

# HISTORIC ARCHITECTURAL RESOURCE SURVEY EASTERN SHORE—ACCOMACK AND NORTHAMPTON COUNTIES VIRGINIA

HURRICANE SANDY DISASTER RELIEF ASSISTANCE PROGRAM FOR HISTORIC PROPERTIES



PREPARED FOR

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in partnership with  
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# HISTORIC ARCHITECTURAL RESOURCE SURVEY, EASTERN SHORE, ACCOMACK AND NORTHAMPTON COUNTIES, VIRGINIA

Hurricane Sandy Disaster Relief Assistance Program for Historic Properties

by

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## ABSTRACT

Between February 2016 and January 2017, Cultural Resource Analysts, Inc., in association with Debra A. McClane, Architectural Historian, completed a historic architectural resource survey of Accomack and Northampton counties on the Eastern Shore of Virginia. This survey was part of a series of projects funded through a \$1.5 million Hurricane Sandy Disaster Relief Assistance Grant for Historic Properties that the National Park Service awarded to the Commonwealth of Virginia by way of the Department of Historic Resources in 2014. The pass-through project funds were awarded to seven counties in Virginia, including Accomack and Northampton counties, and administered by the Department of Historic Resources; Accomack County, Northampton County, and the Accomack-Northampton Planning District Commission served as local partners. In the event of future severe storm events or other natural disasters, this initial survey effort will support disaster mitigation planning at the local, county, and regional levels. Should additional and/or more intensive survey fail to occur prior to a future major storm event or natural disasters, the current survey will be invaluable in establishing baseline conditions for the properties identified that will assist property owners in quantifying the extent of damage, and quite possibly inform appropriate post-event repairs and rehabilitation efforts.

The general objective of the study was to identify and document historic architectural resources on the Eastern Shore in Accomack and Northampton counties, underrepresented counties in the Department of Historic Resources' files and databases, in order to provide more comprehensive data on the occurrence and character of historic architectural resources in the community. Indeed, while a number of properties in Accomack and Northampton counties had previously been listed in the Virginia Landmarks Register and/or the National Register of Historic Places, only 3,025 resources had been previously recorded along the Eastern Shore (1,619 in Accomack County and 1,406 in Northampton County) and much of the data related to these resources is outdated and does not meet current survey standards.

Through the current survey effort, the number of historic architectural resources recorded along the Eastern Shore in Accomack and Northampton counties has greatly increased. The survey resulted in the inventory of 505 resources at the reconnaissance level, which included completion of exterior documentation and photography and preparation of Virginia Cultural Resource Information System reconnaissance-level inventory forms, including architectural descriptions, preliminary significance assessments, location maps, and site plans. Of the 505 resources documented, 480 were newly-identified resources not yet captured in the Department of Historic Resource's inventory and 25 were previously documented resources for which a substantial amount of time had passed since the previous survey.

In selecting resources for inclusion in the survey, architectural historians focused on identifying properties located in flood-prone areas near the coast; properties dating to the early history of the counties that had yet to be captured in inventory records; properties that more comprehensively covered the full geography of the Eastern Shore in Accomack and Northampton counties; and properties that were representative of the counties' historical and architectural trends. In addition, surveyors worked with the Accomack-Northampton Planning District Commission representatives to identify properties worthy of survey. In total, through the survey, a broad cross-section of resources representing diverse property types, architectural styles, and time periods—ranging from the Contact Period (1607–1750) to the New Dominion Period (1946–1991)—across the full geography of the Eastern Shore in Accomack and Northampton counties have been documented, capturing the built environment as it relates to the domestic, agricultural, commercial, religious, industrial, recreation/social, and government contexts of the counties.

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## I. INTRODUCTION

Between February 2016 and January 2017, Cultural Resource Analysts, Inc., (CRA), in association with Debra A. McClane, Architectural Historian, completed a historic architectural resource survey of the Eastern Shore in Accomack and Northampton counties, Virginia (Figure 1). The survey was part of a series of projects funded through a \$1.5 million Hurricane Sandy Disaster Relief Assistance Grant for Historic Properties that the National Park Service (NPS) awarded to the Commonwealth of Virginia by way of the Department of Historic Resources (DHR) in 2014. The pass-through project funds were awarded to seven counties in Virginia, including Accomack and Northampton counties, and administered by the DHR; Accomack and Northampton counties and the Accomack-Northampton Planning District Commission (PDC) served as local project partners.

The general objective of the study was to identify and document historic architectural resources along the Eastern Shore in Accomack and Northampton counties, underrepresented counties in the DHR's files and databases, in order to provide more comprehensive data on the occurrence and character of historic architectural resources in the county. While the survey included a few previously documented properties that had not been updated in the DHR's inventory for more than a decade, the study focused on the documentation of previously unrecorded historic architectural resources in order to establish a more comprehensive record of the built environment on the Eastern Shore in Accomack and Northampton counties representing the full geography and history of the counties, across all time periods and property types. Within this, particular attention was given to documenting noteworthy properties located in or near flood-prone areas along the coast and the county's major waterways, the Chesapeake Bay and Atlantic Ocean, as well as the numerous smaller bays and tidal creeks.

In total, this study has provided much-needed survey coverage in an area of Virginia that has historically been underrepresented in regards to the documentation of historic resources. According to the DHR's Virginia Cultural Resource Inventory System (V-CRIS), only 3,025 resources had been previously recorded along the Eastern Shore (1,619 in Accomack County and 1,406 in Northampton County) according to the standards of the DHR, marking Accomack and Northampton counties two of the least represented counties of Virginia; the majority of these resources are associated with the larger communities such as Cape Charles, Eastville, Exmore, Onancock, Onley, and Accomac.

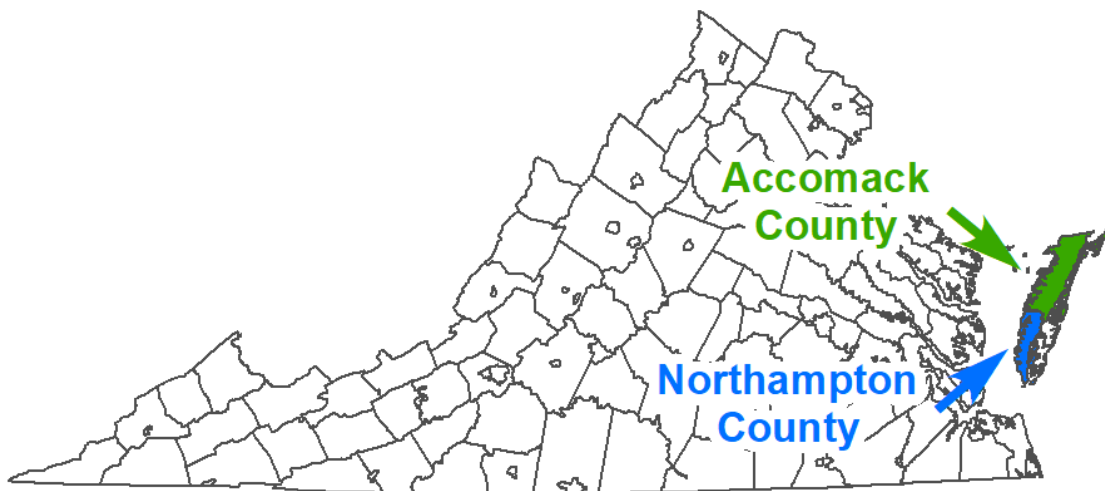


Figure 1. Location of Accomack and Northampton counties within the Commonwealth of Virginia.



The limited nature of existing documentation on the Eastern Shore in Accomack and Northampton counties is likely attributable to its limited accessibility to Virginia's mainland, especially until the construction of the Chesapeake Bay Bridge Tunnel in the 1960s, which has contributed to a relatively low population density and the limited nature of large-scale development in the past. Indeed, more highly populated areas in Virginia may have inventory numbers reaching into the high four digit range, or even into the five digit range, often reflecting large-scale surveys undertaken in response to proposed projects (e.g. transportation improvements) requiring environmental review under Section 106 of the National Historic Preservation Act (NHPA).

The earliest records associated with properties on the Eastern Shore in Accomack and Northampton counties in the DHR's V-CRIS date from 1949 to 1969 and are associated with the Historic American Building Survey (HABS) program; 35 properties were recorded as part of this effort (20 in Accomack County and 15 in Northampton County). From the late 1970s to the present, the majority of resources included in the DHR's V-CRIS were identified through surveys associated with Section 106 compliance or through selective survey of certain areas sponsored by the DHR. Presently, there are 50 properties on the Eastern Shore listed in the Virginia Landmarks Register (VLR)/NRHP (27 properties in Accomack County and 23 properties in Northampton County). In addition, there are two properties located in Northampton County, Eyre Hall (DHR # 065-0008) and Pear Valley (DHR # 065-0052), that also are designated as National Historic Landmarks (NHL). Of the listed properties, 25 were listed in the NRHP prior to 1980. The majority of resources listed in the National Register date to the early history of the counties. In addition, a substantial number of previously recorded sites in the DHR's V-CRIS are located in the urban communities of the Eastern Shore (Cape Charles, Eastville, Exmore, Onancock, Onley, and Accomac), concentrating a substantial amount of existing documentation in the counties' more densely developed areas. Thus, broadly considered, prior to the initiation of this survey there was little geographic or temporal representation in existing agency records associated with the built environment of Accomack and Northampton counties.

Through the current survey effort, the number of historic architectural resources recorded on the Eastern Shore in Accomack and Northampton counties has greatly increased. The survey resulted in the inventory of 505 resources at the reconnaissance level, which included completion of exterior documentation and photography and preparation of V-CRIS reconnaissance-level inventory forms, including architectural descriptions, preliminary significance assessments, location maps, and site plans (Figure 2). Of the 505 resources documented, 480 were newly-identified resources not yet captured in the DHR's inventory and 25 were previously documented resources for which a substantial amount of time had passed since the previous survey. In total, through the survey, a broad cross-section of resources representing diverse property types, architectural styles, and time periods—ranging from the Contact Period (1607-1750) to the New Dominion Period (1946-1991)—across the full geography of Accomack and Northampton counties have been documented, capturing the built environment as it relates to the domestic, agricultural, commercial, religious, industrial, recreation/social, and governmental contexts of the counties.



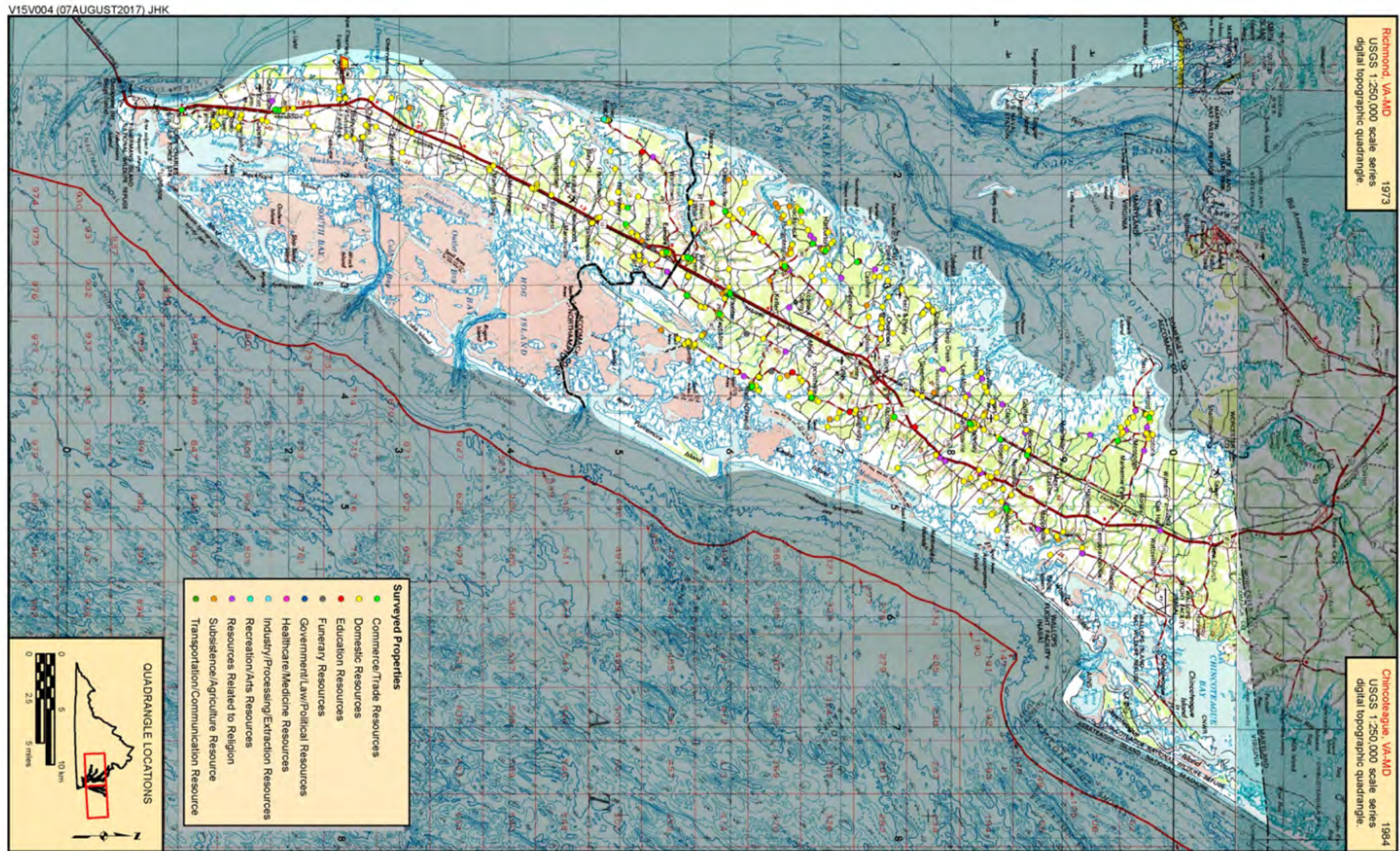


Figure 2. Topographic map depicting the locations of the resources surveyed in Accomack and Northampton counties as part of the current project.



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## II. GEOGRAPHY AND ENVIRONMENT

The Eastern Shore's development since the eighteenth century can be understood by examining the area's geography. The shore's topography, natural resources, and geographic location have shaped settlement patterns, agriculture, industry, transportation networks, and the built environment to create the unique cultural landscape of the Eastern Shore.

The Eastern Shore is part of the Delmarva Peninsula and is located in the Coastal Plain physiographic region. The peninsula is bounded by the Chesapeake Bay to the west and the Atlantic Ocean to the east. It is comprised of Accomack and Northampton counties; Accomack is the northernmost county and is bordered by the state of Maryland. The Eastern Shore is accessed from Virginia's mainland via the Chesapeake Bay Bridge-Tunnel at the southernmost end in Northampton County. The bridge-tunnel was not constructed until the 1960s and rail lines did not reach into the shore until the 1880s, thus prior to these transportation networks, the peninsula was relatively isolated and accessible primarily via boat. During the seventeenth and eighteenth centuries, the Eastern Shore was agricultural in character. Necessities mostly were produced on the shore and luxury items were imported. The principle cash crop during this period was tobacco, which, among other crops, was exported from various ports located where rivers meet the bayside and seaside. As such, during the Eastern Shore's early history, the more populated communities were the port towns located along the waterfront. At first, tobacco and livestock were the most common commodities traded among Eastern Shore residents. Once the cotton gin was introduced in the late eighteenth century, the agricultural landscape shifted as cotton fields replaced tobacco fields. Another agricultural shift happened in the 1830s and 1840s when vegetable farming began replacing cotton farming, once again altering the agricultural setting (Turman 1964: 125-128; 173-174).

The population increased during the early nineteenth century. Transportation networks along the shore carried people and goods throughout the peninsula. These networks were comprised of stage coach roads that ran in a general north-south direction. Stage coach lines were found along the bayside and seaside and connected various towns. In 1884, a major rail line was constructed, which centrally traversed the peninsula in a north-south direction. Once established, communities grew around the railroad and waterfront communities were abandoned as the steam ships were no longer necessary. A highway route, eventually named U.S. 13 (Lankford Highway), opened in 1918 and generally ran parallel to the railroad. It provided a central road through the Eastern Shore. Once the Chesapeake Bay Bridge-Tunnel was constructed in the mid-1960s, vehicular traffic was able to travel uninhibited from North Carolina to Maryland, allowing for the additional settlement of persons and easier movement of agricultural goods (Turman 1964: 163; 198-199).

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### III. RESEARCH AND SURVEY METHODOLOGY

The Federal Emergency Management Agency (FEMA) issued major disaster declarations in 12 states and the District of Columbia following the October 2012 Hurricane Sandy. Within these states, FEMA further designated individual counties eligible for assistance, including monies appropriated from the Historic Preservation Fund (HPF) for historic preservation projects providing relief for damages caused by the aforementioned event. While monies from the Hurricane Sandy Disaster Relief Assistance Grant for Historic Properties was allocated for the preservation, stabilization, rehabilitation, and repair of historic properties damaged by the hurricane in federally declared disaster areas, funds also were appropriated for survey and identification work in impacted areas in order to support disaster planning and further an understanding of storm-related damage and/or lead to the identification and evaluation of individual properties and districts for NRHP eligibility and for future planning efforts (Virginia Department of Historic Resource 2014). In Virginia, these funds were administered by the DHR and awarded as pass-through funding to local communities with a demonstrated need.

The project carried out on the Eastern Shore in Accomack and Northampton counties was conducted by CRA in association with Debra McClane, Architectural Historian, who worked with the DHR and local partners. The project began on October 26, 2015, with a kick-off meeting at the offices of the Accomack-Northampton PDC in Accomac. The survey team was represented by Debra McClane, and the DHR was represented by Blake McDonald and Carey Jones, who was survey coordinator with the DHR at the time. Also in attendance were Curtis Smith, Director of Planning for the PDC, and Hillary Essig, Cultural Resources Program Manager for the PDC. The purpose of the meeting was to discuss the project goals and objectives, proposed survey methodology, and potential properties of interest. Ms. McClane and the DHR staff also conducted a windshield review of portions of the project area to discuss relevant property types and methodologies.

Additional publicity was provided by the *Eastern Shore News*, which ran a story on the survey and its goals in the January 6, 2016 issue (“Architectural Survey Begins to Take Stock of Sandy Impact” Smith, 3A). Several owners of historic properties contacted Mr. Smith after the article was published and the survey team followed up with communications and visits to those properties. Additional property owners were contacted through visits to the Barrier Island Center and through members of the Northampton Historic Preservation Society. Local historians Kirk Mariner and Brooks Miles Barnes also were contacted by the survey team for assistance in locating properties.

Prior to conducting the field survey, the team also completed background research in order to identify previously recorded resources in Accomack and Northampton counties and to identify research resources and mapping that would facilitate completion of the survey. As part of this initial research effort, Ms. McClane reviewed previously completed cultural resource reports in the DHR’s library in Richmond, and inventory records and associated files for previously recorded properties identified in the DHR’s V-CRIS were retrieved and assessed. At this time, the team also discussed the project with DHR archivist Quatro Hubbard, particularly in reference to existing documentation of resources in Accomack and Northampton counties. Based on this discussion, it was determined that field review of previously recorded resources should be limited to those resources for which a substantial amount of time had passed since their initial recording, with the purpose of verifying their current condition and character. Preliminary background research also included a review of Accomack and Northampton counties Geographic Information System (GIS) data, which includes tax parcels, address points, and photographs and provided a convenient means of preliminarily gauging the character of particular properties. Published histories such as *The Eastern Shore of Virginia: 1603–1964* by Nora Miller Turman (1964) also were reviewed.

The field survey was carried out by teams of architectural historians from CRA, in association with Debra A. McClane, Architectural Historian. In order to facilitate efficient progression of the survey effort, field staff used U.S. Geological Survey (USGS) topographic quadrangle (1:24,000 scale) maps to divide the county geographically. While a focus was placed on assessing areas within flood-prone zones for the potential for noteworthy architectural resources, a secondary focus was placed on enhancing the existing, limited data in the DHR's inventory files by providing more comprehensive coverage of the Eastern Shore's resources across its full geography and all property types and time periods. As such, nearly all publicly-accessible roads in the county were driven by field staff in order to identify the potential for historic architectural resources. Given the presence of well more than the 500 architectural resources to be documented as part of the current project, field staff used their professional judgment to select resources for recordation in consideration of the resource's location, age, associated context, and architectural character. While integrity (primarily, integrity of materials, design, and workmanship) was considered during the evaluation process, buildings dating to the nineteenth century or earlier were not required to display a particularly high degree of integrity in order to be surveyed, particularly if they represented a property type, architectural style, or building period for which there were few other examples identified. Additional consideration was given to resources that appeared to be imminently threatened by future development, deterioration, vandalism, and/or vacancy in order to produce a property record before the resource is lost.

Each selected resource was subject to reconnaissance-level recordation, completed in multiple rounds of field survey between February 2016 and January 2017. Documentation included photography and analysis of exterior features of each building, structure, object, and/or landscape associated with a property, as well as the property's larger setting and significant site features. All documentation occurred from the public right-of-way unless a property owner explicitly allowed access onto the property. To the extent feasible and determined necessary by the field staff, efforts were made to knock on doors to gauge the receptiveness of the property owner and ask what they may know about the property's history. In addition to completing photographic documentation, field staff collected notes on construction methods and material treatments, character-defining architectural features, and alterations to the property over time. Site plans also were prepared for each property, spatially illustrating the general characteristics of the parcel and associated built and natural features. Each documented resource was also plotted on a USGS topographic quadrangle and pinpointed in Google Earth for exporting as shapefiles. In total, 505 architectural resources were recorded by the project. Twenty-five of the resources had been previously documented, while 480 resources were newly identified resources for which there was no existing survey record.

Following the field survey, collected data was analyzed and coalesced in preparation for entry into the DHR's V-CRIS. At this time, the team prepared reconnaissance-level inventory forms for the identified properties, each of which was assigned a DHR inventory number. In association with entry into V-CRIS, the team prepared physical survey packets for submission to the DHR's archives in Richmond. Each packet included a printed copy of the inventory form, site plan, and associated materials, as well as archival photographic prints corresponding to the digital photography captured during the fieldwork. Using the collected data, this survey summary report was prepared.



## IV. HISTORIC CONTEXT

Accomack and Northampton counties are located in the Coastal Plain (Tidewater Region) of Virginia on Virginia's Eastern Shore. The Eastern Shore of Virginia forms the southern portion of the Delmarva Peninsula, which derives its name from the states among which it is divided, Delaware, Maryland, and Virginia (Turman 1964: v). The Atlantic Ocean lies along the east side of the shore, or the seaside, and the Chesapeake Bay is situated along the west side, or the bayside. Accomack County encompasses approximately 1,310 sq mi, of which 445 sq mi are land and 855 sq mi are water (Accomack County 2016). The county includes several barrier islands, most notably Tangier Island in the Chesapeake Bay and Chincoteague and Wallops Islands in the Atlantic. The county's name is derived from the Native American word "Accawmacke," which roughly translates to "land beyond the water" or "the other shore." Northampton County encompasses approximately 795 sq mi of land and includes barrier islands in the Atlantic: Hogs, Cobbs, Wreck, and Mockhorn Islands (Northampton County 2005–2013). Accomack and Northampton counties are characterized by small towns and unincorporated communities interspersed among large agricultural tracks and expanses of marshland. Several federal and state preserves manage and protect the Eastern Shore's natural biodiversity; these include Chincoteague National Wildlife Refuge and Wallops Island National Wildlife Refuge in Accomack County and Eastern Shore of Virginia National Wildlife Refuge, Kiptopeke State Park, and Mockhorn Island Wildlife Management Area in Northampton County. In Accomack County, Accomac, Onancock, and Tangier Island feature historic districts listed in the NRHP and Accomac and Onancock are also designed as State Historic Districts. In Northampton County, Eastville, Cheriton, and Cape Charles feature historic districts listed in the NRHP (Accomack County 2016; Northampton County 2005–2013). As of 2010, the population of Accomack County was approximately 33,164 people and the population of Northampton County was approximately 12,389 people (US Census Bureau 2010). Accomac is the county seat of Accomack County; Eastville is the county seat of Northampton County.

### EUROPEAN SETTLEMENT TO SOCIETY (1607–1750)

The first English explorer known to have reached the Eastern Shore of Virginia was Bartholomew Gilbert, the son of Sir Humphrey Gilbert and nephew of Sir Walter Raleigh. Gilbert was dispatched to search the southern coast of Virginia for the lost Roanoke colonists and arrived on the Eastern Shore in 1603 (Turman 1964: 2). Upon going ashore, they encountered resistance from the native population and Gilbert and another crewman were killed. According to some scholars, Giovanni Verrazano, an Italian explorer commissioned by the king of France to find a northwest passage, was actually the first to land on the Eastern Shore near Cape Charles (now Northampton County) in circa 1524, although there is some doubt surrounding this claim (Wise 1911: 4-5).

John Smith was next to explore the Eastern Shore. Smith arrived in Virginia in 1607 as part of the first expedition to Jamestown. In 1608, he and fourteen men embarked from Cape Henry to explore the Chesapeake Bay and landed near present-day Cape Charles. Over the course of two weeks, they explored and mapped the Eastern Shore from the mouth of the bay to the Pocomoke River along the Virginia-Maryland state line (Turman 1964: 3; Wise 1911: 18).

The map of the Eastern Shore drawn by Smith and his expedition notes the presence of several Native American settlements, most notably the "Kingdom of Accawmake." The tribes of the Eastern Shore were united by similar social and cultural traditions shaped by the environment of the Chesapeake. The native peoples were mostly farmers, but supplemented their harvest with fish, game, and wild plants. Animal skins and bones provided clothing and tools and local plants were used to produce medicines and rope. The tribes preferred to settle along waterways, either in temporary camps or more permanent settlements (Roundtree and Davidson 1997: 1-3). The two major groups were the

Accomacks, who occupied the south shore of Old Plantation Creek and the surrounding areas, and the Occohannocks, a sub-tribe of the Accomacks who settled around the Occohannock Creek, northern portions of present-day Accomack County, and eventually Nassawadox. There also were several smaller tribes, including the Magothas, Mattoones, Craddock, Nandua, Pungoteague, Onancock, Nassawadox, Chesconnessex, Machipongo, Metomkin, Kegotank, and Chincoteague (Roundtree and Davidson 1997: 30-32). The relationship between the native population of the Eastern Shore and English settlers was fairly typical of the settlement period, with early friendliness followed by the loss of native lands leading to the creation of reservations. Despite enduring the same abuses as other tribes throughout the colonies, the Accomacks and Occohannocks never engaged in armed conflict with the white settlers. One possible explanation concerns the friendship between John Savage, an early settler and translator, and chief Esmey Shichans, “the laughing king” of the Accomacks. His relationship with the chief, who also held dominion over the Occohannocks, was certainly a crucial factor in the “peaceful invasion of the peninsula” during the 1620s and 1630s and the prevalent trade between the native peoples and the European settlers (Roundtree and Davidson 1997: 47-50).

Other explorers soon followed in Smith’s footsteps. Captain Samuel Argall, the admiral of Virginia, explored the east side of the bay and its harbors in 1613, landing on Smith’s Island, now part of the Mockhorn Island Wildlife Management Area (Wise 1911: 21-22). In 1614, an expedition organized by Sir Thomas Dale, the lieutenant-governor of Virginia, purchased land from the native peoples on the south side of the Accomack River, now known as Cherrystone Inlet, for an outpost on the Eastern Shore. A salt works was constructed on Smith’s Island and a settlement was established on the banks of Old Plantation Creek, now known as Longs Pond. At the salt works, sea water was boiled in large kettles over wood fires to extract the salt, which was then laid out to dry before being packaged into seventy pound bushels or used to salt-cure fish. The salt and preserved fish were then shipped to the mainland for distribution throughout the colony. Although the Old Plantation Creek settlement remained, the outpost and salt works were abandoned in 1617 (Turman 1964: 5-6).

In 1619, Sir George Yeardley arrived in Jamestown to establish a civilian government and divide the land into public and Virginia Company tracts. Land grants were first distributed in 1618 under the headright system, a practice that provided that anyone who paid their own passage to the new colony would be granted 50 acres of land and 50 additional acres for each person’s passage they paid. Grantees were required to improve the land by constructing a house and planting at least one acre, which had to be maintained for at least one year (Cross and Cross 1985: 16; Parramore, et al 1994: 30). In 1621, a group of settlers arrived in Virginia and were established on a 500-acre tract on the north side of King’s Creek near present-day Cape Charles. These settlers worked under contract for the Jamestown government raising crops and cattle for distribution throughout the colony (Turman 1964: 6). The settled areas on the southern tip of the Eastern Shore became collectively known as Accomack Plantation (Turman 1964: 6-7). This included three main settlements: Accomack, located between the Accomack River (Cherrystone Inlet) and King’s Creek; Old Plantation Creek, occupying the area between Old Plantation Creek (Longs Pond) and the tip of the peninsula; and a settlement along Magothy Bay (Turman 1964: 15). It should be noted that isolated settlers most likely inhabited the northern portion of the peninsula, as well.

In June of 1624, Virginia became a royal colony. At the time, the census recorded 79 persons living on the Eastern Shore, which dropped to 51 in 1625 (Turman 1964: 10). The population soon recovered and began expanding northward into the inland forests. By 1629, representatives from the Eastern Shore were regularly sent to the General Assembly in Jamestown. In 1632, Accomack Plantation established a Monthly Court to address local legal matters previously handled by the distant courts in Elizabeth City or Jamestown (Turman 1964: 21-22). Two years later, on March 14, 1634, Virginia was divided into eight counties, including Accomack, which consisted of the entire Eastern Shore of Virginia (Turman 1964: 25). According to the 1634 census, 396 individuals lived in the newly created Accomack County. The county government was organized, with the Monthly Court

becoming the county court. The court had the power to grant land patents, hear civil cases involving less than 500 pounds of tobacco or five pounds sterling, and try criminal cases (Turman 1964: 36-38). Trade prospered in the new county with corn, tobacco, and other crops, as well as cattle, animal skins, and silver exchanged with the New England colonies and the native population (Turman 1964: 39-40). By 1641, the settled areas of Accomack County extended beyond Nassawadox Creek and the population had grown to about 700 people (Turman 1964: 42).

Accomack was renamed Northampton County in 1642. In 1650, Northampton saw an influx in its population from Royalists fleeing England to escape Cromwell's Parliament and military, which had enacted laws punishing noblemen and clergymen who refused to renounce Anglican worship. Generally, the Commonwealth government in England was too busy to concern itself with Virginia. Tensions between England and the Netherlands were tightening, causing Eastern Shore residents to grow suspicious of their Dutch neighbors, suspecting they might join in on a hostile plot with Native Americans against them. A court-issued order forbade Dutch residents from trading with Native Americans. On October 9, 1651 a law was passed, the First Navigation Act of the Commonwealth, which officially brought Northampton County into the war between England and the Netherlands. The law prohibited the Dutch from trading with Virginia and other colonies. On March 11, 1652 the Virginia government was transferred from Royal Authority to Commonwealth Parliament. The General Assembly was given authority. The First Dutch War ended in 1654 with the Dutch acceptance of the First Navigation Act and trade within the Eastern Shore and between other English colonies increased. Northampton County farmers were selling tobacco to England and butter, cheese, cured beef and hog meat, hides, wool, and livestock for breeding purposes to the colonies. In 1662, there was a transition back to the Royal Authority (Turman 1964: 51-63).

In 1663, Northampton was divided just below present-day Nassawadox creating Accomack County once again, in the north and Northampton County in the south (Turman 1964: 43; 64). At this time, the settled area of Accomack County had not yet reached the modern town of Accomac. Land patents for large tracts of agricultural land increased dramatically in the northern portion of the county between 1664 and 1670. In October of 1670, the General Assembly, displeased with the management of the new county, adopted a resolution that united Accomack and Northampton County. The new Northampton County would have separate Upper and Lower courts (Turman 1964: 70). Four years later, the Eastern Shore was once again divided into two counties, although an exact boundary line was not immediately established. Bacon's Rebellion against Governor Berkeley in 1676 halted governmental affairs across the colony and tabled concerns about the boundary line. Bacon's forces traveled to the Eastern Shore in order to capture Governor Berkeley; the shore militia provided protection and Governor Berkeley made his way to Jamestown. Bacon's Rebellion was ultimately unsuccessful; however Governor Berkeley was eventually called back to England. The Accomack/Northampton boundary division was still unsettled over a decade after the rebellion ended, but was finally resolved in 1688 by an act of the General Assembly. (Turman 1964: 76-80; 85).

Despite general feelings of unrest, the Eastern Shore was largely unaffected by the changes in leadership in England at the end of the seventeenth century. The transition from Charles II to James I to William II had little impact on the residents of the Eastern Shore. Existing towns, such as Accomac and Pungoteague continued to grow and new towns, like Onancock, were established. Fishing, salt production, trapping, and agriculture (mostly tobacco) were popular industries (Turman 1964: 85-92). Outlying islands, such as Chincoteague, Assateague, Wallops, and Tangier Islands, were largely uninhabited and used mostly for raising livestock. Manufacturing on the Eastern Shore was limited and most finished goods were produced in "home industries." Houses were modest, but a few mansions dotted the county landscape. New churches, schools, mills, and courthouses were constructed to accommodate the growing population, which reached 4,881 people across the Eastern Shore in 1703 (2,081 people in Accomack County and 2,800 people in Northampton County), and 5,658 people the following decade. Pirates occasionally plagued the vulnerable Eastern Shore

#### IV. HISTORIC CONTEXT

requiring constant vigilance from the county militia. Militiamen rotated watches at Cape Charles; ready to act if needed. If a fleet of pirate vessels were seen entering the bay, the governor of Jamestown was notified. This system of coastal defense was followed until 1700. In 1705, the General Assembly established a public ferry from Northampton County to Virginia's mainland; it most likely traveled from Kings Creek at the Port of Northampton across the Chesapeake Bay to the Port of York. By the turn of the eighteenth century, 200,923 acres of land were patented in Accomack County and 99,384 in Northampton. A decade later in 1714, 230,462 acres of land were patented in Accomack County and 103,840 in Northampton. Roads extended from the tip of Northampton County through Accomack to the border with Maryland. The main road was known as Wallops Road, which later became U.S. Highway 13 (Figure 3) (Turman 1964: 85-95; 104-105).

#### COLONY TO NATION (1750-1789)

In 1754, the General Assembly enacted a tax law to pay militiamen to oust the French from Virginia's western frontier, also known as the Ohio country. Thus, the French and Indian War began. By 1755, the conflict had become a colonial war and a draft law was passed that required each county to send a certain number of troops to fight the French. A year later, England declared war on France, beginning the Seven Years War. Men from the Eastern Shore helped drive the French from the Ohio country and guarded the coastline of the peninsula from enemy landings. So many men were on guard that agricultural production and trade decreased sharply and economic conditions in the shore counties declined. When the war ended in 1763, England possessed all of the Ohio country and Canada (Turman 1964: 120-121).

The late eighteenth century was a period of civil unrest for the Eastern Shore. The Stamp Act of 1765 levied a tax on all paper goods imported to the colonies. The act caused outrage among the colonists and the people of Virginia vowed to not purchase items with the stamps attached. The residents of the Eastern Shore were generally united against the act, except for a small minority who objected to the boycott. The protest from the colonists threatened to halt trade and commerce, and thus the British Parliament repealed the tax. A brief period of peace followed as trade resumed. Tobacco was a principal cash crop on the Eastern Shore, but pork, beef, fish, animal skins, corn, wheat, salt, shoes, castor oil, flax, and linen also were exported from the peninsula to England and the colonies. Since the economic decline during the Seven Years War, the people of the Eastern Shore had become increasingly self-sufficient. Farms and plantations throughout Accomack County produced basic necessities of everyday life and only luxury goods were imported from outside the shore (Turman 1964: 125-128).

News of the Boston Tea Party and its aftermath divided the Eastern Shore into Tories and patriots. Military mobilization soon began and when the Continental Congress declared the colonies free and

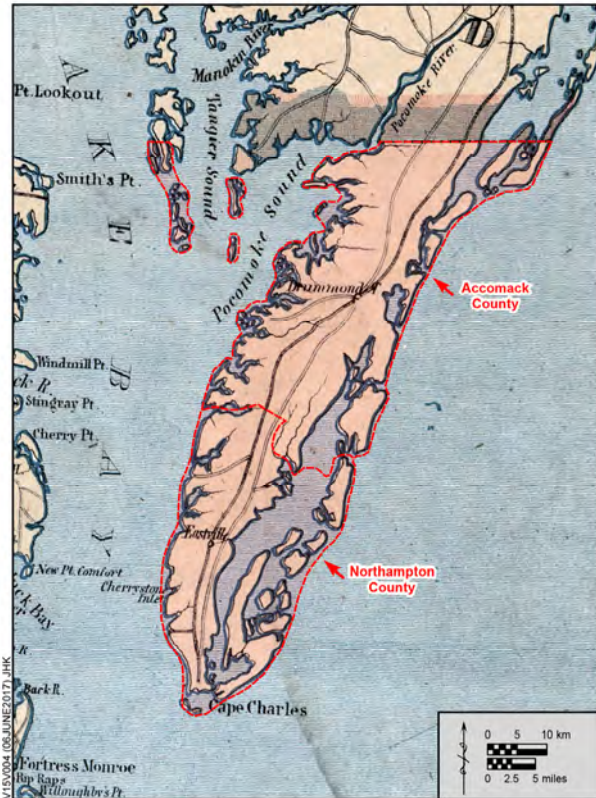


Figure 3. A portion of the 1864 Map of Eastern Virginia (Nicholson 1864) depicting road alignments along the Eastern Shore from the eighteenth century into the nineteenth century.

independent in 1776, these loyalists were monitored and sometimes tried for treason by the patriot majority. While not a major battlefield, the Eastern Shore sent seven companies of soldiers and a handful of officers to fight in the American Revolution. Early in the war, the British established an operating post on Hog Island in Northampton County. From this base, the British would set out on night raids of nearby areas for food and livestock to replenish stocks of British warships in the area. When the British seized the mouth of the Chesapeake Bay, the ports of Accomack and Northampton counties became the main supply line between France and other neutral countries and the new Commonwealth of Virginia. A fort was constructed on Parramore Beach in Accomack County to protect merchant ships and prevent the British from raiding barges carrying goods on Metompkin Creek (now Metompkin Inlet). The Battle of the Barges, the final naval engagement of the war, took place in the Chesapeake Bay off the coast of Accomack County. Commodore Whaley commanded a fleet of barges charged with protecting the Maryland coastline. He came ashore near Onancock searching for volunteers to fight an enemy ship in the northern part of the bay. Whaley was killed in the clash and buried at Scott Hall in Onancock. Several of the Accomack volunteers were captured, but were later returned in a prisoner exchange with the British (Turman 1964: 129-132).

Unlike many areas throughout the Virginia Commonwealth, the Eastern Shore emerged from the American Revolution relatively unscathed and continued to expand as the new republic took shape. In 1786, the General Assembly approved the formation of a town around the Accomack Courthouse. The land was originally patented in 1664 and the brick courthouse was constructed in 1756. The area had several names since its settlement, including Freeman's Plantation, Metompkin, and the Courthouse. The town recognized in 1786 was called Drummondtown for the owner of the property adjoining the courthouse, Richard Drummond. At the time of its creation, the town contained the courthouse, a jail, the jailor's house (later the Debtor's Prison), a tavern, a saddle shop, a store, and seven houses. Drummondtown was renamed Accomac in the late nineteenth century (Turman 1964: 133-136).

### EARLY NATIONAL PERIOD (1789–1830)

The first federal census was completed in 1790 and recorded 13,959 residents of Accomack County, 4,262 of which were enslaved persons. In Northampton County there were 6,889 people; records do not indicate the number of enslaved persons for Northampton County (Turman 1964: 138).

Africans were first brought to Virginia in the early-to-mid seventeenth century to provide enslaved labor. Some were slaves for life, while others were indentured servants. Free Africans also settled in Virginia during this period and by 1790, the Eastern Shore had a significant free and enslaved black population. Early free Africans on the Eastern Shore owned property, raised livestock, competed with their white counterparts in the marketplace, and sometimes owned slaves. However, by the eighteenth century, free blacks possessed only a "quasi freedom" as racism and the prevalence of the slave trade diminished their mobility in shore society (Breen and Innes 1980: 5-6).

At the end of the eighteenth century, Accomack County, which had been divided into Accomack and St. George Parishes in 1763, contained numerous towns and small settlements, including Machipongo Creek, Belle Haven, Guilford, Pocomoke, Occonhannock, Pungoteague, and Onancock. Onancock was the largest settlement on the Eastern Shore. Watts, Tangier, Sykes, Chincoteague, Assateague, and Wallops Island also were inhabited by the late eighteenth century (Turman 1964: 143). Houses in these towns were typically modest one-and-one-half story frame dwellings, with a few luxurious mansions constructed in the larger towns like Onancock and Drummondtown (Turman 1964: 150). Franktown, Hadlock, Nassawadox, and Magothy Bay were towns and named areas in turn-of-the-nineteenth century Northampton County. Churches in the counties served Protestant, Methodist, Baptist, and Quaker congregations (Turman 1964: 136; 143). Post offices, while in operation in Accomack before the Revolutionary War, expanded their services and routes under the newly formed United States Postal Service, bringing more news and correspondence from the mainland to the

Eastern Shore (Turman 1964: 155). Tobacco and livestock were still central commodities in the Eastern Shore economy with additional goods sold in smaller quantities. Flax was grown on both large plantations and small farms and manufactured into cloth, boat sails, rope, and thread for fishing lines and nets. Flax seed also was used to make medicines and paint. Sheep were raised for meat and wool. Women, or their servants, still produced the majority of finished items in the home, spinning and knitting wool and weaving processed flax into goods, which were then either used by the family or sold (Turman 1964: 150-153).

As the nineteenth century began, the Eastern Shore entered into a period of prosperity. The 1800 census lists 15,693 people living in Accomack County and 6,763 people residing in Northampton County (Turman 1964: 156). The introduction of the cotton gin in 1793 changed the agricultural industry on the peninsula. The mule-powered cotton gin reduced the labor required to harvest cotton fibers, and the demand for cotton soon surpassed the demand for flax. Farmers quickly converted portions of their tobacco fields for cotton cultivation. Cotton replaced tobacco as the county's main cash crop.

The War of 1812 once again placed the Eastern Shore in a vulnerable position. Military presence along the shore increased to guard against enemy occupation. However, the initial war between the British and the French had little impact on the shore beyond a reduction in trade. When the British turned their sights toward the new American capital in Washington, D.C., Tangier Island in the Chesapeake Bay became a base of operations for the British campaign. Rear Admiral George Cockburn and his troops occupied Tangier Island in 1814, holding the island and its residents hostage until the end of the war. The invaders cleared land, commandeered livestock, and constructed a fort on the island. Once the war ended in February, 1815, the Eastern Shore escaped with little material damage. The Hungars Ferry resumed service across the bay; it had been in operation since 1724. An additional ferry also began operation following the war from the Port of Pungoteague (Turman 1964: 163).

John Cropper, one of the Eastern Shore's best known citizens, died on January 15, 1821. He was born at Bowmans Folly on December 23, 1755. He was a descendant of a John Cropper who patented Bowmans Folly in 1664. John Cropper (1755–1821) was a soldier who rose through the ranks, finally receiving a commission of lieutenant colonel. He participated in several battles in the nation's early history, joining General Washington at Morristown, New Jersey in 1776; the Battle of Brandywine in 1777; and the Battle of the Clouds in 1782. When not serving his country, Cropper tended his plantation and shipping business and served in government. He was a member of the Virginia House of Delegates from 1784–1792 and served the State Senate from 1813–1817. In 1815, he was commissioned Brigadier General of the 21<sup>st</sup> Brigade, Virginia Militia and as such, he was known as General John Cropper (Turman 1964: 163–165).

During this period, Accomac, Accomack County's county seat, had a population of 240 people and contained a courthouse, jail, Methodist Church, 39 dwellings, 1 school, 3 mercantile stores, 1 tannery, 2 saddle and harness makers, 3 tailors, 3 cabinet makers, 1 watch and clock maker, 1 carriage maker, and 2 boot and shoe factories. Three grist mills were located within the vicinity of the community. It was at the turn-of-the-nineteenth century that the county seat of Northampton, Eastville, really began to take shape. It had a population of 217 people and consisted of 21 dwellings, 4 stores, 2 taverns, 1 Episcopal Church, 1 school, 1 Bible society, 1 coach factory, 1 harness maker, 1 cabinet maker, 2 blacksmiths, 2 boot and shoe manufactures, 3 tailors, 1 house and sign painter, 1 hatter, 3 castor oil manufactories in the village and 2 additional manufactories in the country (Turman 1964: 167–168).

### ANTEBELLUM PERIOD (1830–1860)

In 1840, the Eastern Shore's population was 24,811 people. The majority of these people lived in rural areas or small villages rather than towns, as no community had a population larger than 500 people. By 1856, Accomack County post offices had expanded throughout the county and were located in Belle Haven, Chincoteague, Guilford, Horntown, Locust Mount, Locustville, Messongo, Metompkin, Modest Town, New Church, Onancock, Pungateague, Temperanceville, Wagram, and Wiseville (Turman 1964: 173; 179–180).

By the 1830s and 1840s, Accomack was a thriving agricultural county that was making the transition from staple crops to commercial vegetables. The introduction of the steamboat and the completion of the Chesapeake and Delaware Canal across the Delmarva Peninsula in 1829, made transport of goods to market much quicker. The sweet potato was of greatest importance with the highest yields in 1840. Other important crops produced included Irish potatoes, corn, wheat, peas, and beans, including castor beans. Cotton, flax, tobacco, beeswax, salt, and firewood also were produced and sold. Seafood also was an important commodity and oysters were marketed to northern cities. By 1860, food was produced in even higher numbers, cotton production had dropped, and flax was no longer produced at all. Goods were sold to northern markets as well as to Cuba and the Caribbean Islands. Waterfront communities, while small, thrived during this period as they provided steamboat access and thus access to markets and goods. They included Onancock, Chincoteague, Cape Charles, Willis Wharf, Wachapreague, and Hoffman's Wharf (present-day Harborton) (Badger n.d; Turman 1964: 173–174; 182).

Although the need for lighthouses along the coast of the Eastern Shore had been evident for years, none were actually constructed until the 1830s. The Cape Charles Lighthouse on Smiths Island in Northampton County was constructed in 1832. A lighthouse on Assateague Island was built the following year. Land was purchased on Watts Island in Chesapeake Bay at this time for an additional lighthouse too and construction started in 1833. Studies were completed for lighthouses on Hog Island between Cape Charles and Assateague along the Atlantic Ocean side, but money was not appropriated by Congress until 1852. Smaller lighthouses were built at the entrances of Occohannock and Pungoteague Creeks. Dwellings were constructed alongside the lighthouses for the keeper and assistant keeper. The oil lamps located in front of the reflectors required daily maintenance and the reflectors required cleaning at regular intervals (Turman 1964: 171–172; 183).

In 1845, by an act of the General Assembly, communities were able to form school districts and levy taxes. By 1850, Accomack had 27 one-room schools with a total enrollment of 1,260 students (Turman 1964: 175–176).

### CIVIL WAR (1861–1865)

In 1861, Accomack and Northampton County courts authorized funds for arms, ammunition, and a recruiting program for the Confederacy. This resulted in an army of 800 men, which were divided into eight companies of infantry, two companies of cavalry, and one of light artillery. All able-bodied white men between the ages of 18 and 45 were already members of a local militia and practicing drills three times a year, as this had been practiced since the War of 1812. Colonel Charles Smith was in command of all the forces on the Eastern Shore and received his commission from Jefferson Davis. Major General John A. Dix was in command of the defense of Maryland and saw an immediate need for Union occupation of the Eastern Shore to sever supply lines to from Maryland Confederate sympathizers to Eastern Shore troops and to keep Accomack and Northampton counties' Confederate influence out of Maryland. Brigadier General Henry H. Lockwood headed the army of 4,500 troops and stationed them at Newtown (Pocomoke), Maryland. Via General Lockwood, General Dix sent a proclamation stating that private property would be protected if the people did not resist the army occupation. Also, he promised to reopen the counties to trade and restore the lighthouse lights. With



the arrival of Union troops at Newtown, General Smith ordered his army of 800 men and approximately 1,200 militia men to the northern part of Accomack County to station for defense. Once General Smith received the proclamation, he had no choice but to retreat. Prior to complete occupation by Union forces, 44 officers and 64 enlisted men escaped to Virginia's mainland to join other Confederate Army units. College age men enlisted and others ran the blockade to join the Confederate troops. In all, 452 men from the Eastern Shore—197 from Accomack and 255 from Northampton—left to serve the Confederate Army on the mainland. On the Eastern Shore, General Lockwood occupied the home of Dr. Browne; a camp near Accomac previously used by Confederate troops was occupied by the Union Army. Staff headquarters for Northampton County were located at Cessford in Eastville; the Union Camp was situated in Old Town Neck. During the Union's occupation, trading between soldiers and natives was strictly regulated. Some church buildings were temporarily converted to barracks and stables for the Union Army's occupation (Turman 1964: 184–190).

The Federal Government grouped both Accomack and Northampton counties with the western counties that chose to stay in the Union. The General Assembly provided for the counties to have a referendum to become part of Maryland; however there is no record of vote. The western counties, which declined to join the Confederacy, were admitted to the Union in 1863 as the state of West Virginia. The remainder of the state of Virginia was not readmitted to the Union until 1870 (Turman 1964: 190).

#### RECONSTRUCTION AND GROWTH (1865–1917)

With the re-admittance to the Union in 1870 and the departure of Union troops, Accomack and Northampton counties were able to restore self-government. Following the war, the Eastern Shore established a public school system, Life-Saving Stations, and a central rail line. In 1870, the Governor of Virginia commissioned superintendents for both Accomack and Northampton counties and thus began the modern school system. The public schools began operation on February 1, 1871. Since the majority of school-aged children's labor was needed to help their parents during harvest time, the school year ran from February 1 until June 30. By 1885, Accomack had 82 public schools and Northampton had 26 public schools in addition to several private schools. One college and nine academies provided higher education for Eastern Shore residents during the latter half of the nineteenth century (Turman 1964: 190; 195–197).

In 1874, Life-Saving Stations were established on the Eastern Shore by the Federal Government. In 1871, the Life-Saving Service was established by Congress following numerous sea disasters along the nation's Atlantic coast. The service trained men and provided them with the proper equipment to help distressed ships. Life-Saving Stations consisted of two-story, frame houses with living quarters for a crew of men. The houses had a room for life boats that could be launched at a moment's notice. Men spent a week on duty followed by a week off. Stations authorized in 1874 were Assateague Beach Station, Wachapreague Beach Station, Hog Island Station, Cobbs Island Station, and Smiths Island Station. Additional stations authorized by Congress in 1878 and 1882 were Popes Island Station, Wallops Beach Station, Metompkin Inlet Station, and Parramores Beach Station. The keeper, who had the status of a commissioned officer, trained and drilled the crew. In 1915, the service was combined with the Revenue Cutter Service to form the United States Coast Guard (Turman 1964: 198–199; 220).

In 1884, the New York, Pennsylvania, and Norfolk Railroad cut its way through the Eastern Shore to connect to a line in southern Maryland (Figure 4). Stations along the rail line first took the names of nearby towns, but were later changed to the new community names that developed around the line. The railroad planned and built the community of Parksley in Accomack County. Prior to the railroad, Onley, in Accomack County, was a small crossroads town, named Crossroads; however with the construction of the railroad, it significantly increased in size. Other communities that grew up along

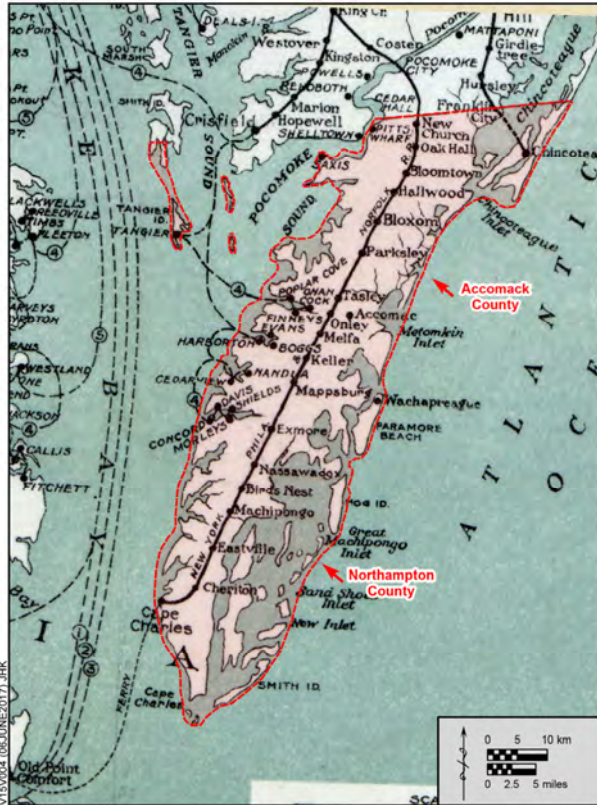


Figure 4. A portion of the 1926 Transportation Lines of Chesapeake Bay Serving the Port of Baltimore, MD (Board of Engineers for Rivers and Harbors 1926).

the railroad include: Melfa, Keller, Hallwood, Tasley, Painter, and Belle Haven in Accomack County and Cape Charles, which also was developed by the railroad like Parksley; Exmore, Cheriton, and Nassawadox in Northampton County. The prosperity the railroad brought to these towns is evidenced by stately residences constructed in these communities from the late 1880s through circa the 1930s. Station buildings, with the exception of the Cape Charles building, were two-story; the agent's family occupied the second floor. The railroad reached to Cape Charles at the southern end of the Eastern Shore, which had a deep harbor that could accommodate large steamships, which sailed across the bay with passengers and/or goods to Norfolk. While the railroad brought much development and ease of movement of products to the Eastern Shore, it also was the downfall for some communities, namely smaller villages located along the waterfront such as Marsh Market, Sinnickson, and Franklin City (Badger n.d; Turman 1964: 199–203).

Quicker transportation via the railroad furthered the Eastern Shore's shift from grain and cotton production to perishable foods. Sweet and Irish potatoes were produced in the highest numbers;

strawberries and other foods were also raised. Potatoes were shipped in barrels, thus barrel factories were the first industries to appear near railroad stations. The seafood industry also was prosperous during the late nineteenth century. Three fish factories were located along the Eastern Shore and seafood, including oysters, clams, crabs, and turtles, were shipped elsewhere. While food was being exported out of the shore, traveling salesmen were entering the Eastern Shore and bringing goods and services to communities along the peninsula. Hotels and livery stables were constructed near rail line stations to accommodate salesmen along with those traveling to railroad villages for business purposes. Roads leading to railroad villages were in poor condition, increasing demand for improved roads. In January of each year, the cost of road improvement and construction would be estimated and a tax would be levied. Each county was required to own a certain amount of road construction equipment; however supervisors had the authority to purchase more if needed. One set of equipment was sufficient for Northampton County; however the larger area of Accomack County required a set of equipment for the lower and upper parts of the county. All vehicles passing on the roads during the latter part of the nineteenth century and into the twentieth century were horse-drawn, save for bicycles (Turman 1964: 204–205).

While vacation inns had been on the shore for years, it was during this period that resorts began to appear. Cobbs Island was located along the seaside of the shore in Accomack County and an additional luxury resort was located in Occohannock Neck along the bayside of Northampton County. These resorts as well as other commercial inns featured various forms of recreation and health benefits, including: sun bathing, croquet, billiards, hunting, fishing, and saltwater baths. While the resorts were an attraction, they did not draw as many people as the Keller Fair. The Keller Fair began as the Keller Agricultural Fair in 1878 at the Turlington Camp Meeting Grounds for a parade and

display of farm products and livestock; it was organized by the Eastern Shore Grange Society, which formed in 1875. Due to the success of the fair, a Grange Hall and horse race track were constructed in 1880. The Eastern Shore Agricultural Fair Association took over the fair after the Grange dissolved. More buildings were constructed on the grounds and which showcased the area's animals and sold food prepared by the area's best cooks. Aspiring politicians made their rounds at the fair to mingle with constituents. Other towns along the shore held fairs, including Tasley in Accomack County and Cape Charles in Northampton County, but their fairs were never as successful as the Keller Fair (Turman 1964: 205–207).

By 1900, the population of the Eastern Shore had reached 46,340; 32,570 of those people resided in Accomack County and 13,770 in Northampton County. At the turn-of-the-twentieth century, potato production was still the largest cash crop along the shore; however there was a need for a marketing system. On January 20, 1900, the Eastern Shore of Virginia Produce Exchange was chartered by the General Assembly. The organization was formed to buy and sell produce as the agent of the producer, to inspect all produce, to operate storage and packing houses, and to conduct any other appropriate business associated with the trade of produce. Following the establishment of the Produce Exchange, a grading system was enacted, ensuring quality and uniform products. Produce profits increased and potato acreage in the Eastern Shore rapidly increased, creating a one-crop system of farming, which resulted in a substantial cash income for the shore. With an increased income, residents demanded more merchandise such as clothing and furniture, as well as luxury items, such as pleasure boats. Commercial ice and canning plants also were established at the turn-of-the-twentieth century. Commercial ice was in demand for home use in refrigerators and used in rail cars to keep produce from spoiling. (Turman 1964: 209–212).

The Eastern Shore's population continued to grow and by 1910 the census recorded a population of 53,322 people. Accomack County had a population of 36,650 people and 2,977 farms while Northampton County had a population of 16,672 people and 1,298 farms. Northampton had yet to reach its maximum population count; this would happen in 1930. Agricultural census records indicate potato yields, as well as cabbage, onion, and tomato yields increased while strawberries remained stable, indicating the Eastern Shore retained its place as a truck farming area. Grains were still raised, but only to feed horses and mules. Increased crop production meant that steamships were able to ship more produce in addition to transport by rail (Turman 1964: 218–220).

#### **WORLD WAR I–WORLD WAR II (1917–1945)**

The Coast Guard was the sole armed protector of the Eastern Shore from European enemies during World War I (WWI). The Coast Guard patrolled beaches for incoming boats and submarines. Once the war started, many men enlisted; however others were drafted once the Selective Draft Act was passed on May 18, 1917. Thirty-one men from Accomack County and 21 men from Northampton County lost their lives fighting in WWI. Following WWI, when men returned home they found jobs to be plentiful. Some chose the path of higher education, some stayed on the shore to work as potato farmers, and others left the shore for city jobs in the automobile industry (Turman 1964: 220–223).

Automobile ownership on the Eastern Shore increased drastically during WWI, so much so that stricter regulations had to be enacted regarding their operation. With increased automobiles came a need for filling stations and garages, which sprung up along roadsides. In 1922, a State Highway Commission was created and in the same year a highway was proposed from Maryland's state line to Cape Charles on the southern end of the peninsula in Northampton County. Construction began that same year and the route followed the railroad. It was completed in 1931. Several different large, open steamer ferries offered transport services from the mainland to the shore for patrons and their automobiles (Turman 1964: 223–228; 236).

In the 1920s, potato farming was more profitable than ever and farmers sold all their crops without keeping any surplus for storage as was customary. Although agricultural land prices were increasing, farmers bought more land, even if it meant purchasing the land on credit or mortgaging their current farms to do so. During this period, homes and farms were being modernized. Bathrooms and refrigerators were installed in older homes and windmills, used to pump water, were replaced with gasoline or electric pumps. New homes were also constructed (Turman 1964: 235).

The Depression following the stock market crash in 1929 impacted all shore residents. Potato prices fell, leaving many unable to pay their creditors. In addition, numerous small merchants were forced to go out of business. Schools ended the school year early due to lack of funds and county officials went without their salaries for months at a time. By 1934, the shore felt the peak of the Depression; unemployment was widespread and as credit was no longer available, many families were required to grow and can their food. Works Projects Administration projects helped supply people with much needed work. By the end of the 1930s, which saw the start of World War II, farming became diversified with the introduction of soybeans and vegetables for canning, such as pumpkin. During the war, men who stayed on the shore and were not farming worked in ship yards and war material plants (Turman 1964: 236–239).

In August 1940, land at the mouth of Chesapeake Bay was acquired by the government to become Fort John Custis. Civilian Defense organizations and the Red Cross taught residents on the shore self-preservation techniques, including drills and first aid classes, to utilize in the event of a possible enemy attack. As in the previous war, food rationing was once again implemented. While shore residents rationed their food intake, farmers grew food for soldiers fighting overseas. Crops grown included tomatoes, Irish potatoes, sweet potatoes, corn, peas, string beans, lima beans, turnip greens, broccoli, spinach, and strawberries. Poultry farming also expanded greatly during the war period. In 1942, the airport near Parksley was taken over by a Civil Air Patrol and small army posts were set up at Chincoteague and Accomac. In April 1942, the government purchased a site on Wallops Neck for a naval air station. It was commissioned on March 5, 1943 as the Chincoteague Naval Air Station as an auxiliary Norfolk Naval Air Station. At the end of WWII, the naval air station 2,038 personnel. At the close of the war on August 14, 1945 with Japan's surrender, a total of 72 Accomack County residents had sacrificed their life while fighting; 37 Northampton County residents died during the war (Turman 1964: 241–245)

### **THE NEW DOMINION (1946–1991)**

Following WWII, the government leased additional land on Wallops Island to construct a rocket test facility. The first test rocket was fired on June 27, 1945. On November 7, 1949, the remainder of the island was purchased and the government's research was expanded. Employees working on the island lived in surrounding communities and accessed the island via boat or plane. Residential units were later constructed on the island. The Chincoteague Naval Air Station was converted into a research facility and employed a large number of people. The site was officially closed as the Chincoteague Naval Air Station in 1959 and transferred to the National Aeronautics and Space Administration (NASA). By 1963, more than 5,000 rockets had been launched from Wallops Island, bringing worldwide recognition to the Eastern Shore (Turman 1964: 246; 251; 262).

The period following the war saw the price of farm products rise and canning facilities began operating at full capacity. Civilian goods, many of which were restricted during wartime, were in high demand. These included refrigerators, stoves, vacuums, and other small appliances. Automobiles also were in high demand, and especially sought by returning young veterans. The television appeared on the shore in the late 1940s and was highly sought by residents. It replaced radios and was responsible for the reduced attendance and eventual closure of some theaters. The uptick in sale of marketplace products was paired with a boom in housing construction. A new house type emerged on the scene in the 1950s: the Ranch house (Turman 1964: 246–247).

The survival and well-being of wildlife and waterfowl on coastal areas became a concern due to the military installations and other uses. Thus, in 1945, the federal government bought the portion of Assateague Island located in Virginia and established the Chincoteague National Wildlife Refuge. The refuge was comprised of 8,809 acres, including 250 acres of prime oyster grounds; watermen who had previously leased these grounds from private owners renewed their leases with the government. Wild ponies, owned by the Chincoteague Volunteer Fire Department, were allowed to stay on the island and the annual “Pony Penning” continued where ponies are corralled and swim from Assateague Island to Chincoteague Island, an event that is a big tourist draw for the area. Additionally, the refuge was used for biological studies, to band and track ducks and geese, and as a stopover for snow geese. Several other large parcels of land were purchased in the mid-twentieth century by the government to convert to wildlife refuges. Two of these, Saxis Marsh Wildlife Refuge and land at Sound Beach are located in Accomack County; Mockhorn Island is situated in Northampton County. (Turman 1964: 247–248; 260–261).

Modes of transportation changed following WWII. Prior to the war, the majority of goods, from food to coal and oil, to passengers were transported via rail. Shortly after the war, cargo trucks took over the shipment of food; oil was shipped via boat; and passengers traveled on buses. During the 1950s, while agriculture remained the principle source of income for shore residents, the number of farms decreased; however the size of the remaining farms increased. The last Keller Agricultural Fair was held in 1957. The 1960s saw the continued mechanization of farms and with each harvest season a migratory labor force of 10,000 arrived. The overall population of the shore, however, began to decline in the mid-twentieth century (Turman 1964: 248–252).

The Chesapeake Bay Bridge and Tunnel was opened on April 15, 1964. It stretches 17.6 mi from the southern tip of the Eastern Shore’s peninsula over and under the Chesapeake Bay to Virginia Beach. The engineering feat consists of two tunnels beneath shipping channels and two bridges that cross the North Channel and Fisherman Inlet. The Bridge-Tunnel, a toll road, made travel via automobile from Virginia’s mainland easier and quicker and thus rendered ferries unnecessary. At the time of the Bridge-Tunnel’s construction, the population of the shore was approximately 50,000 people. With a permanent roadway linking the shore to Virginia’s mainland, it was predicated that the shore would see an uptick in its economy; however this was not the case (Badger n.d.; Turman 1964: 265).

#### POST COLD WAR (1992–PRESENT)

With the construction of the Chesapeake Bay Bridge-Tunnel, goods from the Eastern Shore were transported via truck shipping along the highway versus rail lines that had historically carried goods since the latter part of the nineteenth century. Foods that should be consumed at peak freshness are transported via air. In recent years, this has led to economic strife in former railroad communities. Tourism has become one of the biggest industries on the Eastern Shore and it is an industry that has brought some former railroad towns back from the brink of economic collapse, such as Cape Charles. Residential developments, restaurants, and two upscale golf courses have attracted residents and tourists alike to Cape Charles (Badger n.d.; Turman 1964: 265).

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## V. THEMATIC CONTEXT

### COMMERCE/TRADE

Resources associated with commerce and trade documented during the current survey ranged in age from 1820 to c. 1965, and were located throughout the county. A total of 37 resources associated with commerce and trade were identified during the survey; 17 of these resources are associated with communities that were examined as potential historic districts: Belle Haven, Harborton, Locustville, Painter, Pungateague, Wachapreague, and Parksley (Figure 5). The bulk of the resources functioned or functioned as stores; four function/functioned as hotels; and two historically functioned as banks. The majority of the structures are situated on main routes. Most of the resources are constructed of frame with various siding treatments, including weatherboard siding, brick veneer, and vinyl siding. A small number of the resources feature brick masonry construction or concrete construction. Most of the resources exhibit a single-story or one-and-one-half-story, front-gable, vernacular, commercial building type. A few exhibit two stories. A few feature a parapet roof that shields a gable roof. Most of the commercial resources recorded during the survey were vernacular forms void of any stylistic detailing – examples of these include a single-story, frame store located at 16389 Metompkin Road (DHR # 001-5258); Budd's Store, a one-and-one-half-story, frame store in Hacks Neck (DHR # 001-5205); and a two-story frame store located at 16463 Metompkin Road (DHR # 001-5338) (Figures 6–8).

In addition, four hotels were documented. The oldest resource recorded with commerce and trade associations historically functioned as a hotel. The Locustville Hotel (DHR # 001-5303-0003) is located in the Locustville potential historic district and was constructed in 1820. It exhibits a two-story, side-gable, frame form and currently functions as a residence (Figure 9). Three hotels dating to the mid-twentieth century are located in close proximity to one another along Lankford Highway (U.S. 13) in the southernmost portion of the Eastern Shore in Northampton County. They were constructed during the rise of the automobile. Two hotels exhibit common motor lodge forms typical of the 1940s and 1950s. The hotels, the Peacock Motor Inn (DHR # 065-5067) and the vacant Cape Motel (DHR # 065-5068) exhibit single-story, linear, concrete block forms (Figures 10 and 11). The Sunset Beach Resort Hotel (DHR # 065-5046) was constructed in c. 1965 and features characteristics indicative of mid-twentieth century modern architectural style with a circular restaurant and observation tower that gives it a Google element (Figure 12).

The two resources that historically operated as banks feature masonry brick construction and front-gable forms. The building located in the community of Wachapreague features a Classical Revival style (DHR # 319-5002-0012; Figure 13).



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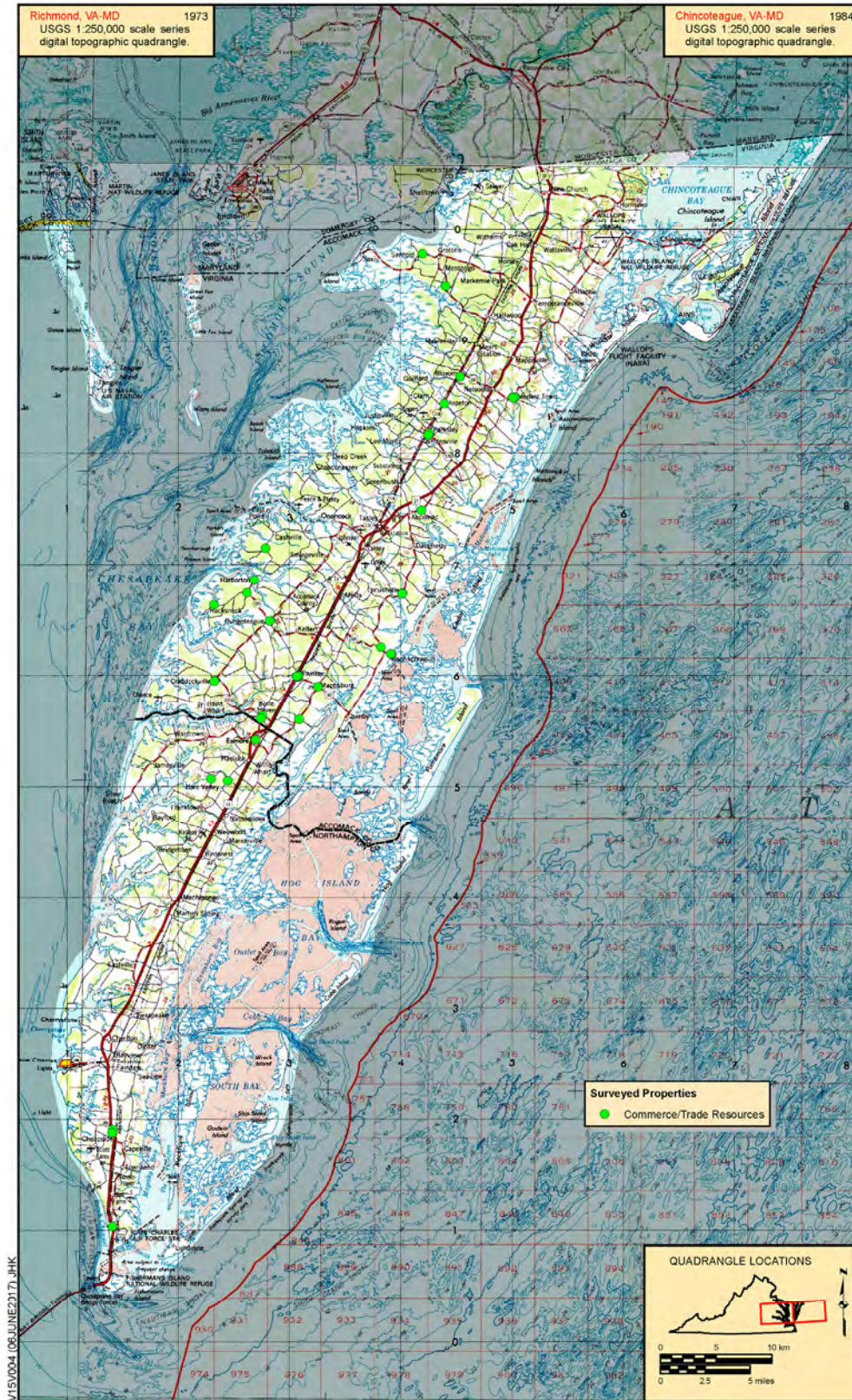


Figure 5. Distribution of Commerce/Trade resources in Accomack and Northampton counties.





Figure 6. DHR # 001-5258. Store at 16389 Metompkin Road.



Figure 7. DHR # 001-5205. Budd's Store at Hacks Neck.



Figure 8. DHR # 001-5338. Store at 16463 Metompkin Road.



Figure 9. DHR # 001-5303-0003. Locustville Hotel in Locustville.





Figure 10. DHR # 065-5067. Peacock Motor Lodge at 26369 Lankford Highway.



Figure 11. DHR # 065-5068. Cape Motel at 26460 Lankford Highway.





Figure 12. DHR # 065-5046. Sunset Beach Resort at 32246 Lankford Highway.



Figure 13. DHR # 319-5002-0012. Wachapreague Post Office (former bank) in Wachapreague.

## DOMESTIC

Domestic-related resources were the most common resources documented on the Eastern Shore in Accomack and Northampton counties. A total of 354 domestic resources were recorded during the 2016–2017 survey (Figure 14). Residential resources date from the 1670 property, Warwick House and cemetery (DHR # 001-0048, 7211 Wellington Neck Road) to mid-twentieth century properties, including American Small Houses, also called Minimal Traditionals, (DHR # 001-5304-0014, 28088 Harborton Road; DHR # 065-5050, 30113 Seaside Road; DHR # 065-5103, 7033 Chesapeake Avenue; DHR # 065-5110, 1239 Kellam Drive) and a Ranch house (DHR # 065-5105, 7051 Chesapeake Avenue).

Some residences recorded during the survey date to the late eighteenth through the nineteenth century. Styles popular during this period include Georgian, Federal, Classical Revival, and Greek Revival. Dwellings documented during the current survey with stylistic detailing of the aforementioned period include Vaux Hall (DHR # 001-0075), a circa 1710 Georgian dwelling (Figure 15), and two early nineteenth century Federal residences (the dwelling associated with the Mount Airy Plantation, constructed circa 1800; DHR # 001-5213 [Figure 16]; and Holly Grove constructed circa 1812; DHR # 065-0068 [Figure 17]). The majority of the remaining dwellings from this period exhibit vernacular forms.

The bulk of the residential stock dates from the late-nineteenth to the turn-of-the-twentieth centuries, with the overwhelming majority exhibiting vernacular forms. The I-house form was seen in highest concentrations, such as the dwelling located at 4515 Townsend Drive (065-5064; Figure 18). Many I-houses observed during the survey displayed a central cross-gable above the central bays like the dwelling located at 35982 Seaside Road (DHR # 065-5057; Figure 19). Other vernacular forms observed include the side gable form, such as the dwelling located at 5213 Simpkins Drive (DHR # 065-5089) (Figure 20); the T-plan form like the residence located at 6 Brooklyn Avenue in Wachapreague (DHR # 319-5002-0001); and the double house form local to the Eastern Shore, located at 28246 Drummondtown Drive in Locustville (DHR # 001-5303-0006; Figure 21). Although the majority of residences from this time period exhibited vernacular forms, several examples of dwellings were recorded that displayed some stylistic detailing applied to their vernacular forms. A dwelling dating to circa 1880 and expressing Gothic Revival elements (DHR # 065-5048) is situated on Jones Cove Drive in the southern portion of the Eastern Shore (Figure 22). The survey indicates that the Queen Anne style was prevalent during this time period on the Eastern Shore, and includes such examples as the circa 1895 house located at 5430 Sunnyside Road (DHR # 065-5075; Figure 23) and the circa 1900 residence located at 28152 Littleton Road (DHR # 001-5355; Figure 24).

Folk Victorian houses also were observed during the survey. These nineteenth to turn-of-the-twentieth century dwellings became popular with the introduction of the railroad, which made pre-cut wood more readily accessible to homeowners, and made the purchase of heavy wood-cutting machinery more available to local tradesman. Jigsaw work was applied to vernacular forms, especially porches and gables, as seen in the I-house located at 23633 Saxis Road (DHR # 001-5221; Figure 25).

During the first decades of the twentieth century and expanding into the mid-twentieth century, architectural forms and styles that were reaching popularity across the nation also began appearing on the Eastern Shore. These included the American Foursquare, Bungalow, Colonial Revival dwellings, American Small House (Minimal Traditional), and Ranch house. American Foursquares were not seen in high numbers, but were present in the survey area and included examples such as the residence located at 4140 Seaside Road (DHR # 217-5026; Figure 26). The Bungalow, which was popular during the first few decades of the twentieth century, often exhibits Craftsman features, such as the dwelling located at 16274 Metompink Road (DHR # 001-5332) (Figure 27). The American Small House, sometimes referred to as the Minimal Traditional house, was popular from the 1930s

## V. THEMATIC CONTEXT

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until the 1950s. Several examples of the house type were seen during the survey and include the dwelling located at 11516 Poplar Avenue (DHR # 217-5017; Figure 28). In addition, small temporary vacation cottages dating to the early-to-mid-twentieth century were documented during the survey. The majority of these cottages have been converted to permanent residences, such as the cottage located at 7177 Kellam Drive (DHR # 065-5109; Figure 29) in the Silver Beach Community.

A small crossroads community also was recorded: Locust Mount (DHR # 001-5175). The community is characterized by 6 vernacular domestic resources, the earliest of which dates to circa 1814. The community also includes a church. The resources, which exhibit common forms, mostly feature replacement materials.



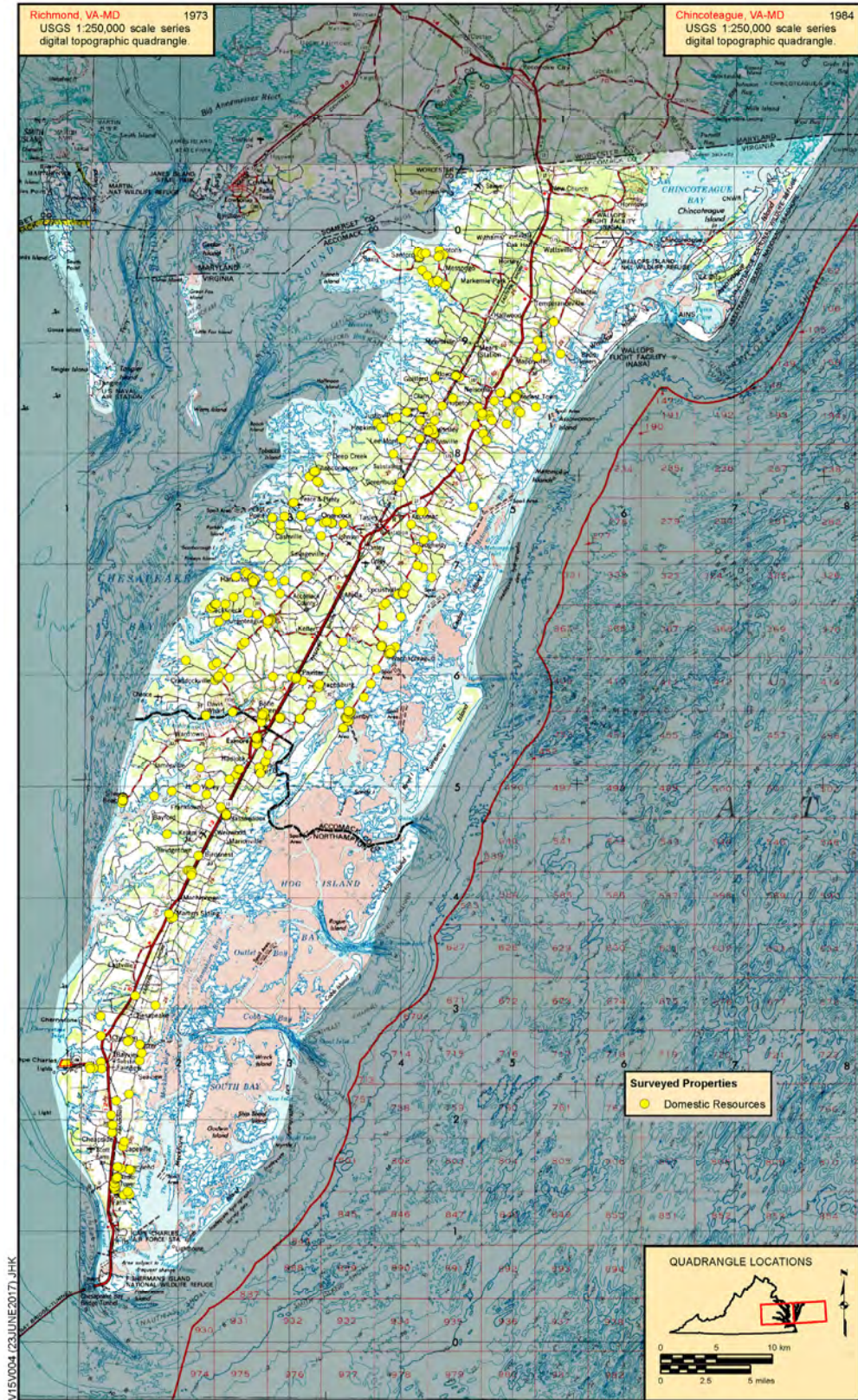


Figure 14. Distribution of Domestic Resources in Accomack and Northampton counties.





Figure 15. DHR # 001-0075. Vaux Hall, 16165 Vaux Hall Lane.



Figure 16. DHR # 001-5213. Mount Airy, 27327 Cottone Lane.





Figure 17. DHR # 065-0068. Holly Grove, 8291 Holly Grove Drive.



Figure 18. DHR # 065-5064. I-house, 4515 Townsend Drive.





Figure 19. DHR # 065-5057. I-house, 35982 Seaside Road.



Figure 20. DHR # 065-5089. Side-gable residence, 5213 Simpkins Drive.





Figure 21. DHR # 001-5303-0006. Double house residence, 28246 Drummondtown Drive.



Figure 22. DHR # 065-5048. Gothic Revival residence, 5270 Jones Cove Drive.





Figure 23. DHR # 065-5048. Queen Anne residence, 5430 Sunnyside Road.



Figure 24. DHR # 001-5355. Queen Anne residence, 28152 Littleton Road.





Figure 25. DHR # 001-5221. Folk Victorian I-house, 23633 Saxis Road.



Figure 26. DHR # 217-5026. American Foursquare residence, 4140 Seaside Road.





Figure 27. DHR # 001-5332. Bungalow residence with Craftsman details, 16274 Metompkin Road.



Figure 28. DHR # 217-5017. American Small House, 11516 Poplar Avenue.





Figure 29. DHR # 065-5109. Converted vacation cottage, 7177 Kellam Drive.

## EDUCATION

Only nine education-related resources were documented for this project (Figure 30). More than half of the schools recorded during the survey are either vacant or abandoned, such as the Pungateague School located in Pungateague (DHR # 001-5428-0008), which was constructed in 1903 (Figure 31). A majority of the schools documented during the survey were African American schools, like the Mary N. Smith Middle School (DHR # 160-5004), located in Accomac and which dates to 1953 (Figure 32). One Rosenwald School, Boston School, was recorded (DHR # 001-5396; Figure 33); it is currently vacant and was constructed in 1923. With the exception of the Mary N. Smith Middle School, all the schools recorded during the survey date to the first quarter of the twentieth century.

These are some of the only remaining historic schools in Accomack and Northampton counties and as such, an effort should be made to continue to seek out any remaining schools not covered by this survey and to seek ways to stabilize and save these resources.



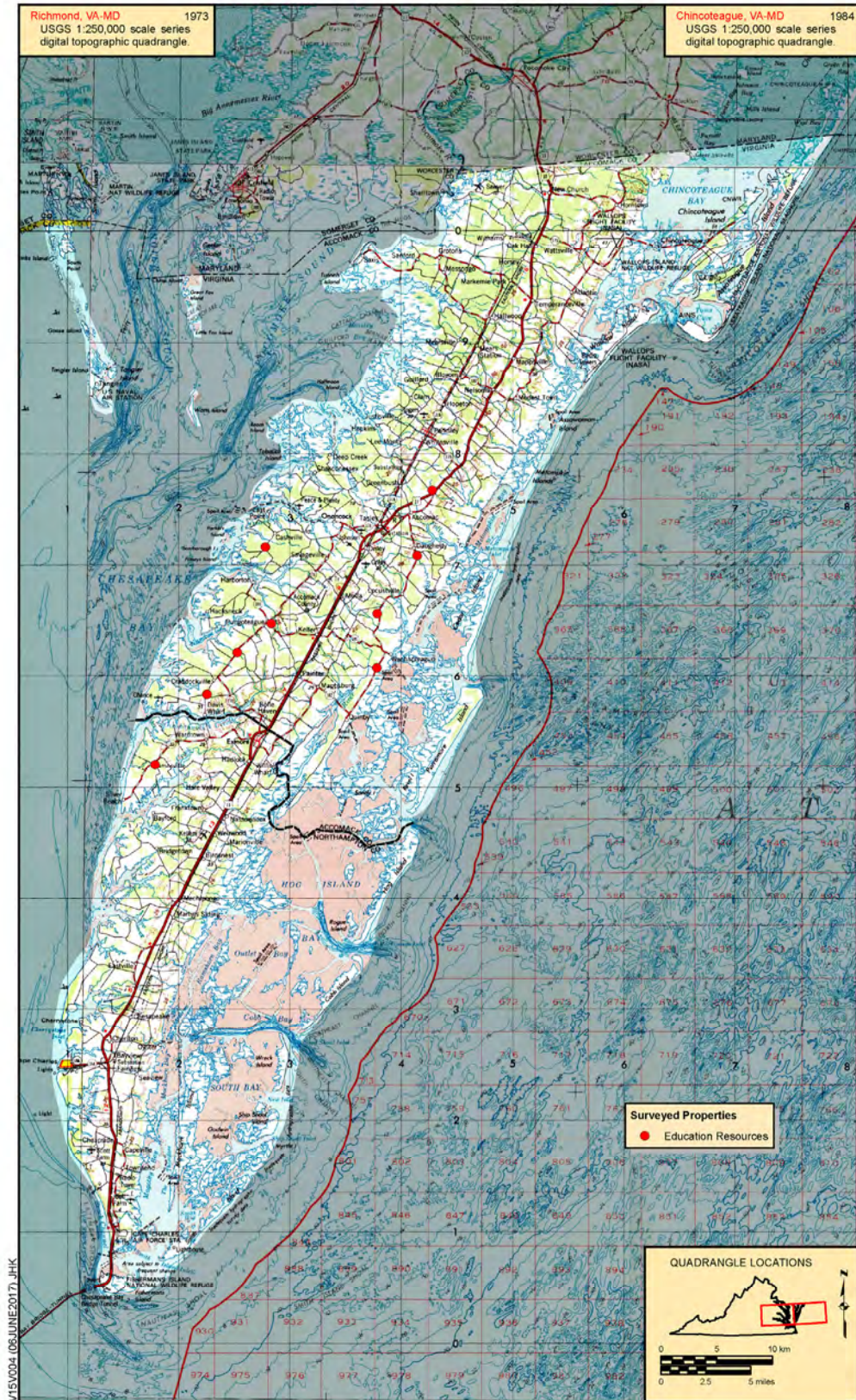


Figure 30. Distribution of Education Resources in Accomack and Northampton counties.





Figure 31. DHR # 001-5428-0008. Pungoteague School, south side Pungoteague Road.



Figure 32. DHR # 160-5004. Mary N. Smith Middle School, 24577 Mary N. Smith Road.



Figure 33. DHR # 001-5396. Boston School, Rosenwald School, 32168 Boston Road.

## FUNERARY

The survey teams identified seven small, family cemeteries as well as two municipal cemeteries along the Eastern Shore (Figure 34). Family cemeteries often accompanied homesteads from the Contact Period until the twentieth century. It is not uncommon to find family cemeteries in rural areas that are still active; however the majority of these small family plots stopped receiving burials decades ago. As settlements grew and communities formed, persons often were interred in their associated church cemeteries and this led to the wide abandonment of the rural family cemetery. In more substantial communities with larger population centers, municipal cemeteries were established.

The cemeteries categorized under the Funerary theme are mostly stand-alone cemeteries that have either lost their associated house or church, or were deliberately designed as a community/municipal cemetery. Cemeteries that are still associated with an extant house or church are categorized along with their primary resource. Thus, a total of 9 solitary cemeteries were recorded during the survey under the Funerary theme. Of the cemeteries documented, seven are small family cemeteries with a small number of burials that are marked with inscribed headstones, such as the cemetery located at the corner of Belle Haven Road and Lee Street in the community of Belle Haven (DHR # 167-5001-0010; (Figure 35), which is enclosed with a brick wall, contains approximately 9 interments, and no longer retains its associated house. Two municipal cemeteries were recorded; one located in Wachapreague (DHR # 001-5173) and one in Groton (DHR # 001-5234). Each of these cemeteries includes approximately 300 burials.



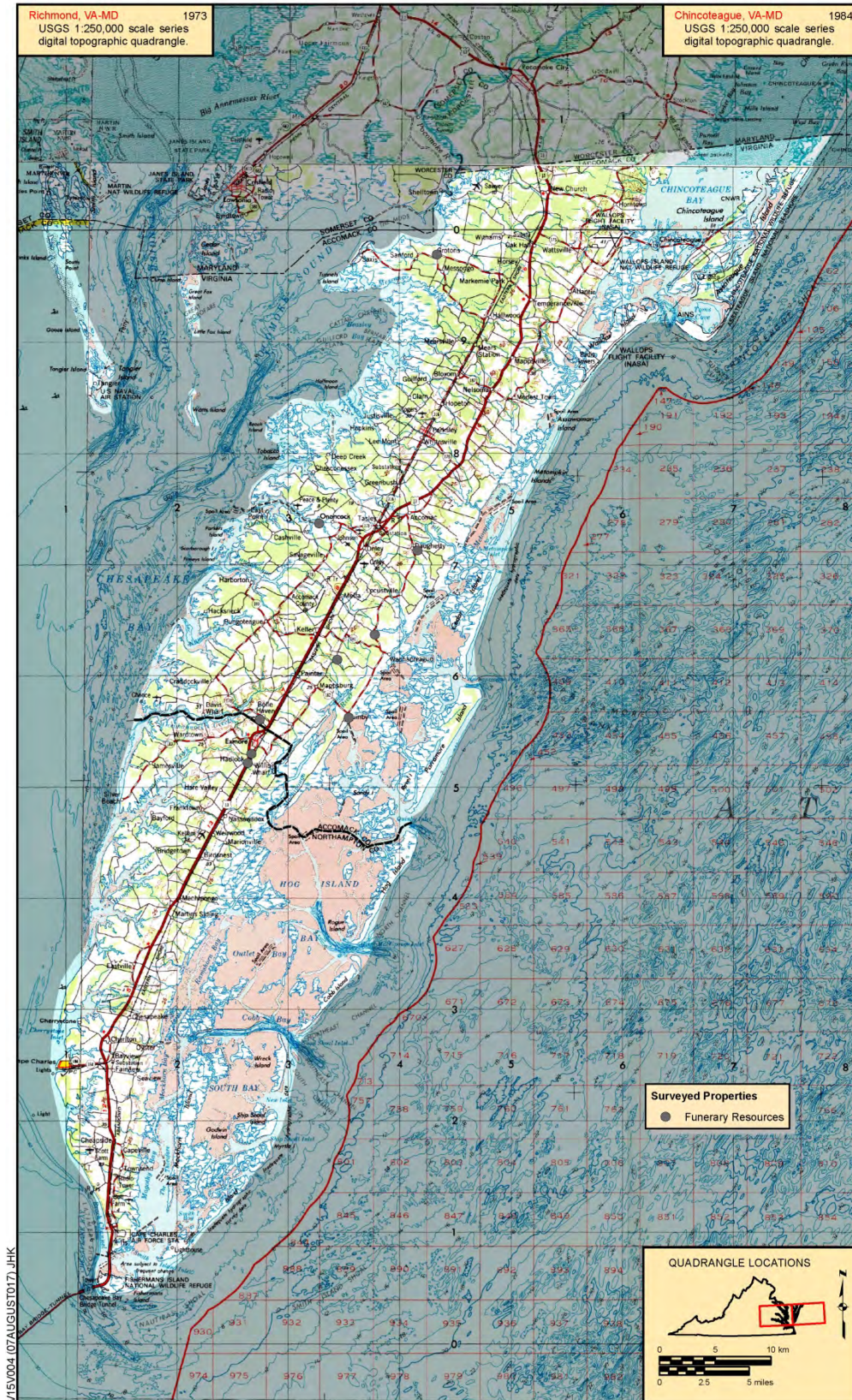


Figure 34. Distribution of Funerary Resources in Accomack and Northampton counties.





Figure 35. 167-5001-0010. Cemetery, Belle Haven Road/Lee Street in the Belle Haven Community.

**GOVERNMENT/LAW/POLITICAL**

Few resources representing the government/law/political theme were recorded during the survey (Figure 36). All three buildings recorded in this context were post offices. The building located on Main Street in Painter no longer functions as a post office (DHR # 276-5002-0009). It is a single-story, brick building that was constructed prior to 1920. The Belle Haven Post Office (DHR # 167-5001-0005), located on Belle Haven Road, dates to circa 1950 (Figure 37). The single-story, flat-roof, brick building is still in use. The Bloxom Post Office (DHR # 165-5004), built circa 1920–1940, also still operates as a post office.



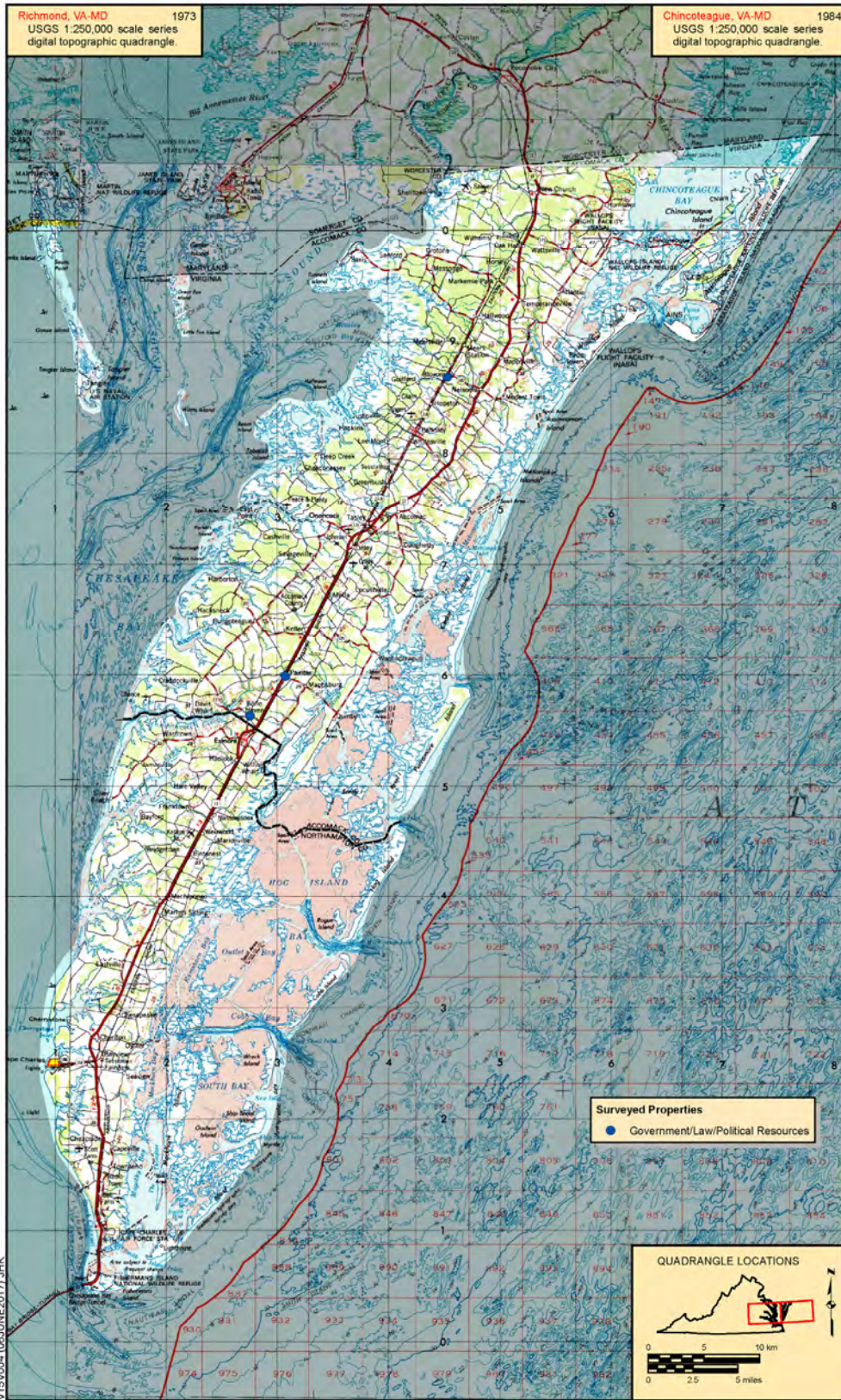


Figure 36. Distribution of Government/Law/Political Resources in Accomack and Northampton counties.





Figure 37 (DHR # 167-5001-0005). Belle Haven Post Office, 35561 Belle Haven Road.

## HEALTHCARE/MEDICINE

A single resource is associated with healthcare and medicine (Figure 38). The Bessie B. Anderson Memorial Nurses' Home was constructed following World War II (DHR # 065-5123). It was constructed a few years after the Northampton-Accomack Memorial Hospital, the Eastern Shore's first hospital; Bessie B. Anderson sat on the hospital's Board of Directors. The building is currently vacant.



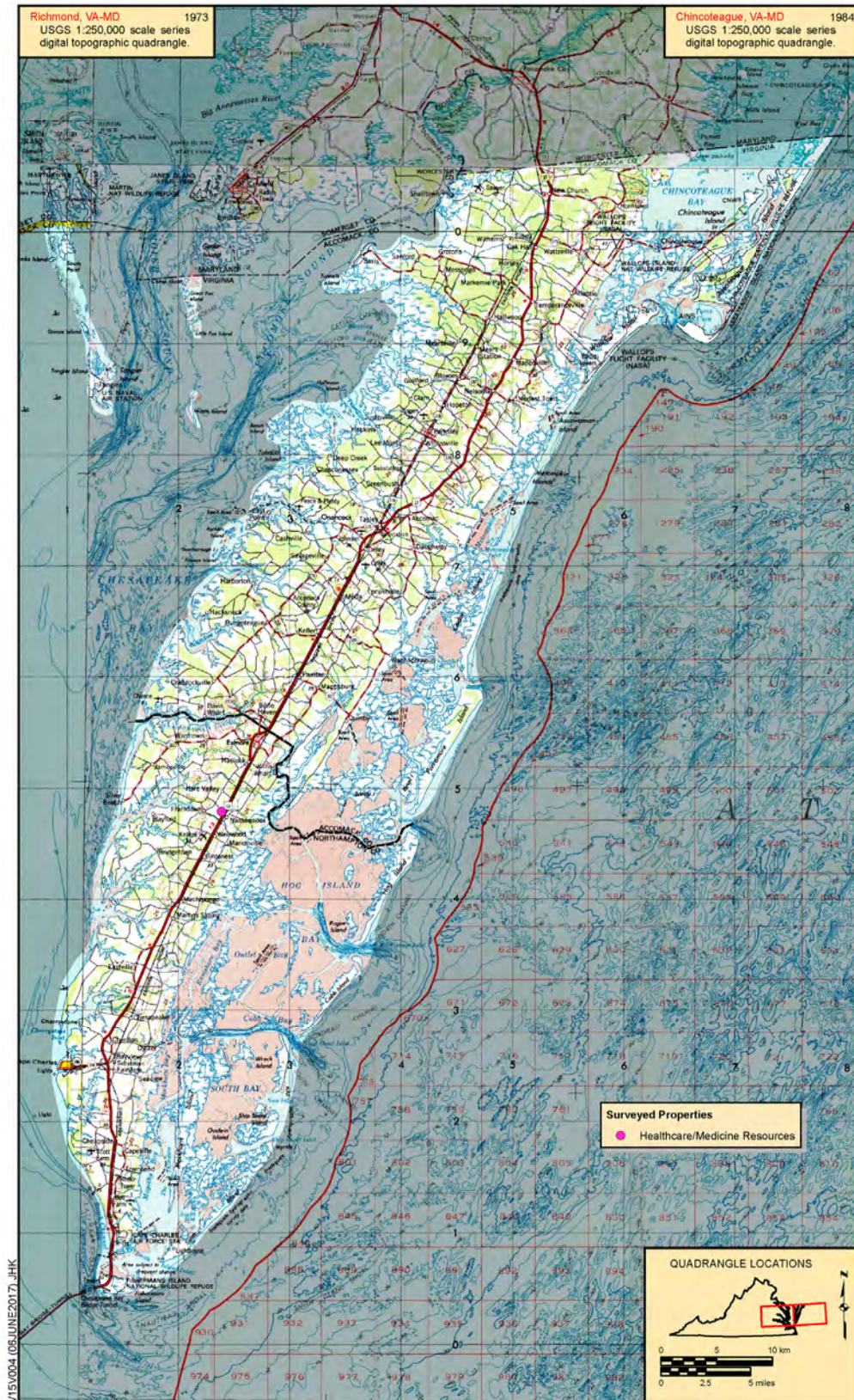


Figure 38. Distribution of Healthcare/Medicine Resources in Accomack and Northampton counties.

## INDUSTRY/PROCESSING/EXTRACTION

Only three resources are associated with the industry/processing/extraction theme, all of which have ties to the seafood industry (Figure 39). One resource is located in the community of Wachapreague. The circa 1950 Darryl Lilliston Seafood plant (DHR # 319-5002-0006) is the only surviving seafood operation in Wachapreague. The plant consists of a warehouse and offloading timber dock and pier. A circa 1960, concrete block, crab/oyster processing plant (001-5251) is located at 21325 Bayside Road in the community of Bayside. Lastly, the circa 1900 D.L. Edgerton Fresh and Frozen Seafood warehouse (065-5085) located at 22435 Junction Lane just outside of Cape Charles is a vacant, brick structure (Figure 40). Historically, the warehouse was built along the New York, Pennsylvania, & Norfolk rail line (now the Bay Coast Railroad) as a potato warehouse, but later was converted to an ice house for seafood storage.



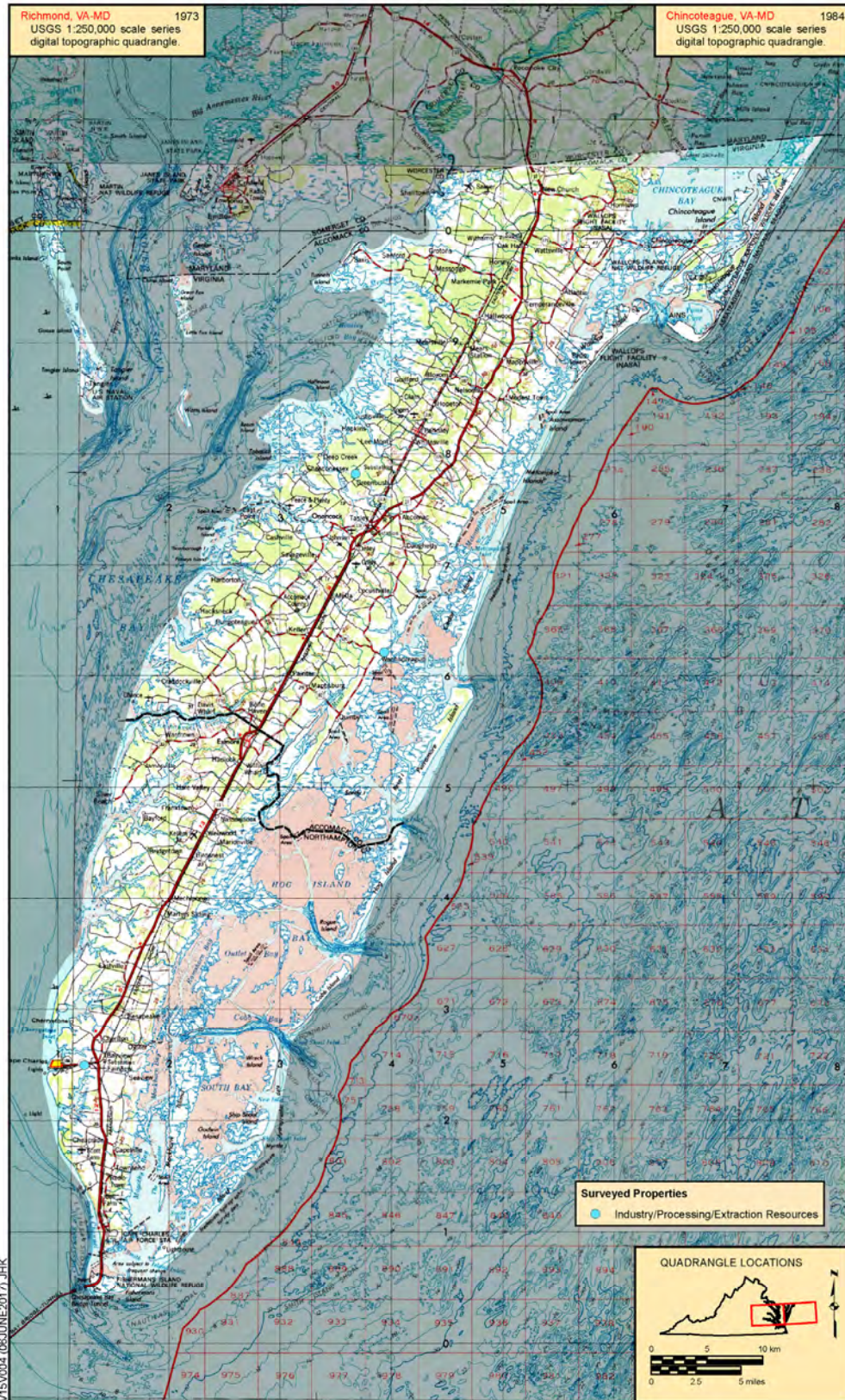


Figure 39. Distribution of Industry/Processing/Extraction Resources in Accomack and Northampton counties.





Figure 40 (DHR # 065-5085). D.L. Edgerton Fresh and Frozen Seafood warehouse, 22435 Junction Lane.

## RECREATION/ARTS

Of the five resources surveyed under this theme, two are recreational (DHR # 319-5002-0005 and DHR # 167-5001-0008), one is a fraternal order (DHR # 319-5002-0003), one is a service organization (DHR # 276-5002-0011), and one is a community (DHR # 065-5032) (Figure 41). All of the individual resources are located in urban communities.

The 1952 Wachapreague Volunteer Fire Department Carnival Grounds (DHR # 319-5002-0005) consists of carnival ride equipment and small buildings located between Atlantic and Brooklyn Avenues in Wachapreague. The circa 1925 former Idle Hour Theater (DHR # 167-5001-0008), located at 36008 Belle Haven Road in Belle Haven was once one of the few entertainment venues in the small community (Figure 42).

The Masonic Lodge (DHR # 319-5002-0003), located at 40 Brooklyn Avenue in Wachapreague was constructed in 1928 and held meetings until 2005 when two orders merged and now hold meetings in Onley. The building now functions as a residence.

The Little Pungateague Ruritan (DHR #276-5002-0011), situated on 17324 Main Street in Painter was constructed in 1905 and historically functioned as a school.

Silver Beach Community (DHR # 065-5032) is situated at the western end of Occohannock Neck and overlooks the Chesapeake Bay (Figure 43). The community is comprised of small vacation cottages arranged in linear rows. The land was first established as a farm and still retains its farmhouse. The beachside community was established in the 1950s as a vacation resort during the summer months. Many of the small, single-story cottages have been converted into permanent residences and new development has occurred in the area.



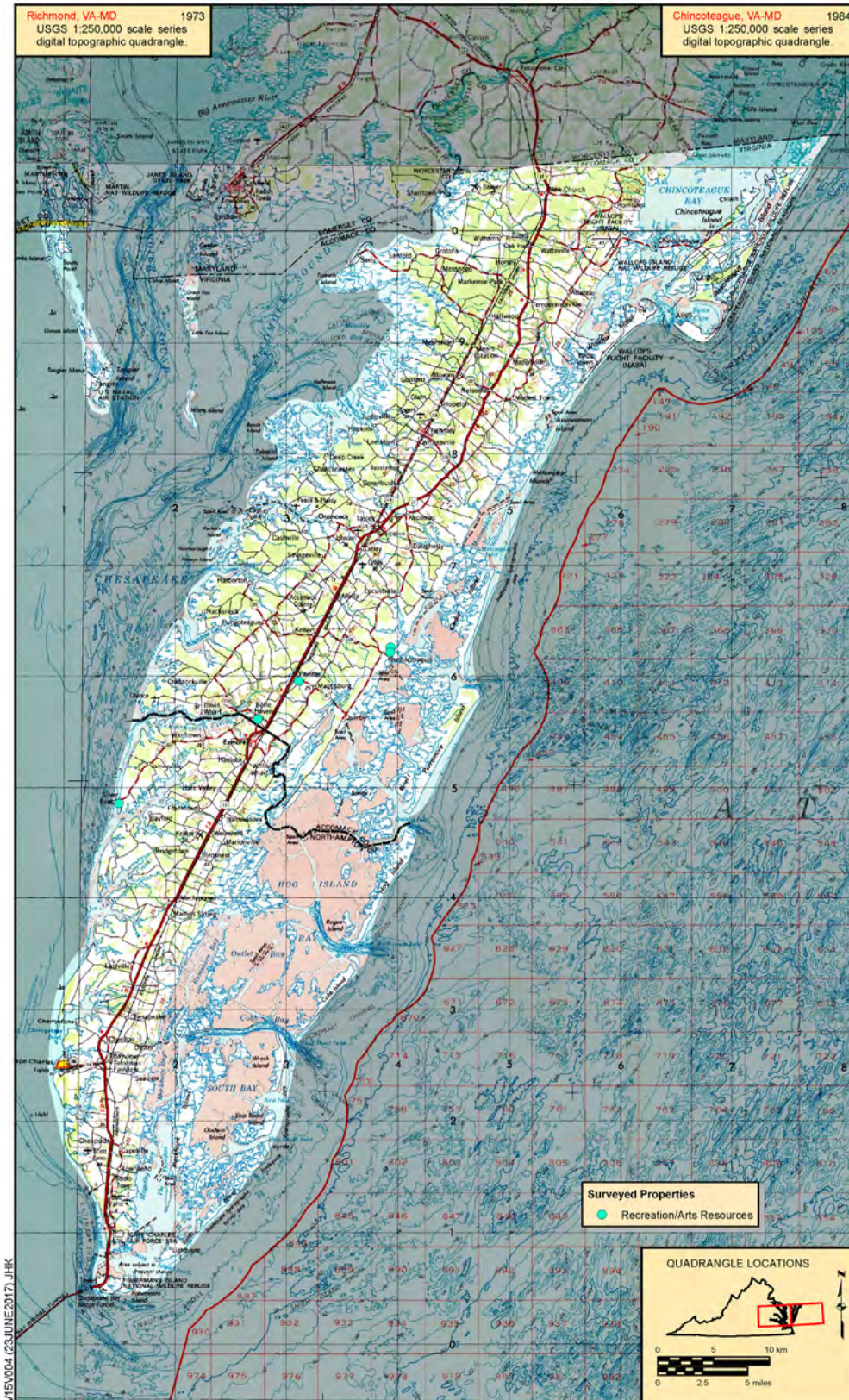


Figure 41. Distribution of Recreation/Arts Resources in Accomack and Northampton counties.





Figure 42 (DHR # 167-5001-0008). Former Idle Hour Theater, 36008 Belle Haven Road.



Figure 43 (DHR # 065-5032). Silver Beach Community, coastline along Chesapeake Bay.

### RELIGION

As settlements along the Eastern Shore grew during the eighteenth and nineteenth century, congregations began to organize and churches were established. The churches included for the surveyed date from circa 1800 to the 1960s; however the majority of the buildings were constructed from the late nineteenth century through the first few decades of the twentieth century (Figure 44). A total of 51 churches were documented on the Eastern Shore during the survey. Most of the churches are located in rural areas and exhibit small, frame forms. Some of the churches have associated cemeteries. Most of the buildings are small, front-gable, vernacular forms with a belfry or steeple, such as Mt. Nebo Church and associated school (DHR # 001-5385; Figure 45). Some church buildings exhibit elements of Gothic Revival, Queen Anne, or Colonial Revival styles. The Capeville Ebenezer Church exhibits Gothic Revival elements (DHR # 065-5070; Figure 46); the Epworth Methodist Church exhibits Colonial Revival details (DHR # 217-5025; Figure 47); and the Belle Haven Presbyterian Church exhibits Queen Anne stylistic details (DHR # 167-5001-0014; Figure 48). The Modest Town Baptist Church and Cemetery, constructed in 1921 was the most unique church observed during the survey as it exhibits eclectic architectural features including elements derived from the Colonial Revival, Richardsonian Romanesque, and Prairie styles (DHR # 001-5260; Figure 49).

Several African American churches also were included in the survey. While not necessarily architecturally significant as they exhibit a vernacular rural church form, they could be potentially significant under a thematic study of African American churches on the Eastern Shore. Some African American churches recorded during the survey included: Burton's Chapel Independent Methodist Church and Cemetery (DHR # 001-5171), Grace Methodist Church (DHR # 001-5176), New Mount Olive Baptist Church (DHR # 001-5209), Herbert's Baptist Church (DHR # 001-5266), and St. Luke's AME Church (DHR # 001-5316).



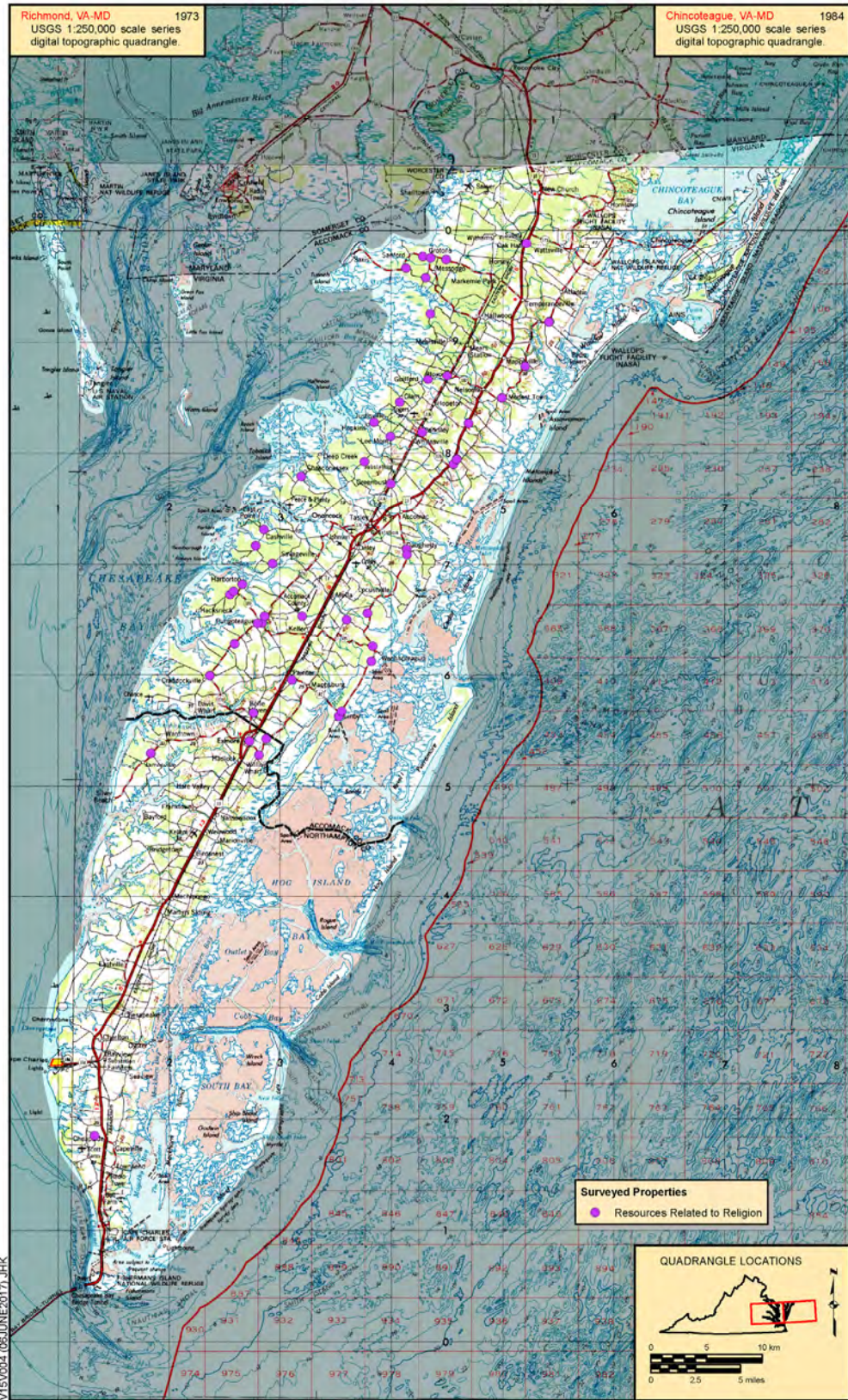


Figure 44. Distribution of Religion Resources in Accomack and Northampton counties.





Figure 45 (DHR # 001-5385). Mt. Nebo Church and associated school and cemetery, 16063-16075 Omega Road.



Figure 46 (DHR # 065-5070). Capeville Ebenezer Church, 27054 Cheapside Road.



Figure 47 (DHR # 217-5025). Epworth Methodist Church, 4158 Seaside Road.



Figure 48 (DHR # 167-5001-0014). Belle Haven Presbyterian Church, 35482 Belle Haven Road.





Figure 49 (DHR # 001-5260). Modest Town Baptist Church and Cemetery, 16508 Metompkin Road.



## SUBSISTENCE/AGRICULTURE

Many of the resources related to Subsistence/Agriculture are associated with domestic resources, which emphasize the historic importance of farming on the Eastern Shore. Of the 23 properties associated with subsistence/agriculture, 20 of these are farms with domestic residences (Figure 50). One such example includes a circa 1886 Italianate dwelling with a collection of agricultural outbuildings surrounded by cultivated fields (DHR # 065-5081; Figures 51 and 52). While most of the aforementioned farms are typical in that they feature fields for the cultivation of crops and outbuildings are used primarily for the storage of livestock, feed, and/or equipment, one farm's crop, consisting of flowering plants, shrubs, and trees, is grown almost exclusively indoors. As such, the Tankard Nurseries (DHR # 065-5031), located just outside of Exmore, features a collection of greenhouses in addition to its domestic house.

The majority of farms that were observed during the survey included associated outbuildings such as barns, sheds, chicken coops, and potato houses, such as the potato house associated with Hawks Nest Farm (DHR # 001-5180; Figure 53). One resource recorded during the survey that lacked association with a domestic resource was the Quinby Bridge Crabhouses (DHR # 001-5181; Figure 54). The crabhouses are utilitarian structures situated along the Machipongo River that are used to offload and store fishing catches.

The Eastern Shore is a peninsula that is characterized by numerous necks along its western side providing access to creeks and smaller bays that lead to the Chesapeake Bay and provided a historic transportation route via boat for agricultural goods. Thus, the majority of farms/plantations with the oldest residences are situated in these areas. Four such resources are located in the just west of Pungoteague along Nandua Creek: Shirley Farm constructed in 1771 (DHR # 001-0122); Andua Farm constructed in 1730 (DHR # 001-0144); Willow Cottage constructed in 1825 (DHR # 001-5198); and Beulah constructed in 1860 (DHR # 001-5199).

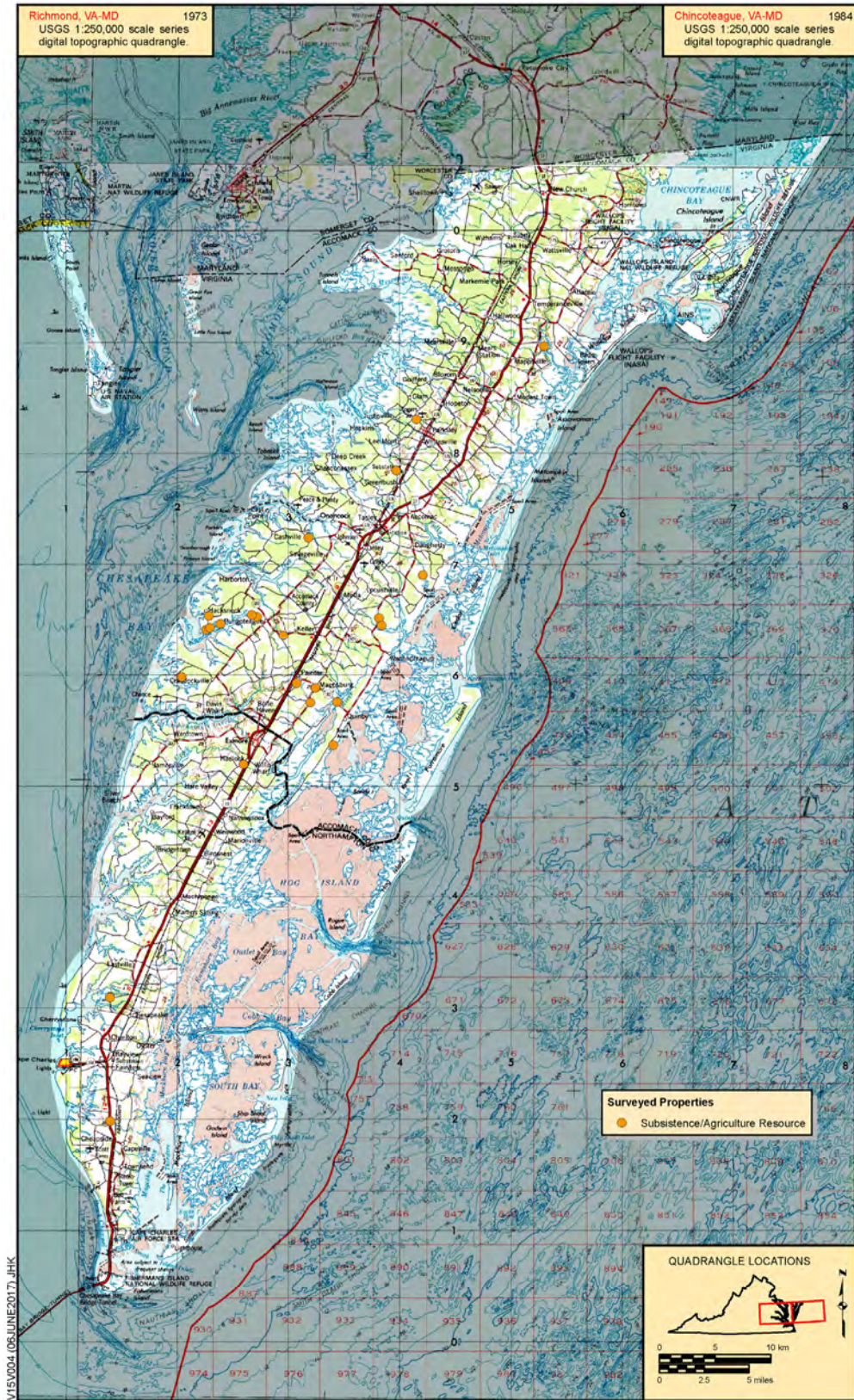


Figure 50. Distribution of Subsistence/Agriculture Resources in Accomack and Northampton counties.





Figure 51 (DHR # 065-5081). House associated with Farm, 26109 Lankford Highway.



Figure 52 (DHR # 065-5081). Cultivated fields and outbuildings associated with Farm, 26109 Lankford Highway.





Figure 53 (DHR # 001-5180). Potato Barn associated with Hawks Nest Farm, 34130 Seaside Road.



Figure 54 (DHR # 001-5181). Quinby Bridge Crabhouses, Quinby Bridge Road.

## TRANSPORTATION/COMMUNICATION

Three resources associated with the transportation/communication theme were recorded during the survey (Figure 55). Two of these resources were built in the 1950s; are located in Wachapreague; and are related to maritime transportation: Parker Brother's Marine Railway (DHR # 319-5002-0007; Figure 56) and Wachapreague Marina (DHR # 319-5002-008). The Parker Brother's Marine Railway was constructed in circa 1950 and facilitated the transport of watercraft from the Wachapreague Channel to a storage yard where repairs could be performed. The Wachapreague Marina was constructed in 1959 and stretches into the Wachapreague Channel. It features 68 slips as well as a bait and tackle shop that was a former service station.

DHR # 065-5078, a former gas station, is located at 3255 Stone Road and displays elements of the Tudor Revival style (Figure 57). The building is situated just outside the community of Cape Charles near Lankford Highway (U.S. 13) and is currently vacant. It historically functioned as a Pure Oil service station and features an "English Cottage Style." The former service station is one of the most intact and unique structures observed during the survey; however the structure no longer retains its gas pumps.



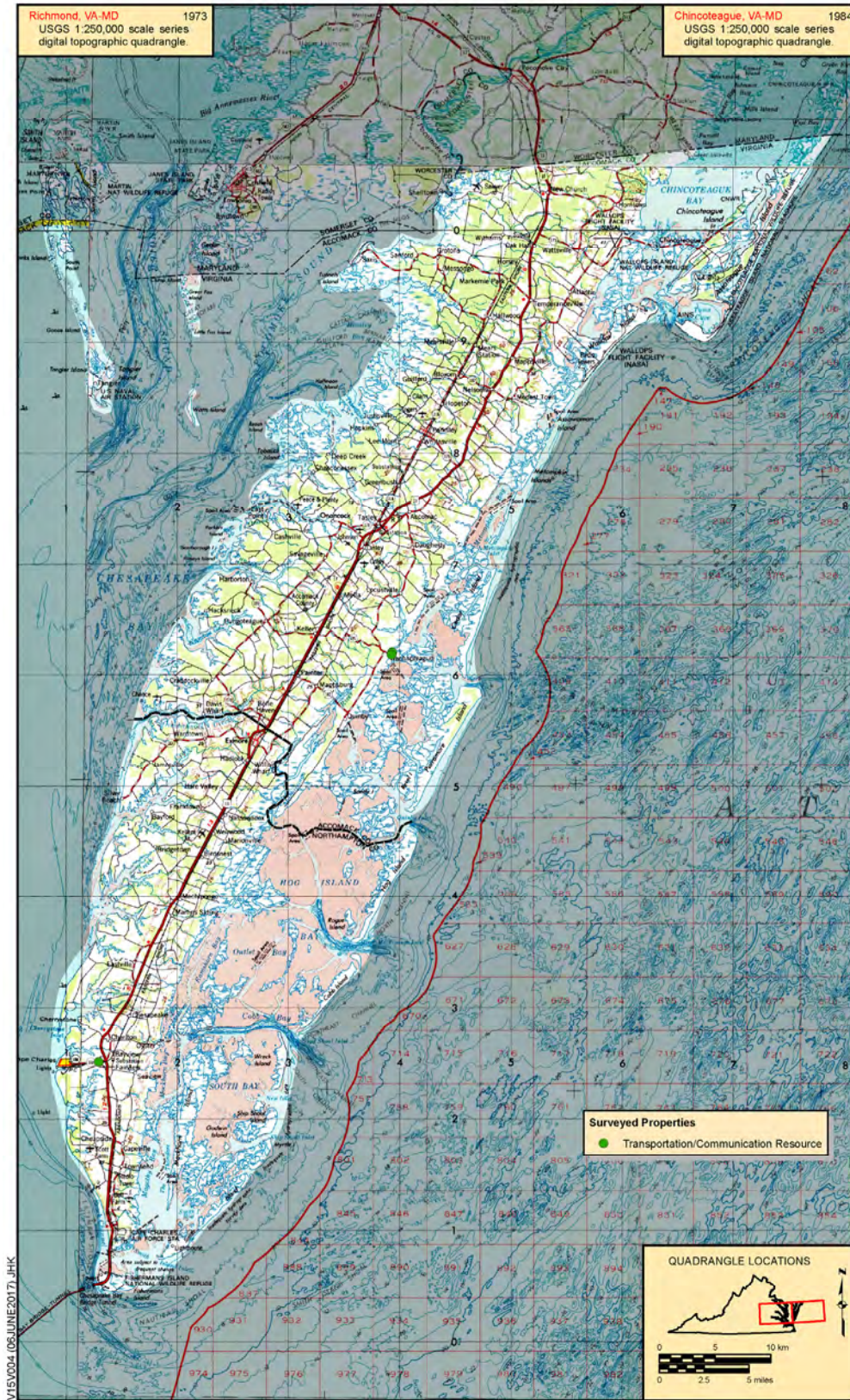


Figure 55. Distribution of Transportation/Communication Resources in Accomack and Northampton counties.





Figure 56. DHR # 319-5002-0007. Parker Brother's Marine Railway, Atlantic Avenue.



Figure 57. DHR # 065-5078. Gas Station, 3255 Stone Road.

## POTENTIAL HISTORIC DISTRICTS

Several communities along the Eastern Shore were assessed collectively as potential historic districts worthy of listing in the NRHP. No previously listed historic districts were resurveyed. Individual resources recorded in the communities were assigned DHR numbers indicating their association with each community (and potential district); however, these individual resources also were included in the previous thematic context discussions. Communities evaluated include: Wachapreague, Harborton, Pungateague, Painter, Locustville, Parksley, and Belle Haven.

### Wachapreague

Wachapreague (DHR # 319-5002) is located on the east coast of Accomack County at the terminus of Route 180 (Figure 58). The community fronts Wachapreague Channel. Streets are laid in a grid pattern. The waterfront features commercial port resources that have historically served the community and surrounding area. The main thoroughfare through the community is Main Street, which is flanked by historic residences, the post office, town hall, churches, and stores before ending at the water front. The community also has a large number of historic residential buildings, the oldest of which is Double House (DHR # 319-5002-0013). The majority of resources located in the district are comprised of residences dating to the late-nineteenth and early-twentieth centuries and exhibiting vernacular forms and/or styles popular to those periods, such as Queen Anne and Folk Victorian (Figure 59). Wachapreague served as Native American Machipongo land before English patents were secured for it in the late seventeenth century. In the early 1870s, George and Henry Powell constructed roads in Wachapreague and resurrected the maritime trade port, which had suffered during the Civil War. The brothers sold property lots and constructed “model” houses. The Town of Wachapreague was officially chartered in 1902. Wachapreague is recommended potentially eligible for listing in the NRHP under Criterion A as it reflects the late-nineteenth century efforts of the Powell Brothers to establish the town as an important trading center and commercial port. Additionally, the town is significant for its association with tourism and as a marine sciences center. Wachapreague also is recommended potentially eligible for listing in the NRHP as a district under Criterion C for its intact building stock that reflects its historic character.



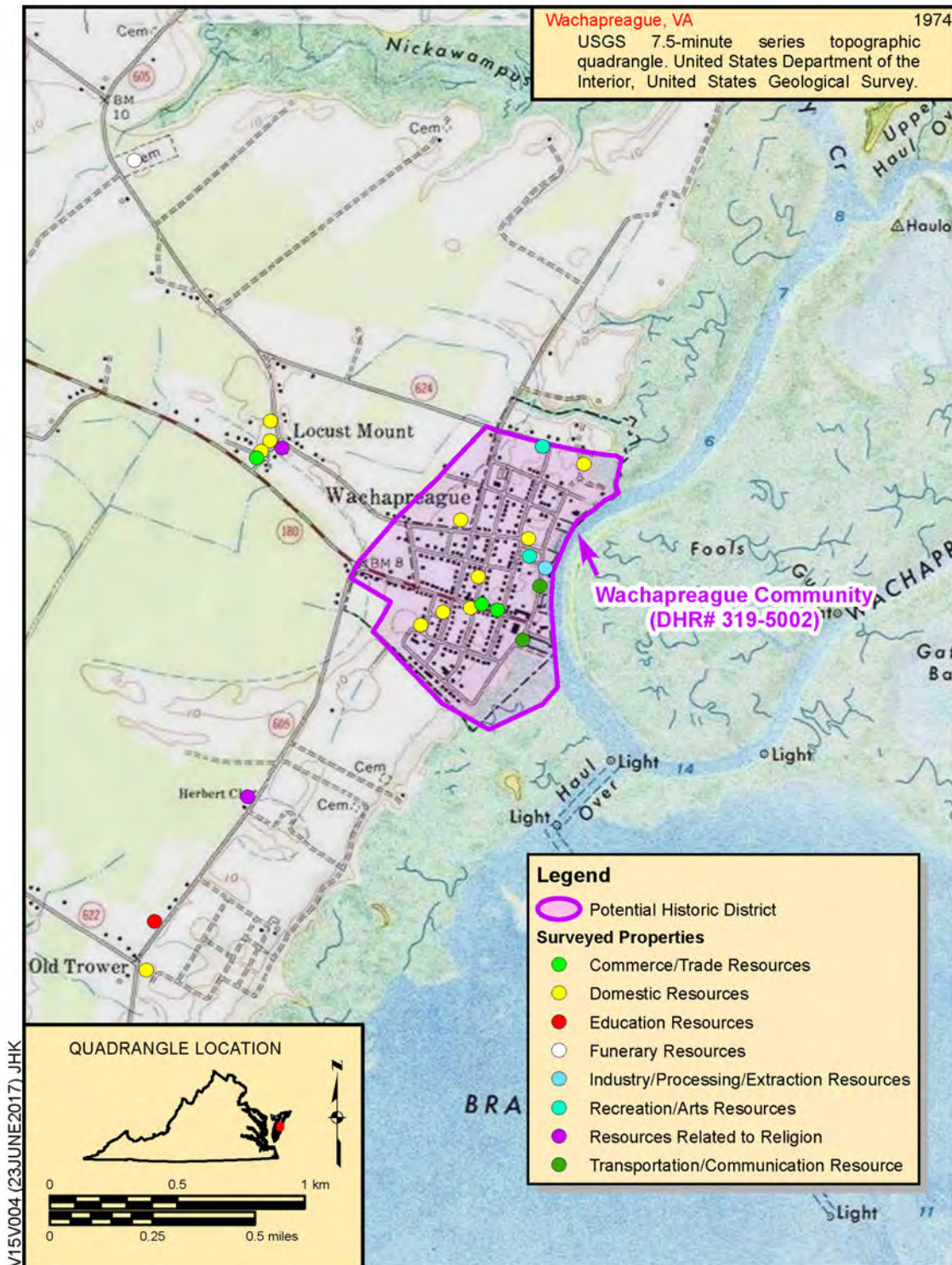


Figure 58. DHR # 319-5002. Properties surveyed within the potential Wachapreague Historic District.





Figure 59. T-plan house with Folk Victorian details, High Street, associated with the Wachapreague District (DHR # 319-5002).

## Harborton

Harborton (DHR #001-5304) is a small community located on the south side of Pungoteague Creek and on the north side of the Hacks Neck peninsula (Figure 60). In the late seventeenth century, Robert Hutchison established a wharf that evolved into a prosperous village by the nineteenth century. By 1830, John W. Hutchison had acquired much of the land lying east of the present Harborton Road and by 1856, James H. Hoffman had purchased much of the land lying east of the present road (all of which was formerly a part of the Mount Airy estate). During the 1850s-1860s, both men began selling off lots from these parcels, thus establishing the town that became known as Hoffman's Wharf. In 1894, the name was changed to Harborton and was one of the larger wharf stops on the bayside of the Eastern Shore between Onancock and Cape Charles. In the 1880s, the town was the site of blacksmith shops, churches, several comfortable homes, and a large menhaden factory known as the American Fish Guano Company. The factory, located where the public landing is today, operated from 1880 to 1917, when it was largely destroyed by fire. Martin & Mason was a large lumber and building materials store set up at the south end of the Hoffman Wharf. The store still stands, but has been converted for use as a residence. The wharf was lined by numerous shops and offices including the post office, an ice house, a barrel factory, restaurants, and a large waiting room for passengers awaiting one of the many steamboats that stopped here. The Harborton United Methodist Church is a notable presence in town, and the 1930s Hutchison Store, located at the intersection of Harborton Road and Hacksneck Road, remains standing. At present, Harborton is largely a residential community of about 75 houses, although the public boat ramp (completed in 2000 at "Dock Point") also provides a recreational element and small commercial fishing sheds are present along the creekside (Figure 61). A handful of historical commercial buildings are still extant and the town retains a post office within its boundaries. Residences reflect late nineteenth century Queen Anne and Victorian architectural styles and include notable architectural detailing and form; other houses are examples of Colonial Revival and vernacular Eastern Shore forms. Some modern residential development has occurred on the east and west sides of the historic core of the town, but overall Harborton retains its historic appearance and character. Harborton is recommended potentially eligible for listing in the NRHP as a historic district under Criterion A for its significant role in the areas of commerce, transportation, and community planning and settlement patterns and under Criterion C as a significant concentration of late-nineteenth and early-twentieth-century architectural resources.

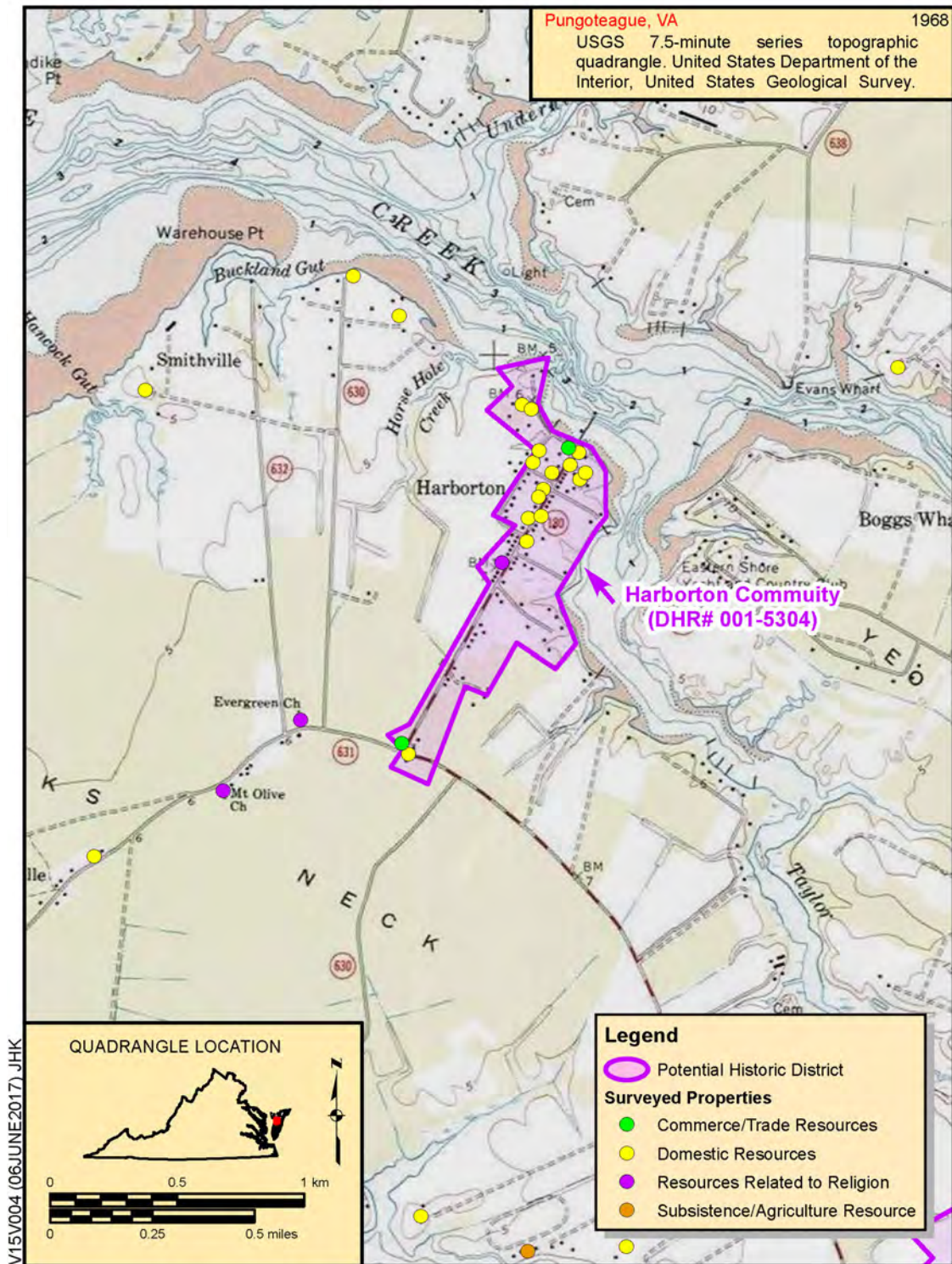


Figure 60. DHR # 001-5304. Properties surveyed within the potential Harborton Historic District.





Figure 61. Harborton Wharf, Harborton associated with the Harborton District (DHR # 001-5304).

## Pungoteague

Pungoteague (DHR # 001-5428) is a crossroads community situated at the intersection of Pungoteague and Bobtown Roads (Figure 62). The village is located in close proximity to Nandua and Pungoteague Creeks, which results in a gently rolling landscape. Structures are set on relatively large parcels that feature grassy lawns. Agricultural fields sit adjacent to the community. The village is comprised of domestic, educational, religious, and commercial resources that are mostly located along three major streets. Notable resources located in Pungoteague include: St. George's Episcopal Church (circa 1740), several early nineteenth century dwellings, post-Civil War residences, and an early-twentieth century school. The majority of structures exhibit a vernacular form. The land on which Pungoteague is located was first granted to Nicholas Waddilow in 1655; however, settlements were made along the neck prior to this. Around the mid-seventeenth century, the village gained some notoriety as the site of Fowkes Tavern, where the first play in America was performed (*Ye Bear and Ye Cub*) (Highway Marker WY-17). The village served as the county seat for a period of time as well. By the 1830s, Pungoteague had approximately 100 residents with numerous commercial enterprises and fine homes. Union soldiers occupied the town during the Civil War. Like many other crossroads towns, Pungoteague suffered economic decline when the railroad shifted commerce towards the rail tracks and Route 13 (Lankford Highway/U.S 13). The town still remains an important center for outlying rural communities on Hacks neck and other bayside locals. The buildings in Pungoteague represent a good collection of architectural resources spanning the period of significance, which extends from 1740 until 1910 and relates to the development of this crossroads community. Thus, Pungoteague is potentially eligible for listing in the NRHP under Criterion A for the village's associations with community planning and development, exploration and settlement, and ethnic history and under Criterion C in the area of architecture.

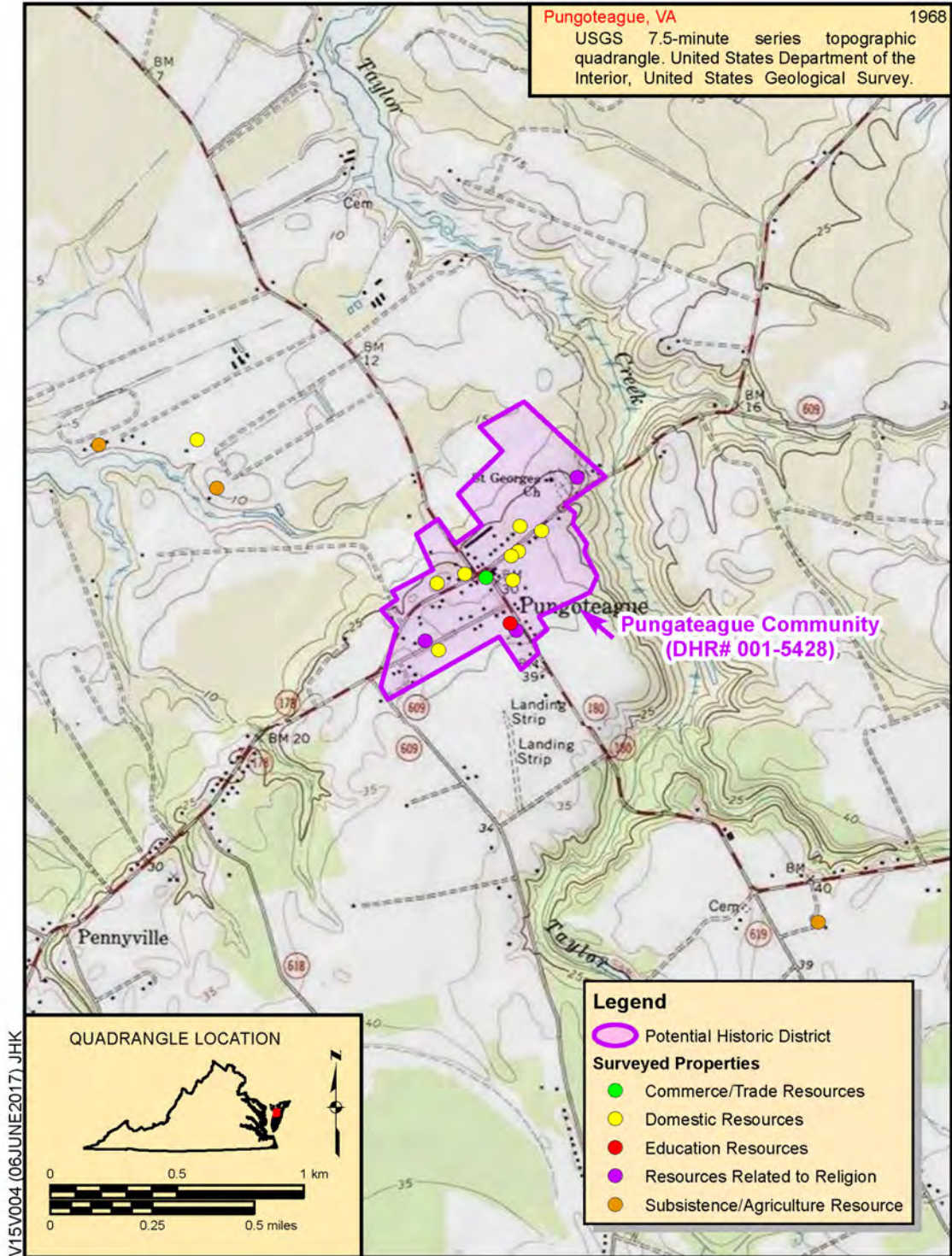


Figure 62. DHR # 001-5428. Properties surveyed within the potential Pungoteague Historic District.



### Painter

Painter (DHR # 276-5002) is located at the intersection of Lankford Highway and Mappsburg Road to the east and Shell Bridge Road to the West (Figures 63 and 64). The commercial district flanks Lankford Highway and a set of railroad track runs through the community in a north-south direction. Residential development extends from the commercial center; outside the town limits the land is rural in character. The community is comprised of residences, stores, a bank, a current and former post office, and rail-related buildings. Residences exhibit vernacular forms such as I-houses, with Victorian stylistic detailing. Buildings in the community date from circa 1855 until circa 1920. Later, non-historic buildings were constructed that relate to transportation themes and include gas stations. The community of Painter developed and flourished when the New York, Philadelphia, and Norfolk Railroad extended a line down the Eastern Shore in 1884, which provided farmers in the area easy access to load their goods to ship to markets. Increased development from the rail line also resulted in the construction of a bridge over the Machipongo River, allowing seaside farmers easier access to the railroad. Painter saw an increase in its population when Garrison's Methodist Church, along with many of its congregants, relocated to the Painter area from Mappsburg after it was bypassed by the railroad. The community of Painter is recommended potentially eligible for listing in the NRHP under Criterion A in the areas of community planning, settlement patterns, commerce, and transportation and under Criterion C in the area of architecture.

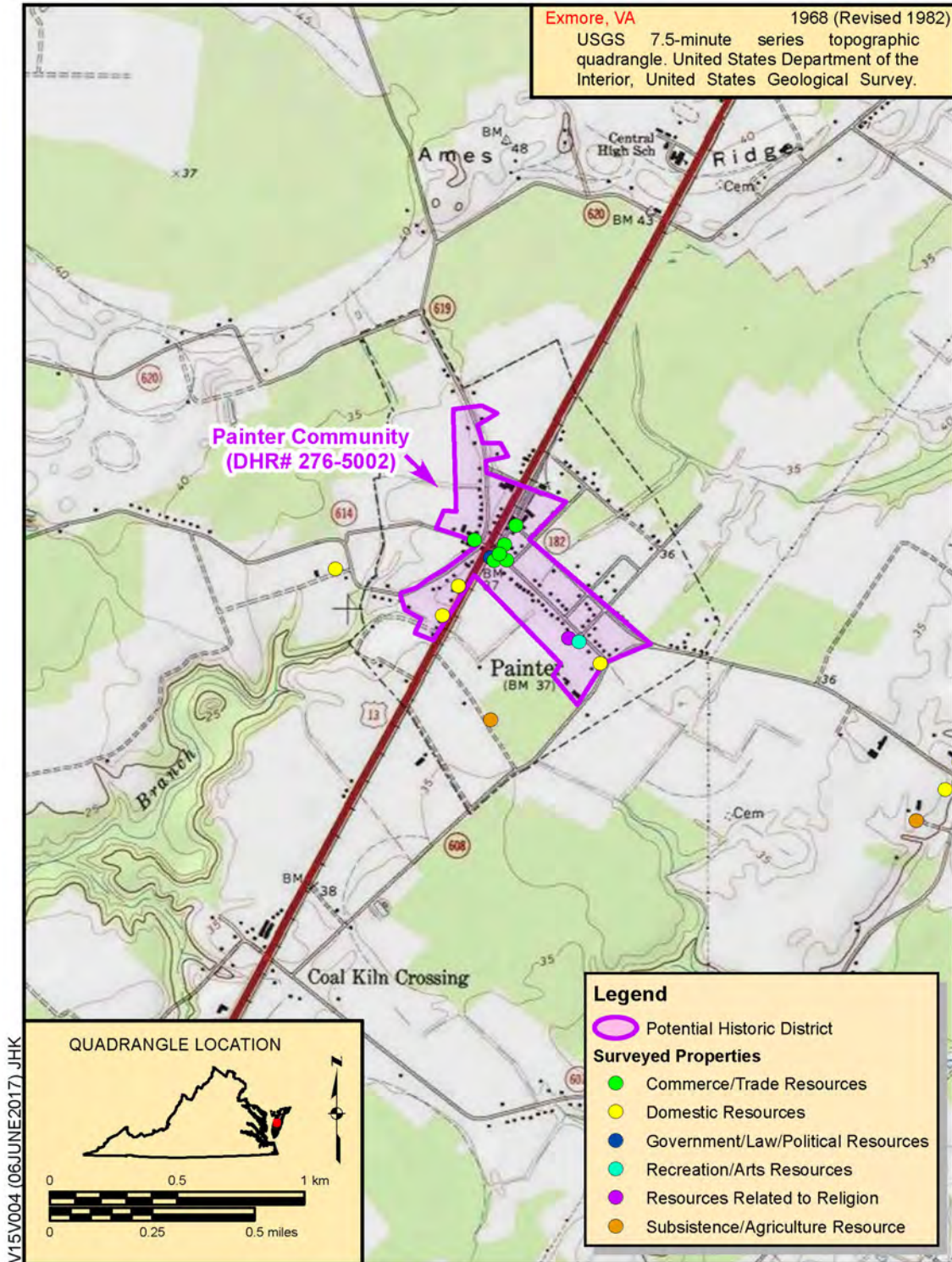


Figure 63. DHR # 276-5002. Properties surveyed within the potential Painter Historic District.



Figure 64. Streetscape view, Painter.



## Locustville

Locustville (DHR # 001-5303) is a small crossroads community located at Drummondtown and Burtons Shore Roads (Figure 65). In the early 1800s, the community served as a stop along the stagecoach route that ran between Eastville to the county seat of Accomac and to Maryland beyond. It is comprised of residential buildings, a post office, church, a former school, and a former store and hotel buildings. In addition, the Locustville Academy is situated at the north end of the district. Opened in 1859 by the Locustville Methodist Church, it operated as a religious academy until 1879. It reopened in 1908 as a county school and remained open until 1929. The majority of resources in Locustville were constructed between 1830 and 1930 and exhibit vernacular forms commonly seen on the Eastern Shore. Styles observed include Greek Revival, Queen Anne, and Italianate. The Locustville community is a significant example of a rural crossroads community and retains a majority of its historic building stock and context. As such, the community is potentially eligible for listing in the NRHP as a historic district under Criterion A for its associations with commerce and transportation and under Criterion C for its association with architecture.

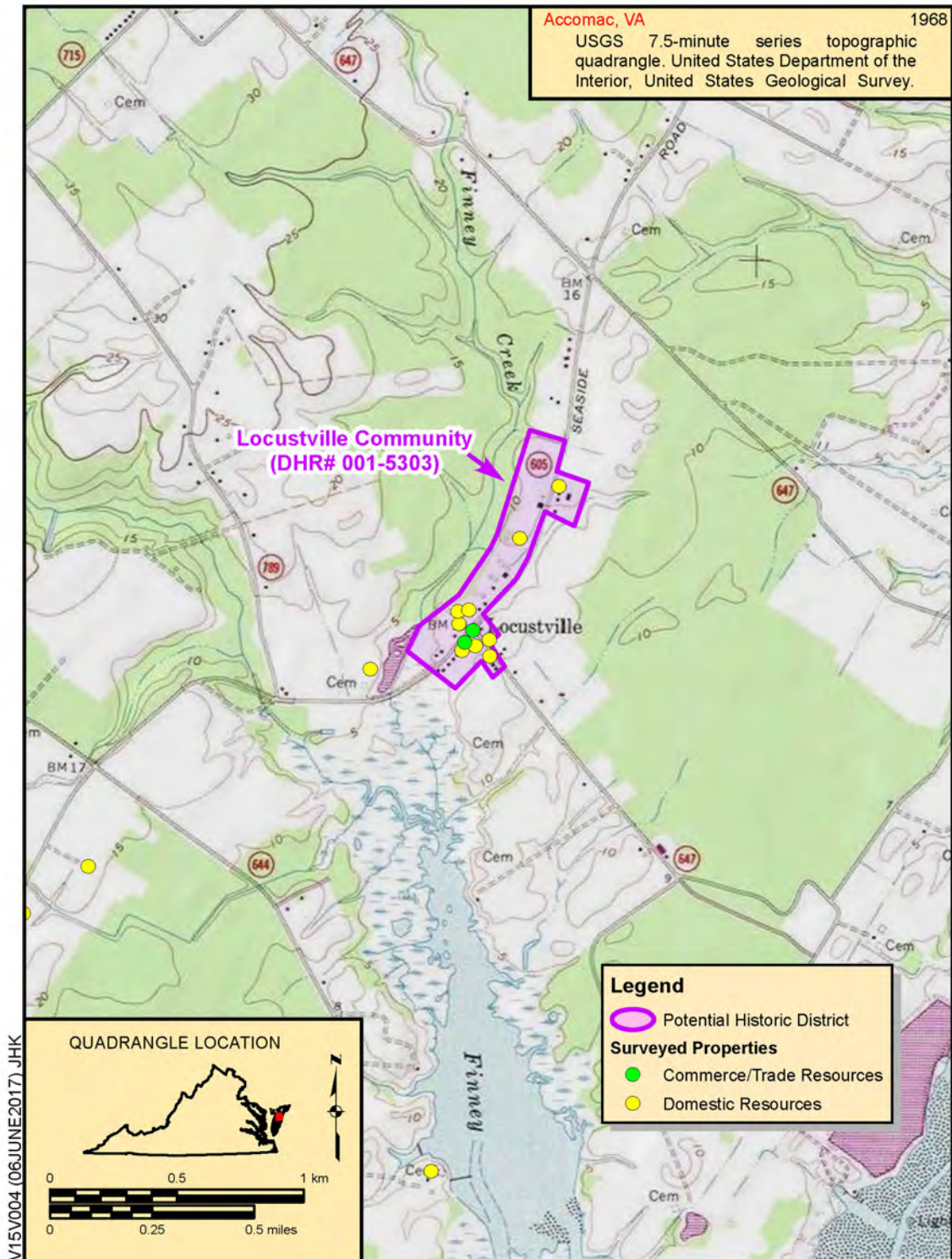


Figure 65. DHR # 001-5303. Properties surveyed within the potential Locustville Historic District.

## Parksley

Parksley (DHR # 278-0003) includes the commercial core and residential community flanking either side of the former New York, Philadelphia, and Norfolk Railroad connecting the Eastern Shore to major population centers along the east coast (Figure 66). Salesman Henry Bennett purchased 160 acres in 1884-85 from Benjamin Parks and formed the Parksley Land Improvement Company to create the second Eastern Shore town planned around a railroad station along the route. The commercial center thrived prior to the 1930s and is representative of the economic boom that occurred prior to the Depression along Virginia's Eastern Shore. Architect Minerva Parker Nichols, noted for her design of the New Century Club in Philadelphia and involvement in the 1893 World's Columbian Exhibition, created several plans for Parksley Land Improvement Company. The town retains significant examples of vernacular residences, commercial buildings, and railroad-oriented infrastructure. Intact examples of Victorian and Colonial Revival residences remain extant throughout the town. The African American community of Whitesville is contiguous to Parksley, but was cut from the town's boundaries in 1904. As a result, the community may be eligible for inclusion within this potential historic district or separately eligible, but additional research is necessary. The historic district is recommended as potentially eligible on a local level under Criteria A and C for its significance in the areas of community planning and development, railroad commercial history, recreation, and architecture.



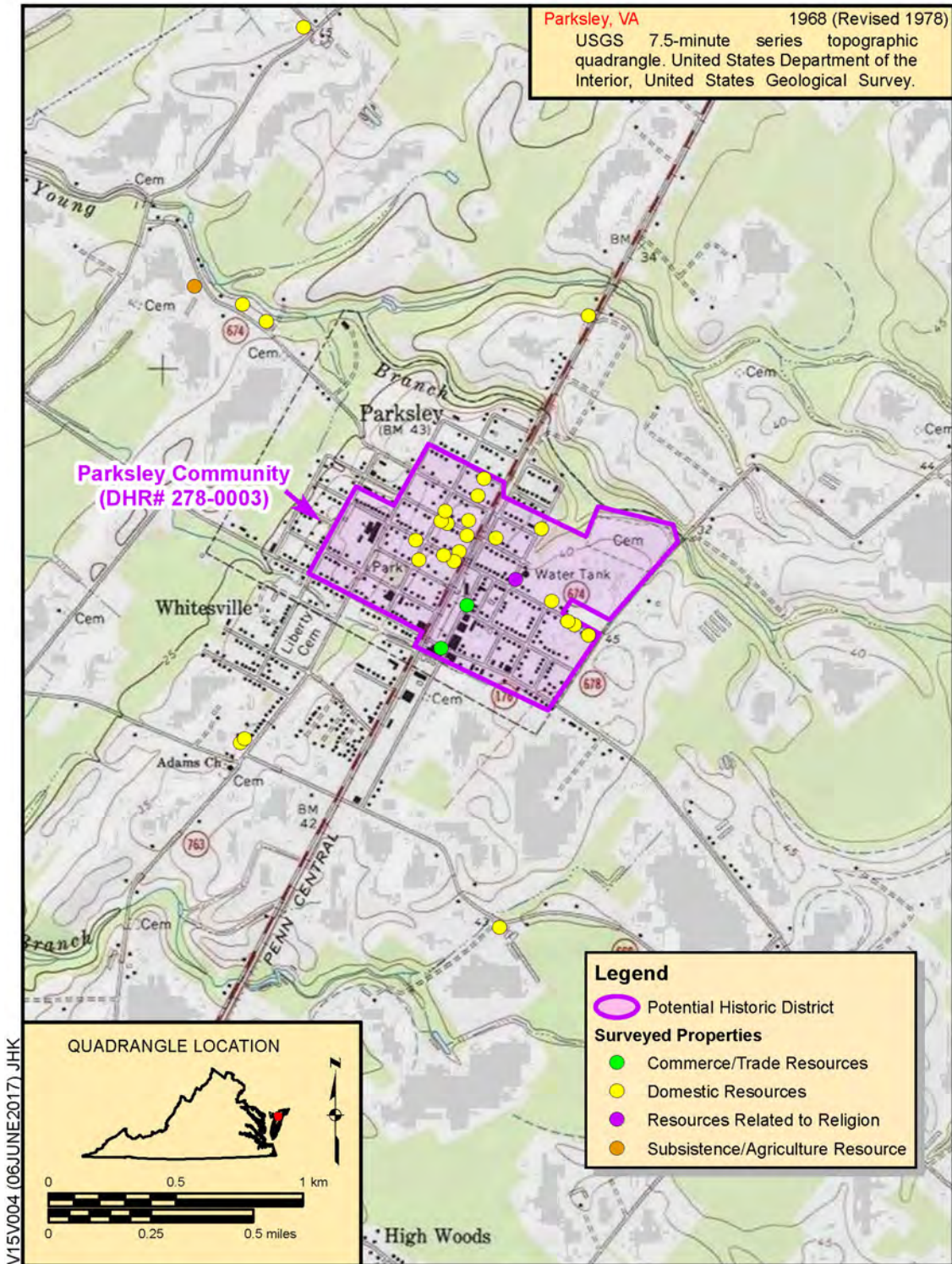


Figure 66. DHR # 278-0003. Properties surveyed within the potential Parksley Historic District.

## Belle Haven

The community of Belle Haven (DHR # 167-5001) is situated just north of Exmore along a former stagecoach road (Figure 67). The community was settled by a man named Bell in the eighteenth century who constructed the first residence and a large oven from which he sold baked goods to passing travelers. The community was first called Bell's Oven. It was bypassed by the railroad in the 1855; however its close proximity to a later transportation rail line, the 1884 Eastern Shore Railroad, as well as steamboat traffic, caused Belle Haven to develop into a bustling community. A small commercial district is located at the core of the district with the remaining, and majority of the districted comprised of residences. In addition to commercial buildings and residences, churches and cemeteries also are located in the community. Most of the structures were constructed from the mid-nineteenth to the mid-twentieth century. Belle Haven includes many vernacular house forms such as front- and side-gable forms; however, other forms observed include: side-passage, I-house, L-plan, American Foursquare, Bungalow, and American Small House (Minimal Traditional). Styles applied to these forms include: Queen Anne, Folk Victorian, Colonial Revival, Neoclassical, Craftsman, and Modern. The Belle Haven community is recommended for further study/survey in order to fully determine its potential NRHP eligibility; however the district may have associations that warrant potential NRHP eligibility under Criterion A for commerce and transportation and under Criterion C for its association with architecture.



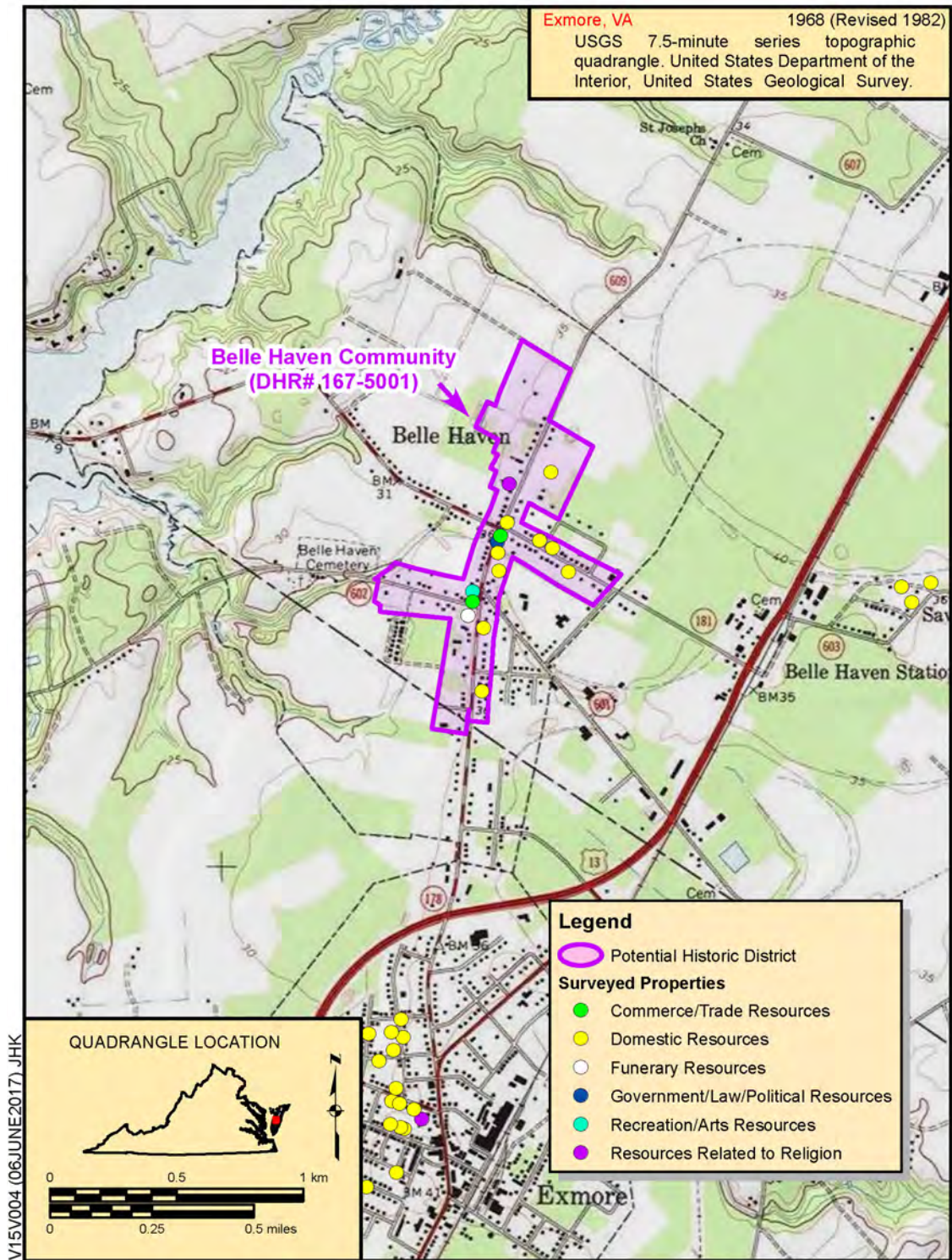


Figure 67. DHR # 161-5001. Properties surveyed within the potential Belle Haven Historic District.



## VI. SURVEY FINDINGS

A total of 505 resources were recorded in Accomack and Northampton counties on the Eastern Shore for the survey (see Figure 2). Following is a summary of the survey findings by historic time periods and thematic contexts.

### HISTORIC TIME PERIODS

Resources included in the survey span all but the most recent historic time periods and reflect a broad range of forms and styles, as described below. Resources were categorized based on their documented or estimated construction date, although many have experienced changes over time. Some resources constructed during earlier periods may have stylistic details popular during latter periods added to them. As such, it is not uncommon to find, for example, a circa 1800 I-house with a Folk Victorian porch.

Seven resources were recorded that fall within the Contact period (1607–1750). All of these resources are residences; however the residence associated with Andua Farm (1730) is associated with the subsistence and agricultural theme as it is situated on a farm complex. Two residences date to 1670 and are the earliest recorded for the survey; one residence is a vernacular, center hall dwelling and the other is a Georgian house. All the resources were recorded to be in good condition.

Ten resources were recorded that fall within the Colony to Nation period (1751–1789). All are domestic resources, three of which are associated with larger farm complexes. All ten resources date between 1754 and 1780. Two dwellings exhibit the Federal style. The residences exhibit a variety of forms and styles, including: Georgian, Federal, Colonial, and vernacular. The majority of the resources were recorded in good condition; one dwelling was found to be in excellent condition and two were in poor condition.

Twenty-eight resources are estimated to fall within the Early National period (1790–1829). The majority of these are residences, although some resources from this period include residences associated with larger farm complexes, cemeteries, and churches. The community of Locust Mount also falls into this period. The majority of the domestic resources exhibit vernacular forms void of any style; however some Federal and Colonial Revival examples were surveyed that date to this period. Two of the cemeteries exhibit no style and one displays the Colonial style. Of the churches, one expresses Victorian details while the other is a vernacular form. Conditions of the resources range from poor to good.

Thirty-two resources dating to the Antebellum period (1830–1860) were recorded during the survey. Most of these resources are dwellings or dwellings associated with a larger farm complex. In addition, two commercial buildings; two cemeteries; and one church also date to this period. The bulk of antebellum resources are vernacular forms with no style. A few vernacular resources do express Italianate, Queen Anne, or other Victorian influences. Three Greek Revival and one Colonial Revival dwelling was observed during the survey. The resource conditions ranged from deteriorated to excellent.

A single domestic resource falls within the Civil War period (1861–1865). It is an I-house constructed in 1864 and was observed to be in good condition.

The majority of the resources recorded during the survey fall within the Reconstruction and Growth period (1866–1916). A total of 259 resources are associated with this period, and of these, 187 are dwellings; 11 dwellings are associated with larger farm complexes. Of the remaining resources, 16 are associated with commerce and trade, 6 are associated with education, 1 is associated with the Government/Law/Political theme 3 are cemeteries, 1 is a warehouse, 1 is a service organization, and 32 are churches. Most resources exhibit a vernacular form with no style, although some resources

express details indicative of the Greek Revival, Italianate, or Folk Victorian styles. Other styles observed included: Classical Revival, Greek Revival, Queen Anne, Folk Victorian, Colonial Revival, Dutch Colonial Revival, and Neoclassical. Conditions of resources ranged from deteriorated to good.

A total of 124 resources were identified during the survey that fall within the World War I to World War II period (1917–1945). The majority of these resources are dwellings: 93; an additional two residences are associated with larger farm complexes. In addition, there are 14 commercial resources, 3 schools, 1 governmental building, 2 resources associated with recreation/arts, 8 churches, and 1 resource associated with transportation. Most resources exhibit a vernacular form common to the period, such as the American Foursquare, Bungalow, and American Small House (Minimal Traditional). Styles observed included: Victorian, Colonial Revival, Dutch Colonial Revival, Neoclassical, Craftsman, and Cape Cod. Conditions of resources ranged from deteriorated to excellent.

Thirty-eight resources dating to the New Dominion period (1946–present) were recorded during the survey. Seventeen, the majority of the resources, are dwellings, one of which is associated with a larger farm complex. Five of the resources are associated with commerce and trade, 1 resource has governmental associations, 1 resource was a former nurses' home, 2 resources are associated with industry, 2 resources are associated with recreation/arts (one of which is the community of Silver Beach), 8 resources are churches, and 2 resources have transportation associations. The majority of the resources that fall within the period are in good condition. Otherwise the resources were observed to be in the fair condition.

### THEMATIC CONTEXTS

Thirty-seven resources fall within the Commerce/Trade context. They include stores, commercial buildings, former banks, a former produce office, and hotels. Most are in good or fair condition. The majority are stores or commercial buildings within crossroad communities or small hamlets. Two fall within the Antebellum period (1830–1860), 16 fall within the Reconstruction and Growth period (1866–1916), 14 within the World War I to World War II period (1917–1945), and five within the New Dominion Period (1946–1991).

Three hundred fifty-five resources fall within the Domestic context. The majority of the domestic resources are single dwellings with no discernible style. However, there are examples of Georgian, Federal, Greek Revival, Gothic Revival, Second Empire, Queen Anne, Folk Victorian, Colonial Revival, Classical Revival, and Craftsman architectural styles, as well as vernacular building forms such as the Double House, I-house, T-plan, and L-plan. Additionally, the Bungalow, American Foursquare, and American Small House (Minimal Traditional) are represented. Domestic resources are found in all eight time periods represented in the survey, with the majority dating from the Reconstruction and Growth period (1866–1916). Most of the resources are in good or fair condition; one is in a ruinous condition, one has been moved; and one has been demolished.

Nine resources fall within the Education context. Six schools fall within the Reconstruction and Growth period (1866–1916) and three fall within the World War I to World War II period (1917–1945), including a Rosenwald school. Four of the schools are vacant. All the schools are in good or fair condition with the exception of one, which is in poor condition.

Three resources fall within the Government/Law/Political context, the earliest of which dates to the Reconstruction and Growth period (1866–1916). One resource dates to the World War II period (1917–1945) and the remaining resource dates to the New Dominion period (1946–1991). All three resources are current or former post offices. Two of the resources are in good condition and one is in fair condition.

Nine resources fall within the Funerary context. Three cemeteries date to the Early National period (1790–1829); two cemeteries date to the Antebellum period (1830–1860); and four cemeteries date to

the Reconstruction and Growth period (1866–1916). Two of the cemeteries are municipal while the remaining seven are small family cemeteries. Conditions of the resources range from deteriorated to excellent.

A single resource is associated with the Healthcare/Medicine context. It dates to the New Dominion period (1946–1991). The structure functioned as a nurse’s home, but is currently vacant. It is in good condition.

Three resources fall within the Industry context, the earliest of which dates to the Reconstruction and Growth period (1866–1916). The remaining two resources date to the New Dominion period (1946–1991). The resources are related to the Eastern Shore’s fishing and farming industry. Conditions of the resources range from deteriorated to good.

Five resources fall within the Recreation/Arts context. The resources include a service organization, fraternal order, former theater, carnival grounds, and a community. The service organization dates to the Reconstruction and Growth period (1866–1916); the fraternal order and former theater date to the World War I to World War II period (1917–1945); and the carnival grounds and community date to the New Dominion period (1946–1991). All resources are in good condition.

Fifty-one resources fall within the Religion context. One resource is a former parsonage and another resource is a church social hall; the remaining 49 resources are churches, some of which are associated with cemeteries and/or schools. The resources date from the turn-of-the-nineteenth century to the mid-twentieth century. The earliest resource dates to circa 1800 (Early National period [1790–1829]); a total of two resources date to this period. One resource was constructed during the Antebellum period (1830–1860). The majority of the resources, 32, date to the Reconstruction and Growth period (1866–1916). Eight resources each fall into the World War I to World War II period (1917–1945) and the New Dominion period (1946–1991). The majority of churches exhibit a vernacular one-story, front-gabled frame form, but several architectural styles are represented, including Gothic Revival and Colonial Revival. One resource has been moved. The conditions of the remaining resources range from deteriorated to good.

Twenty-three resources fall primarily within the Subsistence/Agriculture context; twenty-two of these resources exhibit an associated domestic residence. The properties date from 1730 to 1950. The majority of the resources were constructed during the Reconstruction and Growth period (1866–1916). Most of the resources are farms with a significant amount of acreage and a large number of outbuildings. One resource is associated with crab farming. One resource was recorded as moved; one resource was recorded as vacant; and one resource was recorded as in poor condition. The conditions of the remaining resources ranged from fair to excellent.

Three resources fall within the Transportation context. The earliest resource, a gas station, dates to circa 1942, the World War I to World War II period (1917–1945). The remaining two resources, a marina and a marine railway, date to the New Dominion period (1946–1991). Two of the resources are in good condition and one is in fair condition.



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## VII. EVALUATION

### DISTRIBUTION OF RESOURCES

The survey's primary focus identified noteworthy properties in flood-prone zones that had previously not been documented. The scale of the survey was limited to 500 resources (a total of 505 resources were ultimately recorded). A secondary priority was placed on identifying resources that more comprehensively reflected the full geography of the counties, and, as such, the survey can be considered to be reflective of settlement and development patterns over time.

Since the Eastern Shore is a peninsula surrounded by the Chesapeake Bay and Atlantic Ocean and traversed by numerous watercourses, the entirety of the Eastern Shore was included as the survey area. Overall, the distribution of resources surveyed is relatively even. The majority of resources recorded are situated along main roads, including Lankford Highway (U.S. 13), Seaside Road, and Metompkin Road. In addition there are clusters of surveyed resources in and around towns and hamlets. Other resources are situated between communities in the more rural areas of the counties, as well as along the shore line. Thus, settlement patterns suggest an association with transportation routes, fertile soils, commerce, and water access.

### AGE OF RESOURCES

The Eastern Shore retains a significant amount of resources that date from the eighteenth century through the Civil War. However, the majority of resources surveyed date to the Reconstruction and Growth period (1866–1916). This is indicative of increased settlement and development along the shore during this period, particularly in crossroads communities and along the rail line. Development continued into the twentieth century as road networks improved, as indicated by the relatively high number of resources surveyed that date to the World War I–World War II (1917–1945) period.

### BUILDING TYPES

Farming has been an important industry on the Eastern Shore, in Accomack and Northampton counties, from its settlement to the present. As such, a single dwelling with associated agricultural outbuildings remains a significant property type. A number of plantations are located along the necks and creeks situated on the bayside of the shore. A large number of churches are also located throughout the county. A significant number of African American churches were surveyed. Many churches are found in towns or crossroads communities throughout the Eastern Shore, although there were isolated examples, historically serving the agricultural population. Almost all continue to serve active congregations. Many commercial buildings were identified throughout the Eastern Shore, many of which were located in small crossroads communities or larger villages. Commercial buildings generally exhibited one-to-two-story, front-gable forms. Several historic schools also are found throughout the county, although many have been abandoned as school districts have consolidated. Most remain in fair or good condition.

### CONDITION OF RESOURCES

There are no notable geographic or temporal patterns in the range of conditions observed during the survey. It is also difficult to distinguish condition patterns of building types because the overwhelmingly predominant type is domestic, at 355. Therefore, it is expected that more domestic resources will exhibit a deteriorated state, even though they are not more prone to deterioration. The ability to accurately assess condition was also limited by the nature of the survey, which was primarily conducted from the public right-of-way, limiting detailed inspection of buildings and structures associated with properties setback from the right-of-way.

This being the first survey covering the entire Eastern Shore in Accomack and Northampton counties, documentation of previously surveyed resources was limited. Only one previously recorded resource was noted as demolished. One resource, a residence, is in a ruinous state. While several resources are in poor to fair condition, the majority of the resources are in good condition. They range from the mid-seventeenth to the mid-twentieth centuries.

Alterations are characteristic of resources across all property types identified during the survey. These alterations are varied but several common alterations are readily apparent. Vinyl and aluminum siding was widely found on frame dwellings and church buildings. The synthetic siding likely either covers or has replaced the original weatherboards and often obscured decorative shingle work and casework. Vinyl windows were also commonly found on dwellings and church buildings, generally concurrent with vinyl siding. The vinyl windows have replaced the original wood windows, which likely displayed a wide range of glazing patterns. Buildings with vinyl windows are generally in good or excellent condition. Asphalt and composite roofing, having replaced what was likely standing-seam metal or slate, was found on a large number of dwellings identified during the survey.

### CULTURAL LANDSCAPES

Four types of cultural landscapes were identified during the survey. These include the crossroads communities that are prevalent throughout the county, located at the intersection of two highways or along a single highway with a secondary cross street. Such communities, including, for example, Locustville, are characterized by a cluster of houses, a store, and possibly a post office. Urbanized towns also are present on the Eastern Shore, such as Exmore. Located in Northampton County, Exmore is the county's largest town. It is situated on Lankford Highway (U.S. 13), the main route through the Eastern Shore. While primarily residential in character, the town is also comprised of commercial buildings, schools, medical facilities, and government buildings. Resources are in fair to good condition, and the majority of resources are occupied. The third distinct landscape identified during the survey was the small recreation/vacation resource type along the various points and necks located along the coasts, particularly along the Chesapeake bayside. While these areas varied widely in character and types of resources and many were characterized by properties representing a variety of time periods, these areas are characteristically distinct from other areas of the county, with their development orientated equally to the waterfront as to the mainland. The fourth distinct landscape identified during the survey was the agricultural landscape scattered throughout the country, reflecting the ongoing agrarian heritage of the county. While these agricultural landscapes are in some instances now situated amidst later development, the presence of such features, particularly in rural areas between crossroads communities, helps to situate the developmental context of the county.

### THREATS TO RESOURCES

Following is an assessment of potential threats to resources surveyed.

#### *Storm Damage*

Given the coastal location of Accomack and Northampton counties on the Eastern Shore peninsula, they are susceptible to extreme weather events originating off the eastern coast of the United States. Such threats are reflected in the recent history of extreme weather events affecting the Eastern Shore, among other locales, as evidenced in data compiled by the Virginia Department of Emergency Management:

- October 2012: Hurricane Sandy
  - Total Virginia damages: \$16.2 million
  - Homes destroyed/damaged: 245
  - Accomack County per capita impact of \$100.40
  - Northampton County per capita impact of \$76.87
- August 2011: Hurricane Irene



- Total damages: \$35.8 million
- August 2006: Tropical Depression Ernesto
  - Total damages: \$118 million
  - Homes destroyed/damaged: 609

The floodplains in Accomack and Northampton counties are characterized by a wide variety of properties, representing the full evolution of the county’s architectural heritage. Such properties include scattered residences, farmsteads, summer cottages, businesses, and marinas, among others. The potential threats to such resources are aptly described in the 2013 Flood Insurance Study for Accomack County, Virginia and Incorporated Areas:

“The coastal areas of Accomack County are vulnerable to tidal flooding from major storms such as hurricanes and northeasters. Both types of storms produce winds that push large volumes of water against the shore.

With their high winds and heavy rainfall, hurricanes are the most severe storms that can hit [Accomack County and the Eastern Shore]...While hurricanes may affect the area from May through November, nearly 80 percent occur in the months of August, September, and October, with approximately 40 percent occurring in September. The most severe hurricanes to strike [Accomack County] occurred in August 1933 and September 2003 (Hurricane Isabel), August 2011 (Hurricane Irene), and October 2012 (Hurricane Sandy).

Another type of storm that could cause severe damage to the county [and Eastern Shore] is the northeaster...These storms occur most frequently in the winter months but may occur at any time. Accompanying winds are not of hurricane force but are persistent, causing above-normal tides for long periods of time. Northeasters that caused significant flooding in [Accomack County] occurred in April 1956, October 1957, and March 1962.

All development in the floodplain is subject to water damage. Some areas, depending upon exposure, are subject to high velocity wave action, which can cause structural damage and severe erosion along the shoreline...The entire shoreline of Accomack County is vulnerable to wave damage due to the vast exposure afforded by the Atlantic Ocean, Chincoteague Bay, and Chesapeake Bay” (Federal Emergency Management Agency [FEMA] 2013a: 6).

In addition, Northampton County is located in a vulnerable position in relation to hurricanes and northeasters and is under flood threat with each storm. Located along the county’s coastal areas of the eastern and western shores are numerous inlets, which allow the adjacent low-lying areas to flood during extreme high tides. Shores also are subject to wave damage. Severe hurricanes that have struck the county occurred in 1933, 1936, 1960, 1999 (Hurricane Floyd), 2003 (Isabel), 2011 (Hurricane Irene), 2012 (Hurricane Sandy), and a northeaster in 1962 (FEMA 2013b: 4).

Hurricanes and northeasters both result in large volumes of water being pushed into Chesapeake Bay, which produces abnormal water levels throughout the bay. Severity of flooding is dependent on a variety of factors, including the path of the storm, the topography of the area, the rate of rise of floodwater, depth and duration of flooding, exposure to wave action, and the extent to which damageable property has been placed in the floodplain; this is true of the entirety of the Eastern Shore. A particularly vulnerable area in Northampton County is the community of Cape Charles, located on Chesapeake Bay adjacent to an inlet (FEMA 2013b: 4).

A copy of the Virginia Department of Emergency Management map indicating potential storm surge inundation levels for Accomack and Northampton counties are included as Figures 68 and 69 (Virginia Department of Emergency Management 2016).

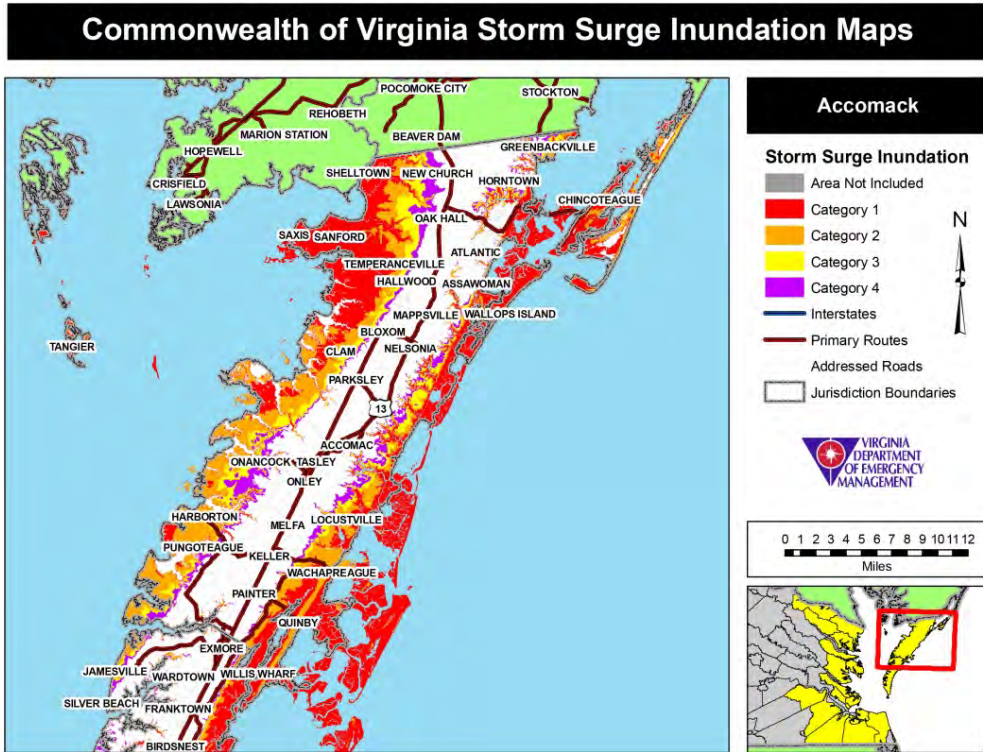


Figure 68. Virginia Department of Energy Management Storm Surge Inundation Threats, Accomack County.

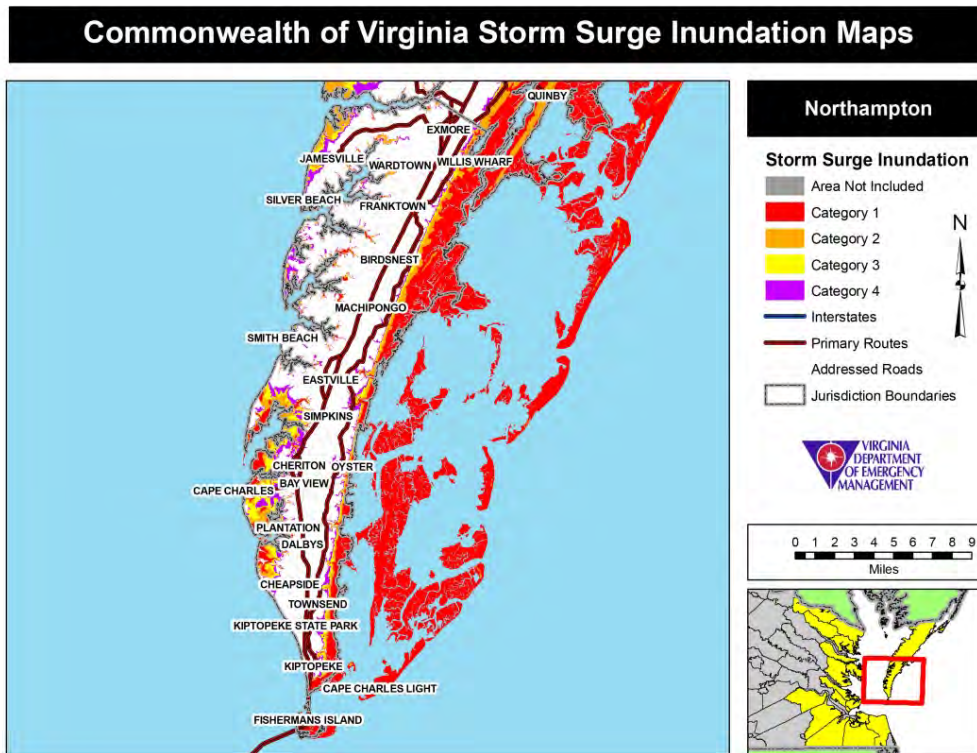


Figure 69. Virginia Department of Energy Management Storm Surge Inundation Threats, Northampton County.

### *Vacancy/Neglect/Structural Failure*

The largest threat to resources surveyed is vacancy and neglect. While this was not widespread, there was a significant amount of resources that were no longer occupied. Abandoned structures fall into states of disrepair. The longer these structures are left vacant, deterioration furthers, possibly leading to structural failure. At this point, the cost and labor to rehabilitate such a building becomes cost prohibitive. Thus, these structures are threatened by demolition by neglect.

### *Deterioration*

While deterioration is linked with vacant resources, vacancy is not always the cause of deterioration. If property owners do not continue the upkeep of a property and it becomes deteriorated, it is more likely to be abandoned. A number of residences that were still inhabited appeared to be deteriorated, at least as observed from the right-of-way. While wholesale deterioration of inhabited buildings was rare, deterioration was most often observed in relation to specific building elements such as windows or cladding materials.

### *Alterations*

The majority of resources identified during the survey have been altered in some way, usually through construction of additions or the installation of replacement siding, windows and doors, which compromise the historic integrity of the building. While some replacement cladding materials can ultimately be removed and original materials beneath—if they remain—can often be rehabilitated or replaced with materials sympathetic to the original construction, other features are not so easily replaced. For example, the installation of replacement siding often required the removal of historic casework, which often was discarded. In all but rare circumstances, historic photographs of individual properties are not likely to exist, eliminating the possibility of recreating such features. The same is true of windows and doors. When replacement units were installed, the original components were often disposed of or otherwise removed from the property. While new units can be crafted, the loss of the original units still has the effect of diminishing the building's architectural integrity.

### *Development*

As the Eastern Shore continues to be a popular tourist/vacation destination, the potential for redevelopment of historic resources remains high. This is true not only of properties located along the points and necks extending into the county's waterways but also of properties located in crossroad communities and towns. Also of concern are remaining historic farmsteads that have substantial acreage near developed communities and vacation/recreation areas that could be considered an ideal location for new investment and development.



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## VIII. RECOMMENDATIONS

This survey, limited in scope, should not be viewed in isolation but should rather be considered a first step mechanism for encouraging future activities directed at further exploring the presence and significance of historic places in Accomack and Northampton counties on the Eastern Shore, which should be carried out in partnership with the DHR and local entities such as the Accomack-Northampton PDC in Accomac. Recommendations for future work include the following.

In the event of future severe storm events or other natural disasters, this initial survey effort will support disaster mitigation planning at the local, county, and regional levels. Should additional and/or more intensive survey fail to occur prior to the next major storm event or natural disaster, the current survey will be invaluable in establishing baseline conditions for the properties identified that will assist property owners in quantifying the extent of damage caused to them, and quite possibly inform appropriate post-event repairs and rehabilitation efforts.

### ADDITIONAL COMPREHENSIVE SURVEY

Additional survey of Accomack and Northampton counties at the reconnaissance level is recommended to further enhance the coverage of survey in the county in terms of geography as well as property types, architectural styles, and time periods. The present survey recorded only a fraction of the historic architectural resources in the county and, by nature, limited recordation of properties in strictly inland areas. In addition, there were a number of properties that were inaccessible during the current survey that may prove to be significant resources. As part of future efforts, surveyors could work with local entities such as the Accomac-Northampton PDC and the Historical Society of the Eastern Shore of Virginia to attempt to gain access to such properties, as may be deemed appropriate.

### INTENSIVE-LEVEL INVESTIGATIONS

By nature of the project, no resources were surveyed at the intensive level as part of the current survey. However, a number of properties were identified that appeared to warrant additional investigation, including additional research and physical documentation. Twenty-six properties were previously determined eligible for listing in the NRHP or were considered eligible or potentially eligible as a result of this survey:

- Pharmacy, 18465 Dunne Avenue (DHR # 278-0003-0014)
- Warwick House (DHR # 001-0048)
- Mount Airy Plantation (DHR # 001-5213)
- Folly (DHR # 001-0018)
- Wellington and Cemetery (DHR # 065-0029)
- Cedar Grove (DRH # 065-0004)
- House, 5270 Jones Cove Drive (DHR # 065-5048)
- House, 24296 Seaside Road (DHR # 065-5072)
- House, 5430 Sunnyside Road (DHR # 065-5075)
- Drummond House, (DHR # 001-0010)
- House, 24476 Adelaide Street (DHR # 278-0003-0017)
- Mary N. Smith Middle School (DHR # 160-5004)
- Boston School (DHR # 001-5396)
- Little Pungoteague Ruritan (DHR # 276-5002-0011)
- Oak Grove United Methodist Church and Cemetery (DHR # 001-0134)
- St. Paul's AME Church and Cemetery (DHR # 001-5428-0005)

## VIII. RECCOMENDATIONS

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- Mount Nebo Baptist Church, School, and Cemetery (DHR # 001-5385)
- Eyreville (DHR # 065-5126)
- Gas station, 3255 Stone Road (DHR # 065-5078)
- Wachapreague Historic District (DHR #319-5002)
- Harborton Historic District (DHR # 001-5304)
- Pungoteague Historic District (DHR # 001-5428)
- Painter Historic District (DHR # 276-5002)
- Locustville Historic District (DHR # 001-5303)
- Belle Haven Historic District (DHR # 167-5001)
- Parksley Historic District (DHR # 278-0003)

In addition, 85 resources were recommended for further survey/study as part of previous or current investigations:

- Wachapreague Market (DHR # 319-5002-0009)
- Scott Store (DHR # 001-5386)
- Commercial Building, 35551 Belle Haven Road (DHR # 167-5001-0004)
- Commercial Building, 36020 Belle Haven Road (DHR # 167-5001-0009)
- Commercial Building, 24270 Bennett Street (DHR # 278-0003-0015)
- Finney-Custis-Mapp House (DHR # 319-5002-0002)
- The Grange (DHR # 001-5160)
- End View (DHR # 065-0059)
- Rose Cottage (DHR # 001-0058)
- Heron Hill and Cemetery (DHR # 001-5309)
- Heath House (DHR # 001-5428-0010)
- Tross House (DHR # 001-5428-0012)
- Ayres House (DHR # 001-5428-0013)
- Vaux Hall (DHR # 001-0075)
- Clifton (DHR # 001-5421)
- House, 3062 Old Cape Charles Road (DHR # 065-5084)
- House, 7132 Kellam Drive (DHR # 065-5107)
- House, 7169 Kellam Drive (DHR # 065-5108)
- House, 7142 Prettyman Circle (DHR # 065-5111)
- House, 10033 Rogers Drive (DHR # 267-5007)
- Holly Grove (DHR # 065-0068)
- House, 15244 King Street (DHR # 167-5001-0001)
- House, 15213 King Street (DHR # 167-5001-0002)
- House, 15193 King Street (DHR # 167-5001-0003)
- House, 35577 Belle Haven Road (DHR # 167-5001-0006)
- House, 35603 Belle Haven Road (DHR # 167-5001-0007)
- House, 36051 Belle Haven Road (DHR # 167-5001-0011)
- House, 36133 Belle Haven Road (DHR # 167-5001-0012)
- Raven Hall (DHR # 167-5001-0013)
- House, 35531 Belle Haven Road (DHR # 167-5001-0015)
- House, 16329 Hopeton Road (DHR # 001-5240)
- House, 13251 Metompkin Road (DHR # 001-5256)
- House, 18060 Hopeton Road (DHR # 001-5331)
- House, 16274 Metompkin Road (DHR # 001-5332)
- House, 16340 Metompkin Road (DHR # 001-5333)



- House, 16386 Metompkin Road (DHR # 001-5334)
- House, 19058 Metompkin Road (DHR # 001-5341)
- House, 22128 Greenbush Road (DHR # 001-5346)
- House, 21512 Greenbush Road (DHR # 001-5347)
- House, 17274 Kegotank Road (DHR # 001-5350)
- House, 17278 Kegotank Road (DHR # 001-5351)
- House, 28369 Nelsonia Road (DHR # 001-5352)
- House, 28349 Nelsonia Road (DHR # 001-5353)
- House, 28152 Littleton Road (DHR # 001-5355)
- House, 27515 Gargatha Landing Road (DHR # 001-5356)
- House, 21029 Orchard Road (DHR # 001-5361)
- House, 19162 Church Street (DHR # 001-5363)
- House, 19154 Church Street (DHR # 001-5364)
- House, 18218 Lankford Highway (DHR # 001-5366)
- House, 18412 Wilson Avenue (DHR # 278-0003-0001)
- House, 24221 Mary Street (DHR # 278-0003-0002)
- House, 24283 Chadbourne Street (DHR # 278-0003-0004)
- House, 24292 Chadbourne Street (DHR # 278-0003-0005)
- House, 24262 Chadbourne Street (DHR # 278-0003-0006)
- House, 24252 Chadbourne Street (DHR # 278-0003-0007)
- House, 24253 Chadbourne Street (DHR # 278-0003-0008)
- House, 24277 Adelaide Street (DHR # 278-0003-0009)
- House, 24357 Maxwell Street (DHR # 278-0003-0010)
- House, 24334 Callen Street (DHR # 278-0003-0011)
- House, 18464 Cassatt Street (DHR # 278-0003-0012)
- House, 24262 Adelaide Street (DHR # 278-0003-0013)
- House, 24411 Adelaide Street (DHR # 278-0003-0016)
- House, 24452 Adelaide Street (DHR # 278-0003-0018)
- House, 24442 Adelaide Street (DHR # 278-0003-0019)
- House, 24325 Chadbourne Street (DHR # 278-0003-0020)
- House, 18367 Browne Avenue (DHR # 278-0003-0021)
- Jamesville School (DHR # 065-5034)
- Former Daughtry School (DHR # 001-5317)
- Pungoteague School (DHR # 001-5428-0002)
- Cashville School and Smith Graves (DHR # 001-5388)
- Belle Haven Post Office (DHR # 167-5001-0005)
- Cemetery, Belle Haven Road/Lee Street (DHR # 167-5001-0010)
- Warehouse, 22435 Junction Lane (DHR # 065-5085)
- Idle Hour Theater (DHR # 167-5001-0008)
- Silver Beach Community (DHR # 065-5032)
- Hollies Baptist Church and Cemetery (DHR # 001-5380)
- Belle Haven Presbyterian Church (DHR # 167-5001-0014)
- St. Thomas Methodist Church (DHR # 001-5322)
- Zion Baptist Church (DHR # 001-5342)
- Church Social Hall, 26390 Metompkin Road (DHR # 001-5369)
- Church, 24359 Adelaide Street (DHR # 278-0003-0003)
- Willow Cottage (DHR # 001-5198)
- Gunter Farm and Cemetery (DHR # 001-5310)

- Farm, 31072 Conquest Farm Lane (DHR # 001-5255)
- Farmhouse, 21220 Adams Road (DHR # 001-5344)

### NATIONAL REGISTER OF HISTORIC PLACES NOMINATIONS

Presently, there are 50 properties on the Eastern Shore listed in the VLR/NRHP (27 properties in Accomack County and 23 properties in Northampton County). In addition, there are two properties located in Northampton County, Eyre Hall (DHR # 065-0008) and Pear Valley (DHR # 065-0052), that also are designated as NHL. Of the listed properties, 25 were listed in the NRHP prior to 1980. The majority of resources listed in the National Register date to the early history of the counties. As additional investigations are carried out on the Eastern Shore in Accomack and Northampton counties, property owners should be encouraged to nominate their properties for listing in the VLR and NRHP. Wachapreague Historic District (DHR # 319-5002), Harborton Historic District (DHR # 001-5304), Pungoteague Historic District (DHR # 001-5428), Painter Historic District (DHR # 276-5002), Locustville Historic District (DHR # 001-5303), Parksley Historic District (DHR # 278-0003), and Belle Haven Historic District (DHR # 167-5001), all of which retain significant collections of historic resources, should be considered prime candidates for listing in the VLR/NRHP. While listing does not in and of itself offer protection from demolition or inappropriate alterations, listing often has the effect of boosting community pride and identity and can contribute to local tourism and revitalization efforts. Listing also provides access to tax incentives and preservation grants for certain property owner and property types (e.g., non-profit organizations and income-producing properties). The first step in the listing process is typically the completion of an intensive-level survey, which facilitates the preparation of a Preliminary Information Form (PIF) that is reviewed by the DHR staff. If the DHR agrees that a property is eligible for listing, the property owner (or a consultant or other entity operating on their behalf) move forward with preparing the formal nomination materials.

### MULTIPLE PROPERTY SUBMISSIONS

Multiple Property Submissions (MPS) are another vehicle for assessing a group of resources for eligibility for listing in the NRHP. This format is used exclusively to document resources that are thematically connected but disparately located. One such MPS that may be worth considering as additional initiatives are considered is one related to African American churches in the county. Such churches, which are rarely individually eligible for listing in the NRHP, provide an opportunity to collectively document and assess the contribution of these property types and their histories to the county's heritage. In preparing an MPS, a Multiple Property Documentation Form (MPDF) is first prepared, which provides a comprehensive context statement related to the thematic listing; individual resources are then submitted on NRHP forms under the umbrella of the MPDF.

### TAX INCENTIVES

Tax incentives for the rehabilitation of NRHP-listed properties may be available to property owners from both the federal and state governments. Successful completion of the Rehabilitation Investment Tax Credit application, working within the Secretary of the Interior's Standards for the Treatment of Historic Properties, permits an income tax credit of 20% of the eligible rehabilitation expenses on income-producing properties through the federal government and 25% on both residential and income-producing properties through the state government. Income-producing establishments may be able to take advantage of the maximum tax credits of both the state and federal incentives, claiming credits of 45% of eligible rehabilitation expenses. Additional information can be located on the DHR's website at [http://www.dhr.virginia.gov/tax\\_credits/tax\\_credit.htm](http://www.dhr.virginia.gov/tax_credits/tax_credit.htm).

### PRESERVATION AND CONSERVATION EASEMENTS

Preservation and conservation easements are a viable way for property owners to ensure the long-term preservation of their historic resources. The donation of development rights, in the form of an

easement, places a permanent encumbrance upon the deed of the property that limits development or major alteration. The value of the easement can be deducted from federal income tax liability over a five-year period, and up to 50% of the easement value may be claimed as a credit on state income tax. Donation of development rights can also lower property and inheritance taxes.

### **HERITAGE TOURISM**

Heritage tourism initiatives can be a relatively easy and quick means of increasing awareness of the importance of the county's heritage assets. Such initiatives can be simple, such as the creation of an interpretive sign, and directed at a singular property or area or can be comprehensive in scale and address the full geography of the county, as would be the case with a countywide heritage tourism plan. Of the areas surveyed for this project, Accomac, Onancock, and Exmore, as well as some of the smaller communities such as Locustville and Belle Haven, appear to be ready candidates for heritage tourism initiatives as they have the density of resources and the stories necessary to establish programs such as walking or driving tours. Heritage tourism initiatives could also be incorporated into publicly trafficked areas such as marinas or integrated into the county's efforts to promote recreational activities such as biking, boating, and fishing.

### **CERTIFIED LOCAL GOVERNMENT STATUS**

Accomack and Northampton counties could consider engaging the requirements to apply for Certified Local Government (CLG) designation, which would allow for participation in a wider breadth of state and federal historic preservation programs and further opportunities for the DHR to provide technical assistance. Cape Charles in Northampton County is currently the only community on the Eastern Shore that has CLG status. The program requires that the community meet certain requirements, such as maintaining a qualified historic preservation commission and enforcing state and local legislation regarding the designation and protection of historic properties through mechanisms such as local ordinances. Additional information on the CLG program in Virginia and its requirements can be found on the DHR's website at <http://www.dhr.virginia.gov/clg/clg.htm>.



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## APPENDIX A: INVENTORY SUMMARY

APPENDIX A. INVENTORY SUMMARY

<b>DHR #</b>	<b>Property Name/Address</b>	<b>Date</b>	<b>Previous Recommendation</b>	<b>CRA Recommendation</b>
001-0010	22221 Drummonds Mill Road	c. 1820	Eligible	Potentially Eligible
001-0018	Folly	c. 1765	Undetermined	Eligible
001-0033	Mount Custis	c. 1730	Undetermined	Not eligible
001-0048	Warwick	c.1670	Undetermined	Potentially Eligible
001-0058	Rose Cottage	c. 1754	Undetermined	Further Survey
001-0059	Mount Hope	c. 1840	Undetermined	Not eligible
001-0073	Evergreen	c. 1766	Undetermined	Not eligible
001-0075	Vaux Hall	c.1710	Undetermined	Further Survey
001-0083	Chandler Place	c.1775	Undetermined	Not Eligible
001-0086	Finney Place	c.1813	Undetermined	Not Eligible
001-0087	Baily Place/Bailywick	c.1850	Undetermined	Not Eligible
001-0091	Ravenswood	c.1683	Undetermined	Not Eligible
001-0105	Corson House	c. 1840	Undetermined	Not Eligible
001-0110	Anderson Place	c.1817	Undetermined	Not Eligible
001-0120	Brick End House/Boggs House	c.1810	Undetermined	Not Eligible
001-0122	Shirley	1771	Undetermined	Not Eligible
001-0131	Meadville and Finney Cemetery	c. 1798	Undetermined	Not Eligible
001-0134	Oak Grove United Methodist Church and Cemetery	c. 1800	Undetermined	Potentially Eligible
001-0144	Andua	1730	Not Eligible	Not Eligible
001-5160	The Grange/Hyslop House	c. 1820	N/A	Further Survey
001-5161	Mappsburg Store/Belote Store	c. 1910	N/A	Not Eligible
001-5162	Mapp House	c. 1850	N/A	Not Eligible
001-5163	34044 Seaside Road	1880	N/A	Not Eligible
001-5164	34079 Seaside Road	c. 1910	N/A	Not Eligible
001-5165	34105 Seaside Road	c. 1910	N/A	Not Eligible
001-5166	Garrison Bed and Breakfast	1931	N/A	Not Eligible
001-5167	Bundick House	c. 1890	N/A	Not Eligible
001-5168	35156 Seaside Road	c. 1900	N/A	Not Eligible
001-5169	35034 Seaside Road	c. 1900	N/A	Not Eligible
001-5170	35128 Seaside Road	c. 1920	N/A	Not Eligible
001-5171	Burton's Chapel Independent Methodist Church and Cemetery	1897	N/A	Not Eligible
001-5172	Burton's Elementary School	c. 1922	N/A	Not Eligible
001-5173	Wachapreague Cemetery	c. 1908	N/A	Not Eligible
001-5174	Stockley Cemetery	1886	N/A	Not Eligible
001-5175	Community of Locust Mount	c. 1814	N/A	Not Eligible
001-5176	Grace Methodist Church	1897	N/A	Not Eligible
001-5177	Jacob Bell Store	c. 1820	N/A	Not Eligible
001-5178	Callahan Double House	c. 1820	N/A	Not Eligible
001-5179	31397 Locust Mount Drive	c. 1900	N/A	Not Eligible
001-5180	Hawks Nest Farm/Bott Farm	1880	N/A	Not Eligible
001-5181	Quinby Bridge Crabhouses	1950	N/A	Not Eligible
001-5182	Traeger House	1932	N/A	Not Eligible
001-5183	Mitchells Store	c. 1956	N/A	Not Eligible
001-5184	The Lodge/Ward House	c. 1905	N/A	Not Eligible
001-5185	Norrie Lodge/Mt Warren Farms	c. 1910	N/A	Not Eligible

APPENDIX A. INVENTORY SUMMARY

<b>DHR #</b>	<b>Property Name/Address</b>	<b>Date</b>	<b>Previous Recommendation</b>	<b>CRA Recommendation</b>
001-5186	Marshall House	c. 1910	N/A	Not Eligible
001-5187	35550 Upshurs Neck Road	c. 1920	N/A	Not Eligible
001-5188	35539 Upshurs Neck Road	c. 1930	N/A	Not Eligible
001-5189	Quinby Cemetery (LeCato Cemetery)	c. 1829	N/A	Not Eligible
001-5190	Smith's Chapel United Methodist Church	1897	N/A	Not Eligible
001-5191	35405 Upshurs Neck Road	c. 1902	N/A	Not Eligible
001-5192	Quinby Wesleyan Church	1947	N/A	Not Eligible
001-5193	20277 Proctor Lane	c. 1910	N/A	Not Eligible
001-5194	John O. Wallace House	c. 1905	N/A	Not Eligible
001-5195	Spence House	c. 1930	N/A	Not Eligible
001-5196	Brown House	c. 1900	N/A	Not Eligible
001-5197	George D. Spence House and Crabhouse	c. 1908	N/A	Not Eligible
001-5198	Willow Cottage	c. 1825	N/A	Further Survey
001-5199	Beulah	c. 1860	N/A	Not Eligible
001-5200	Waverly	c. 1840	N/A	Not Eligible
001-5201	Cutler House	c. 1900	N/A	Not Eligible
001-5202	12546 Hacks Neck Road	c. 1920	N/A	Not Eligible
001-5203	12025 Hacks Neck Road	c. 1930	N/A	Not Eligible
001-5204	12106 Hacks Neck Road	c. 1930	N/A	Not Eligible
001-5205	Budd Store	c. 1901	N/A	Not Eligible
001-5206	Bonniwell House	c. 1900	N/A	Not Eligible
001-5207	12216 Hacks Neck Road	c. 1900	N/A	Not Eligible
001-5208	Bennett House	c. 1900	N/A	Not Eligible
001-5209	New Mount Olive Baptist Church	1897	N/A	Not Eligible
001-5210	Coocheyville Houses	c. 1900	N/A	Not Eligible
001-5211	Evergreen Methodist Church	1868	N/A	Not Eligible
001-5212	Harrison House	c. 1864	N/A	Not Eligible
001-5213	Mount Airy Plantation	c. 1800	N/A	Potentially Eligible
001-5214	23169 Belinda Road	c 1932	N/A	Not Eligible
001-5215	23387 Belinda Road	c 1900	N/A	Not Eligible
001-5216	23199 Saxis Road	c. 1875	N/A	Not Eligible
001-5217	23482 Saxis Road	c. 1890	N/A	Not Eligible
001-5218	23505 Saxis Road	c. 1910	N/A	Not Eligible
001-5219	23523 Saxis Road	c. 1907	N/A	Not Eligible
001-5220	8176 Shad Landing Road	1911	N/A	Not Eligible
001-5221	23633 Saxis Road	1899	N/A	Not Eligible
001-5222	23644 Saxis Road	c. 1920	N/A	Not Eligible
001-5223	23742 Saxis Road	c. 1920	N/A	Not Eligible
001-5224	Pilgram Church	c. 1925	N/A	Not Eligible
001-5225	24031 Belinda Road	c. 1900	N/A	Not Eligible
001-5226	Hall's Chapel Church	1888	N/A	Not Eligible
001-5227	10018 Marsh Market Road	c. 1900	N/A	Not Eligible
001-5228	24398 Savannah Road	c. 1870	N/A	Not Eligible
001-5229	24535 Savannah Road	c. 1900	N/A	Not Eligible



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<b>DHR #</b>	<b>Property Name/Address</b>	<b>Date</b>	<b>Previous Recommendation</b>	<b>CRA Recommendation</b>
001-5230	Savannah Road	1950	N/A	Not Eligible
001-5231	8080 Hickman Lane	1895	N/A	Not Eligible
001-5232	25065 Saxis Road	1920	N/A	Not Eligible
001-5233	25365 Saxis Road	1920	N/A	Not Eligible
001-5234	Groton Community Cemetery	c. 1875	N/A	Not Eligible
001-5235	24455 Saxis Road	c. 1880	N/A	Not Eligible
001-5236	24353 Broadwater Road	c. 1900	N/A	Not Eligible
001-5237	24406 Saxis Road	1962	N/A	Not Eligible
001-5238	25087 Savannah Road	1900	N/A	Not Eligible
001-5239	13013 Cattail Road	1950	N/A	Not Eligible
001-5240	16329 Hopeton Road	1884	N/A	Further Survey
001-5241	25181 Dennis Drive	pre-1910	N/A	Not Eligible
001-5242	18104 Justisville Road	c. 1880	N/A	Not Eligible
001-5243	18243 Justisville Road	1920	N/A	Not Eligible
001-5244	21475 Hopkins Road	c. 1910	N/A	Not Eligible
001-5245	18275 Martz Road	1910	N/A	Not Eligible
001-5246	18284 Martz Road	1920	N/A	Not Eligible
001-5247	18415 Parks Lane	1890	N/A	Not Eligible
001-5248	22593 Lee Mont Road	1945	N/A	Not Eligible
001-5249	22681 Lee Mont Road	1935	N/A	Not Eligible
001-5250	20837 Bayside Road	1950	N/A	Not Eligible
001-5251	21325 Bayside Road	c. 1960	N/A	Not Eligible
001-5252	12034 Atlantic Road	c. 1900	N/A	Not Eligible
001-5253	12048 Atlantic Road	c.1900	N/A	Not Eligible
001-5254	30353 John Taylor Rd	c. 1900	N/A	Not Eligible
001-5255	31072 Conquest Farm Lane	1768	N/A	Further Survey
001-5256	13251 Metompkin Road	1820	N/A	Further Survey
001-5257	30345 Pettit Road	c. 1900	N/A	Not Eligible
001-5258	16389 Metompkin Road	c. 1900	N/A	Not Eligible
001-5259	14371 Metompkin Road	c. 1877	N/A	Not Eligible
001-5260	16508 Metompkin Road	1921	N/A	Not Eligible
001-5261	Gardner House	c. 1900	N/A	Not Eligible
001-5262	34351 Bradfords Neck Road	c. 1940	N/A	Not Eligible
001-5263	Smith Place	c. 1850	N/A	Not Eligible
001-5264	James House	c. 1890	N/A	Not Eligible
001-5265	Trower School	c. 1910	N/A	Not Eligible
001-5266	Herbert Baptist Church	1912	N/A	Not Eligible
001-5267	36067 Seaside Road	c. 1960	N/A	Not Eligible
001-5268	36047 Seaside Road	c. 1900	N/A	Not Eligible
001-5269	36037 Seaside Road	1965	N/A	Not Eligible
001-5270	16257 Savage Road	c. 1920	N/A	Not Eligible
001-5271	16225 Savage Road	c. 1945	N/A	Not Eligible
001-5272	16176 Addison Lane	c. 1944	N/A	Not Eligible
001-5303	Locustville District	1810-1920	N/A	Potentially Eligible
001-5303-0001	Swanger Store	1844	N/A	Not Eligible

DHR #	Property Name/Address	Date	Previous Recommendation	CRA Recommendation
001-5303-0002	Bloxom House	c.1830	N/A	Not Eligible
001-5303-0003	Locustville Hotel	1820	N/A	Not Eligible
001-5303-0004	Mears House	1850	N/A	Not Eligible
001-5303-0005	Floyd House	c. 1830	N/A	Not Eligible
001-5303-0006	Double house	c. 1810	N/A	Not Eligible
001-5303-0007	28234 Drummondtown Road	1841	N/A	Not Eligible
001-5303-0008	29682 Burton's Shore Road	c.1920	N/A	Not Eligible
001-5303-0009	28025 Drummondtown Road	c. 1920	N/A	Not Eligible
001-5303-0010	29653 Burtons Shore Road	c.1900	N/A	Not Eligible
001-5304	Harborton District	1883-1920	N/A	Potentially Eligible
001-5304-0001	Roselawn	c. 1890	N/A	Not Eligible
001-5304-0002	Harbor Rose/Budd House, and Hutchinson Cemetery	1905	N/A	Not Eligible
001-5304-0003	Chernock	c. 1910	N/A	Not Eligible
001-5304-0004	Windsor House	1897	N/A	Not Eligible
001-5304-0005	William Hutchinson House and Store	c. 1890	N/A	Not Eligible
001-5304-0006	Kelley House	1890	N/A	Not Eligible
001-5304-0007	Harbor Haven	1885	N/A	Not Eligible
001-5304-0008	Thomas Dize House	1890	N/A	Not Eligible
001-5304-0009	Walker House and Barber Shop	1850	N/A	Not Eligible
001-5304-0010	Martin & Mason Store/Dwelling	1892	N/A	Not Eligible
001-5304-0011	Harborton House Bed and Breakfast	1900	N/A	Not Eligible
001-5304-0012	Bonniwell House	1900	N/A	Not Eligible
001-5304-0013	Harborton United Methodist Church	1894	N/A	Not Eligible
001-5304-0014	28088 Harborton Road	c. 1950	N/A	Not Eligible
001-5304-0015	28075 Harborton Road	1907	N/A	Not Eligible
001-5304-0016	28058 Harborton Road	1900	N/A	Not Eligible
001-5304-0017	Hutchinson Store/Harborton General Store	1933	N/A	Not Eligible
001-5304-0018	Mill Worker House, 28436 Harborton Road	1910	N/A	Not Eligible
001-5305	Eugene Turlington Farm	1904	N/A	Not Eligible
001-5306	Burleigh Turlington Farm	c.1920	N/A	Not Eligible
001-5307	30151 Drummondtown Road	1925	N/A	Not Eligible
001-5308	Cedar Grove	1833	N/A	Not Eligible
001-5309	Heron Hill and Cemetery	c. 1800	N/A	Further Survey
001-5310	Gunter Farm and Cemetery/Willow Bank	c.1850	N/A	Further Survey
001-5311	24244 Fitchett Lane	c. 1920	N/A	Not Eligible
001-5312	24051 Fitchett Lane	c. 1900	N/A	Not Eligible
001-5313	Fox Cemetery	1867	N/A	Not Eligible
001-5314	Gable Cottage	1840	N/A	Not Eligible
001-5315	Clarke Presbyterian Church	1894	N/A	Not Eligible

APPENDIX A. INVENTORY SUMMARY

<b>DHR #</b>	<b>Property Name/Address</b>	<b>Date</b>	<b>Previous Recommendation</b>	<b>CRA Recommendation</b>
001-5316	St. Luke's AME Church	1872	N/A	Not Eligible
001-5317	Former Daughtry School	c. 1900	N/A	Further Survey
001-5318	25432 Drummondtown Road	1920	N/A	Not Eligible
001-5319	Grapevine	c.1880	N/A	Not Eligible
001-5320	24209 Drummond Town Road	1880	N/A	Not Eligible
001-5321	24450 Guilford Road	1930	N/A	Not Eligible
001-5322	17072 Saint Thomas Road	1895	N/A	Further Survey
001-5323	17436 Saint Thomas Road	1930	N/A	Not Eligible
001-5324	18071 Justisville Road	1905	N/A	Not Eligible
001-5325	23460 Maxwell Street	1910	N/A	Not Eligible
001-5326	23523 Maxwell Street	1930	N/A	Not Eligible
001-5327	23539 Maxwell Street	1925	N/A	Not Eligible
001-5328	24371 Guilford Road	1920	N/A	Not Eligible
001-5329	17300 Big Road	1910	N/A	Not Eligible
001-5330	17188 Hopeton Road	1930	N/A	Not Eligible
001-5331	18060 Hopeton Road	1920	N/A	Further Survey
001-5332	16274 Metompkin Road	1924	N/A	Further Survey
001-5333	16340 Metompkin Road	1920-1940	N/A	Further Survey
001-5334	16386 Metompkin Road	1795	N/A	Further Survey
001-5335	29275 Hopeland Road	1930	N/A	Not Eligible
001-5336	30400 Hopeland Road	1910	N/A	Not Eligible
001-5337	16401 Metompkin Road	1915-1925	N/A	Not Eligible
001-5338	16464 Metopmpkin Road	1900	N/A	Not Eligible
001-5339	29040 Mitchell Drive	1900	N/A	Not Eligible
001-5340	27395 Muttonhunk Road	1915	N/A	Not Eligible
001-5341	19058 Metompkin Road	1920	N/A	Further Survey
001-5342	26381 Metompkin Road	1917	N/A	Further Survey
001-5343	20371 Lankford Highway	1959	N/A	Not Eligible
001-5344	21220 Adams Road	1790	N/A	Further Survey
001-5345	21549 Adams Road	1912	N/A	Not Eligible
001-5346	22128 Greenbush Road	1905	N/A	Further Survey
001-5347	21512 Greenbush Road	1930	N/A	Further Survey
001-5348	13454 Arbuckle Neck Road	1900	N/A	Not Eligible
001-5349	12200 Atlantic Road	1920	N/A	Not Eligible
001-5350	17274 Kegotank Road	1900	N/A	Further Survey
001-5351	17278 Kegotank Road	1925	N/A	Further Survey
001-5352	28369 Nelsonia Road	1937	N/A	Further Survey
001-5353	28349 Nelsonia Road	1921	N/A	Further Survey
001-5354	16731 Metompkin Road	1900-1920	N/A	Not Eligible
001-5355	28152 Littleton Road	1900	N/A	Further Survey
001-5356	27515 Gargatha Landing Road	1900	N/A	Further Survey
001-5357	28081 Gargatha Landing Road	1910-1920	N/A	Not Eligible
001-5358	28139 Gargatha Landing Road	1910	N/A	Not Eligible
001-5359	18121 Lankford Highway	1950	N/A	Not Eligible
001-5360	17441 Lankford Highway	1900	N/A	Not Eligible
001-5361	21029 Orchard Road	1820	N/A	Further Survey



<b>DHR #</b>	<b>Property Name/Address</b>	<b>Date</b>	<b>Previous Recommendation</b>	<b>CRA Recommendation</b>
001-5362	24394 Fisher Road	1920	N/A	Not Eligible
001-5363	19162 Church Street	1910	N/A	Further Survey
001-5364	19154 Church Street	1920	N/A	Further Survey
001-5365	7261 Lankford Highway	1906	N/A	Not Eligible
001-5366	18218 Lankford Highway	1850	N/A	Further Survey
001-5367	27214 Berry Road	1900	N/A	Not Eligible
001-5368	17346 Lankford Highway	1900	N/A	Not Eligible
001-5369	26390 Metompinkin Road	1878	N/A	Further Survey
001-5370	24218 Joynes Neck Road	1880	N/A	Not Eligible
001-5371	Middlesex House	c.1930	N/A	Not Eligible
001-5372	By the Bay Alpaca Farm	1900	N/A	Not Eligible
001-5373	29522 Harborton Road	1900	N/A	Not Eligible
001-5374	29470 Harborton Road	1880	N/A	Not Eligible
001-5375	White Hall	1840	N/A	Not Eligible
001-5376	16260 Pungoteague Road	1911	N/A	Not Eligible
001-5377	Boggs House	1867	N/A	Not Eligible
001-5378	16058 Country Club Way	1940	N/A	Not Eligible
001-5379	Bott House	1900	N/A	Not Eligible
001-5380	Hollies Baptist Church and Cemetery	c. 1800	N/A	Further Survey
001-5381	Little Hell House	c.1910	N/A	Not Eligible
001-5382	27506 Bobtown Road	c.1910	N/A	Not Eligible
001-5383	27488 Bobtown Road	c.1910	N/A	Not Eligible
001-5384	Fairfield	c. 1820	N/A	Not Eligible
001-5385	Mount Nebo Baptist Church, School and Cemetery	1891	N/A	Potentially Eligible
001-5386	Scott Store	1920	N/A	Further Survey
001-5387	Andrew Chapel United Methodist Church	1877	N/A	Not Eligible
001-5388	Cashville School and Smith Graves	1923	N/A	Further Survey
001-5389	Parker House	1905	N/A	Not Eligible
001-5390	Broadway Baptist Church	1885	N/A	Not Eligible
001-5391	24201 Breezy Point Road	1880	N/A	Not Eligible
001-5392	Creeside	1880	N/A	Not Eligible
001-5393	31508 Boston Road	c. 1900	N/A	Not Eligible
001-5394	Shiloh Baptist Church and Cemetery	1907	N/A	Not Eligible
001-5395	31624 Boston Road	c. 1900	N/A	Not Eligible
001-5396	Boston School	1923	N/A	Eligible
001-5397	33328 Boston Road	c. 1890	N/A	Not Eligible
001-5398	Craddockville United Methodist Church and Cemetery	1871	N/A	Not Eligible
001-5399	33470 Craddockville Road	c. 1900	N/A	Not Eligible
001-5400	33539 Craddockville Road	c.1950	N/A	Not Eligible
001-5401	33517 Craddockville Road	1910	N/A	Not Eligible
001-5402	The Chair Place/Custis Store	c.1890	N/A	Not Eligible

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<b>DHR #</b>	<b>Property Name/Address</b>	<b>Date</b>	<b>Previous Recommendation</b>	<b>CRA Recommendation</b>
001-5403	Custis House	1820	N/A	Not Eligible
001-5404	L.T. Bull Store	1917	N/A	Not Eligible
001-5405	Craddockville School	c. 1905	N/A	Not Eligible
001-5406	Comstock House	1912	N/A	Not Eligible
001-5407	Smith Farm	1940	N/A	Not Eligible
001-5408	Kellam House	1830	N/A	Not Eligible
001-5409	Sturgis House	c. 1900	N/A	Not Eligible
001-5410	Davis House	c.1900	N/A	Not Eligible
001-5411	Mount Pleasant	1942	N/A	Not Eligible
001-5412	35448 Windingdale Drive	1930	N/A	Not Eligible
001-5413	Hines Farm	1915	N/A	Not Eligible
001-5414	Buckle House	1910	N/A	Not Eligible
001-5415	Oliver House	1822	N/A	Not Eligible
001-5416	Captain Sidney J. Hopkins House	1885	N/A	Not Eligible
001-5417	16335 Poplar Cove Road	1910	N/A	Not Eligible
001-5418	Parker-Heil House	1825	N/A	Not Eligible
001-5419	Riverview United Methodist Church	1910	N/A	Not Eligible
001-5420	21368 Wise Street	1888	N/A	Not Eligible
001-5421	Clifton	c. 1880	N/A	Further Survey
001-5422	21416 Southside Road	c. 1910	N/A	Not Eligible
001-5423	Pryor House	1890	N/A	Not Eligible
001-5424	17419 Northside Road	1910	N/A	Not Eligible
001-5425	17478 Northside Road	1910	N/A	Not Eligible
001-5426	17479 Northside Road	1910	N/A	Not Eligible
001-5427	17437 Northside Road	1900	N/A	Not Eligible
001-5428	Pungoteague District	1740-1910	N/A	Potentially Eligible
001-54280001	Pungoteague Community Church and Cemetery	1888	N/A	Not Eligible
001-5428-0002	Pungoteague School	1903	N/A	Further Survey
001-5428-0003	Former Methodist Parsonage	c. 1875	N/A	Not Eligible
001-5428-0004	Four Chimneys	1830	N/A	Not Eligible
001-5428-0005	St. Paul's AME Church and Cemetery	1886	N/A	Potentially Eligible
001-5428-0006	30210 Bobtown Road	c. 1900	N/A	Not Eligible
001-5428-0007	30191 Bobtown Road	c. 1880	N/A	Not Eligible
001-5428-0008	30231 Bobtown Road	1870	N/A	Not Eligible
001-5428-0009	30241 Bobtown Road	c. 1880	N/A	Not Eligible
001-5428-0010	Heath House	c. 1780	N/A	Further Survey
001-5428-0011	Pungoteague Store	c. 1950	N/A	Not Eligible
001-5428-0012	Tross House	1830	N/A	Further Survey
001-5428-0013	Parkhurst House/Ayres House	1815	N/A	Further Survey
065-0004	Cedar Grove	c. 1750	Undetermined	Potentially Eligible
065-0029	Wellington and Cemetery	c. 1670	Undetermined	Potentially Eligible
065-0059	End View	c. 1780	Undetermined	Further Survey
065-0068	Holly Grove	c. 1812	Undetermined	Further Survey
065-0161	Palmer Jones/Mimosa Farm	C. 1850	Undetermined	Not Eligible

## APPENDIX A. INVENTORY SUMMARY

DHR #	Property Name/Address	Date	Previous Recommendation	CRA Recommendation
065-0450	Claude Nottingham House	ca. 1840	Undetermined	Not Eligible
065-5029	5161 Bayside Road	c. 1900	N/A	Not Eligible
065-5030	5103 Bayside Road	c. 1900	N/A	Not Eligible
065-5031	Tankard Nurseries	c. 1900	N/A	Not Eligible
065-5032	Silver Beach Community	1930-1960	N/A	Further Survey
065-5033	6552 Salt Works Road	c.1920	N/A	Not Eligible
065-5034	Jamesville School	c. 1915	N/A	Further Survey
065-5035	Bethel United Methodist Church	1883	N/A	Not Eligible
065-5046	Sunset Beach Resort Hotel	c. 1965	N/A	Not Eligible
065-5047	5096 Jones Cove Drive	c. 1875	N/A	Not Eligible
065-5048	5270 Jones Cove Drive	c. 1880	N/A	Potentially Eligible
065-5049	5296 Jones Cove Drive	c. 1875	N/A	Not Eligible
065-5050	30113 Seaside Road	c. 1940	N/A	Not Eligible
065-5051	30047 Seaside Road	c. 1930	N/A	Not Eligible
065-5052	30035 Seaside Road	c. 1900	N/A	Not Eligible
065-5053	30046 Seaside Road	c. 1950	N/A	Not Eligible
065-5054	4314 Cedar Grove Drive	c. 1900	N/A	Not Eligible
065-5055	29369 Seaside Road	c. 1900	N/A	Not Eligible
065-5056	29333 Seaside Road	c. 1890	N/A	Not Eligible
065-5057	35982 Seaside Road	c. 1880	N/A	Not Eligible
065-5058	5296 Martins Landing Road	c. 1900	N/A	Not Eligible
065-5059	5246 Martins Landing Road	c, 1890	N/A	Not Eligible
065-5060	4405 Townsend Drive	c. 1900	N/A	Not Eligible
065-5061	4439 Townsend Drive	c. 1880	N/A	Not Eligible
065-5062	4451 Townsend Drive	c. 1875	N/A	Not Eligible
065-5063	4483 Townsend Drive	c. 1910	N/A	Not Eligible
065-5064	4515 Townsend Drive	c. 1890	N/A	Not Eligible
065-5065	27354 Seaside Road	c. 1900	N/A	Not Eligible
065-5066	27202 Seaside Road	c. 1900	N/A	Not Eligible
065-5067	26369 Lankford Highway	c. 1952	N/A	Not Eligible
065-5068	26460 Lankford Highway	c. 1943	N/A	Not Eligible
065-5069	26452 Lankford Highway	c. 1925	N/A	Not Eligible
065-5070	Capeville Ebenezer AME Church	1962	N/A	Not Eligible
065-5071	4298 Plantation Drive	c. 1920	N/A	Not Eligible
065-5072	24296 Seaside Road	c. 1925	N/A	Potentially Eligible
065-5073	2343 Seaside Road	c. 1920	N/A	not eligible
065-5074	22105 Seaside Road	c. 1900	N/A	not eligible
065-5075	5430 Sunnyside Road	c. 1895	N/A	Potentially Eligible
065-5076	5097 Sunnyside Road	c. 1900	N/A	Not Eligible
065-5077	5042 Sunnyside Road	c. 1900	N/A	Not Eligible
065-5078	3255 Stone Road	c. 1942	N/A	Potentially Eligible
065-5079	3285 Stone Road	c. 1915	N/A	Not Eligible
065-5080	26223 Lankford Highway	c. 1836	N/A	Not Eligible
065-5081	26109 Lankford Highway	c. 1886	N/A	Not Eligible
065-5082	25425 Lankford Highway	c. 1930	N/A	Not Eligible
065-5083	23110 Parson Circle	c. 1915	N/A	Not Eligible



APPENDIX A. INVENTORY SUMMARY

DHR #	Property Name/Address	Date	Previous Recommendation	CRA Recommendation
065-5084	3062 Old Cape Charles Road	c. 1890	N/A	Further Survey
065-5085	22435 Junction Lane	c. 1900	N/A	Further Survey
065-5086	22514 Benders Lane	c. 1920	N/A	Not Eligible
065-5087	22588 Old Cape Charles Road	c. 1900	N/A	Not Eligible
065-5088	20587 Pat Town Road	c. 1880	N/A	Not Eligible
065-5089	5213 Simpkins Drive	c. 1900	N/A	Not Eligible
065-5090	19160 Seaside Road	c. 1900	N/A	Not Eligible
065-5091	14070 Jordan Road	c. 1920	N/A	Not Eligible
065-5092	7304 James Allen Drive	c. 1915	N/A	Not Eligible
065-5093	7128 James Allen Drive	c. 1920	N/A	Not Eligible
065-5094	8115 Bannister Street	c. 1900	N/A	Not Eligible
065-5095	11120 Gibbs Lane	c. 1900	N/A	Not Eligible
065-5096	8283 Treherneville Road	c. 1945	N/A	Not Eligible
065-5097	11179 Parallel Road	c. 1945	N/A	Not Eligible
065-5098	11257 Parallel Road	c. 1920	N/A	Not Eligible
065-5099	6390 Wardtown Road	c. 1875	N/A	Not Eligible
065-5100	6040 Wardtown Road	c. 1875	N/A	Not Eligible
065-5101	5523 Wardtown Road	c. 1930	N/A	Not Eligible
065-5102	1051 Chesapeake Avenue	c. 1940	N/A	Not Eligible
065-5103	7033 Chesapeake Avenue	c. 1960	N/A	Not Eligible
065-5104	7045 Chesapeake Avenue	c. 1960	N/A	Not Eligible
065-5105	7051 Chesapeake Avenue	c. 1960	N/A	Not Eligible
065-5106	7069 Chesapeake Avenue	c. 1950	N/A	Not Eligible
065-5107	7132 Kellam Drive	c. 1950	N/A	Further Survey
065-5108	7169 Kellam Drive	c. 1940	N/A	Further Survey
065-5109	7177 Kellam Drive	c. 1950	N/A	Not Eligible
065-5110	1239 Kellam Drive	c. 1965	N/A	Not Eligible
065-5111	7142 Prettyman Circle	c. 1900	N/A	Further Survey
065-5112	7145 Kellam Drive	c. 1960	N/A	Not Eligible
065-5113	12257 Wayne Court	c. 1910	N/A	Not Eligible
065-5114	12160 Oakland Drive	c. 1915	N/A	Not Eligible
065-5115	12148 Oakland Drive	c. 1930	N/A	Not Eligible
065-5116	5175 Seaside Road	c. 1915	N/A	Not Eligible
065-5117	4369 Seaside Road	c. 1940	N/A	Not Eligible
065-5118	New Mt. Calvary Baptist Church	1897	N/A	Not Eligible
065-5119	0248 Bayside Road	c. 1915	N/A	Not Eligible
065-5120	5561 Bayside Road	c. 1930	N/A	Not Eligible
065-5121	4397 Townsend Drive	c. 1910	N/A	Not Eligible
065-5122	8445 Sunset Cove Drive	c. 1880	N/A	Not Eligible
065-5123	Bessie B. Anderson Memorial Nurses Home	ca. 1950	N/A	Not Eligible
065-5124	3316 Cherrystone Road	c. 1920	N/A	Not Eligible
065-5125	Addison Graves	1841	N/A	Not Eligible
065-5126	Eyreville	c. 1799	N/A	Potentially eligible
160-5004	Mary N. Smith Middle School	1953	N/A	Potentially Eligible
160-5005	Melson Store	1940	N/A	Not Eligible
160-5006	Wessells House	1880	N/A	Not Eligible

APPENDIX A. INVENTORY SUMMARY

DHR #	Property Name/Address	Date	Previous Recommendation	CRA Recommendation
160-5007	Huff House	1875	N/A	Not Eligible
167-5001	Belle Haven District	c. 1850	N/A	Potentially Eligible
167-5001-0001	15244 King Street	c. 1909	N/A	Further Survey
167-5001-0002	15213 King Street	c. 1923	N/A	Further Survey
167-5001-0003	15193 King Street	c. 1940	N/A	Further Survey
167-5001-0004	35551 Belle Haven Road	c. 1905	N/A	Further Survey
167-5001-0005	Belle Haven Post Office	c. 1950	N/A	Further Survey
167-5001-0006	35577 Belle Haven Road	c. 1890	N/A	Further Survey
167-5001-0007	35603 Belle Haven Road	c. 1892	N/A	Further Survey
167-5001-0008	Idle Hour Theater	c. 1925	N/A	Further Survey
167-5001-0009	36020 Belle Haven Road	c. 1910	N/A	Further Survey
167-5001-0010	Belle Haven Road/Lee Street	c. 1849	N/A	Further Survey
167-5001-0011	36051 Belle Haven Road	c. 1900	N/A	Further Survey
167-5001-0012	36133 Belle Haven Road	c. 1910	N/A	Further Survey
167-5001-0013	Raven Hall	c. 1912	N/A	Further Survey
167-5001-0014	Belle Haven Presbyterian Church	c. 1890	N/A	Further Survey
167-5001-0015	35531 Belle Haven Road	c. 1890	N/A	Further Survey
169-5002	26215 Shoremain Drive	1930	N/A	Not Eligible
169-5003	26108 Shoremain Drive	1900	N/A	Not Eligible
169-5004	Bloxom Post Office	c. 1920-1940	N/A	Not Eligible
169-5005	25585 Shoremain Drive	1950	N/A	Not Eligible
169-5006	25577 Shoremain Drive	1900	N/A	Not Eligible
169-5007	25553 Shoremain Drive	1900	N/A	Not Eligible
169-5008	25547 Shoremain Drive	1900	N/A	Not Eligible
217-5004	Tankard's Rest Cemetery	1809	N/A	Not Eligible
217-5008	11584 Occohannock Neck Road	c. 1940	N/A	Not Eligible
217-5009	11592 Occohannock Neck Road	c. 1900	N/A	Not Eligible
217-5010	11614 Occohannock Neck Road	c. 1900	N/A	Not Eligible
217-5011	Exmore Baptist Church	1907	N/A	Not Eligible
217-5012	11585 Occohannock Neck Road	c. 1920	N/A	Not Eligible
217-5013	11561 Westfield Avenue	pre-1944	N/A	Not Eligible
217-5014	11555 Westfield Avenue	pre-1944	N/A	Not Eligible
217-5015	11543 Westfield Avenue	c. 1950	N/A	Not Eligible
217-5016	11558 Roosevelt Avenue	c. 1950	N/A	Not Eligible
217-5017	11516 Poplar Avenue	c. 1950	N/A	Not Eligible
217-5018	3129 Monroe Avenue	pre-1944	N/A	Not Eligible
217-5019	3122 Monroe Avenue	pre-1944	N/A	Not Eligible
217-5020	3107 Monroe Avenue	pre-1944	N/A	Not Eligible
217-5021	3146 Monroe Avenue	pre-1944	N/A	Not Eligible
217-5022	10222 Washington Avenue	pre-1944	N/A	Not Eligible
217-5023	3123 Lee Street	pre-1944	N/A	Not Eligible
217-5024	11526 Occohannock Neck Road	pre-1944	N/A	Not Eligible
217-5025	Epworth Methodist Church	1940	N/A	Not Eligible
217-5026	4140 Seaside Road	c. 1925	N/A	Not Eligible
267-5006	10084 Rogers Drive	c. 1915	N/A	Not Eligible

APPENDIX A. INVENTORY SUMMARY

DHR #	Property Name/Address	Date	Previous Recommendation	CRA Recommendation
267-5007	10033 Rogers Drive	c. 1920	N/A	Further Survey
267-5008	10279 Rogers Drive	c. 1910	N/A	Not Eligible
267-5009	7763 Rogers Drive	c. 1900	N/A	Not Eligible
267-5010	7781 Seaside Road	c. 1880	N/A	Not Eligible
267-5011	10211 Shell Street	c. 1880	N/A	Not Eligible
267-5012	7746 Seaside Road	c. 1890	N/A	Not Eligible
273-5004	7 Hill Street	1860	N/A	Not Eligible
273-5005	9 Hill Street	1924	N/A	Not Eligible
273-5006	18 Ames Street	1920	N/A	Not Eligible
273-5007	9 Ames Street	1926	N/A	Not Eligible
273-5008	4 Crescent Street	1928	N/A	Not Eligible
273-5009	Mount Prospect/Bagwell House,	c. 1880	N/A	Not Eligible
273-5010	11 Ames Street	c. 1940	N/A	Not Eligible
276-5001	Walter S. Elmore Farm	c. 1780; 1910	N/A	Not Eligible
276-5002	Painter District	1855-1920	N/A	Potentially Eligible
276-5002-0001	33412 Lankford Highway	1911	N/A	Not Eligible
276-5002-0002	33372 Lankford Highway	1910	N/A	Not Eligible
276-5002-0003	33286 Hickman Street	c. 1910	N/A	Not Eligible
276-5002-0004	17183 Edmunds Street	1904	N/A	Not Eligible
276-5002-0005	33301 Railroad Avenue	c. 1910	N/A	Not Eligible
276-5002-0006	33311 Railroad Avenue	c. 1920	N/A	Not Eligible
276-5002-0007	17183 Main Street	c. 1910	N/A	Not Eligible
276-5002-0008	17174 Main Street	1920	N/A	Not Eligible
276-5002-0009	Hickory Hill Outpost/Painter Post Office	pre 1920	N/A	Not Eligible
276-5002-0010	Painter-Garrison's United Methodist Chapel	1855	N/A	Not Eligible
276-5002-0011	Little Pungoteague Ruritan	1905	N/A	Potentially Eligible
276-5002-0012	17362 Main Street	1877	N/A	Not Eligible
278-0003	Parksley District	c.1880	N/A	Further Survey
278-0003-0001	18412 Wilson Avenue	1895-1910	N/A	Further Survey
278-0003-0002	24221 Mary Street	1903	N/A	Further Survey
278-0003-0003	24359 Adelaide Street	1900-1920	N/A	Further Survey
278-0003-0004	24283 Chadbourne Street	1940	N/A	Further Survey
278-0003-0005	24292 Chadbourne Street	1940	N/A	Further Survey
278-0003-0006	24262 Chadbourne Street	1920	N/A	Further Survey
278-0003-0007	24252 Chadbourne Street	1920	N/A	Further Survey
278-0003-0008	24253 Chadbourne Street	1890	N/A	Further Survey
278-0003-0009	24277 Adelaide Street	1921	N/A	Further Survey
278-0003-0010	24357 Maxwell Street	1940	N/A	Further Survey
278-0003-0011	24334 Callen Street	1940	N/A	Further Survey
278-0003-0012	18464 Cassatt Avenue	1920	N/A	Further Survey
278-0003-0013	24262 Adelaide Street	1906	N/A	Further Survey
278-0003-0014	18465 Dunne Avenue	1910-1920	N/A	Eligible
278-0003-0015	24270 Bennett Street	1920	N/A	Further Survey
278-0003-0016	24411 Adelaide Street	1920	N/A	Further Survey



<b>DHR #</b>	<b>Property Name/Address</b>	<b>Date</b>	<b>Previous Recommendation</b>	<b>CRA Recommendation</b>
278-0003-0017	24476 Adelaide Street	1918	N/A	Eligible
278-0003-0018	24452 Adelaide Street	1910	N/A	Further Survey
278-0003-0019	24442 Adelaide Street	1911	N/A	Further Survey
278-0003-0020	24325 Chadbourne Street	1920	N/A	Further Survey
278-0003-0021	18367 Browne Avenue	1902	N/A	Further Survey
319-5002	Wachapreague District	c. 1850	N/A	Potentially Eligible
319-5002-0001	6 Brooklyn Avenue	c. 1890	N/A	Not Eligible
319-5002-0002	Finney-Custis-Mapp House	c. 1860	N/A	Further Survey
319-5002-0003	Masonic Lodge	c. 1928	N/A	Not Eligible
319-5002-0004	Richardson-Smith House	c. 1900	N/A	Not Eligible
319-5002-0005	Wachapreague Volunteer Fire Department Carnival Grounds	1952	N/A	Not Eligible
319-5002-0006	Darryl Lilliston Seafood	c. 1950	N/A	Not Eligible
319-5002-0007	Parker Brothers Marine Railway	c. 1950	N/A	Not Eligible
319-5002-0008	Wachapreague Marina	1959	N/A	Not Eligible
319-5002-0009	Wachapreague Market	1879	N/A	Further Survey
319-5002-0010	Powell Model House	c. 1870	N/A	Not Eligible
319-5002-0011	1 Pearl Street	c. 1858	N/A	Not Eligible
319-5002-0012	Wachapreague Post Office/Wachapreague Banking Co	c. 1925	N/A	Not Eligible
319-5002-0013	Double House	c. 1850	N/A	Not Eligible
319-5002-0014	LeCato House	c. 1890	N/A	Not Eligible



**APPENDIX B: INVENTORY FORMS (enclosed CD)**