castle on the Delaware, Dutch Tercentenary Edition, 1651-1951 (Wilmington: 1950), p. 17.

²Eckman, p. 40.

³Richard S. Rodney Papers, Book T, p. 41 (Historical Society of Delaware).

⁴Eckman, p. 37.

⁵James Steel to John Hore, April 10, 1734, James Steel Letter Book, 1730-1741, p. 69 (Historical Society of Pennsylvania).

⁶Eckman, p. 80.

⁷Journal of John Watson, assistant surveyor to the Commissioners of the Providence of Pennsylvania, 1750, p. 105 (Historical Society of Pennsylvania).

⁸Penn Manuscripts: Minutes of the Commissioners of 1750, meeting of Maryland and Pennsylvania at New Castle to determine the center of New Castle for drawing the circle to determine the boundaries between Pennsylvania and Maryland, p. 50 (Historical Society of Pennsylvania).

⁹Journal of John Watson, p. 105.

¹⁰Ibid., p. 106.

¹¹Jeannette Eckman, NEW CASTLE RESTORATION Typed notes on city and properties, Courthouse Typescript, p. 24 (Historical Society of Delaware).

¹²The New Castle Survey of 1805 is better known as the Latrobe Survey. It is presently located in the Hall of Records, Dover, Delaware.

¹³New Castle Common (Wilmington: 1944), pp. 18-39.

¹⁴Richard S. Rodney Papers, Book S, p. 90.

¹⁵A search for the original maps of 1750 in the records of the Land Office, Harrisburg, Pennsylvania, (successor to the Surveyor General's Office), the Pennsylvania Archives and the Historical Society of Pennsylvania proved negative as did the delving into the Delaware depositories of historical documents.

¹⁶New Castle, Delaware, Laws of the State of Delaware (1797), Volume II, p. 1368.

¹⁷Laws of the State of Delaware (1797), p. 1371.

¹⁸Laws of the State of Delaware (1797), p. 1369.

¹⁹Laws of the State of Delaware (1797), pp. 1373, 1374, 1375.

²⁰J. Thomas Scharf, History of Delaware, Volume 2 (Philadelphia: 1888), p. 862.

²¹Laws of the State of Delaware (1797), p. 1373.

²²Minutes Book of the Commissioners of the Town of New Castle, p. 1 (Town Hall: New Castle, Delaware).

²³Rodney Papers, Book T, p. 18.

²⁴Ralph D. Gray, The National Waterway, A History of the Chesapeake and Delaware Canal (Urbana, 1967), p. 15.

²⁵Benjamin H. Latrobe to Daniel Blaney, December 1, 1803, Latrobe Letter Books, September-December 1803, p. 170 (Maryland Historical Society).

²⁶Minutes Book, p. 35.

²⁷Minutes Book, p. 111.

²⁸Minutes Book, p. 1.

²⁹Minutes Book, p. 2.

³⁰Ibid.

³¹Minutes Book, p. 4.

³²See Appendix III, p. 71 for original names and names given by the commissioners.

³³Minutes Book, p. 4.

³⁴Minutes Book, p. 5.

³⁵Minutes Book, pp. 11, 13, 53.

³⁶See Appendix III, p. 72 for report, specifying courses of streets and boundaries.

³⁷Appendix III, p. 70.

³⁸Wilmington, Delaware, Laws of the State of Delaware (1804), Volume III, p. 322.

NOTES FOR CHAPTER IV

*Fulneck, England was established early in the 18th century by Moravian immigrants. Latrobe's father was an English clergyman of Moravian faith.

¹Talbot Hamlin, Benjamin Henry Latrobe (New York: 1955), p. 28.

²Hamlin, pp. 95-126, passim.

³Hamlin, p. 128.

⁴Hamlin, p. 166.

⁵Hamlin, p. 203.

⁶Hamlin, p. 261.

⁷Hamlin, p. 233.

⁸Benjamin H. Latrobe to Isaac Hazelhurst, October 11, 1803, Latrobe Letter Book, September-December 1803, p. 41 (Maryland Historical Society).

⁹Minutes Book of the Commissioners of the Town of New Castle, June 13, 1804, p. 33 (Town Hall: New Castle, Delaware).

¹⁰Latrobe Letter Book, January-June 1804, p. 386.

¹¹Minutes Book, p. 33.

¹²There are various letters to Read in Latrobe's letter books. On one occasion, Latrobe ordered a polygraph for Read from C. W. Peale.

¹³Ralph D. Gray, The National Waterway, A History of the Chesapeake and Delaware Canal (Urbana: 1967), p. 15.

¹⁴Hamlin, p. 212.

¹⁵Latrobe Letter Book, January-June 1804, p. 114.

¹⁶Minutes Book, p. 33.

¹⁷Latrobe Letter Book, July 1805-January 1806, p. 150; Minutes Book, p. 44.

¹⁸Latrobe Letter Book, July-December 1804, p. 9.

¹⁹Ibid., p. 213.

²⁰Minutes Book, p. 40.

²¹Latrobe Letter Book, January-June 1805, p. 282.

²²Latrobe Letter Book, July 1805-January 1806, p. 150.

²³Ibid., p. 152.

²⁴Minutes Book, p. 44.

²⁵Latrobe Letter Book, July 1805-January 1806, p. 152.

²⁶H. M. Pierce Gallagher, Robert Mills (New York: 1935), passim.

²⁷Gallagher, p. 127.

²⁸Gallagher, pp. 10-11. There are two letters in the Latrobe letter books sent to an H. W. Hall in New Castle, in May of 1804. He applied to Latrobe for a position on the canal but there were no openings at the time. He may have been the father of Catherine Hall.

²⁹Latrobe Letter Book, July-December 1804, p. 175.

³⁰Latrobe Letter Book, January-June 1805, p. 282.

³¹Ibid., p. 140.

³²Ibid., p. 57.

³³Latrobe Letter Book, July 1805-January 1806, p. 152.

³⁴Agnes A. Gilchrist, William Strickland, Architect and Engineer, 1788-1854 (Philadelphia: 1950), p. 1.

³⁵Latrobe Letter Book, July-December 1804, p. 53.

³⁶Latrobe Letter Book, July 1805-January 1806, p. 152.

³⁷The building was the work of Strickland who won the competition and became the architect. Yet it shows many elements that resemble Latrobe's drawing in the competition. For further accounts see Hamlin, p. 501.

- ³⁸Gilchrist, p. 4.
- ³⁹Gilchrist, p. 19.
- ⁴⁰Gilchrist, p. 2.
- ⁴¹Latrobe Letter Book, July-December 1804, p. 174.
- ⁴²Ibid.
- ⁴³Latrobe Letter Book, January-July 1804, p. 386.
- ⁴⁴Hamlin, p. 215.
- ⁴⁵Latrobe Letter Book, July-December 1804, p. 213.
- ⁴⁶Minutes Book, p. 40.
- ⁴⁷Jeannette Eckman, "NEW CASTLE RESTORATION Typed notes on city and properties" (Historical Society of Delaware, Wilmington, Delaware). Hereafter cited as RESTORATION.
- ⁴⁸Latrobe Letter Book, January-June 1805, p. 140.
- ⁴⁹Latrobe Letter Book, January-June 1804, p. 36.
- ⁵⁰Latrobe Letter Book, January-June 1805, p. 140. An interesting item in this letter testifies to the hardness of John Aull, who had an interest in this property as an heir in the William Aull estate. As a carpenter, John Aull probably helped build this house. Latrobe writes: "Mrs. Hall will I hope find no difficulty in moving out, from Mr. John Aull. I pay the rent to you agreeable to my promise and hope that you will have the goodness to prevent any obstruction from that quarter."
- ⁵¹Minutes Book, p. 35.
- ⁵²RESTORATION, Properties on the Strand.
- ⁵³Latrobe Letter Book, July-December 1804, p. 53.
- ⁵⁴Latrobe Letter Book, September-December 1803, p. 334.
- ⁵⁵Henry C. Conrad, History of the State of Delaware, Vol. 2 (Wilmington: 1908), p. 827.
- ⁵⁶J. Thomas Scharf, History of Delaware, Vol. 2 (Philadelphia: 1888), p. 650.
- ⁵⁷Latrobe Letter Book, July-December 1804, p. 173.

⁵⁸Hamlin, p. 208.

⁵⁹Latrobe Letter Book, July-December 1804, p. 84.

⁶⁰Ibid., pp. 38 and 160.

⁶¹Latrobe Letter Book, January-June 1805, p. 22.

⁶²Scharf, p. 650.

⁶³Elizabeth Montgomery, Reminiscences of Wilmington (Philadelphia: 1851), p. 274.

⁶⁴Deed Book Z, Vol. 2, p. 85, Recorder of Deeds Office, Wilmington, Delaware.

⁶⁵Hamlin, p. 204; Gray, p. 18.

⁶⁶Latrobe Letter Book, January-June 1804, p. 20.

⁶⁷Gray, p. 18.

⁶⁸Latrobe Letter Book, January-June 1805, p. 22.

⁶⁹Deed Book L, Vol. 4, p. 227, Recorder of Deeds Office, Wilmington, Delaware.

⁷⁰Deed Book V, Vol. 4, p. 115, Recorder of Deeds Office, Baltimore, Maryland.

⁷¹Hamlin, passim.

NOTES FOR CHAPTER V

¹Wilmington, Delaware, Laws of the State of Delaware (1804), Volume III, pp. 322-327.

²Laws of the State of Delaware (1804), p. 322.

³Ibid.

⁴Minutes Book of the Commissioners of the Town of New Castle, p. 60 (Town Hall, New Castle, Delaware).

⁵Minutes Book, p. 92.

⁶Minutes Book, p. 113.

⁷Laws of the State of Delaware (1804), p. 326.

⁸Ibid.

⁹Minutes Book, pp. 37 and 40.

¹⁰Minutes Book, p. 37.

¹¹Minutes Book, pp. 42 and 78.

¹²Minutes Book, p. 47.

¹³Minutes Book, p. 43.

¹⁴Hamlin, p. 214.

¹⁵The Latrobe Survey has been deposited in the Hall of Records, Dover, Delaware since 1951. For a complete copy of it see Appendix IV.

¹⁶Benjamin H. Latrobe to William Strickland, August 10, 1805, Latrobe Letter Book, July 1805 to January 1806, p. 152.

¹⁷Benjamin H. Latrobe, The Journal of Latrobe (New York: 1905), passim.

¹⁸See Appendix V.

NOTES FOR CHAPTER VI

¹Minutes Book of the Commissioners of the Town of Newcastle, p. 43 (Town Hall, New Castle, Delaware).

²Minutes Book, p. 47.

³Minutes Book, p. 53.

⁴Minutes Book, p. 60.

⁵Minutes Book, p. 78.

⁶Ibid.

⁷Minutes Book, August 16, 1826, p. 138.

⁸Minutes Book, p. 78.

⁹See sections 2 and 8 of Survey, Appendix IV, p. 79, 86.

¹⁰See section 5 of Survey, Appendix IV, p. 82.

¹¹See section 7 of Survey, Appendix IV, p. 85.

¹²See section 9 of Survey, Appendix IV, p. 87.

¹³Laws of the State of Delaware, Vol. 11 (Dover, Delaware: 1859), p. 562.

¹⁴Ibid., p. 710.

¹⁵D. G. Beers, Atlas of the State of Delaware. (Philadelphia: 1868), p. 23. See Appendix VII.

¹⁶Laws, 1859, p. 710.

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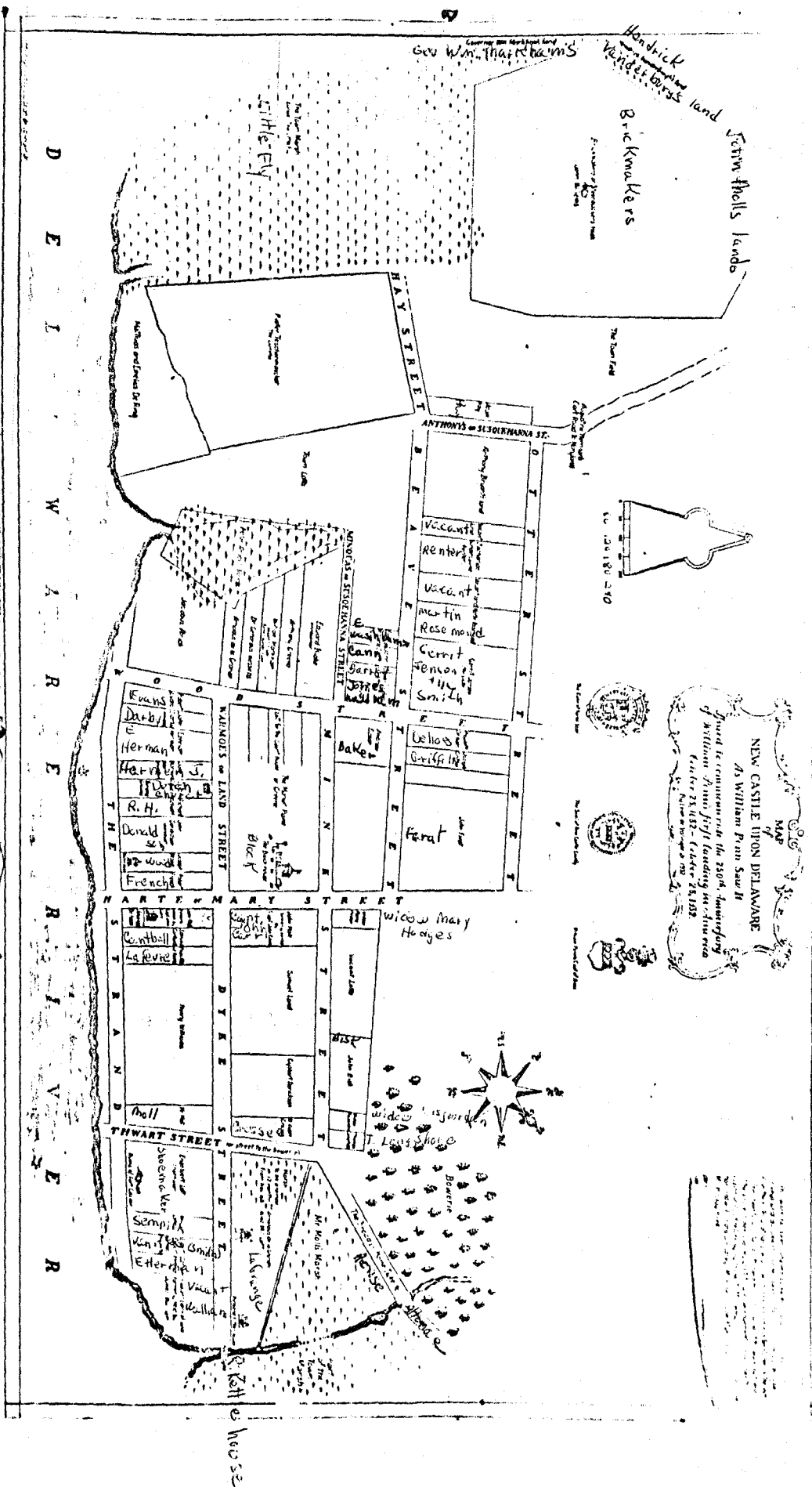
Watson, John. Journal. Historical Society of Pennsylvania, Philadelphia, Pennsylvania.

Wilmington, Borough of, 1793. Map Collection. Historical Society of Delaware, Wilmington, Delaware.

APPENDIX I

"Map of New Castle Upon Delaware, As William Penn Saw It."

Issued to commemorate the 250th anniversary of William Penn's first landing in America. October 25, 1682-October 25, 1932. Drawn by Leon DeValinger, 1932.



Weering merchants

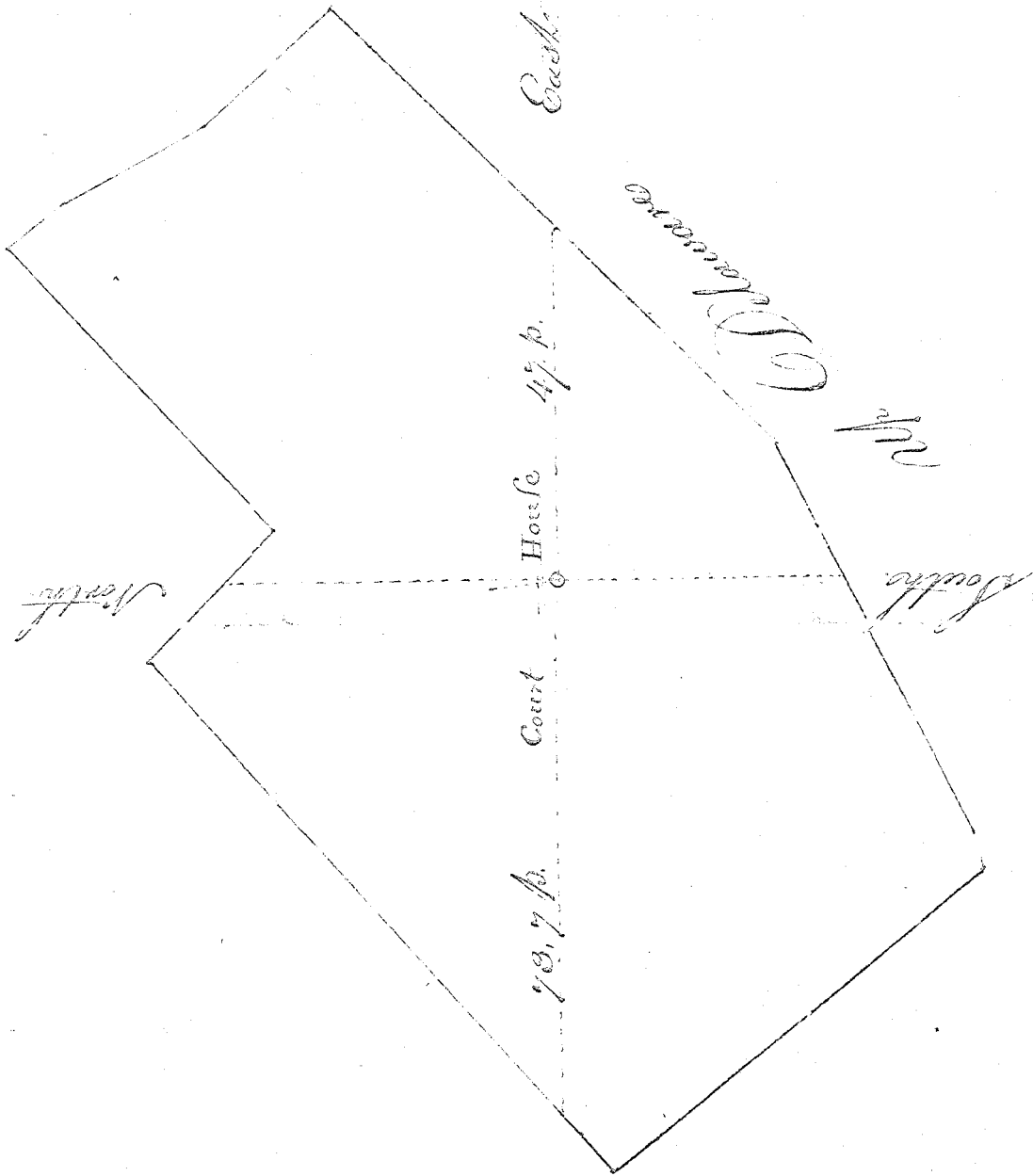
MAP
 NEW CASTLE UPON DELAWARE
 As William Penn Saw It
 Printed & corrected with the 25th. Amendment
 of William Penn's first landing in America
 1681. 1682. 1683. 1684. 1685. 1686. 1687. 1688. 1689. 1690. 1691. 1692. 1693. 1694. 1695. 1696. 1697. 1698. 1699. 1700.



Husse

APPENDIX II

A 1791 copy of the survey map drawn by the Maryland
Commissioners at New Castle in 1750.



East

47 p.

House

Court

73, 7 p.

West

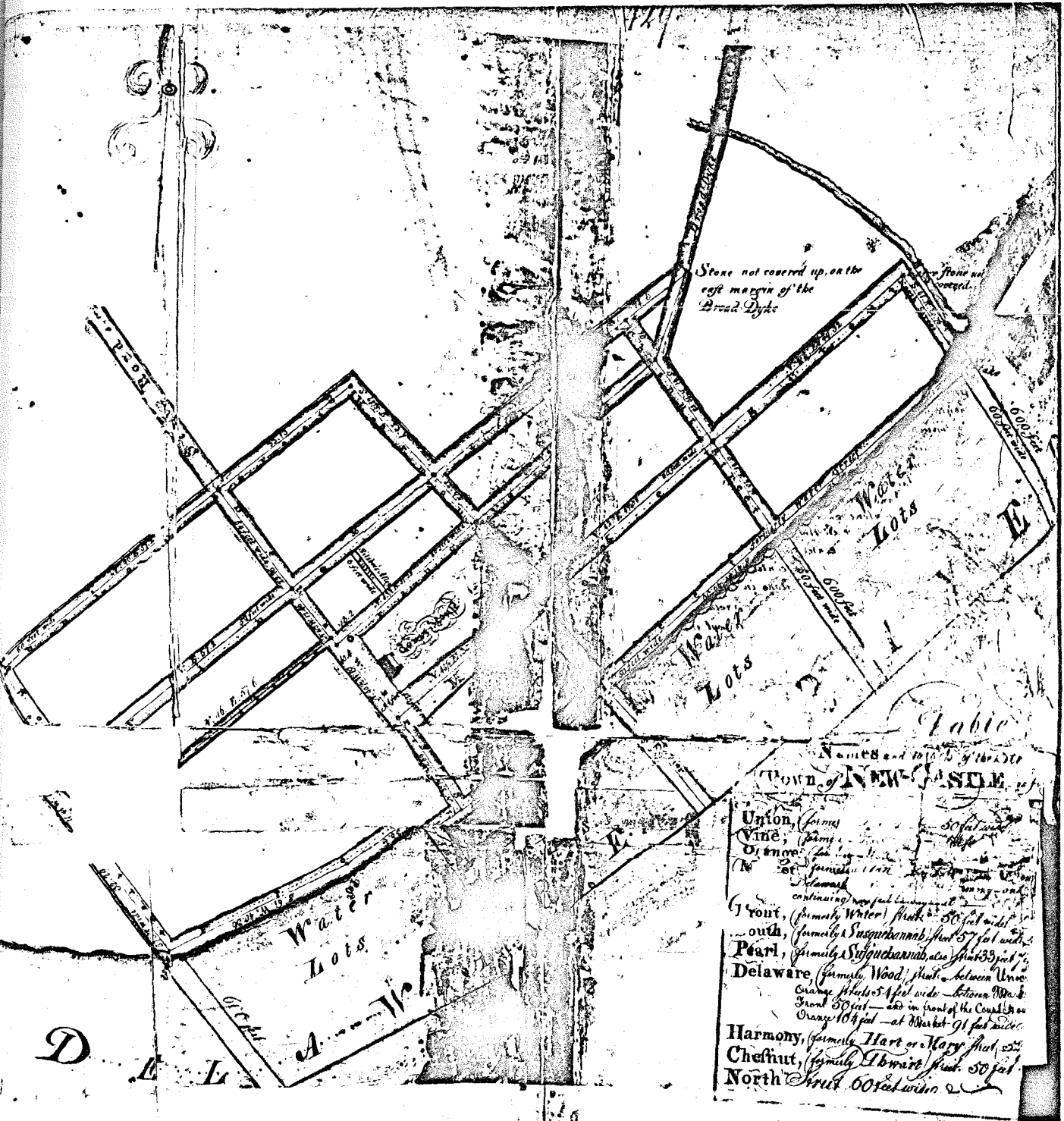
North

South

M. M. M.

APPENDIX III

1797 Survey



An insert found in the lower right corner of the 1797 Survey. Present street names appear in the note below the table.

TABLE

Names and width of the Streets

Town of NEW CASTLE

- ^aUnion, (formerly Otter) Street...50 feet wide
- ^bVine, (formerly Beaver) Street...54 feet wide
- ^cOrange, (formerly Minque) Street...
- ^dMarket, (formerly Land) Street...125 feet wide at Delaware Street,
60 feet at Harmony Street and continuing 60 feet throughout.
- ^eFront (formerly Water) Street...50 feet wide
- South, (formerly Susquehanna) Street...57 feet wide
- ^fPearl, (formerly Susquehanna also) Street...33 feet wide
- Delaware, (formerly Wood) Street...between Union and Orange Streets
54 feet wide--between Market and Front 50 feet wide--and in
front of the Court House at Orange 104 feet--at Market 91
feet wide
- Harmony, (formerly Hart of Mary) Street...54 feet wide
- Chesnut, (formerly Thwart) Street...50 feet wide
- North Street...60 feet wide.

Note: ^aFifth Street, ^bFourth Street, ^cEast Third Street,
^dSecond Street, ^eThe Strand, ^fWest Third Street.

Survey Report

Beginning at a stone in the intersection of Otter and Susquehanna, being the Westernmost angle of the town--running along the center of Otter to the center of Wood Street, continuing same courses to center stone in Mary Street, thence along center of Mary Street to the center of Beaver Street and there a center stone, then along Beaver to the center of Twart Street, along the same course to a stone in the east margin of the Broad Dyke, bears north then to the center of Twart and Mink along center of Twart to the center of Land Street then to a large stone on the west side of the narrow dyke to the mouth of the slewce then Southeast to a stake in the River, then Southwest to the center of Twart Street continuing the same to the center of Mary Street, still continuing the course along Water Street to a stone in the center of said Street and Packet Alley, continuing along Water Street Southwest to a cedar post in the beach then Northwest to the beginning.

Surveyed in April 1798 by Daniel Blaney

Plotted--10 perches to a mile.

APPENDIX IV

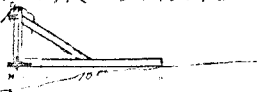
Plan and Street Regulations of the Town of New Castle,
1804-1805, by Benjamin Henry Latrobe

Index to the Drawings

Plate 13, n: View of the Public Buildings, taken August 1805, from Judge Booth's.

1. Plan of the Town of Newcastle with every description of Buildings as they stood in the year 1805.
2. Section of Laureure Street: 50^{ft} wide to Market Street, where it suddenly widens to 91^{ft} — at Orange Street 101^{ft} — from thence to Union Street 51^{ft} length 1932. 11 1/2 including 600 into the reverse.
3. Section of Harmony Street, width, 57^{ft} d^o 1925. 2. 2 600 d^o d^o
4. Section of North Street, d^o 57^{ft} d^o 1730. 3 1/2 d^o 600 d^o d^o
5. Section of Chesnut Street, d^o 50^{ft} d^o 222. 5 d^o 600 d^o d^o
6. Section of North Street, d^o 50^{ft} d^o 913. 1 d^o 600 d^o d^o
7. Section of Front Street, with all the Buildings on the North-west side of the Street, which stood in the year 1805. width 50^{ft} length 3207. 0 1/2.
8. Section of Market Street, width 121^{ft} at Laureure Street, from thence to Harmony Street it gradually diminishes to 60^{ft} which width it holds to the end. length 2281. 10.
9. Section of Orange Street, width 50^{ft} d^o 1757. 5.
10. Section of Pearl Street, d^o 50 1/2 d^o 903. 3.
11. Section of Vine Street d^o 51 d^o 2050. 2.
12. Section of Union Street d^o 50 d^o 1511. 1 1/2

N.B. The above widths of the Streets were taken horizontally with a rather level, as the



13 Regulations of Pavements and Gutters

14 Stairs and other Buildings

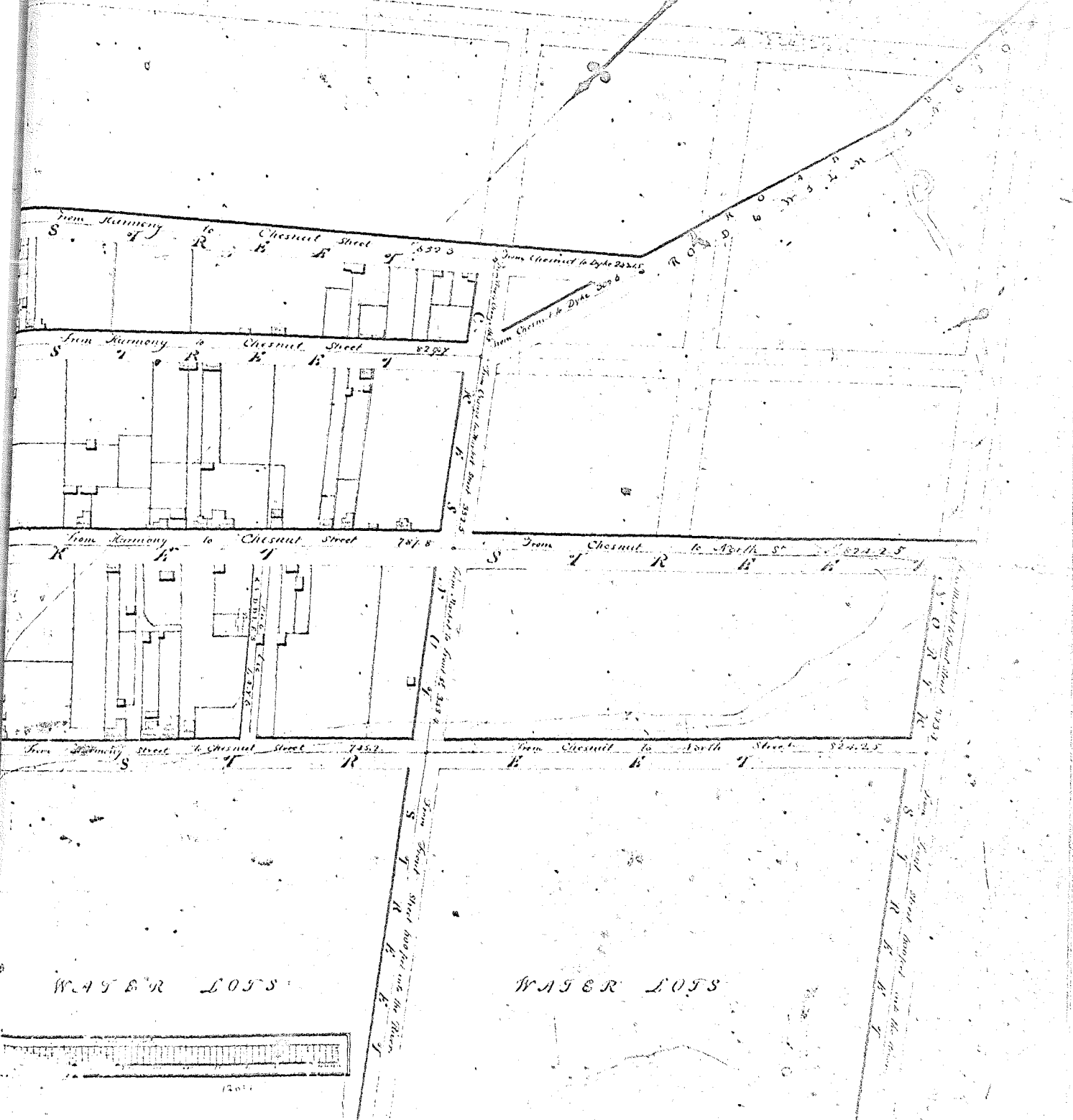


Plan of the TOWN of

NEWCASTLE



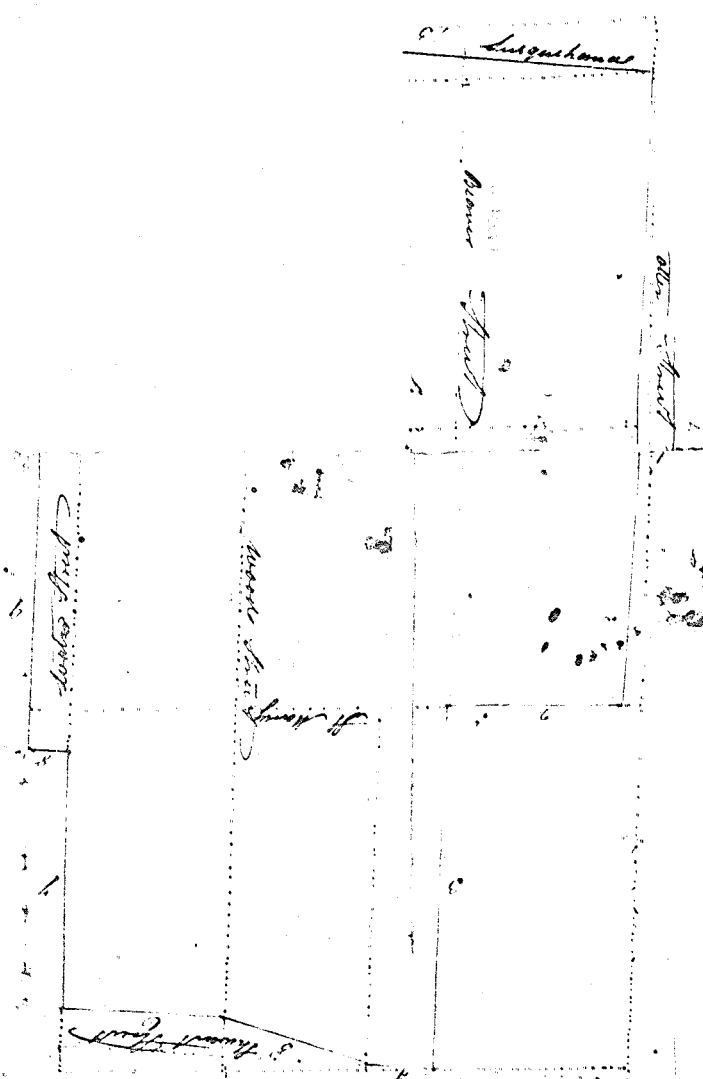
STATE of DELAWARE.



LAWARE



In testimony whereof I have hereunto set my hand and the seal of the said Court at the City of New York this 15th day of August 1792

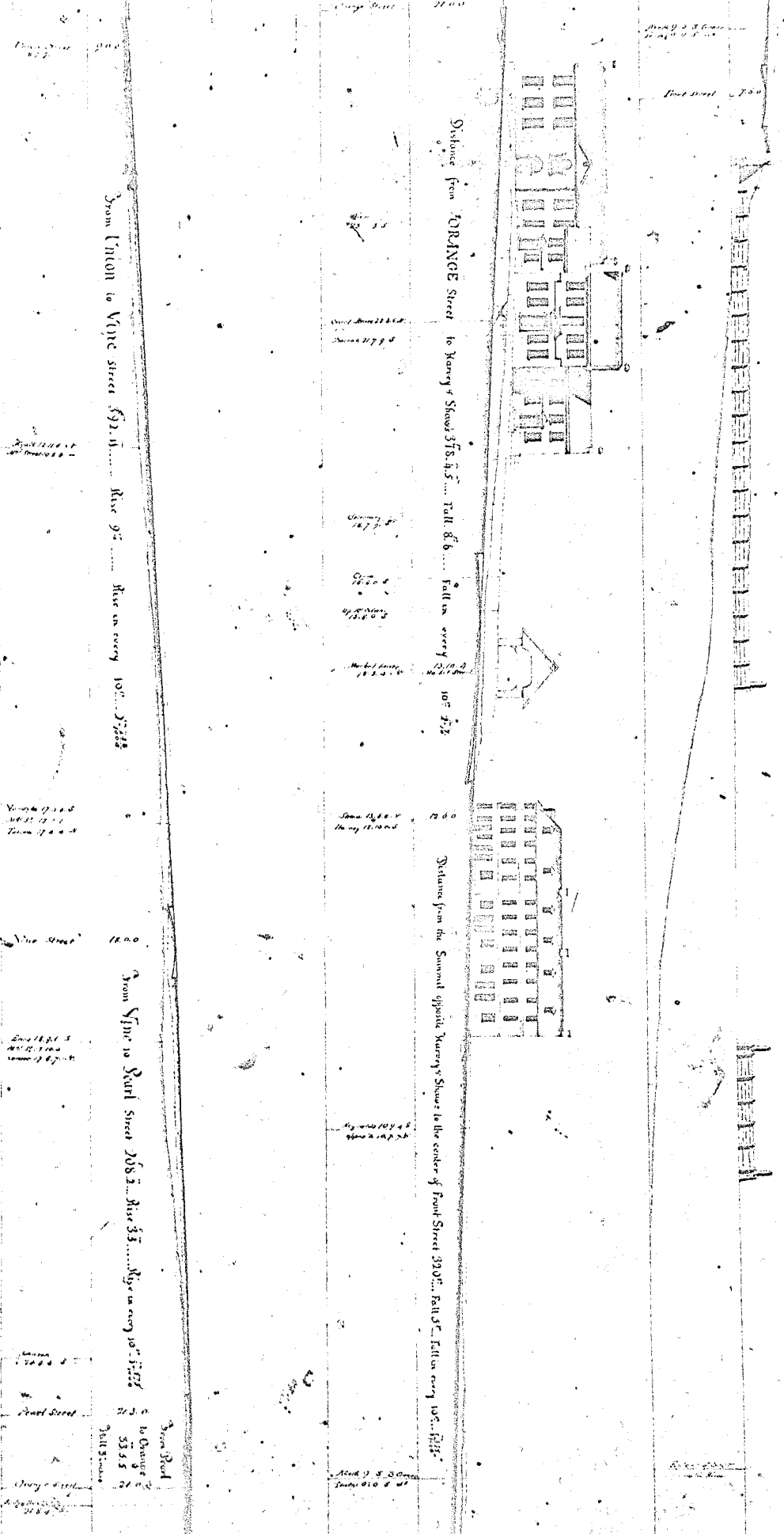


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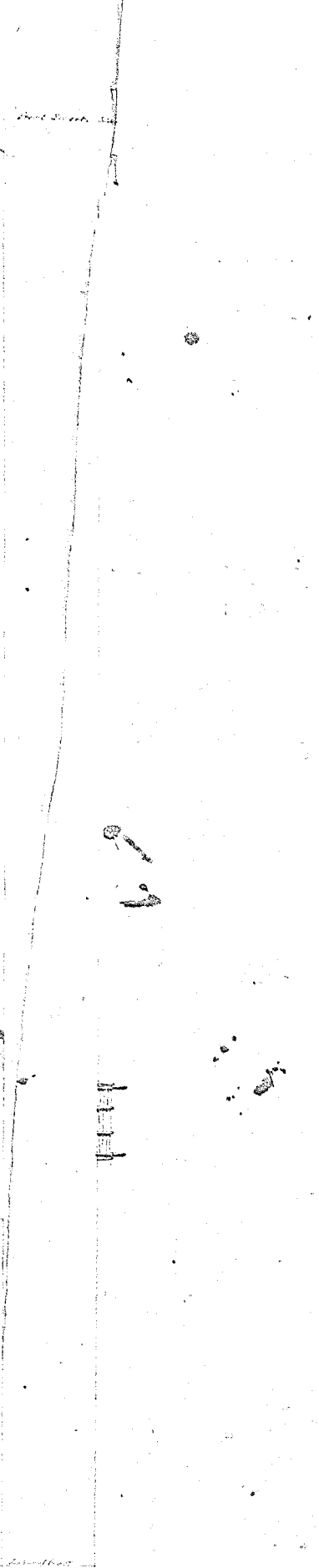
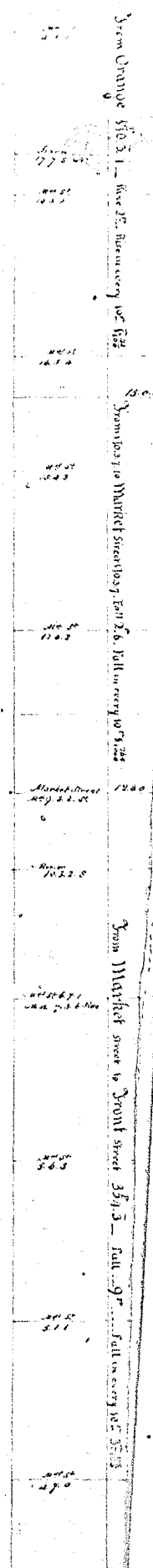
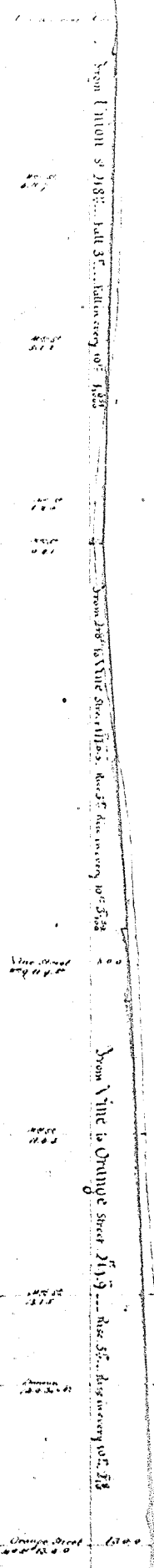
*copy of the survey of the corner of the said
 market street & river street
 the 15th day of August 1792*

Streets running North West and South East.

Section of Delaware Street.



Section of Harmony Sheet.



Section from
the bottom

Vertical Section of South Street

Union Street 10.00

From Union to Vine Street 398.75 Fall in every 1000 7.50

Point 11.7

Distance 101.8

Point 11.0

Point 11.4

Distance 100.0

Point 11.4

Distance 100.0

Point 11.4

Vine Street 6.00

From Vine to Pearl Street 206.17 Rise in every 1000 1.72

Point 11.4

Point 11.5

Pearl Street 2.00

From Port St. Louis to Union Street 10.00

Point 11.4

10.00

Point 11.0

From 1000 to Front Street 137.0 Fall in every 1000 1.37

Pearl Street 1.00

Vertical Section

Section of Chestnut Street.

Scale Elevation

From Pine to Orange Street 8 feet 5. Fall in every 100 feet 3.25
 From Orange to Market Street 332.5 Rise 35. Rise in every 100 feet 10.55
 From Market to ...

Stroll Street 343.3 Fall 3.4 Fall in every 100 feet 1.16

Stroll Street

High water line

Stroll Street

Market Street

St. Paul Street

Paul Street

Section of North Street.

Streets

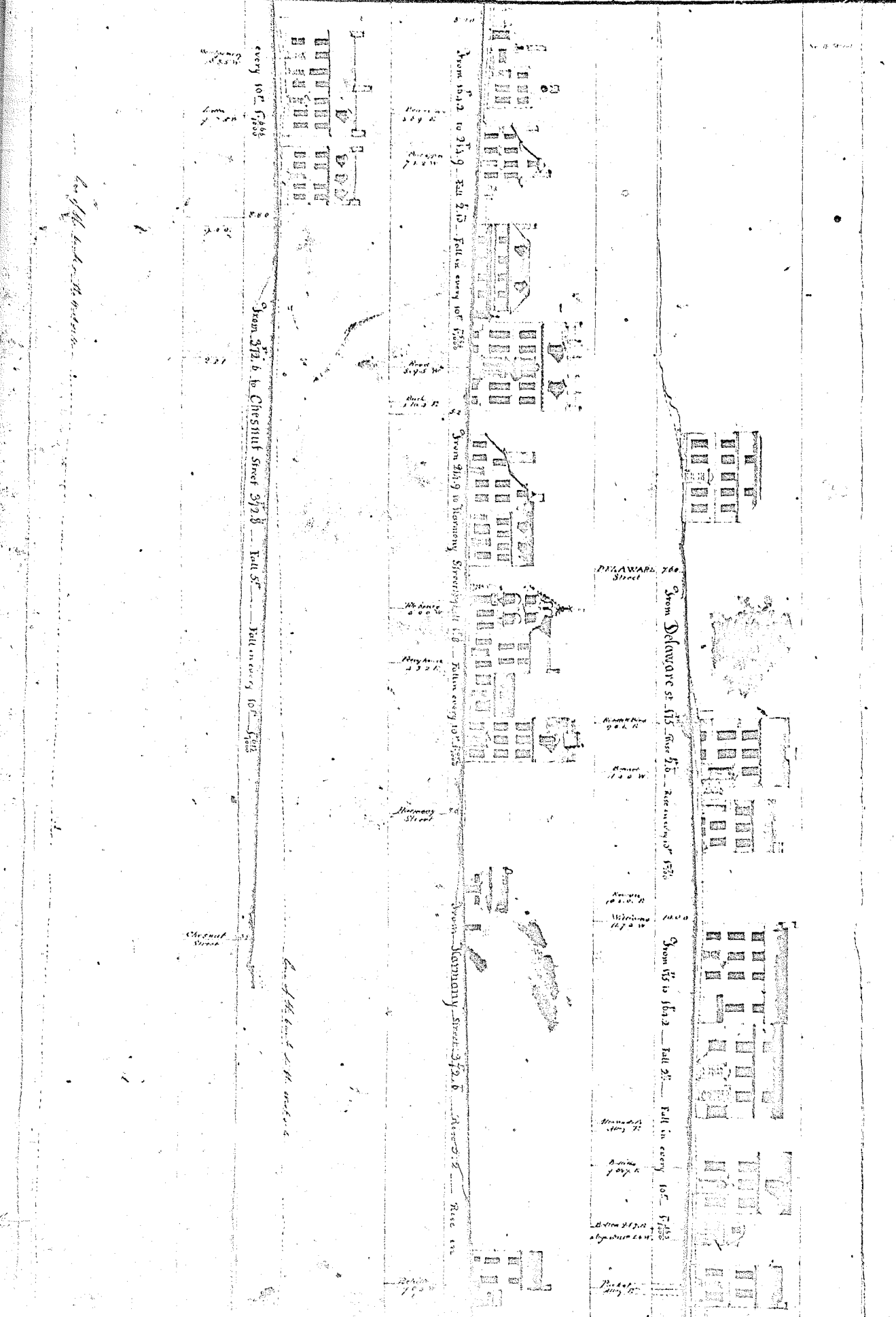
running

North East

and

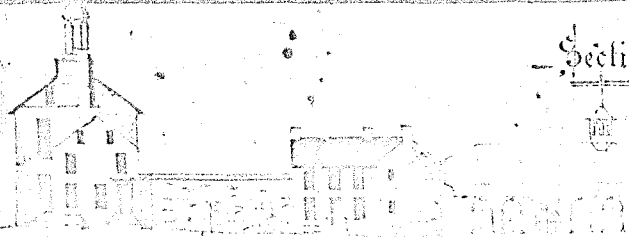
South West

Section of Front Street

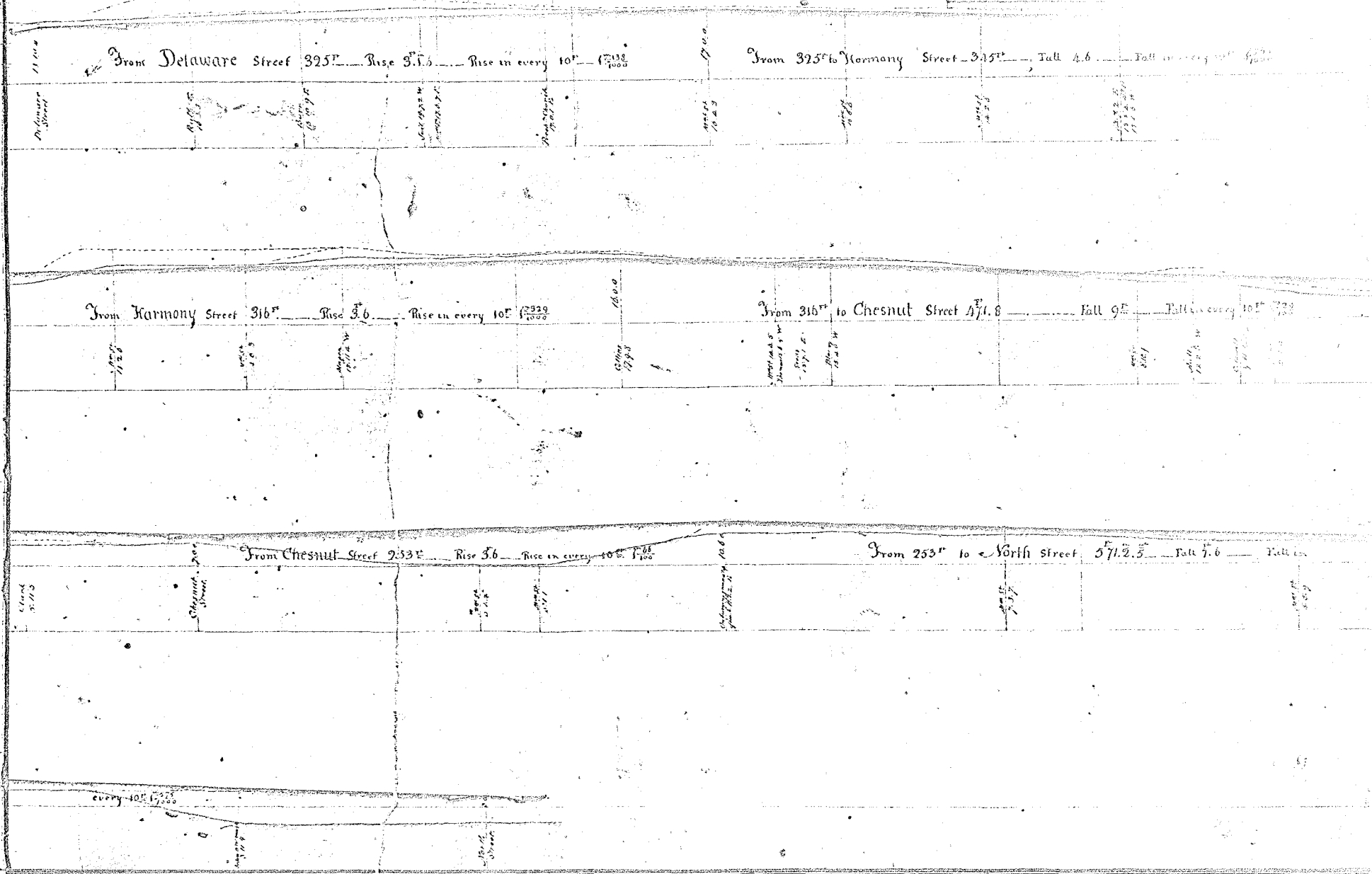


As per the plan of the street

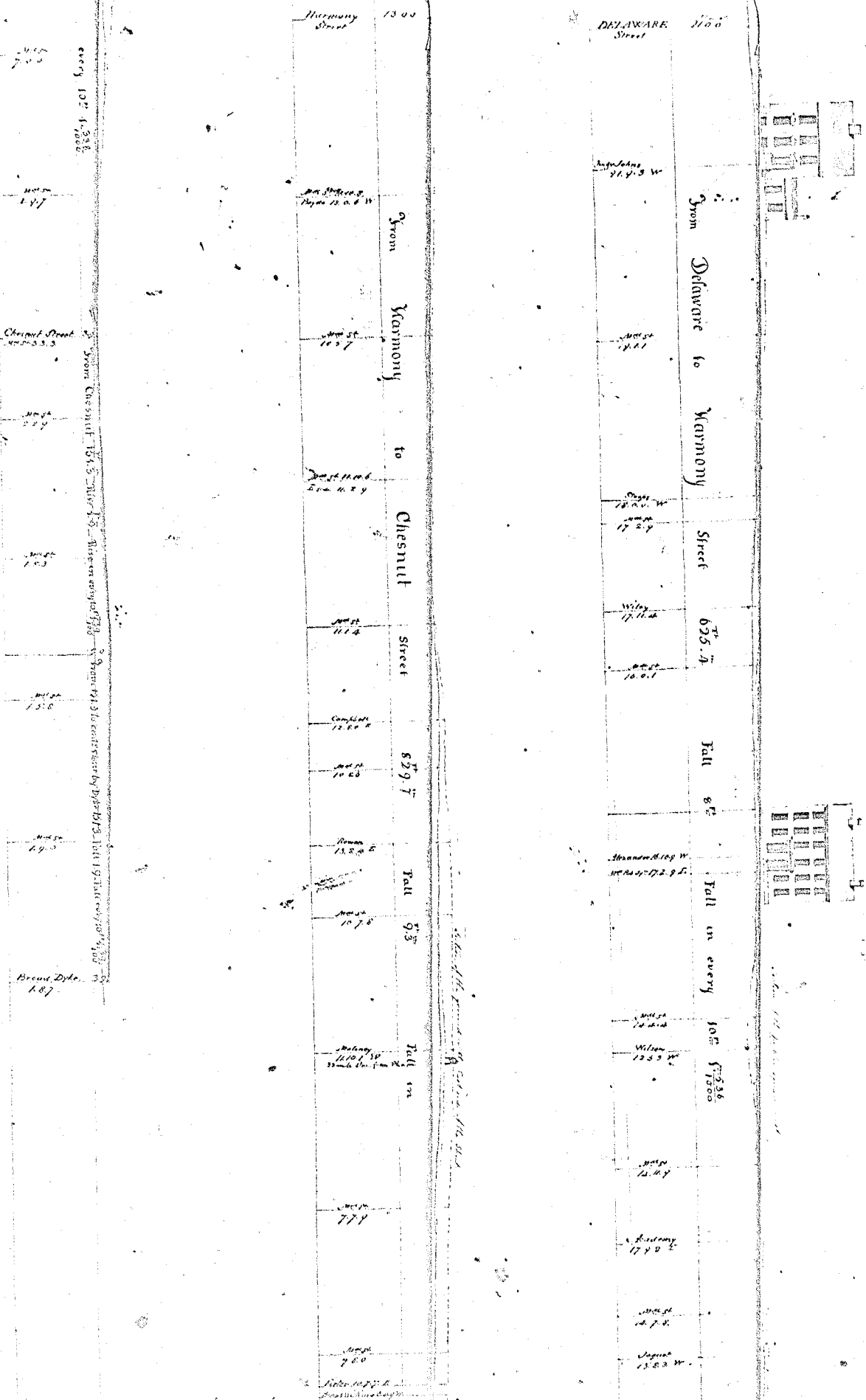
Section of Market Street



Scale of Elevation



Section of Orange Street



every 107 4,336

Chesnut Street
107 4,336

107 4,336

107 4,336

107 4,336

107 4,336

Broad Street
107 4,336

From Delaware to Harmony Street 625.7
Fall 87
Fall in every 107 4,336

From Harmony to Chestnut Street 629.7
Fall 93
Fall in

107 4,336

107 4,336

107 4,336

107 4,336

107 4,336

107 4,336

107 4,336

107 4,336

107 4,336

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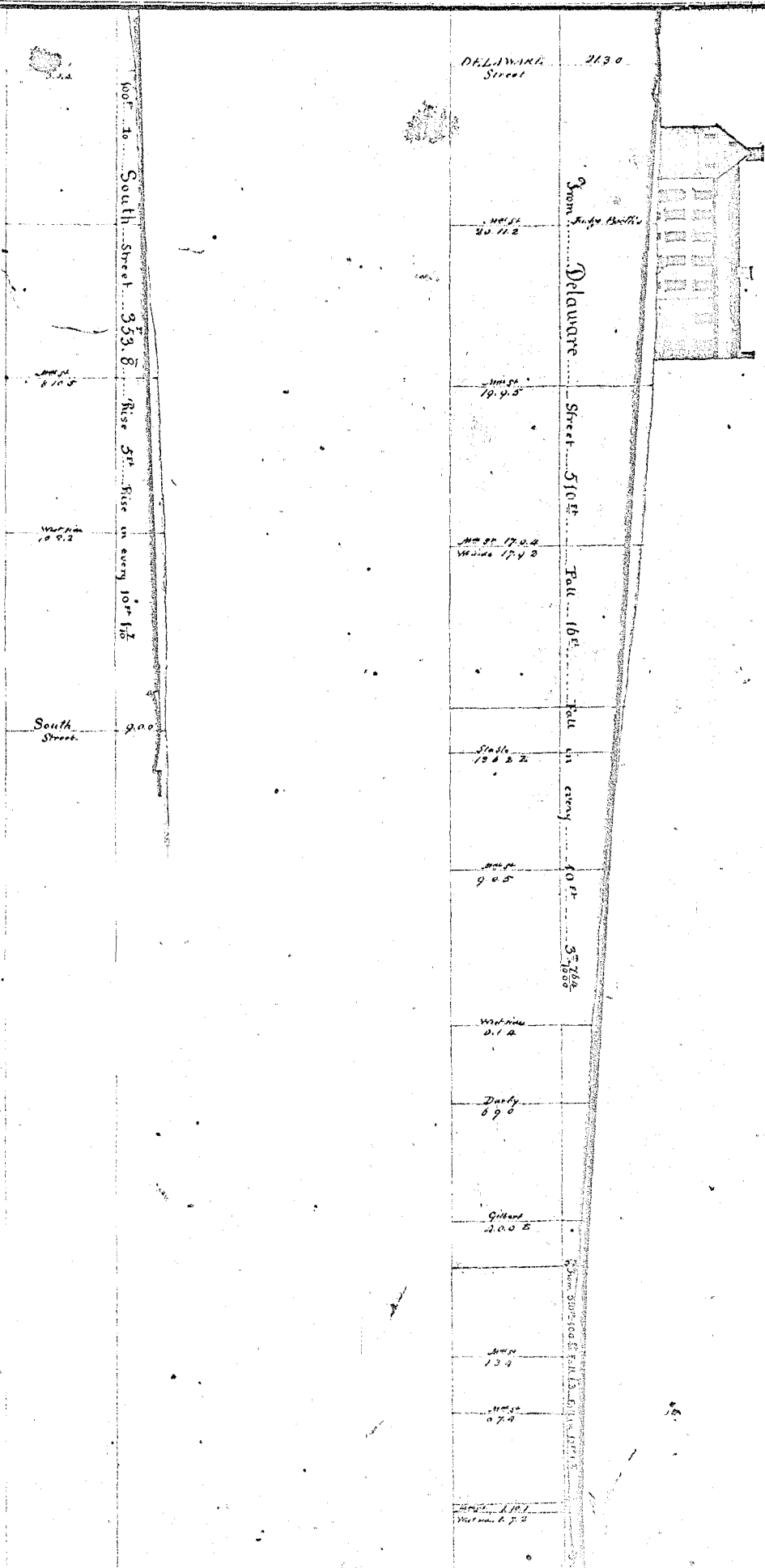
107 4,336

107 4,336

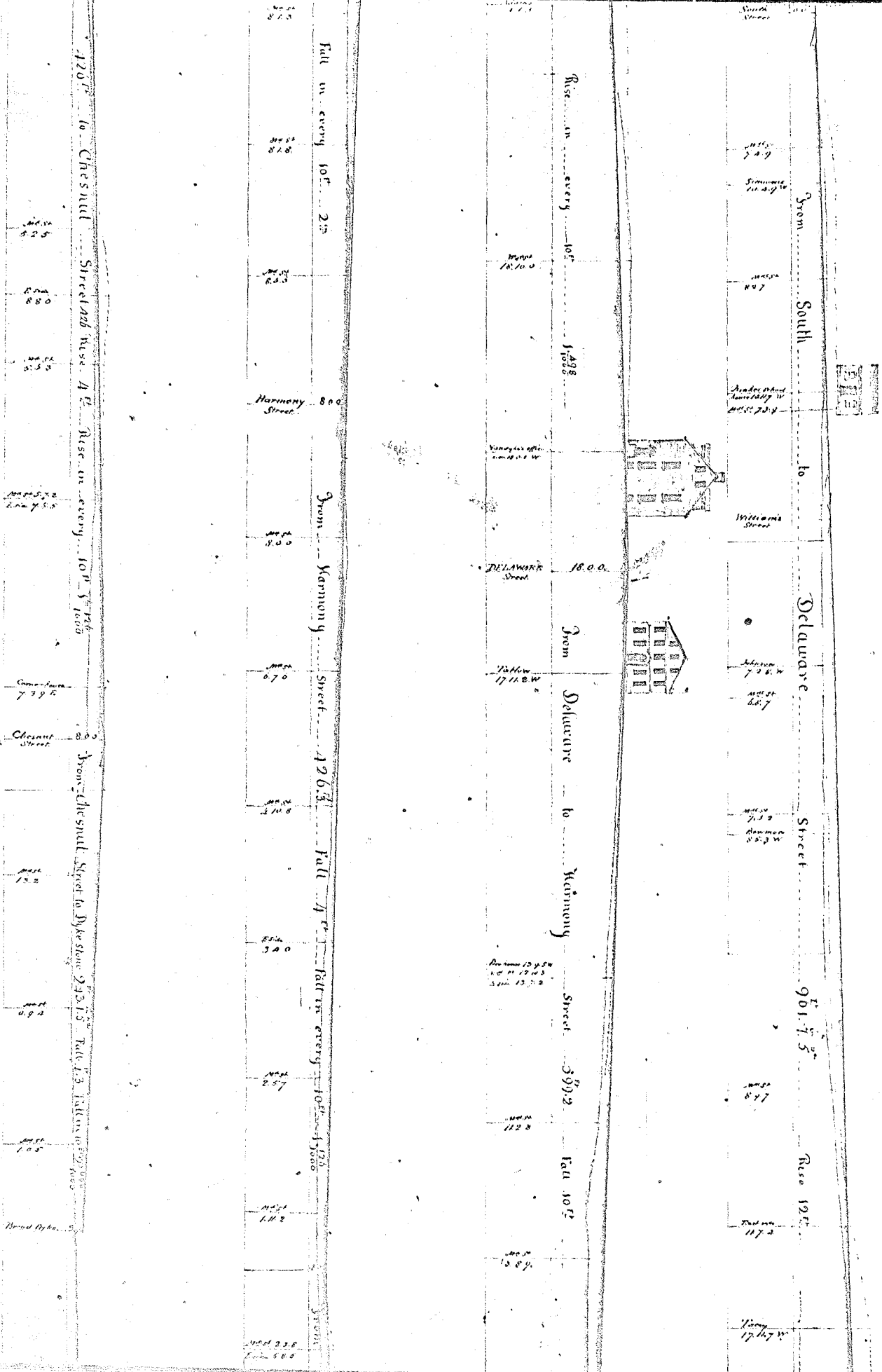
107 4,336

107 4,336

Section of Pearl Street



Section of Vine Street



Section of Union Street

109	From South Street	430'	Rise 43'	Rise in every 10ft 5 1/8"	150.0	From 430' to Delaware Street
108	Ms. 21 10.1	Ms. 21 10.1	Ms. 21 10.1	Ms. 21 10.1	Ms. 21 10.1	Ms. 21 10.1
107	Ms. 21 9.5	Ms. 21 9.5	Ms. 21 9.5	Ms. 21 9.5	Ms. 21 9.5	Ms. 21 9.5
106	Ms. 21 8.9	Ms. 21 8.9	Ms. 21 8.9	Ms. 21 8.9	Ms. 21 8.9	Ms. 21 8.9
105	Ms. 21 8.3	Ms. 21 8.3	Ms. 21 8.3	Ms. 21 8.3	Ms. 21 8.3	Ms. 21 8.3
104	Ms. 21 7.7	Ms. 21 7.7	Ms. 21 7.7	Ms. 21 7.7	Ms. 21 7.7	Ms. 21 7.7
103	Ms. 21 7.1	Ms. 21 7.1	Ms. 21 7.1	Ms. 21 7.1	Ms. 21 7.1	Ms. 21 7.1
102	Ms. 21 6.5	Ms. 21 6.5	Ms. 21 6.5	Ms. 21 6.5	Ms. 21 6.5	Ms. 21 6.5
101	Ms. 21 5.9	Ms. 21 5.9	Ms. 21 5.9	Ms. 21 5.9	Ms. 21 5.9	Ms. 21 5.9
100	Ms. 21 5.3	Ms. 21 5.3	Ms. 21 5.3	Ms. 21 5.3	Ms. 21 5.3	Ms. 21 5.3
99	Ms. 21 4.7	Ms. 21 4.7	Ms. 21 4.7	Ms. 21 4.7	Ms. 21 4.7	Ms. 21 4.7
98	Ms. 21 4.1	Ms. 21 4.1	Ms. 21 4.1	Ms. 21 4.1	Ms. 21 4.1	Ms. 21 4.1
97	Ms. 21 3.5	Ms. 21 3.5	Ms. 21 3.5	Ms. 21 3.5	Ms. 21 3.5	Ms. 21 3.5
96	Ms. 21 2.9	Ms. 21 2.9	Ms. 21 2.9	Ms. 21 2.9	Ms. 21 2.9	Ms. 21 2.9
95	Ms. 21 2.3	Ms. 21 2.3	Ms. 21 2.3	Ms. 21 2.3	Ms. 21 2.3	Ms. 21 2.3
94	Ms. 21 1.7	Ms. 21 1.7	Ms. 21 1.7	Ms. 21 1.7	Ms. 21 1.7	Ms. 21 1.7
93	Ms. 21 1.1	Ms. 21 1.1	Ms. 21 1.1	Ms. 21 1.1	Ms. 21 1.1	Ms. 21 1.1
92	Ms. 21 0.5	Ms. 21 0.5	Ms. 21 0.5	Ms. 21 0.5	Ms. 21 0.5	Ms. 21 0.5
91	Ms. 21 0.0	Ms. 21 0.0	Ms. 21 0.0	Ms. 21 0.0	Ms. 21 0.0	Ms. 21 0.0

526.9'	From Delaware Street	100'	Rise 22'	Rise in 10ft 1 1/8"	120.0	From 100' to Harmony Street
526.0	Ms. 21 10.1	Ms. 21 10.1	Ms. 21 10.1	Ms. 21 10.1	Ms. 21 10.1	Ms. 21 10.1
525.0	Ms. 21 9.5	Ms. 21 9.5	Ms. 21 9.5	Ms. 21 9.5	Ms. 21 9.5	Ms. 21 9.5
524.0	Ms. 21 8.9	Ms. 21 8.9	Ms. 21 8.9	Ms. 21 8.9	Ms. 21 8.9	Ms. 21 8.9
523.0	Ms. 21 8.3	Ms. 21 8.3	Ms. 21 8.3	Ms. 21 8.3	Ms. 21 8.3	Ms. 21 8.3
522.0	Ms. 21 7.7	Ms. 21 7.7	Ms. 21 7.7	Ms. 21 7.7	Ms. 21 7.7	Ms. 21 7.7
521.0	Ms. 21 7.1	Ms. 21 7.1	Ms. 21 7.1	Ms. 21 7.1	Ms. 21 7.1	Ms. 21 7.1
520.0	Ms. 21 6.5	Ms. 21 6.5	Ms. 21 6.5	Ms. 21 6.5	Ms. 21 6.5	Ms. 21 6.5
519.0	Ms. 21 5.9	Ms. 21 5.9	Ms. 21 5.9	Ms. 21 5.9	Ms. 21 5.9	Ms. 21 5.9
518.0	Ms. 21 5.3	Ms. 21 5.3	Ms. 21 5.3	Ms. 21 5.3	Ms. 21 5.3	Ms. 21 5.3
517.0	Ms. 21 4.7	Ms. 21 4.7	Ms. 21 4.7	Ms. 21 4.7	Ms. 21 4.7	Ms. 21 4.7
516.0	Ms. 21 4.1	Ms. 21 4.1	Ms. 21 4.1	Ms. 21 4.1	Ms. 21 4.1	Ms. 21 4.1
515.0	Ms. 21 3.5	Ms. 21 3.5	Ms. 21 3.5	Ms. 21 3.5	Ms. 21 3.5	Ms. 21 3.5
514.0	Ms. 21 2.9	Ms. 21 2.9	Ms. 21 2.9	Ms. 21 2.9	Ms. 21 2.9	Ms. 21 2.9
513.0	Ms. 21 2.3	Ms. 21 2.3	Ms. 21 2.3	Ms. 21 2.3	Ms. 21 2.3	Ms. 21 2.3
512.0	Ms. 21 1.7	Ms. 21 1.7	Ms. 21 1.7	Ms. 21 1.7	Ms. 21 1.7	Ms. 21 1.7
511.0	Ms. 21 1.1	Ms. 21 1.1	Ms. 21 1.1	Ms. 21 1.1	Ms. 21 1.1	Ms. 21 1.1
510.0	Ms. 21 0.5	Ms. 21 0.5	Ms. 21 0.5	Ms. 21 0.5	Ms. 21 0.5	Ms. 21 0.5
509.0	Ms. 21 0.0	Ms. 21 0.0	Ms. 21 0.0	Ms. 21 0.0	Ms. 21 0.0	Ms. 21 0.0

39 4/7 Fall 5 1/2" Fall on every 10 f 1 5/8"

Harmony Street

Ms. 21 10.1

Ms. 21 9.5

Ms. 21 8.9

Ms. 21 8.3

Ms. 21 7.7

Ms. 21 7.1

Ms. 21 6.5

Ms. 21 5.9

Ms. 21 5.3

Ms. 21 4.7

Ms. 21 4.1

Regulations

District R 2 4 29

The following Pavements, Footways and Gutters on the Streets in the Town of New Castle agreeable to Ordinances of the Commissioners passed Aug^r 15 1855 and Oct 12 1855

On the following Streets viz -

- Delaware Street on both sides from Union to Front Street - on
- Front Street on both sides from Delaware to Harmony Street; and on the S.W. side from Del. Street to the S.W. side of
- Market Street on both sides from Del. to Harmony and on from thence on the W.W. side thence to Chesnut.
- Harmony Street on both sides from Front to Market and from thence on the E. & S. side thence to Cross
- Orange Street on the E. & W. side from Delaware to Harmony and from thence on both sides to Chesnut
- Vine Street on both sides from Harmony to Delaware and from thence on both sides to the South side of
- Pearl Street on both sides from Delaware to S.W. side of Stephen Gilberts lot

The Pavements, Gutters, and footways are laid out and prescribed as follows
 The depth of Gutters shall be eight inches from the top of curb to bottom of gutter, $\frac{1}{2}$ inch depth from curb to
 The pavements in front of houses shall be not less than 12 feet in breadth from the inside of curb stone to
 the true line of building (as laid down in a Ground Plan of the Town) i.e. plane in S.W. side of Delaware from Front to Market 14 ft
 The footways in front of unpaved lots shall be not less than three feet from the inside of curb
 All pavements and footways shall ascend from the curb to the true line of building in the ratio of half an
 inch to each foot and no more.

No Stairs or steps of entrance into any building now erected or that may hereafter be erected on any Street in said Town, nor any (any) openings into cellars, now erected or that may hereafter be erected on any of the Streets in said Town shall be permitted to extend more than four feet from the line of building.

- Notes of the Com. Men as placed by the Town Commissioners in the year 1855
- The Stone at Chesnut and Vine Streets is 5 feet below grade
 - The Stone at Market and Chesnut is 3 feet below grade
 - The Stone at Delaware and Front is 1 foot below grade
 - The Stone at South and Union is 2 feet below grade
 - The Stone at South and Pearl is at right grade, about 2 feet below surface of Road
 - The Stone at Vine and Harmony Sts. is at right grade, one foot below ground.
- The old stones ~~at grade~~ were left as they were found. The new ones placed over them on grade.

We the Town Commissioners of New Castle hereby certify that we have laid out Alexander's Alley according to the authorized plot of the town of New Castle and have determined that the South West side of said Alley shall run direct from the centre stone in Water Street over a point at the North West side of the United States Pier at the distance of twenty five feet from the West corner of said Pier, and that the width of said alley shall be seven feet and three tenths of a foot, done at New Castle, this tenth day of October A.D. 1861.

Wm. H. Mays
 Town Commissioners

Grade of South Street from Union to Eight St. St. Mays
 Fall from Union to South at one foot eight and a quarter inches.
 Rise from North to Front Road at eight ft four feet five, and a half inch.
 Grade given August 7th 1867 by C. H. Rogers

REFERENCES

TO THE

Plan and Sections of the Town of Newcastle.

1. Plan of the Town.

In this Plan is laid down every description of Houses which stood at the time the survey of the Town was made, for the regulations of the Streets, - with the divisions of the lots. - As, as these divisions of the lots were not laid down from actual measurement no reference must be had to them for the purpose of ascertaining limits.

The names written upon ~~upon~~ the plan are not in all cases those of the proprietors but in many, - of the tenants.

The dotted lines represent the proposed extension of certain streets, and the introduction of others for the enlargement of the Town. Though these streets are drawn parallel with the others I would not recommend them to be so laid out; if in process of time the Commissioners should find it necessary to extend the boundaries of the town, for the following reasons: During the unhealthy months of the year - that is from July to October the prevailing winds are from the South West - It is a general and true observation that the Eastern shores of our Rivers are less healthy than the Western - most probably, because the S.W. wind blows from the Water upon the former, & from the Land upon the latter. It is therefore best to place a town upon the shore of a river which is to windward of the River when the South West wind blows.

The North-west winds in the United States in the Winter and the South East at all seasons are the most unpleasant; and the latter the most insupportable of our winds. Every house and every town ought therefore to be so constructed & placed as to be as well as possible, protected against them.

Next to the Winds, the Sun in our Climate most influences the health and the pleasantness of our Towns & houses - a house built with its fronts to the East & West is therefore both in Summer & Winter a disagreeable habitation, & exposed to the S.W. & S.E. winds, it is also heated to its centre by the ascending & by the holing sun.

From these simple facts it is evident that we live in America in a very good respect - the South - that is the South is the north aspect, & although equally exposed to the North West & North East winds with the East & West ports, we escape in a great degree the effects of the Sun striking into and heating the deep recesses of our chambers.

from the preceding facts which are too simple and too well known to be doubted, it would be to place a house to face the S.W. or S.E. or the S.E. or N.W. into most every possible inconvenience which can result from the effect of the Sun & wind in our climate. The N.W. & N.E. winds blow directly upon two of the sides of the South West which is by far the pleasant breeze is confined to one single front. In Summer the Sun rising on the North East front looks into the S.E. & N.W. at a low angle on its ascent & descent, and sets on the S.W. front, driving, — as we see in many instances, the inhabitants from one part of the building to the other for shelter in the course of every day.

With these facts before us, it would seem surprising that the majority perhaps of our American towns & houses are actually built so as to face the S.W. or S.E. The influence the circumstances has upon our business & our health is much more extensive & powerful than we are aware of and may be judged of even from the engendering into what will be the difference of attention to business of a man who in summer inhabits a cool dwelling, every apartment in which has its appropriate & permanent destination, & of one who is driven from his front into his back & from his East into his West rooms in the course of every day, without finding himself perfectly at ease in any of them. —

What in regard to a plan of houses, as also so of houses & town, the streets & avenues run in parallel lines pointing to the S.W. & N.W. cannot possibly have a single well placed house in it. The reason why so egregiously an error has been committed in the plan of most of our towns and of our many cities destined to be very populous, is, on this side of the Atlantic, & South of New York, the general course of the rivers on which they are situated & which is almost universally S.W. or S.E. — It has not been considered that streets & avenues leaving from the Water render every part of the town quite as, if not more, accessible from the Wharves than streets at right angles with them. The only inconvenience that can arise from such an arrangement of the streets is, that a few houses will not have reticulation views. The houses on the street next to the river will have a bad aspect, because convenience will require that they should run parallel with the river. But all these may be placed parallel to, or at right angles with the meridian, and it is surely better to sacrifice the form, in a large town in a part of the town in which form is of little or no consequence, than to ruin the aspect of all the houses in the town.

As to the S.W. or S.E. portion the E. & W. part is the worst — it ought to be considered in planning a town in what manner it may be arranged so to increase the S. & N. fronts as much as possible in proportion to the number of houses that look to the East & West. This can be done by laying down the streets to run E. & West and the houses in which fronts. This

distances from each other that there shall be only sufficient depth for roomy accom-
modations & for a spacious alley between them & to remove those streets that
run North & South as far from each other as convenience will permit that is, not more than 500 ft
apart that in this manner there will be much left room for houses looking East & West
or those that front N & South -

APPENDIX V

Typescript of Latrobe's "References to the Plan and Sections of the Town of Newcastle."

References to the Plan and Sections of the Town of Newcastle

I. Plan of the Town.

In this Plan is laid down every description of Houses which stood at the time the survey of the Town was made for the regulations of the Streets, with the division of the lots.--NB. as these divisions of the lots were not laid down from actual measurement no reference must be had to them for the purpose of ascertaining limits.

The names written upon the plan are not in all cases those of the proprietors but in many,--of the tenants.

The dotted lines represent the proposed extension of certain Streets, and the introduction of others for the enlargement of the Town. Though these streets are drawn parallel with the others I would not recommend them to be so laid out; if in process of time the Commissioners should find it necessary to extend the boundary of the town, for the following reasons: During the unhealthy months of the year--that is from July to October the prevailing winds are from the South West--It is a general and true observation that the Eastern shores of our Rivers are less healthy than the Western, most probably because the SW wind blows from the Water upon the former, & from the Land upon the latter. It is therefore best to place a town upon the shore of a river which is to windward of the River when the South West wind blows.

The North-west winds in the United States in the Winter and

the North East at all seasons are the most unpleasant, and the latter the most unwholesome of our winds. Every house and every town ought therefore to be so constructed & placed as to be as well as possible protected against them.

Next to the Winds, the Sun in our Climate most influences the health and the pleasantness of our Towns & houses--A house built with its front to the East & West is therefore both in Summer & Winter a disagreeable habitation. Exposed to the NW & NE winds, it is also heated to its center by the ascending & by the declining Sun.

From these simple facts it is evident that we have in America only one good aspect--the South--Next to the South is the North aspect, for though equally exposed to the North West & North East winds with the East & West faces, it escapes in a great degree the effects of the Sun looking into and heating the deep recesses of our chambers.

From the preceding facts which are too simple and too well known to be doubted, it results that to place a house to face the SW & NE or the SE & NW is to court every possible inconvenience which can result from the effect of the Sun & wind in our climate. The NW & NE winds blow directly upon two of the sides & the South West which is by far the pleasantest breeze is confined to one single front. In Summer the Sun rising on the North East front looks into the SE & NW at a low angle in its ascent & descent, and sets on the NW front, driving,--as we see in many instances, the inhabitants from one part of the building to the other for shelter in the course of every day.

With these facts before us, it would seem surprising that the majority perhaps of our American towns & houses are actually built so as to face the SW or NE. The influence this circumstance has upon our manners & our health is much more extensive & powerful than we are aware of, and may be guessed at even from the enquiry into what will be the difference of attention to business of a man who in summer inhabits a cool dwelling, every apartment in which has its appropriate & permanent distinction, & of one who is driven from his front into his back & from his East into his West rooms in the course of every day, without finding himself perfectly at ease in any of them.--

What in regard to aspect is true of houses is also so of towns-- a town the streets of which run in parallel lines pointing to the SW & NW cannot possibly have a single well placed house in it. The reason why so egregious an error has been committed in the plan of most of our towns and of our many cities destined to be very populous, is, on this side of the Allegheny, & South of New York, the general course of the rivers on which they are situated & which is almost universally SW or SE--It has not been considered that streets diverging from the Water render every part of the town quite as, if not more, accessible from the wharves than streets at right angles with them. The only inconvenience that can arise from such an arrangement of the streets is, that a few houses will not have rectangular corners. The houses on the street next to the river will have a bad aspect, because convenience will require that they should run parallel with the river. But all others may be placed parallel to, or at right angles with the meridian, and it is

surely better to sacrifice the form of half a dozen houses in a part of the town in which form is of little or no consequence, than to ruin the aspect of all the houses in the town.

[?] next to SW or SE position the E & W fronts is the worst-- it ought to be considered in planning a town in what manner it may be so arranged as to increase the S & N fronts as much as possible in proportion to the number of houses that look to the East & West. This can only be done by laying down the streets that run E & West and the houses in [sic] which front N & W, at such distances from each other that there shall be only sufficient depth for roomy accommodations backwards & for a spacious alley between them & to remove those streets that run N & South as far from each other as convenience will permit, that is, not more than 500 f^t. It is evident that by this means there will be much less room for houses looking East & West than for those that front N & South--

APPENDIX VI

Survey report of the new, extended town limits, prepared
in 1859.

"An Act to extend the limits of the town of
New Castle"

1859

Beginning on the lower side of South Street at the low water mark on the Delaware River and running by and with the river the distance of 660', more or less, beyond Washington Avenue, to the west side of Johnson Street, as designated by the plot of James G. Shaw, thence by and with the said Johnson Street, as designated by the said plot to the South side of the New Castle and Frenchtown Turnpike, thence on a line parallel with Union Street until said line shall intersect North Street, extending thence by and with North Street so extended to the low water mark in the Delaware River.

Commissioners:

William D. Clark
G. Z. Tybout
David W. Gemmill
John Smith
Thomas B. Rice

APPENDIX VII

Map of New Castle taken from Beer's Atlas, published in 1868, showing the extended limits of the town as specified in the act of 1859.

