

WARREN K. YERGER MEMORIAL LIBRARY
ALEXIS I. duPONT SCHOOL DISTRICT

Delaware

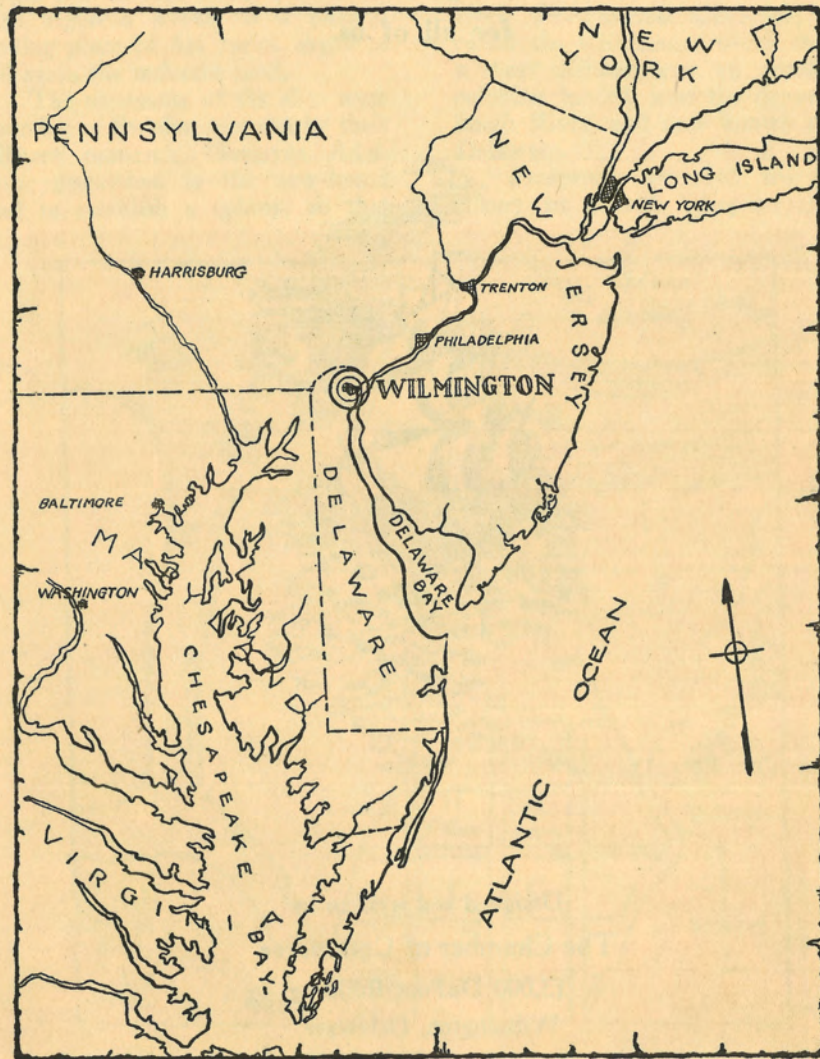
DELAWARE FILE

Cities & Towns

The City and Port of Wilmington, Delaware



The Port of WILMINGTON on the Delaware



And the following pages
are devoted to a description of the advantages
this Port and City possess
for
the manufacturer, wholesaler, jobber, merchant;
as well as a general description
for all of us.



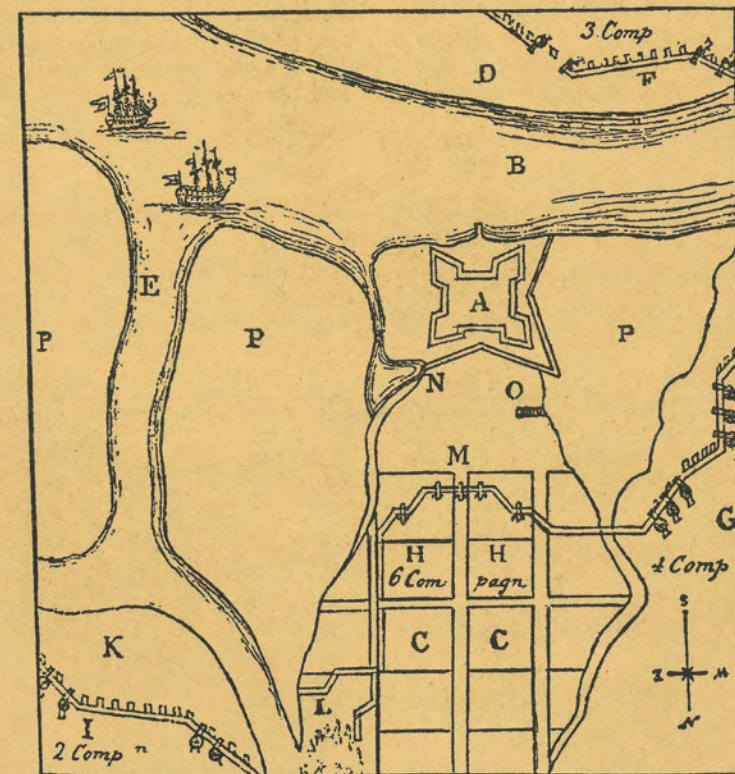
Designed and written by
The Chamber of Commerce
13,000 DuPont Building
Wilmington, Delaware

ON a certain day in March of 1638, a group of Indians stood on the banks of a river in the New World, and with a curious fear pulsating in their breasts, watched a high-pooped ship nose its way shoreward. With clattering of falling sails and rasp of anchor chains, the vessel came to rest. A small boat was lowered and was quickly filled with people of a strange race, who rowed with vigorous stroke to a natural landing place of flat rocks, eager to feel again the welcome land.

The occupants of the ship were a number of Swedes, sent out by their militant monarch, Gustavus Adolphus; dispatched to the new-found land to establish a colony, so that

Sweden in her ambitious campaign to become a World Power, would have a stake in the virgin territory. Under the able leadership of one Peter Minuit, the voyage had been accomplished and a colony was to be implanted. A fort, a church and homes were soon built and the settlement was called Christianaham, in honor of the Young Queen of Sweden, successor to Gustavus Adolphus who had died. The river they named Christina, now called the Christiana, which empties a short distance east of where the colonists landed, into the then-called South River, and now known as the Delaware.

Prosperity attended the little colony, its growth being augmented



Map of Christianaham (Wilmington) in 1655.

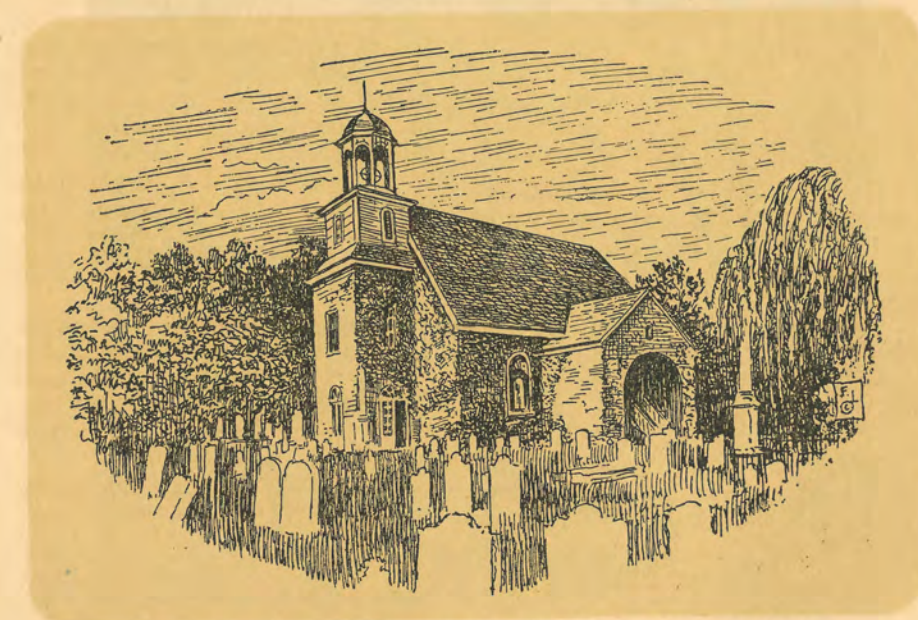
by several additional shiploads of settlers. Years rolled into history and to the north the Dutch were in the ascendancy. With covetous eyes they looked upon the settlement of the Swedes, for indeed it was a territory abounding in forests, fish and game, the land rich and fertile, and its wide and deep rivers affording wonderful avenues for commerce. So, in 1655, Peter Stuyvesant, Governor of New Amsterdam, with a large fleet of heavily armed war vessels, in an almost bloodless battle, occupied Christinaham and annexed it to Holland's growing empire. Thus ended Sweden's claim for territory in the New World.

Under Holland's short hold of power of nine years' duration, the trend of occupation of the colony changed from agriculture of the Swedes to that of commerce and trad-

ing of the Dutch, and because they did not lay the foundations of an elemental industry, fell easy prey to the English.

Under the English, who took possession in 1664, the colony continued to flourish. Under them the name of the town was changed to Willingstown after Thomas Willing, who, foreseeing the future possibilities of the site invested heavily in land and surveyed it, laying out streets, the plan of which is followed today. The name of Wilmington is taken from Spencer Compton, Earl of Wilmington in England.

Through all the ordeals of colonization, of a thrice changing ownership; throughout changing economic conditions, because of the logical location of the site chosen by the Swedes, Wilmington has had a steady growth and continued prosperity. Funda-



Old Swedes Church, built in 1698 and still used as a House of Worship.

mentally, its geographic location, on deep rivers and today within overnight distance of 20 per cent of the country's population is the reason for the city's development today. And

it will continue to grow and prosper for the same reasons.

Let us see, in the following pages, the attributes of this city and port.

GENERAL

WILMINGTON was incorporated in 1832 and at that time had a population of about 6,700. Today it has a population of 128,000 within the corporate city limits, and has an immediate estimated suburban population of 45,000. This additional population is located within a ten-mile radius of the city. Bureau of Census statistics show that 87% of this population is native born, and of the foreign-born, the majority comes from England, Ireland, Italy, Germany and Poland.

The last U. S. Census (1920) showed Wilmington's population at that time to be 110,168, of which 56,180 were males and 53,988 females. There were at that time 10,756 negroes.

AREA

The city covers 7,397 acres. It is recognized that this incorporated area is practically all occupied and in the near future the city limits must be extended.

HOUSING

The average Wilmington family consists of 4.6 persons. There are 27,497 families, 38.5% of which are home-owners. Dwellings number 23,102.

The future development of the city along regular lines is assured through the enactment of a zoning ordinance which provides districts for residences, office buildings, factories and apartments and defines the type of construction in each zone.

BUILDING

During 1927, Wilmington experienced its greatest construction year which was almost equaled in 1928. Steady growth of the city is reflected in a comparison of building permits granted during the past ten years.

YEAR	NUMBER	VALUE
1919	1330	\$5,911,859.00
1920	1139	3,840,531.00
1921	981	2,236,710.00
1922	1048	2,827,044.00
1923	1155	3,776,942.00
1924	1174	3,868,934.00
1925	1015	4,040,746.00
1926	1124	4,967,770.00
1927	1281	6,927,279.00
1928	1363	5,676,274.00

CLIMATE

Wilmington is blessed with having four distinct seasons, weaving into each other so that no discomfort is experienced. Its winters are generally mild and its summers are tempered with cooling breezes from large bodies of water which are in close proximity. The precipitation is sufficient to support vegetation in abundance.

During summer the prevailing direction of winds is southwest and in winter northwest. The regularity of the maximum and minimum temperatures during the past six years is shown:

Year	Mean Maximum	Mean Minimum	Precipitation Inches
1923	63.95	43.56	40.12
1924	61.36	42.91	44.85
1925	64.14	44.59	36.82
1926	60.95	44.13	44.13
1927	62.16	44.28	45.59
1928	62.63	44.16	48.37

CIVIC

WILMINGTON is governed by a Mayor and "The Council," the latter composed of a representative from each of the 12 wards and presided over by a President. The Mayor and "The Council" are elected by popular vote for two-year periods. Commissions and Boards to administer the various departments are appointed by the Mayor and approved by "The Council."

The municipality employs 614 full time officials and employees, exclusive of school officials and employees of which there are 665. The governmental-cost payments of the municipality for the fiscal year ending June 30, 1928, were \$3,064,866.

The assessed valuation of real estate is \$133,662,650 and in addition, assessment of public service corporations is placed at \$2,388,000.

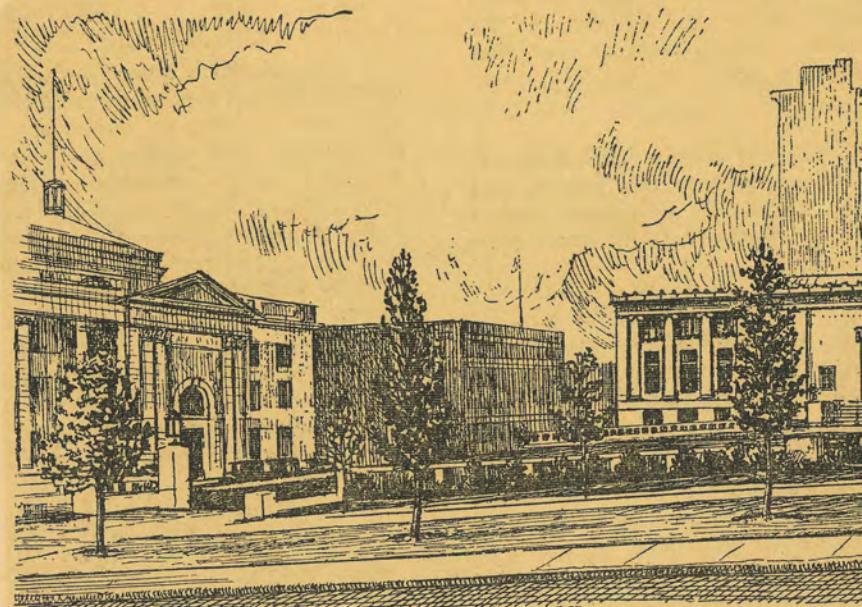
STREETS AND SEWERS

Within the city limits there are 169.99 miles of streets, 99.79 of which are paved. There are 151.55 miles of main sewers and 23,140 property connections. Because of the rolling nature of the land on which the city is located, the drainage afforded by the hills makes a sewage disposal plant unnecessary.

SANITATION

Wilmington enjoys the reputation of being a clean city. Its well-paved streets are swept and flushed at frequent intervals under the direction of a Municipal Department.

The city also collects ashes, rubbish and garbage, the ashes being used for filling-in purposes and the garbage disposed of by incineration.



The Civic Center

The incinerating plants have a capacity of 135 tons daily.

WATER SUPPLY

The water supply is taken from the Brandywine River, at a source far above the city to keep it free from pollution. It is filtered by the city and is held in reservoirs which have a total capacity of 91,500,000 gallons. The average daily consumption is 14,529,632 gallons. The present equipment can deliver 28,000,000 gallons per day. Pressure is maintained from 20 to 90 pounds. The Water Department serves 1168 fire hydrants and has 151.5 miles of water mains.

PUBLIC SAFETY

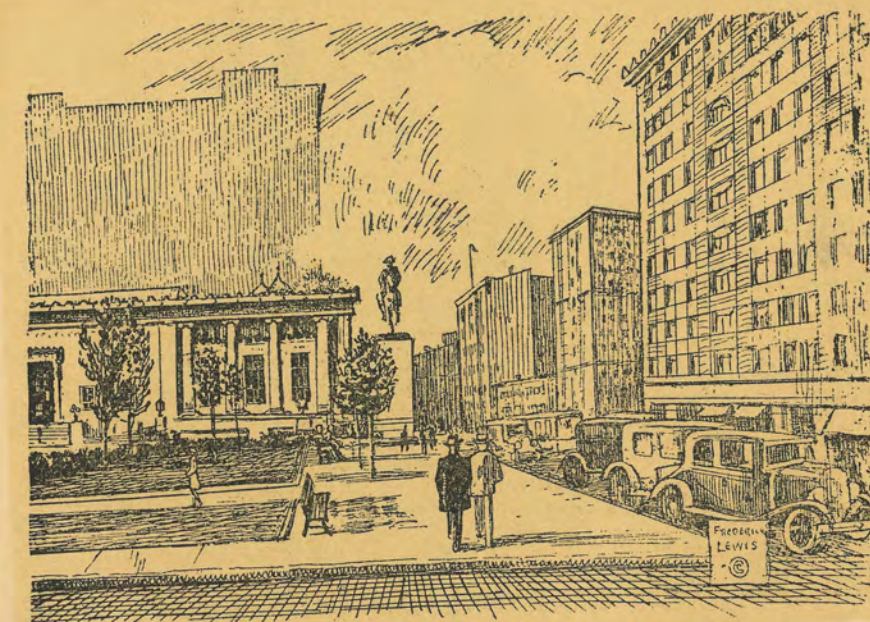
Because of a highly efficient Bureau of Fire, Wilmington has a very low fire record. The Bureau is operated on a two-platoon system and

with a personnel of 161. It is entirely motorized with the necessary equipment to care for any emergency. It costs to operate \$310,000 annually, the lowest per capita cost of any city of the United States over 100,000 population.

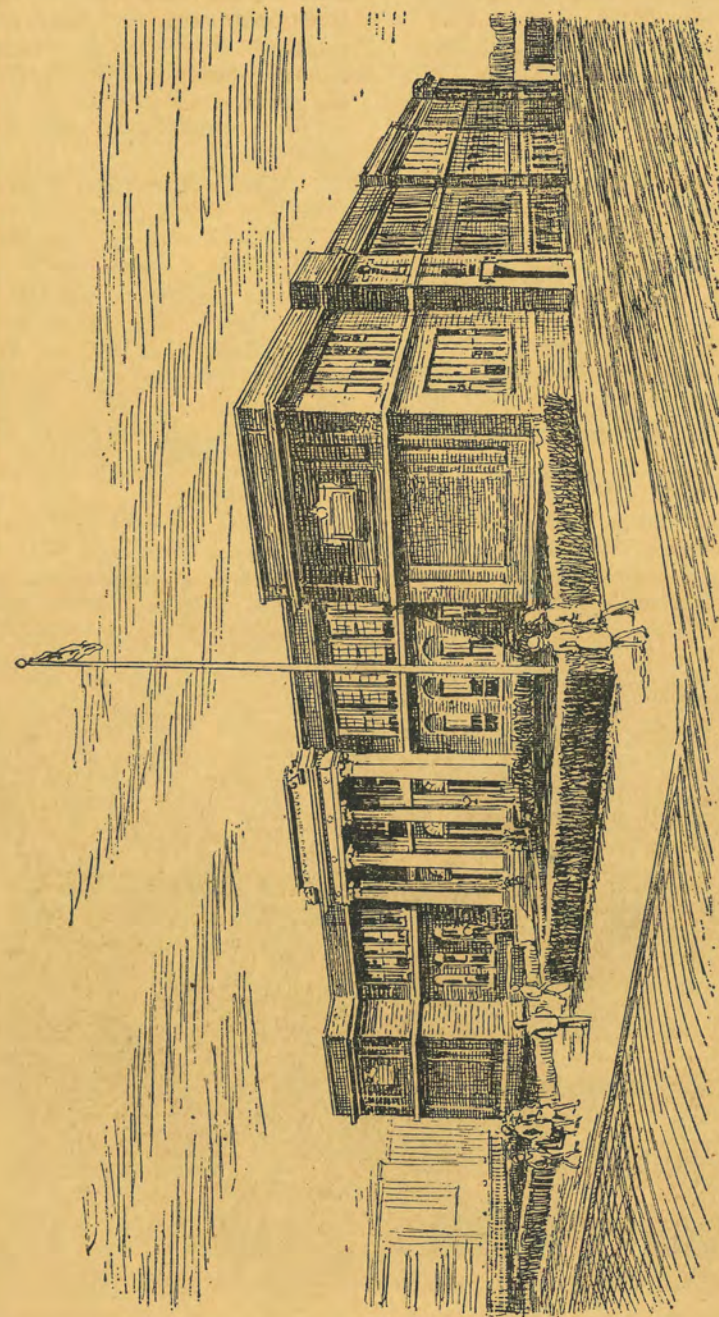
"Crime waves" are virtually unknown in Wilmington as it has the reputation for being unhealthy for crooks. This reputation has been made for the city by the Bureau of Police, whose well-trained and efficient personnel of 160 are ever on the alert to catch the wrong-doer. Their efforts are backed strongly by the courts which have earned the cognomen of administrators of "swift Delaware justice."

EDUCATION

Several years ago Wilmington embarked on a public school building program, still in progress, which is



Rodney Square



One of Wilmington's modern public school buildings.

giving a most modern system of schools. Attendance is compulsory. Of the 24 grade schools, four of them are new and another is under construction. The educational system involves the latest approved methods of imparting knowledge to the young. There are two high schools, one of which is for colored students.

In addition to the public schools there are 18 private and parochial schools and five schools devoted to instruction in business subjects.

At Newark, 14 miles southwest of Wilmington is the University of Delaware, which bears the reputation for having a high standard of scholarship.

Located on the south side of Rodney Square is the Wilmington Institute Free Library, housed in a

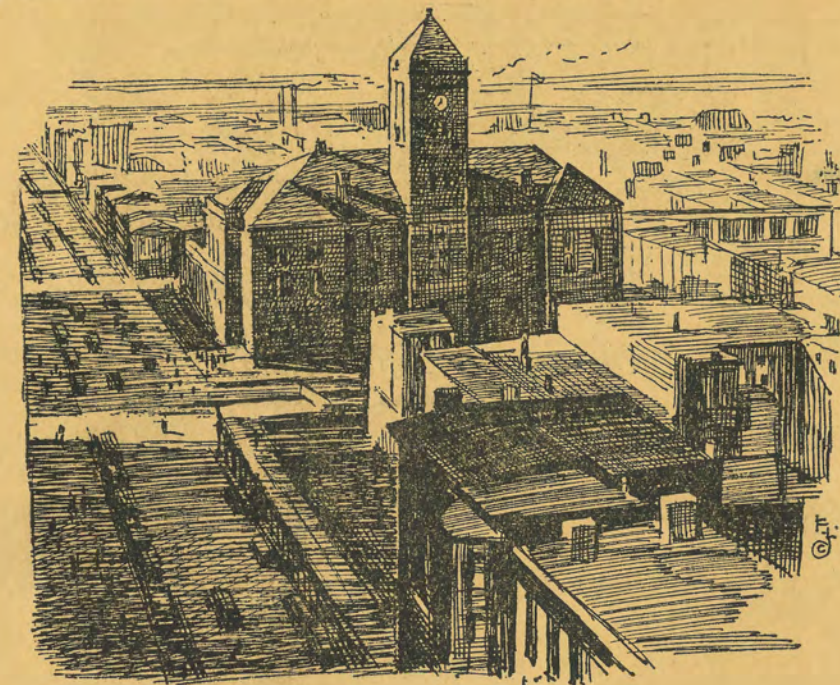
million-dollar building of pleasing architecture, and containing 137,000 volumes. The use to which this Library is put is evidenced by 601,000 withdrawals annually.

POSTOFFICE

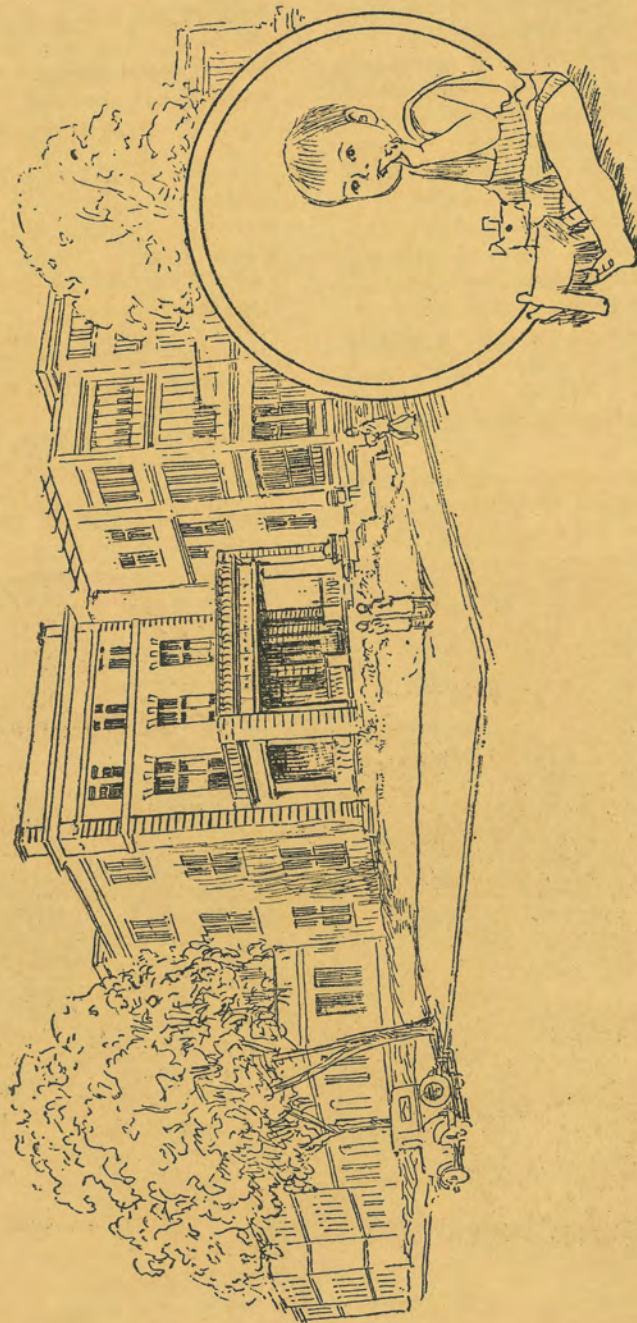
The Wilmington Post Office is located conveniently in the central section of the city. During 1928 the postal receipts totaled \$866,184.80 and 25,105,600 pieces of outgoing mail were handled.

HOSPITALS

Wilmington is fortunate in possessing four public and several private hospitals of very high type. The public hospitals have a total of 480 beds, 75 of which are free, and are attended by a staff of 184 physicians and surgeons.



The Wilmington Post Office.



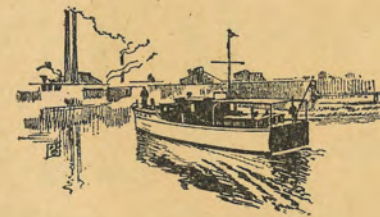
Wilmington has four Public Hospitals

RECREATIONAL

FROM a recreational standpoint Wilmington is most happily situated. Within two to five hours are the seashore resorts of Delaware, Maryland and New Jersey. A like distance away are the mountains of Pennsylvania and New York. It is the center of the motorists' paradise, the splendid road system of Delaware offering many short trips where the mind is rested amid scenes of Old World aspect. It is common knowledge that the motorist may travel the length and breadth of the State on paved roads.

For the gunner and fisherman, the Del-Mar-Va Peninsula (all that territory lying between Chesapeake and Delaware Bays with Wilmington at the head) possesses abundance of game, protected by law so that the supply will not be exhausted. All of this region is within a maximum of seven hours of Wilmington.

Within the city, the municipality has afforded many recreational facilities. Its open parks, which have a total area of 705 acres, afford many pleasant breathing spots. Along the banks of the historic Brandywine, is the Brandywine Park, a natural park, considered by many one of the finest in the country.

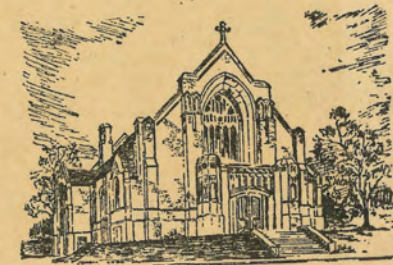


The city affords, also, a goodly number of supervised playgrounds, baseball, football, soccer and hockey fields, tennis courts and basketball floors, five large swimming pools and an 18-hole municipal golf course.

There are six other golf courses, attached to country clubs and golf clubs.

THEATRES

There are thirteen theatres in Wilmington; one combination legit-



imate with a seating capacity of 1234; one vaudeville house with a capacity of 1800; and eleven motion picture houses with a total capacity of 10,925.

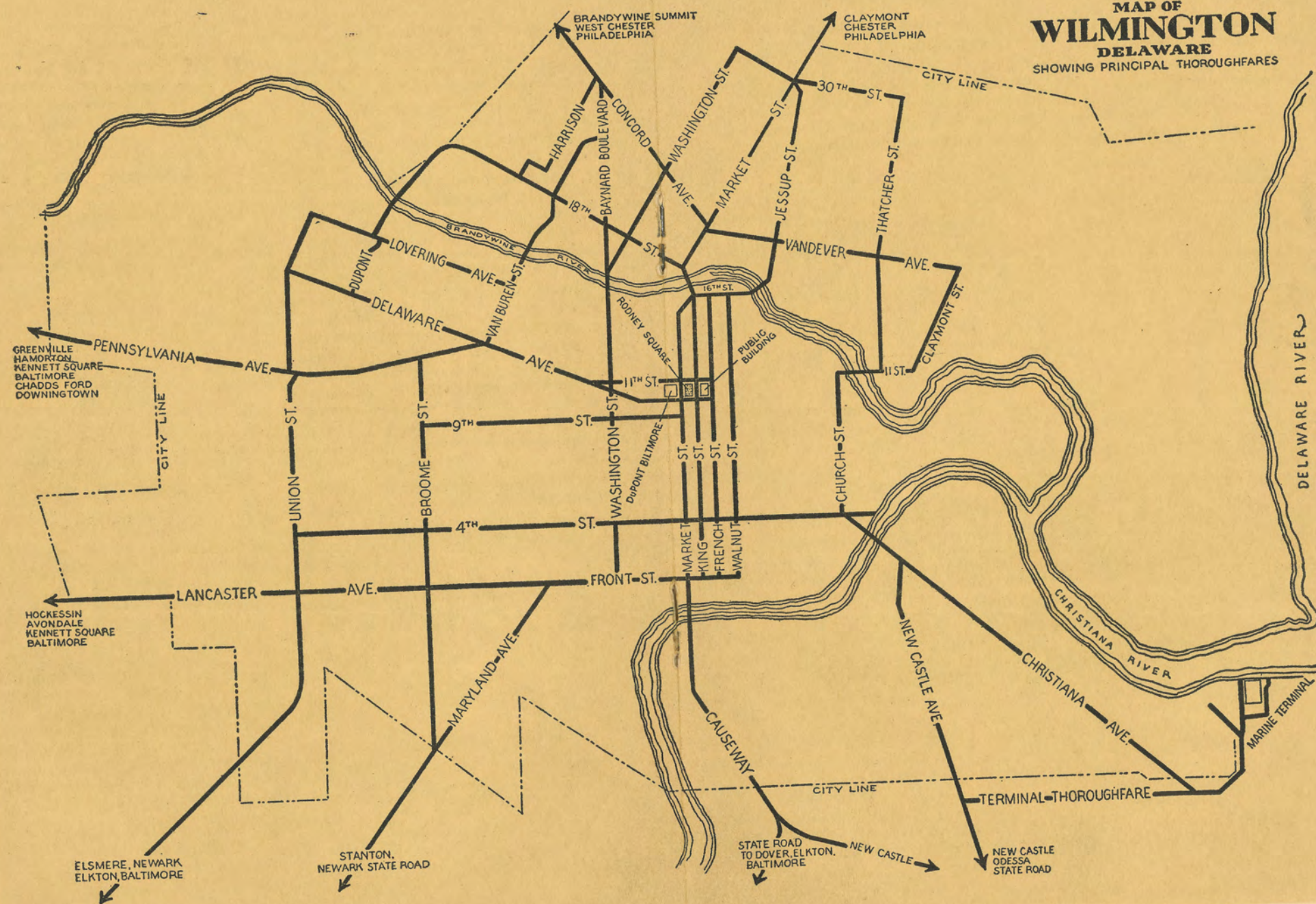
CLUBS

Nor is the city lacking in social clubs for we find here the famous Wilmington Club and several others and six country clubs.

Fraternal organizations are plentiful and the visitor or newcomer will find a hearty welcome in the fraternity with which he or she is affiliated.

CHURCHES

"Wilmington must be a God-fearing community," said B. C. Forbes, noted economist, editor and



writer on business subjects, when he visited Wilmington recently, "because I found there 116 churches of all denominations." Mr. Forbes was right. The spiritual uplift of the community has kept pace with the material progress.

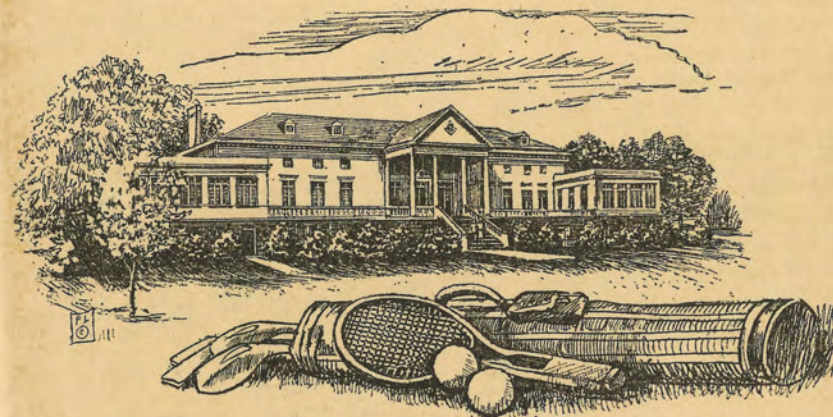
NEWSPAPERS

There are three daily newspapers published in Wilmington, one Sunday,

three weekly and one monthly. All of these papers enjoy a large circulation in Wilmington's natural trade zone.

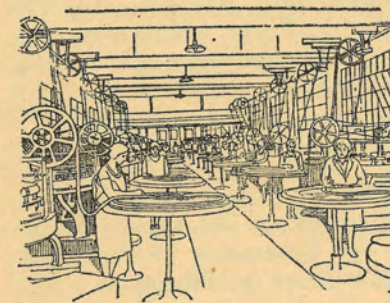
HOTELS

The visitor to Wilmington has the choice of nine hotels, most of which are first-class hostelryes. Among these we mention the world-famed duPont Biltmore with 300 rooms, located in the center of the city.



INDUSTRIAL

PRACTICALLY from the time of its founding Wilmington has been noted for its manufactures. In the 18th century advantage was taken of the water power of the Brandywine and other streams and flour and



grist mills ground the grains of the surrounding countryside. The flour formed the bulk of exports at that time when Wilmington was in the early heyday of being a port. This period lasted from 1740 to 1800. Today Wilmington is a city of diversified industries and while it is recognized as the center of glazed kid manufacture and of hard fibre its many other industries give employment to a wide classification of skilled and unskilled labor.

LABOR

According to the census of 1925, Wilmington interests employed 55,351 wage earners of which 12,944 were females. This labor is free from the dictation and domination of outside influences and in the main is loyal and steady and bears the reputation of giving an "honest day's work for an honest day's pay."

Absence of strikes, lock-outs, boycotts, etc., testify adequately to the splendid relationship and mutual re-

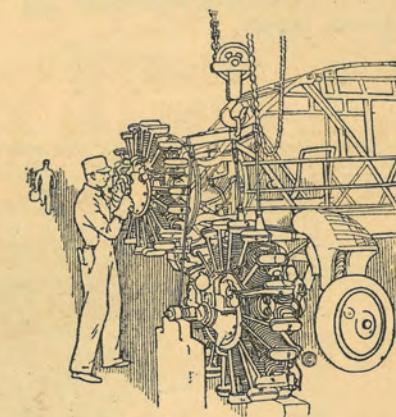
cognition of responsibility of both employer and employee.

MANUFACTURES

The 1919 census statistics show there were 262 industries located in Wilmington turning out products valued at \$121,039,617 annually, and it is interesting to know that 73.3% of the value of manufactured products in the state originate in Wilmington and that 88.7% of the total wage earners in the state are to be found in New Castle County, of which Wilmington is the county seat.

In 1928, there were 584 manufacturers' licenses issued in New Castle County, 425 of which were in the Port of Wilmington.

In Wilmington we find the largest plant in the world devoted to the manufacture of braided rubber hose. The largest single cotton dyeing and finishing works in the world



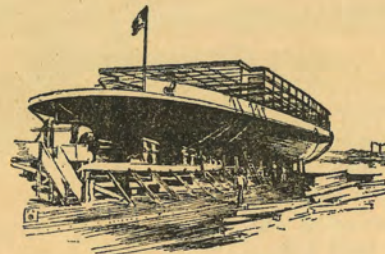
is also located here. Among other large manufactures we may cite building of machinery, yachts, ships and barges, paper and paper pulp, steel and wooden railway cars and coaches, airplanes and seaplanes, auto-

mobiles, car wheels, iron and steel castings, chemicals of all kinds, cigars and cigarettes, clothing, collapsible tubes, dyes and dyestuffs, elevators, explosives, floor coverings, paints, varnishes and lacquers, pigments, refrigerator cabinets, plumbers' and steam fitters' supplies, tanning extracts, textiles and wooden ware.

FUEL AND POWER

From the manufacturers' viewpoint, aside from the logical location of Wilmington and the splendid supply of diversified labor, we find that there is an ample supply of all kinds of fuel at close hand, both the anthracite and bituminous coal fields of Pennsylvania being in close proximity and it is not necessary to keep on hand large supplies. Coal is also obtainable from West Virginia by water transportation via Hampton Roads, Virginia.

Within 15 miles there are nine oil refineries all accessible by water. Ten large storage companies carry large stores, insuring immediate and continuous supply.



Electric power is furnished by the Delaware Power and Light Company, a private corporation, and a comparison of rates charged would show that they are as low as any applied to cities the size of Wilmington in this territory.

Manufactured gas is available in quantities to meet any demand. The Wilmington Gas Company, a privately owned utility, furnishes gas at 530 B. T. U. Recent additions to their plant assure adequate supply for any emergency.

DEPARTMENT OF COMMERCE

To aid manufacturers in Wilmington and the Del-Mar-Va Peninsula the Department of Commerce has established in Wilmington a district office of the Bureau of Foreign and Domestic Commerce. This Bureau is in position to render every possible assistance to importers and exporters in obtaining new business and can give any helpful or domestic trade information.

TRANSPORTATION

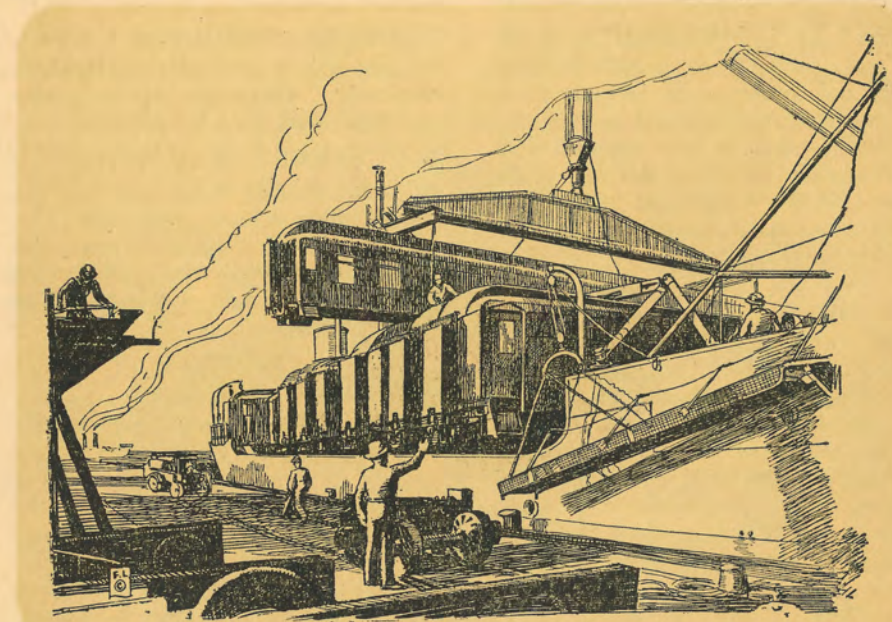
WILMINGTON is well served by all modes of transportation for it not only has railroads, but being also a port, regular steamship service is available to many parts of the world. Three railroads, the Pennsylvania, Baltimore and Ohio, and the Reading enter the city. Through these carriers and their connections, the heavy producing and consuming area lying to the north and west of Wilmington can be adequately reached. These railroads maintain classification yards adjacent to the city and shipments originating in Wilmington are assured of expeditious dispatch. There are a total of 135 freight trains inbound and outbound daily, handling on an average of 96,000 loaded cars annually.

A reciprocal switching arrangement is in effect whereby a shipper located on a siding of one road may ship out over another without additional cost, the switching rate being absorbed by the carrier making the haul.

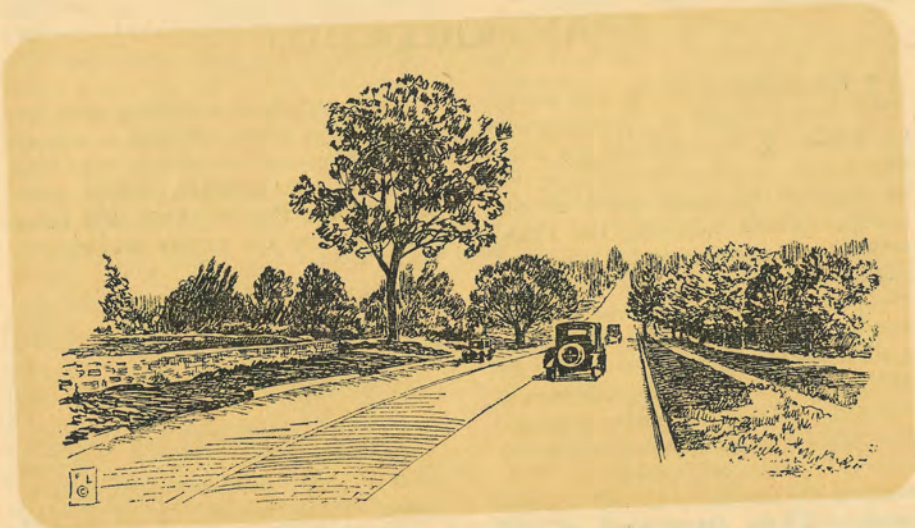
Also, adequate package car service is maintained by each of the carriers.

MARINE TERMINAL

In 1923, the Municipality completed the construction of the first unit of an extensive port development plan. It has berthing space for five average size vessels. It is a complete pocket terminal, for in addition to berthing space, ample covered and open storage facilities are provided,



Loading steel railway cars at the Wilmington Marine Terminal.



Most paved roads per capita in Delaware.

served by the Terminal Railroad. Tracks on the wharf permit the loading and discharge of cargoes direct from or into cars without re-handling. The Terminal is fully equipped with mechanical handling devices which assist in the economical and expeditious movement of merchandise for either ships or storage.

At the present time regular steamship service is maintained between the Port of Wilmington, and all Pacific Coast ports and all water routings to Boston, Providence, Philadelphia, Baltimore, Norfolk, Charleston, Miami, New Orleans, Memphis and Gulf and Mississippi River ports are available. Ocean lines make Wilmington a port of call, sufficient tonnage offering.

TRUCKS AND BUSES

Advantage has been taken of the fine roads radiating from Wilmington

and regular truck and bus service is available to a large part of the trade territory. Overnight truck service to New York City is operated.

STREET RAILWAYS

All sections of the city and the surrounding suburbs are served adequately by the Delaware Power and Light Company, who operate 78 trolleys. The fare is 8 cents, four tickets for 30 cents.

AIRPORT

The Wilmington Airport—Belanca Field—is located approximately 6 miles south of Wilmington on the Delaware River. It is lighted and is on the New York-Atlanta Air Route as mapped by the Aeronautics Division of the Department of Commerce. It has long level runways and provides aviators' quarters, mechanics, hangars, gas and oil. Seaplanes may also land.

FINANCIAL

WILMINGTON is the financial center of the Del-Mar-Va Peninsula. There are 16 Banks in the Port of Wilmington, 3 of which are National; 1 State; 6 Trust Companies; 2 Mutual Savings and 4 Savings and Industrial Loan Banks. These banks had total resources of \$122,610,101 and total capital, surplus and undivided profits on December 31, 1928, of \$22,231,445. Bank debits in 1928 totalled \$792,633,630.59 as compared with \$661,995,077.10 in 1927. Checking deposits of \$55,141,714 (per capita \$436.25) and savings deposits of \$36,857,872 (per capita \$290.81).

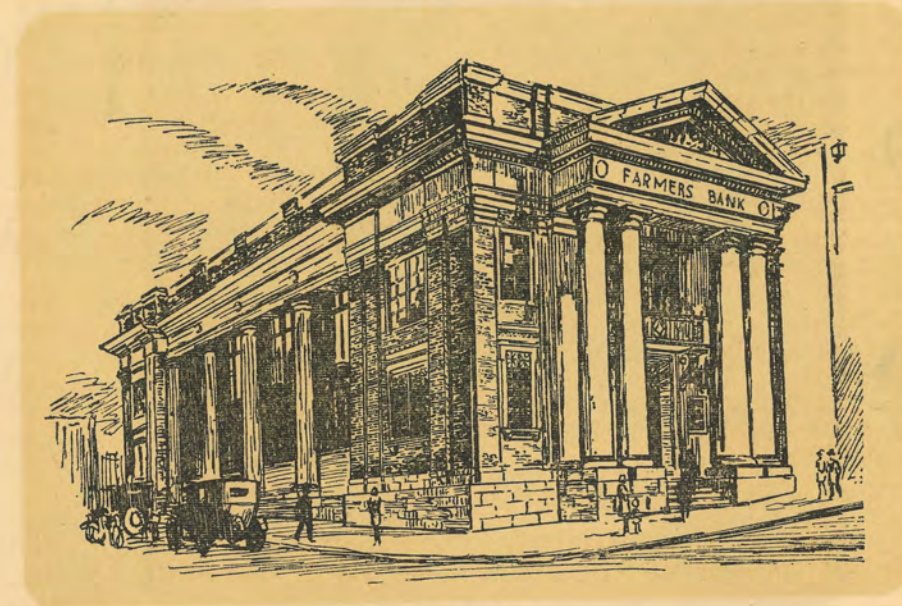
BUILDING AND LOAN ASSOCIATIONS

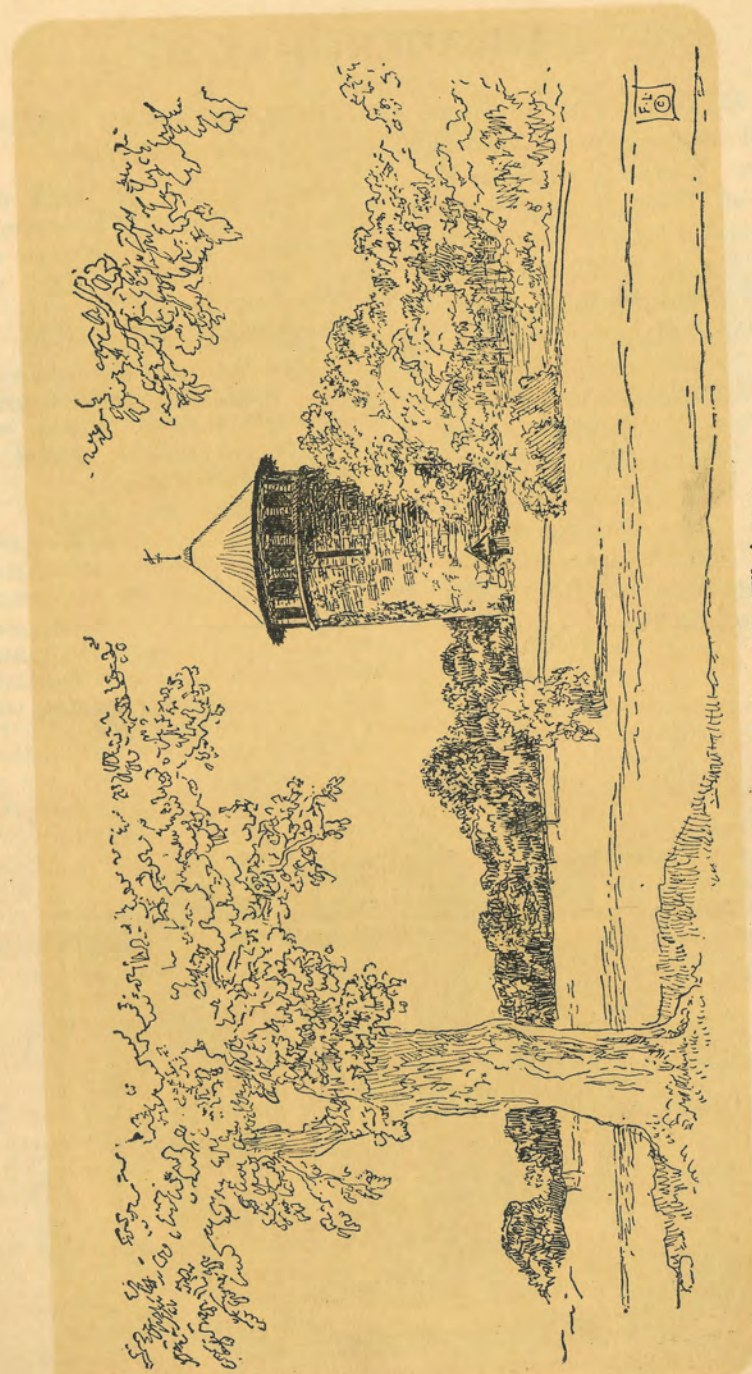
On December 31, 1928, there were in the Port of Wilmington, 16 Building and Loan Associations with total assets of \$6,310,537 and with 99,158 shares outstanding.

BANK CLEARINGS

From the report of the Clearing House Association bank clearings have shown a steady increase, with one exception (1924), during the past seven years:

Year ending December 31st.	
1922	\$132,485,899.15
1923	143,430,514.65
1924	133,809,902.20
1925	147,836,236.09
1926	154,350,642.05
1927	170,749,230.45
1928	222,311,141.07

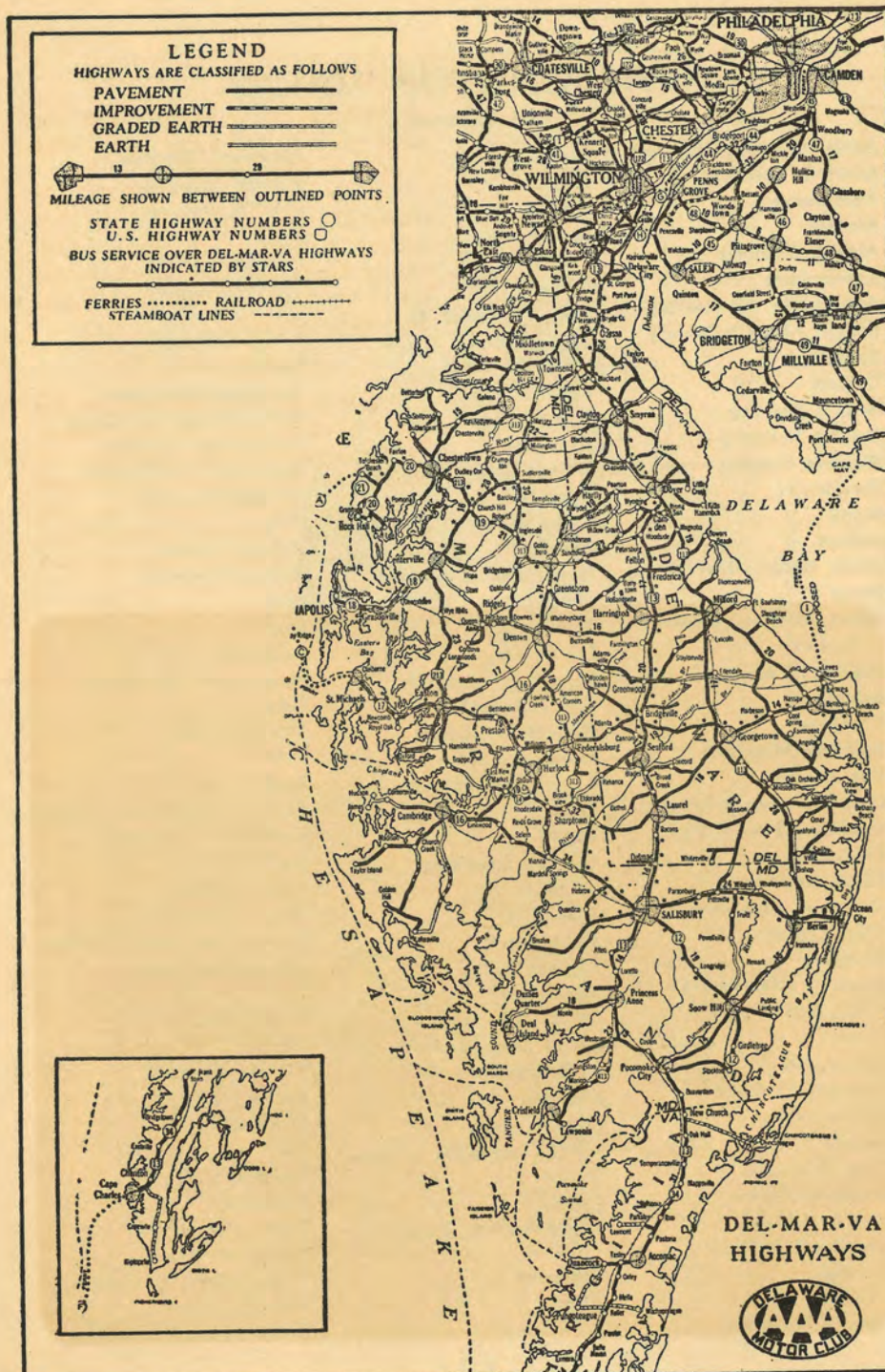




Beautiful parks abound in Wilmington

WILMINGTON MAKES

Acids of every description	Elevators	Plumbers' Supplies
Abattoir Products	Engines	Potters' Supplies
Aeroplanes	Explosives	Printing Presses
Alcohol	Extinguishers	Pulp
Alfalfa Products	Fertilizers	Pyralin Products
Automobiles	Fences (Iron)	Pyrites Products
Automobile Accessories	Fibre (Vulcanized)	Quarry Products
Barges (Steel & Wood)	Fire Engines	Radio Cabinets
Barrels	Floor Coverings	Rayon
Baskets	Flotation Oils	Recording Machines
Beds & Bedding	Flue Linings	Refrigerating Machinery
Belting (leather)	Furniture	Refrigerator Cabinets
Blasting Supplies	Glazed Kid	Restaurant Equipment
Bleacheries	Greases	Roofing Materials
Boats	Hemp & Jute	Rosin
Boilers	Hides	Rubber Fabrics
Bottle Sealing Devices	Hose (rubber braided)	Rubber Products
Boxes	Hosiery	Sails
Brass, Bronze, Copper Products	Hydrants	Sand
Brazing Compounds	Ice Cream	Seaplanes
Bricks	Insulation materials	Ships (Steel & Wood)
Brooders	Kid (Glazed)	Shirts
Building Materials	Kitchen Equipment	Shower Baths
Car Wheels	Lacquers	Silk
Cars (Railway & Industrial)	Laundry Machinery	Snuff
Castings (Iron & Steel)	Lead	Springs, Automobile & Bed
Chemicals	Leather	Steamfitters' Supplies
Chick Hatcheries	Leather Substitute	Steel Products
Cigars & Cigarettes	Lime	Stone Products
Clay Products	Limestone	Stucco Materials
Clothing	Lithopone	Tanks (Iron, Steel & Wood)
Coaches (Passenger)	Lumber	Tanning Extracts
Collapsible Tubes	Machinery	Tar
Colors	Meat Packing	Terra Cotta—Tile
Compounds	Metal Lath Products	Textiles
Concrete Products	Mill Supplies	Tobacco Products
Confections	Morocco	Trucks (Hand)
Copper	Nitrocellulose	Turpentine
Cork Products	Oils, (Vegetable, mineral)	Underwear
Cornices (Metal)	Paints	Valves
Cotton Goods	Paper	Varnishes
Creosoted Products	Paper Making Machinery	Ventilating Systems
Dresses	Patterns	Vulcanized Fibre
Drugs	Pigments	Water Supply Systems
Dyes & Dyestuffs	Pitch	Wooden Ware
	Plate Steel	Yachts (Steel & Wooden)



AGRICULTURAL

THE Port of Wilmington, situated as it is at the head of the Del-Mar-Va Peninsula, reaps much benefit from this rich agricultural district. Silt loam and loams are the predominate soils and are cultivated for the production of general farm Crops. In Delmarva, (1925 Statistics show) there were 31,703 farms containing a total of 2,651,237 acres with an aggregate value of \$225,627,358.

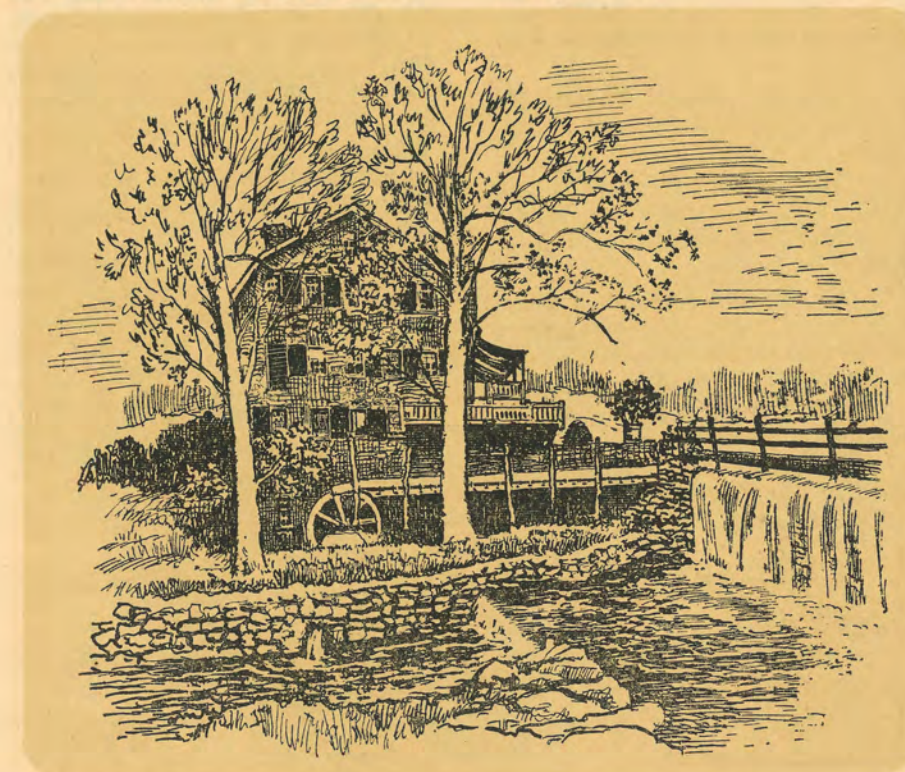
The mild climate, and the scarcity of droughts or long wet periods, make this district one of the richest in agriculture. During 1927, 35,385 carloads of products were shipped from this territory through the Port

of Wilmington gateway. For the same period, Delmarva crops had a value of \$44,202,739.

Delmarva farm products aid materially in supplying the large consuming markets in the East. Delmarva fruits are very much in demand by reason of their high flavor and uniform quality.

CURB MARKET

For many years Wilmington has had a farmers' curb market, whereby the consumer may purchase directly from the producer at minimum costs. This market supplies the City with a wide variety of garden truck and fruits in season, as well as other farm products.



POINTS OF INTEREST FOR TOURISTS

Brandywine Park, extending from Market Street for miles along the historic Brandywine.

Old Swedes' Church, built in 1698, at Seventh and Church Streets, in the yard of which many distinguished Delawareans have been buried, and the nearby monument marking the site of the Landing of the Swedes, 1638.

Old City Hall, 1798, Market Street below Sixth, now occupied by the Delaware Historical Society.

Bank of Delaware Building, 1798, Sixth and Market Streets, oldest bank in Delaware.

Asbury M. E. Church, 1776, Third and Walnut Streets.

Monument marking site of Crane Hook Church, 1667, near Delaware River and Marine Terminal.

Original First Presbyterian Church, 1741, Park Drive and West Street.

"Bishopstead," formerly "Ingle-side," 1741, now residence of the Protestant Episcopal Bishop of Delaware.

The Howard DeH. Ross house, 305 West Street, used by General Washington as his headquarters prior to the Battle of the Brandywine.

Old Friends' Meeting House, Fourth and West Streets.

First powder mill in America, 1802, on the Brandywine, seen from

the drive near Water Tower in Brandywine Park.

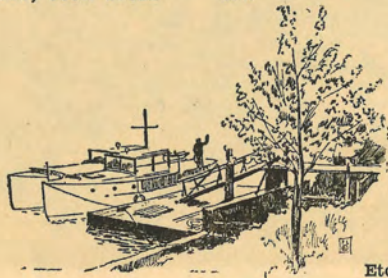
"Robinson House," an old Swedish Block House at Naaman's Creek and Lincoln Highway, 8 miles north of Wilmington, showing port holes used in Indian warfare. (General Washington and "Mad Anthony" Wayne have been guests here).

Monument marking the spot on which first was unfurled in battle the American Flag, made by Betsy Ross, at Cooch's Bridge, 14 miles southwest of Wilmington, September 3, 1777. (Howe's army passed this spot going from Elk River to the Battle of Brandywine at Chadd's Ford).

Brandywine Battle Field at Chadd's Ford, Pa., ten miles north of Wilmington, where Howe's and Washington's armies met on September 11, 1777. Also the old Birmingham Meeting House, 1722, used as a hospital during the battle; Washington Headquarters; the spot where General Lafayette was wounded, and other historic places.

Longwood Gardens, estate of Pierre S. duPont, Longwood, Pennsylvania. Largest private Conservatory and open to the public first and third Sundays in the month.

A short drive south to New Castle where William Penn first landed on October 27, 1682, and which is replete with historical interest.



Etchings by Frederick Lewis