

HISTORIC STRUCTURES SURVEY
OF
CITY OF HAMPTON, VIRGINIA

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ABSTRACT

Beginning in late 2006, and extending to 2007, a project by The Ottery Group on behalf of the City of Hampton and the Virginia Department of Historic Resources (VDHR) was undertaken to complete and correct a comprehensive survey of historic resources within the City of Hampton, Virginia. The project involved editing and completing previously compiled documentation forms, checking maps and photographic labels, and completing the final survey report. The project also included the documentation of a minimum of fifteen historic resources at the reconnaissance level, and preparation of a scripted PowerPoint presentation about the history and architecture of the City of Hampton.

Beginning in late 1999, and extending to 2001, a comprehensive survey of historic resources within the City of Hampton, Virginia was undertaken on behalf of the City and the Virginia Department of Historic Resources. During the execution of this survey, MAAR Associates, Inc. research staff surveyed a total of 221 historic resources located throughout the city. Of these, twenty were recorded to the Intensive level and 201 were recorded to the Reconnaissance level (193 were new additions to the survey record and eight were updates of buildings previously surveyed). In addition, properties over the age of fifty years were circled on topographic maps, but not recorded on DSS forms. Seventeen architectural sites were recommended as eligible for listing on the National Register of Historic Places, as were three historic districts, Pasture Point, Phoebus and East Pembroke Avenue. Recommendations for further study and for preservation planning in the City of Hampton are also presented.

ACKNOWLEDGMENTS

Principal Investigator and Project Manager for the Ottery Group's portion of the survey project was Thomas Bodor, Director of Cultural Resources for The Ottery Group, Inc. Rebecca Howell Crew served as Senior Architectural Historian, completing and correcting the DSS files of previously surveyed resources, performing survey activities, and producing the survey report. Erin Moyer also served as Architectural Historian, completing and correcting DSS files of previous surveyed resources, performing survey activities, and producing the survey report. Aaron Levinthal also assisted with the project, assessing the status of DHR's files on each property. Camille Agricola Bowman, Architectural Historian, was our project liaison from the Tidewater Regional Office of the VDHR. Susan Smead, Survey Program Manager, also assisted us from the VDHR offices in Richmond. Quatro Hubbard, Jeff Smith, and Drury Wellford in the DHR Archives provided technical assistance. Michael Canty Director of Neighborhoods and Communities for the City of Hampton, served as our local contact and identified the resources to survey in this phase of the project.

For the previous survey, Principal Investigator and Project Manager was Ronald A. Thomas, President of MAAR. Mr. Stephen Del Sordo, AICP, Preservation Planner, was in charge of all data gathering, and research and survey activities. Ms. Mary Ruffin Hanbury, Architectural Historian, was project liaison from the Tidewater Regional Office of the VDHR. Margaret T. Peters, Survey Manager, also assisted from the VDHR offices in Richmond. Caroline Butler, AICP, Planner with the City of Hampton Planning Division, was the county liaison and afforded continuous assistance throughout the survey project.

A number of other individuals were cited by MAAR, Jessica Billy, assisted by Diane Puleo, undertook computer inputting on survey forms. Ms. Puleo, graduate student at the University of Delaware's Center for Historic Architecture and Design, also ably helped with historic site evaluation and analysis. Ms. Billy and Mr. Thomas edited the various project documents. Richard L. Green and Robert F. Hoffman assisted with mapping, graphic rendering, and production tasks.

TABLE OF CONTENTS

TABLE OF CONTENTS.....	i
Abstract.....	ii
ACKNOWLEDGMENTS	iii
TABLE OF CONTENTS.....	iv
LIST OF ILLUSTRATIONS.....	vi
1.0 INTRODUCTION.....	7
1.1 Project Purpose and Survey Goals	7
1.2 Survey Coverage and Study Area.....	7
1.3 Survey Methodology.....	8
1.3.1 Background Research.....	8
1.3.2 On-Site Survey.....	9
2.0 HISTORIC CONTEXTS	10
2.1 Introduction to Historic Contexts.....	10
2.2 Native Americans (to 1607).....	10
2.3 European Settlement to Society (1607-1750)	11
2.4 Colony to Nation (1750-1789)	15
2.5 Early National Period (1789-1830).....	18
2.6 Antebellum Period (1830-1860).....	21
2.7 Civil War (1861-1865)	23
2.8 Reconstruction (1865-1880).....	28
2.9 Growth (1880-1900).....	31
2.10 Modern City of Hampton (1900-1950).....	36
3.0 REPRESENTATIVE BUILDING TYPES OF THE CITY OF HAMPTON.....	39
3.1 Introduction	39
3.2 Domestic/Residential Buildings	39
3.3 Non-Residential Buildings and Structures.....	47
3.3.1 Military/Defense.....	47
3.3.2 Education.....	48
3.3.3 Government/Law/Political	49
3.3.4 Religious/Social Structures	49
3.3.5 Commerce/Trade.....	50
3.3.6 Settlement Patterns: Neighborhoods.....	51
3.3.7 Architectural/Landscape/Community Planning	52
3.3.8 Industry/Processing/Extraction	54
3.3.9 Transportation/Communication.....	55
3.3.10 Subsistence/Agriculture	55
3.3.11 Ethnicity/Immigration: African-American Communities.....	56
4.0 SUMMARY AND ANALYSIS.....	57
4.1 Survey Background	57
4.2 National Register of Historic Places Criteria	58
4.3 Survey Findings	59
4.4 Previously Surveyed Properties.....	60
4.5 VDHR Architectural Styles	61
4.6 Periods of Construction	62
4.7 Properties Surveyed at the Intensive Level	63
4.8 Recommendations for Proposed National Register Properties	63
4.9 Preservation Planning Recommendations for the City of Hampton	64
4.9.1 Land Use Issues	64
4.9.2 Historic Preservation Plan or Element.....	64

4.9.3	Financial Incentives for Historic Preservation	64
4.9.4	Certified Local Government and Historic Preservation Ordinance	64
4.9.5	Local History Center and Historic Study Topics.....	65
4.9.6	Geographic Information System (GIS)	65
4.9.7	Archaeological Data Base	65
5.0	REFERENCES CITED	66

6.0 APPENDICES

Appendix A: Basic Inventory List of Properties Surveyed in City of Hampton by The Ottery Group

LIST OF ILLUSTRATIONS

Figures

- Figure 1.1 City of Hampton, Virginia
Figure 2.1 Detail of 1612 John Smith Map of Virginia
Figure 2.2 Detail of Augustine Herrmann Map of 1673
Figure 2.3 Detail of Rochambeau 1781 Carte de Environs d'Hampton
Figure 2.4 Ruins of Hampton- Illustration from Harpers Weekly
Figure 2.5 Ruins of Hampton- 1861 Watercolor
Figure 2.6 Civil War Engineers Map of Hampton
Figure 2.7 St. John's Church Ruins- 1861 Watercolor

Plates

- Plate 2.1 Copeland Finn Drummond House (Historic Photograph) (114-0005)
Plate 2.2 Copeland Finn Drummond House (Current) (114-0005)
Plate 2.3 Herbert House (114-0004)
Plate 2.4 Todd House (114-086)
Plate 3.1 Aberdeen Gardens (114-0146)
Plate 3.2 Fort Monroe (114-0002)
Plate 3.3 Little England Chapel (114-0040)
Plate 3.4 Old Masonic Hall (114-5124)
Plate 3.5 25 E. Mellen Street Residence (114-5035)
Plate 3.6 4401 Victoria Boulevard Residence (114-0112-005)
Plate 3.7 4500 Victoria Boulevard Residence (114-0112-0009)

1.0 INTRODUCTION

1.1 Project Purpose and Survey Goals

In July 2006, The Commonwealth of Virginia Department of Historic Resources (DHR) commissioned The Ottery Group, Inc. to complete architectural documentation of a previously-conducted survey, to conduct new survey of at least fifteen resources at the reconnaissance level, and to complete all accompanying documentation materials and related survey projects.

In October of 1999, the VDHR, commissioned MAAR Associates, Inc. to conduct a cultural resources survey of the City of Hampton, Virginia. The primary goal of the project was to conduct an architectural survey of standing historic resources in the community. All buildings over fifty years of age were to be surveyed. Of these, approximately 200 structures were to be recorded at the reconnaissance level and at least twenty at the intensive level. The remaining buildings over fifty years of age were to be circled on topographic maps, to be used in the future for planning and survey purposes. Survey products were to include DSS survey data on computer disks, a report, computer-generated reconnaissance and intensive-level survey forms, black and white photographs with negatives and color slides, and USGS topographic maps with site locations, as well as a scripted slide show, and public presentations.

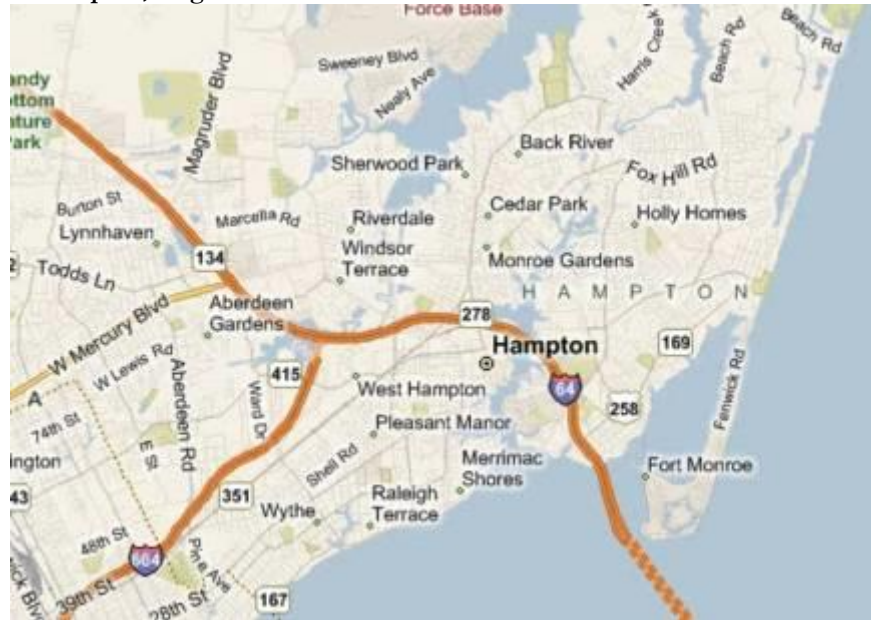
This report, the final product of the survey, is intended to serve as a planning tool for making land-use decisions, and planning for future survey, evaluation, and treatment of historic architectural resources within the county.

1.2 Survey Coverage and Study Area

The City of Hampton (Figure 1.1) incorporates the entire area of former Elizabeth City County, since the bounds of the city were enlarged in 1952. Prior to that time, the City was an urban area mostly on the west side of the Hampton River. The Hampton River is a part of the James River system, which, in turn, flows into the Chesapeake Bay and then into the Atlantic Ocean.

The City is located at the tip of the peninsula that extends from Old Point Comfort to Richmond and is bounded on the south side by the James River and on the north side by the York River. The City's location just beyond the mouth of the James River and the Chesapeake Bay provided a protected harbor for shipping. Old Point Comfort also provided protection for Chesapeake Bay and James River shipping, and was fortified by the English soon after first settlement in the early seventeenth century. The geography of the Lower Peninsula also made the area an attractive settlement location for the Native Americans who had preceded the Europeans into the Chesapeake Bay region. When the English settlers arrived in 1607, they found a large native settlement on the land just upstream from Old Point Comfort and on the east side of the Hampton River.

Figure 1.1: City of Hampton, Virginia



The rivers and streams continue to play a vital economic and social role in the City's history and development. Historically, the rivers provided easy transportation. They also provided source food and economic opportunity. Shell and finfish were harvested for food for local consumption and later as part of an extensive seafood packing industry. Shipbuilding was also an important industry.

When shipbuilding and the navy yards moved from Hampton to Newport News and Norfolk, two nearby cities, it provided residents of the City of Hampton with an excess of jobs. While some fishing and boat building still takes place in and around Hampton, the waterways are now used for recreational boating and serve as an important element for a tourism industry being encouraged by the City and the Commonwealth of Virginia.

1.3 Survey Methodology

For the part of the project done by the Ottery Group, a kick-off meeting was held August 1, 2006, in Newport News with Lyle Torp and Rebecca Howell from the Ottery Group; Mike Canty, Director of the Neighborhoods and Communities for the City of Hampton; and Camille Agricola Bowman, Architectural Historian for the Tidewater Regional Office of the Virginia Department of Historic Resources. Rebecca Howell and Erin Moyer received training in the VDHR's Data Sharing System on August 23, 2006.

Prior to the current phase of the project, a kick-off public meeting was held in the City of Hampton in November 1999 to introduce the project. The meeting included MAAR and City Planning Office staff, and Mary Ruffin-Hansbury of the VDHR. An initial meeting was also held at the Planning Division for MAAR staff to meet with planners and discuss the upcoming survey project. A public presentation with slide show was given in August of 2001.

1.3.1 Background Research

Archives consulted by MAAR included the archaeological and architectural files of the Virginia Department of Historic Resources (VDHR) and the Library of Virginia in Richmond, Virginia; Swem Library at the College of William and Mary in Williamsburg, Virginia; the Rockefeller Library at Colonial Williamsburg in Williamsburg, Virginia; the Morris Library at the University of Delaware in Newark, Delaware; and the in-house library at MAAR Associates, Inc. Appropriate on-line resources were also consulted.

It should be recognized that the principal objective of the historical research undertaken as part of the resources

survey was not to compile a comprehensive and detailed cultural history of Hampton. Rather it was to provide a general overview of the city's development over time to facilitate the dating, identification, and evaluation of potentially significant resources.

1.3.2 On-Site Survey

After holding initial county meetings and conducting preliminary background research, MAAR studied the City of Hampton survey area through a windshield survey. This was followed by a reconnaissance survey, which required visiting individual properties and filling out survey forms and taking exterior photographs. Finally, an intensive survey was conducted for twenty resources, whereupon interiors of buildings were photographed, described, and floor plans sketched.

The MAAR survey was a comprehensive survey, meaning that every road within the survey area was driven in order to locate buildings that were over fifty years of age. Modern subdivisions and recently developed areas were also subjected to the windshield survey. All buildings which appeared to be at least fifty years of age or older were circled on United States Geological Survey (USGS) topographic maps (7.5 minute series). In addition to using the *Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines* (U.S. Department of Interior 1983), the project also utilized *Guidelines for Conducting Cultural Resource Survey in Virginia*, published by the Virginia's Department of Historic Resources (1999). The survey team then chose examples of a wide range of cultural resources to record on survey forms. This involved returning to the field to complete the forms, taking black and white photographs, and then sketching site plans for each property.

For the 2006-2007 survey, the Ottery Group received recommendations of properties to survey from Mike Canty. Mike Canty provided information regarding the date of construction and the address of those resources that were to be documented.

2.0 HISTORIC CONTEXTS

2.1 Introduction to Historic Contexts

A historic context is a guide to understanding the relationship between historical events and patterns, geographic features and influences, and the effect of time on the development and change in the physical patterns that mark a region's history and culture. Historic contexts have become an important tool to aid planners, government officials, interested citizens, and other groups in developing a better understanding of the forces that have shaped the growth and appearance of a given area. Historic contexts may be prepared for a small neighborhood or community, for municipal government areas or counties, and/or for states and extensive regions of our country. They can also be prepared for the entire nation and beyond. The preparation of a historic context can help to better understand the significance of architecturally undistinguished buildings and ruins or the seemingly unrelated events that helped to cause a specific industry or ethnic community to locate in one area rather than elsewhere.

The VDHR has adopted historic contexts as a specific method to understand the physical patterns of development and as one means of determining the significance of the historic and vintage buildings, structures, sites, and objects that mark the growth of a community or region. Historic contexts and the criteria of significance established for the National Register of Historic Places and the Virginia Landmarks Register are used to evaluate the impact of government funded or government regulated projects on properties that might have historical or cultural significance to a community or region. In the context of the VDHR's Cost-Share survey program, the fieldwork and research of the historic property survey are activities that enable VDHR staff and interested organizations and citizens to see the physical reality of an Historic Context which may have been developed through library research without benefit of the work within the geographic area defined for the historic contexts.

In the City of Hampton, historic contexts have been prepared to help organize the historic property survey and to collect the differing properties included in the survey together so that decisions might be made as to how best to encourage the recognition of Hampton's history and heritage. The historic contexts and the properties included in the survey represent the current extent of information on the properties that have managed to survive the impacts and effects of time and development. Historic contexts and the survey results can also be incorporated into the City of Hampton's planning processes and systems as one method of encouraging the incorporation of the City's history and architecture into future projects and development.

2.2 Native Americans (to 1607)

The human occupation of the land that is now Hampton in Virginia extends more than 10,000 years into the past. The land was first used by bands of Native Americans who migrated across North America toward the waters that flow into the Chesapeake Bay and then into the Atlantic Ocean. Over time, the Native Americans developed an agricultural tradition and began to live in settlements that provided an identity for them as separate from other bands of Native Americans. During the last years of the sixteenth century and into the early years of the seventeenth century, the tribes along the Coastal Plain of Eastern Virginia had been formed into a chiefdom for mutual protection and trade and as a method of reducing inter warfare. Known as the Powhatans, these Indians represented more than 150 separate villages. It was this chiefdom that greeted the Jamestown settlers in 1607. By one estimate, the chiefdom included between 14,000 and 21,000 individuals (Egloff & Woodward 1992:43). Those at the future site of Hampton were the Kecoughtans.

Europeans had begun to appear off the Atlantic Coast during the sixteenth century as the nations of Europe began to vie with each other for control over the "New World." Spanish, Portuguese, French, Dutch, and English ships sailed along the coast looking for trade and trying to determine the extent of their European rivals' interests in this new land. These early explorers were also looking for economic opportunities to be had from mineral extraction such as gold and silver. This century was also marked by warfare and open hostility among the European nations. It was also marked by political troubles over the role and rule of the King in England.

As would be expected, there are no aboveground physical remains from this early period. The Native Americans use of the region has been explored through the use of archeology and through the oral traditions of the tribes that lived in the Hampton area. The archeological record is extensive for the later fifteenth and sixteenth centuries. Among the artifacts and features found are worked tools and pottery, temporary campsites and work sites, and permanent camps and villages. Almost all of the more permanent village and encampment sites are located along watercourses. Accordingly, much of the archeological record for this early period has been recovered in the course of environmental clearance activities before government-financed development projects along Hampton's waterfront. One result of the extensive archeological record and the oral traditions has been the realization that the Native Americans at the time of first contact with Europeans had a thriving and well-developed culture and social system that had served them well for thousands of years.

2.3 European Settlement to Society (1607-1750)

Although a small group of Spanish Jesuits did establish a short-lived mission on the peninsula north of Hampton and in the area that is now York County at the end of the sixteenth century, the first active European settlement in the area was the Jamestown Colony of 1607. Consisting mostly of English colonists, they landed at Cape Henry at the mouth of the Chesapeake Bay before they moved inland to the island at Jamestown on the James River. During their short stay at Cape Henry and on their journey to Jamestown, the colonists set out small groups of men to explore the Chesapeake Bay and the York and James rivers. These expeditions found that the area was occupied by a number of Native American tribes who had been living in the region for many thousands of years.

One of villages visited by Jamestown settlers was the Kecoughtan village on Hampton Creek. This village is clearly marked on Captain John Smith's 1612 *Map of Virginia* (Figure 2.1) as being on the east side of the Hampton River. A traveler and writer who visited the Kecoughtan Village in 1612, William Strachey, described the village as having 300 homes that held up to 1,000 people (Kupperman 2000: 155).

Figure 2.1: Detail of 1612 John Smith *Map of Virginia*



One author (Tyler 1922:10) has suggested that Powhatan's warriors had killed many of the members of the Kecoughtans during the battle to control the region and that Powhatan had placed a more loyal community at the village by the Hampton River. The extent and exact nature of the Kecoughtan village is a subject for archeological investigation and additional historical and ethnographic research.

As the Virginia Colony grew during the seventeenth century and as European settlement began to expand along the coast and along the navigable waterways of the Chesapeake Bay and its tributaries, relations between the Native Americans and the colonists began to deteriorate. Incidents of theft and murder can be traced to both sides, but the increasing size of the English colony was soon felt by the chiefdom. Permanent villages were abandoned to the English. Many bands were decimated by disease and those that survived were forced to move westward. That westward movement would continue for generations. By 1610, the Kecoughtan village ceased to be an Indian community and instead became an English settlement (Starkey 1936:9). However, this statement by a traditional author on Hampton history conflicts with the description of the native village written two years later. Nonetheless, it is from 1610 that Hampton traces its founding as the oldest English speaking city in the United States of America.

Kecoughtan continued to be the name of the English town for some years. Shortly after the Indians left, the English built two forts – Fort Henry, Fort Charles, and Fort Algernon-on the seaward side of the land in order to protect the new settlement and those further up the James River from attack by the Spanish. In 1620, the House of Burgesses changed the name of the village to Elizabeth City. However, the name Kecoughtan continued to be used as a place name into the early eighteenth century (that name also marks a modern neighborhood in Hampton). Fourteen years later, the population of the colony had grown and eight counties were formed. Elizabeth City County was designated the name for the Lower Peninsula and for the lands along Cape Henry on the far side of the mouth of the Chesapeake Bay.

These legislative changes mirror other changes and developments. Lands were being granted and sold along both sides of the Hampton River in and around the site of Hampton and Kecoughtan. William Claiborne was one of the first to acquire significant portions of the land in Hampton. A treasurer and Secretary of State for Virginia, he held extensive tracts of land throughout the colony and into what would become the Colony of Maryland. Claiborne had established a trading post at Hampton by 1630. Five years later, he added a mill to his Hampton warehouses and land holdings.

Claiborne's trading post and warehouses, along with other settlers, made Hampton a thriving settlement. A tobacco warehouse was authorized for Hampton in 1633 (Starkey 1936:15). Several taverns were licensed by 1639. The right to operate a ferry across the Hampton River was granted in 1640 (Whichard 1959:113). Hampton and Elizabeth City County achieved a notable distinction during this period in that the first free school in the United States was established in 1635. Benjamin Syms left money in his will of that year to establish the school "for the children of Elizabeth City and Kecoughtan" (Starkey 1936: 13). Another school was established by bequest in 1659. That year Thomas Eaton left land and property for a school "for the poor of the county" (Starkey 1936: 13). Both schools survived into the nineteenth century, although they were merged into another school and eventually replaced by a public school system for Hampton and Elizabeth City County.

Tobacco is often considered to be the first and principal crop in the southern American colonies. In Virginia, John Rolfe is credited with planting the first crop in 1612, a sweet variety he imported from the West Indies (Dabney 1971: 25). The cultivation of tobacco increased every year and was the basis for most of the wealth in Virginia for several generations. However, not all of the land in the colony was cultivated for tobacco. In Elizabeth City County, court documents demonstrate that orchards and wheat and cornfields were also important agricultural endeavors. Colonists also established mills around the county. There were also individual efforts to establish crafts people in the County; among them were blacksmiths and coopers (Starkey 1936: 27-28).

As the Virginia Colony grew and matured into its second and third generations, efforts were made by the local elected leaders, merchants, and the Crown to develop some order in the Colony and to create more English institutions and systems in the Colony (Figure 2.2). A number of laws were passed, with varying success, to establish regular towns and to force people to live within settled communities rather than on outlying farms. The English Crown also tried to regulate commerce between England and the colonies through a series of navigation acts and restrictions on local manufacturing. In addition, there were a number of serious challenges to the legal authority of the Colony and the Crown from the retreating Native Americans and from factions of colonists. The most notable of the internal disputes was Bacon's Rebellion of 1677.

Figure 2.2: Detail of Augustine Herrmann *Virginia and Maryland* Map of 1673



After the political turmoil of the 1660s and 1670s had subsided, the Virginia House of Burgesses did pass The Town Act of 1680. This required that each of the then twenty counties have one town that would serve as the location for the government-sanctioned tobacco warehouse. This act was overly ambitious for its time and had little real impact except at Hampton. The 1680 act directed that the Town of Hampton be laid out on land that was owned by Thomas Jarvis located on the west side of the Hampton River. Various secondary sources that deal with this period in Hampton's history suggest that the 1680 act made legitimate a small community on the Jarvis land (Tyler 1922; Starkey 1936; O'Mara 1983; Chernichowski 1974).

As an emerging port city, Hampton had one advantage over other locations within the Virginia Colony. It was the first port to which ships from England or the other colonies would arrive and it was the last port in which cargo bound for England could be shipped before transfer to ocean-going vessels. By 1725, Hampton was one of three tobacco ports in the Chesapeake Bay region. The others were Londontown in Maryland and West Point at the head of navigation for the York River in Virginia (Kulikoff 1986: 105).

The center of the new town was at the intersection of the current King Street and Queen Street in Hampton. By 1698, twenty-six lots of one-half acre each had been sold (Tyler 1922: 29). At this same time, the port of entry for the County was changed from Old Point Comfort to Hampton (Starkey 1936: 14). Some years later, a 1716 visitor to Hampton, John Fontaine, described Hampton as "a place of the greatest trade in all of Virginia, and all the men-of-war commonly lie before this arm of the river. It is not navigable for large ships, by reason of a bar of land, which lies between the mouth, or coming in, and the main channel, but sloops and small ships can come up to the town. This is the best outlet in all Virginia and Maryland, and when there is any fleet made, they fit out here, and can go to sea with the first start of wind. The town contains one hundred houses, but few of them of any note" (Stensvaag 1985: 18-19). Population estimates are difficult to obtain for Hampton; however, Elizabeth City County held 1,188 people in 1699 (Morgan 1975: 412).

During the eighteenth century, Hampton continued to grow. New residents poured into both the county and the town. Some of these were indentured servants who had to work for a period of years to pay for their passage

from England or for the expenses of a craft apprenticeship. Others were slaves from Africa or the West Indies who were brought to Virginia in permanent bondage. The county's justices also ordered new and improved roads to be constructed about the county. These typically connected all the mills and led to the various villages and hamlets as well as the principal towns of each County in Virginia (Starkey 1936: 41-42).

By the middle of the eighteenth century, the landscape of Elizabeth City County and the town of Hampton had begun to take on the appearance of the English countryside. The colonists who settled Virginia and whose families continued to grow and prosper ranged from second and third generation colonists to those who had just arrived from England in the years before the American Revolution. For these peoples, the buildings that they erected and the agricultural patterns that they followed were based on English precedents and traditions. This is especially true for the dwelling houses. In the first years and for some time thereafter, the colonists built lightly framed dwellings that resembled rude huts, such as post-in-hole housing. These early building habits continued for some time, as evidenced by an instruction from County Justices to the Sheriff to remove all of the wooden chimneys in Hampton (Starkey 1936: 43).

As time and labor permitted, the colonists and settlers slowly began to build small, one and two-room dwellings and agricultural buildings typical of English communities. For many, these early buildings were made of hewn or sawn frames that were joined by mortise and tenon joints to create a sturdy structure. Most of these buildings were built on the ground without the benefit of any foundation. Others set posts into the ground for a more stable building. However, these houses were not intended to last for generations; and all of the buildings from the sixteenth century in the middle colonies have been lost except for some rare surviving buildings that are contained within enlarged or improved structures

In the early eighteenth century, some of the more wealthy residents were able to construct homes from brick. While more permanent than frame, only two buildings from this period survive in Hampton. The Copeland Finn Drummond House (114-0005) (Figure 2.3 and 2.4) is located in the northeastern edge of the present City; but when constructed, it was in the far corner of Elizabeth City County. A number of dates have been ascribed for its construction. One authority uses 1712 (Forman 1957). Others have suggested that the house was built about 1719 or 1720, while still others have suggested a much later date of construction (Holt 1971: 4). A brick building laid in Flemish bond, it is one-and-one-half stories tall and originally consisted of a stair hall and room on the first floor and one room on the second. It was enlarged in the twentieth century and then restored at a later date.

Figure 2.3: Copeland Finn Drummond House (Historic Photograph) (114-0005)



Figure 2.4: Copeland Finn Drummond House (Current) (114-0005)



The other building is St. John's Episcopal Church (114-0001). Constructed in 1728, the building was damaged by the British during the War of 1812 and then burned during the Civil War. The church was repaired after the British left Hampton during the War of 1812, and it was rebuilt after the Civil War by using the original walls (Stensvaag 1985: 67). The church was then altered during building campaigns in the nineteenth and the twentieth centuries.

2.4 Colony to Nation (1750-1789)

The last half of the eighteenth century was marked by the continued growth of Hampton up until the Revolutionary War and then a slow decline that lasted until the end of the Civil War and into the early nineteenth century. According to the County levy list of 1768, there were about 2,396 people in Elizabeth City County. The list does not separate out those who might live in Hampton (Starkey 1936: 42). The County continued making improvements to transportation, with a new wharf finished in 1751. A new tobacco warehouse had been constructed two years before because the original warehouse had been destroyed by the Great Hurricane of 1749, which did considerable damage in Hampton and to the colony as a whole.

Tobacco and shipping, along with commercial and craft services, were the principal reasons for the existence of Hampton. Tobacco had not been the original cash crop for the Virginia Colony but within less than ten years from the original settlement tobacco had become a form of currency. Taxes and debts could be paid in tobacco. For example, most of the local Anglican ministers were paid in tobacco. However, tobacco was not a good basis for a sound economy. Tobacco prices fluctuated as with any other commodity. Also, the agricultural nature of tobacco was such that it soon depleted the soil of important nutrients, and yields declined unless the fields were allowed to rest for several years.

There were several severe downturns in the tobacco economy during the seventeenth century and additional market changes in the early years of the eighteenth century. When the prices of tobacco fell, planters were not able to pay their debts and merchants were either stuck with unsold goods or were forced out of business because of their own debts. These fluctuations in price are significant because they have a direct impact on the

construction of buildings. Then as now, when the economy is good, people buy or build houses. When the economy turns downward, construction either stops altogether or slows down.

Tobacco is a very labor-intensive crop and the early growers in Elizabeth City County, like the rest of the Virginia Colony, relied on the contract labor of Englishmen who were brought or sent to the Colony to work and to help expand the settlement. Those who arrived during the seventeenth century were a combination of indentured servants who were to serve a period of years as payment for their passage or who were sent to the Colony by the English courts for a variety of reasons that range from murder and robbery to indebtedness. Another labor source was labor from Africa. At first, not all of the Africans were enslaved but this option soon disappeared and most Africans who came to the Colony came as slaves to be sold at auction in the towns and villages of the Colony.

As a trading port, Hampton would have had a slave market. The secondary literature on slavery in Virginia is not clear where such a market might have been held at this time. While it was most common for slaves to be sent to the tobacco fields, all of the sources point to the fact that numbers of slaves had a skilled trade and were employed at that trade. During the early years of slavery, many of the Africans who were brought to Virginia came from the West Indies, where they had been slaves brought from Africa or raised as slaves and taught to farm or to have a trade as determined appropriate by their owners. Therefore, it is likely that Africans would have performed some of the shipbuilding and construction work in the Hampton area during the eighteenth century. During the Revolutionary War, one slave, Cesar Tarrant, served in the Virginia Navy as a pilot and appears to have been trained and employed as a river pilot before the war. The Virginia Assembly freed him for his service during the war (Stensvaag 1985:24-25).

As the eighteenth century progressed, relationships between the individual colonies and the English Crown and Parliament became very strained over a number of issues. Among them were conditions that England placed on manufacturing and trade in the colonies. Also, taxation was a significant issue that caused a great deal of trouble between the Colonies and England. Additionally, the residents of the Colonies insisted that they retained and were due the same rights of Englishmen in the home country who had the right of assembly and English citizenship. The pressures to resolve these differences increased during the 1770s. The population of the colonies was increasing and spreading away from the coastline toward the first ring of mountains in the interior. While the colonial governors had tried to halt that spread over the mountains, the pressures for new agricultural land and for the exploitation of the natural resources of the interior were too great. As a result, the English Colonies formed an association and in 1776 declared their independence from England. The British landed troops and tried to blockade the colonies from the rest of the world.

Just before and during the Revolutionary War, Hampton was the scene of important local and national military activity. In October 1775, the last royal governor of Virginia fled from Williamsburg and attacked the settlements at Mill Creek and the Town of Hampton in the hopes of stopping the move to rebellion. The Governor, Lord Dunmore, was supported by the British warships in the harbor at Hampton who fired on the town. The citizens of Hampton and colonial troops fired back on the British ships from the shoreline and the wharf, and the British ships left the area. The only significant damage done during the bombardment was damage to St. John's Church by a number of artillery shells. Several other buildings were damaged as well (Stensvaag 1985:24).

During the Revolutionary War, Hampton shipyards produced warships for the Virginia Navy to fight the British fleet that was never far from the mouth of the Chesapeake Bay. While the British were able to move about the mouth of the bay and up and down the east coast, they did little to occupy the Chesapeake Bay region until late in the Revolutionary War. Rather, their strategy for most of the war had been to raid the coastal towns and to stop shipping along the coast.

In 1781, the British Army and Navy moved to split the colonies into two sections by occupying the Chesapeake Bay and Virginia. The British generals landed an army at Newport News and sent a force of men to occupy Hampton. A number of skirmishes were fought with minor loss of life on both sides. As the year moved forward, the British army moved up the peninsula to York and built fortifications there. Hampton then became a port and staging area for American forces and for the French forces that had recently been sent to aid the

American cause. The troops of both countries were quartered about the town, and some of the larger buildings were used as hospitals.

While the French were in Hampton in 1781, one of their engineers drew a plan of the City to show the locations of potential quarters for his nation's troops (Figure 2.3). The map shows just fewer than 100 buildings arranged along several principal roads. The map also shows some outlying buildings in Elizabeth City County that would now be within the city limits of Hampton. While many authors on Hampton history have accepted this map as showing the total number of buildings in Hampton, one author notes that the numbering system shown on the map is for the buildings that were used as quarters for French troops.

Archeological investigations have demonstrated that there were additional buildings at the time, which are not shown on that map (Hughes 1975: 502). A "Sketch of the East End of the Peninsula Where on is Hampton," dated to 1782, illustrates the general vicinity and its development at that time.

Figure 2.5: Detail of Rochambeau 1781 *Carte de Environs d'Hampton*



Only one building in Hampton survives from this middle period of the eighteenth century. The Herbert House (114-0004) was built circa 1757 near the Hampton River (Plate 2.3). It is a large two-story, brick building and sits on a raised foundation. The house is laid out with a central hall and flanking rooms on either side of the center passage. Listed on the National Register of Historic Places, the house presents the only physical reminder of the wealth of Hampton during this period. The Herbert House was the dwelling for a member of the economic elite in Hampton. At a period when most residents were building wood frame houses, brick continued to be uncommon even in the towns and villages of the Virginia Colony.

Figure 2.6: Herbert House (114-0004)



2.5 Early National Period (1789-1830)

The end of the Revolutionary War several changes occurred that affected Hampton's role as a major port city. A sandbar had been growing across the mouth of the harbor. This is one of the reasons that the British forces had landed at Newport News rather than in Hampton's harbor. Another was that Newport News's harbor was larger. With the change in government, Hampton eventually lost its place as a principal port-of-entry and customs house for the region. Norfolk took that role. This meant that less cargo would come into Hampton and that meant less work for Hampton residents and for Hampton shipping interests. Also, the British merchants that had offices in Hampton left the country and established a different role for themselves in British-American trade relations (Hughes 1975: 474-475).

Rather than being part of a direct trading route from Hampton to England, the trade appears to have shifted so that Hampton's trade and merchants were working with larger merchants and factors in cities such as Philadelphia, Alexandria, Norfolk and others (Hughes 1975: 486). This also meant that Hampton shifted from being a major regional port to a port and town that serviced a smaller interior area that was mostly the farms and smaller towns in Elizabeth City County or just up the James River or the York River (Hughes 1975: 488).

With the economy of Hampton shifting, its ability to depend on its own region for economic support was eroded by the small size of the county. The first federal census of 1790 only found 3,450 people in the county and more than half (1,876) were slaves. This is a poor basis for a thriving economy. By 1800, this number had been reduced to 2,778 and the number of slaves in the county had fallen to 1,552. For both of these census years, Elizabeth City County was almost at the bottom of Virginia counties in total population. While part of the loss in population can and is attributed to the change in Hampton's status as a port, another reason for Elizabeth City County loss of population lies in a wider issue. With the end of the Revolutionary War, many of the soldiers were given bounty lands in the western edges of the various states. Virginia was especially active in this reward system. Because tobacco is a crop that withdraws significant amounts of nutrients from the soil, soil depletion is a serious problem in any tobacco-growing region (Craven 1932:50; Breen 1985:180). Hence, new lands have to be cleared and planted on a regular basis. With the release of new western lands, farmers in the older areas along the east coast could move inland to these new lands and start their agricultural cycles over. Also, the new lands tended to be lower cost and were attractive to many tenant farms as it gave them an opportunity to own their own farm.

By 1810, the population of Elizabeth City County had grown to 3,608. As the county grew, Hampton expanded its borders to accommodate new growth for housing and for commercial interests. However, Hampton would continue to provide products from its region for resale to Newport News. In turn, most manufactured goods sold in Hampton came from Newport News (Hughes 1975: 505). Additionally, Norfolk had emerged during the last years of the eighteenth century as an important port, and a number of merchants and shipping interests had moved from Hampton to that city (Stensvaag 1985: 27).

Tensions between the United States of America and Great Britain had never truly been resolved prior to the American Revolution. Great Britain tried on several occasions to halt American trade with the West Indies and with the remaining British Colonies. Great Britain also tried to interfere with American trade with Europe. Among its tactics of fear and intimidation were the stopping of American ships and the removal of sailors that it claimed to be British subjects or deserters from the British military. These confrontations and assaults on American freedom and commerce were part of a larger battle between Great Britain and France for military and trade supremacy. They were part of the larger Napoleonic Wars being fought in land battles in Europe and naval battles across the Mediterranean Sea and the Atlantic Ocean.

These conflicts had a number of impacts on Hampton. Hampton's sailors were at risk of being forced into the British Navy, but the conflicts also disrupted the lucrative trade with the West Indies that had helped make Newport News and Norfolk larger and more prosperous cities. One serious blow to the economic fortunes of both Newport News and Norfolk was the Embargo Act of 1807, conceived by Thomas Jefferson as a reaction to the seizure of sailors from the American Naval vessel *Chesapeake* off Cape Henry. While many in Congress and across the United States wanted to go to war with Great Britain, Jefferson persuaded Congress to pass the Embargo Act, which forbade the export of American goods and prevented the importation of a number of listed British goods (Dabney 1971:200).

As a result of the Embargo Act, Hampton's local trading along the Atlantic Seaboard led to an upturn in Hampton's economy and a rebuilding of the City's fortunes. Hampton was helped in this by being able to retain its place as the governmental, commercial, and economic center for Elizabeth City County.

As a source of income, agriculture runs in cycles that require that farmers have access to capital to finance planting, equipment purchases and repairs, and daily living expenses. During this period, there were no central banks or a banking system that would have provided loans to farmers or to others who wished to start retail or industrial businesses. As a result, merchants provided capital and loans. For Elizabeth City County, these merchants were located in Hampton. By 1810, seventy-five percent of the merchants in the county were based in Hampton (Hughes 1975: 512).

While this system had worked for many generations, in that it was similar to the system of factories and merchants that had developed during the colonial period, it was less than satisfactory and alternatives were often considered. One of the alternatives was the establishment of formal banks, and there were a number of efforts to establish banks during this period in some of the larger cities. However, Hampton and Elizabeth City County crafted a novel institution that was based on the sale of the assets of the two schools that had been established by bequests to the county for public schools. The Virginia General Assembly authorized the establishment of the Hampton Academy in 1805. This school was to be given the endowments of the Syms Free School and the Eaton Free School to be managed by a Board of Trustees. These trustees acquired the lands and monies of the two schools and sold the lands to create a trust fund. The trustees then used some of the money to lend as mortgage money and to support the Academy (Hughes 1975: 512).

During the period before the Revolutionary War, the Anglican Church was the official church of the Virginia Colony and of several other colonies as well. After the Revolutionary War ended, the states wrote constitutions that eliminated an official church and stopped the payment of tax monies for the support of the Anglican Church that had been renamed as the Episcopal Church in America. While the Anglican Church had the support of the government and all residents of Virginia were required to belong to the church, separate religious movements had been gathering followers during the eighteenth century. In Virginia, the most common non-Anglican congregations were the Baptists, with the Methodists not far behind. For the most part, these two movements

were more common in the new counties of southern and western Virginia rather than in the older counties such as Elizabeth City County (Isaac 1982: 164). In addition to differences in worship and organization, the Baptists and Methodists tended to be composed of both white and African-American members during these early years. In fact, an early requirement for Methodist membership was to not be a slave owner.

Interest in Methodism appears to have begun just prior to the Revolutionary War when several meetings or sermons were held in private homes. However, a congregation or society was not organized until 1789. This eventually evolved into the First United Methodist Church in Hampton (Stensvaag 1985: 71). A Baptist congregation was formed in Elizabeth City County and then moved into Hampton when it organized as the Hampton Baptist Church on land donated for this purpose (Hughes 1975: 517). Both of these congregations appeared to have both African-American and white members during these early years and it was not until later in the nineteenth century that separate congregations and buildings were created for the two groups.

When the United States finally was pulled into the Napoleonic Wars as our War of 1812, Hampton and the Chesapeake Bay became a prime target for British naval and land forces. In an effort to disrupt shipping, British naval forces blockaded much of the Atlantic coast line. This made it difficult to ship goods and foodstuffs up and down the Atlantic Coast; and it made the inland waterways of the Chesapeake Bay, the Delaware Bay, and the Albemarle Sound in North Carolina important supply routes for both former coastal shipping and for inland trade.

The British finally arrived in the Chesapeake Bay in 1813. They landed men near Hampton on June 24 and after a brief fight with American militia, the British army entered and occupied Hampton. After looting the town and terrorizing the community for seven days, they left Hampton however a small force of men remained behind to occupy Old Point Comfort and to secure the lighthouse (Stensvaag 1985: 27-28). These men remained until a peace treaty was signed between the United States and Great Britain. While the British occupied Hampton, they did considerable damage to St. John's Church and to several other buildings within the city.

After the War of 1812 was finished, trade resumed between the United States and Great Britain and the rest of Europe and its colonies. The impact of this renewed trade was mostly felt in the larger urban areas of Newport News, Norfolk, Baltimore and other rising nineteenth-century trading cities with access to large areas of related agricultural areas. As Hampton had only the lower part of its Peninsula to draw upon, the city remained a small trading, commercial, and cultural center for the region.

The 1820 Federal Census provides a good view of where Hampton stood in these early years of the nineteenth century. This census was more sophisticated in its enumeration of different categories and was the first to ask for information on occupation. While it is still not possible to break Hampton out of the Elizabeth City County returns, the results are useful. In that year, 817 people listed agriculture as their primary occupation. For commerce, there were only five in the entire county so engaged, while only eighteen people listed manufacturing as their occupation. It should be assumed that the manufacturing trades would include some blacksmithing and metal work as well as shipbuilding.

There are a variety of reasons for the increase in population for Elizabeth City County. The economy was improving after the end of the European Wars into which the United States was pulled. Changes in agricultural production and techniques were enabling farmers to increase crop yields, and increased industrialization and immigration enabled many urban areas and their surrounding regions along the East Coast to increase population and productivity. For Hampton, there was another reason that contributed to its increase during the 1820s and which would have a lasting impact on its fortunes and history.

The ease with which the British Army and Navy were able to invade and occupy American territory had unsettled many in the federal and state government and many of the citizens as well. As a result, Congress authorized the construction of a series of coastal fortifications to protect important waterways and harbors. For the Chesapeake Bay and the James River entrances to Newport News and Norfolk, the land at Old Point Comfort was tailor-made for a permanent fortification. Ever since 1607, various unsuccessful efforts had been made to fortify that point of land. In general, the fortifications constructed were too lightly defended or maintained or they were left to fall into ruin.

Work on a permanent fortification for Old Point Comfort was started in 1818. Construction took many years and was mostly complete by 1834. The fortress was named for President James Monroe and it has been known as Fort Monroe ever since (114-0002). The fortification is a heavy stone wall that stretches for almost one mile to form the principal barrier. The wall was designed with seven bastions and with a wide and deep moat. Two smaller forts, one in front of Fort Monroe, were constructed; and a second fortification was constructed on Rip Rap Island. This second fort was first known as Fort Calhoun but was later changed to Fort Wool (114-0041). The first troops, an artillery company, were assigned to the fort in 1823, which has been occupied by the Army ever since that time (Stensvaag 1985: 31). As with any military installation, the construction workers and military personnel represented a significant community for commercial opportunity. The increased military presence and resultant commercial opportunities would help to account for the increase in the Elizabeth City population between 1820 and 1830.

The surviving buildings from this period date from the eighteenth century -the Finn-Drummond House (114-0005), The Herbert House (114-0005) and St. John's Church. The two dwellings are somewhat removed from the center of early nineteenth-century Hampton and were not subject to damage from either the Revolutionary War or the War of 1812. St. John's Church was damaged by the War of 1812 and repaired. It had also suffered some neglect after the end of the Revolutionary War when the Anglican/Episcopal Church lost its state support. A general rekindling of religious interest in the late eighteenth century and the early nineteenth century saved the church as its congregation took great efforts to repair the damage and to maintain the building as the center of their religious life. In addition, the lighthouse at Old Point Comfort and the fortifications and support buildings at Fort Monroe and Fort Wool continue to survive and be maintained by the United States Government. Today, many of the forts, including Fort Monroe are a part of the Base Realignment and Closure (BRAC) process. Mandated in 2005, BRAC provides for the repositioning of thousands of overseas U.S. troops and stateside base closings or adjustments of bases. The other buildings that were built during this time or earlier were all lost when the city was burned by Confederate Troops during the Civil War.

2.6 Antebellum Period (1830-1860)

In 1832, Darby and Dwight's *A New Gazetteer of the United States of America* (1832: 198) described Hampton as a port town on a small bay of the Chesapeake Bay at Hampton Roads. Hampton Roads is identified as a major shipping point that is well fortified with Norfolk as the major commercial center for the region. For the next three decades, Hampton's role as a commercial town and port would be one secondary to Norfolk. The farms around Hampton, like many near urban areas, would see increased demand for food crops to be sent to the cities. Food was needed to feed the growing populations of newly arrived immigrants from Europe and those who were leaving their farming communities to work in commerce or manufacturing in the cities along the east coast. For areas other than the peninsula on which Hampton sat, railroads would become an important transportation alternative to sail and steam shipping. However, the cost of construction for railroads between the James and the York Rivers versus the ease of water transport meant that no railroads were sent down the Peninsula from Richmond until after the end of the Civil War.

Unfortunately, Elizabeth City County's population went through a period of significant decline during the 1830s. The 1840 census found only 3,706 people as a total population. Of that number, 1,954 were white and 1,708 were slaves. The census takers found only 44 free blacks in the entire county. There is no documented explanation for this large loss of population.

The 1840 Census did record some economic factors for each area that were reported as part of the census report. According to the census takers, Elizabeth City County had 837 people engaged in farming, thirty-two people in commerce or trade, 107 employed in manufacturing, and sixty-seven people who listed their occupation as sailor. Another twenty-five people were part of the professions of law, doctors, teachers, or ministers.

Within the County, only 127 residents over twenty years of age told the census taker that they could read and write and there were five schools for children. There were no newspapers or magazines published in the County.

By contrast, Norfolk had a number of newspapers and magazines and more than twice the number employed as sailors, and more than 1,500 in manufacturing.

The 1850 Census found 4,586 people, which was less than the 5,035 people enumerated in the 1830 Census. Of that number, 2,148 were slaves, 97 were freedmen, and 2,341 were white. These numbers are significant because they relate to the demand for housing and to a consumer or household demand for manufactured goods and for commercial and financial services. Obviously if the population is in decline, the need for housing reduces and so does the need for services provided by the residents of a city such as Hampton. For example, there were only forty-seven people engaged in manufacturing in 1850 - a decline of over 50 percent.

The 1850 census records that there were 173 farms in Elizabeth City County and 456 dwellings for both whites and "free colored persons." The census also found 462 families, so that not all families were living in their own dwelling but the rate of single family occupancy was almost 100 percent for the county. This rate of occupancy was about the norm for all of Virginia's counties in 1850. The number of farms in the county was the third smallest number, with only Warwick and Arlington/Alexandria having a smaller number of farms.

After the downward trend documented by the federal census, Elizabeth City County and Hampton moved forward during the 1840s and 1850s to record a total population of 5,798 people in 1860 on the eve of the Civil War. By 1860, the number of farms in the county had decreased to 156 and the number of households had increased to 640. It should be assumed that this increase was related to growth in Hampton and near Fort Monroe. There could be a number of reasons for the decline in the number of farms. These could range from farm consolidation to the conversion of farmland to housing or manufacturing. It would be unlikely that productive farmland would be left abandoned in an area that was increasing in population and with the demand for food crops for both the civilian and military population of Hampton and Fort Monroe.

For many communities, changes in growth patterns are reflected in changes in the number of buildings that survive from a particular period. Even where extensive areas have been reclaimed for urban renewal or by suburban growth during the twentieth century, a sufficient number of buildings remain to point to new lands being opened for residential development. Rises in crop prices can be traced to (new farm buildings and dwellings) having survived to the present. Unfortunately, Hampton does not have an exact history and survival pattern for the period prior to the Civil War. Because Hampton was burned by Confederate forces during the Civil War and due to the general destruction associated with troop movements and engagements, little remains from this period to provide an above-ground physical link to Hampton's history.

The historic buildings survey for Hampton documented two buildings from the years just prior to the Civil War. The Todd House (114-0086) (Plate 2.4) is located behind a modern house at 1610 Todd's Lane in northwest Hampton. The road that is now Todd's Lane is shown on the Kune and Werret Map prepared for the Union Army. It is not clear if the Todd House is one of the buildings shown on the map. However, a physical examination of the dwelling showed that it is a one-and-one-half story, side passage dwelling on brick piers with some Greek Revival trim on the interior; most notably the first floor mantles. Information in the City of Hampton survey files listed this building as a log structure. It is however in fact a braced-frame building and not of logs. The house is typical of the size often associated with early nineteenth-century farmhouses. The fit and finish showed that the mantel was constructed with great care. The remainder of the house was plainly ornamented in the fashion for this type of house. This building survived the destruction of Hampton during the Civil War because it is at some distance from the historic core of the city. Its location was not on any of the principal military transportation routes that would have been used by either the Confederate or Federal forces during the campaigns of the Civil War.

Figure 2.7: Todd House (114-086)



Another building is the Jankovich House (114-0016) located at 40 North Willard Avenue in Phoebus. Located along the north bank of Mill Creek, this house has a good view of Fort Monroe and is clearly shown on the Kune and Werret Map along with several neighboring houses that have been replaced by more modern dwellings. The house has traditionally been assigned a construction date of 1847. A field inspection of the dwelling indicates that this date or soon after is appropriate for this house. The house is a one-and-one-half story building. The Jankovich House is a center passage, double pile plan with a broad center hall and well-decorated flanking rooms. Each of the flanking rooms has its own fireplace and Greek Revival mantel. There have been some upgrades to the woodwork but the house is mostly intact from its construction. Several porches have been added, and the house has been covered with aluminum siding over its original wood weatherboard. The house retains its extensive bargeboard and cornice decoration of wave-pattern trim. The house sits on a full brick foundation and has a side wing that may have been a kitchen wing at one time, and separate from the main house. It is now attached but it still functions as the kitchen and service area of the house. There is an outbuilding, now a garage, associated with the Jankovich House that may date to the time period of the house's construction. This outbuilding may have been a tenant house or quarters for domestic helpers. It may also have served some shop or service function. The conversion of the building to a garage has made a final determination of its original age and function somewhat difficult.

2.7 Civil War (1861-1865)

The 1850s was a difficult decade politically for the United States. The debate over slavery, tariffs, aid to manufacturing, and politics had forced numerous political compromises between northern and southern politicians and the individual states. As the northern states prospered and grew in population, there was a relative decline in the population of the southern states. Slavery was an extremely contentious issue, but not the only issue that separated the north from the south. There was greater investment in internal improvements and

industrial capacity. Northern cities received the bulk of European immigration and were able to have a steady supply of wage laborers for factories and for construction.

Also, there was a greater acceptance of agricultural innovation on northern farms because of their diversification of food crops, while the southern farmers tended to concentrate on cotton and tobacco. Virginia was a tobacco state, and the heavy drain on the soil from consecutive crops of tobacco had made the farms of Virginia less productive and less profitable. Some efforts had been made to develop improved agricultural practices and an extensive system of farmer's magazines and journals were published in both the north and the south. Perhaps the most influential southern writer was Edmund Ruffin. Ruffin developed a number of crop rotation systems and advocated the use of fertilizer, mostly guano and marl, to improve soil-nutrients and crop productivity. Cotton and tobacco were also labor-intensive and required extensive amounts of somewhat skilled labor to plant, maintain, and harvest the crops. Because southern states relied heavily on their slaves to maintain these skills, there was widespread support for the institution of slavery.

There were a number of events that occurred during the 1850s which ultimately led to the start of the Civil War. Among them were the compromises over the admission of slave and free states into the Union as an effort to keep Congress balanced between the two opposing systems. Additionally, there was the Supreme Court's Decision in the Dred Scott case and the Fugitive Slave Act. Both of these events made it easier for southerners to retain their slaves if they escaped to the north. On the other side, there was an active effort by slaves in the southern states to escape bondage through the Underground Railroad, which was a network of routes leading northward. These routes helped slaves make their way to Pennsylvania, Ohio, and further north into Canada. For slaves along Virginia's east coast, the preferred route appears to have been into Maryland and southeastern Pennsylvania by land or sea.

The 1859 raid by a group of men led by John Brown on the federal arsenal at Harpers Ferry, Virginia, failed but the south was enraged at Brown's efforts to start a slave rebellion because he was both financed and praised by many northern leaders. Finally, there was the election of 1860, where Abraham Lincoln was elected President of the United States as a member of the Republican Party. The Republican Party was anti-slavery, with most of its support in the northern states. The election hardened southern attitudes and efforts to reach a compromise in order to avoid succession appeared to be lost. A month after the December presidential election in 1860, South Carolina declared itself an independent state and promptly seceded from the Union. Within several months, Mississippi, Florida, Alabama, Georgia, Louisiana, and Texas joined South Carolina. The four other states, including Virginia which would eventually become part of the Confederate States refused to join the others until fighting started in South Carolina with the April 12, 1861 firing of shots on Fort Sumter and its eventual surrender to Confederate forces.

For President Lincoln and the Union commanders, the series of coastal fortifications in the southern states were important strategic points that had to be maintained and reinforced. In fact, Lincoln's efforts to re-supply Fort Sumter had forced the firing and eventual fall of that fort to South Carolina forces. Because Virginia was slower to react to the efforts of Confederate leaders, the Union military commanders were able to re-supply and reinforce the garrison at Fort Monroe. For the remainder of the Civil War, Fort Monroe would remain an important part of military campaigns along the east coast. Expeditions were begun to recapture some of the port towns of North Carolina, South Carolina, and Georgia. Fort Monroe would also play an important role in Union efforts to march on Richmond. With the Confederate capital established in Richmond, Fort Monroe would be the logical point of departure for a campaign up the peninsula toward Williamsburg and Richmond. As the Union sent more and more troops to Fort Monroe, Confederate forces established defensive positions along the peninsula and sent troops to both watch the Federal army and to keep it confined to its base at Fort Monroe. For Hampton, the buildup of Federal forces meant that they could expect to be within the direct path of a march on Richmond or in the way of Confederate forces that might want to lay siege to Fort Monroe. In May of 1861, both the Federal troops and Confederate militia watched cautiously as they waited for the conflict that they knew would happen. At one point, the Confederate units tried to burn the bridge over the Hampton Creek. The fire was extinguished by Federal troops with the help of some civilians. Later that month, federal troops left the confines of the fort and began to construct a large camp nearby to be known as Camp Hamilton. This camp was used as a staging and training ground for newly arrived federal units and as quarters for the expanding garrison

forces at Fort Monroe and at the secondary fortification on the Rip Rap Island that was now known as Fort Wool.

While military preparations were being made at Fort Monroe and in Hampton, on May 23, 1861, three slaves of Virginia Militia Col. Charles Mallory of Hampton escaped to the Union fortifications. The next day, Major John B. Cary of the Virginia forces and former commandant of the Hampton Military Institute went to the Union commander, Major General Benjamin Butler, and asked for return of the slaves under the Fugitive Slave Act. General Butler refused and asserted his right to retain “contraband” that aid the enemy or that might be needed for his own forces. This was a far-reaching decision as it was supported by other Union generals and by the Federal government. It meant that any slave who came into Union-controlled territory would be considered as contraband and not returned to their owners. Once this message made it through the Confederate territories and to those who were enslaved, large numbers of slaves ran toward Union lines and were able to escape to freedom. The Union Army used them as civilian employees and as scouts (Stensvaag 1985: 34). For the remainder of the Civil War, increasing numbers of escaping slaves would occupy all available space around Fort Monroe and then spill outward to occupy whatever open space became available in and around Hampton. It is interesting to note that this effort at freedom took place near the spot where the first Africans in America were sold as slaves and/or indentured servants from a Dutch ship in 1620.

The Confederate Commander, Brigadier General John B. Magruder, ordered his men to fortify the road from Hampton to Yorktown at the end of May 1861. At the upper end of Elizabeth City County the crossroads at Big Bethel was fortified as ordered. On June 9, 1861, Union General Butler sent two columns of troops to destroy the fortification and to drive the Confederate forces away from the area. The attack was not successful and the Confederate troops continued to fortify the area between Big Bethel and Yorktown. The real significance of the battle was that it was the first land engagement between the two sides. As the two military forces began to develop strategies for the defeat of their opponents, local and national engagements would have impacts on each other. On July 3, 1861 a force of Federal troops occupied the City of Hampton. Federal forces had already occupied the town of Newport News. On July 21, 1861, the first major battle of the Civil War was fought at Manassas or Bull Run in northern Virginia. A Confederate victory, their loss frightened the Union commanders and they pulled a large number of troops away from General Butler’s command at Fort Monroe. As a result, General Butler withdrew his forces from Hampton and left it an open city.

Emboldened by this withdrawal, the Confederate forces moved closer to Fort Monroe and increased their patrols of the area. Unfortunately, Confederate General Magruder believed a newspaper report that announced that General Butler was going to move some of his men and the contraband slaves into Hampton. Acting on this information on August 7, 1861, General Magruder ordered his men to burn the Town of Hampton. Units that had large numbers of men from Hampton and Elizabeth City County did the actual burning. Secondary accounts describe Hampton at the time of the burning to have had about 100 houses and approximately 30 business establishments (Taylor 1960:23).

There is some visual documentation for the extent of Hampton’s architecture at the time of the Civil War. Several magazines and newspapers used sketch artists and photographers to record the devastation brought to Hampton by the Civil War and show an empty city with vast stretches of burned and ruined buildings (Figure 2.4 & 2.5). The other sources are maps made by the United States engineers, which show the roads and buildings of Hampton and the surrounding countryside. All of these illustrations show a dense cluster of buildings in Hampton (Figure 2.6) and a cluster of buildings around Fort Monroe. An 1864 Matthew Brady photograph also shows the density of structures within the city itself. The remainder of Elizabeth City County that would eventually become the City of Hampton is rural countryside with scattered farms and a few crossroads villages or hamlets. The burning shocked Union commanders and northerners as well because they did not believe that Hampton would be threatened as a military target. Also, the destruction of the town was total and complete. Photographs and illustrations showed that no buildings survived the fire. Numerous brick walls and chimneys remained in the illustrations but they were all but useless because of structural damage. The only building rebuilt after the fire was St. John’s Episcopal Church. Its walls remained after the fire (Figure 2.7) and they were reinforced and repaired and a new floor, roof, trim, and furnishings were installed.

Figure 2.8: Ruins of Hampton- Illustration from Harpers Weekly



Figure 2.9: Ruins of Hampton- 1861 Watercolor



Figure 2.10: Civil War Engineers Map of Hampton

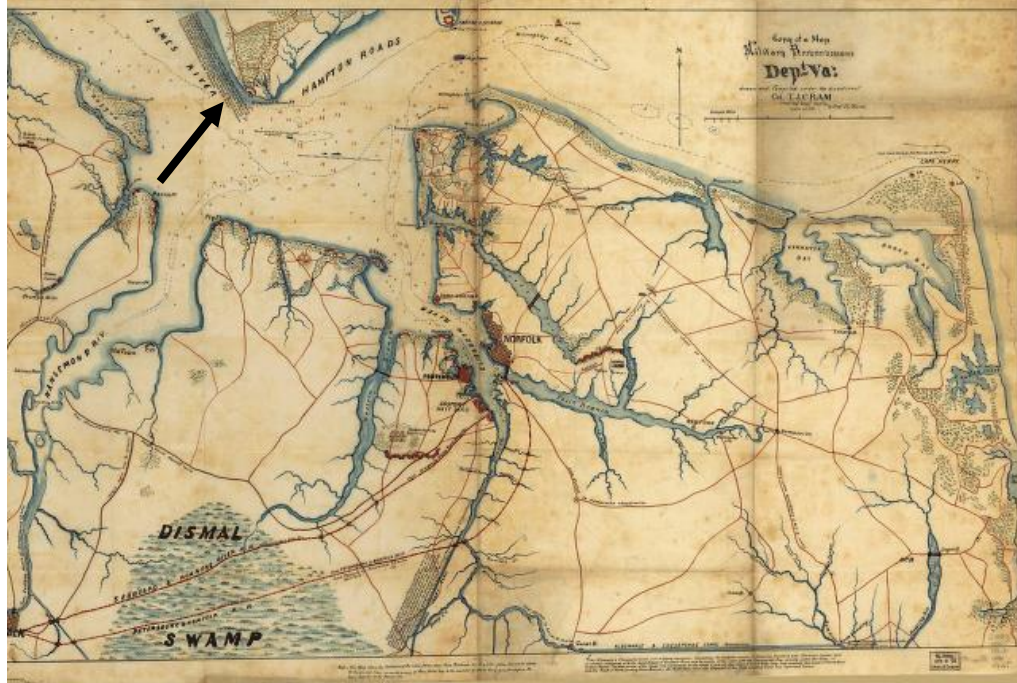


Figure 2.11: St. John's Church Ruins- 1861 Watercolor



With the city abandoned, former slaves who had fled to Fort Monroe moved into the city and began to erect temporary buildings as a form of a shantytown. Called “Grand Contraband Camps,” these extensive settlements were captured in photographs. The buildings that the former slaves constructed must have resembled the slave quarters and dwellings that they had known on their plantations and farms. The photographs show mostly small, one-story buildings with some wood chimneys and board roofs. Others had brick chimneys that were probably

salvaged from the ruined buildings of Hampton. Some of the buildings appeared to have been used for more than one family because of their larger size. There were a number of palisaded garden enclosures.

Gray's Map of Hampton published in 1878 shows the extent of the contraband camps that were erected in the city and that were still in existence thirteen years after the Civil War ended. It should be noted that other Virginia communities under Union control during the Civil War had contraband camps, and they were shown on the military maps of the period. For the most part, the contraband camps were erected along the present-day streets of Lincoln, Union, and Grant north of Queen Street. The architecture of this period has not survived above ground. With few exceptions that have already been noted, there are no buildings in Hampton that predate the Civil War and the burning of the city by Confederate forces. The extensive Union Camp Hamilton is under the present neighborhood of Phoebus. The contraband camps and their dwellings have been removed and replaced with mostly late nineteenth century and twentieth-century dwellings and public buildings. Fort Monroe and its pre-Civil War buildings do survive as part of the military reservation but many of the temporary buildings built during the Civil War were removed after the war ended or were replaced over time as funds or missions permitted. As a result, archeology becomes the primary tool to understanding the built environment for that period. Some archeological research and investigations have been done along the waterfront and on federal lands, but no work has been performed in the areas of the contraband camps. As most of this space is private land and mostly broken into small house lots for private homeowners, it is unlikely that archeological activities will be undertaken.

2.8 Reconstruction (1865-1880)

Hampton's recovery from the devastation of the Civil War was not immediate and took many years. Gray's Map of Hampton for 1878 shows a mostly built-out Queen Street between Locust Street and St. John's Church at North Back Street as the main commercial center for Hampton. Among the stores are scattered dwellings with additional residential buildings recorded along King Street and Wine Street. Larger dwellings are shown on the outer edges of the commercial center and past the few clusters of residential buildings. Along the waterfront is Colonel Dixon's Oyster House as well as other oyster bars and harbors for watermen's boats. These are highly significant, as they show the start of the commercial oyster industry in Hampton and mark the locations of the future blue crab-packing houses. The processing of fish, oysters, clams, and crabs developed into a major industry in Hampton and elsewhere along the Chesapeake Bay.

Also once located along the waterfront of Hampton Creek were a marine railway, a coal and lumberyard, and a brickyard. Across the creek from Hampton are two new institutions that had a dramatic impact on the growth and development of Hampton. The first is the National Soldiers' Home operated by the U. S. Government for its veterans from the Civil War and from the Indian Wars of the Western territories. Associated with the Soldiers' Home is a National Veterans' Cemetery (114-0148). The second is Hampton Normal and Agricultural Institute (114-0006). This school was founded in 1868 to provide training in the manual arts and in agriculture for freedmen and eventually evolved into Hampton University, one of the first historic black universities and a leading educational institution. The lands for the school, Soldiers' Home, and cemetery were those that had been in private ownership prior to the Civil War and which had been obtained for use as Camp Hamilton, a military hospital, and a prisoner of war prison for Confederate soldiers. Both of these institutions were constructed with large brick buildings for administrative headquarters, dormitories, classrooms, and hospitals. The construction of these buildings provided a significant boost to the local economy, as the workers would have been hired locally with many hired from the former contraband camp residents.

The figures gathered as part of the 1870 federal census help to provide some understanding of the changes that were taking place in Hampton. In 1860, the total population of Elizabeth City County was 5,798, with 3,180 white and 2,417 slaves. There were only 201 free African Americans in the county that year. There were 156 farms and 26 manufacturing plants. In 1870, the total population had jumped to 8,303. Of that number, only 2,832 were white, while 5,471 were African American. Also, the number of farms had climbed to 277 while the number of manufacturing plants had declined to thirteen. In addition to the population changes, there was an advance in the number of farms. Because there does not appear to have been any additions to the amount of improved agricultural land in Elizabeth City County, the increase would appear to be the result of a reduction in

the average size of the farms in the county. An opposite trend took place in manufacturing. This had never been a large part of the economy of the county, and each factory or shop only employed about one or two people. For 1870, the number fell from twenty-six shops with fifty-seven male and no female employees to only thirteen plants with forty-four employees.

The most striking change between 1860 and 1870 was the dramatic shift in the numbers of white and black residents in Elizabeth City County. The slaves and other African Americans who had fled to the Union forces at Fort Monroe and to the burned town of Hampton had decided to stay rather than return to their former plantation or farm homes or the villages where they had once lived. For many, especially those who lived on the peninsula between Hampton and Richmond, there was no alternative. The battles and troop movements as forces sought to hold the ground before the Confederate capital of Richmond had destroyed the farms and shops where they had worked.

For many, the years after the end of the Civil War were a period of survival. Those who owned property in the city or in the county and who had been southern supporters found that their lands had been confiscated for a variety of reasons, including the non-payment of taxes. Some property owners abandoned their farms and homes and the Union Army rented them to tenants during the Civil War. For other property owners, they found that squatters had occupied their lands and could not be made to leave without significant effort and legal assistance on their part. Many of the original landowners did eventually receive their land back due to changes in tax and confiscation laws, but for many it was too late or they had lost interest in the land that they had owned.

For the African American residents of the southern states, a federal agency under the control of the War Department provided cash and food to the freedmen and provided education and job training for those who wanted that type of help. Popularly known as the Freedmen's Bureau, the Bureau of Refugees, Freedmen, and Abandoned Lands was established in 1865 and discontinued in 1871. The Bureau received some funding from the federal government and used the sale of abandoned lands to finance the remainder of its work. Among the Bureau's duties was the coordination of relief efforts to former slaves provided directly by the Freedmen's Bureau or by the numerous social service agencies that had been created during and after the war years to provide assistance to the former slaves. Most of these private social service agencies were established by northerners and managed from their home states. Their primary interest was the establishment of local schools for African Americans and providing teachers and supplies for those schools.

One of those schools that were built in the late 1870s has survived to the present. Little England Chapel (14-0040) was built in 1879 on Kecoughtan Road. The area where it stands had been a small rural community at the edge of Hampton known as Little England or Newtown. When the white property owners abandoned the property, Daniel F. Cock purchased the property for use by freedmen. Cock was a missionary from New York and an instructor at the Hampton Institute. In 1877, George C. Rowe started a religious school, the Ocean Cottage Sunday School, for the community. Rowe was also associated with Hampton Institute, as a printer. The school was a success. William Armstrong, brother of General Samuel Armstrong, founder of Hampton Institute, paid for the construction of a chapel. General Armstrong donated money to hire a teacher and Cock donated the land for the building. Tradition holds that students from the Hampton Institute built the chapel (Loth 1995: 108 - 110).

There were a number of political changes as well. A number of former slaves and freedmen were elected to political office in the decades following the Civil War. Also, a number of northern businessmen and financiers had moved to Hampton to take advantage of the opportunities for trade, land, and political power with the support of the Federal government and former slaves who could now vote (Starkey 1936:85). For these northerners, Hampton was the land of opportunity. By 1870, northerners owned one-third of the city's wealth and 85 percent of the personal property. With this wealth, they controlled the economy of the city and owned its farms and businesses (Engs 1979: 165). With the almost total destruction of Hampton during the Civil War, the rebuilding of the residential and commercial buildings was a significant undertaking in the years after the end of the war. Reconstruction of Hampton came slowly because of the conflicting claims of ownership over confiscated and squatted lands and because of the lack of sufficient capital to permit construction. By the time

that Grey's *New Map of Hampton* was published in 1877, there were about 265 buildings of all types to be shown on that map.

The majority of the buildings shown on the map were concentrated along Queen, King, Wine, and Locust streets. Most of the commercial buildings were along Queen Street between Wine and Back streets, with some additional commercial buildings along King Street. Interestingly, African Americans owned almost half of those businesses (Engs 1979: 174). There were some industrial and manufacturing buildings along the harbor shown on the 1877 map. These included a brickyard, a coal and lumberyard, a marine railway, and an oyster-packing house. Outside of the historic limits of Hampton, in the Phoebus/Fort Monroe area was the beginning of a separate community that was growing around the federal and federal-sponsored institutions on the other side of Hampton Creek.

Not found on the map are concentrations of buildings in the areas of both Hampton and Phoebus that would develop later in the nineteenth century. These would include neighborhoods such as Pasture Point, Victoria Boulevard, Chesapeake Avenue, and Wythe. Also, no buildings are shown along Union Street, Lincoln Street, or Grant Street. This predominantly African American community developed from the Grand Contraband Camps of the Civil War. However, it must be considered that there were residential structures along these last streets because the map does locate two churches, a school, and a store along these streets. These services would not have been placed there had there not been a population to support them and to use them. Accordingly, it must be that the residential buildings along those streets were in poor condition and not considered permanent houses. In fact, the historic building survey found that the houses along those streets were mostly constructed in the 1920s and 1930s, with only an occasional residential building having an early twentieth-century construction date.

Among the first buildings repaired by Hampton residents and their county government were the public buildings such as St. John's Church and the Courthouse. Elizabeth City County government was re-established and began to manage local events and hold courts in 1867. They retrieved their records from Fort Monroe and repaired the old antebellum courthouse, badly damaged shortly after the town was occupied by Federal troops (Peters & Peters 1995). Repairs were authorized in 1866, but this was only a temporary measure and the county built a new courthouse in 1876 (114-0018). Although the courthouse building is still in use and located along King Street opposite the First Baptist Church, its appearance was unlike that of the present. A Romanesque-like tower was added and, in 1910, other major alterations were made (Peters & Peters, 1995), some under the guidance of Hampton master builder, Charles Taylor Holtzclaw. The Courthouse was remodeled in 1939-1940, expanded in 1962 and 1975, and remained in use until 1992 (Peters & Peters 1995:138).

Other municipal improvements included the rebuilding and eventual replacement of the bridge over Hampton Creek between Hampton and the tip of the peninsula where Fort Monroe, Hampton Institute, and the National Soldier's Home were located. The Hampton Creek Bridge, a toll bridge, was constructed in 1835 by a private corporation to replace a ferry that had operated for many years across the Hampton Creek.

The water around Hampton and its direct access to the James River, the York River, the Chesapeake Bay, and the Atlantic Ocean had always been a significant benefit to Hampton and Elizabeth City County. It was the waterways that first helped Hampton develop into an urban center, and it was those same waterways that bled commerce and trade away from Hampton to Norfolk after the end of the Revolutionary War and throughout the nineteenth century. However, the end of the Civil War saw a number of dramatic improvements in how the waterways were used.

Steamships became the predominant method of transportation. Steam-powered ships were more reliable and faster than sail-powered ships. There was less dependence on the tides and less dependence on wind conditions. Steam ships also made it easier for shipping lines to develop regular schedules and routes and to advertise those routes to farmers and manufacturers looking for transportation of their wares to market. For the farmers of Elizabeth City County, shipping lines such as the Old Dominion Steamship Company would take their crops from the dock at Old Point Comfort near Fort Monroe to Norfolk. From there, their produce would be sent to New York City for resale. In general, the trip from Old Point Comfort to New York took a single day (Stensvaag 1985:152-153). The preferred market for Hampton produce was New York City, and many of the farmers and

merchants of the period had ties to that region. In addition, northerners with ties to New York and New England owned the steam ship companies.

The buildings that survive from this period are those that were built or reconstructed by public agencies such as Elizabeth City County's Courthouse (114-0018), Little England Chapel (114-0040), and the historic buildings at Hampton University and the Veteran's Administration Complex which was the National Soldier's Home (114-0101). Several of Hampton's churches have buildings that were started during this period and have been enlarged or remodeled since this period of reconstruction. For the most part, the residential and commercial buildings from this period have been replaced or were removed for a variety of reasons. As with earlier periods, there is a significant amount of potential for archeological investigations to add to the database of Hampton history.

2.9 Growth (1880-1900)

The 1880s witnessed rapid change in both Hampton and Elizabeth City County. The era of reconstruction after the Civil War and the political and economic instability associated with that era were all but abolished, and only remnants and pockets of direct northern control remained. The political, social, and economic institutions of Hampton had been reorganized. Fort Monroe, the National Soldier's Home, and Hampton Institute remained the dominant economic and social institutions because they provided large numbers of jobs, commercial opportunities, and educational and training opportunities for the people in Hampton. Hampton would also benefit from the rise of the commercial oyster and crab industry and by the arrival of the railroad into Hampton and across the Hampton Creek to the new town of Chesapeake City or Phoebus.

The population of the county had grown over the 1870s to 10,689 people, with African Americans comprising the larger share at 6,531 with only 4,156 white people. Two residents of Elizabeth City County listed their race on the census form for 1880 as Indian. They were among only eighty-five people in the entire State of Virginia that identified themselves as Indians.

The occupational information gathered by the 1880 census takers provides an interesting view of the place that African Americans played as the majority race in Hampton during this period. During the 1870s, members of the African American community had worked to become educated and to receive training in skilled jobs. For example, less than 10 percent of the African American workforce of the County listed themselves as farmers. The group of skilled laborers comprised 40 percent of the African American workforce. About 45 percent listed themselves as unskilled laborers and just fewer than 5 percent or forty individuals listed themselves as professionals or business owners. Of the skilled laborers, more than half were oystermen, fishermen, or watermen. Another large group was carpenters and brick masons (Eng 1979: 168). The number of farms had dramatically risen to 443 but the average size of each was only sixty acres and only 234 were actually farmed by the landowner. The remainder of the farms were mostly rented for a fixed sum on a yearly basis (182) with only twenty-seven farms rented on a sharecrop arrangement. The average size of the Elizabeth City farm was the fourth lowest in Virginia. The principal crop in Elizabeth City County was corn.

Manufacturing plants had shown a slight increase from 1870 with the county having 43 factories or manufacturing plants. These factories employed 309 people. The number of plants was much less than those of Norfolk, and it became clear as the century progressed that Norfolk was the primary manufacturing center for this region and not just for Hampton and Elizabeth City County. The focus of the manufacturing plants in and around Hampton would be to provide support and locally consumed products for other industries or activities. For instance, some of the manufacturing plants were related to providing tools, machinery, and repairs for the local farms. The commercial fishing industry had begun to evolve at the very end of the 1870s, and the local fishermen would have required boats and equipment. The packinghouses, of which there was only one shown on Gray's *New Map of Hampton* for 1878, would have needed cans and boxes for shipping.

Published histories of Hampton all point to the beginning of the commercial seafood industry as occurring in 1881, with the establishment of the J. S. Darling and Son Company as an oyster packer. James Darling had come from New York City with his family at the end of the Civil War as part of a small migration of northerners to the southern states to take advantage of business opportunities involved with the reconstruction of the former

Confederate states. He arrived with a cargo of lumber for house construction and operated a number of businesses before settling on oyster packing (Stensvaag 1985: 129). One of his first businesses was a fish oil company that used a fleet of ten schooners to harvest the local fish for oil that was shipped to the northern states and to Europe (Engs 1979: 166). His oyster packing company grew during the nineteenth century and survived until 1979, when it was closed when the land was sold for urban redevelopment of the Hampton Creek area. This business has been described as the largest in the world at its peak.

While usually given the credit for starting the commercial seafood industry in Hampton, Darling and Sons was established after James McMenammin opened his own company. Established in 1879, McMenammin concentrated on processing blue crabs by a process that he had developed in the years prior to opening the business. McMenammin was another transplanted northerner who had come to Hampton after the Civil War as a court clerk in Norfolk. He had originally emigrated from Ireland in the 1840s to Boston (Stensvaag 1985: 130).

In addition, George Dixon is shown with an oyster house at the foot of King Street at the Hampton Creek on Grey's *New Map of Hampton* in 1878. Dixon's is the only building identified as related to the seafood industry on that map. Prior to the establishment of Dixon's packing house, watermen would have sold their catch directly to local merchants without processing or, perhaps, sold them to restaurants for processing.

One source (Stensvaag 1985: 130) relates that Dixon had a partner, Charles Hewin of Massachusetts, and that their business was buying and planting oysters. They became involved in a lawsuit over the establishment of oyster beds on the Hampton Bar at the mouth of the Hampton Creek. The lawsuit was eventually settled by the enactment of a law by Virginia that allowed oysters to be planted on the Hampton Bar for an appropriate rent paid to the State of Virginia. The establishment of a regular series of controlled beds made it easier to manage the oyster industry. The codified practice of dumping the empty shell back onto the oyster beds to provide new surfaces for oysters to grow ensured the long-term survival of the oyster industry in Virginia's portion of the Chesapeake Bay drainage.

Both Darling and McMenammin perfected their own processing techniques and made their businesses successful, but they built their success on two foundations. The first was the development of safe canning and preserving technology that permitted oysters and crabs to have a longer marketable time than just the day that they were harvested. The second was the development of a fast and reliable transportation system. As a port, Hampton provided the waters for the crab and oyster harvest and access to the steamship companies that were forming in Hampton and Norfolk and connecting to the major urban centers of the East Coast. As a result, it was possible for Hampton crabs and oysters to arrive in New York City the day after they were processed.

It would appear from various histories and descriptions of Hampton that Hampton-area seafood was popular in New York City even though that region had Long Island Sound as a source for both crabs and oysters. Some have suggested that the overfishing of the sound in the 1840s and 1850s had sent Long Island fishermen southward looking for fresh supplies and harvesting grounds. These fishermen and oyster harvesters first arrived in large numbers in the Delaware Bay in the 1850s and then in the Chesapeake Bay and the Hampton area after the Civil War. If the depletion of the Long Island oyster grounds were accurately depicted, then Long Island Sound would not have been able to produce sufficient oysters to feed the ever growing population of New York City and the surrounding areas of Connecticut and New Jersey. The high demand for oysters from all the areas of the Chesapeake Bay encouraged the construction of a large number of processing plants in and around Hampton. In addition to the Darling Company and the McMenammin Company, the S.S. Coston Company was the largest of the packinghouses in Hampton and Elizabeth City County.

The seafood processing plant owned and operated by John Mallory Phillips did not receive much notice in the published histories of Hampton. Phillips, however, maintained a fleet of seven boats to harvest oysters from beds that he controlled and leased from the state. Henry Armstead is another who also had leased beds in the Hampton area. Both men were African Americans (Engs 1979: 171). There are only three seafood-processing plants left in Hampton at the current time. The Graham & Rollins Company (114-5132) is located at Rudd Street and Bridge Streets and uses the former S.S. Coston plant. A portion of that complex of buildings appears to have been constructed about 1900. They have another processing plant in a modern building set in an interior

industrial area of Hampton. The L.D. Amory Plant (114-5130) at the foot of King Street at the Hampton Creek does not have buildings that appear to have been constructed prior to the middle of the twentieth century. The Wanchese Seafood Company (114-5144) is located in Phoebus at Mill Creek. One of its buildings appears to have been constructed about 1900, but most of the complex is more modern and of recent construction.

In the early years of the seafood industry in Hampton, shipping was done entirely by sail and steamship to the major markets of the East Coast. In 1882, long-awaited efforts to bring the railroad to Hampton and the tip of the Peninsula were realized, but at a cost to Hampton. The Chesapeake and Ohio Railroad was authorized by the 1880 Virginia Assembly to construct a rail line from Richmond to the tip of the Peninsula at Newport News. Adjacent to Hampton, that town had a better and deeper harbor than Hampton's harbor and was a natural choice for the rail terminus. The main line was completed in 1882, and a branch line from Phoebus and Fort Monroe through Hampton to Newport News was completed that same year. The completion of the railroad in 1882 and its westward extension in 1885 made it possible for the farmers, merchants, and manufacturer of Hampton and Elizabeth City County to have access to western markets. The Chesapeake and Ohio Railroad ran up the Peninsula to Richmond and then into West Virginia to connect to other railroads that went deep into the South and to the West Coast. While steam ships and the railroad made connections to distant ports, a viable marketing opportunity for Hampton seafood and agriculture, there was still a strong local demand for sail-powered coastal shipping around Hampton Roads. This provided additional opportunities for the African American oystermen, watermen, and fishermen. Most of them owned their own boats and used them in the off-seasons to haul goods and passengers about Hampton Roads and the small docks along the narrow waterways of Elizabeth City County and the other counties that make up the Hampton Roads area (Engs 1979: 171).

Unfortunately for Hampton, just as the city was getting used to its new connection to the inland territories and the rapidly expanding western markets, another disaster would befall Hampton. On April 9, 1884, a fire broke out along Queen Street. By the time the fire was extinguished, thirty-three houses and stores along that street were destroyed (Starkey 1936: 88). As a result, almost the entire retail sector of the City was destroyed in one day. The buildings would be replaced with new structures, providing some additional employment to the city's construction trades and to a rising contractor who would eventually become locally famous as an architect. The fire also encouraged the creation of the Hampton Fire Company in 1881 (Starkey 1936: 89).

Charles Taylor Holtzclaw organized a construction business and lumber dealer's yard in the years after the Civil War. Charles T. Holtzclaw, in practice with his brother William B. Holtzclaw, natives of Hampton, helped rebuild the City following the Civil War. Charles Holtzclaw does not appear to have any formal training as an architect but advanced from constructing buildings to designing buildings by his own training and experience. This was not an uncommon occurrence at the end of the nineteenth century, as formal licensing of architects did not become required until the twentieth century.

It is unclear how Holtzclaw came to be in construction, but a biographical statement in 1907 says that he built the main building and barracks at the National Soldier's Home (114-0101). That same biography indicates that he spent twelve years in Washington, D.C. at the end of the Civil War before coming back to Hampton. His advertisement in the 1896 Chataigne's *Peninsula Directory* lists an office in both Hampton and Washington. Also, his advertisement in that directory does not claim the title of architect. He also built the first Chamberlin Hotel (114-0002-0006; 114-0114) at Old Point Comfort near Fort Monroe. In addition, he constructed the Masonic Lodge (114-5124) on Queen Street and had his offices in that building for many years. Besides his commercial work, he built a number of the homes in the Pasture Point community where he made his home and homes for such prominent people as Harrison Phoebus, who established the town that bears his name.

Cornelius G Remington was another important architect involved in the recovery and growth of Hampton. Brought to Fort Monroe by the Catholic Church in 1896 to design a clubhouse, he moved his family from New York, where he had a well-established practice.

Vacation resorts had begun to be developed as a professional and manager class began to appear with the increased industrialization and urbanization in the United States in the 1820s and 1830s. The first hotel to take advantage of this phenomenon in Hampton was "Steam-Boat Hotel" at Old Point Comfort, which was

advertising for leisure as early as 1819. A second hotel, the Hygeia Hotel, was built nearby in 1822. Among other amenities, the Hygeia advertised that it had separate bathhouses for ladies and that it was a health resort (Stensvaag 1985: 156).

The Hygeia Hotel was enlarged on several occasions before the Civil War. During the War, the hotel was used as a hospital for wounded union soldiers. After the war, the hotel was not able to maintain its business due to the disruptions caused by the poor condition of the City of Hampton after the War. The majority of the Hygeia Hotel was torn down in 1861 and replaced with a larger building designed as a Second Empire building with a mansard roof in 1862. However, the owners could not maintain the building; and in 1873, it was sold at auction and bought by the owner of one of the local shipping companies. He hired Harrison Phoebus to manage the hotel. Phoebus enlarged the hotel so that it could accommodate 1,000 guests. The enlarged hotel featured elevators and all the modern conveniences of bathrooms on each floor and a variety of healthful baths. The hotel also had a large dining room and dance hall (Stensvaag 1985: 157).

The Hygeia Hotel represented the upper end of the tourism traffic to Hampton. A number of individuals operated smaller hotels and boarding houses to handle the traffic created by the Hampton Institute, the Soldier's Home, and by the ever-growing veteran's cemetery. These were scattered about the Hampton area and in Phoebus. African Americans operated some hotels. In addition to the resort hotels, there were several hotels along Queen Street that accommodated business travelers and provided meeting space for local organizations. Chief among them was the Barnes Hotel on South King Street near Queen Street. That building was torn down in 1902 for an office building. The success of the Hygeia Hotel encouraged another individual, John Chamberlin, to ask for permission from the Federal government to build an additional hotel at Old Point Comfort. The Chamberlin Hotel was started about 1890 but not completed until 1896. Chataigne's *Peninsula Directory* lists the Chamberlin as under construction in that year. The completion of the Chamberlin Hotel had a negative impact on the Hygeia Hotel. The manager, Harrison Phoebus, had died in 1888. By 1902, the Hygeia had become a ruin; and the Secretary of War, which owned the land, ordered that the hotel be removed and a park established in its place.

The Chamberlin Hotel at Old Point Comfort was constructed for a number of reasons. It was near Fort Monroe and the National Soldier's Home. Both of those institutions generated a significant amount of revenue related to business and to families coming to visit both the active-duty and retired soldiers. In addition, the Chamberlin Hotel was constructed to take advantage of a business that had started before the Civil War but dramatically grew after the Civil War and after regular ship traffic was instituted between Hampton and northern cities.

The importance of the hotel trade and the growing spread of Hampton and its satellite town of Phoebus/Chesapeake City encouraged another improvement to transportation in Hampton. Streetcars had become common in the larger urban areas of the United States in the decade following the Civil War. John S. Darling introduced them into Hampton in 1888. In that year, Darling organized the Hampton and Old Point Railway Company. Darling was the principal stockholder of the trolley line that was initially laid out to connect Hampton with Old Point Comfort. Within two years, additional track was laid to connect Hampton with Newport News and to the Old Soldier's Home. On the end point of the trolley line to Newport News was the shipyard operated by the owner of the Chesapeake and Ohio Railroad, Collis P. Huntington that provided large numbers of well-paying jobs for both skilled and unskilled labor.

The success of the shipyard in providing stable jobs and its location to the west end of Hampton helped to create a demand for housing in that area of Hampton, and farmland was quickly converted into housing developments. The houses on the streets south of Pembroke Avenue and west of Kecoughtan Road comprise the bulk of the housing built after 1890 and into the first few decades of the twentieth century. The first housing was built on the inland roads, and it was not until closer to 1900 that housing was built along Chesapeake Avenue and in the Wythe community.

With the residential communities of Hampton and Newport News growing and with the general increase in population, new investors were attracted to local rail transportation. In 1890, the Newport News Street Railway Company extended its horse-drawn trolley into Hampton and finally electrified its line in 1892, with profits

generated by its expansion. Two years later, the Buckroe, Phoebus and Hampton Railway Company was organized to extend trolley access to Phoebus and to Buckroe Beach. This line was primarily interested in the resort traffic potential. The success of these companies attracted several other rail companies to compete for passenger traffic.

The principal lines, the Hampton and Old Point Railway and the Newport News Street Railway, merged in 1896; and the Newport News, Hampton and Old Point Railway was formed with Frank W. Darling acting as its president. Frank was the son of James Darling. Together they managed the Darling family seafood packing business. This new company then purchased the Buckroe, Phoebus and Hampton Railway and replaced the tracks to Phoebus with regular railroad-weight track so that steam locomotives from the Chesapeake and Ohio Railroad could be run directly to Phoebus and to Buckroe Beach. At the end of the century, a second railway line was organized and soon merged into the successor to the Newport News, Hampton and Old Point Railway to be known as the Citizens Railway, Light and Power Company.

It was the trolley lines and the railroad that were the actual boosters of Hampton and the instruments of its expansion. As the trolley lines connected the region about Hampton Roads, workers were able to exercise greater choice over their housing and were able to take advantage of new opportunities for employment. They were no longer limited to working within walking distance of their jobs. In addition, steady and well-paying employment helped to advance the economy and create a greater demand for leisure activities. Some of this benefited the hotels and bandstands at Old Point Comfort; but there was an additional need for non-residential recreation. This was one of the reasons for the trolley lines to push their terminuses into Phoebus and to Buckroe Beach. The latter was an area along the Chesapeake Bay just north of Fort Monroe. A small resort was established there just after the Civil War with a bathhouse and dance pavilion (114-0111). The area remained remote until the Darling-controlled trolley line was extended to Buckroe. In a move to increase the traffic to the area and to ensure that the area would be an attractive destination, the Railway Company built a hotel and enlarged the bathhouses and dance pavilion. This was a common practice for trolley and railway lines at the end of the nineteenth century as they rushed into the development of housing and resorts as a way to boost revenues.

In addition to the main resorts at Old Point Comfort and Buckroe, two other small resorts were established in the 1890s for local residents. In 1897, the African American community leaders organized a separate beach for their use, as they could not use the main beach at Buckroe. The Bay Shore Hotel Company purchased land south of the beach at Buckroe and just outside of the Fort Monroe property for a resort hotel, beaches, and dance pavilion. This resort operated until 1933 (Stensvaag 1985: 166).

There is extensive evidence for the growth of the City of Hampton in its architecture. While much has been lost over the years because of fire, hurricanes, and the entrepreneurial spirit that encourages Hampton to rebuild itself every few years, there are numerous residential neighborhoods that reflect the nineteenth century City of Hampton. Pasture Point was the principal late nineteenth-century residential community for the professionals, managers, and shopkeepers of Hampton. The homes along Chapel, Lee, and Newport Streets were also home to many of the skilled labors, foremen, and supervisors at the shipyards of Hampton and Newport News. The railways that went along these streets made commuting easy to the downtowns of either city. While little evidence exists of the trolley lines, the wide median strips of Victoria Boulevard and Pembroke Avenue were the locations of the trolley tracks. When buses eventually replaced trolleys, the rail lines were removed and the medians installed.

In addition to the Pasture Point neighborhood, the Darling family laid out Victoria Boulevard as a residential neighborhood for the senior managers and merchants of Hampton. The street was laid out in 1888, and the rail lines laid down the middle of the street. The senior Darling's son, Frank, built his own home along the street in 1895. Several neighboring properties were sold and developed soon after, but the majority of the homes in the Victoria Boulevard neighborhood were not constructed until the twentieth century. Remington's house and the one he built for a daughter are located in the Victoria Boulevard historic district. East Hampton was laid out in this period as well.

In Phoebus, there are several late nineteenth century commercial buildings along Mellen Street. The oldest is the

building at 26 E. Mellen Street, constructed in 1872. Other surviving commercial buildings, which were erected in 1882, include 20 and 22 E. Mellen Street and 2 E. Mellen Street. The freestanding Italianate residential dwelling and shop at 25 E. Mellen Street was built in 1897. In the countryside, that has now been incorporated into Hampton, there are the occasional late nineteenth-century dwelling or farm complex. Among them is the Bassette House at 104 E. Little Back River Road. This rural dwelling was built about 1881 as a house on a small farm. Andrew William Ernest Bassette eventually purchased it in the late 1880s as a summer home and as a real estate investment. The building is still owned by the Bassette family and used for family gatherings and as a rental property. Bassette was educated at Hampton Institute and taught in the City of Hampton schools until he decided to become an attorney. He studied with a local lawyer and started his own practice in 1915 and continued as a lawyer until his death in 1942.

2.10 Modern City of Hampton (1900-1950)

As Hampton and Elizabeth City County residents were celebrating the beginning of the twentieth century, they had reason to feel proud of their accomplishments. They had rebuilt their city on the ruins of antebellum Hampton, only to watch the central business district burn in 1884. They had moved on to create a modern city that had an electric power system, trolley lines throughout the city, and jobs for all of its residents that wanted to work.

The 1900 federal census found that the county's population had grown to 19,460 people. About one-third of the county's population was African American. The county's residents lived in 3,447 separate dwellings and formed 3,640 families. This figure means that most of the families of the county had a place of their own, either as tenants or owners, and that they did not have to share the crowded conditions of other urban areas. The population was an increase of more than 3,000 people from the 1890 census and just under 9,000 people more than the 1880 census. There were 276 farms in the county, with all but four of those farms having buildings. Their size was still among the smallest in Virginia, at just 54.6 acres on average. The majority of the farms were owned and operated by African Americans. The manufacturing sector was not a robust factor in the county's economy, as there were only 54 manufacturing plants and together they only employed 396 people. Newport News, on the other hand, provided the jobs for residents of Hampton with 123 manufacturing plants and a total employment of 5,675 employees. The fact that the jobs for Hampton residents were in Newport News made the extensive trolley system a significant factor in the survival of Hampton as a residential community.

There appears to have been no long-lasting ill effects on Hampton from some of the economic turmoil of the 1890s, which saw several depressions and controversies over the country's financial system. The trolley companies were able to form, expand, and invest in new development. The only direct impact of the financial difficulties was a slight delay in completion of the Darling family's Victoria Boulevard development. Some additional building activity was associated with Fort Monroe because of the Spanish American War. Holtzclaw's construction company erected hospital buildings at Fort Monroe for the wounded from that war.

During the first decade and most of the second decade of the twentieth century, Hampton residents concentrated on civic improvements and residential growth. Electric lights came to most of the city during this period, and improvements were made to telephone service and to city streets. The first automobile, Frank Darling's, arrived in Hampton in 1903. The Darling family holdings increased to include a marine railway and shipyard on the Hampton Creek. Several banks were established in the community; including the Schmelz brother's "bank in the bakery." The brothers established a private bank in a rear room of a bakery that they owned. They owned and invested in considerable Hampton real estate and were partners with the Darling family in the railways of Hampton. This "bank" was taken over by the Bank of Hampton in 1903. That bank, in turn, was merged several times over and is no longer active (Stensvaag 1985: 190).

The next significant project to have a direct impact on Hampton was initiated by the federal government. In 1916, the Department of War purchased 1,659 acres of land at the edge of Hampton to erect an airfield. The field would eventually be known as Langley Field. This project sparked a new building boom for military construction and would eventually create a large employment market. Interestingly, the airfield was established in the same year that Virginia voted to prohibit the sale of liquor and only permit its residents to buy a small amount

of liquor from out-of-state sources. Apparently, Hampton and other Virginia cities had a reputation for a large number of saloons and bars and the introduction of prohibition four years before national prohibition dealt a serious blow to the saloon industry. In 1935, a public official recalled that year by saying that “In the City of Hampton alone hundreds of families immigrated to other sections, scores were made jobless, houses were empty and businesses generally suffered. Most severely the blow fell upon real estate.” (Stensvaag 1985: 196)

The development of the airfield at Hampton just prior to the beginning of World War I was the beginning of the additional concentration of military facilities in the Hampton Roads area. Fort Monroe was modernized, starting in the 1890s, with improved fortifications and additional buildings to facilitate its new assignment as an artillery training school in addition to its garrison role. While most of the large shipbuilding contracts and navy yards would be located in Newport News and Norfolk, Hampton shipyards benefited from the construction of smaller ships during World War I. The Newcomb Lifeboat Company was organized at the beginning of World War I to build submarine chasers and merchant ships under contract to the United States Shipping Board Emergency Fleet Corporation. They were located on Sunset Creek and built several hulls, but apparently were never able to finish any of the ships under contract before World War I ended (Stensvaag 1985: 142). The Darling family shipyard and marine railway on the Hampton Creek at the foot of Wine Street might have worked on ship repair and construction, although their main focus was on the repair of the boats in their oyster fleet.

After the end of World War I, the military continued to enlarge the facilities at Fort Monroe and at Langley Field. Hangers and support buildings were constructed for all types of aircraft, as Langley was used to test aircraft proposed for use in the military. Among the types of aircraft tested were lighter-than-air ships and planes that were adapted to land on ships. This work generated employment opportunities for civilian workers and contractors.

Domestically, Hampton residents and businesses concentrated on improving their city. Continual improvements were made to the roads. Most of this was done locally, but the Army built a military highway from Fort Monroe to the James River Bridge. Originally known as Military Road, this is now known as Mercury Boulevard. Housing continued to be constructed into the 1920s on the outskirts of Hampton proper and in both Phoebus and Buckroe Beach. There was also the continued upgrade of commercial buildings in both the Hampton and Phoebus commercial centers. Some of these upgrades were created by a need for new or modern buildings. Fires that still threatened the city required other changes. The Chamberlin Hotel burned and was rebuilt as a “modern” brick hotel in 1928. Also, the City of Hampton built a new City Hall that was dedicated in 1938.

With the onslaught of the Great Depression of 1929, housing and commercial construction came to an end, and there are very few buildings that date from that time period throughout Hampton. For instance, a survey of building dates for the Phoebus Business District done by the Phoebus Improvement League found only two buildings with 1930s construction dates. Mugler’s Men’s Store at 123 E. Mellen Street was built in 1939, at the end of the Depression and as the garrison at Fort Monroe was being increased. A building at 9 South Mallory Street may have been constructed in 1932, but there is no clear information on its history.

The federal government used the potential for a European war, the Civilian Conservation Corps, and Works Progress Administration programs to provide unemployment relief and to improve public facilities. Additional buildings were constructed at the Old Soldier’s Home, which was made a part of a new agency - the Veterans Administration. Additional barracks, quarters, and training buildings were erected at both Fort Monroe and at Langley Field. The federal government also constructed a new post office in Phoebus, the Phoebus Firehouse and Town Hall, and the Phoebus School, all in the late 1930s.

World War II forced the concentration and allocation of all of the country’s resources on winning the war. Fort Monroe was the control point for the defense of the Chesapeake Bay. The installations at Cape Henry/Fort Story, at Cape Charles, and at Fort Wool were improved. Minefields were laid out across the approaches to the harbor, and airplanes from Langley Field were used to look for German warships and submarines. The naval facilities at Norfolk and Newport News were busy with naval vessels and troop ships. Hampton Roads became a major gathering point for trans-Atlantic Ocean convoys. The increased wartime activity at Fort Monroe and at

Langley Field provided employment opportunities for the men and women of Hampton who were not in military service.

When the war was over, the returning troops and the shift back to a civilian economy created new growth opportunities for Hampton. New housing was constructed north of the city proper. New roads were laid out. The new residents bought automobiles that freed them from being tied to the downtowns of Hampton and Phoebus, made it unnecessary for them to vacation at Buckroe Beach, and permitted them to travel some distances for employment. Like almost every American city, the flight from the urban areas to the suburbs created severe economic difficulties for businesses that were left in the downtown areas. Hampton's downtown business district went into a decline that was not to be reversed until a variety of urban renewal programs recreated an automobile-based downtown with extensive amounts of surface parking. This resulted in the removal of numerous older buildings and most of the oyster houses and marine-support facilities along the Hampton Creek. As part of an additional effort to help and to improve Hampton, the city was enlarged to include all of Elizabeth City County; including the separate towns of Phoebus, and Buckroe Beach. The county's voters approved this consolidation in 1952.

3.0 REPRESENTATIVE BUILDING TYPES OF THE CITY OF HAMPTON

3.1 Introduction

Hampton is the oldest English-speaking city in the United States. The city was founded in 1610, just three years after the English settlement at Jamestown and ten years before the Pilgrims landed at Plymouth Rock. With that extent of historical use by European Americans, by African Americans, and by others who have settled in America, one would expect that there would be an extensive range of historic buildings from the first years of settlement to the twentieth century. War, hurricanes, and fire, however, have caused extensive destruction of the architectural heritage of Hampton.

Overshadowed by the burning of Atlanta during the Civil War, Hampton is often forgotten as another city that was totally destroyed during that conflict. At the beginning of the Civil War, Union troops occupied Fort Monroe and Confederate Troops controlled the city. When it became clear that the Union Army would soon move beyond its camp in and around the fort and up the peninsula toward Richmond, the Confederate troops burned the city. The only building to survive within the mid-nineteenth century city was St. John's Church. Constructed in 1728, only the walls survived the destruction of the city. The Church had also been burned when the British Army during the War of 1812 briefly occupied Hampton.

When the Civil War was over, the congregation returned and rebuilt the church. Over the years since that rebuilding, they have also enlarged the church and made some modifications to the original building. As with the congregation of St. John's, the residents of Hampton rebuilt their city. They were aided in this expensive and extensive undertaking by financial assistance from northern investors. Entrepreneurs were attracted to Hampton by the business opportunities presented by the rebuilding of the city, by the construction of the campus for the Hampton Institute, and by the National Soldier's Home.

The following discussion of the built environment within the City of Hampton is based on the historic contexts as established by the VDHR. However, since many of the contexts do not apply to Hampton, and other contexts appear to be somewhat specific to the city, the discussion varies somewhat from the VDHR themes.

3.2 Domestic/Residential Buildings

The rebuilding of the residential and commercial sections during the last quarter of the nineteenth century means that this city, which was founded in the seventeenth century, has an architectural character that reflects the styles and building patterns of the late nineteenth century and the twentieth century. Those few buildings that are within the limits of Hampton that predate the Civil War were located outside the city and were part of the landscape of Elizabeth City County. The county was a separate entity until the city and county merged in 1952. Prior to that, the core of the city was the area located south of Hampton Creek.

Accordingly, those few pre-Civil War buildings that do exist were rural dwellings associated with the agricultural landscape of the county and not the settled and urban area of Hampton. For instance, both the Finn Drummond House (114-0005) and the Herbert House (114-0004) have their roots in the architectural traditions of the early years of settlement in Tidewater Virginia. It is generally considered that the Finn Drummond House was constructed in the first or early second quarter of the eighteenth century. While it is difficult to exactly date the building without the use of some type of intrusive analysis such as dendrochronology, the form of the house certainly is consistent with the patterns of housing common to that early period.

No matter the material of construction, the first several generations of housing in the mid-Atlantic colonies were brought from the traditional or vernacular patterns used in England at the time that the colonists left the mother country. For the seventeenth century and the first years of the eighteenth century, the common house was small.

The common room arrangement was for either a single room or a room with some type of parlor or second room. Most of the common residential buildings did not use hallways and most rooms served a variety of functions. The Finn Drummond House is a single room in its original section (see Plates 2.1 & 2.2). In one corner, there is a narrow straight stair to the upper loft. The building has a gable end chimney. There are two

unusual features of the Finn Drummond House that are significant. The first is the steep slope of the rear roof. This is often termed a cat-slide roof and is an uncommon roof style in the mid-Atlantic. The second is that this is a brick building from the early eighteenth century. Brick buildings were rare at the time and would have been a remarkable construction that denoted the wealth of the family. Most families were living in wood frame buildings that had either no foundation or that might have been set on posts sunk into the ground to support the building. Still others were set on wood or brick piers for a foundation and to lift the building above the ground to protect it from damp, rot, and insects.

The Herbert House represents the next generation of housing type. This is also a brick building, and like the Finn Drummond House, being constructed of brick accounts for its survival. The Herbert House (see Plate 2.3) was built in 1757 and reflects the traditions that were first introduced into England by architects and designers trained in the classical patterns of Greece and Rome and merged to form what is in this country called the Georgian Style. In reality, it is a classical tradition based on symmetry and balance that required attention to detail and a consideration of the building as an art form. A proper building at this time should have balance and classical allusions. The Herbert House presents itself as a three-bay, raised-foundation, brick dwelling. The raised foundation gives the building height. In the case of the Herbert House, the basement or lower level was used for service work and as a kitchen. This is a change from the pattern seen with the buildings represented by the Finn Drummond House.

The years after the Revolutionary War were difficult for Hampton. It had been a wealthy shipping and mercantile port with a customs house to control and attract merchants who were engaged in the trans-Atlantic trade with Europe and the Caribbean colonies of the various European nations. With the change in government, Hampton lost its position as the principal port for Virginia to the City of Norfolk. This meant a downturn in building construction that would last for many years. For most communities, a historic building survey would tend to reveal the pattern of development and economic status that had an impact on the architecture of that community.

Unfortunately, the destruction of Hampton changed the expected pattern and researchers are left with the exception rather than a pattern of building. The historic building survey for Hampton documented two buildings from the years just prior to the Civil War. An additional building, the Reuben Clark House, was built in 1854 and listed on the National Register of Historic Places in 1984. Therefore, it was not included in the survey because it had already been documented.

The Todd House (114-0086) (see Plate 2.4) appears to have been constructed about 1850. The house is a one and one-half story, side passage dwelling on brick piers with some Greek Revival trim on the interior, most notably the first floor mantel. While earlier information in the City of Hampton survey files had listed this building as a log structure, it is a braced frame building and not built of logs. The house is typical of the size often associated with early nineteenth-century farm houses, and its finish showed that some care was taken with the mantel, but the remainder of the house was intended to be plainly ornamented in the fashion for this type of house. The size of the Todd House is not much greater than the Finn Drummond House, but it has an important feature that was not generally used when the Finn Drummond House was constructed. The Todd House has the same exterior appearance as the Finn Drummond House in that the main entrance is to the side of the front façade, and there are two windows in the space between the door and the end wall. However, at the Todd House, the entrance leads into a hallway with an enclosed half-winder stair in the rear corner. The entrance at the Finn Drummond House leads directly into the principal room. This is a significant change because it provides a distinction between public and private space in the dwelling. A guest or visitor could be admitted into the hall and not have access to the rest of the dwelling. The use of this feature at the Todd House reflects the absorption of this concept from the middle of the eighteenth century and its use at the Herbert House. While at the Herbert House it was a new feature for the home of a wealthy merchant and farmer, at the Todd House, the hallway was a common feature for the average farmer in a rural area of Elizabeth City County.

A second building is the Jankovich House (114-0016) at 40 North Willard Avenue in Phoebus. The house has traditionally been assigned a construction date of 1847. A field inspection of the dwelling would indicate that the traditional date or soon thereafter is appropriate for this house. The Jankovich house is a one-and-one-half-story home, like the Todd House, but there the similarities between the two dwellings end. The Jankovich House is a

center passage, double pile plan with a broad center hall and well-decorated flanking rooms. Each of the flanking rooms has its own fireplace and Greek Revival mantel. There have been some upgrades to the woodwork but the house is mostly intact from its construction. Several porches have been added, and the house has been covered with aluminum siding over its original wood weatherboard. The house retains its extensive bargeboard and cornice decoration of wave-pattern trim. The house sits on a full brick foundation and has a side wing that may have been a kitchen wing at one time and separate from the main house. It is now attached but it still functions as the kitchen and service area of the house. There is an outbuilding associated with the Jankovich House that may date to the time period of the house's construction. This outbuilding may have been a tenant house or quarters for domestic helpers. It may also have served some shop or service function.

The Reuben Clark House (114-0050) is also in the Phoebus section of Hampton and located on Mill Creek and Willard Avenue, a block or two from the Jankovich House. It was constructed in 1854 for a ship-captain and used the Italianate Style. This pattern of ornament was introduced into this country in the 1840s and became popular in both urban and rural areas. The floor plans and layouts were not altered from the traditional houses of the period. The Clark House has a central passage with rooms arranged on either side. This is the same pattern or layout of the Jankovich House. The difference is the use of different roof pitches and porch decoration and columns to create an Italianate house rather than one that would be termed Greek Revival.

The decorative details of the late nineteenth century and early twentieth century Hampton houses range from the Italianate through the Queen Anne and Colonial Revival. There are a small number of Second Empire buildings with their characteristic mansard roof. There are few projecting towers on the houses in Phoebus, while they tend to be more common in Pasture Point and along Victoria Boulevard.

In the countryside that has now been incorporated into greater Hampton are an occasional late nineteenth-century dwelling or farm complex. The Basset House (114-5169) at 104 E. Little Back River Road is such a dwelling. This rural dwelling was built about 1881 as a home on a small farm. Andrew William Ernest Basset eventually purchased it in the late 1880s as a summer home and as a real estate investment. It is typical of the type of late nineteenth-century dwelling that was once common in the rural confines of Elizabeth City County. It is two stories high and had a central passage plan that was two rooms deep or a double-pile dwelling. The roof has a low pitch that is a holdover from roof forms associated with the Italianate style. This building has been somewhat remodeled, but it does retain its form although it is difficult to discern its original ornament and design.

As the twentieth century commenced, the residential buildings of Hampton reflected the popular trends of the period, continuing the Colonial Revival theme often used for the Four Square type building and influenced by the popularity of the Arts and Crafts movement and the affordability of the bungalow. Bungalows in the Hampton area had both center and side entrances and were one-and-one-half-story dwellings, while Craftsman style houses were either one or two-stories. The latter structures are generally observed to be plainly ornamented and without the elaborate barge boards and trim of the Queen Anne structures of the late nineteenth and early twentieth century, which were also present. By the 1920s, other types of revival styles buildings were also being constructed, such as English Tudor and Colonial Revival style brick mansions (Rifkind 1980:98). As Hampton expanded westward towards Newport News in the twentieth century, a significant amount of the buildings that were constructed were either bungalows or Four Squares. They are particularly common along Newport Avenue and along Lee Street. On the other hand, the upscale residential area along the Chesapeake Bay became very fashionable with the construction of a variety of large, elaborate revival style homes.

The older residential sections of Hampton such as Old Wythe and Pasture Point, reflect the architectural traditions of the late nineteenth and early twentieth centuries. Residential communities of Hampton are typically composed of single-family dwellings sited on narrow lots with concrete public walks. Most dwellings are two-story, three-bay Queen Anne and Colonial Revival-style side-passage buildings on brick foundations. Porches are a common feature as well. Reviews of older Sanborn Fire Insurance maps for the area showed that there were numerous outbuildings associated with these residential dwellings, but most have disappeared or been replaced over time. Typically, the houses along Chesapeake Avenue and within the Old Wythe Potential Historic District are larger and older Classical Revival and Mission/Spanish Colonial Revival style dwellings with large landscaped

yards. The Pasture Point Potential Historic District, however, is primarily composed of larger Queen Anne and late Victorian style dwellings with landscaped yards slopping into the Hampton River.

Developed over many decades, Old Wythe houses reflect the character and individuality of the craftsmen who built them as well as the various periods of development. The houses incorporate various plans and many styles of architecture. The oldest buildings date from just before the Civil War and buildings continue to be built in the neighborhood today. There are only scattered vacant lots still available for new houses. The Gilliland House (114-0031) at 3629 Chesapeake Avenue is perhaps the oldest surviving building in the district (Figure 3.1). Reportedly built in the 1840s, the house displays many characteristics associated with the Greek Revival style of architecture – symmetrical façade, low-hipped roof and crossetted trim. More typical of the houses found in Old Wythe are the large Queen Anne dwellings that were constructed along Chesapeake Avenue in the 1890s.

Figure 3.1: Gilliland House (114-0031)



Fine examples of this style are seen at 3627, 3533, 3515 (Figure 3.2) and 3505 Chesapeake Avenue. The majority of these houses are two-and-one-half-story frame buildings with hip or cross-gable roofs, multiple dormers and wraparound porches. Several of these dwellings have corner towers. The early twentieth century witnesses the introduction of Colonial Revival and eclectic revival styles of architecture. The house at 3209 Chesapeake Avenue (114-0064) is representative of the Colonial Revival style found in the Old Wythe district. Good examples of Tudor Revival styling can be seen at 3215 (Figure 3.3) and 3427 Chesapeake Avenue (Figure 3.4) (114-5158 and #114-0119, respectively). The 1920s and 1930s were dominated by construction of Bungalow and Craftsman houses as illustrated by the dwellings at 115 Harbor Drive and 3417, 3211, and 3101 Chesapeake Avenue (Figure 3.5) (114-5162, 114-5154, 114-5155, and 114-5159).

Figure 3.2: 3515 Chesapeake Avenue Hampton



Figure 3.3: 3215 Chesapeake Avenue Hampton



Figure 3.4: 3427 Chesapeake Avenue Hampton (114-0119)



Figure 3.5: 3101 Chesapeake Avenue Hampton (114-5159)



In the Pasture Point Potential Historic District, dwellings are typically two-and-one-half-story, three-bay, Queen Anne-style side-passage frame structures on raised brick foundations. The dwellings in Pasture Point are distinguished by the use of decorative shingles, often on the second stories and gable ends. Elaborate sawn work porches as seen in the 300 block of Marshall Street (Figure 3.6) are a common feature as well. Charles Taylor Holtzclaw, in practice with his brother William B. Holtzclaw, is credited for building many of the Pasture Point houses including his own. The house at 336 E. Pembroke (114-0118-0018), attributed to Holtzclaw, is typical of

the two-and-one-half-story, Queen Anne dwellings with decorative shingles in Pasture Point. Other notable examples of Queen Anne styling are found at 323 (Figure 3.7), 442 and 546 E. Pembroke Street, and 308 and 808 Marshall Street (114-0118-0021; 114-0118-0005; 114-0118-0028; 114-0118-0030; 114-0118-0015).

Figure 3.6: 311 Marshall Street Hampton



Figure 3.7: 323 E. Pembroke Street Hampton (114-0118-0021)



Less typical of the houses found in the district are two revival style dwellings from the late nineteenth century. The diminutive, two-bay, one-and one-half-story Second Empire dwelling at 317 Marshall Street (114-0118-0029) features a mansard roof covered with alternating square and fish-scale late shingles (Figure 3.8). Another atypical example is the Italianate-style dwelling located at 350 Syms Street. The two-story, frame residence has a hip roof

with decorative eave brackets and a box cornice. The frieze is decorated with a cut-out leaf design. There are bracketed lintels over the windows and a centered one-bay, hip-roofed porch with turned posts and carved brackets. The twentieth century saw the introduction of a few Colonial Revival, Bungalow, and Craftsman style buildings to the largely Queen Anne style neighborhood. The Crab Town Inn (114-0118-0001) located at 403 E. Pembroke Street, typifies the Colonial Revival with its hip roof and Tuscan-columned entablature. The dwellings at 307 E. Pembroke and 339 Creek Streets (114-0118-0022; 114-0118-0013) are illustrative of the architectural features associated with the Bungalow and Craftsman style.

Figure 3.8: 317 Marshall Street Hampton (114-0118-0001)



The only federally planned community in Hampton was Aberdeen Gardens (114-0146), which is listed on the National Register of Historic Places and the Virginia Landmarks Register (Figure 3.9). It is a housing community created in 1934 to provide housing for African Americans by the Resettlement Administration of Franklin Roosevelt's New Deal. The planned community was to provide housing for workers in both Hampton and in Newport News. The project was designed by Hilyard Robinson, an African-American architect from Howard University and was complete in three years. Most of the construction workers and all of the senior managers and supervisors employed at Aberdeen Gardens were African American.

Figure 3.9: Aberdeen Gardens (114-0146)



3.3 Non-Residential Buildings and Structures

3.3.1 Military/Defense

Construction programs organized by the federal government marked the end of the Civil War. Fort Monroe (114-0002) had been constructed in response to the British invasions during the War of 1812. It is the largest stone fortress in the United States. Its moat and high stone and earthen battlements, along with the barracks and support buildings, make it an imposing presence on the landscape (Figure 3.2). Fort Monroe is supported by Fort Wool (114-0041), which sits on a small manmade island not far from Fort Monroe. These two fortifications were part of a growing federal presence that was a continuation of the Fort Algernon, Fort at Old Point Comfort and Fort George traditions. Because of the available land freed by the destruction of Hampton and the large number of former slaves in the area, the Freedmen's Bureau of the Department of War (Defense) organized and constructed the Hampton Normal and Agricultural Institute (114-0006) as a training school for the former slaves. Richard Morris Hunt designed two of the buildings at the Institute, which has evolved into Hampton University. The federal government also organized the National Soldier's Home (114-0101) and Veterans Cemetery (114-0148).

After the end of World War I, the military continued to enlarge the facilities at Fort Monroe and undertook extensive construction projects at Langley Field (114-0165). At Langley, the first quarters for the School of Aerial Photography was a barn on the farm purchased by the Signal Corps. In 1917, the soldiers moved into long, wooden frame temporary structures (Curtis, Mitchell and Copp 1977:23). Brick barracks were being built at Langley by 1924 (Curtis, Mitchell and Copp 1977:110). In July 1932, a tin and steel hangar was moved from Fort Eustis to Langley as a balloon (lighter-than-air) hangar. After 1932, hangars, which were built in long rows, had their roofs painted in a checkerboard pattern. In 1940, because of the increased weight of aircraft, asphalt runways were replaced with concrete (Ibid: 149). The officers and NCO clubs, built in 1935 and 1932, respectively, were brick structures. The guard house, also built in 1932, was also brick. The construction dates of brick structures at Langley range from 1924-1935.

Figure 3.10: Fort Monroe (114-0002)



Between 1906 and 1912, a massive program took place at Fort Monroe to provide modern academic buildings, barracks and quarters for the artillery school, which was later renamed the Coast Artillery School (Stensvaag 1985:46). Another building campaign took place in the 1930s which mostly consisted of quarters and barracks.

3.3.2 Education

Education has always been important to the residents of Hampton and Elizabeth City County. Within the first generation of settlement, funds had been left to the county to provide for a public school for county children. The school that was funded was for the children of white families, and those other schools that were organized in the eighteenth and nineteenth centuries were also only for white children. As with most of the older buildings in Hampton, none of the early school buildings have survived to the present. The current educational system uses modern buildings erected in or near the modern residential neighborhoods of Hampton. Of the pre-World War II schools, only a portion of the Phoebus School (114-5042-0002) remains in the city. That building is not currently used but there are occasional efforts to renovate the building for community uses.

Hampton Academy was the public school for Elizabeth City County in 1837. This two-story brick structure became the "District School" in 1855 (Stensvaag 1985:94). In 1854, a free school for all children opened on Queen Street, operated by William Robinson and his sister Ellen. Hampton Military Academy, operated by Col. John B. Cary, was in operation in 1855. The Chesapeake Female College was created in 1854. Elizabeth City County, by 1860, had the free schools of Hampton Academy, Court House, Back River, Fox Hill, Hickman's Place, Sawyers Swamp, Salters Creek and Little Bethel. Blacks were excluded prior to the Civil War. Mary S. Peake was one of the first black teachers from the 1850s period. Hampton Normal and Agricultural Institute opened in April 1868, under General Samuel C. Armstrong. It was granted a Charter by the Commonwealth of Virginia in 1870. The old Butler School, which had operated at the Court House from 1863 to 1866, was moved to Lincoln Street in 1867; it was renamed the Whittier School in 1887. The school was used by Hampton Institute for student teaching experience. It closed in 1930 (Stensvaag 1985:106). The Catholic Church established Old Point Comfort College by 1889 (Stensvaag 1985: 116). The first Hampton High School was the West End Academy, which opened in 1909. The Rev. Hamilton taught as early as 1912 at Bassette Academy, a private school for blacks, housed in a small frame building on Gatewood Street.

With the abolition of slavery and the recognition that education was the key to success, the leaders of the African American community, with the assistance of Hampton Institute staff and students, began to erect schools for African American children and the adults who wanted to learn to read and write. None of these schools has survived except for the Little England Chapel (114-0040). Little England Chapel was built in 1879 on Kecoughtan Road. The chapel was originally built as a chapel for the community, but it had a dual purpose of providing a community center and school. Its origins as a chapel are reflected in its appearance. It is a gable-front, single-story building with an entrance vestibule. A small bell tower crowns the building. It is plainly ornamented and has double-hung sash windows with clear glass rather than stained or leaded glass (Figure 3.10).

Figure 3.10: Little England Chapel (114-0040)



3.3.3 Government/Law/Political

While the federal government and private citizens were rebuilding Hampton, the county also embarked on a rebuilding program for its only government building. The county had repaired the Courthouse at the end of the Civil War, but replaced it with a new Classical-Revival building (114-0018) on King Street in 1876.

The federal government used the potential for a European war, Civilian Conservation Corps, and Works Progress Administration to provide unemployment relief and to improve public facilities. Additional buildings were constructed at the National Soldier's Home, which was made a part of a new agency - the Veterans Administration (114-0101). The federal government also constructed a new post office in Phoebus (114-0104), the Phoebus Fire House and Town Hall (114-5042-0001), which were all constructed in the late 1930s as Work Progress Administration buildings. The murals in the Phoebus Post Office are particularly good examples of the type of art common to post office decoration at this time.

The buildings erected in Hampton by the WPA are mostly Colonial Revival in style; it was very popular for post offices and other administrative buildings. The post office in Phoebus features a heavy cornice and an elaborate cupola on its roof. In addition, the entrance uses the central element of a Palladian window to frame the double-leaf door. For the firehouse and town hall, the use of Colonial Revival elements was more restrained. The principal design features are the thin cornices with dentil moldings, the use of pilasters on the front with flat capitals and the use of arched doors.

3.3.4 Religious/Social Structures

The First Baptist Church (114-5153) rebuilt its church after the devastating fire that destroyed the central business district. In 1883, a new brick sanctuary - a large, single-story building with a sloping auditorium plan and a choir balcony at the rear- was dedicated. The decorative details are a combination of Gothic and Romanesque designs.

The Gothic Revival was the preferred architectural style for Hampton churches in the late nineteenth century and into the early twentieth century. While the First Baptist Church is a blend of two styles, others such as the Hampton Baptist Church (114-0057) and the former First United Methodist Church (114-0110) at Bank and Queen Street were almost pure interpretations of the Gothic Revival style as practiced by the church architects of the period.

One of the more elaborate buildings on Queen Street is the former Masonic Lodge (144-5124) (Plate 3.4). The Masonic Lodge is one of a number of buildings constructed by Holtzclaw during the rebuilding of Hampton. His primary business was construction, but he is often given the attribution of architect, which would indicate that he had design responsibility for the buildings that he erected. Among his buildings were the National Soldier's Home and the First Baptist Church.

Figure 3.11: Old Masonic Hall (114-5124)



3.3.5 Commerce/Trade

The multi-story commercial buildings with the front wall built close to the sidewalk display a variety of architectural styles. For the most part, the commercial buildings shared a party wall or were built almost to the side property lines. The majority of new buildings were constructed of brick. Except for a law passed in the eighteenth century which required that buildings be brick because of a large fire that had occurred in that century, there does not seem to have been a legislative effort on the part of Hampton to require fireproof construction for its commercial buildings. The architectural details used on these new buildings tend to be loosely associated with the Italianate style. There are elaborate cornices, some with brackets, at the tops of the buildings and there is little ornament to break up the facade except for some detailing of pilasters and window-hoods or trim. There was some residential space provided within the commercial buildings in the central business district, but the bulk of the buildings devoted the ground floor and at least one upper floor for merchandise display, sales, and on-site warehouse space.

In Phoebus, there are several late nineteenth-century buildings along Mellen Street that help to mark the growth of that community. The oldest commercial building in Phoebus is the building at 26 E. Mellen Street (114-5036), which was constructed in 1872. Several surviving buildings were erected in 1882, including 20 and 22 E. Mellen

Street and 2 E. Mellen Street. The freestanding Italianate dwelling and shop at 25 E. Mellen Street (114-5035) was built in 1897 (Figure 3.12). The commercial buildings in Phoebus use the basic form of the Italianate commercial style that also appeared in the central business district of Hampton. The buildings were built as close to the street as possible and had large display windows on the lower level with a residential unit on the second floor. Shopkeepers resided in some of the residential units while other residential units were used as rental properties. The detailing of the buildings reflects the long period of use and the upgrades that most commercial buildings undergo through time. Most have some form of cornice at the upper level; some have a cornice or belt course to mark the first level from the second level. Many of the shops along Mellen Street retain their canvas awning mechanics that were added in the early twentieth century.

Figure 3.12: 25 E. Mellen Street Hampton (114-5035)



3.3.6 Settlement Patterns: Neighborhoods

Holtzclaw also constructed buildings in the new community of Phoebus. This town developed in the shadow of Fort Monroe and was an independent town until it was merged with Hampton in 1952. There is not a surviving list of Holtzclaw buildings in either Phoebus or Hampton but he has many residential structures in Pasture Point (114-0118) and along Victoria Boulevard (114-0112) attributed to him by their current owners. Many of his buildings, as is common in Hampton, have been removed or replaced. Among the homes that he built, but which do not survive, is the home of Harrison Phoebus who founded and nurtured Phoebus for many years until his death in 1886.

The residential sections of Phoebus, like the older neighborhoods of Hampton, reflect the architectural traditions of the late nineteenth century and the twentieth century. For the most part, the residential communities of greater Hampton are single-family homes on narrow lots that are usually associated with urban areas. Reviews of the older Sanborn Fire Insurance maps for the area showed that there were numerous outbuildings associated with these residential dwellings, but most have disappeared over time. Because of the narrow lot size, the basic floor plans of the dwellings in Hampton tend to be three-bay, side passage dwellings. Most are two stories high and porches on the front are a common feature (see Victoria Boulevard houses-Plates 3.6 and 3.7). The buildings were constructed on full brick foundations with wood frames for support. While the framing systems were not examined as part of this survey project, it is assumed that the nineteenth-century dwellings are a combination of braced-frame and balloon-frame construction.

Hampton developers, when laying out neighborhoods tailored lot sizes and buildings to reflect the customers they were seeking to attract to their projects. As a result, the residential neighborhoods reflect economic segregation with communities such as Pasture Point and Victoria Boulevard being mostly occupied by

professional and managerial families and the neighborhoods along Newport Street and Lee Street being mostly occupied by working class families.

Figure 3.13: 4401 Victoria Boulevard Hampton (114-0112-005)



Figure 3.14: 4500 Victoria Boulevard Hampton (114-0112-0009)



3.3.7 Architectural/Landscape/Community Planning

Except for the Old Wythe neighborhood little effort was put into landscaping. Streets were made wider or narrower depending on the value of the homes. In Old Wythe and along Victoria Boulevard, there are several streets with divided and planted median areas in the streets. These are planted now because the trolley routes were along these streets and when the trolley was removed, the tracks were planted over with grass and trees as part of the City Beautiful Movements.

Figure 3.15: View South on Powhatan



Figure 3.16: View North on Powhatan



Little physical evidence remains of a common lighting scheme for the streetcar suburbs. There is also scant evidence of common features such as park benches or small parks. These details did not survive or were never included in the original plans. Changes made to the plantings over the years make it difficult to determine if there were any original landscaping plans for the homes erected on individual lots.

Early community planning is evidenced by the houses on Victoria Boulevard, which are described as Victorian resort style “Standing shoulder to haughty shoulder”. This area was once part of James Darling’s “Little England” housing development on land purchased in 1886 from the old “Little England Plantation” that had once been owned by E.A. Semple and was known as South Hampton. Three blocks of Victoria Boulevard were included on that plat. The land was divided into fifty-eight lots, forty feet wide and 124 feet deep, end to end at an alley. It was restricted neighborhood- no houses costing less than \$2,000.00 could be built on lots.

In 1963, it was recommended that most of Hampton’s downtown central business area be bulldozed and that the area be rebuilt with shopping centers. This plan was not accepted but the area was redeveloped in the 1980s, resulting in the core of historic business buildings and new edifices such as the Radisson Hotel. Construction of large commercial buildings in this area is still taking place.

3.3.8 Industry/Processing/Extraction

Because of the pattern of development over the past forty years in Hampton, many older industrial buildings have not survived to the present time. At one time, the Hampton Creek and other waterways were crowded with shipyards and with seafood processing plants. However, there are only three seafood-processing plants left in Hampton. The Graham & Rollins Company (114-5132) is located at Rudd and Bridge streets and uses the former S.S. Coston plant. A portion of that complex of buildings appears to have been constructed about 1900. The older buildings at Graham & Rollins are brick buildings that were designed to provide the maximum amount of open space within for crab and oyster processing. There are some smaller areas that housed refrigeration equipment and administrative space, but the majority of the plant is devoted to seafood processing. The types of seafood processed at this plant and at the other seafood plants in the city did not require extensive amounts of equipment. The oysters and crabs were picked and are still picked by hand and then canned. The older canning machinery has been mostly removed and replaced with modern sanitary equipment.

The L.D. Amory Plant (14-5130) at the foot of King Street at the Hampton Creek does not have buildings that appear to have been constructed prior to the middle of the twentieth century. However, there may be some older sections underneath newer buildings, especially on the wharf area where the seafood is processed. The Wanchese Seafood Company (114-5144) is located in Phoebus at Mill Creek. One of its buildings appears to have been constructed about 1900, but most of the complex is more modern and of recent construction.

Many of the industrial buildings on Hampton’s waterfront have been razed to make way for what used to be the Radisson Hotel complex and the Virginia Air and Space Museum. The Tabb Lumber Company was once located at 58 S. King Street, next to the G.T. Elliott Crab Packing, W.J. Bradshaw Crab Packing and S. Langford Crab Packing Companies. In 1878, the lumber and coal yard was operated by J. Heffelfinger at the end of King Street on the wharf, where L.D. Amory and Company are now located. On the east side of East Queen Street, on the water, from the north, there were once facilities for the G.W. Amory and H.F. Lewis and Sons Crab Packing companies, as well as J.S. Darling & Sons Oyster Packing, J.S. Darling & Sons Crab Packing, and J.S. Darling & Sons Shipyard and Marine Railway. Another marine railway once operated on Massenbergs Lane.

Other former industrial locations included the T.J. Wilson & Company, a flour and feed company that operated a warehouse on N. King Street near Bright’s Creek. The Hampton Foundry Company was located near the C & O Railway, next to Crab Meal Manufacturing. Swift & Company once had an ice cream plant at 707 N. King Street. In addition, the Hampton Normal and Agricultural Institute operated a brickyard on their property in 1878.

3.3.9 Transportation/Communication

Earliest transportation from Hampton was by water. By 1839, the Baltimore Steam Packet Company organized and in 1840, began daily trips between Baltimore and Norfolk, with a stop at Old Point Comfort. This continued through the Civil War. The Peoples Line started in 1876, but in 1877, competition forced an agreement discontinuing the Peoples Line stop at Old Point Comfort (Stensvaag 1985: 153). In 1891, a new company, the Norfolk and Washington Steamboard Company formed, providing service to Old Point Comfort. The two companies served the area until 1949, when the Old Bay Line took over the latter company. The last service by the company was in 1959; and by 1961, the government had torn down the pier and pulled up the pilings.

In 1888, James S. Darling established a trolley line from Hampton to Old Point Comfort consisting of 4.5 miles of track. The first trolleys used horses, but the line was electrified by 1892. In 1894, the Buckroe, Phoebus, and Hampton Railway company started excursion trains and had forty miles of track in 1902. A number of trolley car companies emerged – each operated their own steam power plants to generate electricity (Stensvaag 1985: 150). There were three power houses in Hampton – one on Sunset Creek, another south of Sunset Creek, and one near the C & O Railroad Station. All of these power generating facilities used coal brought in by barges. There were about sixty streetcars operating at the peak of service, right after World War I. Bus service was established by the city's Rapid Transit Corporation in Newport News (Stensvaag 1985: 151). In 1933, the hurricane washed out all the streetcar tracks along Chesapeake Avenue, and the line was never rebuilt. Buses were substituted for streetcars, and this trend continued so that by the 1930s, only the main trolley line from Phoebus to Newport News remained in operation. Streetcar life was extended with the outbreak of World War II, and they were kept running until the end of the war (Stensvaag 1985:151). One car derailed in front of a hospital in 1946, and the next day the board of directors decided to cease operations immediately. The C & O Railroad had its eastern terminus at Newport News, completed in 1882. A branch line was completed to Hampton the same year.

The marine resource theme is also an important one for the City of Hampton. There are several vessel types associated with Hampton that should be explored in greater detail. The first is the locally built oyster schooner and the second is the log canoe. Very few of these crafts survive. In addition, the Hampton class sailboat is a very popular recreational craft that has regained in popularity in the past ten years. Every effort should be made to locate good examples of these craft and to document their history and construction.

3.3.10 Subsistence/Agriculture

For most of its history, the City of Hampton and Elizabeth City County was a rural agricultural region. Since the end of World War II, the city has consolidated itself to incorporate the entire county. In 1952, the city of Hampton took over the entire area and duties of Elizabeth City County, resulting in higher property taxes (Stensvaag 1985:148). Much of the former agricultural land was sold to establish residential areas. This factor made it economically unfeasible to use land for agriculture; and as a result; agriculture dwindled to almost nothing (Stensvaag 1985: 148). With new housing being built, the surrounding land rose in value and farmers could not survive because they could not pay the higher taxes.

At the same time, the city has been changing to a more suburban and increasingly urban area. There are many reasons for this change. Among them are the completion of Interstate 64 from Richmond to Norfolk, Hampton, and Newport News. This makes the City of Hampton an accessible commute for workers in those large cities from homes in Hampton. Another trend has been the increase in activity at Langley Field and the other military installations in the region. They are a significant part of the economy and have created well-paying and stable jobs for many.

As a result, farmland has been converted into housing, roads, and commercial and professional centers. The 1997 U.S. Census of Agriculture does not record any farmland in Hampton. An occasional farmstead does remain in Hampton and properties such as the Todd House (114-0086) and the Bassette House (114-5169) becomes more significant because they are rare surviving examples of nineteenth-century farm houses.

3.3.11 Ethnicity/Immigration: African-American Communities

Much of Hampton's history for the last half of the nineteenth century and the twentieth century has been marked by the struggle of the African American community to establish itself and to participate in the social, cultural, and economic life of the city. From the Grand Contraband Camps of the Civil War era to the neighborhoods such as Aberdeen Gardens (114-0146) and Union Street, African Americans have owned and managed businesses, held elected office, and built homes for themselves and their children. The churches, schools, and Hampton University have been specific safe harbors, which have enabled the African American community to develop as a community and to receive an education (after the integration of the public schools in 1960).

While some historical research has been undertaken on Hampton's African American community, there is extensive research and analysis that should be performed. Eng's study of the African American community from the Civil War to 1890 is an excellent starting point. Likewise is the information on the city's many churches that serve the African American community. The history of these churches should be more closely examined as a means of integrating their history into the history of Greater Hampton. The schools that have served the African American community should also be recognized and examined. An important part of the African American community are the city's leaders who held the community together, encouraged each other to learn a trade or a profession, and who banded together in social organizations and other groups to provide a strong network for their financial and cultural survival.

4.0 SUMMARY AND ANALYSIS

4.1 Survey Background

The identification and documentation of historic properties has been conducted in the City of Hampton on a formal and organized basis for almost thirty years. The first efforts were undertaken in reaction to the passage of the National Historic Preservation Act in 1966, which required that federal agencies identify historic properties that they own or manage and that they consider the impact that their projects might have on historic properties. Because of the large federal installations in Hampton, Fort Monroe and Langley Field, these early efforts were directed at properties on those locations. The Veteran's Administration and Hampton University would also begin to examine and document their older and historic buildings. When the City of Hampton prepared the plans for the revitalization of its downtown, consideration was given to the archeological remains of the early city and a number of investigations were performed along the waterfront.

As the preservation programs matured and became better known private citizens and community groups worked to have their historic neighborhoods studied and listed on the National Register of Historic Places as historic districts. The first of those efforts was the Victoria Boulevard Historic District. The listing of the Aberdeen Gardens Historic District soon followed. Citizen's groups have also been working to document and list historic districts in Pasture Point, and Old Wythe. Listing is currently underway.

The Virginia Department of Historic Resources (VDHR) has a comprehensive collection of files on historic properties in the City of Hampton. These files contain information gathered by the VDHR, by the Virginia Department of Transportation (VDOT), and by other agencies that undertake work in Virginia. VDOT has a responsibility to identify and evaluate older and historic properties as part of its planning work prior to the construction or alteration of its highway system.

The Commonwealth of Virginia established VDHR in 1966 as part of a nationwide system of State Historic Preservation Offices (SHPO) under the terms of the National Historic Preservation Act of 1966. This act provided federal funding as matching grants to the states to establish a unified system for historic property survey and evaluation. The SHPOs work with federal agencies, especially highway departments and urban renewal and housing agencies, to develop mechanisms to provide for the protection of historic properties that might be impacted by federal projects or by projects that received federal monies or approvals.

In Virginia, the VDHR uses its federal monies and available state funds to encourage the counties and incorporated cities of the Commonwealth to participate in a Cost-Share program. The program supports survey and documentation projects, preservation planning and educational programs, and other projects considered as contributing to the understanding of the history and development of Virginia. This survey project in the City of Hampton is one example of a Cost-Share project.

The National Historic Preservation Act also established the National Register of Historic Places as a listing of properties that had been judged as "worthy of preservation" and which met criteria included in the language of the Act. Responsibility for maintaining the National Register has been held by the National Park Service of the Department of the Interior. VDHR uses the National Register criteria to evaluate properties located and documented during the survey process. In addition, the VDHR maintains a companion register known as the Virginia Landmarks Register. Like the National Register, the Virginia Landmarks Register recognizes properties that are significant to the Commonwealth of Virginia and to the local communities where they are located. Listing on the Virginia Landmarks Register does not confer automatic inclusion on the National Register of Historic Places. There are numerous properties across the Commonwealth that are listed on one register but not the other.

4.2 National Register of Historic Places Criteria

A wide variety of properties are eligible for listing and have been listed on the National Register of Historic Places. The most common properties on the National Register are residential and commercial buildings. Also included are industrial properties, boats, archeological sites, and designed landscapes. Not all properties are listed individually; some properties are part of a larger collection and are included in historic districts. Historic districts are often found in villages, towns, and cities, but extensive collections of rural agricultural buildings and farm complexes have been designated as historic districts. In addition to buildings and building ruins, properties associated with the traditional culture of a community have been listed on the National Register. More information can be found at the National Park Service's website at www.nps.gov.

The one common bond among the properties in the National Register is that they have been judged to meet the criteria for listing. In general, a property should be at least fifty years old prior to being listed, but exceptions from this age rule have been granted for exceptional buildings or properties associated with exceptional events of local, regional, or national importance.

To be eligible for inclusion in the National Register of Historic Places, a district, site, building, structure, or object must possess significance in American History, architecture, archeology, engineering, and culture as well as integrity of location, design, setting, materials, workmanship, feeling, and association and that are:

1. associated with events that have made a significant contribution to the broad patterns of our history, or
2. associated with the lives of persons significant in our past, or
3. the embodiment of the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components lack individual distinction, or
4. that are likely to yield, or have yielded, information important in prehistory or history.

There are several criteria considerations. Ordinarily, cemeteries, birthplaces or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved, reconstructed buildings, commemorative properties, and properties that have achieved significance within the past fifty years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that meet the criteria or if they fall within the following categories:

1. a religious property deriving primary significance from architectural or artistic distinction or historical importance, or
2. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event, or
3. a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his/her productive life, or
4. a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events, or
5. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived, or
6. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historic significance, or
7. a property achieving significance within the past fifty years if it is of exceptional importance.

The physical characteristics and historic significance of the overall property are examined when performing National Register evaluations. While a property in its entirety may be considered eligible based on Criteria A, B, C, and/or D, specific data is also required for individual components therein based on date, function, history, and

physical characteristics, and other information. Resources that do not relate in a significant way to the overall property may contribute if they independently meet the National Register criteria.

A contributing building, site, structure, or object adds to the historic architectural qualities, historic associations, or archeological values for which a property is significant because:

- a. it was present during the period of significance, and possesses historic integrity reflecting its character at that time or is capable of yielding important information about the period, or
- b. it independently meets the National Register criteria.

A non-contributing building, site, structure, or object does not add to the historic architectural qualities, historic associations, or archeological values for which a property is significant because:

- c. it was not present during the period of significance, or
- d. due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity reflecting its character at that time or is incapable of yielding important information about the period.

4.3 Survey Findings

At the beginning of this survey project, the VDHR generated a list of properties for which information had been placed in the survey files of that agency. A total of 199 properties were found representing an extensive range of properties. Because of the destruction of Hampton during the Civil War, there are no properties in the area that represents the core of the city that predate 1860. In addition, because of the extensive development that has occurred in Hampton and Elizabeth City County since 1946, there are almost no remaining buildings that predate 1946 in what were once the rural sections of the County. In fact, there are only three buildings from the eighteenth century in the entire city. They are the Finn Drummond House, the Herbert House, and St. Johns Episcopal Church. The Herbert House was in poor condition however it was renovated in 2003. St. John's Church was burned during the Civil War and rebuilt after the war. The rebuilding includes the entire interior, roof, and sections of the original walls.

Of the 585 properties for which information was already known, 338 are at Langley Air Field District and nine are associated with Fort Monroe. The remainder (138) are spread across the city. Twenty of the properties are listed on both the National Register of Historic Places and the Virginia Landmarks Register.

The properties that are listed on both the National Register of Historic Places and the Virginia Landmarks Register are:

114-0001	St. John's Church
114-0002	Fort Monroe
114-0004	Herbert House
114-0006	Hampton Institute
114-0021	Old Point Comfort Lighthouse
114-0040	Little England Chapel
114-0041	Fort Wool
114-0050	Clark Reuben House
114-0098	Chesterville Plantation Site
114-0103	Magnolia Manor
114-0108	William H. Trusty House
114-0111	Buckroe Beach Carousel

114-0112	Victoria Boulevard H.D.
114-0114	Chamberlin Hotel
114-0139	Eight-Foot High Speed Tunnel
114-0140	Lunar Landing Research Facility
114-0141	Rendezvous Docking Simulator
114-0142	Thirty by Sixty Foot Tunnel
114-0143	Variable Density Tunnel
114-0146	Aberdeen Gardens H.D.
114-0148	Hampton National Cemetery

There are additionally seven properties that have been designated as National Historic Landmarks, a special recognition of their significance to the history of our Nation. These properties are also listed on the National Register of Historic Places and the Virginia Landmarks Register. The National Historic Landmarks in Hampton are:

114-0002	Fort Monroe
114-0006	Hampton Institute
114-0139	Eight-Foot High Speed Tunnel; Langley Air Field
114-0140	Lunar Landing Research Facility; Langley Air Field
114-0141	Rendezvous Docking Simulator; Langley Air Field
114-0142	Thirty by Sixty Foot Tunnel; Langley Air Field
114-0143	Variable Density Tunnel; Langley Air Field

The level of documentation for each of the properties varies. For those properties that are listed on the National Register of Historic Places or the Virginia Landmarks Register, there is adequate information on the history and appearance of the property along with maps and photographs. A photograph or a reference to a map location is the only documentation for some properties. For this cost-share project, MAAR Associates, Inc. (MAI) was asked to document 180 properties at a basic level, termed a reconnaissance survey. MAI was asked to survey 20 additional properties at the intensive level. At the end of the survey, MAI had added 199 properties to the inventory at the reconnaissance level. Of that number, nineteen were further documented at the intensive level. The list of these properties is included as an appendix along with the list of properties that were in the VDHR files prior to the cost-share project. While most of the properties documented are individual properties or related complexes, three historic districts were identified and recorded. The proposed historic districts are:

- Pasture Point Historic District; and
- Old Wythe Historic District.

The difference between the two levels of survey is in the amount of information recorded and entered into the survey forms. Reconnaissance survey documentation includes black and white photographs of the exterior of the building and secondary structures on the property. A site plan showing the relationship of the buildings on the property, a topographic map indicating the location of the property, and a completed survey form are also required. The survey form contains the property's address, relevant historic themes and contexts, architectural style, date of construction, description, and a narrative statement of significance. The information on the forms is entered into the Data Sharing system (DSS), an electronic database. The use of the DSS allows the VDHR, other agencies and researchers to quickly search a wide range of information. Common searches are for dates of construction, architectural style, historic theme, material of construction, and location.

4.4 Previously Surveyed Properties

The MAAR Associates, Inc. (MAAR) field team made every effort to locate those properties that were contained in the VDHR survey files. The VDHR had provided MAAR with copies of the topographic maps, which showed the locations of those properties. These were carried into the field as a means to locate those properties and as a means to ensure that these previously recorded properties were not resurveyed as part of the reconnaissance survey. It would appear that those properties that had been previously surveyed have survived to the present as all were found where they were marked on the topographic maps supplied by the VDHR.

4.5 VDHR Architectural Styles

Architectural style is one of the principal markers or identifiers of historic buildings. While not always the most diagnostic label, style does provide a method to organize and categorize dwellings and commercial buildings. However, it is often common for buildings, especially those constructed during the late nineteenth century, to exhibit the design elements of one or more styles. For this reason, the use of the larger categories such as late nineteenth and early twentieth century American Movement helps to provide a place for these buildings with multiple styles or where the stylistic details are very minor elements of the building.

A more appropriate and diagnostic approach to the categorization of historic dwellings is to refer to the floor plan or layout of the principal floor. In this system, buildings that have multiple stylistic elements or that have been altered over the course of time can be labeled by the relationship between their principal rooms and passageways. For example, early buildings of the seventeenth and eighteenth century tended to be built without hallways or passageways and are described by the number of rooms; single cell or double cell, etc. With the general adoption of the principles of Georgian architecture at the end of the eighteenth century and into the nineteenth century, halls and passageways were inserted into the older plans to create center passage and side passage dwellings.

Of the architectural styles available in the DSS system, the most frequently occurring styles were the vernacular late nineteenth and twentieth century styles. These are classified as Late Victorian, Late 19th and Early 20th Century American Movements, and Other. An additional set of popular styles is mostly twentieth century in usage. The Colonial Revival, Bungalow, and Craftsman styles have their roots in the revivalism and classical revivals of the late nineteenth century. The earliest (chronological) styles such as Colonial, Early Republic, Georgian, and Federal up to distinctive mid-nineteenth century styles such as Gothic Revival and Italianate styles occurred the fewest number of times during the survey.

The architectural styles identified for those properties added to the survey database include:

VDHR/IPS Architectural Style	Number of Occurrences
Art Deco	3
Beaux Arts	1
Bungalow or Craftsman	6
Classical Revival	1
Colonial	2
Colonial Revival	32
Commercial Style	15
Georgian	1
Gothic	2
Gothic Revival	7
Italianate	15
Late 19th and Early 20th Century American Movements	22
Late 19th and 20th Century Revivals	7
Late Victorian	2
Mid-19th Century	3
Moderne	3

Modern Movement	1
No Style Listed	3
Other	3
Prairie School	1
Queen Anne	73
Romanesque	3
Second Empire	2
Shingle Style	7
Tudor Revival	3

4.6 Periods of Construction

The date range for the buildings included in this Cost-Share project reflect the survival rate of buildings in the City of Hampton. Even though the county was one of the first settled by Europeans in the American Colonies, little has survived from prior to the middle of the nineteenth century. Most early buildings tended to be hastily and poorly built and only lasted for a short time. In the eighteenth century, a number of large brick dwellings were constructed in the county, Williamsburg, and beyond into the Tidewater and into the Piedmont, but the general trend was to build in frame for the common architecture. As a result, many buildings did not last into the present time. In addition, the county was the scene of heavy fighting during the Civil War and many buildings were destroyed during that time. Because of the depressed agricultural economy after the Civil War, many of these buildings were not rebuilt until some time after the end of the War. In addition, changes in the population of the county and the general suburbanization in the twentieth century meant that there were more dwellings constructed during this time than in prior years.

<u>Date Range</u>	<u>Number of Occurrences</u>
AD 1680 – 1689	0
AD 1690 – 1699	0
AD 1700 – 1709	0
AD 1710 – 1719	0
AD 1720 – 1729	0
AD 1730 – 1739	0
AD 1740 – 1749	0
AD 1750 – 1759	1
AD 1760 – 1769	0
AD 1770 – 1779	0
AD 1780 – 1789	0
AD 1790 – 1799	0
AD 1800 – 1809	0
AD 1810 – 1819	0
AD 1820 – 1829	0
AD 1830 – 1839	0

AD 1840 – 1849	1
AD 1850 – 1859	0
AD 1860 – 1869	0
AD 1870 – 1879	2
AD 1880 – 1889	27
AD 1890 – 1899	59
AD 1900 – 1909	54
AD 1910 – 1919	19
AD 1920 – 1929	24
AD 1930 –1939	13
AD 1940 – 1949	9

4.7 Properties Surveyed at the Intensive Level

MAAR Associates, Inc met with the City of Hampton Planning Staff and the members of the County’s Historic Preservation Advisory Committee to the Hampton Comprehensive Plan to review the survey results and to discuss those buildings that should be included in the Intensive Survey Phase of this project. The consensus that resulted from that meeting was for MAAR to intensively document those buildings on the reconnaissance survey list that represented a citywide range of properties and property types.

The following properties were documented at the intensive level:

114-0005	Finn Drummond House	26 Finns Point Road
114-0016	Jankovich (Romantic Revival House)	40 N. Willard Street
114-0031	Gilliland House	3629 Chesapeake Ave
114-0057	Hampton Baptist Church	40 Kingsway
114-0086	Todd House	1610 Todds Lane
114-0118-0037	Ashley House	312 Marshall Street
114-5059	Phillips Cemetery	390 Union Street
114-5035	Italianate House	25 E. Mellen Street
114-5124	Masonic Temple	34 E. Queensway
114-5132	Graham & Rollins Seafood	19 Rudd Street
114-5141	Queen Street Baptist Church	190 W. Queen Street
114-5142	Old City Hall	30 S. King Street
114-5169	Bassette House	104 E Little Back River Road
114-5170	Pleasant Shade Cemetery	Parris Avenue
114-5171	Palace Jewelers	27 E. Mellen Street
114-5172	Old Library	4205 Victoria Boulevard
114-5173	Wathins Supply Company	336 W. Queens Street
114-5185	Mayes House	2404 Chesapeake Ave
114-5188	18 North Mallory Street	18 North Mallory Street
114-5277	Sinclair House	6 Windsor Drive

4.8 Recommendations for Proposed National Register Properties

- Pasture Point Historic District

- Phoebus Historic District
- Old Wythe Historic District
- Todd House
- Finn Drummond House
- 40 N. Willard Avenue

4.9 Preservation Planning Recommendations for the City of Hampton

4.9.1 Land Use Issues

Extensive development, primarily residential in the form of subdivisions, has been taking place in the City of Hampton for the past fifty years. This factor has, and will continue to pose a threat to historic buildings in the county, most of which are residential. Privately owned farms also disappeared from the county. As the city continues to grow, the Office of Planning should ensure that all projects are reviewed for their impact on historic properties prior to the issuance of permits. Also, the city should adopt an official policy that rewards the adaptive reuse of its historic buildings and encourages property owners to maintain them in appropriate ways.

4.9.2 Historic Preservation Plan or Element

Although the county has a comprehensive plan and is working on updating that plan, it should also consider adopting a Historic Preservation Plan to be amended into the county's current comprehensive plan. The overall Historic Preservation element would be applicable to all historic areas in the city. Since the format of the comprehensive plan uses separate subject areas as "elements," this would be an ideal way to easily incorporate a historic preservation component to the existing plan. Among objectives to be included in this plan should be:

1. Define local preservation issues and goals;
2. Integrate preservation goals with other goals of the County Comprehensive Plan;
3. Identify strategies and actions necessary to achieve the preservation objectives;
4. Explore tax and other financial incentives for historic rehabilitation;
5. Develop historic zoning and conservation district zoning; and
6. Establish a plan for implementation.

4.9.3 Financial Incentives for Historic Preservation

Virginia, the nation, and some local governments have a variety of financial incentive programs in place, which help to encourage preservation. While there are some outright grants available, such moneys are limited, and many of state and federal historic preservation incentives come in the form of rehabilitation tax credits and tax abatements that may be used by property owners when rehabilitating a historic structure. As part of the preservation plan, the City of Hampton should explore these untapped programs. Information is available from the VDHR which has a booklet entitled "Financial Incentives Guide" and additional general information is available from the Tidewater VDHR office. MAAR Associates, Inc. has recently completed an economic development plan for the Town of Falmouth, in Stafford County, Virginia, which examined a variety of financial incentives for historic preservation.

4.9.4 Certified Local Government and Historic Preservation Ordinance

The city should consider developing a historic ordinance that would allow for the designation of locally significant sites. This should provide regulations and an advisory board to evaluate requests for development of historically significant properties.

Through the Certified Local Government (CLG) program, local governments may become partners with the VDHR under the National Historic Preservation Act of 1966, as amended. As CLGs, local governments benefit

from technical assistance, training, and information from the VDHR and from the National Park Service; and they have a more formal role in the state's National Register process. Also, CLGs are eligible to apply for federal matching grants from Virginia's CLG fund, and there are now thirty-one CLGs in Virginia. The grants may be used as seed money to attract funding from a local government as well as the private sector.

To become eligible to become a CLG, the major requirement is that the City of Hampton enacts a historic preservation ordinance, and creates a review board to administer it. The CLG calls for certain specialties for those who sit on the review board.

4.9.5 Local History Center and Historic Study Topics

The City of Hampton does allocate funds for municipal archives. Historic photographs of the county, when available, are stored here and solicitations are made to local citizens for donating such materials. An example would be the Cheyne collection, an irreplaceable photographic record of the City of Hampton, between the years 1894 and 1945. The collection is currently located at the Hampton History Museum. For future surveys or studies, watermen, fishing, and boating are among the historic themes that have emerged from the present survey.

In addition, the agricultural community and the African American community have special needs for historical studies as one method of ensuring that their contributions to the City of Hampton are preserved. Especially important for both of those communities would be an active oral history program.

4.9.6 Geographic Information System (GIS)

The City of Hampton's GIS system should be updated to show all historic resources surveyed in this project and that already were in the files of the VDHR. This will help in making land use and other planning decisions. The City of Hampton should share any and all data they acquire with the VDHR, which will eventually be uploaded into the DSS database.

4.9.7 Archaeological Data Base

Because of the redevelopment of Hampton with federal assistance and because of the large federal land holdings, there has been a significant amount of archeological investigation performed in the city. However, most of the work has been undertaken to answer specific research needs or for compliance with federal and state historic preservation regulations. There has not been a systematic archeological survey of the city. While much of the city has been heavily developed, there are tracts of open area in places that might have a high degree of archeological potential. Additionally larger city lots with older homes on them also have potential. The city should undertake the preparation of an archeological sensitivity study that identifies areas of high potential to contain intact archeological remains. These maps and studies should be incorporated into the city's planning process to ensure that the archeological record is recognized and protected. Care should be taken so that the mapping project does not become a tool for clandestine and unauthorized collecting and looting of archeological sites located on private or public property.

The following suggests four principal goals for the identification and protection of archaeological resources in The City of Hampton:

- Identify areas of the city where archaeological resources are most likely to exist;
- Describe anticipated resources and assess their potential significance;
- Assess the integrity of the projected archaeological data base; and
- Suggest research priorities that will provide the data needed to formulate archaeologically sensitive management strategies.

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Appendix A

Basic Inventory List- City of Hampton			
DHR#	Name of Property	Address	USGS Quad
114-0005	Finn Drummond House	26 Finns Point Lane	Hampton
114-5318	House, 137 Beach Road	137 Beach Road	Hampton
114-5319	House, 714 Beach Road	714 Beach Road	Hampton
114-5326	House, 1 Greenhill Lane	1 Greenhill Lane	Hampton
114-5321	House, 300 North Keith Street	300 North Keith	Hampton
114-5315	House, 266 Lee Street	266 Lee Street	Hampton
114-5324	House, 1514 North Mallory Street	1514 North Mallory Street	Hampton
114-5323	House, 106 Peachtree Lane	106 Peachtree Lane	Hampton
114-5325	House, 256 Shorecrest Lane	256 Shorecrest Lane	Hampton
114-5328	House, 224 Union Street	224 Union Street	Hampton
114-5327	House, 301 Union Street	301 Union Street	Hampton
114-5320	House, 33 Wallace Road	33 Wallace Road	Hampton
114-5317	House, 60 Woods Lane	60 Woods Lane	Hampton
114-5322	Shed, 102 Winchester Drive	102 Winchester Drive	Hampton
114-5316	Strawberry Banks Farm	Strawberry Banks Blvd.	Hampton