

*Survey of
Architectural
Resources
in the
Town of
Smithfield*

15 November 1999

Submitted to:

Virginia Department of Historic Resources
Portsmouth Regional Preservation Office
612 Court Street, Third Floor
Portsmouth, Virginia 23704

Prepared Under Subcontract to:

Higgins Associates
8501 Patterson Avenue
Richmond, Virginia 23229

Prepared by:

Gray & Pape, Inc.
1705 East Main Street
Richmond, Virginia 23223

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Len E. Winter
Regional Manager

ABSTRACT

In January 1999, the Virginia Department of Historic Resources contracted with the firm of Higgins, Inc., landscape architects and land planners, to prepare an entrance corridor master plan and guidelines for the entrance corridors of the Town of Smithfield. Part of this project required that thirty (30) properties along those entrance corridors be surveyed. The cultural resource management firm of Gray & Pape, Inc., Richmond, Virginia was sub-contracted to provide the services of an architectural historian to complete the architectural survey portion of the project.

A total of thirty-one buildings were documented for this project. They were located along the corridors of Main Street (Route 258), North and South Church Streets (Route 10), and Battery Park Road. Of the thirty-one properties surveyed the majority were domestic. There was one farm, twenty-three dwellings, one school (now used as a dwelling), two restaurants, a stockyard, a meat processing complex, a former oil storage complex, and one cemetery.

Of the properties surveyed, three were recommended for further architectural and historical research. These include the Gray Farm (46-8), Ivy Hill Cemetery, and the Smithfield Ham and Products Company complex. It was also recommended that no further reconnaissance-level survey be conducted in the town due to the completeness of the existing survey for the town.

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ACKNOWLEDGEMENTS

This project was jointed funded by the Town and Smithfield and the Virginia Department of Historic Resources through the Department's cost-share program. The consultants would like to thank Jeanne Indelicato Berry of Higgins Associates, Inc. who is the prime contractor for this project and produced the Entrance Corridor Master Plan and Guidelines for the Town of Smithfield. The assistance of Peter M. Stephenson, the Smithfield Town Manager is also greatly appreciated. We would also like to thank Mary Ruffin Hanbury, Architectural Historian of the Portsmouth Regional Preservation Office, and Margaret T. Peters, Survey Coordinator for the VDHR for their invaluable assistance on this project.

CHAPTER I. INTRODUCTION

In February 1998, the Virginia Department of Historic Resources (VDHR) solicited proposals from local governments and planning district commissions for the purpose on entering into cost-share agreements for a broad range of survey and planning activities. Through competitive evaluation the proposal submitted by the Town of Smithfield for survey of architectural resources and development of an entrance corridor master plan and guidelines was among those selected. The Virginia Department of Historic Resources and the Town of Smithfield jointly funded the resulting project.

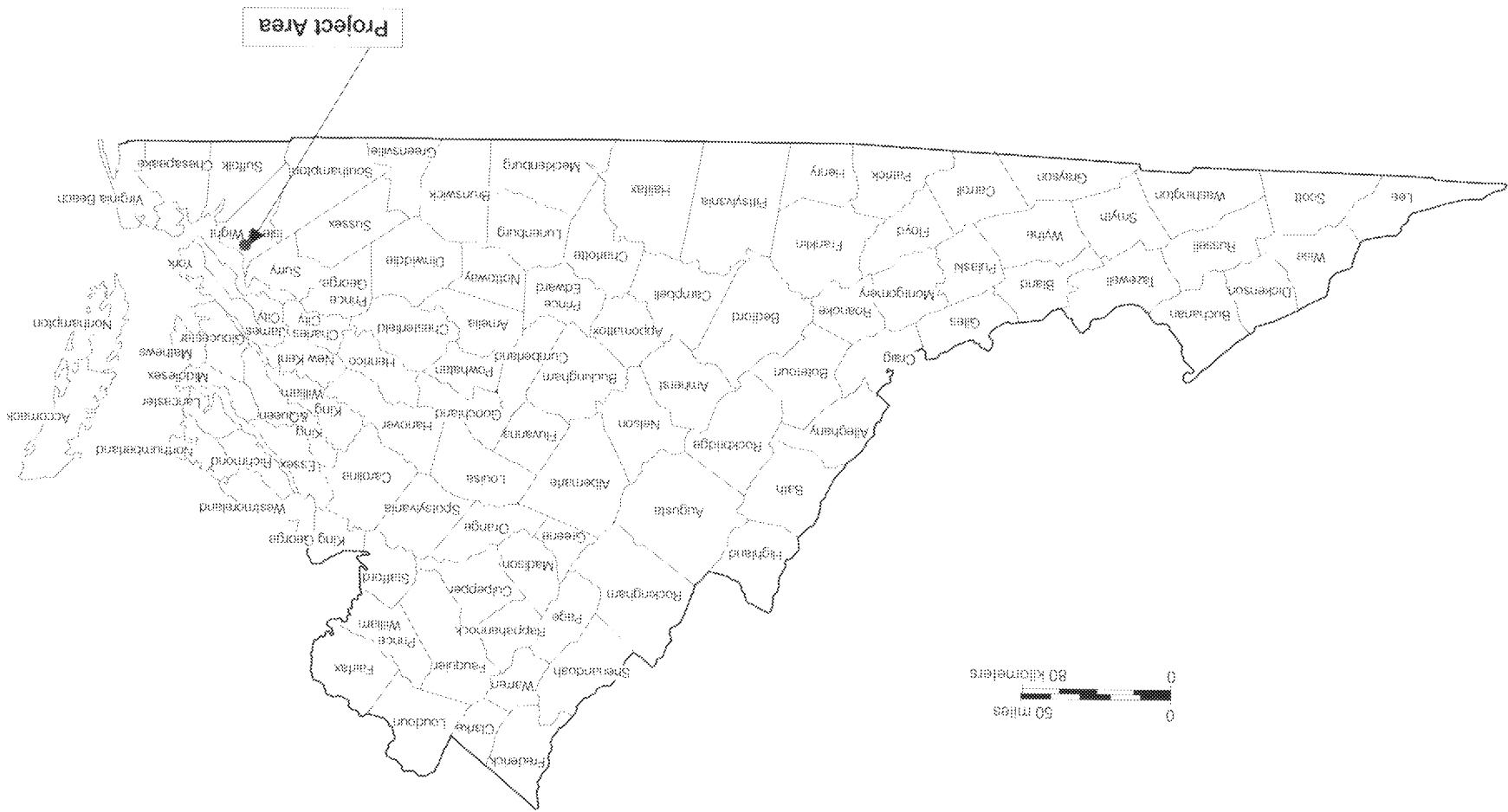
In January 1999, the firm of Higgins, Inc., landscape architects and land planners was selected to complete the entrance corridor master plan and guidelines and architectural survey. Higgins in turn subcontracted with the Mid-Atlantic office of the cultural resource management firm of Gray & Pape, Inc. (Gray & Pape) of Richmond, Virginia, to complete the survey of architectural resources. The consultants met with representatives from the Portsmouth Regional Office of VDHR and the Town of Smithfield to discuss the purpose and goals of the project, the survey methodology, and the project products. Architectural fieldwork was completed in September 1999. A draft survey report was submitted on October 15, 1999 and a final survey report was submitted on November 15, 1999. This survey report focuses only on the architectural survey conducted within the Town of Smithfield for this project. The entrance corridor master plan and guidelines was submitted in a separate report.

PROJECT PURPOSE AND SCOPE OF WORK

The overall purpose of this project was to conduct limited architectural survey and prepare a Master Plan and Design Guidelines for the Entrance Corridors into the Town of Smithfield. Smithfield already has a historic district listed on both the National and Virginia registers and a local historic district ordinance. The purpose of the Entrance Corridor Master Plan was to provide an overview of the vision of each of the four or five entrance corridors and to outline methods and procedures that will mutually benefit and encourage both the preservation of architectural resources and economic growth for the Town.

This part of the project was to conduct an architectural survey of approximately thirty (30) properties along the main entrance corridors into the Smithfield Historic District (Figure 1). Upon investigation of previously surveyed resources for the Town of Smithfield, it was determined that almost all of the resources along the entrance corridors for the Town has already been recorded either for the National Register historic district inventory or by several Virginia Department of Transportation (VDOT) projects. In consultation with Mary Ruffin Hanbury, Architectural Historian for the Portsmouth Regional Preservation Office, it was determined to survey resources further out from the town core along North Church Street (Route 10), South Church Street (Routes 10 and 258), and Main Street (Route 258). Most of the resources in these areas are dwellings that date from the early twentieth century period of development of Smithfield.

Project Location, Smithfield, Virginia



SURVEY PRODUCTS

The architectural survey involved the documentation of thirty architectural resources using the VDHR's Integrated Preservation Software (IPS) program, providing black and white photographs of each property, producing a site plan of each resource, and mapping each property on the appropriate USGS quadrangle map. A historic context for the Town of Smithfield was also developed to provide a framework in which the surveyed resources could be evaluated. Each property surveyed was evaluated as to its architectural/historic merit using the criteria set forth by the U.S. National Park Service and VDHR.

The following materials were produced by Gray & Pape during this project:

ARCHITECTURAL SURVEY FORMS

Two sets (one to the Town of Smithfield and one to VDHR) of thirty-one (31) IPS-generated Reconnaissance-level architectural survey forms and two sets of accompanying photographs. These forms include descriptions of primary and secondary resources on each property, an evaluation of the property within its local historical and architectural context, labeled black-and-white photographs, and a site plan.

IPS FILES ON DISKETTE

The above referenced survey forms are also available on diskette in the IPS version 3.0L. Both the Town of Smithfield and VDHR received a disk containing this information.

SURVEY REPORT

Ten (10) bound and illustrated copies of the final survey report were produced. Five (5) copies were distributed to Smithfield and five were sent to VDHR. Two (2) loose leaf copies of the survey report were also produced; one to Smithfield and one to VDHR.

PHOTOGRAPHIC NEGATIVES

The photographic negatives were processed according to VDHR standards and submitted to VDHR upon completion of the project.

MAPS

All surveyed properties were located on U.S.G.S. topographic quadrangle maps on the Bennis Church or Smithfield quads. Photocopies of the U.S.G.S. map noting the individual property location will be a part of each property survey file.

SLIDE PRESENTATION

A scripted slide presentation, suitable for presentation to public bodies and civic organizations and schools, was prepared in conjunction with the entrance corridor master plan.

PROJECT PERSONNEL

The following Gray & Pape personnel served on the project team: Marlesa A. Gray, Vice-President, served as the Project Administrator; Len Winter, Mid-Atlantic Regional Manager, served as the Project Manager; Ashley Neville served as the Principal Investigator, completed the architectural fieldwork, and authored the survey report, and Royce McNeal provided logistical support and assisted in report production.

CHAPTER II. HISTORIC CONTEXT

INTRODUCTION

Included in this chapter is the historic context organized by time period and the assessment of existing resource documentation for the survey area. The discussion of the character-defining features of the surveyed resources is found in the Survey Findings chapter as well as in Appendix B. The summation of the cultural significance of the surveyed resources is found in the Evaluation chapter.

HISTORIC OVERVIEW

The Town of Smithfield is noted today as the home of the world-famous Smithfield ham which has the well-deserved and tasty reputation as a quintessential Virginia product along with the Virginia peanut also grown in this region of the state. However, Smithfield's roots lie deep in the exploration and settlement of tidewater Virginia. One of the state's best preserved and most picturesque colonial seaport towns, it has been prosperous throughout most of its history. As a result, this compact town possesses an excellent collection of buildings from the 1750s to the present. Smithfield today has evolved as a processing center of agricultural products from the surrounding region.

Smithfield, located at the confluence of the Pagan River and Cypress Creek, occupies the high ground above the river and its marshes. The Pagan offers a harbor south of the nearby James River and it was this convenient location that influenced much of the town's development. Smithfield is also located in the heart of an agricultural area that over the years produced first tobacco, and later cotton, peanuts and the hogs for which Smithfield has become internationally known. Its strategic location on the Pagan River just off the James made it an ideal harbor and for decades the agricultural products of the town's agricultural hinterland were shipped through here. Smithfield was also the seat of county government for the Isle of Wight County until 1812, which provided additional stimulus to its development. Smithfield, however, did not develop into a major metropolis. It wasn't until 1856 that it reached its original town limits (Rouse 1968:69)

For many years, Smithfield's focus was its wharves. As technology advanced, steamships supplanted sailing vessels and connected Smithfield with other Tidewater towns and cities such as Norfolk and Newport News. Peanuts had become the major industry in town by the late-nineteenth century and the need to transport this product to market was one of the stimulants for the expansion of the shipping lines. By 1905, Smithfield was home to the largest peanut cleaning and picking firm in the world. After a disastrous fire that destroyed much of the peanut processing industry in Smithfield, the processing and curing of hogs eventually supplanted peanuts as the major industry in town. In the late twentieth century, the construction of the nearby nuclear power plant at Hog Island brought new growth to the area.

EUROPEAN SETTLEMENT TO SOCIETY (1607-1750) COLONY TO NATION (1750-1789)

The earliest English settlement in Isle of Wight County occurred in 1619 near the present-day boundary of Surry and Isle of Wight counties. At this time there was a Native American village in the Smithfield vicinity located at Pagan Point near Battery Park. By 1622, two plantations had been settled in Isle of Wight (Watts 1994:8). These, however, failed to flourish for several reasons including the 1622 uprising by indigenous peoples in the area. Despite these false starts, Isle of Wight continued to grow. By 1635, it had a population of 532 (Watts 1994:8).

The colonial government encouraged the establishment of towns. Arthur Smith, a prominent landowner in the area that became Smithfield, established a tobacco warehouse in this area as early as 1733 and a public landing by 1747. In 1748, the General Assembly ordered the establishment of two ferries on the Pagan River, one of which was on the land of Arthur Smith (Watts 1994:12). About 1749, Isle of Wight County Court decided to move its seat of government to the banks of the Pagan River on land owned by Smith. The county surveyor laid out a town and it was formally incorporated in 1752 (Born 1990: Sec. 8:1). The eighteenth century courthouse complex that also includes a clerk's office and jail survives today.

The earliest section of Smithfield is located on a slight rise of land along a bend in the Pagan River. Jordan Thomas, the county surveyor, platted a town of seventy-two lots, each approximately ninety feet wide by one hundred and fifty feet deep. These lots were designed to provide enough land for a garden, orchard, livestock, and slave quarters (Smithfield Historic District Nomination 1990: Sec. 8:1). This area encompassed a few blocks around what is now South Church, Main, Mason and Cedar streets and early settlement clustered around the courthouse and neighboring wharf area. The general layout of the town has been significantly influenced by the contours of the Pagan River and the marshlands abutting Little Creek (Frazier Associates 1990:3).

As a port town, Smithfield had a large export trade with England and the West Indies. Early trade consisted of tobacco but other products were soon shipped abroad including staves, hoop poles, shingles, corn, peas, and pork. In return, rum and sugar were imported from the West Indies. The shipment of pork has long been a staple industry in Isle of Wight County and Smithfield. The Virginia Gazette listed Captain Samuel Wentworth of Smithfield as shipping bacon, hams, corn, peas, and shingles. At his death in 1767, his estate included two schooners, rum, sugar, molasses, two tons of hemp, and 100 barrels of port (King 1993:394).

Smithfield's pork industry has a long history. An invoice dated November 12, 1779 indicated that Captain Mallory Todd had shipped Smithfield hams to his brothers-in-laws in the West Indies. Todd opened a packing house in 1786 near the Pagan River and the business was passed down through the family (Everett 1993:394). By 1783, salted pork had become one of the principal exports of Smithfield (Gaines 1954:16). The house Todd lived in survives today on Main Street.

EARLY NATIONAL PERIOD (1789-1830)

Smithfield continued to benefit from its location. It became a way station on the overland route from North Carolina through Norfolk and Portsmouth to Petersburg and beyond. To cater to the travelers, taverns, a gambling house and billiard parlor were erected in town (Smithfield Historic District Nomination 1990: Sec 8:2). The age of the steamboat arrived in Smithfield as early as 1819. Sightseeing excursions by steamboat increased in popularity and service between Norfolk and Smithfield were instituted making three trips a week during the summer. Most passengers and trade, however, continued to be carried aboard locally owned and operated schooners. Smithfield's reliance on watercraft as their main means of trade meant that the residents did not pursue railroads as a means of transportation.

Smithfield appears to have thrived during this period. Several of the older homes in town were enlarged and updated. The Smith family continued to be prominent residents of Smithfield. In the late-eighteenth century they built Windsor Castle. Both the house and many of its outbuildings remain intact. Several other buildings which are still extant in Smithfield also were constructed during this period. Hayden Hall, built about 1810, is a good example of Federal-style architecture. Other examples include the Grove and the Smith-Morrison House (Smithfield Historic District Nomination 1990: Sec. 7:3)

ANTEBELLUM PERIOD (1830-1860) CIVIL WAR (1861-1865)

The capture of Norfolk during the Civil War meant Federal forces controlled the lower James River. During the war, Smithfield was subjected to a number of raids and foraging parties. The largest encounter occurred in 1864 when a Confederate forces on shore fired on a Union steamer. In the ensuing engagement, the Confederates captured and scuttled the Union steamer. Several other naval conflicts occurred during late 1864 and early 1865 (Watts 1994:16).

RECONSTRUCTION AND GROWTH (1865-1917)

The late-nineteenth century was a period of growth in Smithfield. The burgeoning peanut business was a main impetus of this growth. In 1880, P. D. Gwaltney and Augustus Bunkley, who were both from Isle of Wight County, created what became the largest peanut cleaning and picking firm in the world. During the 1880s and 1890s the peanut trade expanded significantly in Smithfield and by 1905 Gwaltney and Bunkley were shipping 45 million pounds on peanuts annually. In order to transport their product, Gwaltney along with Captain O'Wighton G. Delk, began schooner service between Smithfield and Norfolk in the 1870s which was succeeded five years later by steamboat service (Rouse 1968:79). The number of fine Victorian-style homes in Smithfield is testament to the level of prosperity brought to the town by the peanut business and other enterprises spawned by the peanut industry.

The late 1800s also saw the rise of the seafood industry in Smithfield. Oysters in particular were shipped from Smithfield. The seafood industry reached its peak in the 1920s when oystering and fishing supported nearly 6,000 workers. An oyster parasite prompted the decline of the oyster business in the 1950s (King 1993:351-359).

Before the Civil War, Isle of Wight County, like other counties in southside Virginia had a large slave population who worked the plantations in this agricultural area and many stayed at the end of the war. A sizeable African American population still lives in the area today and many have found jobs in the meat processing industry.

WORLD WAR I TO WORLD WAR II (1917-1945) THE NEW DOMINION (1945-PRESENT)

The post war period saw the slow recovery characteristic of many southern towns. In February 1867, regular steamship service was established between Norfolk and New York. In 1874, Smithfield gained its first regular steamship service. The *Hampton* traveled four times a week between Norfolk, Smithfield, Hampton and Old Point Comfort. It became the major freight carrier from Smithfield replacing the sailing schooners (Watts 1994:16). The first two decades of the twentieth century were considered to be the heyday of steamboats in Smithfield and the Old Dominion Line served as the primary commercial connection with markets and other ports until 1920. In that year, the line shut down but Smithfield residents organized to form a replacement venture. The Smithfield, Newport News and Norfolk Steamship was formed but only lasted until 1934. The use of other means of transportation to haul freight and the completion of the James River bridge in 1928 contributed to the significant decrease in the use of shipping in Smithfield.

The peanut industry continued to contribute to Smithfield's prosperity during the early part of this period. By 1921, there were three big peanut brokers in the town. Peanuts were shipped throughout the United States, Canada and Europe from several factories located on Commerce Street in Smithfield. Most were transported by water (Watts 1994:17). On August 17, 1921, one of the peanut cleaning factories on the Smithfield wharf caught fire and soon the entire waterfront was in flames. "Wharves, warehouses, and a fortune in hams and peanuts were lost" (Smithfield Historic District 1990: Sec.8:2). The peanut industry in Smithfield was wiped out. Instead of rebuilding in Smithfield, the peanut industry moved to Suffolk with had the benefit of rail transportation. This essentially spelled the end for most waterfront activity in Smithfield.

Charles F. Day was a rival ham and peanut shipper to Gwaltney. P.D. Gwaltney, Jr., son of the peanut baron, founded the Gwaltney meat company. Other meat processing companies were also located in Smithfield including Smithfield Packing Company headed by Joseph W. Luter, III. Smithfield Ham and Products Company was founded by James C. Sprigg, Jr. who moved to Smithfield in 1925 (Rouse 1968:62).

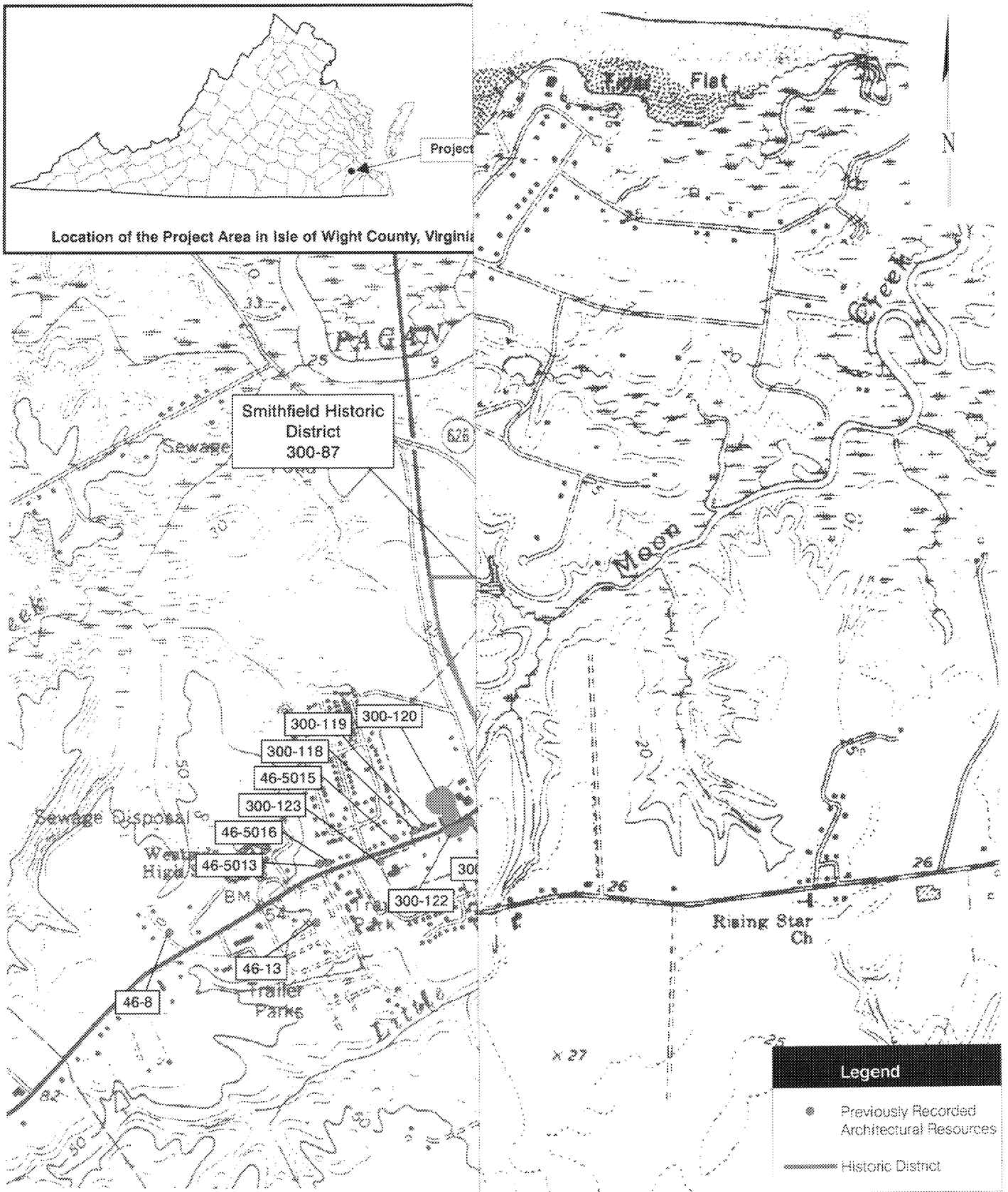
EXISTING RESOURCE DOCUMENTATION

Almost all buildings fifty years old in the Town of Smithfield have been surveyed either for the historic district or for various transportation projects (Figure 2). The historic area of Smithfield was initially listed on the National Register of Historic Places (NRHP) and the Virginia Landmarks Register (VLR) in 1973. The historic district was significantly expanded and a second NRHP form was prepared in 1990 by Frazier Associates when they prepared design guidelines for this historic district. The Smithfield Historic District includes the historic downtown and surrounding residential area. It contains a mix of Georgian, Federal, Queen Anne, Colonial Revival, and Bungalow styles with the majority of buildings constructed between 1890 and 1920. Included in the district are the old public buildings of Isle of Wight – the Courthouse, clerk's office, and jail. Windsor Castle, built in the late eighteenth century by the Smith family, is also included in the historic district. A portion of the original plantation was sold by the Smiths for the town of Smithfield.

In 1988, architectural resources along South Church Street (Route 10 south of the Cypress Creek bridge) were surveyed for a Virginia Department of Transportation (VDOT) project. Most of the buildings were dwellings constructed in the second quarter of the twentieth century. None of the resources documented for this project were recommended for inclusion in the NRHP. Likewise, most of the resources along the Route 258 corridor west of town were surveyed in 1996 for another VDOT project. These resources included a grain storage facility, several second-quarter twentieth century dwellings and the Hearn House (300-124). The Hearn House, built about 1840, is one of about fourteen houses in a four county area that incorporates a clerestory dormer or clerestory upper half-story (Hoge 1992:Abstract). Although unable to evaluate the Hearn House due to the absence of interior photographs, VDHR, nevertheless, found it potentially eligible to the NRHP. None of the other properties surveyed at that time along Route 258 were recommended as eligible for the NRHP. The Gray Farm (46-8) was not surveyed for this project and thus not evaluated.

One previously recorded resource was resurveyed for this project. The Gray House (46-8) was last documented in 1958. The form contains no architectural or historical information. Because of annexation, this farm is now located within the Town of Smithfield and was resurveyed for this project but it retains its original Isle of Wight VDHR file number.

The Town of Smithfield has been more than adequately surveyed at the reconnaissance level. All historic resources in the core area were surveyed for the historic district nomination report and the two transportation projects surveyed resources along the two of the three historic corridors to Smithfield. This project, which was structured to concentrate on entrance corridors into Smithfield, surveyed almost all remaining buildings along the three main corridors that met the age criteria to be surveyed. Although the town boundaries have been expanded through annexation, there is little in those areas that is old enough to be included in a survey. A by-pass has been built around the town but there are no resources located on this new road that are eligible to be surveyed.



Recorded Architectural Resources of Smithfield

Figure 2

CHAPTER III. RESEARCH DESIGN

OBJECTIVES

The initial object of the architectural survey component of this project was to conduct architectural documentation along the same four or five entrance corridors for which a master plan and guidelines were being produced. It was hoped that this survey would help to inform the master plan. Upon further research of previously documented properties in Smithfield and along these corridors, it was determined that almost all properties eligible to be surveyed (50 years old or more) had already been documented. The Smithfield National Register Historic District nomination and inventory had previously recorded all eligible properties within the district boundaries and several VDOT transportation projects had documented the remaining historic core area and beyond. As a result, this survey focused on those few properties that for one reason or another had not been previously surveyed along the corridors as well as those properties that were at least 50 years old but were located further out from the historic core of Smithfield.

ARCHITECTURAL SURVEY METHODS

This survey report and the survey products were produced in accordance with the U.S. National Park Service guidelines and standards outlined in *Bulletin 24: Guidelines for Local Surveys: A Basis for Preservation Planning* (Derry et al. 1977); *Bulletin 16A: Guidelines for Completing National Register of Historic Places Forms* (McClelland and Charleton 1991); the VDHR's "How to Use Historic Contexts in Virginia: A Guide for Survey, Registration, Protection, and Treatment Projects" (VDHR 1992); and "Historic Context Guidelines for Preparing Cultural Resource Survey Reports" (Kern 1997). All reconnaissance-level architectural survey forms, mapping, photography and archival submissions meet the VDHR's standards. The survey report was produced in accordance with the "Guidelines for Preparing Architectural Survey Reports for the Virginia Department of Historic Resources (July 1998).

In May and September 1999, Gray & Pape undertook a reconnaissance-level architectural survey of approximately thirty (30) properties in the Town of Smithfield. Using the Benns Church and Smithfield quadrangle maps as a guide, architectural historian Ashley Neville conducted the field survey in accordance with the VDHR survey standards. Each surveyed structure was documented and evaluated as to its architectural and historic merit using the criteria set forth by the U.S. National Park Service and the VDHR. Information gathered during the fieldwork included building address, construction materials, architectural description, and approximate construction date. At least one black-and-white photograph was taken of each property.

After fieldwork, each site file was entered into the IPS survey program and given a VDHR site number, which consisted of the assigned three-digit town number and a four-digit individual resource number (e.g. VDHR No. 300-XXXX). Each property was evaluated for its significance according to one or more of the criteria established for the VLR and the NRHP and for its physical integrity.

EXPECTED RESULTS

With the shift in survey area further away from the historic core of Smithfield, it was expected that the buildings surveyed would be of a more recent construction date. It was also thought that there may be a mix of residential, commercial, and industrial structure and that the industrial structures may be related to agriculture or the ham industry located in Smithfield. It was also expected that, with the annexation of land from the surrounding Isle of Wight County, farms or other rural buildings that have been engulfed by more recent suburban growth would be present.

CHAPTER IV. SURVEY FINDINGS

INTRODUCTION

The goal of this project was to prepare a master plan and guidelines for the entrance corridors into the Town of Smithfield. The corridor master plan will provide an overview of the vision of each corridor and outline methods and procedures that will benefit and encourage both the preservation of architectural and economic growth for the Town. As part of this project, a limited architectural survey was conducted along each corridor.

A total of thirty-one resources were surveyed for this project including twenty-four dwellings, an African American school that has been converted to a house, a cemetery, a livestock market, two restaurants, and two industrial properties. They were located on the major corridors that enter Smithfield including Main Street (Route 258), North and South Church Streets (Route 10), and Battery Park Road (Figure 3). Because this project focused on the entrance corridors into Smithfield, the surveyed resources are discussed below first by corridor and then by theme.

MAIN STREET (ROUTE 258)

The area surveyed along Main Street (Route 258) includes five dwellings and the only farm documented by this survey. The farm was included within the town boundaries when the town annexed part of Isle of Wight County and represents the growth of the town into county farmland. Known locally as the Gray Farm (46-8), the dwelling is typical of early nineteenth century Tidewater houses (Plate 1). It is a one-and-a-half story, three-bay frame dwelling with brick exterior-end chimneys laid in three-course American bond. A third exterior chimney is located on the rear shed-roof section to which a rear ell was later added. The front porch has been enclosed. The farm also retains a complement of outbuildings including a first half of the nineteenth century smokehouse, with wood-shingled gable roof, and an outbuilding of the same period of unknown use. Late-nineteenth or early-twentieth century outbuildings include a barn, vehicle sheds, chicken house, and garages.

Five other dwellings were surveyed along this corridor. Two, 300-5003 and 300-5004, are located east of the new Route 10 by-pass and are more closely tied, both geographically and architecturally, to the older core of the town. Both were built about 1900. Resource 300-5003 is a frame, two-story dwelling with a symmetrical four-bay façade and hip roof with shutters flanking most of the windows. A carriage house/garage stands in the side yard. Resource 300-5004 is a frame, two-bay, story-and-a-half dwelling with multiple gables and a full-width front porch with turned posts and balustrade. A well-maintained barn stands in the rear yard of this property. The houses located west of the by-pass were also frame with gable roofs. Resource 300-5001 is one-story while 300-5002 is one-and-a-half stories with interior-end brick chimney flues. Both were constructed in the 1940s. Resource 300-5009, located near the town limits on Rt. 258, is a frame, one-story, three-bay wide dwelling with gable-end entry. Probably built between 1910-1930, it is typical of many small early twentieth century dwellings and this form is found in other parts of Smithfield as well as in many other areas.

Location of Architectural Resources Surveyed for this Project in Smithfield

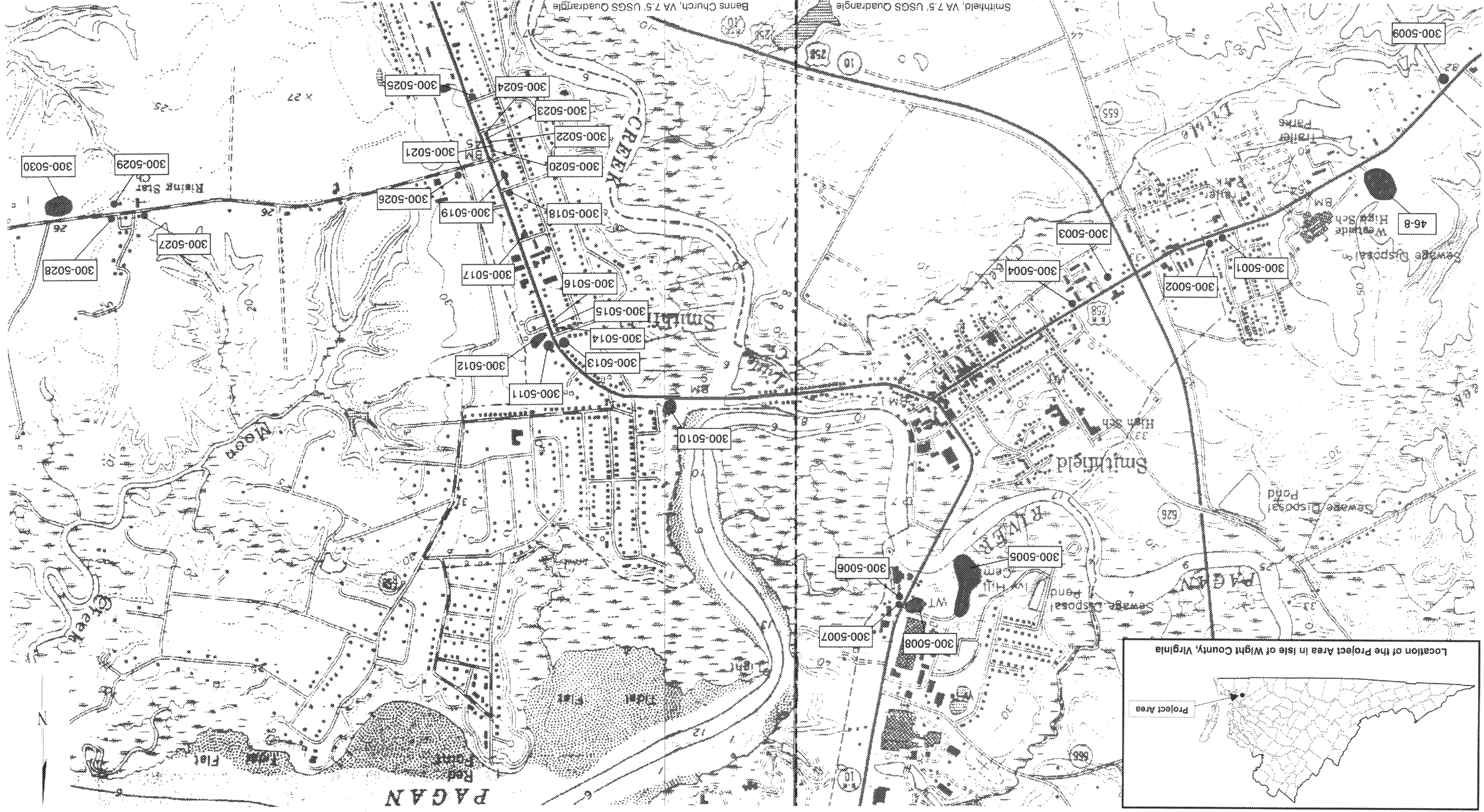




Plate 1. The Gray House (46-8).



Plate 2. House (300-5013) typical of houses built in the first half of the twentieth century in Smithfield.



Plate 3. Standard Oil building (300-5010).

SOUTH CHURCH STREET (ROUTE 10)

South Church Street, located south of Cypress Creek, represents the twentieth century expansion of the town. Almost all resources surveyed along this corridor were small dwellings constructed just before and after World War II. Most were frame, one or one-and-a half story on brick foundations and were sheathed with asbestos shingles or vinyl siding. Examples include 300-5019 and 300-5017. Several had a one or two-bay front-facing gables including 300-5019, 300-5020, and 300-5022. A few, 300-5013 and 300-5014 had bungalow elements or form but most had little stylistic detailing (Plate 2). The only brick house surveyed on this corridor, 300-5016, exhibited Tudor Revival-style elements including false half-timbering in the front gable.

Also documented along this corridor were the Standard Oil Buildings that were built when water-borne transportation played a major role in the commerce of the town (Plate 3). Located on the Pagan River at Cypress Creek along an earlier alignment of South Church Street, these buildings were part of the Standard Oil facility where oil was off-loaded from barges and transferred to trucks for delivery in this area. The surviving buildings include two metal buildings on poured concrete foundations with corrugated metal siding and gable roofs. The smaller of the two was the best preserved with roof ventilators and paired doors. Unfortunately, Hurricane Floyd, which struck on September 16, 1999, blew the roof off. A later owner who used it for his trucking business doubled the larger building in size with an addition. He also built the house and small frame office building that completes this complex. Two concrete pads that were the foundations for the oil tanks also survive.

Two restaurants were documented by the survey. The Battery Park Grill (300-5026) is located in an early twentieth century building that may have functioned as a store or other commercial building at one time. The building has a two-story, three-bay, gable-roof section flanked by one-story, one-bay sheds. Taste Treetz (300-5025) is a drive-in restaurant built about 1950 to serve the burgeoning automobile culture that was part of the southward expansion of Smithfield. Its is a one-story concrete-block, flat-roof building with a corbeled cornice painted a contrasting color. The cornice has a semi-circular projection that supports the Taste Treetz sign. The building is also distinguished by a row of windows across the front.

NORTH CHURCH STREET (ROUTE 10)

The area documented along North Church Street lies north of the Pagan River and resources surveyed includes buildings of one of the meat packing industries, two turn-of-the century dwellings located across Route 10 from the meat packing buildings, and a cemetery where many of the town and county notables lie buried. The Smithfield Ham and Products Company is a rambling complex of older frame buildings and modern metal buildings. The older buildings, located at the front part of the complex, consist of mostly frame, one-story, gable-roof buildings, sided with vinyl, on coursed brick foundations. The modern buildings are sited to the rear.

Located across the street are two houses built about 1900 -- 300-5006 and 300-5007. According to USGS maps, these were two of several buildings that stood in this area as late as 1986 but are no longer extant. It appears that the original highway these houses faced was located on the east side of the houses -- what is now considered their rear. They also appear to stand on fairly narrow lots. Both houses are two-story, frame dwellings with gable roofs. 300-5006 has vinyl siding while 300-5007 is covered with asbestos shingles. Both also have outbuildings, including two-story garages that are located immediately adjacent to the old street.

The Ivy Hill Cemetery is located on a finger of land that reaches out into the Pagan River creating a bucolic setting. However, it is also located behind the meat packing houses and the squeal of hogs going slaughter is audible in the cemetery. Brick pillars and walls mark the entrance to the cemetery, which was established in 1886. Unpaved lanes curve around the finger of land providing access to family plots. The older section is located closest to the river in an area shaded by numerous deciduous trees. Fences enclose few plots but a number have concrete or granite curbs. The earliest gravestones, which date to the 1860s and as early as 1818, appear to have been moved here from outlying farms. One of the most prominent plots is the Gwaltney plot with a tall obelisk located at the crest of the landform (Plate 4).

There are a variety of gravestone types, including chest tombs, obelisks, and traditional upright markers. Most are executed in marble and granite and signed gravestones include those crafted by J. T. Couper of Norfolk as well as a stonecarver from Richmond. There is a wealth of funerary art in Ivy Hill Cemetery. Traditional motifs found here include the weeping willow, finger pointing skyward, and flowers. Also found in the cemetery is a richly decorated tree stump and a severed Ionic column. The Sally Chalmers (1866-1900) grave marker is the statue of a plaintive young woman and is the only monument of this type in the cemetery (Plate 5).

BATTERY PARK ROAD

The area surveyed along Battery Park Road included a small African American community and a stockyard. The African American community included several houses, two of which were surveyed, and a former school that has been converted into a dwelling. Both dwellings surveyed (300-5027 and 300-5029) are one-story gable-end entry houses that are similar to 300-5009 located on the west side of Smithfield. Both have central doors and three-bay porches across the front. Resource 300-5027 is sheathed with weatherboards while 300-5029 has a brick veneer.

The school, known as the Moonfield School (300-5028), appears to date from the 1920s or 1930s and, when built, was located in Isle of Wight County. The father of the present occupant converted it to a dwelling about 1954. It is a one-story frame building with weatherboard siding on a brick foundation. It has two front doors but the original fenestration on the façade has been altered and it is difficult to determine its original form. However, it is fairly typical of other small schools built in rural areas in the early part of the twentieth century.



Plate 4. Gwaltney Plot in the Ivy Hill Cemetery (300-5005).

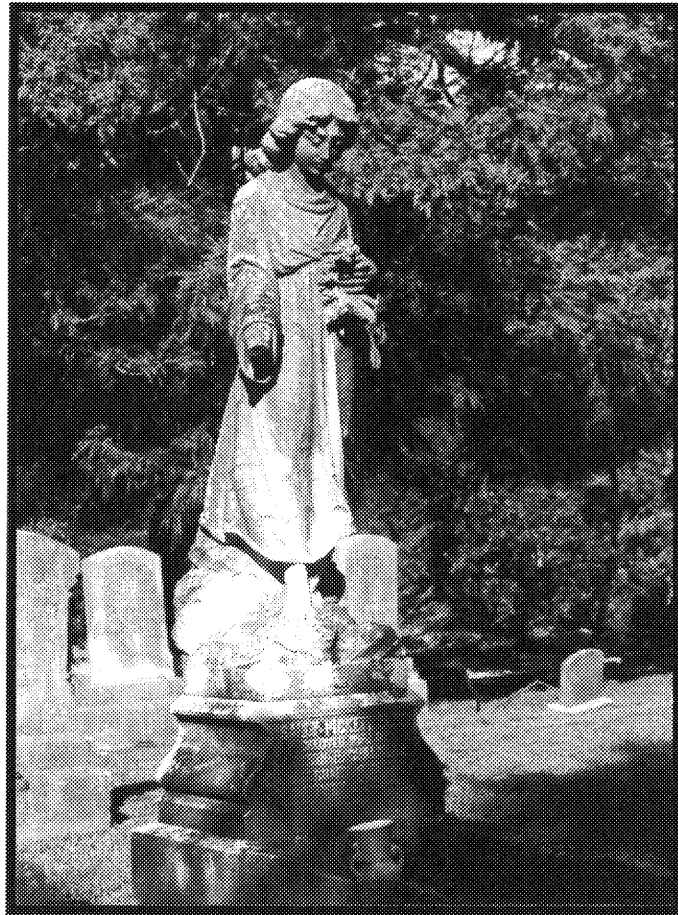


Plate 5 Sarah Pickett Eley Chalmers (1866-1900) monument in Ivy Hill Cemetery.

Also located on Battery Park Road is the Smithfield Livestock Market (300-5030). Now vacant and for sale, its character defining feature is the cattle pens and chutes covered with low, metal, gable and shed roofs that flank the two story building. It is a reminder of the agricultural basis for much of the economy of this area.

CHARACTER DEFINING FEATURES BY THEME AND TIME PERIOD

This section discusses the surveyed resources by theme and time period as defined by the VDHR's "How to Use Historic Contexts in Virginia". Only those themes and time periods represented by the resources will be discussed.

DOMESTIC THEME

Twenty-four properties were surveyed under the domestic theme. The character defining features varied with the age of the buildings.

· Early National Period/Antebellum Period (1789-1830/1830-1860)

Only one property was surveyed that falls into this period. The Gray House (46-8) appears to have been built between 1780 and 1840 but further historical and architectural research is necessary to more accurately determine its date of construction. Its character defining features include its frame construction, one-and-a-half story height, gable roof with dormers and exterior-end brick chimneys. Its early-nineteenth century outbuildings exhibit the traditional rectangular or squarish form, weatherboard siding (a little beaded weatherboard present), and wood shingles as a roofing material. The deep eaves on the larger of the two outbuildings (use not known) may indicate the use of false plate construction -- a Chesapeake area building technique.

Reconstruction and Growth (1865-1917)

Four dwellings, 300-5003, 300-5004, 300-5006 and 300-5007, were surveyed that fall into this time period and all date from the turn-of-the-century or early twentieth century. Three of the four dwellings, 300-5003, 300-5006 and 300-5007, are two story in height -- two with gable roofs and one with a hip roof. Other character defining features of this period are interior chimneys or chimney flues, two-over-two light windows and porches with turned posts and decorative sawnwork. The fourth house, 300-5004, is a one-and-a-half story dwelling with multiple gables typical of Victorian-era rooflines. It also features a porch with turned posts. The outbuildings from this period are heavily weighted towards vehicles whether horse drawn or motorized. They include two barns/carriage houses and two garages. All are frame, two-story buildings.

World War I to World War II (1917-1945)

The remaining nineteen dwelling surveyed for this project were constructed during this period. Character defining features on these buildings include one- or one-and-a-half story height, frame construction, brick foundations, asbestos shingle or vinyl siding, gable roofs (with or without dormers), and interior chimney flues. Porches were either full-width or brick stoops which created a flat façade. Several had either a slightly projecting or flush with the façade front-facing gable. There were three properties (300-5009, 300-5027, and 300-5029) that were one-story, gable-roof, gable-end entry houses with full-width porches. This is a common house type throughout many areas of the state for a small dwelling.

EDUCATION

World War I to World War II (1917-1945)

Only one resource was surveyed in the area of education. It was a small school in an African American community. Known as the Moonfield School (300-5028), it appears to date from the 1920s or 1930s and was probably a two-room school. It is a one-story, side-gable, frame building with weatherboard siding on a brick foundation. Although the original fenestration has been changed, it still is recognizable as a school and is typical of other small schools built in rural areas in the early part of the twentieth century.

COMMERCE

Three properties were surveyed under this theme and all were very different architecturally.

World War I to World War II (1917-1945)

Two properties were surveyed which fall into this period but they have very different functions. Battery Park Grill (300-5026) is now a restaurant but may originally have been a store or other commercial enterprise. It has a gable-end entry, rectangular form with side sheds roof as character defining features. The Smithfield Livestock Market (300-5030) building is much like the Grill in its rectangular form and gable roof. The most defining feature of this resource is its large cattle and livestock pens and chutes.

The New Dominion (1945-Present)

The ca. 1950 Taste Treetz, a drive-in restaurant, is typical of its period of construction and with American's blossoming love affair with the automobile. It has a squarish shape, flat roof with corbeled cornice, and numerous windows across the front, which enclosed the service windows. Because of its function as a drive-in restaurant, the building is surrounded by paved and gravel parking lots.

INDUSTRY/PROCESSING/EXTRACTION

World War I to World War II (1917-1945)

Two properties were documented during this period. The Smithfield Ham and Products Company is a sprawling complex of multiple building while the Standard Oil Buildings are just two. However, they have much in common. The character defining features for these buildings are their rectangular-shape, generally one-story, on a masonry foundation with a gable roof. The Smithfield Ham buildings are frame sheathed with vinyl siding. The Standard Oil Buildings have a metal structure and are sheathed with corrugated metal siding.

FUNERARY

World War I to World War II (1917-1945)

The New Dominion (1945-Present)

Only one resource was surveyed under the funerary theme – Ivy Hill Cemetery (300-5005) which was established in 1886 and continues in use today. The character defining features of this cemetery are its hillside placement, its curving lanes and the use of traditional forms of gravestones and funerary art. Its layout is characteristic of the rural cemetery movement which was popular in this country during the mid- to late-nineteenth century.

CHAPTER V. EVALUATION OF THE RESOURCES

All resources were evaluated for its significance according to one or more of the historic themes as a representative or exemplary example of its type, according to its ability to meet the criteria established for the Virginia Landmarks Register and the National Register of Historic Places, and for its physical integrity.

CRITERIA FOR THE VIRGINIA LANDMARKS REGISTER

The Commonwealth of Virginia has established the following criteria for the Virginia Landmarks Register:

No structure or site shall be deemed to be a historic one unless it has been prominently identified with, or best represents, some major aspect of the cultural, political, economic, military, or social history of the State or nation, or has had a relationship with the life of an historic personage or event representing some major aspect of, or ideals related to, the history of the State or nation. In the case of structures which are to be so designated, they shall embody the principal or unique features of an architectural style or demonstrate the style of a period of our history or method of construction, or serve as an illustration of the work of a master builder, designer or architect whose genius influenced the period in which he worked or has significance in current times. In order for a site to qualify as an archaeological site, it shall be an area from which it is reasonable to expect that artifacts, materials, and other specimens may be found which give insight to an understanding of aboriginal man or the Colonial and early history and architecture of the State or nation.

CRITERIA FOR THE NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places lists properties that possess quality of significance in American history, architecture, archaeology, engineering, and culture that is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feel, and association, and

- A That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B That are associated with the lives of persons significant in our past; or
- C That embody 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 may lack individual distinction; or
- D That have yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting the criteria of both the Virginia and National registers, properties must also retain integrity to be eligible for listing. A property must be able to convey its significance by retaining its character defining features that tell the story of its importance.

Official designation by the Virginia Landmarks Register and National Register acknowledges the cultural and architectural significance of a resource, or group of resources in a historic district, and brings them to the attention of the local community, the state, and the nation. It is hoped that this increased public awareness will stimulate other community efforts to protect the historic and natural features of the area.

Listing on the Virginia or National Registers in no way restricts the owner's use of his or her property in any way as long as private, non-federal funds are used. It does not restrict the subdivision or sale of the property nor does it prevent the demolition of structure or structures on the property.

EVALUATION OF SURVEY AREA

Based on the architectural survey and historical research completed for this project, three properties will be recommended for further study to determine if they meet the criteria for listing on the VLR and NRHP. These include the Gray Farm (46-8), Ivy Hill Cemetery (300-5005), and Smithfield Ham and Products Company (300-5008). At the reconnaissance level these properties could not be recommended as register eligible due to the absence of a more thorough examination of their integrity and historical significance. The Gray Farm may be eligible for the NRHP and VLR under Criterion C but further work is needed to determine its interior integrity, develop further information on the use and construction of two of its outbuildings, as well as research the historical significance of this property. Ivy Hill Cemetery may be eligible under Criteria A and/or C but further research is needed to determine its historical significance. The Smithfield Ham and Products Company may be eligible under Criteria A and/or C but further research is needed to develop its historical significance and well as a more in-depth study of the buildings.

None of the other properties surveyed were thought to possess the characteristics necessary to meet the National Register criteria. They are of recent vintage and are typical of numerous other pre- and post-war buildings. The area also does not have the cohesiveness, due to more recent construction, that would qualify it for a historic district. Nor does the area meet the age and relationship criteria that would justify expanding the existing Smithfield Historic District boundaries to include the areas surveyed for this project.

CHAPTER VI. RECOMMENDATIONS

Based upon the architectural fieldwork conducted for this project, no further reconnaissance-level survey is recommended for the Town of Smithfield. Both the downtown area and the entrance corridors have been thoroughly surveyed either for the historic district or for various transportation projects. It appears that the only buildings not surveyed thus far generally do not meet the age criteria of fifty years for survey. The historic core of Smithfield is already in an existing historic district and this project did not identify any other potential historic districts in the Smithfield area with the possible exception of the meat processing plants as they reach an age that would qualify them for possibly inclusion in the NRHP or VLR.

Further intensive-level survey is recommended for several properties that may be potentially eligible for the NRHP and VLR but require further study before a determination can be made. These include the Gray House (46-8), Ivy Hill Cemetery (300-5005), and the Smithfield Ham and Products Company plant (300-5008). Further work could also be undertaken at a future date on the meat processing industry and its buildings to determine if there is a potential thematic nomination or historic district for this industry in Smithfield. These plants are located in close proximity to one another and it may be possible to develop a historic district should it be determined that these plants meet the criteria for architectural and historical significance and architectural integrity.

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APPENDIX A
NUMERICAL INDEX OF SURVEYED RESOURCES

SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
300-5001	House	SMITHFIELD
300-5002	House	SMITHFIELD
300-5003	House	SMITHFIELD
300-5004	House	SMITHFIELD
300-5005	Ivy Hill Cemetery	SMITHFIELD
300-5006	House	SMITHFIELD
300-5007	House	SMITHFIELD
300-5008	Smithfield Ham and Products Company	SMITHFIELD
300-5009	House	SMITHFIELD
300-5010	Standard Oil Buildings	BENNS CHURCH
300-5011	House	BENNS CHURCH
300-5012	House	BENNS CHURCH
300-5013	House	BENNS CHURCH
300-5014	House	BENNS CHURCH
300-5015	House	BENNS CHURCH
300-5016	House	BENNS CHURCH
300-5017	House	BENNS CHURCH
300-5018	House	BENNS CHURCH
300-5019	House	BENNS CHURCH
300-5020	House	BENNS CHURCH
300-5021	House	BENNS CHURCH
300-5022	House	BENNS CHURCH
300-5023	House	BENNS CHURCH
300-5024	House	BENNS CHURCH
300-5025	Tastee Treetz	BENNS CHURCH
300-5026	Battery Park Grill	BENNS CHURCH
300-5027	House	BENNS CHURCH
300-5028	Moonfield School	BENNS CHURCH
300-5029	House	BENNS CHURCH
300-5030	Smithfield Livestock Market	BENNS CHURCH
46-8	Gray House	SMITHFIELD
	Dr. Jordan Wombwell House	

APPENDIX B

RESOURCES LISTED BY THEME

DOMESTIC THEME
EDUCATION THEME
COMMERCE/TRADE THEME
INDUSTRY/PROCESSING/EXTRACTION
FUNERARY

HISTORIC CONTEXT THEME - DOMESTIC

DHR ID #	YEAR	PROPERTY NAME
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Twenty-four properties were surveyed under the domestic theme. The character defining features varied with the age of the buildings. The character defining features for the one first-half of the nineteenth century property surveyed include its frame construction, one-and-a-half story height, gable roof with dormers and exterior-end brick chimneys. Its early-nineteenth century outbuildings exhibit the traditional rectangular or squarish form, deep eaves, weatherboard siding, and wood shingles as a roofing material.

Turn-of-the-century or early twentieth century dwellings have such character defining features as two story height, interior chimneys or chimney flues, turned porch posts, and two-over-two light windows.

Character defining features on domestic buildings constructed during the first half of the twentieth century include one story height, frame construction, asbestos shingle or vinyl siding, gable roofs, and interior chimney flues. Many had only small, one-bay porches or stoops.

300-5001	1940s	House
300-5002	1940s	House
300-5003	1900 ca	House
300-5004	1900 ca	House
300-5006	1880-1900	House
300-5007	1880-1900	House
300-5009	1920-1930	House
300-5011	1940s	House
300-5012	1930 -40	House
300-5013	1940s	House
300-5014	1940s	House
300-5015	1940s	House
300-5016	1930-1945	House
300-5017	1930 -40	House
300-5018	1940s	House
300-5019	1930-1940	House
300-5020	1940s	House
300-5021	1930-1940	House
300-5022	1940s	House
300-5023	1930-1940	House
300-5024	1940s	House
300-5027	1910-1930	House
300-5029	1910-1930	House
46-8	1780-1840	Gray House Dr. Jordan Wombwell House

HISTORIC CONTEXT THEME - EDUCATION

DHR ID #	YEAR	PROPERTY NAME
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Only one building was surveyed in this theme. Its character defining features are its frame construction and weatherboard siding along with its rectangular, side-gable form.

300-5028	1910-1930	Moonfield School
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HISTORIC CONTEXT THEME - COMMERCE

DHR ID #	YEAR	PROPERTY NAME
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Three properties were surveyed under this theme and all were very different architecturally. The ca. 1950 Taste Treetz is typical of its period with squarish shape, flat roof, and numerous windows across the front. The Battery Park Grill, also characteristic of its period, features a rectangular form with side sheds and gable roof as character defining features. The Smithfield Livestock Market building is much like the Grill in its rectangular form and gable roof. The most defining feature of this resource is its large cattle and livestock pens and chutes.

300-5025	1950 ca	Taste Treetz
300-5026	1930s	Battery Park Grill
300-5030	1930-1950	Smithfield Livestock Market

HISTORIC CONTEXT THEME - INDUSTRY/PROCESSING/EXTRACTION

<u>DHR ID #</u>	<u>YEAR</u>	<u>PROPERTY NAME</u>
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The character defining features for these buildings are rectangular-shaped buildings, generally one-story, on a masonry foundation with a gable roof. The Smithfield Ham buildings are frame sheathed with vinyl siding. The Standard Oil Buildings have a metal structure and are sheathed with corrugated metal siding.

300-5008	1920-1970	Smithfield Ham and Products Company
300-5010	1900-1930	Standard Oil Buildings

HISTORIC CONTEXT THEME - FUNERARY

<u>DHR ID #</u>	<u>YEAR</u>	<u>PROPERTY NAME</u>
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Only one resource was surveyed under the funerary theme. The character defining features of this cemetery are its hillside placement, its curving lanes and the use of traditional forms of gravestones and funerary art. Its layout is characteristic of the rural cemetery movement which was popular in this country during the mid- to late-nineteenth century.

300-5005	1886	Ivy Hill Cemetery
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