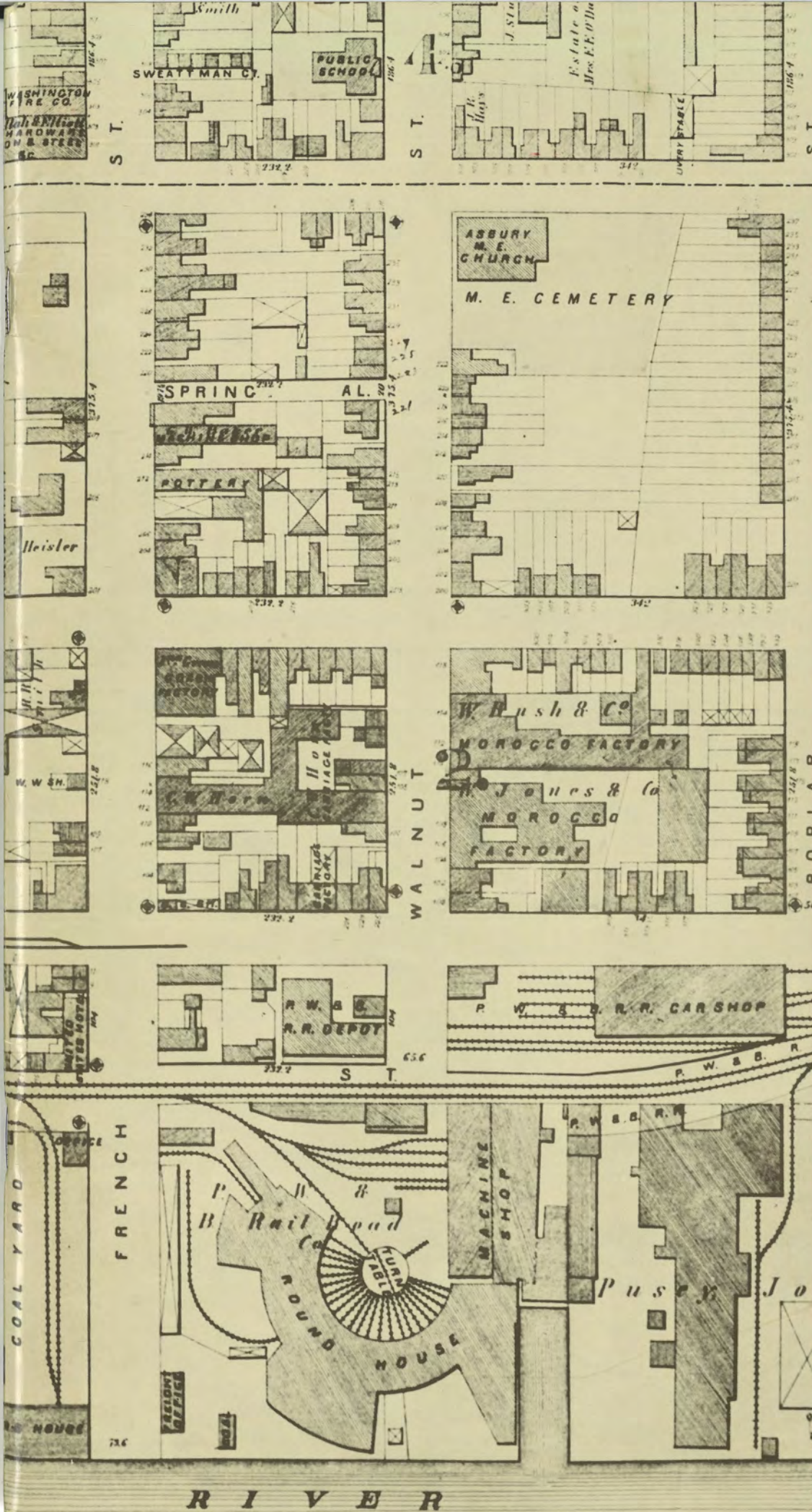




OLD FASHIONED MILL AWAY



WILMINGTON
1876

**a bicentennial exhibit at
THE HAGLEY MUSEUM
opening May 10, 1976**



ILLUSTRATION SOURCES

4-1, *Frank Leslie's Historical Register of the United States Centennial Exposition, 1876, 1877*; -2, *Semi-Centennial Memoir of the Harlan & Hollingsworth Company, 1886*. 5-1, *History of Wilmington, 1894*. 6-1, *Daily Graphic*, Aug. 21, 1877, Historical Society of Delaware. 7-2, *Centennial Portfolio: A Souvenir of the Centennial Exhibition, 1876*. 9-1, *Coach-Makers' International Journal*, V(May 1870). Loaned by Albert T. Hyatt III. 10-1, *Scientific American*, XL(Feb. 8, 1879). 11-1, *Harkness' Magazine*, 2(Sept. 1873); -3, *The Carriage-Builders' Reference Book, 1877*. 12-1, *Harkness' Magazine*, 2(Sept. 1873); -2, Anna T. Lincoln, *Wilmington, Delaware, Three Centuries under Four Flags, 1609-1937, 1937*. 13-1, *Every Evening*, Sept. 5, 1876; -2, *Daily Graphic*, Aug. 21, 1877. Both Historical Society of Delaware. 14-1, *Harkness' Magazine*, 4(May 1876); -2, J. Thomas Scharf, *History of Delaware, 1609-1888, 1888*, II. 16-2, *100 Years Progress of the U.S., 1870*; -3, *Harkness' Magazine*, 2(Sept. 1873). 17-2, Richard Edwards, ed., *Industries of Delaware, 1880*; -3, *Harkness' Magazine*, 18(May 1888). 19-1, *Every Evening*, Apr. 18, 1876; -2, *Daily Graphic*, Aug. 21, 1877. Both Historical Society of Delaware. 20-1, *Every Evening*, Aug. 7, 1876, Historical Society of Delaware; -3, *Annual Report of the Commission of Soldiers' Orphans Schools, 1890*; -4, *Harkness' Magazine*, 2(Sept. 1873). 21-2, *The Wilmington City Directory for 1881-82, 1881*. 22-4, Samuel Ward Stanton, *American Steam Vessels, 1895*. 23-1, *Semi-Centennial Memoir of Harlan & Hollingsworth*; -2, *Leslie's Historical Register, 1876*. 24-1 and -2, *Harkness' Magazine*, 2(Sept. 1873). 26-2, *The Howardite, 1923*. Loaned by Pauline A. Young; -3, *History of Wilmington, 1894*. 29-1, *The Wilmington City Directory for 1881-82*; -2, *National Car Builder, June 1876*; -3, U.S. Centennial Commission, *International Exhibition, 1876*.

Loan items: Delaware State Archives, 27-1; Eleutherian Mills Historical Library, 6-2, 7-3, 9-2, 17-1, 21-1, 22-5, 29-4; Free Library of Philadelphia, 29-5; Hagley Museum, 4-3, 15-1; Historical Society of Delaware, 7-1, 8-1, 16-1, 19-3, 26-1; Albert T. Hyatt III, 11-2; The Mariners Museum, 22-2 and 3; Massachusetts Maritime Academy Library, 22-1; C. A. Weslager, 20-2.

Front Cover: Map of the city of
Wilmington in 1876. G. M.
Hopkins, *City Atlas of
Wilmington, Delaware,
1876*.

Inside Cover: View from Ninth Street hill.
*Views of Wilmington,
Delaware, 1883*.

Page 3: Photograph of "Wilmington
1876" exhibit area.

Page 30: Shipbuilding panel.



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- 1 Panorama of fairgrounds from the Pennsylvania Railroad Centennial depot.
- 2 Group picture of employees at Harlan & Hollingsworth. Thomas Johnson is seated second from left.
- 3 Medal awarded for outstanding exhibits at the Centennial.
- 1 opposite Thomas Johnson.



Recalling the city as it was a hundred years ago, the Hagley Museum presents for its bicentennial exhibit "Wilmington 1876." Eighteen seventy-six was a celebration year when the great International Exhibition was held in nearby Philadelphia. The Museum has tried to recreate the feeling of industrial growth and municipal development of the era.

By the 1870s Wilmington was fully industrialized. Steam-powered factories, skilled labor, and excellent railroad and water transportation transformed the quiet mill town into a small city. Carriage making, leather manufacture, shipbuilding, and the production of railroad equipment were Wilmington's leading businesses.

The Centennial exhibition in Philadelphia provided a showcase for the product of Wilmington's industries. Throughout the six months of the Centennial, from May to November, special trains carried excursion groups from Wilmington to see the sights. The fair stimulated an awareness among her citizens of the merit of their own manufacturers.

Reports of the Centennial and particularly of exhibits of local manufacturers were a regular feature in Wilmington's daily newspapers. But to convey a sense of the civic pride of one hundred years ago, each of the Museum's panels is introduced by a quotation from *Harkness' Magazine*. A quarterly journal published in the 1870s, the *Harkness* combined literary selections and poetry

with articles boosting Wilmington's merchants and industries.

What kind of citizen symbolizes Wilmington in the Centennial year: the city's mayor, a factory worker, a leading minister, or a man whose experience encompassed the changes that characterized Wilmington's transition from village to city? Thomas Johnson was a second-generation Swede, born on September 25, 1828, near Brandywine Village. After only a few years of formal schooling, he was apprenticed first to a shoemaker and then to John Scofield, a machinist, in a trade more to his liking. His career with Harlan & Hollingsworth began in 1850 when the company hired him as a machinist in its boiler shop. A skillful workman, Johnson was promoted to foreman of ironwork in the shipyards in 1856, and when the company reorganized in 1867 he became a stockholder. Johnson invented and patented an improved apparatus for molding the frames of ships and transferring curves to sectional parts of the hull, a device that was used by Harlan & Hollingsworth's workmen in their mold lofts, large buildings where patterns could be drawn to full scale.

Thomas Johnson was in many ways the "everyman" of his city and his century. By 1876 Johnson and his family had moved from a row house on Justison Street up the hill to a home on West Third Street that overlooked the shipyards. The father of six children, he was a concerned member of the board of education. A volunteer fireman, he was elected treasurer of the Fame Hose and Steam Fire Engine Company, one of the city's eight fire companies. A staunch Republican, he served as a representative from the First Ward on city council and was chairman of fireworks for the Fourth of July celebration at city hall in 1876. Johnson also went to Philadelphia that summer to arrange for an excursion train to take Harlan & Hollingsworth's employees and their families to the Centennial on September 11 at a special rate of \$1.25 per person.

"Wilmington 1876" depicts the city in the Centennial year—its streets and shops, houses and people, schools and churches, problems and pastimes, and especially its industries—as Thomas Johnson, who lived and worked there, saw it.

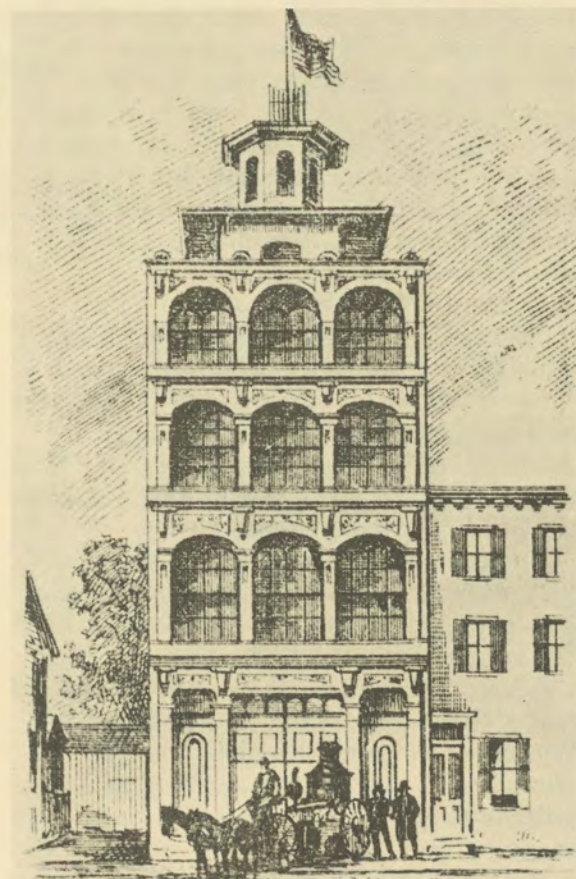
FIREMEN TO THE RESCUE

Our city of Wilmington is very enterprising, and the people down state very generous, yet even we that build railroads, hotels, opera houses and beautiful church edifices concluded that 'Blue Hen's Chickens' should not, at the only Centennial Anniversary of the United States ever to be witnessed by ourselves, have even a roost to perch upon, or a flagstaff to crow from. Then, Firemen, to the rescue!

Harkness' Magazine, May 1876

On March 3, 1871, Congress passed a bill providing for the "celebration of the one hundredth anniversary of American independence by holding an international exhibition of arts, manufactures and products of the soil and mine, in the city of Philadelphia and State of Pennsylvania, in the year 1876." A year later another act of Congress created the Centennial Board of Finance with authority to receive stock subscriptions not exceeding ten million dollars. Response was slow, reflecting in part the business recession of 1873, but Delaware was among the states who responded generously, contributing \$10,000. The city of Wilmington, one of a very few cities to support the project, added an additional \$5,000. In all, the citizens of the United States subscribed almost three million dollars to support the nation's centennial exhibition.

In spite of its generous response to the initial request for funds, the state of Delaware appeared to lack interest in a state pavilion. When ground was broken on July 4, 1874, at Fairmount Park in Philadelphia, there was still no plan for a building to represent the first state. Finally, on January 10, 1876, representatives of Wilmington's eight volunteer fire companies—Friendship, Reliance, Water Witch, Delaware, Phoenix, Fame, Washington, and Weccacoe—met in the Washington Engine House to form the Firemen's Centennial Association. Without the leadership and enthusiasm of the city's firemen, there would have been no Delaware pavilion at the Centennial. Thus,



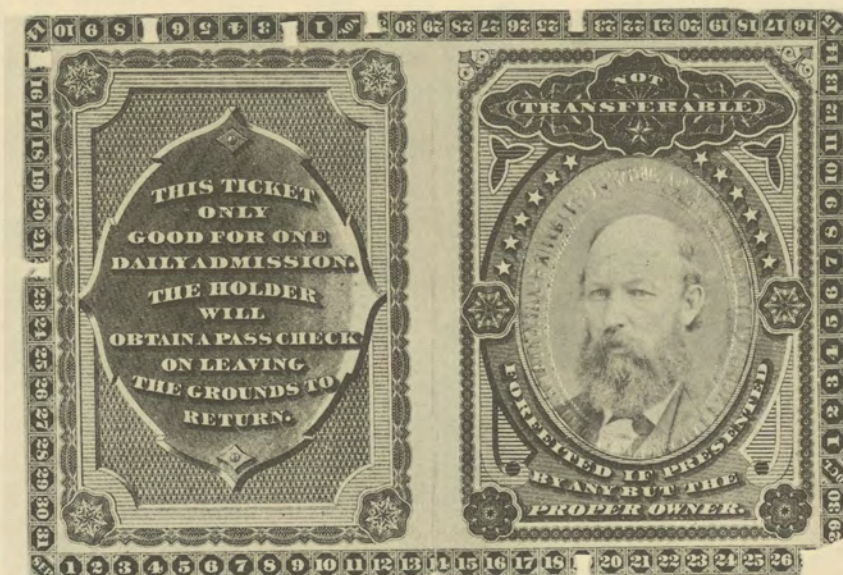
- 1 Friendship Firehouse, located at Tenth and Shipley streets.
- 2 State insignia on silk bookmark.
- 1 opposite Helmet of Fame Fire Company.
- 2 opposite Delaware's Centennial Pavilion.
- 3 opposite Wilmingtonian Joseph Shields Wilson's Centennial pass.

Delaware was one of twenty-four states, out of thirty-eight, to erect a building there.

The first of Wilmington's fire companies was begun in 1775 when twenty-five young men formed the Friendship Fire Company, each man supplying one wicker basket for carrying valuables from a burning house and two water buckets. In 1875 the company's equipment included a \$5,000 engine, which was housed in a handsome building at Orange and Tenth streets.

By 1876 more than a thousand volunteer firemen in eight companies, all equipped with the latest Silsby, Gould, Amoskeag, or other popular steam engines, protected the city. Friendship was designated Company No. 1, with the others numbered according to the order in which they were formed. In 1873 Delaware Company became the first to use a horse-drawn engine. That same year the Fame Hose Company moved into an impressive new three-story, cast-iron-front building on Second Street. The fire companies, strategically located throughout the city, grew out of genuine concern for protecting an increasing number of homes and buildings, but at the same time they served as fraternal organizations that united men from all levels of society.

Fire Chief George McCall led the successful fund drive for Delaware's state building. Local architect E. L. Rice designed the small, quaintly charming, two-story Gothic structure, fifty-four feet by thirty-four feet, which was constructed entirely of Delaware timber. The first floor



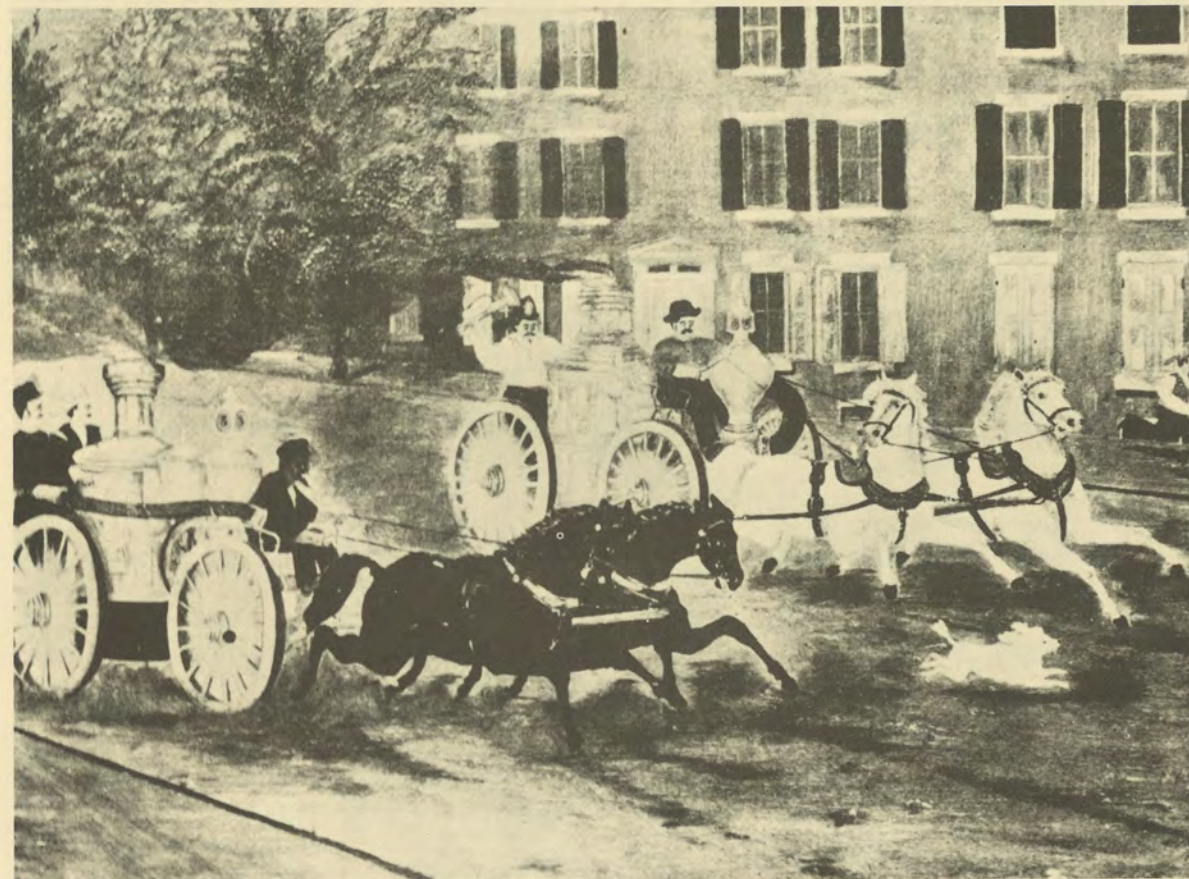
was divided by a hallway, with the ladies' parlor, papered in green and gold, on one side and the gentlemen's reception rooms in brown and gold on the other. Offices of the state commission and lounges were located on the second floor. Many distinguished guests visited the Delaware pavilion, but its main purpose was to serve as a quiet retreat for the thousands of Delawareans who visited the Centennial between May and November.

In addition to individuals, special excursion groups made use of the state building. The largest party from Delaware consisted of Harlan & Hollingsworth's employees with their wives and children. On September 11, 1876, this group of more than 600 persons proceeded from the Pennsylvania Railroad station to their pavilion, where they were greeted by Wilmington's Cornet Band, hired for the special occasion. The band stood at one side of the steps and performed a piece of music, while the advance guard of the excursionists stepped up and into their rooms. A large number of the matrons lugged heavy dinner baskets, which were stowed away in the upper rooms to await

the return of the visitors from a day of sightseeing.

Probably the busiest day at Delaware's building was October 19, officially designated as Delaware Day. Preceded the evening before by an elaborate display of fireworks, the special day attracted 176,000 visitors to the Centennial grounds, second only to the number of people who attended Pennsylvania's official day. An estimated 5,000 of the total came from Delaware, including all of her state and local officials, the Firemen's Centennial Association, and the seventy-five members of the American Rifles of Wilmington. Mayor Whitely of Wilmington gave an address from the steps of the state building.

After the Centennial officially closed on November 10, 1876, the Wilmington Firemen's Association, their work accomplished and highly acclaimed, held a meeting at the Washington Engine House. As their final act, they chose the Historical Society of Delaware as the appropriate repository for the registry books signed by the thousands of visitors to the Delaware building.



CARRIAGE MAKING

Four distinct trades, each in its highest development, are exercised in the building of a carriage. One set of workmen will make the body of the carriage, another the carriage part, another the ironing, another the painting, and still another the trimmings. And these spheres of labor are sometimes subdivided.

Harkness' Magazine, March 1873

In the early 1800s a flamboyantly painted sign depicting the coach of Aurora drawn by four fiery steeds hung over Peter Bauduy's carriage shop on Market Street. Not every carriage maker was an artist like Bauduy, but a finely made carriage was a work of art that required the combined efforts of skilled craftsmen—coach or body makers, finishers, painters or trimmers, wheelwrights, makers of rims and other carriage parts—each supplying his own tools. Albert T. Hyatt, whose coach-making living at 812 Orange Street in 1876. He was employed by Springer, Morley & Gause and later by F. T. Clymer.

Although Wilmington's carriage makers had not regained the position of leadership in the industry that they had held before the Civil War when they controlled the southern market, carriage making continued to be one of the city's major businesses in the 1870s. Local manufacturers advertised in nationally distributed trade publications such as *Carriage Monthly* and *Carriage Builders' Handbook*, and the largest firms still maintained showrooms in southern states.

Records indicate that carriages had been built in Wilmington since the early 1700s. At first they were made in large frame buildings in the center of the business district, but in 1848 the danger of fire prompted passage of an ordinance prohibiting further frame construction within city limits. Gradually factories made of brick replaced the old wood structures.

Even in the early 1800s few people could afford fine carriages, and by the 1830s Edward Kennard, one of the most successful carriage makers of that period,



Wilmington, Del., June 20th, 1871.

We take the liberty of sending you our card and blank order, and have to say we are largely engaged in the manufacture of wheels and wheel stock of every description, and keep constantly on hand a large assortment of dry material suitable for the business; we prepared to fill orders with promptness at satisfactory rates, and guarantee all goods as represented.

Wholesale Net Cash Price List of Wheels.

Per Set.	Per Set.	Per Set.
XX, 1 to 11 Tread, ... \$16 00	Hack, ... 16 00 to 20 00	Cart, 21 in. Spoke, 10 00 to 12 00
X, 1 to 11 " 14 00	Wagon, 2 in. Spoke, 16 00 to 20 00	" 21 in. " 12 00 to 14 00
X No. 1, 1 to 11 " 12 00	" 21 " " 17 00 to 21 00	" 3 " " 14 00 to 16 00
No. 1, 1 to 11 " 10 00	" 21 " " 18 00 to 22 00	" 31 " " 15 00 to 18 00
No. 2, 1 to 11 " 9 00	" 21 " " 19 00 to 23 00	Rate per pair, ... 4 00 to 6 00
No. 3, 1 to 11 " 8 00	" 3 " " 22 00 to 26 00	Drill, " " 4 00 to 6 00
Safety, ... \$10 00 to 12 00	" 31 " " 23 00 to 27 00	Velocipede, ... 5 00

- 1 opposite Delaware and Water Witch fire engines racing down Poplar Street, oil painting by J. H. Morgan, 1880.
- 1 Cover, *Coach-Makers' International Journal*.
- 2 Price list of wheels, Springer, Morley & Gause, 1871.

sold only about a dozen such vehicles a year. Then, in the 1840s, Wilmington's carriage makers began to ship to the South. John Merrick, a wheelwright who came to the city in 1834 from Kent County, Delaware, was one of the first to capitalize on the developing southern market. For more than twenty years he was Wilmington's leading carriage maker, employing so many apprentices who eventually became important in their own right—such as Joseph Cooling, Joel Frist, and George Allmon—that he was often called “the father of Wilmington's coachmakers.” As his business expanded, it outgrew his shop at Second and French, and in 1864 he built an immense brick establishment at Ninth and King, said to have been equipped with the most modern machines for woodworking available in the United States. Less than a year later Merrick retired and sold his steam-powered plant to McLearn & Kendall, which then became the city's largest carriage-making company. A visitor to their extensive shops in 1872 was amazed at the extraordinary activity of their 200 workmen who annually produced 1,500 carriages of great variety.

Gregg & Bowe, another large and innovative firm, built all kinds of carriages but were best known nationally for their well-made physicians' buggies. These light, open carriages were generally made with a shallow box under the seat cushions for carrying medical instruments. One of their most important features was sturdy, substantial wheels.

Some of Wilmington's twenty-two carriage makers were highly specialized, employing as few as twenty to forty workmen, but maintaining the highest quality. John Walther, for example, produced about a hundred finely crafted carriages a year, including the one sold to Henry du Pont, now in the Hagley Museum collection.

The city's carriage and wheel makers were well represented at the Centennial. McLearn & Kendall exhibited four carriages: a vis-à-vis for family use, a small pony phaeton trimmed in maroon morocco, a four-passenger extension-top carriage cited by the judges for its reasonable price as well as its workmanship, and a light open-front Rockaway that won a Centennial medal for

its manufacturer. This last carriage aroused interest for the imaginative manner of its exhibition. One half was painted, trimmed, and finished in black with a blue stripe, while the other half remained unprimed in order to show the fine quality of the wood and the iron parts. Cooling Brothers exhibited only one carriage, but it featured the most recent improvement in carriage suspension, the McVaw side-spring, patented March 21, 1876.

Another Wilmington carriage maker who exhibited at the Centennial was F. T. Clymer, whose specialty was unfinished carriage bodies. This company distributed among fairgoers an illustrated price list that showed the body styles it produced. Prices ranged from \$10 for a small buggy to \$210 for a full-sized carriage seating four persons.

Americans were admitted to be far in advance of the rest of the world in the making of wheels. Springer, Morley & Gause exhibited five sets of wheels, including the Phoenix banded wheel patented by E. N. Morley. Another Wilmington wheel maker, Samuel D. Forbes, although not mentioned as a Centennial exhibitor, had patented in 1872 an improved metallic hub-band, referred to by an enthusiastic local journalist as the “common-sense” wheel. Common sense and ingenuity characterized the carriage and wheel makers of Wilmington in the nineteenth century.



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2

- 1 opposite Workmen varnishing carriage bodies in a late-nineteenth-century factory.
- 1 McLearn & Kendall's carriage factory, Ninth and King streets.
- 2 Cover of a carriage maker's trade catalog.
- 3 Pony phaeton exhibited by McLearn & Kendall at the Centennial.



3

A CITY WITH A PAST

A CITY WITH A FUTURE

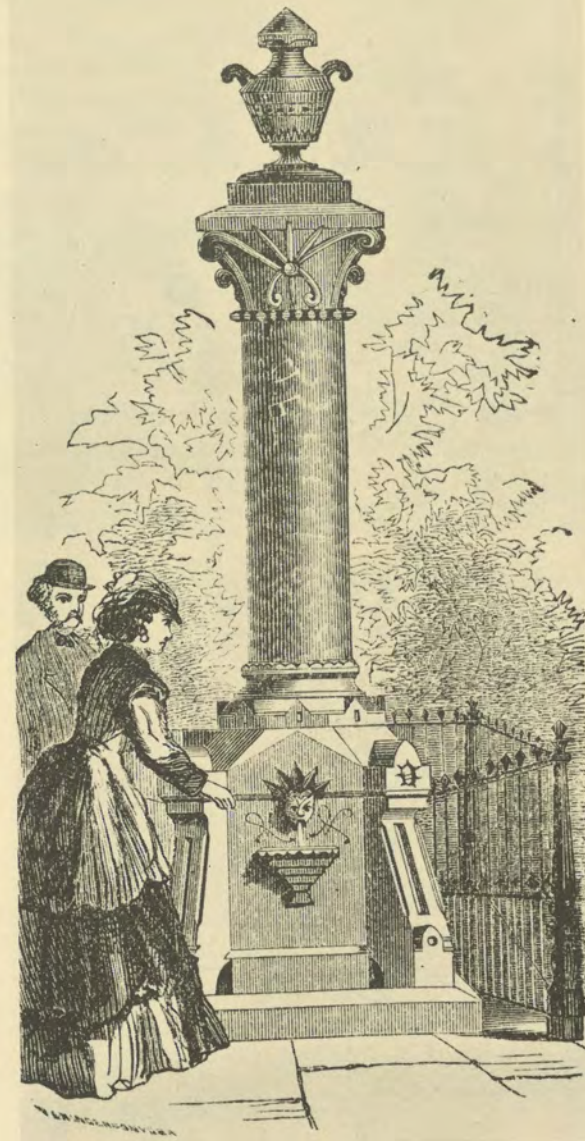
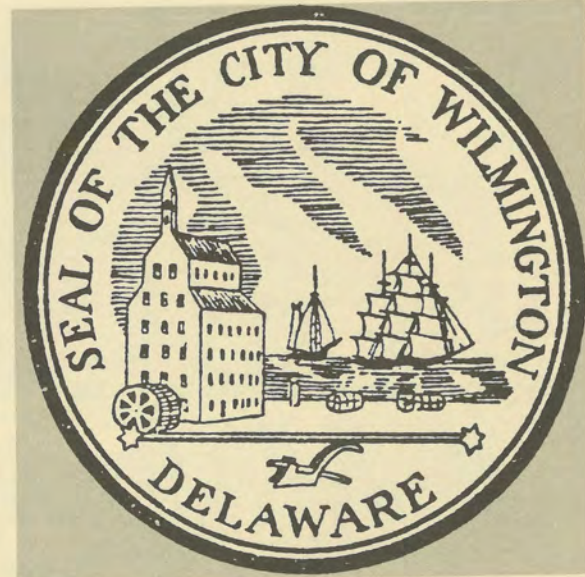
We see the shops, the storehouses of manufacturers' supplies... and, pervading all, the vast throng of artisans, providing such problems of local government and education as the last century never dreamed of.

Harkness' Magazine, September 1873

The nineteenth-century city of manufacturers and artisans began as an eighteenth-century village of Quaker merchants and millers. It was first called Willingtown, a settlement of thirty-three dwellings and a market in 1736. When William Penn granted a charter establishing the borough of Wilmington three years later, the population had grown to more than 600. By a legislative act in 1832 the borough became a city with provisions for a mayor, a city council, and other municipal offices. The city seal in use today dates from that year.

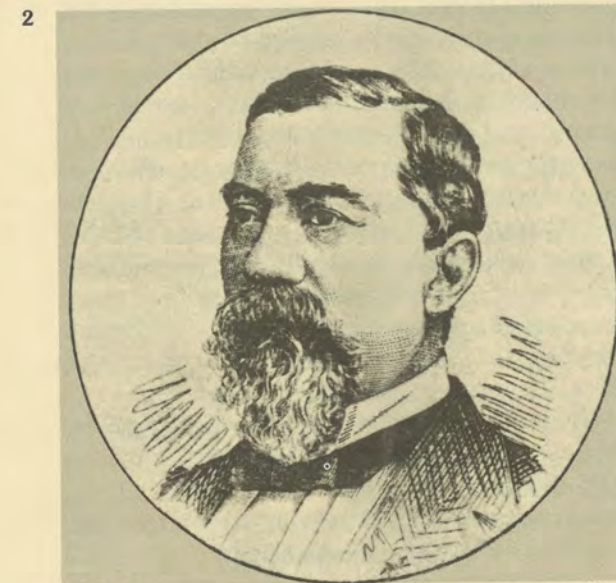
The burgesses met in taverns or homes until 1774, when the first town hall was built over the market house on Second Street. In 1798 the present town hall was constructed on Market Street below Sixth. For more than a century it was a meeting place for the city council and the courts as well as public groups. The city's centennial celebration also took place at the town hall on July 4, 1876. Today it is open to the public as a museum operated by the Historical Society of Delaware.

One of the city council's earliest concerns was to obtain adequate water for the rapidly growing town. To supplement privately owned wells, the Wilmington Spring Water Company supplied the town with water through a system of fountains and cisterns until 1810, when the borough bought it out and assumed full responsibility. In 1827 the Brandywine was finally tapped as the source of water for the city of Wilmington. There was intense excitement, but little publicity, when the



1

SIXTH EDITION	had two double teams employed for the convenience of the "loyal" and they were busy all the afternoon carrying voters to and from the polls. Doubtless a great many illegal negro votes were cast, but the Democrats were too busily engaged fighting among themselves to take any notice of the Republicans and so they passed unchallenged.
EXTRA	The following is the full vote:
THE CITY ELECTION	FIRST WARD.
The People's Verdict on Last Year's Management of City Affairs.	COUNCIL.
A SWEEPING DEMOCRATIC DEFEAT	Thomas Johnson, R., 335
The Council Stands Fourteen to Seven in Favor of the Republicans.	A. D. Poole, D., 100
OVER 1,000 REPUBLICAN MAJORITY	INSPECTOR.
THE CITY ELECTION.	Leighton Grimes, R., 170
How it Passed off This Afternoon—The Result in all the Wards.	Jacob Bats, D., 233
The city election to-day, which took place between the hours of 12 and 8, was generally, with the exception of in the Sixth Ward, quietly conducted, though the interest was lively and challenges numerous. Fisticuffs occurred at the Second and Third Ward polls, and probably at some others, but they were affairs between individuals.	ASSISTANT INSPECTOR.
The result shows how thoroughly the Democratic majority has thrown away its opportunity, the Republicans securing a large majority in the new Council.	Charles Carpenter, R., 170
THE BATTLE GROUND	Eugene Sayers, D., 233
was in the Sixth Ward. About 1.30 o'clock a disturbance occurred which was mentioned in our third edition. Of course different versions are given of it, but from the most creditable accounts it appears that a Philadelphia rough called "Prope" (his name is said to be Charles Probst) pushed up to the window to vote for McMenamin. It is asserted that he is one of a gang of repeaters called Dooley's gang, most of whom are from Philadelphia, and a number of whom backed him up in his attempt to vote. W. W. Simmons challenged his vote, and he said he would "be a-d if he didn't vote there."	SECOND WARD.
The Republicans yelled, "Put him out,"	COUNCIL.
	David Wital, R., 157
	B. Frank Townsend, D., 303
	Townsend's majority, 104
	INSPECTOR.
	W. H. Coulton, R., 158
	Charles C. Joffe, D., 304
	ASSISTANT INSPECTOR.
	James Crosby, R., 168
	Joshua Fyle, D., 304
	THIRD WARD.
	COUNCIL.
	Caleb T. Windle, R., 357
	Alexander McLeod, D., 333
	Windle's majority, 24
	INSPECTOR.
	John W. Johnson, R., 256
	John G. Glata, D., 230
	ASSISTANT INSPECTOR.
	William Francis, R., 208
	James Megary, D., 230
	FOURTH WARD.
	COUNCIL.
	John G. Baker, R., 207
	Wm. E. Brady, D., 231
	Baker's majority, 30
	INSPECTOR.
	Thomas Fox, R., 271
	Charles Thomas, D., 231
	ASSISTANT INSPECTOR.
	John S. Gallaher, R., 268
	Jacob W. Hill, D., 232
	FIFTH WARD.
	COUNCIL.



- 1 opposite Fountain, memorial to Ferris Brinhurst at Delaware and Pennsylvania avenues.
 2 opposite Official seal of the city of Wilmington.
 1 Newspaper account of the city election, *Every Evening*, September 5, 1876.
 2 William G. Whitely, mayor of Wilmington in 1876.

Watering Committee, with engineer Jonas P. Fairlamb in charge, successfully tested the first waterworks. As one overjoyed councilman exclaimed, "The pump works, and we have got water." The pump, constructed by Philadelphian Prosper Martin on the same principle as the pump at the Fairmount Waterworks, moved the water from the Brandywine to a city reservoir located on the site of present-day Rodney Square at Tenth and Market.

By the 1870s the city's water supply had become a political as well as a municipal problem. Outmoded equipment and increased demand had forced the city council to appropriate funds for a much needed new reservoir in 1874, but political maneuvering delayed construction. The Cool Spring Reservoir was not completed until December 1877. In the meantime, the board of health reported chronic difficulties with pollution of the Brandywine.

At a time when political wrangling retarded progress in improving public utilities, any private initiative was welcome. In 1870 a few public-spirited citizens met at the home of Ferris Brinhurst to discuss the city's need for a fountain society similar to those in other cities. With the approval of city council, the newly organized Fountain Society erected public fountains as well as animal watering troughs throughout Wilmington. In 1872 they constructed their most ornate drinking fountain at the juncture of Delaware and Pennsylvania avenues as a memorial to the society's first president, Mr. Brinhurst.

In addition to occasional assistance from private individuals or philanthropic groups, the city council's burden of responsibility was alleviated by a reactivated board of trade, whose major concern was to make Wilmington as important commercially as it was industrially. To achieve that purpose they promoted construction of a first-class hotel, the Clayton House, completed in 1873 at a cost of \$200,000 and located on the site of the old Indian Queen Hotel at Fifth and Market. Convinced that an improved harbor would insure Wilmington's future as a great commercial center, the board helped to obtain federal funds for a survey of the Christina's (called the Christiana in the nineteenth century) harbor.



A city developing as a trading and manufacturing center needed sound financial backing. The Bank of Delaware, chartered in 1795 with Joseph Tatnall as president, was the first of a number of banking and loan institutions with which prominent businessmen were associated. In 1876 the city boasted one state, four national, and two savings banks.

A leading financier in the 1870s was Joshua T. Heald, whose foresight and optimism contributed much to the residential and commercial expansion of Wilmington. He was the first elected president of the Wilmington Institute and a prime mover in reactivating the board of trade in 1867. As organizer and president of the Wilmington City Railway Company, he was responsible for the city's first horse-car line, begun in 1864, and was active in subsequent real estate development to the west of the city. He also served as president of the Christiana River Improvement Company.

As president of the Wilmington and Western Railroad, Heald officiated at its groundbreaking ceremony at Brandywine Springs in 1871. This festive occasion provided Heald with ample opportunity for showmanship. Tickets were sold to guests who went by carriage from Wilmington to the hotel at Brandywine Springs for a picnic and the speechmaking that accompanied the groundbreaking. Two years later a more select group of about fifty guests was invited to celebrate the completion of the nineteen-mile line. This time the excursion was by rail in the new passenger cars purchased from Harlan & Hollingsworth and Jackson & Sharp. Again Heald was the genial host. He was an entrepreneur who would have fared well in any time or place. In the Wilmington of the late nineteenth century he was an innovative developer who left a permanent imprint on the city's housing and transportation facilities.



CLAYTON HOUSE,
Wilmington, Delaware.

ISAAC C. PYLE, Proprietor.

1776. CENTENNIAL. 1876.

ACCOMMODATIONS FOR 300 GUESTS.

FIRST-CLASS IN ALL APPOINTMENTS.

RATES.

From \$3.00 to \$5.50 per day, according to location of Rooms, and subject to special arrangements.

Every Room has Gas, Water and Bell.

Billiard Room, Telegraph and Rail Road Ticket Offices in house.

One Hour's ride to CENTENNIAL GROUNDS.

- 1 The Clayton House as it looked in 1876.
- 2 National Bank of Delaware, built in 1815 at Sixth and Market. Now located at Lovering and Union where it houses the Delaware Academy of Medicine.
- 1 opposite Machine for sewing goatskins, patented April 9, 1872, by George W. Baker.

LEATHER MANUFACTURING

Nothing, now, can be softer than kid, nothing more scholarly than a morocco bookbinding, nothing is more brilliant in the autumn woods than sumach, nothing is more graceful than the pet goat of Esmeralda.

Harkness' Magazine, September 1873

Wilmington's leather industry exhibited at the Centennial in Philadelphia. The wares of local morocco manufacturers displayed in the Shoe and Leather Building sustained the reputation of Wilmington as the leading morocco manufacturing center of the country. Journalists noted particularly the attractive exhibits made by Washington Jones & Company, William Bush & Company, and Pusey, Scott & Company. The most ornate showcase, surmounted by a handsomely carved goat's head, belonged to Pusey & Scott, Wilmington's largest and oldest morocco firm, established in 1845.

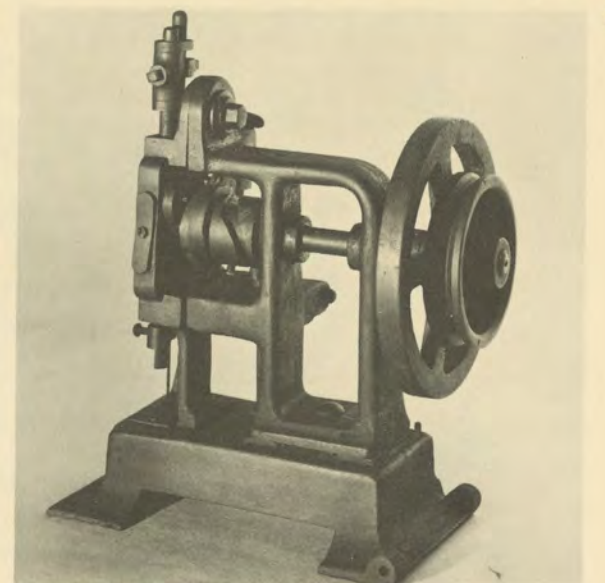
Primitive tan yards that relied upon hand processing were among Wilmington's earliest colonial industries. By 1876 twenty-three firms were engaged in the tanning of hides and the dressing of morocco, making leather one of the city's major industries. Morocco is a firm but flexible sumac-treated goatskin. As the demand for this fine leather in fashionable footwear and elegant bookbindings increased in the 1850s, a number of morocco manufactories began to cluster in the area of Third Street west of Market. Wilmington had no domestic source for the raw materials nor any large local market for the processed morocco, but the city did possess an abundant supply of water as well as good transportation facilities. Manufacturers imported goatskins from South America and Spain and shipped the finished leather mainly to shoe manufacturers in New England and Philadelphia.

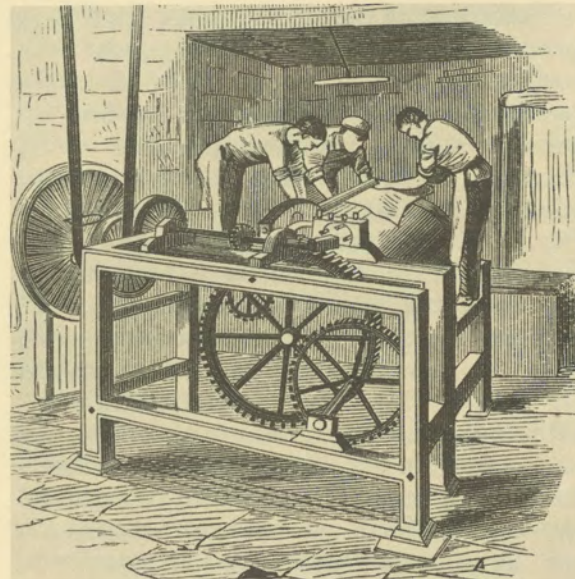
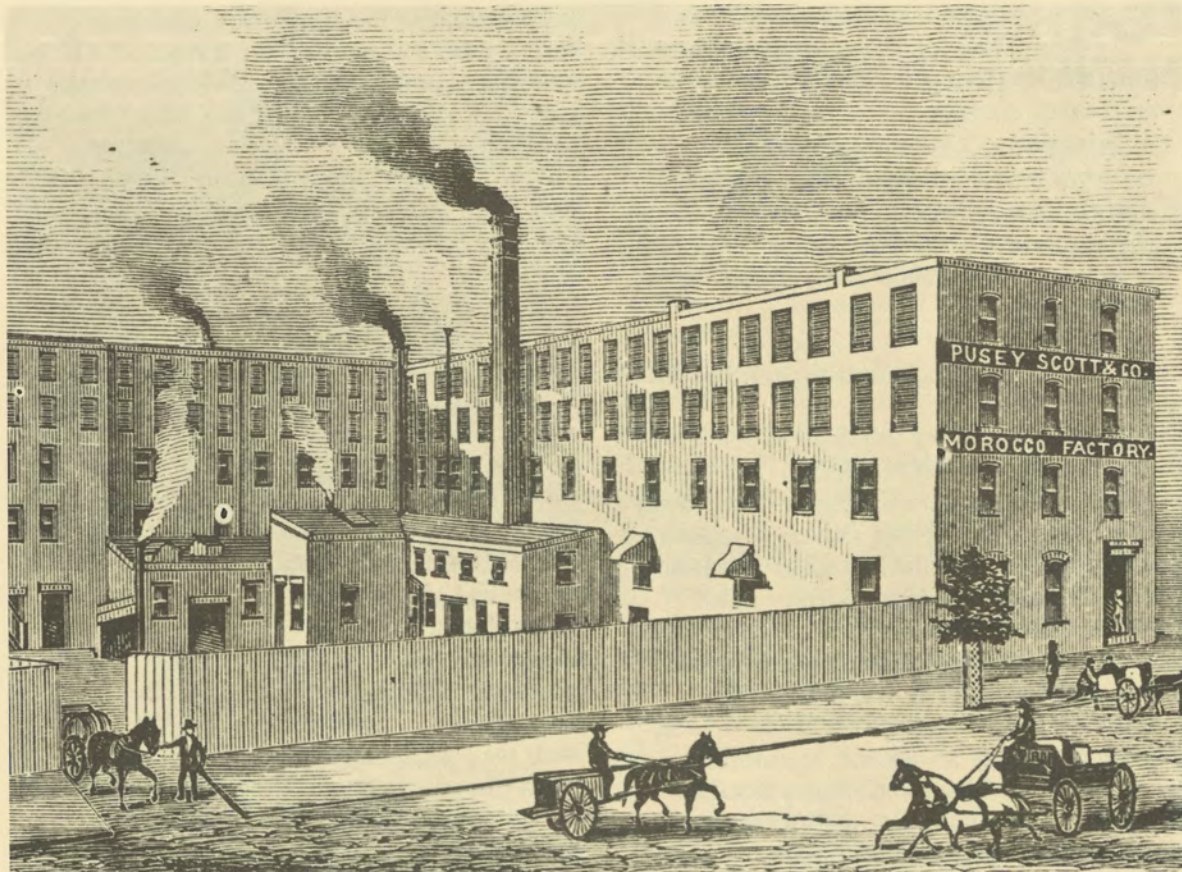
The growth of the morocco industry brought about a need for specialized machinery. In 1870 George W. Baker, an expert machinist, set up shop at Second and French streets, advertising that he was

fully prepared to supply any morocco house with the equipment it needed. Of the several patents issued to Baker, perhaps the most important was for a small sewing machine designed to stitch goatskins. A visitor to Pusey & Scott in 1873 observed that the labor-saving devices used by that company were unmatched anywhere in the world.

Morocco was not the only fancy leather produced in Wilmington for a specialized market. In 1844 Cyrus Pyle and three partners established a business in patent and enameled leather, later called the C. & J. Pyle Company. Patent leather was made from ox hides coated with several layers of varnish and baked after each application. The Pyle Company not only made use of the latest improvements in machinery, but it carefully recycled its waste products. To the glue maker or the plasterer they disposed of animal trimmings. To the mattress maker they sent tails and curled hair. To their own boiler house went worthless ends of leather, refuse, and used tanning liquor. The owners claimed that they could run their engine ten hours a day on waste materials. It is not surprising that men of such ingenuity did a high volume of business. In 1876 C. & J. Pyle remained the only patent-leather firm listed in the city directory.

Only three Wilmington firms were making leather belting in 1876: Isaac T. Chamberlain, Henry S. McComb, and George T. Stone. McComb had been the first manufacturer in Delaware to recognize





- 1 Lady's white kid shoes made by J. K. Babcock Company, Wilmington.
- 2 Hide-splitting machine used in processing leather.
- 3 Pusey, Scott & Co., morocco factory, Third and Madison streets.
- 1 opposite Price list for leather belting, Henry S. McComb & Brother, 1860.
- 2 opposite Advertisement of a local morocco firm.
- 3 opposite Wilmington harness maker's advertisement illustrating some of his products.

HENRY S. McCOMB & BROTHER,
 Beg respectfully to call your attention to their present Price List, for
PATENT STRETCHED, CELESTATED AND REVERSED
LEATHER BELTING,
 Which from and after January 1st, 1860, will be subject to a
 DISCOUNT OF TEN PER CENT AND THE USUAL CREDIT OF SIX MONTHS.

PRICES PER RUNNING FOOT, STRETCHED PIECE BY PIECE.

OAK SIDE PER FOOT.	Wedge Side Leather.	Wedge Side.	With Side Leather.	With Side.	Oak Whole Hides.
1 inch \$.05	\$.06	12 inch	85		\$1.00
1 1/2 " .07	.09	14 "	95		1.15
2 " .10	.12	15 "	102		1.25
2 1/2 " .13	.16	16 "	110		1.35
3 " .17	.20	17 "	117		1.45
3 1/2 " .20	.24	18 "	125		1.55
4 " .24	.28	19 "	133		1.65
4 1/2 " .27	.32	20 "	142		1.75
5 " .30	.36	22 "	160		1.95
5 1/2 " .33	.40	24 "	18		2.20
6 " .36	.44	27 "	210		2.50
6 1/2 " .39	.48	30 "	240		2.80
7 " .42	.52	36 "	300		3.50
7 1/2 " .45	.56	40 "	340		4.25
8 " .50	.60				
8 1/2 " .53	.64				
9 " .56	.68				
10 " .62	.76				
11 " .70	.86				
12 " .78	.96				

DOUBLE HANDS TWICE THE PRICE OF SINGLE.
 Bands made with WATER PROOF CEMENT, and warranted to run in WET OR DAMP PLACES, without giving way at the Splices, 10 per cent extra.

OIL LACING AND PICKER LEATHER,
 Also, Calf, Sheep and Lamb Roller Skins, Roller Cloth, Pickers, Shutles, &c., &c. Agents for the sale of the
 New York Belting and Packing Company's Machine Belting, Steam Packing,
 Engine Hose, and all other articles of Vulcanized India Rubber,
 Adapted to Mechanical and Manufacturing purposes. All these articles sold
AT PHILADELPHIA AND NEW YORK PRICES.
 Orders from any part of the United States, delivered free of charge for freight or portage expenses, at Baltimore or Philadelphia.
HENRY S. McCOMB & BROTHER,
 Wilmington, Delaware.

Wm. Bush & Co.,
 MANUFACTURERS OF
MOROCCO.
 Salesroom & Office, No. 114 Walnut St.
 WILMINGTON, DEL.

ALBERT JACQUOT,
 823 Market Street, Wilmington, Delaware.

CARRIAGE, ROAD AND TRACK HARNESS, HOUSE-FURNISHING GOODS.

FOR TRACK. SADDLE. FOR ROAD.

MANUFACTURER OF
HAND-MADE HARNESS

the importance of leather belting for transmitting power in factories. He also profited from large government contracts during the Civil War and subsequently amassed a fortune from railroad investments. Within a few years McComb's leadership in the production of leather belting would be challenged. In 1876 Jonathan E. Rhoads, a long-established Pennsylvania firm, recently moved to Wilmington, was manufacturing shoe leather on a small scale. Within the next two years he purchased Isaac T. Chamberlain's shop at Fourth and Orange streets and eventually became the best-known American manufacturer of high-quality leather belting.

In at least two areas Wilmington's leather manufacturers found a ready local market for processed hides. Carriages, railroad cars, and ships' interiors were upholstered in leather. Descriptions of McLearn & Kendall's fine carriages trimmed in maroon morocco and photographs of the elegant interiors of Jackson & Sharp's coaches, both exhibited at the Centennial, provide ample evidence of the use of leather by local industries. The other major use of finished leathers was in trunk, saddle, and harness making. Six such industries were listed in the city directory of 1876. One of those named was James Conner, a firm which today under the name of Joshua Conner continues to carry on a leather business at the same address on Market Street.

PLEASURES AND PASTIMES

Here are the indications of a prospering, labouring, thinking, virtuous city of the New World.

Harkness' Magazine, September 1873

Social and cultural opportunities increased in Wilmington during the years of industrialization. In some cases existing organizational structures were expanded to meet the needs of an increasing population. Self-improvement societies of the late-seventeenth and early-eighteenth centuries had been characteristically limited to men of means and social position, men who had time to indulge their intellectual curiosity in science and pseudo-science, botany and horticulture, music and literature. In 1788 a few of these men incorporated the Library Company of Wilmington, which became the core of the Wilmington Institute, formed in 1859.

This new organization, whose stated purpose was to promote social, moral, and intellectual advancement, appealed to the working class as well as to business and professional people. A journalist who talked with mechanics at McLear & Kendall's carriage factory reported that reading, studying, debating, writing, and drawing were familiar pastimes to many of their number. The Wilmington Institute lost no time in erecting a building at Eighth and Market streets. Completed in 1861, it contained a library, a lecture room, and an auditorium that could seat well over a thousand people. For ten years it served as the city's main public hall.

Fraternal organizations were the most important social outlet transcending class lines in the 1870s. In 1806 a group of Delaware's Masons met in the borough of Wilmington to form the state's first grand lodge. In 1869 representatives of all the city's lodges chartered the Masonic Hall Company to promote the construction of a building that would provide a meeting place for the Masons and a public theater for the city of Wilmington. George G. Lobdell, one of the many prominent businessmen who actively supported the project, was elected president of the

company. The theater opened on Christmas Day in 1871 for a memorable week of entertainment that included *Rob Roy*, *The Man in the Iron Mask*, *Oliver Twist*, *Hamlet*, and *As You Like It*. A seat in the orchestra for an evening performance cost one dollar, while a matinee could be seen for fifty cents. The versatility and high quality of that first successful season were maintained for the next quarter century with the appearances of such celebrities as Sarah Bernhardt, George M. Cohan, Ethel Barrymore, Walter Hampden, Buffalo Bill, and John L. Sullivan. Actors and actresses invariably praised both the theater and the elegant accommodations of the Clayton House at Fifth and Market streets.

A succession of singing groups and instrumental bands brought together Wilmingtonians of diverse backgrounds. In the early 1800s the emphasis was most often on the performance of sacred music. In 1875 a small group interested in performing secular music organized with C. B. Rhoads as their director. They called themselves the Millard Club in honor of Harrison Millard, a contemporary composer. On June 27, 1876, they held a public rehearsal at the Grand Opera, and on Delaware Day, October 19, 1876, they performed "Comrade in Arms" to a crowd of ten thousand people gathered at the Delaware pavilion. In 1879 the Millard Club expanded its membership to include women and changed its name to the Philharmonic Society.

The Delaware Sängerbund was well established long before the Millard Club. Organized in 1853 for the study and performance of music by German composers, the club reflected the changing ethnic make-up of Wilmington's population, for German as well as Irish immigrants were attracted by the city's industrial opportunities.

In addition to self-improvement societies, fraternal organizations, and music and ethnic clubs, there were frequent picnics and performances at Brandywine Springs, past its heyday as a health spa noted for natural mineral springs but still a favorite resort. Boat excursions were also popular. Steamers such as the *Samuel M. Felton* and the *John A. Warner* made daily trips to Philadelphia. In the 1870s the fare was ten

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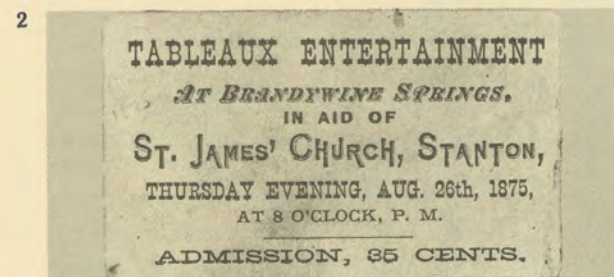
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GRAND OPERA HOUSE.
JAMES WARD & CO. MANAGERS.
THURSDAY EVENING, April 20th.
ONE NIGHT ONLY.
Shakespeare's Grand Historical Tragedy, in
6 Parts, of
"Julius Cæsar!"
THE GREAT DRAMATIC SUCCESS OF THE
DAY, produced with fine distribution of characters:
"Marcus Brutus," James H. Taylor; "Marc
Antony," Edwin H. Dalton; "Caius Cassius,"
Joseph E. Nagle; "Portia, wife of Brutus," Miss
Virginia Buchanan. Supported by a powerful star
dramatic company. Every attention will be given
to the production of this great play to make it worthy
the support of the citizens of Wilmington. The man-
agement have determined, notwithstanding the great
outlay attending the production of "Julius Cæsar,"
to adopt the following POPULAR SCALE OF PRICES:
General admission, 50 cents; gallery, 25 cents;
reserve seats, 75 cents. Seats may be secured at
Boughman, Thomas & Co.'s three days in advance.

- 1 Announcement of performance at Grand Opera House, Every Evening, April 18, 1876.
- 2 Masonic Temple and Grand Opera House on Market Street between Eighth and Ninth.
- 3 Printer's proof of playbill for performance at Grand Opera, Christmas Day, 1876.

3

Charlotte Thompson
GRAND OPERA HOUSE.
A MERRY CHRISTMAS.
TWO PERFORMANCES
MONDAY, DECEMBER 25TH, 1876
MISS CHARLOTTE THOMPSON,
And Splendid Company.
At Matinee in Afternoon at 2 o'clock.
JANE EYRE,
JANE EYRE, - - Miss Charlotte Thompson



1 Fifth Grand Annual Excursion

—OF THE—

SHIELDS LIBRARY ASSOCIATION,

—TO—

CAPE MAY!

On the **Splendid Steamer** **Twilight!**

MONDAY, AUGUST 14th, 1876.

TICKETS, \$1.50. To be had at M. H. Ryan's news store, or of the members.

Steamer will leave Fourth street wharf at 6 a. m., sharp; returning leave Cape May at 4.30 p. m.

Arrangements have been made with the Superintendent of the street car railway, and there will be a sufficient number of cars at the wharf to convey the excursionists to the beach.

J. J. MULLIN, Secretary.

ROGER FITZPATRICK, Treasurer.

July 22-29-aug 5-10-11-12

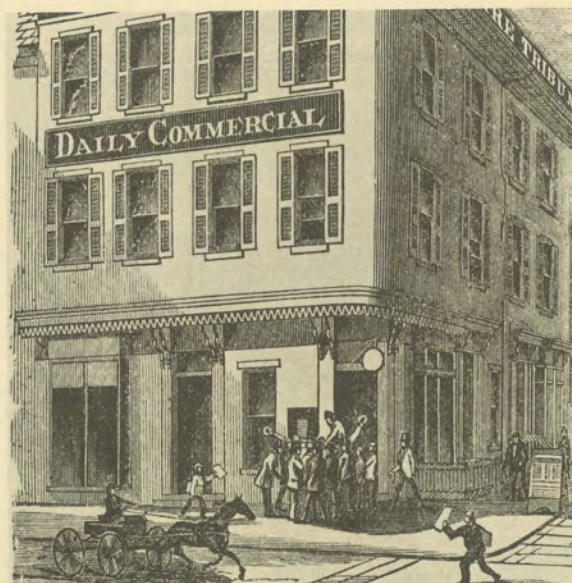
EXCURSION.

Gouley's annual excursion to Atlantic City, under the direction of J. L. Gouley and J. C. Morrow, will leave French street wharf

THURSDAY, August 10, at 6 O'clock, a. m.

ON STEAMER J.A. WARNER

- 1 Announcements of steamboat excursions, *Every Evening*, August 7, 1876.
- 2 Admission ticket to entertainment at Brandywine Springs.
- 3 An early sandlot baseball game, 1870s.
- 4 Office of *Daily Commercial*, southwest corner of Fifth and Market streets.
- 1 opposite Drydock of Harlan & Hollingsworth Company.
- 2 opposite Advertisement showing some of the products made by Harlan & Hollingsworth in the 1870s.



cents one way or fifteen cents for a round trip.

Baseball, the city's first team sport, started in the 1860s as a gentleman's game but quickly captured the enthusiasm of all social classes. One old-timer, reminiscing in the 1920s, recalled that the centennial year was a great year for baseball in Wilmington. Several new teams were formed that year, including one group of nine scrappy players who called themselves "The Centennials." The city's outstanding professional team was the Quicksteps.

In addition to providing information, the daily two-cent newspaper fostered a sense of community. In Wilmington the dailies were firmly established in the decade prior to 1876. The *Daily Commercial*, Republican in politics, started in 1866, and the *Every Evening*, with a masthead drawn by the young artist Howard Pyle, was launched in 1871. Although its editor was a Democrat, the *Every Evening* was nonpartisan in its support of municipal improvements and cultural advancements. The *Morning Herald*, in which most of Market Street's merchants advertised regularly, first appeared as a daily in 1876. These newspapers, with subsequent mergers and changes, form the basis of the local press of today.

SHIPBUILDING

An immense bid which Wilmington makes for future greatness is in the excellence of her harbour.

Harkness' Magazine, September 1873

In the 1870s the Delaware River was known as "the American Clyde" because its shipbuilders rivaled those located along the Scottish river near Glasgow. Two Wilmington firms, Harlan & Hollingsworth Company and Pusey, Jones & Company, built more iron ships, in number and tonnage, than all other American shipbuilders combined. Harlan & Hollingsworth, with a work force of almost a thousand men, was easily the largest manufacturer in Wilmington. From modest beginnings in a single building in 1836, Harlan & Hollingsworth had expanded by 1876 to include almost sixty buildings on more than forty acres along the Christina, with a dry dock built in 1870 to accommodate vessels 340 feet in length.

Harlan & Hollingsworth supplied the domestic market with a great variety of ferryboats and side-wheelers as well as most of the steamships of the Morgan Line that operated first in the Gulf of Mexico and later between New York and New Orleans. The exotic, foreign-sounding names of some of the ships built for the Morgan Line, such as the *Algiers* and the *Brashear*, were in fact the names of southern cities near the Gulf. Pusey & Jones, Wilmington's other major shipbuilding firm, built racing yachts and made a specialty of constructing steamboats and shipping them in sections to be assembled at their destination, thereby attracting a large foreign market. Steamers and lighters carried the Pusey & Jones name up the Amazon and through most of the countries of Central and South America.

It was no accident that Wilmington dominated the shipbuilding industry in the period following the transition from sail to steam and from wood to iron. Ideally situated between two inland streams, the Brandywine and the Christina, with a potentially fine harbor on the Delaware River, the town early developed a tradition



At Belt's Pharmacy, 6th & Market, Physicians' Prescriptions

50 WILMINGTON CITY DIRECTORY.

S. HARLAN, JR., President. T. B. SMITH, Treasurer.
J. T. GAUSE, Vice-President. H. T. GAUSE, Secretary.

ESTABLISHED IN 1836.
INCORPORATED IN 1867.

THE HARLAN AND HOLLINGSWORTH COMPANY,

WILMINGTON, DELAWARE.

BUILDERS OF

Iron Steam Ships and Steam Boats,

LAND AND MARINE ENGINES

AND BOILERS,

—ALSO MANUFACTURERS OF—

PARLOR, DRAWING ROOM, SLEEPING, PASSENGER, BAGGAGE, AND MAIL CARS OF EVERY DESCRIPTION.

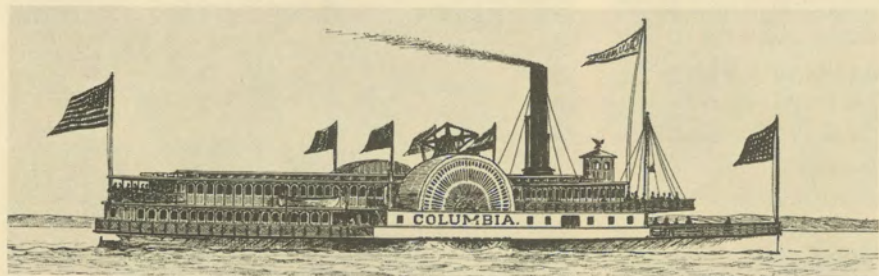
Wm. D. Pickels has the Latest Novelties in Flour, 407 King Street.

COOK & BRO., 49, 51, 53 N. EIGHTH ST., PHILADELPHIA.

Ready made Shirts \$1.00. Custom Shirts to measure \$1.50, \$2.00. MILLIKEN, 828 ARCH ST., PHILA.



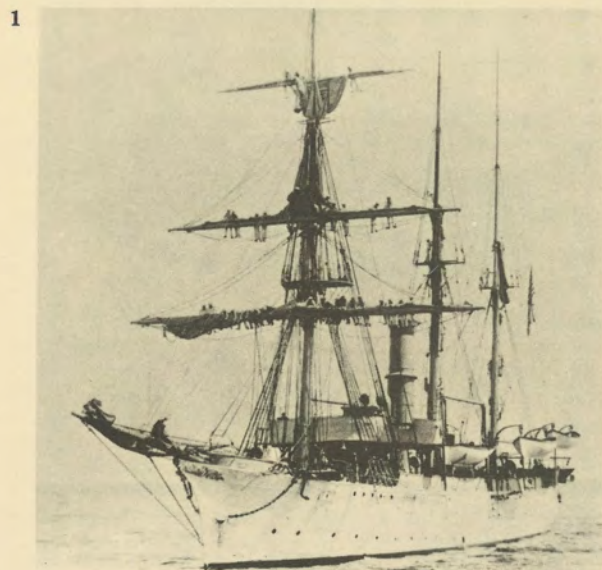
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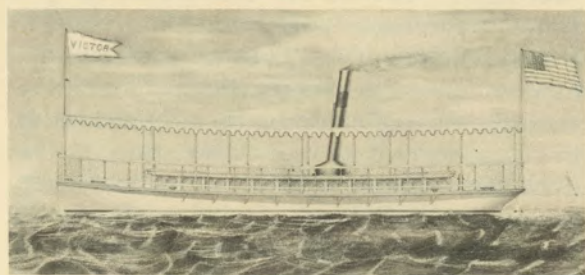
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- 1 U.S.S. *Ranger*, launched May 10, 1876, at Harlan & Hollingsworth's.
- 2 The *Victor*, a yacht built by Harlan & Hollingsworth for J. Taylor Gause, vice-president of the company.
- 3 Steamship *Morgan City*, built by Harlan & Hollingsworth for Charles Morgan in 1876.
- 4 *Columbia*, a Delaware River steamboat, launched April 18, 1876 by Harlan & Hollingsworth.
- 5 Amazon riverboat, *Rio Branco*, built by Pusey & Jones.
- 1 opposite Shipyard workmen, Harlan & Hollingsworth.
- 2 opposite The Centennial exhibition's Machinery Hall under construction, ironwork by Pusey & Jones.

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of shipbuilding. The seal of the state of Delaware, designed in 1777 by Pierre Eugène du Simitière, bears a ship held aloft above the symbols of agriculture and military protection. Ships' carpenters were among the city's earliest skilled craftsmen.

When the shift from wood to iron construction came, Wilmington had three distinct advantages over other American shipbuilding areas: proximity to the sources of iron and coal in nearby Pennsylvania, a labor force already trained as machinists, boilermakers, and mechanics, and relatively cheap waterfront land. It is significant that both Harlan & Hollingsworth and Pusey & Jones were started in the 1830s and 1840s by men who were accomplished machinists and foundrymen. By 1876 only two major Wilmington shipbuilders were still engaged exclusively in wood construction, Jackson & Sharp and Enoch Moore. They built schooners, barges, tugs and steamboats for river traffic.

Harlan & Hollingsworth had started in the 1830s as builders of railroad cars. Then, under Samuel Harlan's direction,

they began repairing and building engines. The company turned increasingly to marine work, and shipbuilding became their major business. In 1844 Harlan & Hollingsworth launched the *Bangor*, America's first ocean-going steam-propelled iron vessel.

As large shops and the use of power-driven tools replaced the early small-time builders, the work experience became more regimented. The sixty-hour workweek, commonplace in 1876, was long by today's standards. When the starting bell at Harlan & Hollingsworth rang at 7 A.M., every workman was to proceed at once to his place, where he was to remain at work with only a short break for lunch until the stop signal at 6 P.M. Men could not begin to clean up nor could drivers of delivery wagons put up their horses at the stable until after the signal to stop work.

Pusey & Jones produced a variety of products in the nineteenth century. In addition to railroad cars, passenger steamers, and vessels specially designed for South American river traffic, the company built machinery for sugar mills, powder mills, and cotton mills and produced calender rolls for paper mills as well as iron and brass castings of all descriptions. Pusey & Jones supplied the ironwork for the Centennial's Machinery Hall, built by Philip Quigley, a Wilmington contractor.

Pusey & Jones's exhibits at the Centennial reflected their product diversification. The most impressive machine they displayed was a 10,000-pound steam riveter designed for use in iron shipbuilding and the construction of iron railway bridges. Operated by one skilled workman and attended by three laborers and one boy, the machine was claimed to have a capacity equal to ten gangs of hand riveters. The company's exhibit also included a sheet-iron cleaner and calender rolls produced by the chilled-iron process. Harlan & Hollingsworth had no difficulty in putting together an eye-catching display of the ships' models and paintings that were routinely done to record the ships launched from their yards.

ORDERLY AND PIOUS

The citizens of this pleasant town have ever been orderly and pious.

Harkness' Magazine, September 1873

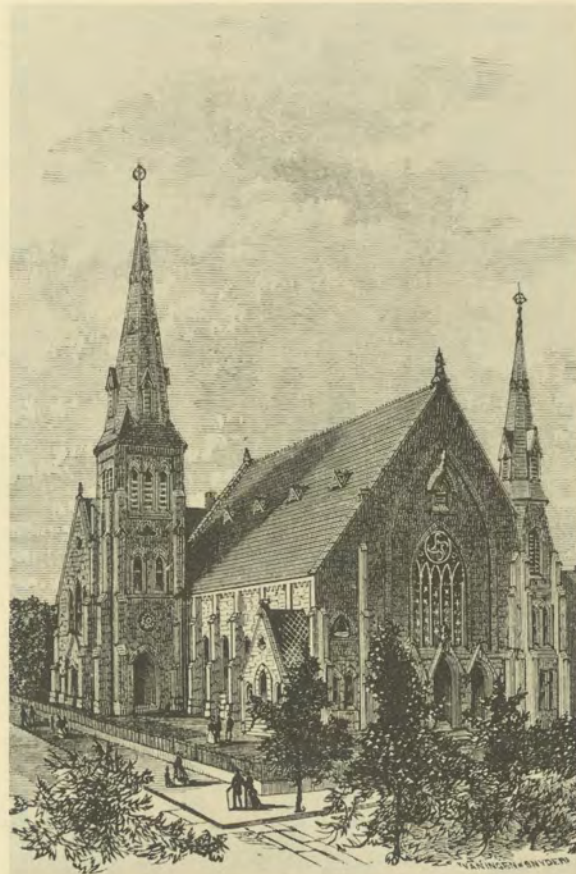
The best thing a manufacturing town can do for her workman is to educate his children.

Harkness' Magazine, September 1873

Religion and education were not differentiated by the early colonists since the church provided both secular and religious training. Almost every denomination had a day school as well as a Sunday school. At Old Swedes, the oldest church still standing from that colonial period, daily instruction for the young continued as long as services were held in the Swedish language.

Old Swedes, or more properly Holy Trinity Church, had been consecrated on July 4, 1699, by the descendants of the farmers and soldiers who first settled on the banks of the Christina in 1638. The Swedish colony was too small to retain its ethnic and cultural identity, and these Swedish-speaking Lutherans were eventually absorbed into the English-speaking Protestant Episcopal Church. By 1791, when the last Swedish minister ended his pastorate, the change to the Episcopal service was complete. The inaccessibility of Old Swedes, on the fringe of the city proper, soon prompted talk of a new Episcopal church, which became a reality in 1829 when St. Andrews was built in the heart of the city at Eighth and Shipley. Rebuilt because of fire, and several times enlarged and modified, it stands today as an architectural reminder of early Victorian Italianate design.

In 1736 a small group of the Society of Friends settled in Wilmington and two years later erected their first modest meetinghouse. The Society grew so rapidly that it became necessary to build a second meetinghouse on West Street in 1748. At that time the earlier building was converted to the use of what was to become the oldest school in continuous existence in Delaware. The unusual form of the new structure aroused curious comment: forty-



1 Public High School No. 1 on French Street, built in 1871.
2 The serpentine and brownstone Grace Methodist Episcopal Church at Ninth and West.

eight feet square, its roof was a truncated pyramid topped by a six-foot-square small building whose roof repeated the pyramid shape, with a chimney rising from its center. Its quaint appearance made it a landmark of Quaker Hill until it was replaced by the present meetinghouse in 1817.

After the Swedes and the English, many of Wilmington's earliest inhabitants were Scotch-Irish of the Presbyterian faith. In 1740 the First Presbyterian Church was built near the corner of Tenth and Market streets. Occupied for a time by the Historical Society of Delaware, the building was moved in 1919 to its present location in Brandywine Park.

Methodists had been holding services in Wilmington for almost a quarter of a century before they could afford a permanent building. Asbury Church on Walnut Street near Third was dedicated in October 1789 by Francis Asbury, first Methodist bishop in America. Of the forty-nine members, nineteen were black. The church remained integrated until 1805 when the blacks withdrew to form Ezion Methodist Episcopal Church at Ninth and French streets, the first all-black church in Wilmington.

Welsh Baptists founded a church in Wilmington in 1785 on King Street between Tenth and Eleventh. A German Baptist church was established in 1856, where services were conducted in German well into the twentieth century.

Among the relative latecomers to the religious scene in Wilmington were Catholics, German Lutherans, Swedenborgians, and Unitarians. There were few Catholics in the first century of Wilmington's growth, and St. Peters, built in 1816, was their first parish. The first German Lutheran church was built on Walnut Street above Sixth in 1857, the same year that the First Society of the New Jerusalem, or Swedenborgian, laid the cornerstone for a church on Delaware Avenue at Washington Street. In 1868 a Unitarian church was erected at Eighth and West streets.

There was also a small but cohesive Jewish community in Wilmington in the 1870s. Although they had no synagogue, they held services in the stores of Jewish merchants. In the spring of 1876 Ben

Sondheimer, whose father had a clothing store on Market Street, became the first Jewish boy in the city to go through the Bar Mitzvah ceremony.

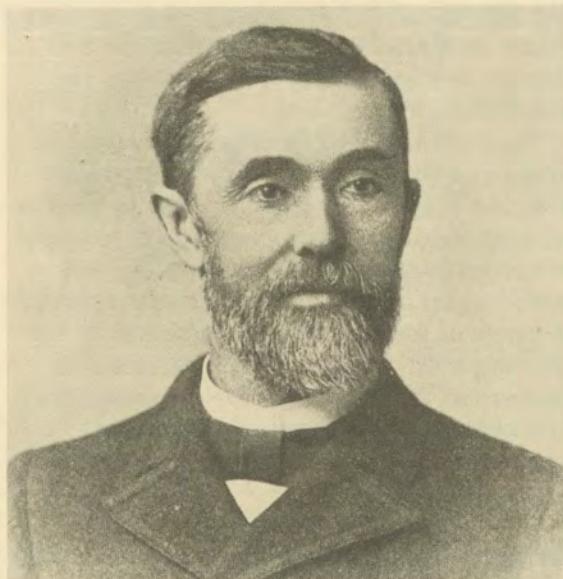
By 1876 there were almost fifty churches scattered throughout the city. Organized religion played a significant role in the lives of individuals and the community in late-nineteenth-century Wilmington. To the working man church membership provided a sense of identity and an opportunity for self-improvement. For the civic-minded owners of Wilmington's thriving industries, the church was a means of insuring a community of morally upright, satisfied workmen.

Church support was also a socially acceptable way of publicly acknowledging material wealth by contributing a part of it to the glory of God. The building of Grace Methodist Church is a prime example of the dedicated zeal of two industrial leaders. Job Jackson, president of Jackson & Sharp, and J. T. Gause, vice-president of Harlan & Hollingsworth, were members of the Methodist church, then the fastest-growing and most influential faith in the community. They were sincerely inspired by the idea of a noble building that would reflect the progress of Methodism from the humble devotion of John Wesley's followers to the comfortable piety a hundred years later of an upper-middle-class congregation. To the men on the building committee only a Gothic temple, incompatible though it might seem with simple Protestant values, could satisfy their desire for a fashionable church, a monument to the good taste and hard-won social status of its members. The building, completed and dedicated in 1868, was all that they wished it to be: a striking exterior of serpentine and brownstone and an interior with stained-glass windows and a richly carpeted floor.

Through the cooperation of several religious denominations a school for the children of the poor opened in 1814 with an enrollment of thirty-eight students. Education was at first limited to the well-to-do, whose sons and daughters attended academies and seminaries. By 1876 only Wesleyan Female College and Rugby Academy remained in existence.

Public education in Delaware dates from 1829. In that year the state legislature

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- 1 Rugby Academy class, 1870s.
 2 Howard School, built in 1869 for black students, incorporated into the public-school system in 1874.
 3 David W. Harlan, superintendent of Wilmington public schools in 1876, developer of Wilmington's unified public-school system.
 1 opposite Railroad cars on the assembly line at Jackson & Sharp's.

passed a "free school law" that divided the city of Wilmington into ten districts. The term "free" had a double meaning: first, the people were free to decide how long their schools would operate each year and how much money was to be raised by taxation; and secondly, the schools were free to every white child.

There was no public education for blacks before the Civil War. From 1866 until 1874 the Delaware Association for the Moral Improvement and Education of the Colored People assumed responsibility for providing schools and teachers' salaries for black students. In 1874 Howard School, located at Orange Street above Twelfth, became Public School No. 16, officially marking the incorporation of black schools into the city's school system under the board of education. In 1876 Edwina B. Kruse, a graduate of Hampton Institute and a dedicated teacher, was made principal of Howard High School, a position she held for the next forty-five years.

In 1876 School No. 5 was built on Walnut Street between Twelfth and Thirteenth at a cost of \$16,885.65 for the lot, the building, and the furnishings. Unlike the splendid Gothic churches of the same era, the school was, in the words of a contemporary, in a "modern style of architecture, and free from all unnecessary ornamentation."

School No. 1, built in 1871, was the first high school for both boys and girls. Although they attended separate classes and had different principals, they did use the same building. On Thursday evening, July 1, 1875, exercises were held in the Opera House for the first graduating class. Eleven boys and seven girls received diplomas from Superintendent of Schools David W. Harlan, who had been appointed head of the city's school system the same year that School No. 1 was built. It was under Harlan's progressive leadership that Wilmington developed a unified public-school system.

RAILROAD CAR MANUFACTURE

Such a migratory product as a rail car is an active messenger of fame for the place of its fabrication.

Harkness' Magazine, September 1873

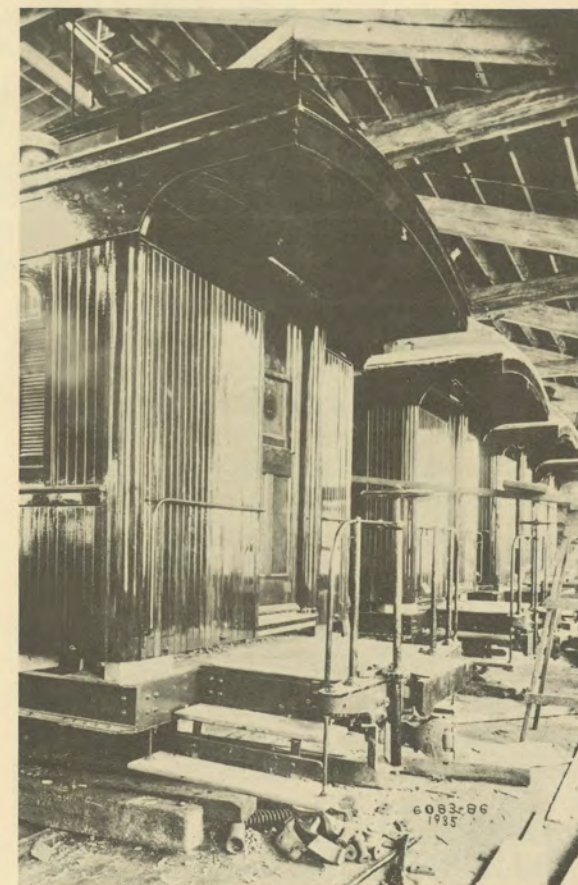
Railroad-car manufacture in America gained momentum following the Civil War as more and more track was laid across the continent. In Wilmington there were factories ready to meet the increased demands for rolling stock for the newly built lines. When Job Jackson and Jacob Sharp established the Delaware Car Works in 1863, there were but 32,470 miles of railroad track in the country. Ten years later that mileage had more than doubled, and Jackson & Sharp had achieved recognition as the largest builder of railroad cars in the United States. Initially a manufacturer of peach cars for Delaware's important fruit crop, in a few short years the company was sending passenger cars to Sweden, France, Italy, and South America.

Located between the Christina and Brandywine rivers and close by the Philadelphia, Wilmington & Baltimore Railroad, the Jackson & Sharp Company had easy access to both land and water transportation. The first thing a visitor to the plant might have noticed was the enormous amount of lumber piled in the yards to be seasoned, for car building in the late nineteenth century was essentially a woodworking industry. When ready for use the lumber was hauled into the planing mill, where it was smoothed and sawed to correct dimensions. It was then taken to the setting-up room where workmen laid the sills, framed up, and covered in, much the same way that a carpenter builds a house. The car went finally to the painting room. A Wilmington journalist of the 1870s gives a vivid account of the assembly-line process as he observed it at Jackson & Sharp's works:

The cars are on rails, upon which they move, side on, as if by a principle of growth, the undeveloped ones

perpetually pushing up their more forward predecessors, until the last perfect carriage is ejected from the fifteen-hundredth foot of the building's length. Each one, gathering material and ornament as it rolls steadily along in its crablike side-fashion, becomes at last a vehicle of perfect luxury; and then, with one final plunge into the open air, it leaves its diversely-destined neighbors, and changes for ever its sidelong motion for the forward roll which will carry it through a long existence.

Jackson & Sharp soon commanded a large domestic market as they pioneered in narrow-gauge construction especially adapted to mountainous sections of the western United States. They built the first narrow-gauge cars ever constructed in this country in 1871 for the Denver and Rio Grande Railway Company. At the same time they captured foreign business with the manufacture of passenger cars, some of them elaborately and luxuriously customized for wealthy individuals. In 1876 two of their most distinguished customers



were King Oscar II of Sweden and Norway and Emperor Dom Pedro II of Brazil. The car built for King Oscar remained in use until 1927. Since then it has been restored and placed on permanent exhibit in the Jernbanemuseet, a railway museum in Hamar, Norway.

In preparation for the Centennial, Jackson & Sharp built cars for the West End Passenger Railway, which operated the eight miles of track that ran throughout the fairgrounds at Fairmount Park. Eight locomotives and thirty-eight cars, each with a capacity of 107 passengers, carried as many as 200,000 visitors a week. They also exhibited examples of both broad-gauge and narrow-gauge cars. The broad-gauge car was the "Delaware," which bore the centennial year as its serial number. But it was their narrow-gauge car for Brazilian Emperor Dom Pedro that attracted the visitors' attention and won a bronze medal for its fine workmanship. Wilmington's *Every Evening* described in detail the opulence of the car's interior:

The car is divided into four compartments—parlor, blue room and toilette room, for the use of Dom Pedro and his family, and the main compartment for the Emperor's suite. The woodwork is of the finest quality, the paneling being of French burl walnut and rosewood, while the panel frames are of ebony and black walnut. The upholstery is rich to a degree, being of silvered marroquin, peculiarly adapted to exclude heat and dust, a most excellent quality in railroad car chairs. The trimmings of the chairs, sofas, etc., are of crimson-colored silk fringe; the window shades are of green flowered silk rep; the carpet, of tapestry Brussels, and of most exquisite pattern, is in keeping with the elegance of the surroundings.

A final touch was an ebony bookcase filled with selected works of English and American authors. One wonders if the emperor whiled away his leisure hours with Dickens's complete works and the *Transactions of the American Institute* from 1869 to 1871.

Other Wilmington companies were manufacturing railroad cars in the 1870s but not on a scale that compared with Jackson & Sharp. The firm of Harlan & Hollingsworth actually started in 1836 as a small car-building business. Although primarily shipbuilders by the 1870s, they continued to build some railroad cars. Cars were also constructed at the Wilmington shops of the Philadelphia, Wilmington & Baltimore Railroad, an important factor in the city's economy. A small firm, Bowers & Dure, organized in 1871, built railroad cars and horsecars until it was sold to the Pullman Company.

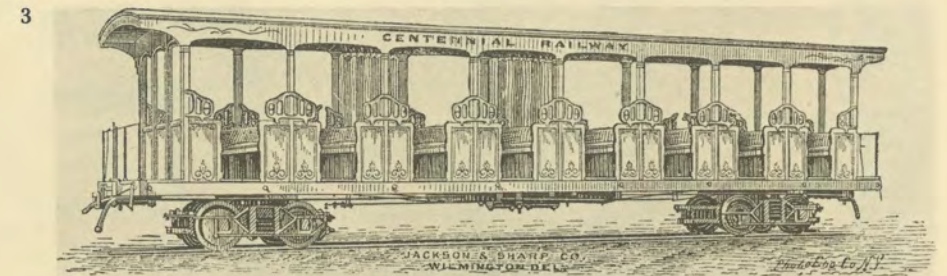
Other Wilmington industries supplied parts to the car builders. Diamond State Car Spring Works fabricated supports for upholstery. The Lobdell Car Wheel Company, the oldest car-wheel establishment in the United States, were specialists in chilled-iron wheels.

"Chilling" refers to the process of pouring molten cast iron into an iron-faced mold, which caused it to cool rapidly, thereby achieving a strength almost equal to that of steel. George Lobdell patented two designs for the improvement of the process.

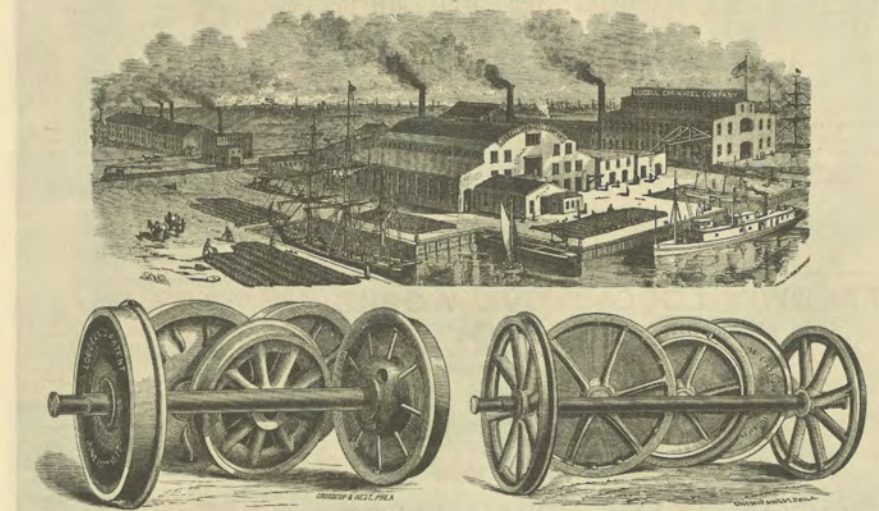
In 1876 Lobdell also patented a lathe to turn chilled wheels on the axle, thus insuring greater uniformity and longer wear. At the Centennial the Lobdell Company exhibited wheels that had undergone this "retreading." In the spring of 1875 the company took a pair of wheels that had been used for almost a year on the Philadelphia and Baltimore line and turned them according to the Lobdell process. After being run another 28,000 miles under one of the heaviest engines of the Philadelphia, Wilmington & Baltimore Railroad, they were still in usable condition.

As companies consolidated and expanded their rail lines, long-distance rail travel became common in post-Civil War America. Manufacturers responded by introducing the parlor car, the dining car, and the sleeping car, all of which permitted a degree of comfort not previously enjoyed. The many patents issued for adjustable seating and improved lighting and heating reflect the Victorian demand for luxury in travel accommodations as well as in the home.

In a period of rapid industrial expansion and technological growth, the railroad industry in Wilmington not only kept pace—it set the pace through solid craftsmanship, the employment of labor-saving devices, and imaginative marketing, as demonstrated by Jackson & Sharp's spectacular success.



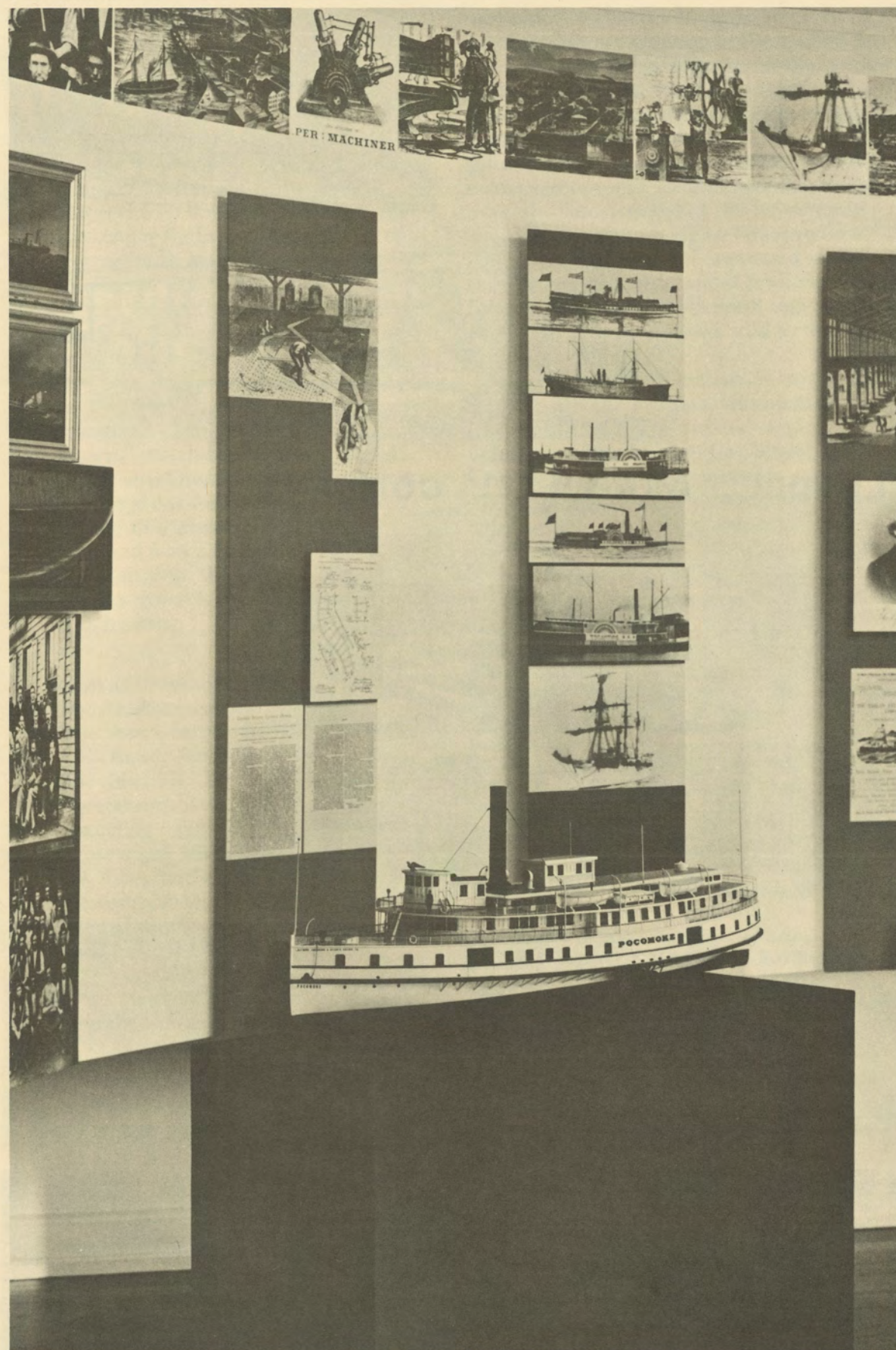
2 LOBDELL CAR-WHEEL COMPANY, WILMINGTON, DELAWARE.



1 JACKSON & SHARP COMPANY, WILMINGTON, DELAWARE. CAR & SHIP BUILDERS. MARINE RAILWAY OF LARGE CAPACITY. Manufacturers of every variety of SASH, DOORS, BLINDS, SHUTTERS, Frames, Mouldings, etc. ORDERS BY MAIL FILLED PROMPTLY AND AT REASONABLE PRICES. ESTIMATES GIVEN WHEN DESIRED. LARGE STOCK OF SEASONED LUMBER FOR SUCH WORK ON HAND.



- 1 Jackson & Sharp advertisement.
- 2 Advertisement for Lobdell's improved car wheels with turned treads.
- 3 Car built by Jackson & Sharp for use on the Centennial's West End Passenger Railway.
- 4 Railroad car built for Emperor Dom Pedro II of Brazil, exhibited at the Centennial.
- 5 Exhibition crowd in front of Memorial Hall. Centennial railway cars in foreground.



Acknowledgments

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