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*Delaware Building, Jamestown Exposition.*

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# *The* BOOK OF THE STATE *of* DELAWARE



AS SET FORTH BY THE COMMAND OF  
THE GOVERNOR AND HIS COMMISSION-  
ERS TO THE JAMESTOWN EXPOSITION

M C M V I I



*Dover Capitol, built for Court House about 1722; remodelled for State House about 1791*

## A PARAGRAPH HISTORY OF DELAWARE

PERIOD I., 1585, DISCOVERY AND SETTLEMENT.—Sir Walter Raleigh's colony at Roanoke was the earliest settlement of Englishmen on the continent of America. His patent from Queen Elizabeth included all land from Pimlico Sound to the river St. John, and from the Atlantic to the Pacific. Raleigh was, therefore, the first governor of Delaware.

Henry Hudson, an English "sea-rover," in the service of the Dutch East India Co., discovers  
August 28, 1609 "a great bay."

Thomas West, Lord Delaware, entered the same  
1611 "great bay." He believed it to be a new discovery, and his name was, therefore, given to it. On the basis of the earlier discovery the Dutch claimed the territory on both sides of the bay.

The merchants of Amsterdam fitted out five vessels  
1614 for explorations in America, one of which, under Capt. Cornelius Jacobson Mey, sailed to the Delaware.

A patent was granted to the Dutch West India Company, which completed its organization in June, 1623, when a plan of colonization was also matured. Samuel Godyn and Samuel Blomaert were granted the first land purchased within the present boundaries of Delaware, a tract thirty-two miles long and two wide, on the west side of the bay. In the fall the "Walvis," in command of Peter Heyes, sailed with immigrants, cattle, and whaling implements, and a colony was planted on Lewes creek, which Heyes named Hoorn-kill, or Hoorn creek. Within eighteen months "Swaanendael" was a desolation. Every colonist was massacred by the Indians, and when De Vries came with more settlers and supplies, he found only the silence of death. In 1624 William Usseluix, a promotor of the period, the real founder of the Dutch West India Company, indignant at the treatment he received in Holland, went to Sweden to plan another company. He secured the invaluable co-operation of Gustavus Adolphus, interested all classes of the people, and the Swedish West India Company was formed. Late in 1637 the "Key of Kalmar," and the "Griffen" were fitted out. After a voyage of three months the anchor was dropped near the mouth of a creek, and close to some rocks that formed a natural wharf. The colonists at once built a fort which they named Christina, in honor of the young Queen of Sweden. William Keith, Governor of New Netherlands, sent a protest to Minuit against the trespass on Dutch possessions. It was quietly disregarded, and the Dutch took no action.

In the autumn Minuit sailed for Sweden. Those who remained at Christina soon became discouraged. They decided to abandon the settlement. The day before they were to start for New Amsterdam the second Swedish expedition arrived.

The colony was now on a firm basis. A court was established; trade was profitable; prosperity smiled. Added strength came with new arrivals in 1644 and 1646, and the colonists now numbered one hundred and eighty-three. But the increasing jealousy of the Dutch foreboded trouble. After many wordy contests the Dutchmen built Fort Casimer within a few miles of Fort Christina.

The ninth Swedish expedition of nearly three hundred persons, including some soldiers, on Trinity Sunday anchored before Fort Casimer, and demanded possession. Delay was requested, and refused. The Swedish took possession, and Fort Casimer became Fort Trinity. It was a bloodless, but in the end, a costly victory. Stuyvesant was not the man to submit tamely to such an affront. In due time he appeared before Fort Trinity with seven ships and six hundred men. Resistance was hopeless; the Swedes capitulated; and once more the Fort was Casimer. Fort Christina was captured two weeks later, and New Sweden was at an end.

A tenth Swedish expedition was refused a landing, and went on to Marcus Hook.

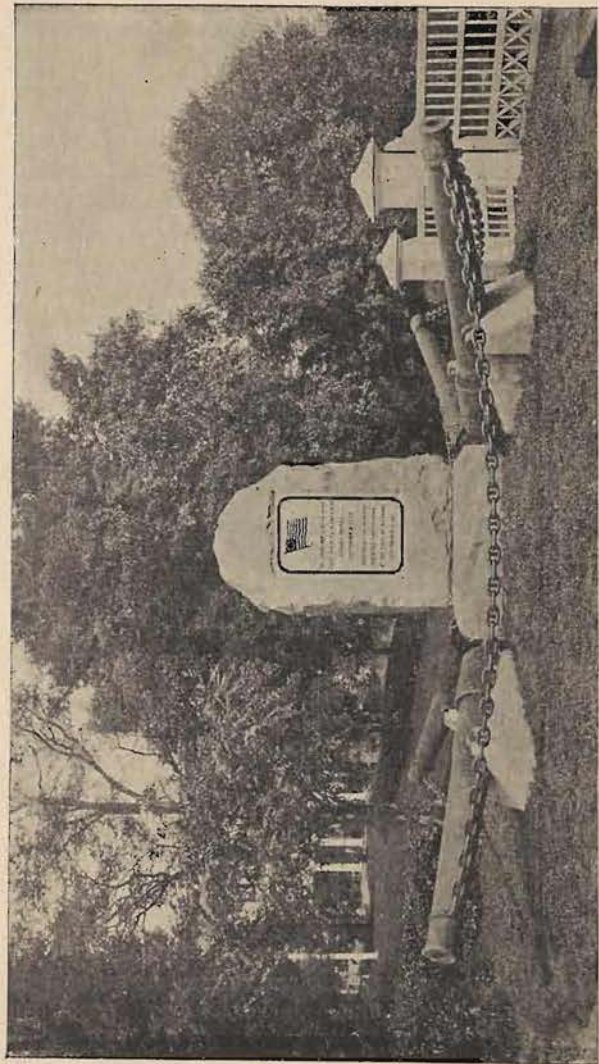
Charles II granted to his brother James, Duke of York, a patent which included all the Dutch possessions, and two months later war be-



tween England and Holland was declared. In May a fleet was despatched to capture the New Netherlands. The people agreed to yield quietly, but the soldiers decided to resist. They were quickly overcome, the town was sacked; New Amsterdam became New Castle.

Later the Dutch recovered possession, but only for 1673 three months. The Treaty of Westminster February restored the colonies to England, and the 10, 1674 Dutch power in America ended forever. Delaware became associated with the plans and fortunes of the great Quaker William Penn, who received from King Charles a grant of all lands from twelve miles north of New Castle to the 43° north latitude. He next secured from the Duke of York deeds for the territory now included within the boundaries of Delaware, that he might control the entrance to the bay October and river. Then he set sail for his new post 27, 1682 sessions. He landed at New Castle, and was received with cordial professions of loyalty. Writs for an election were issued. The "Three Lower Counties" were represented in the first General Assembly at Chester in December. On their own petition they were annexed to the Province of Pennsylvania. They were to enjoy the same privileges, and be subject to the same laws.

On Penn's return to England he commissioned the 1684 Provincial Council to act in his absence. His rule, benign and tactful though it was, had already met with opposition which gave him much anxiety. The "Three Lower Counties" were disappointed that he had not made New Castle the principal city. The territories,



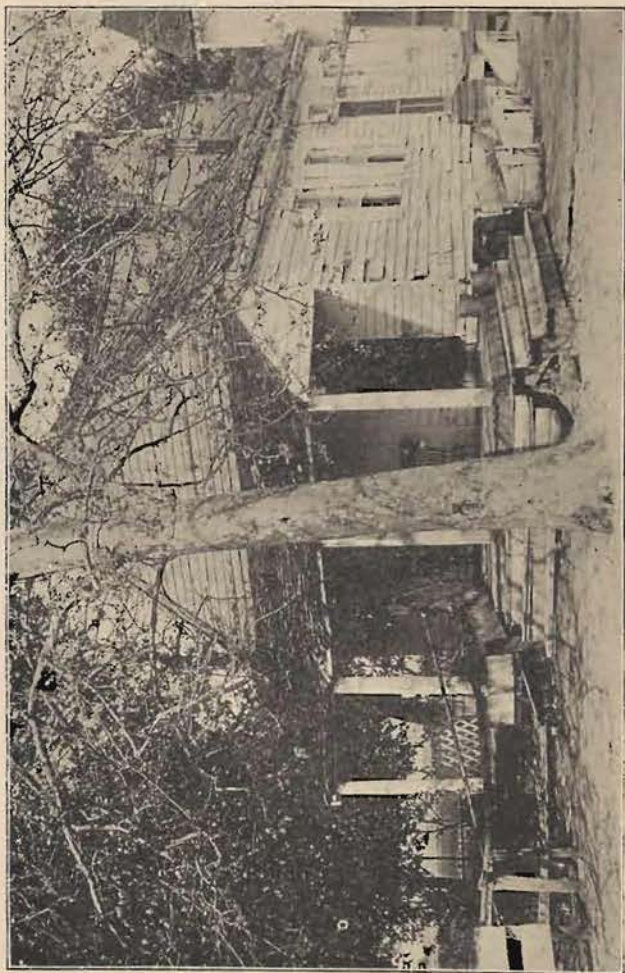
*Cooch's Bridge Monument, Marking the spot where the "Stars and Stripes" were first unfurled in battle, September 3, 1777. Erected by the Patriotic Societies of Delaware, September 3, 1901.*

as they were called, were jealous of the rapid growth and increasing importance of the Province. Early in this year a number of persons in Kent County refused to pay taxes. To dispel the discontent the General Assembly was convened at New Castle. **October, 1701** Penn was present, and for a season wrangling ceased. The next Assembly held at New Castle revised many of the laws. A year later at Philadelphia it was proposed to re-enact or confirm the laws passed at New Castle. To this the representatives of the Lower Counties objected, and, their protest being disregarded, they formally withdrew. Practically this ended the union with the Province. Under the same Proprietary, and with the same Governor, they assumed "in respect of legislation," a separate and independent existence.

**PERIOD II., 1704-1776, SEPARATE COLONIAL GOVERNMENT.**—The first Assembly of the Three Lower Counties convened at New Castle. A total separation from the Province was proposed, which met with general disfavor; the counties contained not more than one hundred and twenty families each, with a population of about eighteen hundred in all; it was realized that they were too weak to stand alone.

During this year seven companies of militia were raised, war being in progress between England, France, and Spain.

At the instigation of Governor Evans the Assembly **1706** erected a fort at New Castle, and imposed a duty on vessels passing up the river. Pennsylvania



*Caesar Rodney Home, near Dover, Del.*

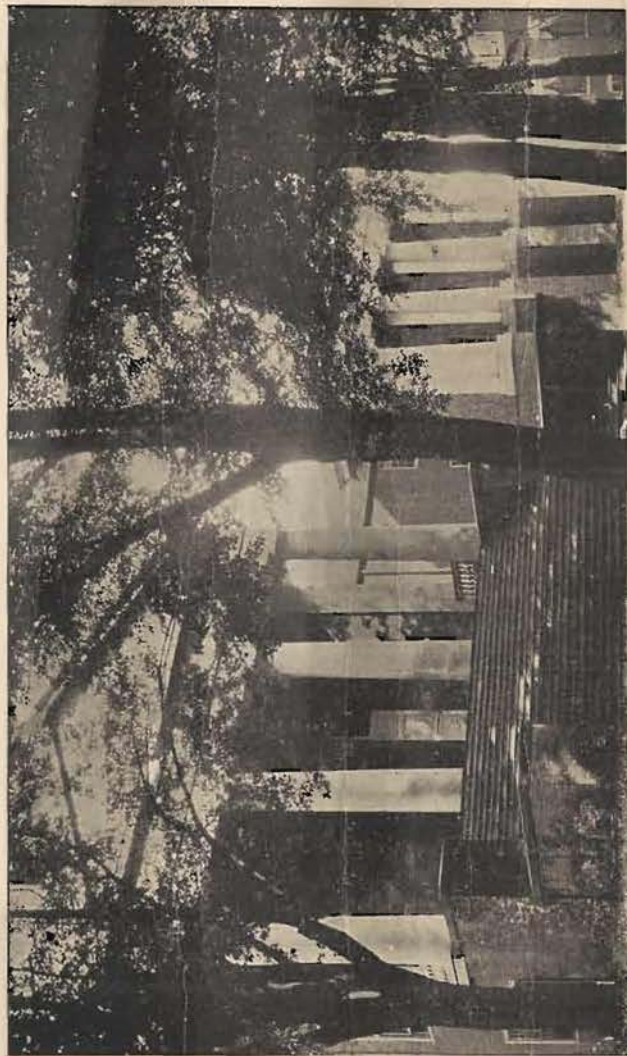
COPYRIGHTED 1967 BY GEORGE A. WOLF.

ship owners protested and refused to pay. Collision between the colonies was averted by a suspension of the law.

The even tenor of life continuing thro' two decades 1747 was interrupted by a piratical attack on New Castle which caused great excitement. Two men-of-war were commissioned to patrol the bay. The pirates were roughly handled, and by 1750 their activities practically ceased.

Nothing noteworthy took place until the outbreak of 1756 the French and Indian War. The Assembly appropriated £1000 in 1754, and the next year organized a state militia, consisting of forty companies of fifty or sixty men each; the total enrollment exceeded the entire population of 1704. Fifty oxen, a hundred fat sheep, and other provisions were sent to Braddock's army. Appropriations of not less than £15,000 were made before the close of the war.

The Treaty of Paris was the prelude for the acts 1763 which cost England her American colonies. Thirty separate enactments for the enrichment of the old country at the expense of the new were passed between March 22, 1764 and 1765. The Stamp Act 1765 marked the limit of endurance. Delaware merchants at once subscribed a non-importation agreement. Caesar Rodney, Thomas McKean, and George Read represented them in the first Continental Congress, having "an equal voice" with the representatives of the other colonies. The vote in Congress for independence on July 2d, was indecisive. During the night McKean



*Delaware College, built in 1833.*

July 2, 1776 sent to Dover for Rodney, and the next day the vote of Delaware was cast for total separation. Two days later the Declaration was formally adopted and signed. By virtue of this action "The Three Lower Counties of the Province of Pennsylvania upon the Delaware" became at once a free, independent, and sovereign commonwealth. In recognition of their July 27, 1776 autonomy, and under the solemn sanction of the Declaration, the Assembly of the counties made provision for the election of deputies to a Convention "to order and declare the future form of Government for *this state*." The Convention August 27, 1776 met at New Castle, and before its adjournment adopted a constitution which in its first article declared that hereafter the counties of New Castle, Kent, and Sussex shall be called "THE DELAWARE STATE."

PERIOD III., 1776-1907, STATEHOOD.—Under the new constitution Delaware proceeded to unfold the first splendid chapter of her history in the prosecution of the war that was to confirm and make permanent her new sovereignty. Colonel Hazlett's regiment of eight hundred men was partially organized before the Declaration was signed. Two additional regiments, Colonel Patterson's, and Colonel Hall's, with Captain Allen McLane's Partisan Company, were later equipped and sent to the front. By the end of the war Delaware had enrolled 3763 soldiers of the common good—this from a population of 37,500 in 1776. The Delaware regiment was conceded to be "the most efficient in the Continental Army."



*Original Ticket Office of New Castle & Frenchtown Railroad, Oldest Ticket Office in existence of one of the First Railroads built in America. Erected 1832.*

The end of the war found the State deplorably in  
**January** debt, with the new charges of self-govern-  
**14, 1783** ment yet to be fully provided for. She was,  
 however, the first to respond to the appeal of Congress  
 for aid in funding the debt of the United States.  
 £22,500 were raised for this purpose. Before Congress  
 had sanctioned the Convention which was to draft a  
 federal constitution, Delaware had appointed delegates.  
 When that Convention had finished its work, Delaware,  
**December** to her eternal honor, unanimously led the  
**6, 1787** states in its adoption, thus becoming the *first*  
*state in the American Union.*

**1792** A new constitution was proclaimed which  
 continued in force until 1831.

Oliver Evans, "the most ingenious, the most versa-  
**1805** tile, and the most harshly used" of American  
 inventors, who was born in Newport, Dela-  
 ware, in 1755, used steam as a motive power for vehicles  
 and vessels. In the second war with England, Delaware  
 responded with her usual vigor to the call to arms. Ten  
 thousand men were organized, armed, and equipped for  
 active service. Hostilities continued for three years  
 and two of Delaware's sons distinguished themselves,  
**October** while they conferred honor on their state.  
**18, 1812** Commodore Jacob Jones in charge of the  
**September** sloop of war "The Wasp" captured "The  
**11, 1814** Frolic" after a bloody fight. Commodore  
 Thomas Macdonough won the memorable victory on  
 Lake Champlain.

Previous to Macdonough's exploit the combined

October 6, 1813 British fleet made an attack on Lewes. The town was bombarded for twenty-two hours, though little damage was inflicted, and the militia of the state gallantly repulsed an attempt to land.

The Treaty of Ghent, negotiated by James A. Bayard, of Delaware, and Albert Gallatin, as Commissioners for the United States, brought the war to a happy finish.

The first railroad in Delaware was built this year from New Castle to Frenchtown, seventeen miles in length. At first the cars were drawn by horses, but in 1832 a steam locomotive was imported.

The spark that fired the magazine of northern indignation flew when Fort Sumter was bombarded. Within two days a call was issued for troops. Delaware was asked for a regiment of seven hundred and eighty men. The call was promptly met, as were those which followed with increasing frequency.

Three centuries have elapsed since "The Half Moon" sailed into Delaware Bay. Orchards whose fruits are more tempting than the apples of Hesperides, and great fields of grain that grow golden in the sunshine of June, have displaced the primitive forests; the province founded when the "Welcome" landed her God-fearing adventurers to plant civic and religious freedom in the new world, has become two great and prosperous commonwealths; and the feeble colonies then in existence along the Atlantic, have become a mighty empire stretching from sea to sea; forty years have gone by since brother ceased to strive with brother, a new generation has grown up, the bitterness of political

controversy has disappeared, the ruin of fortunes and families has been repaired, two hundred thousand people dwell at ease upon the shores of the "Great Bay." The last four decades have exceeded the gain of all the former years, but the best is yet to be.

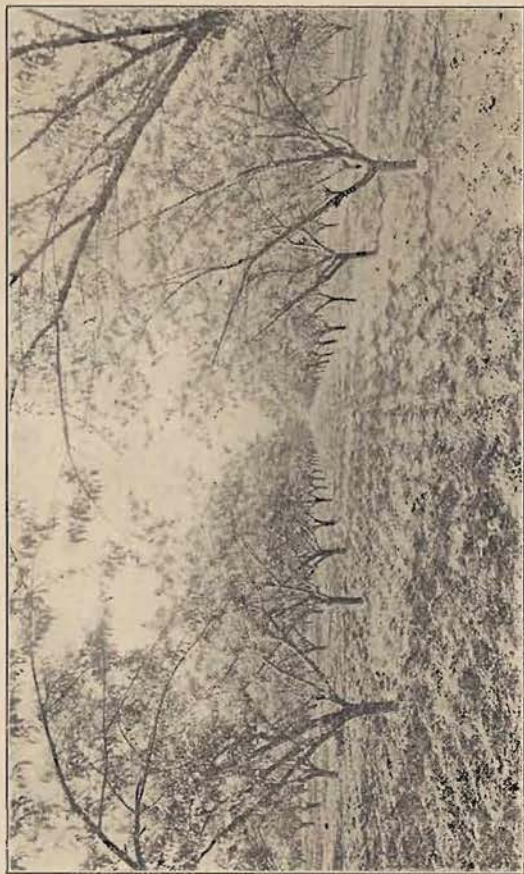
The past is history,—a noble history; and an inspiration for the attainment, under the continued favor of God, of greater things to come.

## AN ENVIABLE CONDITION.

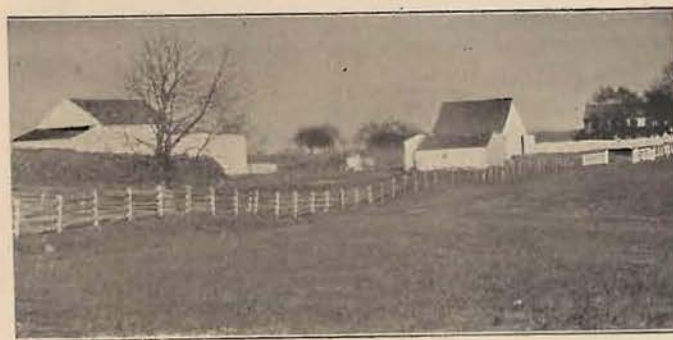
### STATE TREASURER'S REPORT ENDING JANUARY 8, 1907

Assets . . . . .	\$1,502,509.14
Liabilities . . . . .	809,185.00
Balance . . . . .	\$693,324.14

There never has been a failure of a National Bank in the State of Delaware.

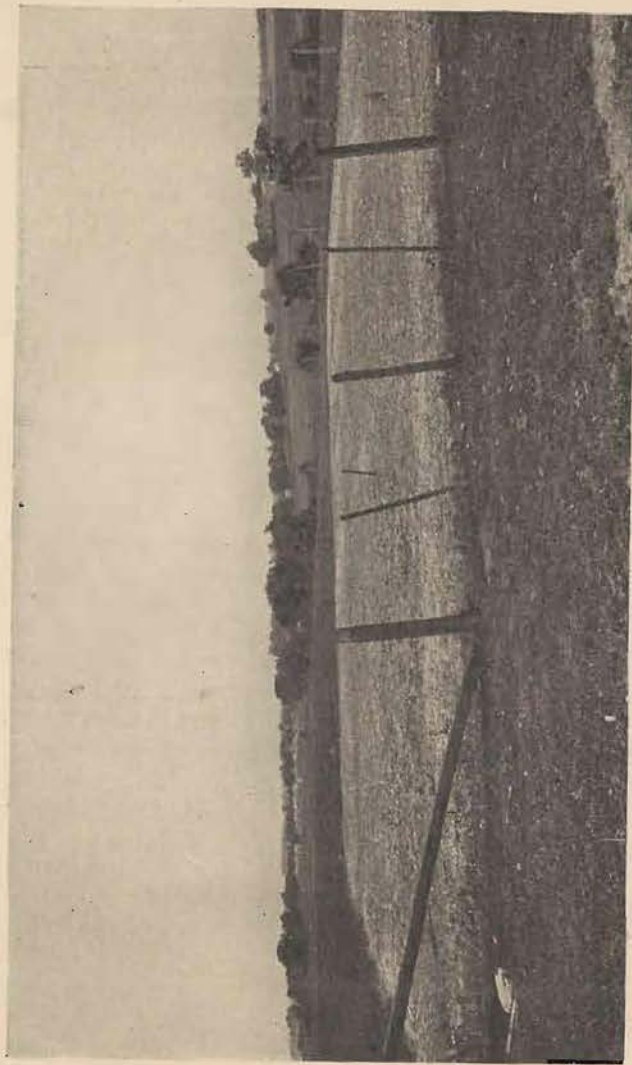


*Peach Orchard in Early Spring*



## DELAWARE AGRICULTURE

Agriculture has always held an honored place in the thought of the foremost citizens of Delaware. The great men who have made Delaware a proud name have been farmers as well as statesmen. "With a mind ever employed in the most exalted labors . . . Statesman, Jurist, and Farmer," is the inscription upon the tombstone of John M. Clayton, whose bones have lain for half a century in the Presbyterian churchyard in Dover. Clayton was a tiller of the soil, a lover of the farm and of all nature, and it was fitting that his great and noble mind should ever be "employed in the most exalted labors" of agriculture as well as of statecraft. Brain is the key that unlocks the treasures of the soil.



*Rolling Lands of New Castle County.*

Those who have watched the development of agriculture in this State during the past twenty years have been constantly surprised at the rapid improvements that have been made in methods of culture, increased yields, the kind and variety of the products grown and the superior quality of these products. The improvement in methods employed to make the soil more fertile and more productive has been especially noteworthy. This improvement has resulted from the application of thought to farming, changing it from the mere routine of drudgery and intensely hard work to a business enterprise, conducted upon business principles, like a factory or a bank. The soil is regarded not as something that should yield its last particle of fertility, but as a storehouse, a depository upon which large drafts may be made. The farmer puts his intelligent labor into his land and draws therefrom large and profitable crops. Agricultural science has had a marvelous growth in recent years, but not more marvelous than the changes in agricultural practice. There is every reason why Delaware should stand in the front rank in both practical and scientific agriculture. No more intelligent class of farmers can be found in any community and every portion of the State is brought into direct contact with the work of the agricultural college and experiment station.

Delaware has long been famous for its agricultural products. More than a century ago its wheat and corn were given the highest rating for quality in the European markets. For half a century the people of the eastern



*Watermelon Season, Laurel, Del.*

COPYRIGHT 1895 BY LOUISE M. SMITH.

portion of the United States have associated the peach with Delaware because of the unequaled excellence of this fruit as it grows here, and in more recent years Delaware apples are taking first rank in certain leading American and European cities, and a wide market is being opened for them in England, France, and Germany.

Yet the agricultural resources and possibilities of the State have not been fully realized nor appreciated. We have half a million acres of land that will produce the finest apples that ever grew, at a profit that would make the Hon. John M. Clayton look back upon Buena Vista, his country home, with astonishment and unbounded delight. If he were living now, with all the light that modern science has turned upon agriculture, he would have no time to make treaties with Lord Bulwer. There is no more inviting field for the intelligent young man whose tastes are congenial with country life, than farming; and this statement applies with emphasis to fruit growing in Delaware. True, a young man starting with little capital, with everything to learn, must struggle hard and patiently to establish a successful, pleasant farm home. So he must to establish a successful business of any kind. The farm is worthy of the best thought and the greatest energy, and responds liberally to liberal treatment. With a farm once established upon a profitable basis, with the modern conveniences that are now possible, such as the telephone, the mail brought daily to the door, with good roads, the country school as good as the town school,



*Like liquid gold the wheat field lies,  
A mass of yellow and green.  
That ripples and runs, that floats and flies,  
With the subtle shades, the change—by moon,  
—Hamlin Garland.*

GEORGE R. HOLZ, WASHINGTON, DEL.

country life for a healthy mind and a sound body should be the most delightful existence possible on this earth. Delaware offers the opportunity for just such country living. The soil and climate are favorable and nearness to the best markets in the world insures good prices. The soil is varied, ranging from a light, alluvial sand to a heavy clay, all of it easily tilled, level or slightly rolling, and nearly all of it absolutely free from stone. If the sandiest portions are not retentive of moisture and fertilizer they are made so by the use of leguminous plants. Cowpeas and crimson clover grow readily, especially if moderate quantities of inexpensive mineral fertilizers are applied to the land; and, when plowed under, furnish enough humus and plant food to insure abundant crops. Such soil can be worked at any time when it is not frozen. It warms as soon as the rays of the sun touch it and is especially valuable for market gardening, peaches, Kieffer pears and other fruits. People who are acquainted with the agricultural conditions in other states speak of Delaware soil as "kindly" and this word is very appropriate and expressive, for it responds in a remarkable manner to tillage and fertilizers.

The climate aids this kindly soil, for the growing season is long, warm, and moist. The annual rainfall is forty-six inches, well distributed throughout the year. The latitude insures mildness. The center of the State is as far south as Washington. The Peninsula, of which Delaware is a part, is almost surrounded by salt water which modifies the rigors of winter and the heat



*Peach Season at Bridgeville, Del.*

of summer. This combination of climate and soil makes Delaware the home of nearly every fruit and vegetable of the temperate zone. Some crops, like crimson clover, will grow nearly all winter. Wheat, corn, barley, oats, rye, kaffir corn and millet yield good crops of grain; and these plants, together with sorghum, alfalfa, crimson clover, red clover, cowpeas, vetch and all the common grasses, growing in great luxuriance, produce immense crops of forage of sufficient variety to meet the needs of horses, cattle, sheep, swine and poultry. Irish potatoes, sweet potatoes, tomatoes, beets, lettuce, cabbage, cauliflower, cucumbers and melons, all produce large and profitable crops.

It is readily seen that Delaware is adapted to diversified farming, animal husbandry, dairying, the production of grain crops, gardening and fruit growing; and a majority of the farmers are engaged in several of these different lines of effort and are prosperous and substantial citizens. But there are others who take up a single branch of farming as a specialty and in this way reach a position that can be compared properly to that of the specialist in any other line of work, or in the professions. For example, there are those who confine their operations to the production of a single variety of fruit, such as apples, or peaches, or strawberries.

At Smyrna there are vinyardists who have apparently mastered all the details of grape growing. They not only produce fine crops of grapes, but make money by doing it. In other parts of Kent county there are

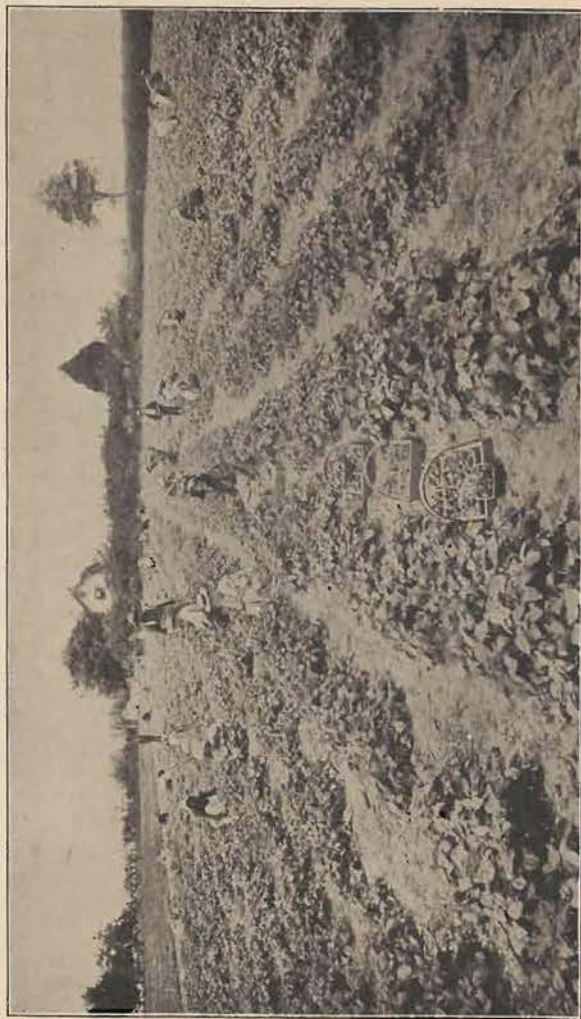
specialists in apple growing, and it is doubtful if there is another branch of farming that is quite so profitable. Near Bridgeville and Selbyville there are many specialists in strawberry culture. The very fact that we have specialists in fruit growing is a proof that this business, when intelligently managed, is profitable; and it is doubtless true that, upon the whole, fruit growing offers more inducements than any other branch of Delaware agriculture. Years ago, fortunes were made from the peach orchards, and peach culture still holds a leading place. The planting of apple orchards is now going on extensively and will increase from year to year.

Strawberries are grown successfully in all parts of the State, and Sussex county leads the world in quantity as well as quality of this fruit. During the season of 1907, 4,000,000 quarts of strawberries have been shipped from Bridgeville, where they were sold to buyers at the railroad station for cash and brought approximately \$350,000; making Bridgeville the greatest wholesale strawberry market in the world. Selbyville in the same county is also making a specialty of strawberries and the shipments from this point are about 3,000,000 quarts per year, bringing to the station this year \$275,000.

There are a number of other railroad stations in Kent and Sussex counties where shipments of this fruit are large, and, as we may naturally suppose, these shipping points are the centers of very prosperous communities. Many of these berries as well as other fruits and vege-

tables grown in commercial quantities, are sold for cash at the railroad stations. But those who prefer to ship on consignment to commission merchants in the large cities can readily do so for these markets are close at hand. The center of Delaware is only 165 miles from New York City. Within a radius of 500 miles, taking Delaware as a center, are more than 30,000,000 of people, a third of the population of North America, who can all be reached in less than 24 hours from any part of the State, and so have the privilege of eating ripe fruit fresh from the Delaware orchards and berry fields the day it is picked or the following day at the latest.

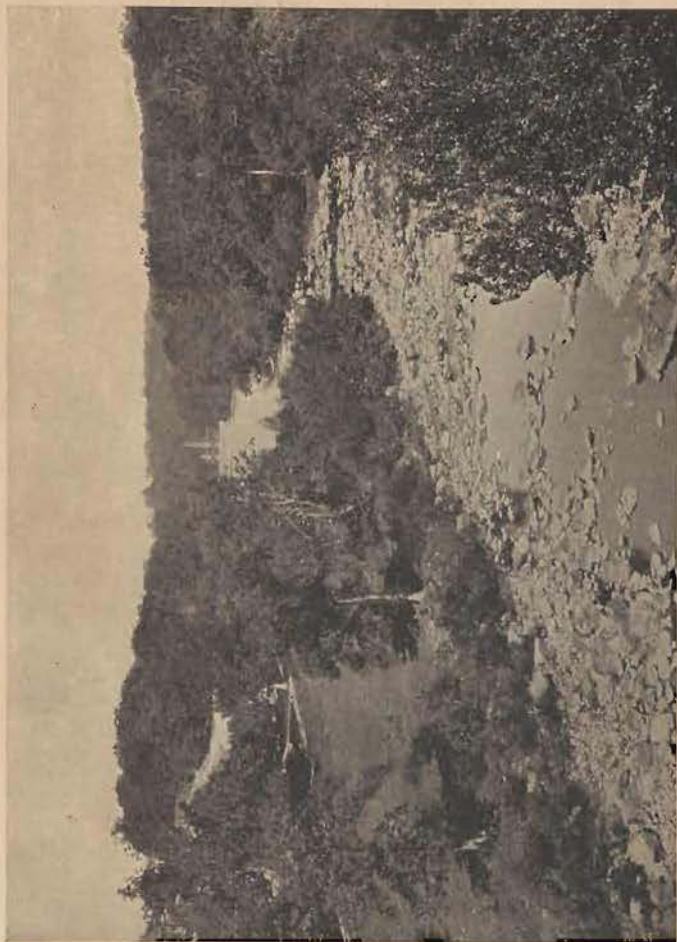
There are 10,000 farms in the State, one-half of them operated by their owners, the other half by tenants. According to the census of 1900, the area of land in farms was 1,066,288 acres of which 754,010 were improved. The average size of the farms was 110 acres, considerably less than the average of the whole country. The improved area amounted to 71 per cent. of the total farm area and 60 per cent. of the total area of the State. The value of the farm property was \$40,697,654, of which \$34,436,040 consisted of land and buildings, \$2,150,560 farm implements and machinery and \$4,111,054 of live stock. The farm products were valued at \$9,280,777. The average value per farm of all farm property was \$4201 and the value of products per farm was \$959. The census year was a poor one for the Delaware farmer, fruits, excepting strawberries, being a failure, otherwise the value of the farm products would have been much larger.



*Strawberry Field, near Dover, Del.*

The Delaware Agricultural College and Experiment Station stand at the head of the educational system for the farmers and it is scarcely more than one hundred miles from the college to any part of the State, so the farmer has within easy call the services of every specialist at the college and the station. The Farmers' Institutes, one or more of which are held every winter in nearly every town, not only furnish occasion for discussing practical questions by the farmers themselves, but they also enable the farmers to hear from the lips of the station men and college professors the results of the most recent investigations in practical and scientific agriculture.

The Grange is a strong, active organization, and for years has been a force in Delaware for higher education. At the foundation of the educational system are the public schools, liberally supported by appropriations from the State Treasury.



*Looking west from Washington Street Bridge.*



*(Raceways,) North Side of Brandwine, Wilmington, Del.*

### HISTORICAL SKETCH OF WILMINGTON

Peter Minuit, representing a trading company from Sweden, gathered together a little colony of people, crossed the ocean, and landed on the banks of what is now called Christiana creek. It took them eight months to come from Sweden to America. Immediately after landing they constructed a fort which they called "Fort Christina," in memory of the young Queen of Sweden, who at that time was on the throne. From that small beginning sprang the city of Wilmington, Delaware.

For forty years succeeding 1638, the year of the landing, there was much contention as to who should control the shores of the Delaware. First came the Swedes, then the Dutch, then the English, and it was only on the arrival of William Penn in 1682 that quiet was restored.

We are a combination of very good stock. We represent on the one hand the patient, steady Swede; on



*Old Swedes' Church, Corner Stone laid May 26, 1698.*

the other the good-natured Dutch; and we represent in a third way the energetic, thorough-going English, and then as a cross between these stocks, comes the careful, conservative Quaker.

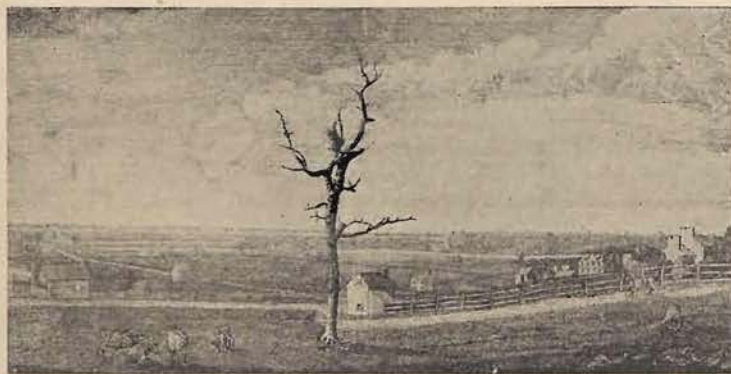
Within a stone's throw of this first settlement is standing today almost identically as it was built, the Old Swedes Church, and in 1899 its 200th anniversary was celebrated. Wilmington was founded nearly one hundred years after Minuit's arrival. Thomas Willing, in 1731, laid out the plan upon which the city was built, and it originally was called "Willingtown" instead of "Wilmington"; but in a few years the name of "Wilmington" was adopted in honor of Lord Wilmington.

The first charter was granted Wilmington by George II. in 1739. The State Legislature in 1809 chartered

Wilmington as a Borough, and in 1832 incorporated it as a city.

One of the first industries was the flouring mills upon the Brandywine. As early as 1764 there were eight of them. The Brandywine is a river that aids us in an industrial way, the other river to the southward of the city, the Christiana, being used entirely as an avenue of commerce. The first boat for foreign trading purposes was called the Brig Wilmington, and was built in 1740 to sail from Wilmington to Jamaica.

In 1837 the first railroad was built in Delaware. Now we are girdled by railroads. The Delaware Railroad stretches from one end of the state to the other. Here in Wilmington we have the Philadelphia, Baltimore and Washington Railroad on the south, and around us, in a circle on the north, comes the Baltimore and Ohio, and on the westward and pointing to the northward to the coalfields, is the Reading Railroad. Wilmington has as good railroad facilities as any city between the oceans.



*Wilmington in 1780*



*Raceway Looking West.*

We began ship-building in Wilmington in 1836, when the first iron steamship was built by the old firm of Betts, Harlan & Hollingsworth. There have been in the intervening years four hundred iron steamships built in the city of Wilmington, and for numbers, and for aggregate tonnage, Wilmington takes the lead of the cities of the country, none excepted.

The Wilmington of 1739, when it was incorporated as a borough, with four hundred population, increased to seven thousand in 1832, nearly one hundred years later, when it became an incorporated city. In seventy-five years, since its incorporation, it has grown to ninety thousand people, composed of the fairest women and the bravest men that the sun shines on; and at the same rate of increase we will reach three hundred thousand people within the next generation.

*City Hall,  
Wilmington,  
Delaware.  
Built in 1798.*





*The Suspension Bridge and B. & O. Bridge.*



#### INDUSTRIAL WILMINGTON

We have ten square miles of territory covered by this important city. We have property within these limits assessed at nearly fifty millions of dollars. We have ninety-three miles of streets, the greater part of which are well paved and sewered. We have two hundred and fifty acres of park land with natural advantages that would make Central Park green with envy. We have thirty miles of electric railway as well equipped and governed as any service in the world.

The water system is one of the ideal plants in this country. With a supply nearly equal to the Croton River of New York we distribute daily to this people eight and one-half million gallons of the best, sweetest, and purest water that mortals can drink.

Our schools are as good as the best anywhere. Our fire companies are unsurpassed, and we have "the finest police in the world."

We are in the centre of American civilization. Standing with our face to the east we can reach southward one hundred and seventeen miles and touch Washington, the capital of the nation, and on our left hand, reaching



HOMOEOPATHIC HOSPITAL, WILMINGTON, DEL.



DELAWARE HOSPITAL, WILMINGTON, DEL.

northward, we grasp New York, the country's great metropolis the same distance away in that direction. Along our eastern border the noble Delaware connects us on the one hand with the great Atlantic Ocean, sixty miles away on the south, and with Philadelphia, our largest suburb, about half as far to the north. To come down to facts, in powder-making and paper-making machinery, Wilmington leads the world, without contradiction. In cars, in boats, in leather, and in carriages we hold up our end of the line.



*Court House,  
Wilmington, Del.*



Wilmington with a population of 90,000 has had a growth of 15 per cent. in the last decade and is still growing. Its area is 10 square miles; with 93 miles of streets and 82 miles of sewers. Its assessed value of real estate is nearly \$50,000,000 with the tax-rate at only \$1.50. Wilmington is exceptionally located on the Delaware River with a magnificent inland harbor on the Christina River, open the year round. It is located on the main arteries between the extreme North and the extreme South; the Pennsylvania Railroad and its connections, Baltimore and Ohio, and the Reading Railroad systems. We have water transportation with Philadelphia, Boston, Baltimore and a direct line of steamships to New York. With water and rail com-



*Post Office, Wilmington, Del.*



*Wilmington High School.*

petition low shipping rates are obtainable. Wilmington has three miles of river front along the Delaware River which the United States Government is bulk-heading—when completed will open up a vast acreage for manufacturing plants—thus making it possible for the city to be one of the largest seaports in the near future. Twelve miles below Wilmington is the Delaware and Chesapeake Canal, connecting the Delaware and Chesapeake Bays. We are but sixty miles from the anthracite coal center, and this important commodity can be had at prices on par with Philadelphia and other large and nearby cities. Both gas and electricity are obtainable at moderate rates for both power and lighting.

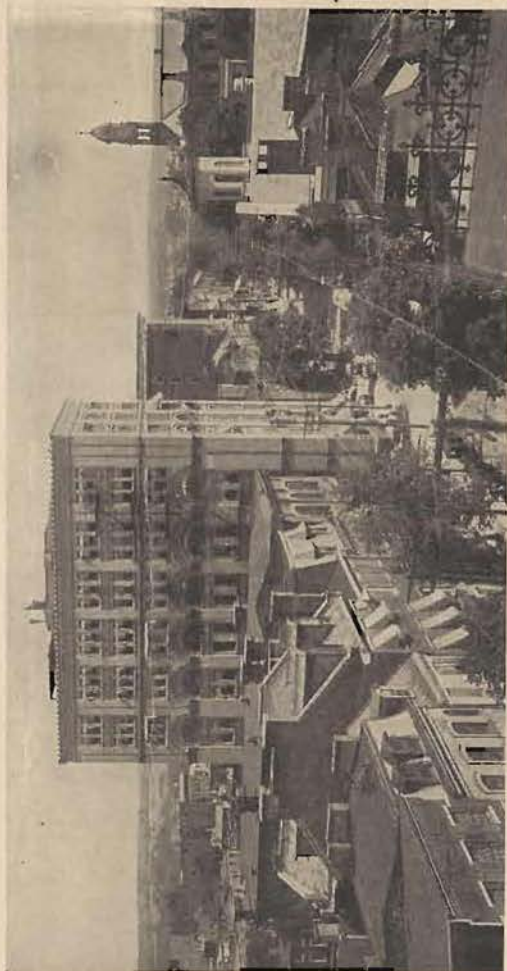
Wilmington has all the advantages of first-class cities, **PARKS** such as public parks in every section of the city, not to speak of the historical Brandywine and its



*Wollaston Primary School—Training School for Teachers.*

park that is an attraction for visitors from many miles from our city. It is far famed for its beauty. One of our recent features is the zoölogical garden, containing bear pits, deer park, pond for water fowl and accommodations for other wild animals. The acreage of our city parks is 381, the Brandywine Park containing 261 acres.

Wilmington has one of the finest water systems to be found in any place. Our **CITY** *fire system* **DEPART-** *records* will bear the scrutiny of the most **MENTS** *critical* underwriter. Our *police system* is particularly fine, as the records show. Our hospitals



*Ninth and Market Streets, Equitable Building in the distance.*

and charitable institutions are examples of a generous public. The health of the city, in general, by the low death-rate of 16.42 in 1000 inhabitants per year, gives evidence of the good sewerage and careful regulations regarding health.

There are no better public schools in the country than **SCHOOLS** you find in Wilmington; 23 for white and 5 for colored pupils. Our high school can prepare a pupil for college. There is also manual training instruction in the public schools.

Our rents are moderate for the working men. There **RENTS** are few people that do not enjoy the comfort of their own homes, the tenement being almost unknown.

Wilmington was one of the first cities in the United **STREET** States to adopt the electric railway system, **RAIL-** which not only covers the entire city, but **WAYS** reaches far out into the surrounding country in all directions, one line going as far North as Philadelphia, with continuous connections for a hundred miles further. Numerous parks at the terminals of trolleys give abundant pleasures to the crowded population of the city in the summer season.

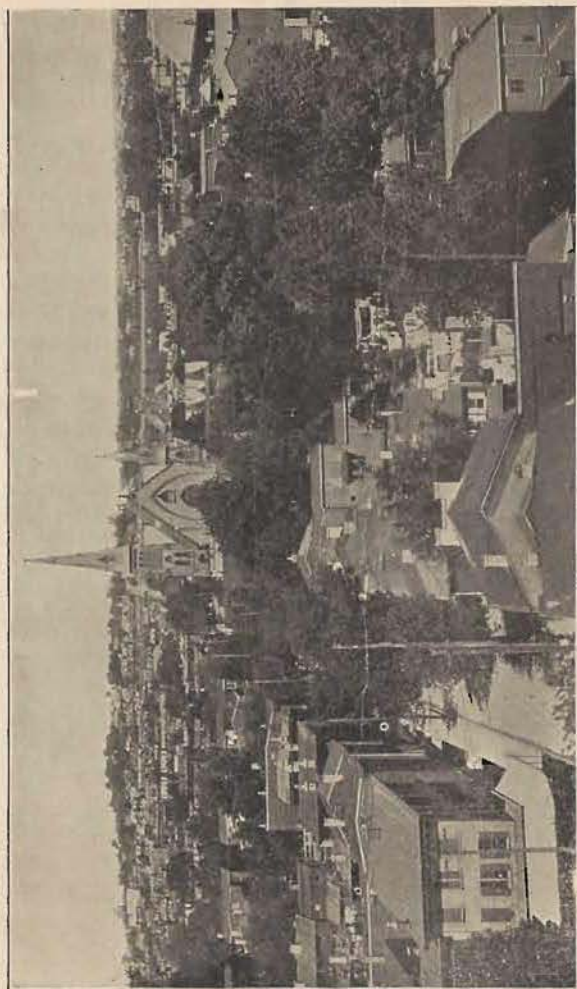


*Tenth and Market Streets, with Du Pont Building in the foreground.*

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Our people are a God-fearing people. Sixty per cent. of them are known, from carefully compiled statistics, to be regular supporters of the church. We are building a Y. M. C. A. to cost \$200,000.

Land for manufacturing purposes is to be had at moderate rates, and in certain localities within the city limits there is an exemption of taxation for ten years. In manufacturing, Wilmington stands seventh in the United States, according to her population, and has greater diversity of industries than any other city in the United States. Wilmington's manufacturing industries are unlike many other cities where they are specialized; here they are general. Adjacent to Wilmington is the largest and oldest powder and explosive manufacturing concern in the United States, employing a host of people. Shipbuilding was established here in 1836 and to-day Wilmington ranks third in its shipbuilding, employing 3000 men. Carbuilding is carried on quite extensively. Three of the largest carbuilding works are located here. In car wheels, one of the oldest and largest plants has its home here, employing 450 men. In paper and sugar machinery, Wilmington leads the world. It not only supplies the home market, but exports to South America, Canada, Finland, Norway, Sweden, Cuba, Mexico, Holland, France and Germany. The commerce of Wilmington by water aggregates about sixty millions and by rail three hundred millions annually. Wilmington's export trade in cars and car material last year to Brazil, Japan, Mexico, Argentina, Cuba and continental Europe amounted to

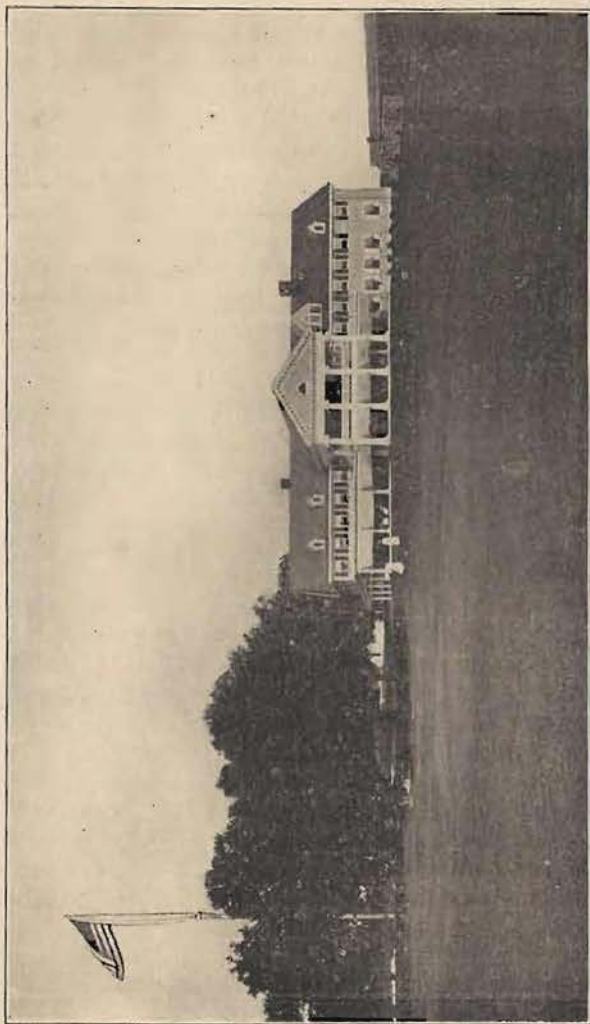


*Looking West from Equitable Building.*

\$3,500,000. In morocco, glazed kid and leather, Wilmington stands third in this particular branch and gives employment to about 3,500 people. Wilmington is the home of paper manufacturing; silk, cotton and yarn fabrics, brewing, window-glass manufactories, shirt manufactories, fruit juices, hat manufactories, manufacturing stationery, carriage manufactories, carriage making supplies, furniture manufactories, potters' supplies, bookbinders' supplies and patent leather manufactories, machine tools, leather machinery; hydraulic, marine and gas engines and boilers, and boiler makers machine tools; sash, door and blind manufactories, malleable castings, forgings, plumbing fixtures and supplies, vulcanized fibre, textile machinery, textile finishers, paper mills, car springs, and fertilizer machinery.

The Financial Institutions are wide awake and up to date. No failures, and credit the very **FINANCIAL** highest. Known and respected throughout the country for their thorough business methods and splendid spirit of accommodation. They are divided as follows:

5 National Banks,	2 Savings Banks;
1 State Bank,	3 Trust Companies.
Combined Capital . . . . .	3,123,185
Combined Surplus . . . . .	3,300,000
Combined Undivided Profits . . . . .	600,000
Combined Deposits . . . . .	20,000,000
Aggregate Annual Settlements through Clearing-House . . . . .	68,000,000



*Wilmington Country Club*

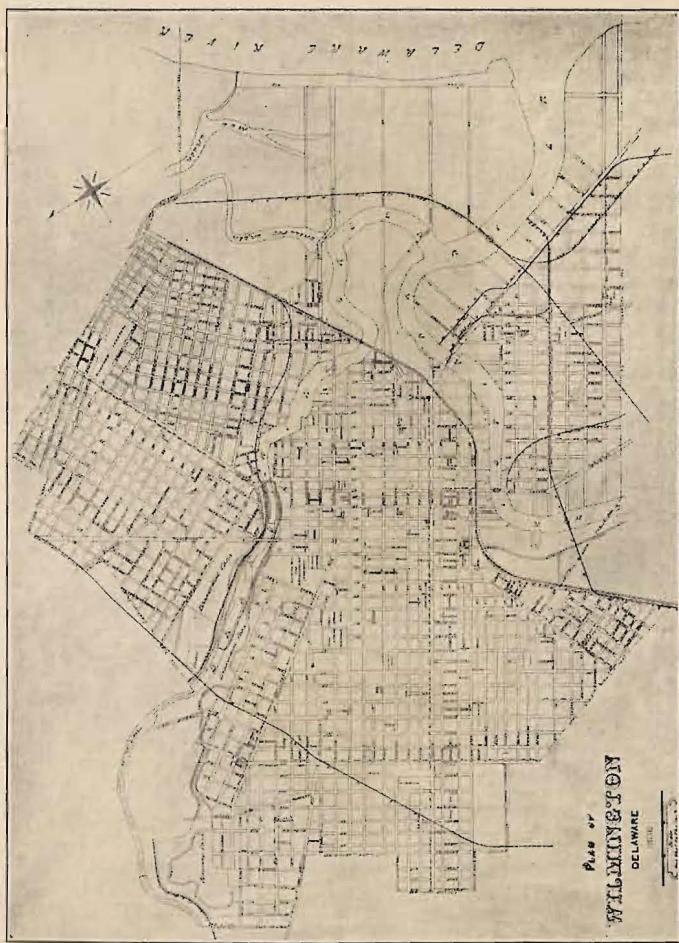
There are about 73,000,000 gallons of oil exported through the Wilmington Custom House in a year, with a revenue of \$4,000,000.

Wilmington markets are unsurpassed, being located **MARKETS** in the center of the finest farming lands in the country, together with the famous peninsula of Delaware, Maryland, and Virginia from which the greatest abundance of large and small fruits and farm products are brought to the Wilmington house-keeper in great variety at most reasonable prices.

Some of the historical features of the manufacturing interests of Wilmington are that we have concerns that are among the oldest firms in the United States. One is somewhat historical in its way, being a flour mill that supplied flour and meal during the Revolution. The growth of Wilmington has been very marked within the last few years. The sterling worth that underlies our business institutions is proven by so many of our industries that are either one-hundred years old or nearing the century mark.



*The hundred mile circle.*



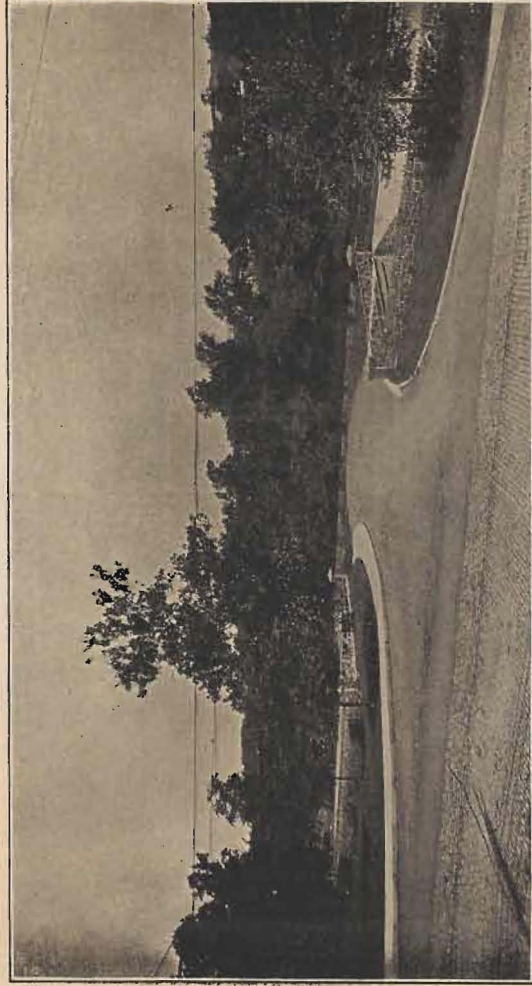
*Water Tower in Rockford Park.*



*Water Front, Christiana River, looking east from Market Street Bridge.*



*Christiana River Front, Wilmington, Del.*



*Brandywine Park; Market Street Entrance, Wilmington, Del.*



*Pond for Water Fowl at Zoo, Wilmington, Del.*



*Court House, New Castle, Delaware.  
Center of Survey of "Teaching Mile Circle" by Wm. Penn.*

GEORGE A. WOLF, WILMINGTON, DEL.



## NEW CASTLE DELAWARE

Second largest City in the State  
Situating on the Delaware River  
Near the Head of the Bay.

### NOTED FOR

- Its fine harbor.
- Its large steel plants.
- Its liberal inducements to manufacturers.
- Its free sites on rail and water.
- Its ample wharfage with deep water.
- Its excellent transportation facilities.
- Its easy access to large cities.
- Its cheap labor.
- Its low tax-rate.
- Its delightful climate.
- Its beautiful situation and healthfulness.
- Its low freight rates.
- Its excellent Schools.
- Its pure water.
- Its exemption from all taxes to manufacturers for ten years.

For information write

*State Board of Agriculture,  
Dover, Del.*

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*The Board of Trade,  
or  
Clerk of Council,  
Wilmington, Del.*

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*The Board of Trade,  
New Castle, Del.*

DELAWARE STATE COLLEGE-LIBRARY



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