

MATHEWS COUNTY ARCHITECTURAL RECONNAISSANCE SURVEY REPORT

May 2014



Prepared for:

Mathews County

and

Virginia Department of Historic Resources

Prepared by:

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and

Commonwealth Preservation Group

MATHEWS COUNTY
ARCHITECTURAL RECONNAISSANCE
SURVEY REPORT

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Abstract

The Virginia Department of Historic Resources (DHR) and Mathews County sponsored an architectural reconnaissance of Mathews County through the DHR's Cost-Share program in 2013-14. DATA Investigations LLC and Commonwealth Preservation Group conducted the survey. The main objective was to broaden the range of historic resources recorded in DHR's database by documenting 180 previously uninventoried properties, along with updating 50 previously inventoried properties, in Mathews County. Previous surveys in the county resulted in 177 inventoried properties, ranking Mathews as "poor" relative to other localities in Virginia. Local interest in developing a better understanding of Mathews County's history spurred the initial application to undertake this reconnaissance survey, and is a part of several history-related initiatives, including county and privately-funded archaeological assessments and oral histories. While the current survey was not systematic, it did successfully identify a broad range of property types from communities across Mathews County. The survey resulted in the documentation of 222 resources (173 new and 49 updates) at the reconnaissance level. Properties primarily included houses and farm complexes but also wharves, stores, churches, and other building types. Only a fraction of the several hundred properties identified as needing survey were added to the DHR's database through this project, and there are many resources that remain undocumented and deserve to be studied. Of the properties surveyed for this report several are recommended for further investigation to determine if they are potentially individually eligible for the National Register of Historic Places. Many more may be eligible as part of geographic or thematic districts.

Acknowledgements

Our team conducted this project under the auspices of Mathews County and the DHR, with significant assistance from the Mathews County Historical Society (MCHS) and input and encouragement from several other history-focused non-profit organizations in Mathews, including the Gwynn's Island Museum, Mathews Maritime Foundation, the Whales Center, and the Middle Peninsula Chapter of the Archeological Society of Virginia (MPC). The authors appreciate Mindy Moran, Mathews County Administrator; Reed Lawson, past-President, MCHS; Josie Thorpe, President, MCHS; and the MCHS membership for their encouragement. In particular, we highlight the efforts of Tom Karow (MCHS/MPC), Graham Hood (MCHS) and Wade Brooks for spending significant time sharing their knowledge and love of the county's architecture and history. Forrest Morgan (MCHS/MPC) was influential in both securing the grant from the DHR and managing the many interests involved in the project. In addition to sharing his own family's history in Mathews, he provided the authors with a wealth of stories, insight into the current and past communities of Mathews, and is largely responsible for the many projects associated with "The Year of Discovering Mathews History." Particular thanks should also be extended to the Mathews Memorial Library and its director, Bettie Dillehay. She and her staff provided a wonderful place to research and write, a copier whenever we needed it, and space to meet and discuss the architecture of Mathews County. Becky Barnhardt, the Head of Genealogy and Family Research Services, and a wonderful Mathews County historian and genealogist, was especially generous with her research, sharing our enthusiasm for the built landscape and introducing us to the substantial research files in the library's archives. Similarly, historian Martha McCartney, who is writing a history of Mathews County sponsored by the Mathews County Historical Society, shared her knowledge of and passion for Mathews' history. At the DHR, we are indebted to Carey Jones, Architectural Survey Coordinator; Quatro Hubbard, Archivist/Historian and Preservation Manager; Pamela Schenian, director of the Tidewater Preservation Office; and Lauren Leake, archives assistant, for their help. The authors would also like to thank the residents of Mathews County who allowed access to their properties and provided valuable information about them.

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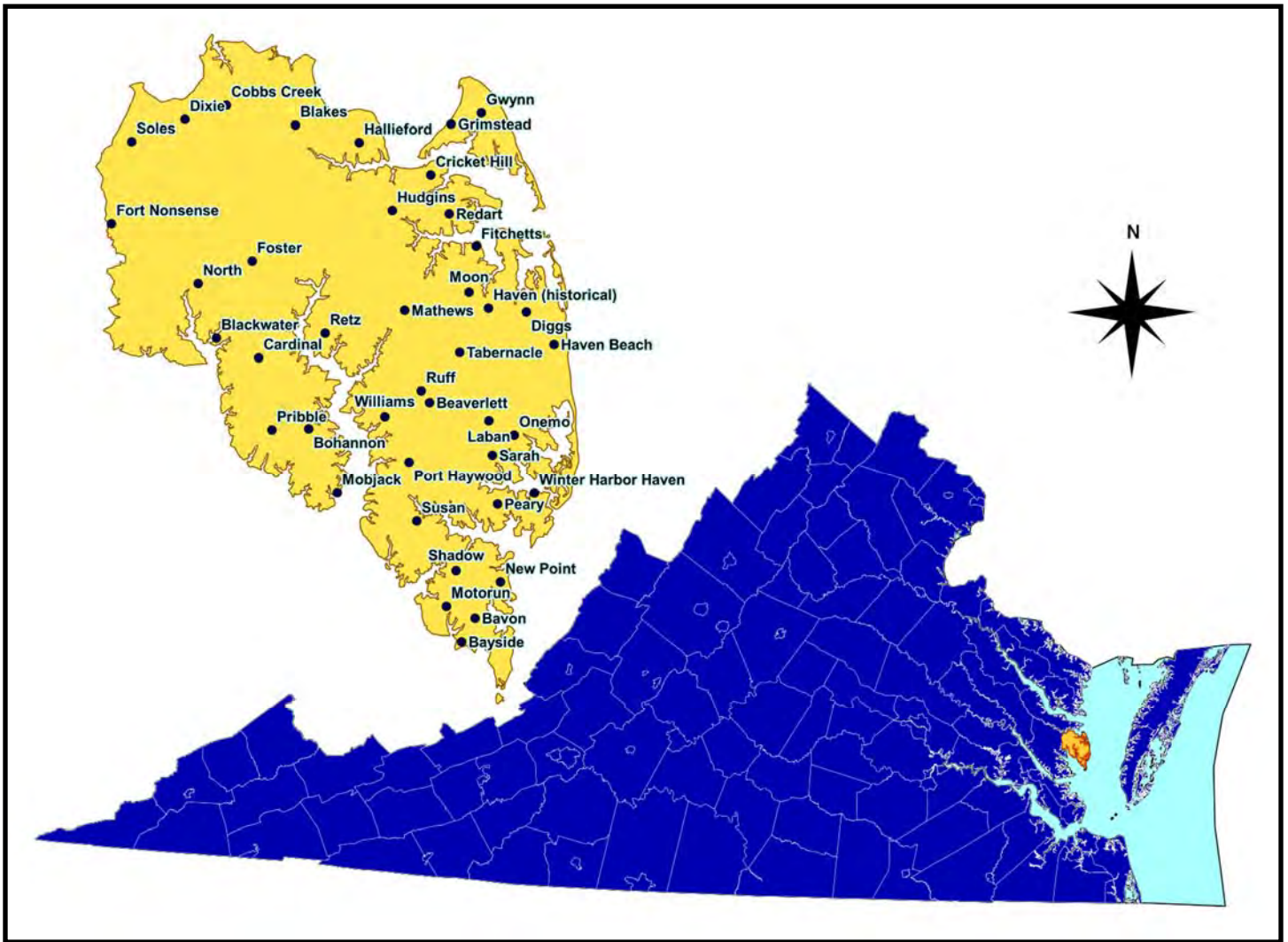


Figure 1. An overview of Mathews County, Virginia.

Chapter 1: Introduction

The Mathews County Architectural Reconnaissance Survey, conducted in 2013-14, was funded by Mathews County and the Virginia Department of Historic Resources (DHR) and was administered by the DHR with significant logistical support from the Mathews County Historical Society (MCHS). DATA Investigations LLC (DATA) and Commonwealth Preservation Group (CPG) partnered to undertake the survey which was modeled on DHR's "Guidelines for Conducting Historic Resources Survey in Virginia" (October 2011). The project was administered by Carey Jones, Architectural Survey Coordinator, with assistance from Pam Schenian, Director and Architectural Historian, DHR Tidewater Regional Office. Mathews County was represented by Forrest Morgan of the MCHS who monitored the survey, provided logistical support, and maintained communications between the consultant and the locality. The survey team members included Stephen Fonzo, Anna Hayden, Thane Harpole, Marcus Pollard, and Dr. David Brown. Dr. Brown, Mr. Pollard and Mr. Harpole served as co-project administrators and principal investigators. The survey team co-wrote and edited the project report. Project planning commenced in the summer and fall of 2013 and included public meetings with the community and local interest groups. Periodic meetings were held with representatives of the MCHS, who served as primary liaison with Mathews County throughout the duration of the survey. Frequent communication was also maintained with DHR staff via email and in-person meetings, particularly with staff of the DHR archives. Fieldwork was conducted between December 2013 and April 2014.

Project Objectives, Methodology and Research Design

The principal project objectives were to survey, at the reconnaissance level, at least 180 previously undocumented properties, and update at least 50 previously documented properties in Mathews County, broadening the thematic and geographic coverage of previous surveys. Our intent was to exceed these goals, but more importantly to build support for identifying, understanding, and preserving the history of Mathews County by reaching out to owners of historic properties, as well as historic interest groups. We believe that this is integral to any publicly-funded reconnaissance survey whether or not it is explicitly stated (or funded). Before initiating the field survey, the team's research methodology began with reviewing existing survey files at the DHR Archives in Richmond and touring Mathews County's major roads and landmarks. Mathews County covers approximately 252 square miles, or 161,280 acres, bounded on the north by the Piankatank River, the east by the Chesapeake Bay, the south by the Mobjack Bay, and the west by Gloucester County (Figure 1). Maps provided by the Mathews County GIS Department and Commissioner of the Revenue were reviewed, along with tax assessment files which included approximate dates of construction, to identify sites that were likely to fall within the survey criteria (described below). Whenever possible, the research team reviewed maps from the eighteenth, nineteenth, and twentieth centuries, along with recent high-resolution aerial photographs, to identify other potential survey sites. Additionally, recommendations for possible properties to be surveyed were sought out from the MCHS, staff of the Mathews Memorial Library, numerous history-focused non-profit organizations, and local citizens via telephone, letter, email, and public meetings. The resulting list of potential survey sites far exceeded the number of properties budgeted for this project, forcing the survey team to select those sites that would give a roughly even distribution across the county. This not only brought to our attention the depth of knowledge and enthusiasm that the community held for its resources, but highlighted the integral nature of these people in this process, something that would have surely been missing had we not taken the time and resources to do so. Often alongside the property owners, the survey team members recorded reconnaissance level information about each property on field forms, including detailed site plans. The survey team subsequently entered this into DHR's Virginia Cultural Resource Information System (V-CRIS) from which hardcopy files were generated. Properties were also digitally photographed and locations recorded on USGS quadrangles and in Google Earth overtop County Land Tax Parcel Maps. Property owners and the interested public were encouraged to stay in contact with our team and to review the final report and associated data at the conclusion of the project. Not only will this active outreach and inclusive field methodology encourage future survey and support, but will hopefully encourage continued growth towards preservation of our shared heritage.

Previous Survey in Mathews County

There have been no attempts prior to this cost-share project to systematically document Mathews County's historic resources. There were, however, several efforts by local groups and individuals to document important aspects of the county's architecture and important places. The two most prominent episodes occurred in the 1960s and the late 1990s. The former period includes the photograph collection of Milton Murray II. Currently curated by his step-daughter, Elizabeth Anderson, this print and slide collection of color photographs includes over 250 images of archaeological sites, ruins, buildings of various periods and types, and other photos of Mathews County life primarily in 1968. The Murray collection identifies each image by subject with occasional references to its historic significance and whether it still operated in its intended capacity. Only a handful of these resources were included in the DHR's inventory prior to the current project.



Figure 2. Cottonwood Hall, owned by A.J. Wendt, 1937 (G.B. Lorraine Records, Virginia State Library).

The later period of survey involved the efforts of the MCHS to document historic buildings, primarily houses built prior to the twentieth century. This research project resulted in the identification of over 150 properties, with significant overlap of the DHR inventory and the Milton Murray II collection. While several of these properties had been previously documented by the DHR, the vast majority were not. Volunteers with the MCHS obtained property owner permission to photograph, describe the architecture, and sketch site plans, using forms designed by the DHR and intended for inclusion in the DHR's inventory. Unfortunately, these files were never integrated into the DHR's inventory.

Prior to the 2013-14 survey, 177 architectural resources had been surveyed within Mathews County. The majority of the previous inventory entries were the result of individual property owners interested in documenting their homes, small federal or state projects that required an inventory and evaluation of architectural resources, or occasional sites recognized by DHR or other government agencies. There are several other collections that have documented and contribute to our understanding of Mathews' architectural history, including the work of HABS (Historic American Buildings Survey), local and regional historians who published compilations of historic photographs, and, perhaps most substantial, the photograph collection of G.B. Lorraine (Figure 2). Mr. Lorraine, a real estate broker in the mid-twentieth century, left to the state library his substantial collection of photographs of houses and other buildings he helped advertise for sale across eastern Virginia. This is the single largest collection of architectural images for Mathews County, spanning the 1930s to the 1960s. The collection is housed in the archives of the Library of Virginia (about 285 properties), with copies of portions of the collection housed in the site inventory files of the DHR (about 175 properties), only a small fraction of which have inventory numbers or related documentation (about 20 properties).

The level of documentation of the previously recorded properties varies widely. Some were documented with complete intensive level surveys, and thirteen are listed on the National Register of Historic Places. In contrast, over sixty of the first (earliest) 100 sites inventoried in the county (all prior to 1996) were poorly documented, many with only a single photograph or a location marked on a USGS quadrangle. Still others were assigned inventory numbers without a known location, or were mapped but had no corresponding site information. This project intended specifically to update as many of these poorly surveyed, older properties as possible, verifying their current location, condition, and the accuracy of the earlier description and site plan.

The most significant published research on Mathews County’s architectural history can be found in the forms prepared for nominating properties to the Virginia Landmarks Register and the National Register of Historic Places. The majority of these skew towards elite residences built prior to the Civil War, but recent nominations reflect the growing appreciation for the post-bellum period and early twentieth century, as well as churches, musical venues, early stores, and lighthouses. Mathews County properties (with their DHR site numbers) presently listed in the state and national registers are:

- | | |
|---|---|
| Donk’s Theatre (057-0069) | Hesse (057-0007) |
| James Store (057-5027, 057-5049-0001) | Lane Hotel (057-0070) |
| Mathews County Courthouse Square (057-0022) | Methodist Tabernacle (057-0030) |
| Milford (057-0023) | New Point Comfort Lighthouse (057-0064) |
| Poplar Grove Mill and House (057-0008) | Riverlawn (057-0036) |
| Sibley and James Store Historic District (057-5049) | Springdale (057-0018) |
| Wolf Trap Light Station (057-0065) | Williams & Co. Store (057-0035) |

The DHR website (dhr.virginia.gov) provides links to the nomination reports for these properties and information from the nominations is incorporated throughout this report.

Survey Report

The survey report was prepared through the collaboration of Dr. David Brown, Thane Harpole, Anna Hayden, Stephen Fonzo, and Marcus Pollard. The report is intended to summarize the project goals and methodology, contextualize the discoveries made during the reconnaissance survey within the history of Mathews County and the region, and recommend future work that would build on the information derived through this research, including suggestions for preservation and recognition of the county’s most significant historic resources. The majority of the report discusses the architecture of Mathews County within themes put forward by the DHR, such as architecture, religion, transportation/communication, and commerce/trade. While not every DHR theme is discussed in detail, reference is made to previous studies that discuss those elements of Mathews County history. The discussion in each theme proceeds roughly chronologically beginning with the eighteenth century. Understandably, the discussion of buildings and structures is found within each theme, but the architecture section focuses on the evolution of house types, construction methods, and styles, with some discussion of non-domestic building types. The physical characteristics of most non-domestic buildings are described in the appropriate thematic discussions. Throughout the report properties are referred by name and DHR survey number, the “057-” designation representing “Mathews County” alphabetically within

Virginia's localities. Occasionally sites that have not been surveyed are included in the discussion, and these will not include survey numbers. The report includes recommendations for properties and districts that appear to meet the criteria for inclusion in the National Register of Historic Places.

A set of the survey materials will be housed at the Mathews Memorial Library and at the Mathews County Planning Department offices, both in Mathews. The former is highly recommended to those researchers who wish to access this information. This survey report will also be available at both locations.



Figure 3. The survey area represented on John Smith's 1612 Map of Virginia.

Chapter 2: Historic Context

Historical Overview

The European settlement of the study area began with expansion of English colonists away from the lower peninsula and the land patent of Hugh Gwynn of Gwynn's Island in 1635 (Mason 2009:I:35). A part of York County, and subsequently Kingston Parish of Gloucester County (starting in 1651), Mathews County formally separated from its western neighbor in 1791 (Mason 2009:I:106). Early English settlers were not the first to occupy the study area, however. Native Americans settled here as far back as the Paleo-Indian period (15,000 B.C.—8,000 B.C.) as evidenced by the recovery of fluted projectile points and other early lithic tools. Habitations continued throughout the Archaic and Woodland periods (8,000 B.C.—1200 B.C. and 1200 B.C.—1600 A.D., respectively), although there are few mapped settlements on early European maps of this area suggesting a less intensive use during the period immediately before the settlement of Jamestown Island (Egloff and Woodward 2006) (Figure 3).

European settlement began in earnest after the Anglo-Indian conflict of 1644, once the area north of the York River was re-opened and tobacco farms of various sizes spread across the landscape. As forests fell to the axe, settlers built relatively simple hall-and-parlor or one-room frame houses along with tobacco barns and occasional other support buildings such as smoke houses and servants quarters. By the mid-seventeenth century the region developed a distinctive architecture that relied heavily on earthfast buildings, adapting English architectural traditions to the Chesapeake Bay environment. The majority of properties at this time ranged between fifty and two hundred acres, with several exceptions measuring in the thousands of acres and owned by a handful of elite merchant planters, including the Gwynn and Armistead families (Mason

2009:I:84). These members of the gentry also purchased the earliest enslaved Africans brought into the area, the population of whom grew substantially at the end of the seventeenth century along with the introduction of new forms of house plans and an increased use of brick. Indentured servants of European descent, though, were typically put on newly patented land to substantiate the patentee's land claim during this period of early settlement.

The connection between the study area and the many waterways that define its geography not only influenced settlement but also established an identity for Mathews County from its earliest days. The Mobjack Bay, the East and North Rivers, Horn and Winter Harbors, and the Piankatank River served as notable landmarks far beyond Kingston Parish, as well as prominent transportation and communication routes which drove industry and ensured prosperity for this region. Direct access to trade routes, transportation to developing ports and urban centers at Hampton and Norfolk, and plentiful natural resources ensured that settlement in the county increased throughout the seventeenth century, marking it not only as a prominent part of one of the most populous counties in Virginia, but also one of its wealthiest (Morgan 1975:412-413). While tobacco persisted as the area's dominant crop until the Revolutionary War, there are strong traditions of shipbuilding, seafood, and other maritime interests dating at least as early as the eighteenth century and continuing through to the twenty-first. The eighteenth century included the introduction of more diverse house designs, predominantly the central hall, while gradual improvements to building foundations (brick), windows (sash), and chimneys (brick) represented a step forward for many families socially and economically. As farmers began shifting away from tobacco, new outbuildings appeared in greater size and numbers, including barns, corn cribs, and springhouses, or, in the nineteenth century, ice houses. Parish churches and chapels, such as the North River precinct's chapel near Creedle Point, as well as mills, taverns and ordinaries, and wharves, among others, operated as community meeting places where social and economic boundaries were frequently crossed. The separation of Mathews County from Gloucester in 1798 included all of Kingston Parish and some of neighboring Ware Parish. The new political entity created the need for a courthouse (known as "Mathews") at the head of "Put-in Creek", leading eventually to the development of a small but prosperous village by the late nineteenth century.

As in other parts of eastern Virginia during the early nineteenth century, most farmers shifted to mixed grains and some livestock, while the seafood, timber and shipbuilding industries flourished, although the latter was established as early as the late seventeenth century. The enslaved African population labored in each of these areas, while a small number of free African Americans also made their lives in Mathews. Waterfront stores and wharves remained the primary economic hubs for agricultural operations, the latter often associated with general stores a short distance inland, frequently along one of the roads bisecting the many necks of land. As more acreage was put to plow, and timber found use in boat building as well as firewood and home construction, the flat landscape became more open, with small settlements like islands amidst the fields connected by dirt roads.

While Mathews County is not associated with any nationally prominent Civil War battle, the region includes fortifications and supported the Confederate war effort by raising crops, building and repairing ships, and maintaining salt works. Union raids from the base at Gloucester Point were specifically intended to hinder these operations, and the early construction of Fort Nonsense (057-0013) at the county's border with Gloucester displays the initial efforts to repel the Union forces from the Middle Peninsula. The period following the war witnessed momentous changes as soldiers returned home, farms were divided, and newly free African American communities redefined their places in society. The agricultural and marine basis of the

county continued, albeit with an increased emphasis on connections with the expanding urban centers of Norfolk and Baltimore and their access to additional markets and new opportunities. The collapse of the steamboat network following the hurricane of 1933, and the proliferation of the automobile as the preferred means of transportation, undercut Mathews County’s historical maritime advantage. Spared much of the rampant growth of the greater Hampton Roads communities, Mathews County has relied on some its traditional maritime trades and agriculture, but augmented by the advent of a summer recreation industry and tourism. Today the agriculture, forestry and maritime industries continue to dominate the landscape, but with significant technological advances over their predecessors. Benefitting from its distance from urban centers, Mathews County emphasizes the value of living a little further away in a place with much less change. The result is a county with significant historic resources that few people outside its boundaries know about, but that hold great potential for teaching us about our shared heritage.

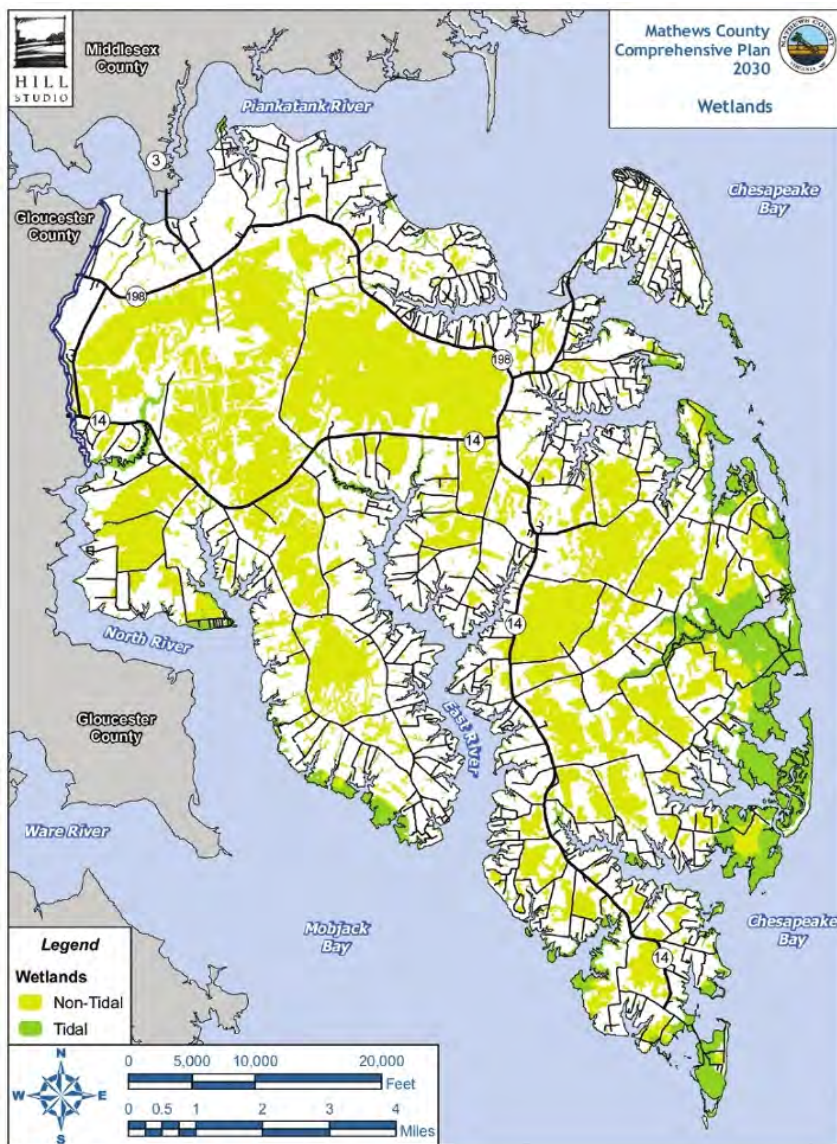


Figure 4. Mathews County tidal and non-tidal wetlands areas (Mathews County Comprehensive Plan 2010).

Natural Characteristics and Cultural Patterns

Mathews County is located in the Coastal Plain of Virginia. The county presently encompasses 252 square miles, including 86 square miles of land and the remainder in water. The county is bordered by Gloucester County and the North River on the west, by the Piankatank River on the north, by the Chesapeake Bay on the east, and the Mobjack Bay on the south and west. The county includes over 217 miles of shoreline, has more than 3,500 acres typically under agricultural production each year, and is otherwise dominated by forest and tidal or non-tidal wetlands (Figure 4). Despite the relatively low elevation and frequent flooding that overtakes much of the county during the worst storms and hurricanes, the northwestern corner of the county along the Piankatank River includes properties between twenty and thirty feet above sea level. In addition to the rivers, creeks, and harbors mentioned previously, numerous small creeks and tributaries are found throughout the county.

The county’s population was 8,978 in 2010 and is predicted to decrease over the next decade (United States Census Bureau 2010). The population has not changed dramatically compared to other nearby

communities, such as Gloucester County. Over the last century the number of people in Mathews ranged from a high of 9,207 (2000) to a low of 7,121 (1960) (Historical Census Browser 2004). This stable population rate is unsurprising for a largely rural and maritime-based community, especially one at a distance from the growing urban and suburban centers of southeastern Virginia and without any major industrial or military employers. The largest population increase recorded in surviving censuses occurred between 1810 and 1820, rising from 4,227 to 6,920 (63.7% increase), matching a period of economic prosperity related to shipbuilding and the first few decades of independence as a separate county. Today, the county is highly valued for its beautiful waterfront property, the relaxed pace of everyday life, and a tight-knit sense of community. The population values its growing arts scene and a strong connection with history, and numerous non-profit organizations support local, regional, and national talents.



Photo: Chip Clark, Smithsonian Institution

Figure 5. Solutrean points associated with Mathews County

Ethnic/Immigration

The vast majority of people historically associated with Mathews County are connected with one of three major descent groups: Virginia Indians, Europeans, and Africans. Virginia Indians are most frequently associated with life in the region prior to European settlement, although there are current residents of the county that continue to trace their ancestry to Virginia’s native peoples. A full discussion of the lives, including architecture, of the region’s first residents will be discussed in the forthcoming archaeological assessment of Mathews County, but a brief context is included here.

Archaeological evidence suggests Virginia Indians occupied this area as early as the Paleo-Indian period (15,000 B.C.—8,000 B.C.). A consistent occupation by descendants of this group, or groups, of Virginia Indians who migrated into this area is substantiated by further archaeological evidence of the Archaic and Woodland periods (see Historical Context above). While little is known about the specific architecture they employed during these periods, it is appropriate to relate scholars’ current understanding of political structure, building types and landscape features of the Late Woodland/Contact period (900 A.D.—1600 A.D.), particularly those of the greater Powhatan chiefdom, of which this area was a part during the late 1500s and early 1600s.

The Powhatans relied on a hierarchical political structure with chiefs or *werowances* ruling over villages constituted from several family groups who subsisted through fishing, hunting, gathering, and limited agriculture. Tribute was paid to larger villages, connecting local chiefs to regional chiefs and ultimately to Powhatan himself, living nearby at Werowocomoco along the York River in present-day Gloucester County. The Indians most frequently associated with the region under study included the Piankatanks, recently conquered by the Powhatan at the time of contact with the newly established colony at Jamestown Island. Captain John Smith references few other settlements by name within or near the study area, suggesting a lower level of population for the region. Individual family units likely lived in *yahakins*, typically rectangular or oblong oval buildings, often with interior hearths and occasionally elevated sleeping areas, constructed from saplings and covered over by thatch and bark. These houses were surrounded by a communal yard area with

external hearths and other production areas, associated with the preparation of animal skins, food, stone tools, and other everyday tasks. Small cultivated fields were located in close proximity. These small, dispersed settlements did not likely have palisades or defensive structures, although they were frequently located along rivers and creeks which provided additional natural resources and easier trade and transport via the water. While none of these settlements survive intact, nor are there specific historical references with descriptions of them within the boundaries of current Mathews County, they are nonetheless an important part of the region's history and the archaeological evidence of this architecture and landscape is worthy of reference, particularly as it demonstrated Virginia Indians' sophisticated adaptation to local materials and individual needs.

English settlement of the area began in the second quarter of the seventeenth century and there are few references to encounters with Virginia Indians. It is unclear whether native peoples residing in what became Mathews County were gradually pushed out of the area by European settlers, or purposely migrated west, integrating with other tribes. Regardless, the continuously shifting boundary between European and Virginia Indian territory moved towards the fall line of Virginia's major rivers by mid-century. During the same period the dominance of tobacco monoculture coincided with and partially fueled the importation of Africans who were kept as slaves. As with other areas in the Tidewater, enslaved Africans first appeared and most rapidly increased in number on the plantations of the elite merchant-planters. As the seventeenth century turned into the eighteenth, the number of individuals purchasing enslaved Africans increased, their numbers on larger plantations increased, and by the second quarter of the century there was sustained natural increase as the barracks-style housing, which predominated on large-scale owner-resident plantations, and gang-labor work system evolved into one based on nucleated families. Wealthy plantation owners shifted from gender-



Figure 6. The kitchen at Auburn (057-0001) dates to the early 19th century and likely served as a slave quarter.

segregated worker housing to a quarter system that matched often related groups of enslaved Africans with specific acreages, also known as quarters. The quality and style of these buildings usually paralleled the roughest sort of houses, although this reflected the resources invested in them by the owner rather than the preferences of the enslaved residents. At the same time, a dwindling number of indentured servants, primarily of European descent and increasingly with specialized skills, lived in similar, yet segregated, buildings.

While relatively little is known about the specific architecture of the buildings housing enslaved Africans in Mathews during the seventeenth and early eighteenth centuries, it is likely that most were small, one- or two-room, earthfast buildings

with dirt floors, root cellars, and a small garret above. Their form had changed little in size, shape, or materials by the end of the eighteenth century. Wealthier plantation owners invested more in those slave quarters closest to the manor house, incorporating brick chimneys and occasionally brick foundations, raised floors, and glass windows, although this was as much to demonstrate their wealth and knowledge of architecture as it was an effort to better the living conditions of the occupants (Figure 6). Often enslaved Africans found their living quarters within newly specialized buildings, such as separate kitchens, laundries,

and small manufacturing buildings, or in the hallways, attics, and cellars of the manor house. Some enslaved African Americans, and a growing number of free African Americans, learned skilled trades and often supplemented their work with fishing and other maritime activities.

The number of enslaved African Americans at the turn of the nineteenth century (2,804) nearly equaled the white population (3,002) (total population: 5,806; 1800 Census Data, Historical Census Browser 2004). The next sixty years did not witness a significant change in the county's demographics. Shortly before the Civil War, the population was split between 3,865 whites (54.5%), 3,008 enslaved African Americans (42.4%), and 218 free African Americans (3.1%) (total population: 7,091; 1860 Census Data, Historical Census Browser 2004). Of the 386 slave owners, 293 owned fewer than ten slaves each, while only five owned more than fifty (and only one owned more than 100). There is little evidence of extant slave quarters in Mathews dating from the first half of the nineteenth century or before, with the kitchen at Auburn (057-0001) likely having housed enslaved Africans during its first decades. True to form, it survives in part because of building materials and craftsmanship, but also because of its re-use and close proximity to the manor house.

The years following the Civil War brought significant challenges and opportunities for the African-American population in Mathews County. Many used the skills they had developed when enslaved and sought employment, in and outside of Mathews. Whether as a washerwoman, oysterman, or field hand, the battered economy held opportunity for those willing to search out new clients and new markets. As African Americans built new communities, often maintaining ties with buildings, landscapes, and people they associated with prior to the Civil War, they frequently prioritized land ownership, education, and religion, creating houses, schools, and churches that reflected their world and their identity. One community with many of these elements surviving is centered on Antioch Church (057-5244). In close proximity are the former Rosenwald School (057-5052) and a local store along with a number of dwellings (not surveyed), each an integral part of the African-American community. While these buildings date to the early twentieth century, they reflect the investment



Figure 7. Parsonage for the Antioch Baptist Church, previously a Rosenwald School (057-5052).

of an earlier generation as well as the continued investment of subsequent generations, particularly in the development of the current L.W. Wales Center and Parsonage for Antioch Baptist Church [Rosenwald School] (057-5052). Schools, typically underfunded for black communities by the white dominated county government, required the most consistent community support, along with churches. The desegregation of schools, along with the consolidation of these institutions as the population of African Americans in Mathews County decreased during the second half of the twentieth century, frequently resulted in the loss of these buildings and sometimes the near disappearance of entire community centers. In 2010 the census recorded 823 African Americans in Mathews, a decrease of 21% since 2000. While the population was 2,096 in 1870, and rose to 2,513 in 1910, there has been a steady decrease since the early twentieth century, reaching 1,782 in 1950. Several other African America communities developed within the county, often along some of the primary roads, including the intersection of Glebe Road and Church Street, and the First Baptist Church (057-

5017), the first African-American Baptist church in the county, at the intersection of Glebe Road and Rt. 198. The architecture and the history of African Americans in Mathews County is significant, and deserves more focused research and the preservation of these landmarks.

Architecture

Architectural remnants of the colonial period in Mathews County generally fall into two categories: large plantation estates (Hesse/057-0007, Providence/Hopemont/057-0073) and more modest but still substantial dwellings (Springdale/057-0018, Poplar Grove/057-0008, Billups house/057-0023, Fountain Green/Two Left Hands Farm/057-5199). Though many of these buildings have undergone numerous additions and changes since originally built, or have been entirely replaced by later buildings as at Hesse, the larger estates display formal and massive architecture, classical Georgian styling, and include multiple outbuildings, very few of which survive from the early periods. Other plantations on this scale, such as North End, an extensive estate in the Page family, existed in the county, but survive today only through archaeological evidence. The more modest dwellings, though likely still houses of middle and upper middle class yeoman, tend to be smaller, one-and-a-half-story dwellings, sometimes with English basements, of both frame and brick construction. Very few confirmed colonial buildings of this type remain, and most that do have many later modifications (such as Springdale/057-0018 and Poplar Grove/057-0008). Though Kingston Parish was one of the most populous and affluent parts of Gloucester County during the early eighteenth century, there are no documented surviving buildings from the seventeenth century or first quarter of the eighteenth century. A number of buildings have at least portions that are attributed to the eighteenth century, but few have undergone intensive architectural survey to confirm or refute these traditions.

Several properties documented by insurance policies at the turn of the nineteenth century, including Windsor, Bellevue (057-0057) and Beechland (057-0010), are no longer extant in their colonial forms (Mason 2009:II:34-38). The Windsor property of John Clayton is exclusively archaeological, while the main houses at Bellevue and Beechland burned in the nineteenth century and were replaced with dwellings of similar size while retaining some earlier outbuildings. Though many are gone, the longer survival of these larger houses is emblematic of the better access to quality building materials and labor that was available to the wealthier residents of the county, and the construction of larger dwellings often insured a longer period of usefulness. Whereas many of the smaller houses, though some were also built quite well, were simply too small for later owners, and were either replaced, or expanded so much so that the original buildings are hardly recognizable.

What is generally lacking from the colonial era in Mathews County is the bulk of domestic architecture: modest dwellings of middle and lower class farmers and tradesmen, indentured servants houses, slave quarters, and the many outbuildings and agricultural buildings that populated the developed landscape of



Figure 8. Providence (057-0073), southeast elevation.

the county. Due largely to time and changing fortunes, the majority of these buildings do not survive. In addition, fire, lack of maintenance, frequent storms, and the susceptibility of frame houses to rot, termites, and other problems, particularly in the low-lying and humid climate of Mathews County, worked against the survival of these buildings.

Some of the colonial era buildings are exemplary for their style. Though there are few precisely dated buildings in the county before the 1820s, due to a lack of surviving records and limited in-depth architectural research conducted to date, several colonial buildings are notable. At the top level of society, families such as the Pages, Armisteads and others built elaborate plantation complexes like Hopemont/Providence (057-0073), a two-story, double pile, 5-bay brick Georgian manor (Figure 8). Hesse (057-0007) and North End, the house of the Page family, were likely on a similar scale, but both of these colonial houses were destroyed near the close of the eighteenth century. Hesse was rebuilt in the same location around 1800, while a second North End was erected in a different location, and that too succumbed to destruction in the nineteenth century. The early sections of Springdale (057-0018) as well as Poplar Grove (057-0008) are of similar scale and style to one another. Springdale, which may date as early as the mid-eighteenth century, is a frame one-and-a-half-story gambrel roof building with a brick foundation and cellar and a large brick chimney set in Flemish bond on the north side. The original house is three bays wide and two rooms deep with a side hall plan, and the massive exterior chimney has two sets of shoulders. Though not part of a large plantation, the sizable dwelling, fine brickwork, and interior molding details indicate a building of quality that took substantial funds to complete. A large later addition was set beside the original house and linked by a hyphen, thereby preserving the integrity of the original section. The earliest portion of Poplar Grove is a two-bay end chimney gambrel roof building built of brick and likely dating to the mid-to-late eighteenth century. Though relatively small, its masonry construction was a major expense, and it also may have been part of larger home of which only this portion survives. A number of early outbuildings survive at Poplar Grove, along with a brick garden wall likely dating to the early to mid-nineteenth century.

Other colonial era buildings like Milford House (057-0023), appear to date to the 1770s and typify the common Tidewater style of one-and-a-half-story, center hall buildings with brick foundations and chimneys at gable ends. Milford is three bays wide over a raised Flemish bond brick cellar, and boasts fine interior paneling. There are other buildings with portions reputed to date to the third quarter of the eighteenth century or before, such as Goshen (057-5215) with its Flemish bond brick section, but most of these are unconfirmed and are modest buildings invariably with multiple later additions. Other buildings in this group include Sutherland (057-0046), the Augustine Diggs House (057-0096), and Springhill (057-0021), all of which have an eighteenth- or first half nineteenth-century portion, but with later additions and repairs. More thorough study of this group of buildings could shed light on the surviving early building types and characteristics of Mathews County.

The Federal period in Mathews County, beginning in the 1780s and extending through the 1840s, includes a wider variety of surviving architecture. At the estate level, there are a number of examples from this period (Auburn/057-0001, Bellevue/057-0057, Green Plains/057-0004, Hesse/057-0007, Palace Green/057-0027) that display the status and wealth of the county's social and economic leaders. Hesse is a five bay two story brick manor home with end chimneys built in a simple, yet elegant Federal style. The house at Hesse replaced a similarly massed building in the same location after a fire in the 1790s. Houses such as these commanded large estates with numerous outbuildings. Auburn, though it has recent additions and some recently built support buildings, maintains many of its early nineteenth-century outbuildings which suggest a

carefully designed landscape. Auburn was built in a more elaborate Federal style, with pairs of chimneys on each end linked by brick parapets, and elaborate molding details and fanlights surrounding the primary doors. Built for a member of the wealthy Tabb family, its style and opulence demonstrate the family's wealth and share characteristics with some of the Tabb homes in Gloucester, including White Marsh (036-0052) and Waverly (036-0050).



Figure 9. R-R Retreat Acres/Archibald Taylor Hudgins House (057-5087), south elevation.

Another class of buildings dating to this period that are classic examples of Federal architecture include side-passage with side chimney houses, and front gable buildings with back chimneys, generally built above a high English basement. Examples of the first style are The Battery (057-0041) and Edwards Hall (057-0019), while the second type includes Centreville/Woodstock (057-0006), Hyco House (057-0040), and the addition to Springdale (057-0018). Most of these make use of the semi-elliptical window in their pediments, a neoclassical stylistic element that may have been inspired by the construction of the brick courthouse in the 1830s (Lewes et al 2007). Some of these buildings were relatively modest in scale and elaboration, such as the Federal addition to Springdale (although enlarging an earlier house), while Woodstock was part of a large estate with a complex planned landscape. The Battery was relatively simple in form and detailing, but was built over a very high first floor level, with a long flight of exterior stairs accessing the front door, and a pair of tall chimneys on the back. This helped lift the framework of the house above the surrounding flood-prone land, but also made the house an impressive sight from land or by those sailing up Blackwater Creek. Hyco House took this style further, with an elaborate front portico and curving brick steps with more impressive Greek Revival details. Hyco House, Edwards Hall and Palace Green (057-0027) were built directly outside the courthouse village, with Springdale just a little further down the road, suggesting a level of economic growth and prosperity in the county during the early decades of the nineteenth century. More scaled down examples of the side hall, end chimney plan include Sibley Farm (057-5084) and Milford II (057-5086), which have a single end chimney, no basements, and lack comparable architectural embellishments.

Other first half nineteenth-century dwellings in the county are characterized by the simple Federal style I-house plan, such as Busby/James Place (057-5208), Old Pine (057-0053), R-R Retreat Acres/Archibald Taylor Hudgins House (057-5087) (Figure 9), Seth Foster House (057-5088), Ransone House (057-0047), Lane Hotel/White Dog Bistro (057-0070), the house at 430 Thurston Road (057-5204), and a house along Rt. 14 (057-5091), and were generally two-story frame buildings with end chimneys, sometimes with simple porches. These houses could range in both length and height, from two bays wide with relatively squat first and second floors, to five bays wide with high first floors and large windows. A small example of this type is a house beside Rt. 198 (057-5111) which follows the form of the others on a smaller scale, has a typical one-story attached kitchen on the rear elevation, and distinctive moustache shaped cut-outs in the gable rakeboard.

Belmont (057-0059) is slightly different than the others enumerated here. It is a two-story, two bay frame house with end chimneys and attached lower two-story wings that appear contemporary with the main dwelling. The main body of the house is square, with a balustraded widow's walk on the roof, and is more

reminiscent of many late eighteenth- to early nineteenth-century Federal homes in New England, although with its attached wings it also evokes the neo-Palladian style seen in houses such as Battersea in Petersburg, but on a much more modest scale. Another interesting example is Parsons Point (057-5012), which is one and a half stories tall, but has wall dormers with gabled caps, an unusual feature in the county. Most of these dwellings have numerous later additions as they were adapted to the changing needs of their owners, and they have often been extensively remodeled.

More modest dwellings of the first half of the nineteenth century, such as the early portions of Two Left Hands Farm (057-5199), Tompkins Cottage (057-0002), Brunson's Landing (057-5242), Barneck (057-0051) and a small house on Aaron's Beach Road (057-5211), are present in modest numbers, though evocative of a wide class of architecture that is largely missing today. All of these buildings are of frame construction, sometimes with brick foundations and/or English basements, and usually one end chimney. They are usually one and a half stories tall, with the garret lit by small end windows or dormers. Even houses of this size were usually accompanied by detached kitchens, smokehouses and other buildings, but many of them do not survive. With more in-depth research of standing buildings, it is likely that there are more surviving houses dating to this period, or at least portions of surviving houses (such as 057-5212 and 057-5214, both abandoned buildings that have late eighteenth- to early nineteenth-century portions with hand-hewn mortise and tenon construction, split lathe, and other early details), as the tendency has been for residents to add on to many of the smaller early buildings. All of these houses were built by local craftsmen, usually using local materials, and continuing local vernacular traditions stretching deep into the colonial period. The current modest number of these types of houses does not reflect their previous prevalence. Based on the population of the county during the first half of the nineteenth century, approximately 6,920 in 1820 based on census records (see earlier citation), there were likely several hundred buildings of this type, scattered across the smaller property holdings of the county, and owned by everyone from middle class farmers, to watermen, free African-Americans, and local tradesmen, as well as those lived in by tenant farmers and enslaved Africans.

Throughout this period, the practice of employing local builders using primarily locally-sourced materials held true. The presence of significant timber resources in the county, coupled with extensive boat building, ensured a steady supply of materials and skilled craftsmen for building houses. Much of the timber cut was often sawn into rough lumber and shipped elsewhere, but there was plenty available for local needs. On the larger estates, some of the enslaved African laborers may also have been skilled builders, responsible for constructing and maintaining many of the utilitarian buildings on the farms, and potentially working on neighboring properties as well. Most of the bricks used for foundations, walls and chimneys were locally produced, generally made on site as needed for a particular building project. It was not until later in the nineteenth century that commercially-available bricks became more commonly available. A quick search of the Craftsman Database at the Museum of Early Southern Decorative Arts (MESDA) identifies twelve skilled tradesmen in Mathews from 1792-1812, likely a small percentage of those working in the community. These craftsmen include bricklayers, plasterers, shipwrights, cabinetmakers, and their apprentices. It also includes an entry for Richard Billups, "master builder," who is still remembered today for his work (MESDA 2014).

The post-Civil War period, extending into the early decades of the twentieth century, though a period of slow economic growth in general, saw a proliferation of modest dwellings across the county. The largest stock of extant historic buildings in the county dates to this period. In fact, in some portions of the county today, most of the standing buildings date to this period, especially in the southern region of the county away from the immediate waterfront areas, outnumbering construction from the last fifty years. The majority of

these buildings are two-story frame I houses, varying from two to five bays, often with a rear ell, and usually from one to three chimneys, depending upon the size of the building. Many of these houses are plain and unadorned, but the most common additions seen are porches, often with Italianate or Queen Anne details, or sometimes a combination of these styles. Porches most often were added to the front, but they can also be found across rear elevations, along a rear ell, or wrapping around to either or both sides. Porches that take advantage of waterfront locations or good views, and that are designed to accommodate outdoor seating and entertainment are more common during this period (a good example of the latter are the long and wide porches spanning the front and back sides of Brighton/057-5089). These buildings often incorporate smaller, earlier buildings into their construction, but this can be difficult to determine unless the building is in deteriorated shape or is undergoing renovation and has exposed structural elements. There are many varieties of this housing type recorded during the current survey, and dozens more throughout the county, in various states of preservation, from ruinous, to intact, to significantly altered.

Though the I-house is a dominant form, other house types from this period are also prevalent. Several examples of small, vernacular, one or one-and-a-half story dwellings dating to the late nineteenth and early twentieth century survive (057-5152 with its unusual gabled dormers with pairs of small windows, as well as 057-519) (Figure 10), representing what was likely a common house type of the period that only survives in small numbers due to the growing preference for larger buildings during the twentieth century. Other dwelling types prevalent during this period, particularly in the early decades of the twentieth century, are commercially-available house types, such as the four-square and bungalow styles available through the Sears Roebuck company, and widely copied (examples include 057-5120, 057-5128, 057-5153, an interesting gambrel-roofed example, and 057-5169). Many local builders may have imitated these popular national styles, but used locally procured timber and tailored house plans to local needs. A quick review of census records for 1910 reveal several builders in Mathews, including Charles Diggs, Joseph Davis, and John W. Smith, along with sawmills/sawyers (Rufus Forrest and Fred Douglas) and shipbuilders (Edward Thomas and Peter Smith) showing a continued demand for a variety of local craftsmen (1910 Census Data, Historical Census Browser 2004).



Figure 10. House on Sandberg Lane (057-5152), south elevation.

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More elaborate late nineteenth- and early twentieth-century houses were built in a variety of styles. Several Victorian houses were noted during the survey, including the Shipley/Hudgins house (057-5114), the house at 119 Church Street (057-5161), Elloree (057-5021), and a house along Rt. 198 (057-5112). These often make use of steeply pitched roofs, circular towers, and decorative windows sometimes incorporating stained glass. Many of the simpler house types have Victorian Queen Anne or gingerbread stylistic elements added to porches and gable ends. Other large houses were built in a late Federal or early Colonial Revival style, such as Riverlawn (057-0036), which copies the symmetry and appearance of early nineteenth-century dwellings, but at a scale and with decorative interior elements more typical of the 1870s.

Green Mansion (057-0039), built circa 1903 upon the site of an earlier house, is a grand Colonial Revival estate, with many fine decorative details and a suite of carefully situated outbuildings. Poplar Grove (057-0008) was significantly expanded around this time with both colonial revival and restrained Victorian elements, creating a unique and unusual elite manor.

Brighton farm (057-5089) was constructed in the early twentieth century with both a ‘winter’ house and a summer house, both in the Federal/Colonial Revival style of two story frame multi-bay houses set over high foundations, with the latter just a much enlarged version to accommodate increased use of the property during the summer. These houses illustrate several innovations to the traditional Mathews’ housing market: the use of materials shipped in from elsewhere, often by steamboat; the building of vacation homes as successful urban dwellers, some already with ties to the county, embraced the rural qualities of the county; and the use of trained architects to design the new buildings.



Figure 11. Goshen (057-5215) Icehouse.

In the 1930s through 60s there are more examples of commercially-available house styles, many visible along the main county roads and in Mathews Courthouse village, as well as Colonial Revival dwellings, some of which like Samarkand (057-5154), are grand estates meant to evoke an earlier era while solidly grounded in early twentieth-century design and amenities. More modest examples of mid-twentieth-century architecture include a gambrel-roofed Colonial Revival house (057-5164), plainer, one and a half story houses with brick exteriors (057-5163 and 057-5165), or of frame construction (057-5166), and ranch style dwellings (such as the parsonages at 057-5246 and 057-5247). The current project did not inventory a large percentage of homes from this era, but enough were observed to indicate that this period boasts plenty of surviving architecture to be surveyed in future projects. Several more recent style dwellings were also built in the county (such as The Pines/057-5005), but these appear to be the exception to the rule. More numerous, but less well represented, are small cottages or beach houses built near beaches and on Gwynn’s Island as part of the expanding weekend and summer vacation communities. Often constructed in concrete block, with simple, unadorned single story plans, iron frame windows, and relatively small footprints, there are several survivals, such as the summer dwellings located on the historic Respass House site (057-0017) and on the property of the commercial Island Seafood (057-5236), although there is little survey to evaluate any threats to this relatively recent and understudied building type.

Icehouses are an interesting outbuilding type that survives at least partially, at a number of properties in the county. Generally round in form with a conical roof and surrounded by a mound of earth to help insulate the room inside, notable examples are to be found at Auburn (057-0001), Woodstock (057-0006) Bellevue (057-0057), Beechland (057-0010), and Goshen (057-5215) (Figure 11). But in terms of both function and date, it appears that smokehouses have survived more often at houses of every style and economic level, than any other form of outbuilding. Although smokehouses performed an essential function in the pre-refrigeration era, they were not the only prevalent outbuilding, as is shown through the survival of a number of different outbuilding types at properties such as Auburn, Green Mansion and Beechland, but also substantiated through

existing historic plats and insurance policies. However, smokehouses spanned all economic levels and maintained their utility into the mid-twentieth century, and were frequently converted to sheds, benefitting from a close proximity to the main house. They may also have been better constructed than other buildings, as they tended to be characterized by closely set joists and solid exterior weatherboarding, and these characteristics likely encouraged their more widespread preservation. Notable examples include the all-brick smokehouse at Goshen (057-5215), as well as the early frame example at Springdale (057-0018), but they survive at dozens of properties throughout the county. They are almost always small square buildings with high pyramidal roofs, and generally topped by some type of pointed finial. Their survival preserves an important part of the county's agricultural and architectural heritage.

Landscape and Subsistence/Agriculture

The landscape of Mathews County still retains much of the rural character that has defined it over the past four centuries. Although major shifts in crops and technology have occurred, and recent settlement patterns have favored development of the county's waterfront, the majority of Mathews County is covered in managed timber lands and, to a lesser extent, agricultural fields. The primary early crop in the county was tobacco, introduced along with the first European settlers in the mid-seventeenth century. Other produce and livestock were raised for subsistence, and occasional profit, but tobacco was the dominant cash crop into the third quarter of the eighteenth century. By that time a shift was underway towards a more diversified crop rotation based on grain cultivation, due to both decreasing soil productivity and also lower prices for tobacco exports (Kulikoff 1986).

The shift away from tobacco in the Tidewater ushered in major economic and social changes and marked one step in a series of subsequent economic transitions, such as the growth of a local sawmilling industry, technological advances in farming, and the rise of commercial seafood industries. During the colonial period, the reliance on tobacco as a cash crop, and the importation of enslaved Africans to serve as laborers created a specialized landscape that displayed the necessities and luxuries resulting from this system.



Figure 12. Goshen (057-5215), windmill and barn.

Buildings such as slave quarters, tobacco barns, tobacco presses, storage sheds, and inspection warehouses spoke directly to this economy, while the erection of substantial manor houses was made possible by the excess wealth and labor that such a system produced. Kingston Parish, as Mathews County was known then, was a wealthy and productive area. Virginia Gazette ads for properties in Kingston Parish often mention good soils for growing tobacco, abundant fish and oysters, as well as tobacco barns, corn houses, apple orchards and other agriculture related items, such as an advertisement for a 600-acre property in 1767 (Rind 1767:3). Some of these notices also mention the substantial dwellings that were built for the wealthier landowners. Several of these dwellings, such as the early portions of Poplar Grove (057-0008) and Springdale (057-0018), still survive, but few remnants of this early period survive today.

In the late eighteenth and early nineteenth century, as the economy recovered from the Revolutionary War, and land was bought and sold more freely with the new system of property law established by the state and Federal governments. There was also an increased prevalence of grain mills, the development of a timber industry as demand for lumber grew in distant urban centers, and improved agricultural techniques designed to enhance soil fertility and crop yields. Though large plantations still dominated the landscape, smaller farms were more prevalent, and more diverse. A local shipbuilding industry and burgeoning seafood production also helped support the economy, but the county remained very rural.

There are many more buildings remaining from this period than the previous, largely in the form of farmsteads and manor houses surrounded by a number of smaller outbuildings. There are not a lot of specialized agricultural buildings that survive, such as mills, grain or livestock barns, but the extant houses, sheds, smokehouses and icehouses speak eloquently to this economy.

The largely rural and agricultural character of the county has changed little since the mid-nineteenth century, though farming has changed drastically with mechanization, and travel has shifted largely from walking, horse-drawn carts, and steamboats, to automobiles and paved roads. The greatest change in the landscape has included retiring agricultural fields and their replacement with mixed hardwoods and pine forests, predominantly managed for timber production. As specialized agricultural buildings went out of use, they were abandoned or demolished, though there are still some complexes of agricultural buildings in the county, as at Goshen (057-5215) and Brighton Farm (057-5089), that date largely to the late nineteenth and early twentieth century.

During the twentieth century, new commercial crops came to Mathews, including daffodils, asparagus and blueberries. The latter two are still important crops today, although farming is dominated by mechanized cultivation of corn and soybeans, and timber lands predominate across the county. Though most residents today do not earn their livelihoods off the land, the rural landscape of Mathews County evokes a long history of agricultural change and innovation.



Figure 13. Callis Wharf (057-5234), warehouse west elevation.

Commerce/Trade/Transportation

Waterways have helped define the commercial and economic character of Mathews since the early days of English settlement in the seventeenth century, and likely before. Though there were early roads, most likely cleared dirt paths, some of which may have begun as Virginia Indian trails, the roadways were never as reliable or as efficient as water transport until the early twentieth century. This situation was advantageous during the colonial period, as the primary trade involved shipping locally-grown tobacco to England. Travel by boat, though not always fast, was a reliable way to get goods and people to markets in Yorktown, Williamsburg, Norfolk and abroad. This system expanded greatly in the second quarter of the

nineteenth century with the introduction of steamboats, which plied the waters of the Chesapeake Bay and the eastern seaboard. Steamship travel was one of the primary means of transportation in the Tidewater region during the nineteenth century and into the early twentieth century. Several companies made regular stops in Mathews County, ferrying citizens and goods back and forth between Hampton, Norfolk, Baltimore and other locations. The main companies plying the bay were the Old Bay Line, operated by the Baltimore Steam Packet Company, and the Chesapeake Line. The former began operations in the 1840s, and survived longer than any other steamship company, finally ceasing operations in 1962. Though steamboat travel was the primary means of regional travel, as well as for importing finished goods and exporting local products to national and even international markets, the arrival of automobiles in the early twentieth century, and the improvement of road networks, particularly beginning in the 1930s, undermined the success and viability of steamboat travel (History and Progress 1982:103-105).

Accompanying the expanding steamboat network in the nineteenth century was a proliferation of wharves that accommodated this travel, and served as the primary means for moving goods. Most stores in the county were at least partially supplied with goods that arrived by steamer and other ships, while local products such as sawn lumber and agricultural products were sent to markets from these same locations. Some of these, such as Mobjack and Williams Wharf, were busy commercial locations, where stores (057-0035), post offices and other activities took place, while others served primarily as steamboat passenger stops. The custom house at Williams Wharf (part of the Williams Wharf potential historic district/057-5083) regulated and recorded the activity of trade and commerce for the region. Still other wharves, such as Callis Wharf (057-5234) (Figure 13) and New Point Wharf (057-5254), were primarily commercial in nature, serving the abundant seafood fleets which hauled in rich harvests of crabs, oysters, clams, and fish. Many of the docks and wharf buildings are no longer extant, but several survivals along with a rich photographic record, attest to the prevalence and prominence of these maritime resources.

Accompanying all of this maritime traffic was the need for navigational aids to ensure that people could travel safely across the waters. Lighthouses served this essential function, and two of these buildings were located in the county, or just beyond its shores. The New Point Comfort Light Station (057-0064) was put into operation on January 17, 1805. It was the fourth lighthouse built along the shores of the Chesapeake Bay and was active until 1962. Congress authorized the lighthouse in 1801, but it took several years to purchase the land and get the building built. The lighthouse was an octagonal, 58-foot tall, ashlar-sandstone tower, and its design was similar to both the Cape Henry (1792) and Old Point Comfort (1802) lighthouses. In addition to the tower, a dwelling house, kitchen and several other buildings were constructed (Clifford 2001:3). The surrounding lands and sand bars have eroded significantly over the years, leaving just the tower and a protective ring of rip rap today.

A second lighthouse protecting ships in the waters near Mathews County was constructed in 1894. The Wolf Trap lighthouse (057-0065) is located offshore from Winter Harbor and is a caisson building supporting a two-story brick octagonal dwelling with a short tower holding the lantern. It was listed on the National Register in 2002. This is the second lighthouse in this location, as the original was destroyed by a storm in 1893.

While the water was quite literally the highway in Mathews County for much of its history, roadways performed crucial functions from its earliest period. In the colonial period, a network of largely unimproved roads was developed across the lands of Kingston Parish. Largely traversing the higher grounds between the many creeks of the county, this original network is largely evident today in the primary county roads, U.S

Routes 14 and 198, and Route 3. These early roads linked smaller interior farms, and allowed the general public to move between farms, and travel to church and court either on foot, horseback, or in carriages. At the same time, riverine travel was the major route for shipping agricultural goods and travelling longer distances, such as to Williamsburg or other larger settlements. The ease of water access throughout the county, along with the primary trade commodity being locally-produced tobacco that was shipped abroad, created little incentive for the improvement of roads. The county's geography also encouraged a native shipbuilding industry to develop, which historically was one of the county's major sources of employment and revenue. Most of the tangible remains of this road network and nearby buildings are no longer standing, although several buildings have surviving portions that date to this period (such as Springdale/057-0018 and Milford/057-0023). The majority of the colonial wharf locations continued their importance into the nineteenth century, and further improvements often replaced the earlier buildings and components.

The economic shift to a more inward domestic economy after the Revolutionary War spurred the improvement of local roads, along with more development along those routes, including mills, improved dams/bridges, as well as stores and dwellings at important crossroads which formed the heart of later hamlets and villages. The Poplar Grove mill (057-0009), a tidal mill, appears to be the only historic mill surviving in the county, though it is known that several others existed, both tidal mills as well as more traditional mills utilizing mill dams and races. Smart's Mill, located at the far west edge of the county along Rt. 14, had a mill dam stretching across the head of the west branch of the North River. This dam may also have served as the bridge and roadway into the county. Though no stores or other improvements are known to have been at this location, other crossroads in the county became important community trade and meeting points.

This is particularly true at the location of Mathews Courthouse, known at the time as Westville, which began developing in earnest as a village when the county was created in 1791 and the local citizens chose to build the courthouse there. Though the current courthouse (057-0022-0002) dates to ca. 1834, early efforts to attract business resulted in a small nucleated settlement with taverns, a few shops (including Old James Store (057-5027, 057-5049-0001) and a tailor's shop at Tompkins Cottage (057-0002) which may have also served other functions), and houses, in addition to the county-owned buildings. Martin's *Gazetteer* of 1835 succinctly describes this hamlet, providing a brief snapshot of the village, referencing houses, stores, factories, taverns, and public buildings including the "new" courthouse, two jails, and clerk's office (Lewes et al 2007:12-14). Most of the other recognized villages/hamlets throughout the county appear to date to the late nineteenth and early twentieth centuries, based on the earliest surviving buildings, but these locations became even more important beginning in the 1920s, when cars began arriving in the county in numbers, and gas stations were required to fuel and service these vehicles.

Several of the county's early service stations survive and a large percentage follow a similar form, built as one story buildings with a clipped gable roof and a front canopy that sheltered gas pumps and could often be used as a drive-through for motorists. Many of these, such as the ones at Hudgins (057-5102), and one on Buckley Hall Road (057-5118) were built with large architectural brick, while others are of frame construction, such as another one along Buckley Hall Road (057-5116), and a station near North (057-5024) which has brick columns. Most of these stations appear to have been built between the late 1920s and 1940s. Oil and gas were brought in at some of the local wharves, including Williams Wharf and Mobjack, and many of the stations were built by Philpotts' Tidewater Oil Service (Ewell 2013).

The mercantile history of Mathews is told largely through the rural stores and post offices that were set up at many crossroads communities throughout the county (Figure 14). Early commerce in the county



Resources

- Stores/Post Offices/Service Stations (Newly Identified)
- ⊠ Stores/Post Offices/Service Stations (Updated)
- Stores/Post Offices/Service Stations (Previously Identified)
- Wharf (Newly Identified)
- Wharf (Previously Identified)
- ★ Store and Wharf (Newly Identified)

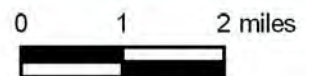


Figure 14. Known historic stores, post offices, service stations and wharves in Mathews County.

centered around tobacco exportation, and its focus on plantation wharves and inspection warehouses. Eventually some of these wharf areas grew into important public places, such as Williams Wharf, and were developed with economic, but also social, needs in mind, including stores, steamboat stops, post offices and other amenities. As the road network improved during the late eighteenth and early nineteenth century, the growth of small crossroads communities came to dominate the commercial landscape of the county. Without the presence of any larger towns, these small centers were the primary source for goods and gossip for local residents. The earliest known store, the James Old Store (057-5027), is a rare survival of early nineteenth-century mercantile architecture. Moved back from the main road and converted to a storage building with added wings, for decades it went unrecognized. Recently it was thoroughly studied and added to the National Register of Historic Places, representing a relatively common frame store type that has not survived in significant numbers in the Tidewater. Most of the surviving stores today date to the late nineteenth and early twentieth century, and are located at hamlets throughout the county, including at Hudgins, Cobbs Creek, Onemo, Beaverlett, Shadow, Bavon, Callis, Mobjack and Williams Wharf. Some stores, like B. Williams Store (057-0035) at Williams Wharf and the Tidewater Oil Company building at Mobjack (057-5147), were located at popular steamboat landings and wharves, providing direct access to goods arriving from abroad, and both happen to be examples of simplified Greek Revival architecture. Several stores throughout the county are frame two or two and a half story gable-fronted buildings, such as Sibley's Store (057-5080, 057-5049-0002) in Mathews Courthouse, the old store in Hudgins (057-5103), and the Broaddus store in Hallieford (057-5125), while other stores were smaller one story frame buildings, including the store and post office at Cobb's Creek (057-5121), the store in Redart (057-5217), and the post office in Moon (057-5218). At many of these hamlets the store and post office is combined, but at others they are separate buildings located close together. Most of these buildings are frame, one story and vernacular in style, with few adornments or sophisticated elements. They served an important need in the community, but they were not elaborate.

During the twentieth century, transportation and commerce within the county shifted to an automobile based society, and commercial architecture changed at the same time. Throughout the county, from Mathews Courthouse to some of the more significant hamlets such as Hudgins and Cobbs Creek, new store buildings were marked by false fronts with flat gables. These could be frame, brick, or block, and some displayed decorative elements associated with mid-century Moderne as well as Art Deco styles (including the stores at 057-5101, -5104, -5119, -5123, -5181, -5182, -5183, -5185). These buildings also represent a more diverse array of enterprises, including car dealerships, banks, funeral parlors and restaurants, and are representative of the more mobile and diverse economy of post-World War II America.

Industry/Processing/Extraction

Given the significant bodies of water which form all but one boundary to Mathews County, it is unsurprising that the dominant industry for much of the county's history has involved maritime activities. In the late eighteenth and early nineteenth centuries, Mathews County had a well known reputation as an



Figure 15. Diggs Wharf (057-5243) was once the site of a bustling steamboat stop.

epicenter of shipbuilding, as it possessed at least three shipyards, producing “approximately one out of three vessels” built in Virginia at the time. For the most part, these ships were registered as constructed on the East River, where shipbuilders practiced their craft and also constructed antebellum homes such as Belmont (057-0059) (Mathews County Panorama 1983:16). At the height of production, when wars abroad influenced the need for fast, small ships such as those produced in Mathews, as many as 100 vessels were built annually in the county (Mathews County Panorama 1983:9). This fast-paced shipbuilding required an equally fast-paced process of clearing timber, which in turn influenced the agricultural industry in the county. Extensive timber clearing operations opened up new lands for creating fields of wheat and corn.

The only surviving mill in the county stands on the property of Poplar Grove, where a tide-operated mill (057-0009) was used to ground grain or corn, reportedly as early as the American Revolution (History and Progress 1982:80). The original mill was burned during the civil war, and the extant rebuilt building fell out of use in 1912. The mill is a two-story frame building with a large mill wheel on the side of the building, built on a narrow strip of land separating the mill pond from the bay, just across the pond from the main residence, also called Poplar Grove (057-0008).

In addition to the production of seafaring vessels, Mathews County was also an official port of entry for United States and foreign vessels, evidenced by the Customs House located at Williams Wharf, the center for maritime activities in the county. This bustle of activity continued throughout the first half of the eighteenth century. Although Mathews County escaped widespread destruction on land during the Civil War, the Union army nonetheless made a systematic attempt to undermine all maritime activity in the region, destroying the vast majority of Mathews County seafaring vessels along with the county’s economic viability. Not only were boats a significant target of the Union army, but they also strategically destroyed specific locations to inhibit salt production in the county, including salt works at Fort Nonsense (057-0013, 44MT0004) as well as at Beechland (057-0010), the home of the locally prominent Smith family.

After the war the county’s inhabitants slowly rebuilt the maritime industrial base, aided greatly by the rise of the steamship as a prominent shipping method along the Chesapeake Bay (History and Progress 1982, Mathews County Panorama 1983). Indeed, in the nineteenth and twentieth centuries, wharves were the most visible architectural feature on the landscape representing the county’s industrial activities. The predominant steam boat shipping route ran between Norfolk and Baltimore, leaving Mathews County perfectly situated as a convenient stop along this route. Steam boats made regularly scheduled stops at “calls on the East River” including “Philpotts Wharf at Mobjack, Hicks Wharf near Miles, and Diggs Wharf near the river entrance on Mobjack Bay. In the fishing season, stops at Bayside and New Point wharves in the lower county were included” (Mathews County Panorama 1983:68). In addition to agricultural cargo and general merchandise, the steam boats were frequently loaded with the hauls from local watermen, including crabbers, oystermen, clambers, and fishermen. Diggs Wharf (057-5243) (Figure 15), one of the major steam boat landings, at its height included a nearly 800 foot long marine railway, used to transport the goods inland from the steamboat to those on the shore. The wharf at Mobjack (057-5147), operated by Mr. George Philpott, included a variety of buildings aside from the wharf itself, such as a post office, store, service station, sheds, warehouses, and crab picking plant (History and Progress 1982:27). At both Diggs Wharf and Williams Wharf, oil distribution was another major part of the activity at the waterfront, necessitating large oil tanks and extensive systems of pipelines laid along the wharf. Bayside Wharf (057-5253), in the lower part of the county near the New Point lighthouse (057-0064), also included an ice plant (History and Progress 1982:28).

The majority of the wharves in the county continued to witness brisk maritime industrial activity after the decline of the steamship, as the seafood industry became increasingly specialized. The H.K. Billips & Son Oyster Shucking Plant (057-0076) stood at Williams Wharf in the early twentieth century, housing the oyster shucking activities that were a critical part of the maritime industry. Another oyster house (057-5136) stood at the end of Mill Lane Road on the East River; likely a large, one-room frame commercial style building. Unfortunately these two and countless other oyster houses no longer survive, and the historic oyster house buildings across the county are a rapidly disappearing architectural and industrial resource. The county's wharves were especially hard hit during the hurricane of 1933, and the widespread destruction of such a vital economic asset was widely documented in the Mathews Journal. In August, after the hurricane, the newspaper reported that "practically all wharfs and steamboat landings in the county are either badly damaged or entirely wrecked, and the loss to oil companies with distributing stations on the waterfront was severe." The paper also noted that "all sheds, warehouses, loading platforms and equipment along the shore... was flooded" at Bayside Wharf, and "old New Point Wharf is no more. Nothing is left but a few pilings. The damage at Sand Bank Wharf was similar...nothing is left" (History and Progress 1982:28). These snippets highlight the extreme loss and destruction caused by the great storm, and hint at the extensive nature of the operations at these wharves, the sites of bustling industrial activity for decades. Unfortunately, a number of these bustling wharves never recovered from the great storm, and today the only visible elements that mark the past activity at sites such as Diggs Wharf, Bayside Wharf, and Sand Bank Wharf are decaying pilings which dot the shore and shallow waters.

Callis Wharf (057-5234), located on Gwynn's Island, is an exception to this wharf devastation, and continues to operate as the site of a successful commercial seafood business today (Oyster Seed Holdings, LLC.) "Probably no one knows more about Gwynn's Island Steamboat days from the early 1900s...than Elwood Callis," whose father built a dock which became a stopping point for the Maryland Steamboat Company (History and Progress 1982:34). Callis Wharf, also the site of the first motorized ferry running from the mainland to the island, has been a prominent location for the seafood industry since the turn of the twentieth century. The Callis family began a seafood buying, packing and shipping business at the wharf, and the operation became so substantial that in 1919 a new road had to be construction to improve access the wharf (Gwynn's Island Times 1998). A very unique experience could also be had at Callis Wharf in the 1920 and 30s, when Adam's Floating Theater, a stage set on a barge, produced matinee shows for enthusiastic crowds at the wharf (Ryan 1986:39).

A number of the buildings at the current Oyster Seed Holdings commercial enterprise at the wharf are more than a century old, and each exhibits a commercial yet vernacular style. These frame buildings, part of the larger wharf complex, each have specialized architecture and equipment to accommodate the specific processes of the seafood industry. The existence of a second, mid-twentieth-century seafood industry complex on Gwynn's Island, currently operating under the name of Island Seafood Company (057-5236) and incorporating similar specialization of architectural buildings to



Figure 16. Net tar furnace (057-5239) on Gwynn's Island.

accommodate different steps of seafood processing (predominantly crab picking, in the case of Island Seafood Company), suggests the durability of the seafood industry in the region and on Gwynn's Island in particular.

Twentieth-century industry in Mathews County, although heavily represented by extensive wharf operations related to the seafood industry, also witnessed a few even more distinctive industrial undertakings. Recent architectural survey on Gwynn's Island in Mathews County resulted in the discovery of the architectural remains of two unusual structures known as tar net furnaces. These remnants of an early twentieth-century practice represent the translation of the likely Old World European tradition of tarring nets for preservation onto the rural landscape of Gwynn's Island. According to well-established net preservation methods, fishermen utilized a tar (creosote) mixture which they applied to one side of a fishing net to prevent the rope from rotting and extend its use. The procedure required the fishermen to "roll their nets and dip them in the tar which is melted in cauldrons. Then the nets are pulled up an inclined plane of grooved galvanized iron sheeting so that the surplus tar drains back into the cauldrons. The tar treatment of nets is usually done in an open field" (Gas Age 1919:268). One net tarring furnace discovered on Gwynn's Island is in ruinous condition, with sections of a brick chimney partially remaining, but these net tarring instructions match well with the construction of the second furnace found during the architectural survey. This furnace, located on the edge of an open field, consists of a cauldron or pot sitting at the bottom of an inclined, grooved iron ramp, as well as a brick chimney, all of which are coated in the remains of the creosote/tar mixture. (Figure 16) These two furnaces on Gwynn's Island have both been abandoned and are excellent, albeit quickly disappearing examples of local twentieth-century watermen practices.

After the 1930s, as the steamboat circuits began to decline and were replaced by faster motor 'packet' boats, simultaneous improvements to Virginia's roadways led to an increase in shipping via truck traffic. In the commercial center of Hudgins, north of Mathews Courthouse, the new trucking routes to Baltimore were embraced by a local, family-operated business which sprang up in the early 1950s. The Hughes Planing Mill (057-5100) consists of a complex of five buildings associated with a mid-twentieth-century timber planing operation. The buildings fulfill various mill functions, and as such each has its functionally specialized architectural components. For the most part, these are commercial-style frame buildings, including an office, shed, and garage. There is also a frame, post-in-ground mill shed with a specialized, custom-made chute running along the roof, which transports wood chips from the mill shed to the nearby wood-chip furnace. The Hughes Planing Mill complex, with its specialized yet commercial architecture, formed an integral part of the local, commercial community in Hudgins and exemplifies the mid-twentieth-century economic development and industry in the county.

Education

In colonial Mathews County, and persisting into the nineteenth century, public education was nonexistent and school buildings were few and far between, though a few enterprising individuals operated schools out of their private homes. References suggest that Mrs. George Edward Tabb conducted a school in Port Edward at her family home "Woodstock"; at Palace Green J.D. Harris operated a private school in the early nineteenth century; in Mathews Courthouse, Edwards Hall housed the Mathews Seminary run by the Edwards family before the Civil War (Mathews County Panorama 1983). Especially lucky children may have had wealthy planter fathers who could afford to hire private tutors, while education for other children may have been limited to Sunday school lessons, providing their local church offered such a luxury. It was not until



Figure 17. West Mathews Community League (formerly Peninsula School) (057-5142).

1871 that the first recorded public school in the county offered a more structured educational experience, and even then the school was most likely located in a dwelling near Mathews Courthouse on the Methodist Parsonage property (History and Progress 1982). By the turn of the twentieth century, a handful of other educational institutions began cropping up, such as “a junior high school... established at Mathews Courthouse in 1904” which involved the addition of “an annex of two rooms... added to the present building, making it an “L” shaped house with four rooms,” and the increasing interest in education from the community quickly justified the construction of larger school buildings (History and Progress 1982:48). Also around this

time, the progressive community on Gwynn’s Island bought the Oddfellow’s Lodge (built in 1897) and established a public school in that frame building in the early 1900s (Gwynn’s Island Times 1998:80). The 1906 USGS quadrangle maps for Mathews County indicate the location of a number of additional, local schools which likely either existed within residential buildings or were separate school buildings that have been lost, including a Westville School, Battery School, Lawrenceville School (Whites Neck), Wharf Lane School (Williams Wharf), and Beaverdam School.

The 1910s through 1930s witnessed a boom in public education, with the construction of the Cobbs Creek High School (ca. 1910), the New Point School (ca. 1910s) (057-5240), the third iteration of the Lee-Jackson Elementary school (rebuilt in brick in 1922 after at least two frame versions of the school had burned), the Peninsula School in Bohannon (ca. 1920), and finally the original Mathews High School, a brick building which opened in 1939 (Panorama and Gwynn’s Island Times). The Cobbs Creek High School, a “fine new high school” which opened in 1910 “with a full corps of teachers and an attendance of over 90 children” (Gwynn’s Island Times, 1998) and the Peninsula School (now the West Mathews Community League, 057-5142) (Figure 17), are very similar in structure, both exhibiting a large, square, Classical Revival style, two-and-a-half stories with a pyramidal roof and school bell/steeple, incorporating large windows to provide natural lighting, and likely built to a standardized plan. This early twentieth-century transformation in public education brought free secondary education to a relatively isolated, rural community (Mathews County Panorama 1983).

Within the same period, between 1912 and 1932, the Julian Rosenwald Fund initiative provided matching funds for educational buildings that would improve public education for African Americans in rural communities, predominantly in the south. A Rosenwald school (057-5052) was constructed in the African-American community of Antioch, near Antioch Baptist Church, in 1927, originating as a long, three-bay, one-story frame building with a projecting center gable flanked by two side bay entrances, a plan evocative of other Rosenwald school buildings. Indeed, by the mid-twentieth century Mathews County citizens considered their county public school system “a subject of great pride...in the provision of good schools for its colored citizens, it has been a model for other Virginia counties” (History and Progress 1982:6). Exemplary of an aesthetic style which characterized the post-World War II era was a new elementary school in Cobbs Creek (057-5124), a one

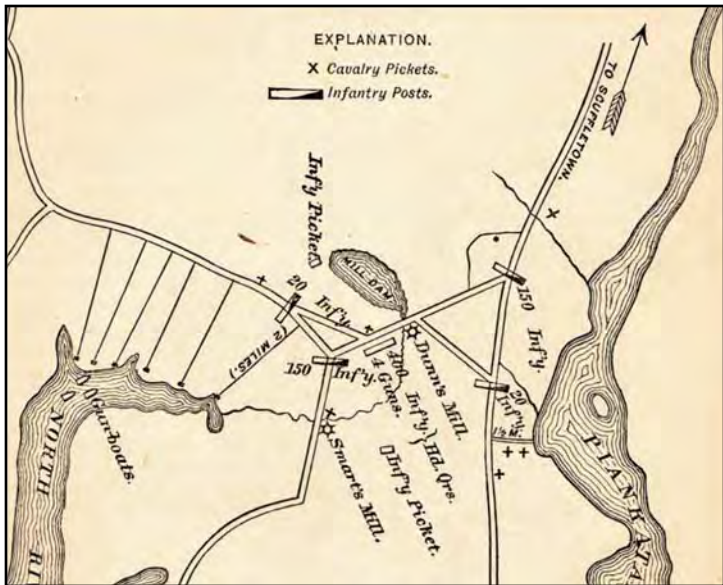


Figure 18. Wistar's Expedition Map (1863)(The Virginia War Museum).

Military/Defense

The military history of Mathews County is most frequently associated with Lord Dunmore's occupation of Gwynn's Island after he fled the colonial capital of Williamsburg in 1776 during the Revolutionary War. More recently, efforts by the Mathews County Historical Society have brought to greater attention the role of Fort Nonsense (057-0013), a Confederate-built earthwork near the primary overland entrance into Mathews County at the beginning of the Civil War. While these two places are paramount to the military history of the county, there are other elements of the built landscape that connect it with past military conflicts, including the War of 1812 and World War II.

While still a part of Gloucester County, Kingston Parish included Gwynn's Island, located along the Piankatank River at the northern extreme of the study area. It was the scene of defeat for John Murray, Lord Dunmore, last colonial Governor of Virginia. Acknowledging the inevitability of revolution, he fled the capital at Williamsburg and took the colony's gunpowder stores first to Yorktown, then by ship to Norfolk, where he intended to raise an army of Tory supporters, augmented by freed slaves in his Royal Ethiopian Regiment, to put down the rebellion. Unable to hold Norfolk, he made his final stand in the colony at Gwynn's Island, which he reached with his fleet of about 100 vessels and 700 men on May 27, 1776, subsequently using the land as his headquarters and building fortifications to defend it. Virginia militiamen under General Andrew Lewis, numbering perhaps 2000, cut off the most likely avenue for Dunmore's entry into Kingston Parish via the Narrows, off of Milford Haven, at Cricket Hill where the Americans built a fort near the modern day bridge that connects the island to the mainland (Russell 2000:76). After several smaller skirmishes, on July 10th, American forces fired artillery damaging three of Dunmore's ships and then engaged the British after crossing Milford Haven, defeating the sick and depleted forces and capturing some of the ships, guns, foodstuffs and military equipment although not the governor himself (Cronin 2005:182, Wrike 1993). The sickness that weakened much of Dunmore's forces also affected the Tories accompanying the governor, many of whom fled prior to the American army's attack leaving the substantial acreage only lightly defended by land or water. While there are no surviving buildings associated with this battle, it is important to note that much of the description of this event incorporates landscape elements which survive relatively intact and connect the past with the present, while archaeological evidence is potentially intact on both sides of the battlefield.

The military elements most directly connected with the War of 1812 are not what might be expected. Rather than fortifications or encampments, Mathews County's contribution to the war effort is not well known. The only direct altercation within the county was the British forces destroying the lantern of the light and the keeper's house at New Point Comfort lighthouse (057-0064). Future research may prove that Mathews County and its residences, played a more prominent role during this conflict, likely through shipbuilding and perhaps through provisions and salt, in addition to sailors and ships.

An increasingly well known part of Mathews County's military landscape are the fortifications known as Fort Nonsense. Built in 1861 by hired-out enslaved Africans under the supervision of 2nd Lt. William Henry Clarke in support of Confederate Army efforts to defend the Middle Peninsula, the fortifications were part of a larger campaign to fortify the area under assault during the Union Army's Peninsula Campaign (Figure 18). The never-used earthworks were intended to defend against an assault from the east, essentially defending Gloucester County and the strategic fortifications at Gloucester Point from a Union assault through Mathews County. The lack of armed conflict associated with this fort, and subsequent destruction of the southern portions of the earthworks during the twentieth century, led to their near disappearance in public memory and on the landscape. Recent development of the surviving fortifications into a public park with interpretive panels and trails, coinciding with the sesquicentennial of the Civil War, will ensure that this essential element of the military landscape is not forgotten.

Fort Nonsense is not the only important element of the Civil War landscape in Mathews County. Confederate privateer John Yeates Beall's successful raiding of Union shipping in the Chesapeake captured the attention of Army General Isaac J. Wistar and Navy Lt. Commander James H. Gillis at Yorktown. Colonel Samuel P. Spears and his 11th Pennsylvania Cavalry, along with the 4th United States Infantry (colored), were dispatched to capture Beall and his Confederate Volunteer Coast Guard and disable his operations in October 1863 (Moore 1889:341). Over the forty-hour excursion, the Union army contingent covered thirty miles each way, passing through Mathews Courthouse on their way to Beall's base of operations on Horn Harbor. Union accounts of the mission claim that they captured many enemy combatants, cattle, horses, mules and arms, along with destroying "a large number of rebel boats" (*New York Times*, October 10, 1863). They also lost one of their men to the 60-year-old Sands Smith II. Smith's punishment for shooting and killing the Union soldier was extreme, his capture near the house of Methodist minister William M. Brownley leading to a two-mile dragging to the Smith residence Beechland (057-0010) where the 11th Pennsylvania were encamped, then a further dragging (seven miles) to Mr. Burke's where he was hung by a Persimmon tree. The hanging failed and he was subsequently shot and buried in a shallow grave as a warning to other private citizens who might take up arms against the occupying force. His body was later exhumed and buried at his family's cemetery at Willow Grove (057-0044) (Baker 2013). Other Union raids into Mathews County sought to destroy Confederate saltworks, gunboat construction, and the trade in military supplies (Clarke et al. 2010: 4-18).

A final group of military-related architectural and landscape elements in Mathews County are associated with advanced training efforts in World War II. Planning began in July 1942 for an anti-aircraft training camp at New Point Beach capable of housing 2000 U.S. Army personnel (*Gloucester-Mathews Gazette-Journal*, July 23, 1942). Implementation in April 1943 scaled back the camp to between 600 and 1000 troops, of which all but 200 would be involved with short-term, two-day training sessions. A part of the Fort Eustis Antiaircraft Replacement Training Center, the camp included a firing range, barracks, mess halls, post exchange and fire house. The camp was short lived; the training center was relocated to Camp Stewart, Georgia by May of 1944 and the buildings abandoned. The hard surface road and deep wells dug for the base



Figure 19. Present day Trinity Episcopal Church (057-0045).

proved beneficial to the later development of the area as a summer cottage colony now known as Chesapeake Shores. (*Gloucester-Mathews Gazette-Journal*, July 13, 1950) Unfortunately, no buildings from the army's ownership survive.

Religion

Within the earliest vestry book records for Kingston Parish, dating from 1679 and pre-dating even the political formation of Mathews County, two churches are documented in the Parish, designated as the upper and lower churches (and less frequently as the new and old churches). The upper, or new church, stood on the site of the present day Trinity Episcopal

Church (057-0045) (Figure 19) in North; according to the parish history, an original brick church fell into disrepair after the death of Reverend Armistead Smith in 1817, and was in such deteriorated state that the brick church was demolished and a simple frame building was built on the same acreage in 1854. The frame church was moved further back on the lot in 1924, when a chancel and sanctuary were also added, completing the church as it stands today (History and Progress 1982). The lower, or old church, located on the site of present day Christ Church (057-0052), was also originally a brick building, which equally fell into disrepair in the early nineteenth century, when "a dark period had set in [and] many thought the Episcopal Church in Virginia dead and gone forever" (Brown 1976:24). The current church was consecrated on April 25, 1843 by Bishop John Johns, although it burned in January 1904 and was rebuilt the next year, salvaging a good number of bricks from the wreckage. In addition to these two brick churches, the vestry records also mention the existence of two early wooden chapels; one, the North River Chapel, located in close proximity to Creedle Point, the location of the other even less certain although rumored to be located near Hesse (Brown 1976:4).

While the Episcopal Church floundered in the fifty years following the American Revolution, another founding church in the county flourished. Constructed originally in 1776 (still 15 years before Kingston Parish became an entity separate from Gloucester County), the Mathews Baptist Church (057-0029) was rebuilt a number of times before the current church building was dedicated in 1880 (Mathews County Panorama 1983:24). The formation of this church occurred during the Great Awakening that swept the nation into a tide of religious revival prior to the American Revolution (Lewis p. 103), but the church building likely existed in a relatively simple, frame form into the mid-nineteenth century.

With the exception of the two original Kingston Parish churches and the later Mathews Baptist Church, most communities in the county did not have a local, easily accessible church, and frequently travelled thirty miles or more to attend services. Alternatively, before 1810, traveling preachers, known sometimes as circuit riders, made the rounds throughout some of the more remote communities, holding services in local homes in Milford Haven, Garden Creek, Winter Harbor, and New Point, to name a few (Owens 2010). Slowly, as the nineteenth century progressed, church buildings were built in response to community needs, not only filling in geographic gaps in the county but also accounting for the growing variety of Protestant "dissenter" denominations. In 1835, the religious make-up of the county was as follows: "The predominant religion of the



Figure 20. First Baptist Church (057-5017) exhibits an intact Gothic style found on a number of churches in the county.

still at this point isolated, not within an easy traveling distance of one of the established churches. In a history of the Locust Grove Methodist Church written for the Gloucester Mathews Gazette-Journal in 1949, Mildred Callis wrote that “little over half a century ago an energetic band of Christian workers in the Soles community realized the felt need of a place to worship within their immediate vicinity...Previous to this, in order to worship in unison with one another, it was necessary to travel several miles to the nearest house of God” (History and Progress 1982:11). Although written specifically about the organization of Locust Grove Methodist Church, this narrative could apply to any number of small settlements throughout the county, where enterprising groups of worshippers like those described above set about establishing new congregations.

If the mid-nineteenth century witnessed a slow growth in the number of church buildings, albeit simple, frame, gable-fronted nave forms, the latter part of the century, a period of significant religious revival, witnessed at least twenty-five new congregations established in Mathews County, ushering in a period of rebuilding for a large number of these older buildings (Mathews County Panorama 1983:44) Churches that had begun as ‘crude log cabins,’ such as Antioch Baptist Church (057-5244), were frequently rebuilt as larger frame buildings, often with an additional annex completing the T-plan style by the early twentieth century. The Gothic Revival style, with its association with medieval religious architecture, was adopted across denominations in the late nineteenth and early twentieth centuries, as is witnessed by the prevalence of towers and belfries on these T-plan churches, as well as the presence of various carved, decorative cornices and stained glass Gothic-arch windows. Such an architectural style was adopted by Mathews Baptist Church around 1880, and also affected the construction of the widely considered “offspring” of this church, including Westville Baptist Church (057-0003, originally known as First Baptist Church) and Gwynn’s Island Baptist Church, both 1874, as well as the current First Baptist Church (057-5017) (Figure 20) ca. 1865, Ebenezer Baptist Church in Cobbs Creek built in 1908 (057-0068) and St Paul’s Methodist Church (057-5246), rebuilt in 1892. This Gothic Revival style was also applied to brick churches, as is evident in the addition of the tower and belfry to the brick Christ Church (057-0052) building in 1906 and Beulah Methodist Church near New Point (057-5251), built in 1907 (Brown 1976:36).

people is the Methodist; there are in this county 7 meeting houses belonging to that denomination... there are 2 Baptist meeting houses, the congregations attached to which are rather thin; there are a few Episcopalians and Universalists, who, however, have no places for public worship” (History and Progress 1982:3).

This need for a place of public worship was felt strongly during this time for other reasons, as well, since many communities in the county were



Figure 21. Westville Disciples Meeting House (057-0012).

Not all churches in the county fit this structure of evolution, however. A more simplified Gothic Revival building is exemplified by the county's first African American Baptist church, Emmaus Baptist (057-5023), an early twentieth-century building with a rectangular form and a closed square belfry and bell tower (Mathews County Panorama 1983:47). In 1859, "a block from the Courthouse, the Westville Disciples of Christ erected a fine new church" in brick (057-0012) (Figure 21), with a well-preserved mid-nineteenth-century rectangular form and Greek Revival style, including some original brickwork (History and Progress 1982:14). This tall, one-story gable front church fit more into the meeting hall style of construction. Also of the meeting hall style, although distinctly different from the Greek Revival style of the Westville Disciples church, was the New Point Church (057-5247), built in 1895, "in which the same lines prevail that are characteristic of the Quaker Churches established here and there in our county; no decorations adorn this building" (History and Progress 1982:13).

Contrary to the Gothic-Revival style preferred by the Baptist congregations across the county, the Methodist congregations tended to embrace another relatively prominent late nineteenth-/early twentieth-century style. Both Grace Providence Methodist church (057-5145) in Mobjack (constructed in 1898) and Central United Methodist Church (057-5160) in Mathews Courthouse (constructed in 1873) exemplify a Victorian style which incorporates original fixed stained glass windows, elaborately decorated bell towers, and copper elements to the roof. Across the county, and across these architectural styles, late twentieth-century architectural additions and alterations were common as congregations continued to make improvements to their church buildings.

Funerary

The evolution of the physical and aesthetic characteristics of tombstones and cemeteries within Mathews County speaks to the changes in social conditions, economic trends, and religious beliefs over more than 300 years of history in the county. The 1988 assessment of tombstones in Mathews County conducted by the Mathews County Historical Society recorded a total of 9,350 burials located within 272 burial grounds across the county (Tombstones of Mathews County 1988:xi). Despite the existence of a handful of large, formal cemeteries, the majority of these burials can be found within family plots on private property.

Although settlement began in Mathews in the mid-seventeenth century, funerary evidence of these earliest citizens is scant. Early grave markers, predominantly crafted of wood due to the lack of native stone in the tidewater, were impermanent and rarely survive. A few wealthy settlers could afford the expenses of importing gravestones from England, as is likely the case with the earliest gravestone found in Mathews, a 1711 stone of William Armisted [sic], but that practice was surely not the norm (Tombstones of Mathews County 1988:3). These seventeenth- and early eighteenth-century residents of Mathews buried their loved ones in simple plots on their own (or nearby) property. Examples include cemeteries at Auburn (057-0001), Spring Hill (057-0021), Old Pine (057-0053), Providence (057-0073), and Goshen (057-5215).

It was not until the mid-to-late eighteenth century, when churches began to establish dedicated cemeteries, that parishioners slowly embraced burying their dead in the local churchyard. The two earliest churches in the county, designated in vestry books as "upper" and "lower," did not have cemeteries until after 1756, when records show the vestry purchased land for churchyards in both locations (History and Progress 1982:10). Even after the purchase of dedicated churchyards, these cemeteries were not necessarily well-kept or maintained with regularity. The neat, organized cemeteries visible today in Mathews, with their clearly

designated plots and accessible paths, are characteristic of restoration efforts that began in the late nineteenth century. The vestry book for Kingston Parish indicates that in 1886 the vestry had qualms about the ‘indiscriminant’ arrangement of burials within the cemetery at Christ Church (057-0052), noting “that the graves were placed helter skelter without plan – and determined to improve on this by designating regular plots, to clear walks and plant suitable trees” (Brown 1976:31).

The majority of early grave markers in Mathews were made of sandstone, which although not local, may have at least been acquirable from a quarry on the Potomac River, among others. The Mathews County Historical Society found that misspelled words, uneven spacing, and quarry marks on the sides were common characteristics of these early sandstone markers (Tombstones of Mathews County 1988:10). Poorer individuals may have made do with hand carved stones as markers, although likely just as often the graves of these poor individuals, including slaves and free African-Americans, were left unmarked. There are numerous, albeit vague records to cemeteries entirely comprised of unmarked graves that have unfortunately been deemed as “historic” [meaning they are accepted as lost]; there are countless more of these “lost” cemeteries that have never been referenced anywhere.

Gradually, marble headstones replaced the earlier sandstone markers, and while marble stones were frequently cut in the same styles as were popular with sandstone markers, the softer nature of the marble material allowed for the carving of more elaborate designs and motifs. Popular headstone forms in the eighteenth and nineteenth centuries in the Mid-Atlantic region include stones with square, segmented, or semicircular tops, as well as flat tombstone forms such as table tombs and ledger stones. The grave of John Forrest, located at the historic John Forrest home (057-5209), is a prime example of a ledger stone grave, dated 1857. The Keeble Family Cemetery on Gwynn’s Island (057-5018) (Figure 22), which contains four generations of members of Gwynn’s Island’s founding family dating from 1783-1899, contains a mixture of sandstone and marble headstones, as well as one brick ledger tomb.

Carvings of willows, the Victorian symbol for mourning, were frequently combined with flowers or other stylized symbols on some of the more elaborately decorated marble grave markers. Marble persisted as the dominant grave marker material into the twentieth century, but by mid-century granite was used almost exclusively, with occasional cement stone as well (Tombstones of Mathews County 1988:44). Antioch Baptist Church (057-5244) near Susan has a large African-American cemetery, likely established around 1885, comprised of a scatter of marble tombs and larger numbers of concrete ledger tombs and granite markers; similarly St. Paul’s Methodist Episcopal Church (057-5246) in New Point includes a very large cemetery established around the same time which also contains predominantly granite markers. The majority of tombstones in Mathews County have no visible manufacturer marks, but the Mathews County Historical Society identified 23 stonecutter marks, predominantly on marble tombstones, which suggest that the stones most frequently came from cities such as Norfolk, Baltimore, and Richmond (Tombstones of Mathews County 1988:46).



Figure 22. Sandstone tombstone marker in the Keeble Family Cemetery (057-5018)

Other Themes for Future Research

There are several DHR themes that were poorly represented among the architectural resources documented in this project. This does not mean that these areas are unimportant to the history of Mathews County, or that they deserve less future attention by scholars and preservationists. In some cases, earlier reports cover in significant detail the history and architecture in Mathews County most closely related to these themes. In particular, Government/Law/Political formed a major point of discussion throughout the William and Mary Center of Archaeological Research's management plan for the historic Mathews Courthouse green and related buildings (Lewes et al. 2007). Post offices, which are often discussed in this theme, are addressed in this report under the Commerce/Trade/Transportation section. Other themes, such as the Domestic, Communication, and Settlement Patterns, are considered subsumed by other themes. With additional time and resources, the theme of social activity, which would include buildings such as the Odd Fellows Hall, two Order of the Red Men halls, and other meeting places for early twentieth-century fraternal and other social organizations deserve greater scrutiny. The themes of Healthcare/Medicine, Recreation/Arts, and Technology/Engineering are underrepresented in the architectural inventory and additional survey is necessary to address these elements of Mathews County's history.

Chapter 3: Survey Findings

For this project, the survey team sought to document 170 previously unidentified historic resources at the reconnaissance level and update documentation of 50 previously identified historic resources. The team surveyed a total of 173 previously unidentified resources, nearly doubling the existing count of architectural resources in the county (177), bringing the total number of individual architectural resources in the county to 350 (Figure 23). The team also updated documentation for 49 previously identified resources, for a total of 222 surveys. Locations of fifteen previously recorded, but unmapped, resources (057-0010 (Beechland), 057-0028 (Arthur Jones House), 057-0032 (Humphrey Keeble House), 057-0048 (Shackleford Hotel), 057-0089 (Crosby House), 057-0096 (Augustine Diggs House), 057-5005 (The Pines), 057-5010 (Augustus Lafayette Armistead House), 057-5018 (Keeble Family Cemetery), 057-5081 (Central United Methodist Church Parsonage), 057-5082 (Jarvis House), 057-5084 (Sibley Farm), 057-5086 (Milford II), 057-5087 (R-R Retreat Acres), 057-5088 (Seth Foster House)) were identified, and correct location and status information was provided as part of the 49 survey updates. Three resources had been previously identified with DHR ID #s, but had no accompanying survey documentation; they were treated as new surveys, with new ID #s (057-5196 (Pleasant View/Tynant), formerly 057-0056; 057-5199 (Fountain Green), formerly 057-5085; 057-5209 (John Forrest Home/Gravesite), formerly 057-0094), and the old ID #s were retired. In addition, the survey team identified and documented several potential historic district, including Mathews Main Street, Mobjack, and others discussed in the next section. The list of properties surveyed as part of this project is included in Appendix II, and an overview map showing the distribution of surveyed resources is included in the next chapter.

	Count	% of Total (350)
Newly identified resources	173	49.43%
Previously identified resources	177	50.57%
[Updates (27.68% of previously identified)]	[49]	
Total # of resources identified in County	350	

Figure 23. Summary table of historic resources.

The survey team began the project with the goal of driving all public roads in Mathews County to identify potential survey sites. During the course of this reconnaissance, the team determined which candidate sites could be effectively surveyed from public right-of-way, for the purpose of maximizing field hours although property owner permission was requested prior to the survey of any newly inventoried property. Less than a fifth of all included resources were surveyed from public right-of-way, but this method was efficient during the earliest parts of the survey, when the team was trying to develop an understanding of the breadth and spatial distribution of architectural resources in the county.

This survey owes its success to the local citizens, volunteers, and county historical organizations who offered information on potential historic resources to survey. This information included locations, names, oral history, as well as contacts with property owners. Not all recommendations were surveyed due to weather, scheduling, property owner preference, and the scope of the project. Due to the density of historic resources in Mathews County, it was impossible to survey every building over fifty years of age. The team strove to examine a cross-section of properties that represent a variety of particular periods, historic themes/contexts, and architectural styles. In particular, the project aimed to document buildings from previously under-represented periods such as the twentieth century; historic functions/contexts such as commercial buildings, schools, industrial/maritime resources, and meeting halls; commercial and vernacular architectural styles; and rural hamlets and crossroads communities. The team attempted to survey a sample of properties in every community or region of the county. Archaeological assessments were not included here, but are underway as part of a separate undertaking supported by Mathews County and the Mathews County Historical Society.

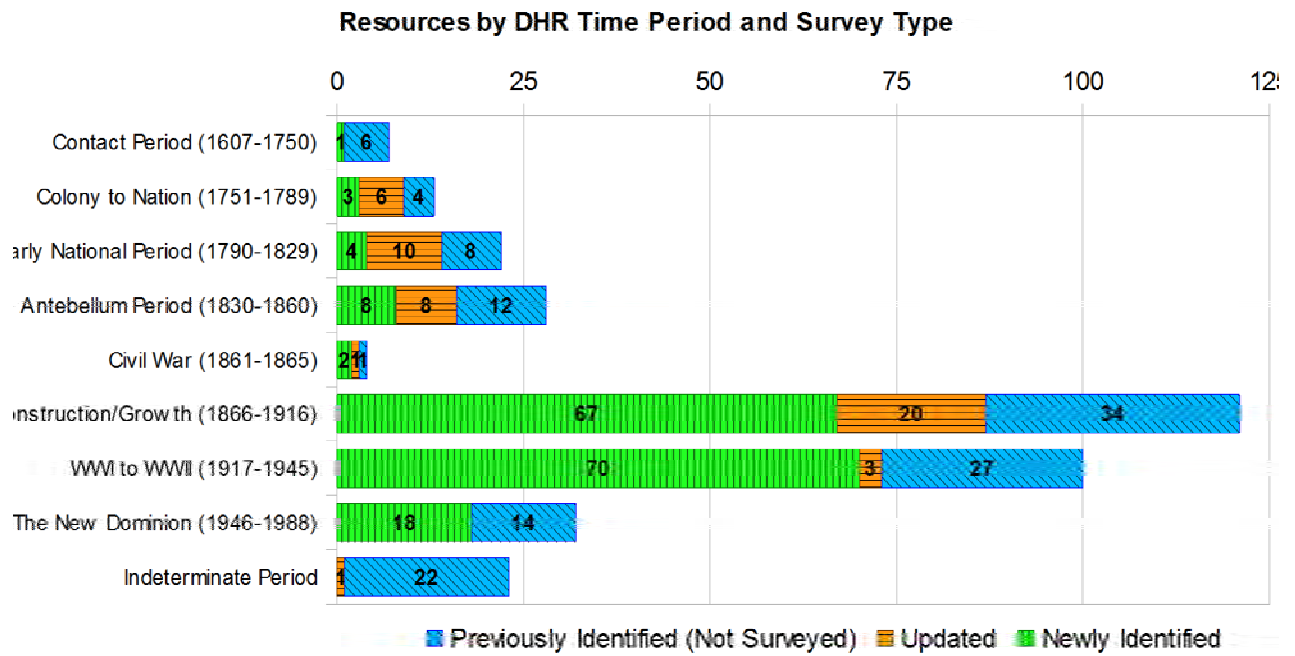
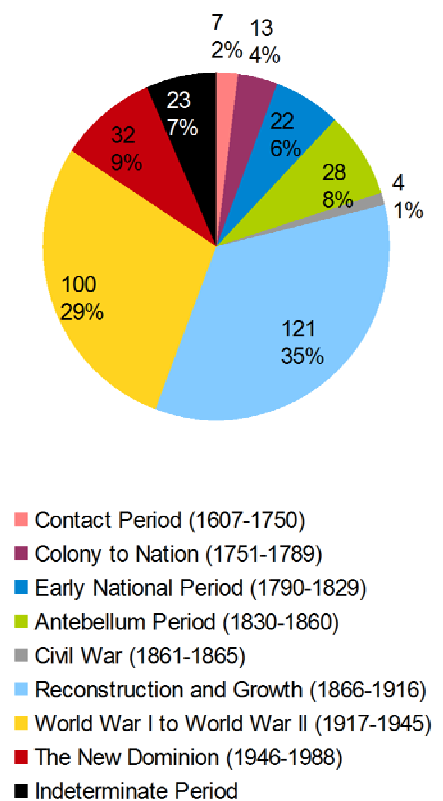


Figure 24 (above and right). Chart of resources by DHR time period and survey type.

Team members made every effort to identify and update resources from every major historic period, as defined by the Department of Historic Resources (DHR) (Figure 24). The majority of newly identified resources fall within the Reconstruction and Growth (1866-1916) and World War I to World War II (1917-1945) periods, 67 and 70 resources respectively. In the case of the Reconstruction and Growth (1866-1916) period, the second longest DHR Time Period, new surveys account for more than half (55%) of all identified resources of the period. New surveys account for 70% of resources in the World War I to World War II (1917-1945) period, and 56% of resources in the New Dominion (1946-1988) period, reflecting the attempts to identify gas stations, stores, post offices, schools, and maritime industrial sites, types of resources that were previously not well documented. New surveys do not account for a large portion (23%) of resources in the pre-Civil War periods, but new properties were identified in every period and a significant number of previously identified pre-Civil War buildings (44%) were updated at the reconnaissance level.



Department of Historic Resources Historic Contexts classify resources on the basis on their primary historic functions and/or the association of the properties with one or more of several broad social and historical themes. For every historic resource, there is one primary DHR Historic Context, which describes the dominant function or association of the property. For all architectural resources in the county (n=350), the most common DHR Historic Contexts are by far “Domestic” and “Commerce/Trade” (Figure 25). Newly identified resources account for 47% of all Domestic buildings and 59% of all Commerce/Trade properties in the county (Figure 26). Non-domestic and non-commercial buildings make up a relatively small portion (22%) of all architectural resources in the county, but this project substantially expanded the identification and

documentation of buildings in several of these contexts, especially Industry/Processing/Extraction, Religion, Education, and Social (Figure 27).

The 2013-14 survey included buildings with a wide variety of architectural styles (Figure 28). The identification of 44 Commercial Style and 44 Vernacular buildings added significantly to the representation and documentation of those styles in the county (96% of all Commercial Style and 71% of all Vernacular architecture). The survey team also identified substantial proportions of Colonial Revival, Craftsman, Folk Victorian, and Queen Anne-style buildings.

The project's emphasis on identifying under-documented commercial buildings, schools, industrial/maritime resources, and meeting halls, many from the twentieth century, led to the identification of many special-use buildings with no discernible style. The survey resulted in the identification of the first

documented examples of the following styles in Mathews County: Art Deco, Contemporary, International Style, and Italianate.

The resources in this survey are spread relatively evenly throughout the county. USGS quadrangle maps and aerial photographs demonstrate that there

are undeveloped timber lands in the western part of the county, specifically a large area in the *Ware Neck* USGS quad, encircled by two of the county's major roads, John Clayton Memorial Highway (Route 14) and Buckley Hall Road (Route 198). Therefore, the highest concentrations of historic resources are located in the

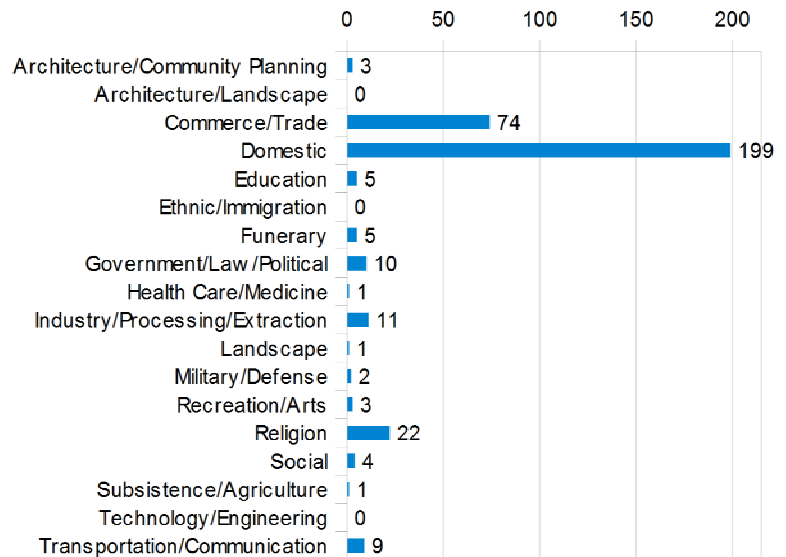


Figure 25. All resources by primary DHR historic context.

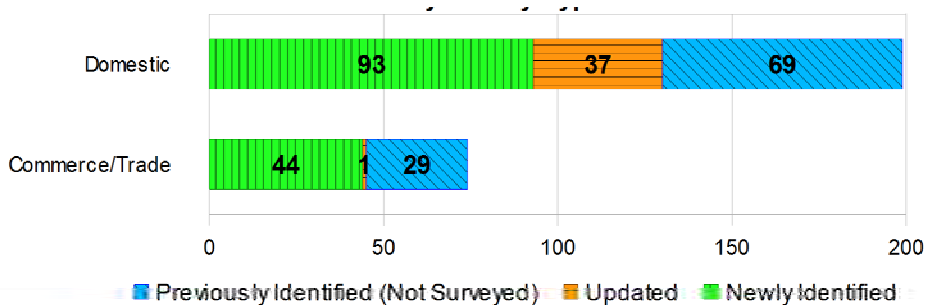


Figure 26. Domestic and commerce/trade resource count by survey type.

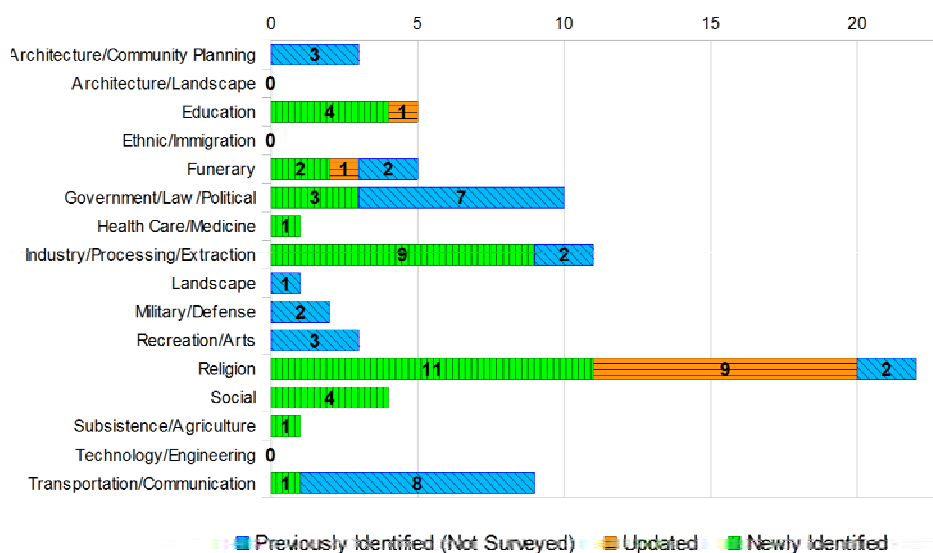


Figure 27. Resources by primary DHR historic context and survey type, excluding domestic and commerce/trade.

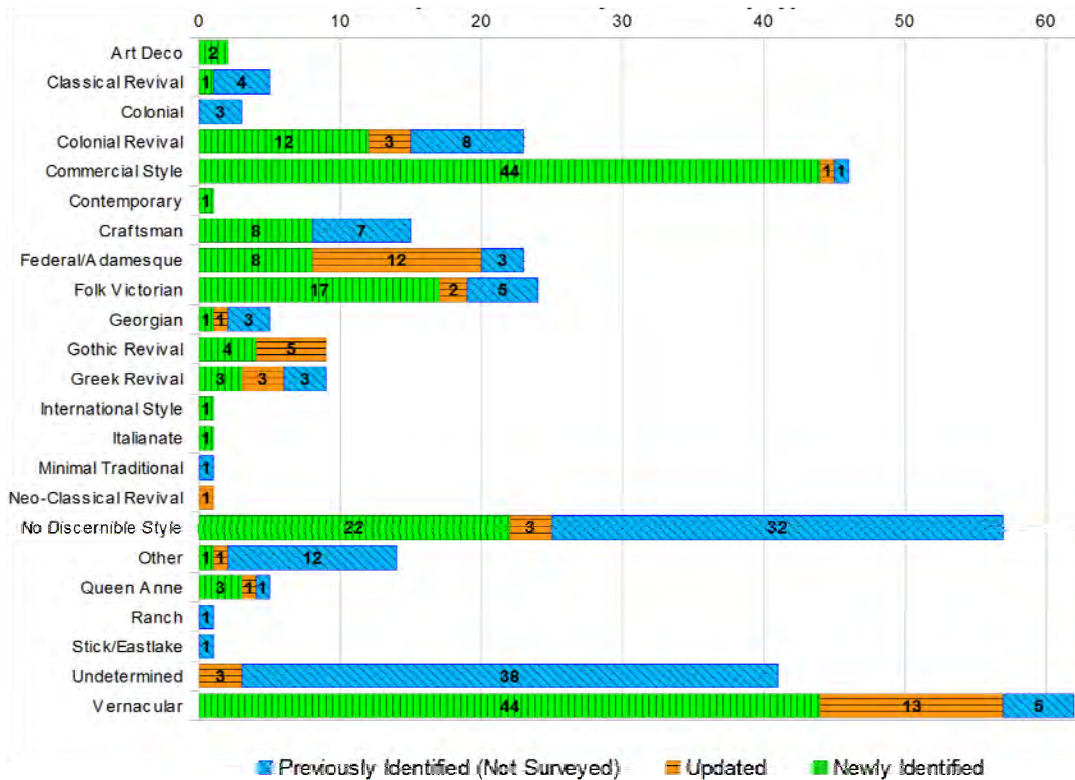


Figure 28. Resources by architectural style and survey type.

East of Poquoson East USGS quad. Most of Mathews County falls within one quadrangle, the *Mathews* USGS quad, which also contains the majority (265, or 76%) of all architectural resources in the county (Figure 29).

Previously identified resources, largely comprised of elegant waterfront homes on either side of the East River and buildings in and around the courthouse/Mathews Main Street area, fall predominantly within the *Mathews* USGS quad, in the east/central portions of the county. The survey strategy of this project aimed to sample all areas of the county, with close attention to rural hamlets, crossroads communities, and wharves. Consequently, the number of identified resources was proportionally and evenly increased in four of the five USGS quads that cover the county. The number of identified resources was approximately doubled in the dominant east/central *Mathews* USGS quad and the southeastern *New Point Comfort* USGS quad, the latter of which contains historic wharfs, waterfront properties situated on tidal harbors, and historic African-American communities. Resources were increased by 43% in the small northeastern portion of the county that falls within the *Deltaville* USGS quad, an area that includes part of Gwynn's Island. Resources were increased by 67% in the northwestern *Wilton* USGS quad, where the Cobbs Creek community is located, along with several waterfront homes on the Piankatank River. Identified resources were only increased by 27% in the *Ware Neck* USGS quad. Even though this is not a small section of the county, much of its area is occupied by extensive timber plots, and it was difficult to contact owners or obtain permission to survey some of the waterfront properties on the North River within the time frame of the project.

USGS Quadrangle	Newly Identified Resources	All Resources	% in 2013-14 Survey
Deltaville	3	7	43%
East of Poquoson East	0	1	-
Mathews	137	265	52%
New Point Comfort	16	29	55%
Ware Neck	9	33	27%
Wilton	8	12	67%

Figure 29. Table of Resources by USGS Quad.

central and eastern parts of the county, although many resources were identified near the main public roads in the western part of the county. Mathews County, with 86 square miles of land and 166 square miles of water, is a small county bisected by several rivers and bays, longer north to south than it is wide. As such, the county is covered by only five USGS topographic quadrangles, with one island lighthouse extending into a sixth, the

Chapter 4: Evaluation and Recommendations

The architectural resources of Mathews County represent a broad spectrum of time, function, and building styles. There are many different eras, socioeconomic levels, and architectural styles displayed by the surviving housing stock, from eighteenth-century plantation homes, to modest nineteenth-century farmhouses, to early twentieth-century kit houses and Colonial Revival estates. While no colonial churches still stand in the county, there is a broad mixture of nineteenth- and twentieth-century religious buildings. The village surrounding Mathews Courthouse is the most densely built area, but dozens of small crossroads villages are distributed across the county, many with surviving stores, post offices, and dwellings. Finally, in a county so intimately connected with the water, with rivers and creeks penetrating nearly every corner of its territory, remnants of commercial seafood operations, steamship wharves, and boat-building yards are important resources to further document. And at its southernmost tip is the New Point Comfort lighthouse (057-0064), which serves as one of the county's oldest buildings and the symbol of its county seal.

The information contained within this report not only summarizes and contextualizes the findings of this initial survey of Mathews County, but it also provides guidance regarding future steps that would benefit the community, through research, recognition, and preservation of its historic resources. What follows are recommendations that address updating existing site inventory files, add considerably to the number of inventoried properties through additional reconnaissance and intensive survey, and pursuing designation of individual properties and districts for the benefit of the community. These recommendations also include suggestions for preservation planning efforts, ranging from preservation incentive programs at the state and federal level to opportunities for publication, all of which provide opportunities for both public and private participation in the preservation process. Finally, there are suggestions for researching Mathews County's history beyond its architectural resources, including archaeological and cultural landscape research.

Updating the Inventory

The 2013-14 survey took the dual approach of updating out-of-date inventory forms for the relatively few properties already in the state's inventory, while supplementing this list with more than double that number of newly inventoried properties. And while 49 of the 177 previously inventoried properties were brought up to date, there is a significant need to update many of the remaining properties inventoried prior to 1996 (see Appendix III for a list of priority properties for resurvey). In each of these cases, the files are either incomplete, known to be inaccurate, or are so out of date as to be misleading regarding the significance and integrity of the resources.

There are also substantial resources within the DHR site inventory files that are either not digitized or pertain to buildings not yet inventoried. In the case of the G.B. Lorraine files, there are over 100 properties photographed from the 1930s to the 1960s whose locations remain unknown (see Appendix IV). Greater attention to these properties, and integration of the substantial architectural files of the Mathews County Historical Society and Mathews Memorial Library into the state's inventory is crucial to any architectural database of Mathews County (see Appendix V).





- Survey Type**
- Newly Identified
 - Updated
 - Previously Identified
 - Historic Districts (Previously Identified)

Figure 30. Historic resources identified during the project.

Expanding the Inventory

As with any twenty-first-century county in Virginia, many of its historic buildings are in poor shape, have seen many additions and changes throughout the years, or are missing entirely. There are fantastic survivals, showing great integrity and significance, although until this survey few outside the county knew of the great potential of Mathews architectural resources. Expanding the inventory would include a continuation of the approach employed in this report, specifically working with the community to more thoroughly investigate the architectural resources that survive throughout Mathews County. There are particular areas that are under threat, such as those areas under greatest threat from flooding and/or storm surge, erosion, and wind damage related to both cataclysmic events such as hurricanes and noreasters, but also the steady rise of sea level. There are many areas of Mathews County that would qualify in this regard, including substantial areas with tidal and non-tidal wetlands.

Other areas either under threat of destruction or simply under-represented in the inventory include mid-twentieth-century residences and buildings associated with water-related industries. The recent controlled destruction of a pre-1950 oyster processing warehouse by the local fire department was seen by many in the community as the removal of unsightly blight, but with few of these building types remaining (and others recently destroyed by storms), additional inventory might preserve some of this history for future generations. Additionally, an increase in the number of documented vacation cottages and other mid-century homes, perhaps considered too numerous at this time to deserve attention for the architectural contributions to the region's history, are disappearing at a remarkable rate as shorelines are redeveloped or houses are expanded or renovated.

Evaluating Individual Properties and Districts

Many people are aware of the Virginia Landmarks Register and National Register of Historic Places but few know the process or benefits of designation. Nomination to these registers is an excellent way to generate interest from the community and a sense of value for these properties. The designation is strictly honorific, meaning there are no restrictions or direct benefits, but the process can open the doors to incentive programs, such as the rehabilitation tax credit program (see below) that can help save these resources and keep them as contributing elements to the community. What follows is a brief discussion of these programs, the criteria for significance, and suggestions for specific projects that would benefit Mathews County. More information on the historic register and rehabilitation tax credit programs can be found in Appendix I and at the Virginia Department of Historic Resources website (dhr.virginia.gov). It is also important to note the difference between including a property on the state's inventory and listing on the state and federal registers. Inclusion within the inventory and the assignment of a DHR ID number (seen throughout this report) connects the property with a file of information at the department's archives in Richmond. These files locate the property and include at minimum a brief description, but otherwise the level of information varies depending on who completed the form and for what purpose as frequently these files include only information contributed by property owners or relate to a specific project and proposed impact to the site.

Nomination to the state and federal registers are far more extensive, complete, and up-to-date. They are thoroughly reviewed by the DHR and NPS staff and require meeting a threshold of integrity and significance. They are also frequently prepared by professional architectural historians, historians, or archaeologists. The nominated property must have enough of the physical material that connects it to its

period of significance that one could recognize it as of that time. It must also have a historical association that, whether at the local, state, or national level, contributes under one of the following:

Criterion A: Property is associated with events that have made a significant contribution to the broad patterns of our history.

Criterion B: Property is associated with the lives of persons significant in our past.

Criterion C: Property embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

Criterion D: Property has yielded, or is likely to yield information important in prehistory or history.

Determining integrity and significance, along with the period and scope of the property's importance, requires information that exceeds an initial reconnaissance survey. Intensive level surveys can also be used to help evaluate eligibility. While not a mandated product of this project, several likely candidates were discovered during the project due to the lack of previous survey in Mathews County. Several of these were well known to Mathews County residents and previous attempts at survey brought them to the attention of the Mathews County Historical Society and the Mathews Memorial Library staff who maintained files on each building similar to those within the DHR inventory, using reconnaissance level forms provided by the DHR in the late 1990s. Below are examples of properties recommended for immediate attention at the intensive survey level or through the Preliminary Information Form (PIF) process. Note that intensive survey and PIFs require interior documentation when their focus is an individual property and therefore property owner permission is necessary. This "first step" can provide sufficient information to evaluate the significance and integrity of a resource or resources in a district, helping communities focus their efforts and resources on researching and documenting the most important properties and themes.

- There are only thirteen individually nominated properties in Mathews County and only one district. While Mathews County is the second smallest county in Virginia, it certainly has far more than these properties deserving of recognition through nomination to the state and federal registers. While at least twelve properties were recommended eligible by DHR in the past, many of these need re-evaluation but hold significant potential for successful nomination, including Woodstock (057-0006), Providence/Hopemont (057-0073), and Emmaus Baptist Church and Cemetery (057-5023). An example of an individual property for intensive survey would include Goshen (057-5215) and its associated resources. This potentially third-quarter eighteenth-century building is the centerpiece of a collection of agricultural and domestic buildings, including barns, sheds, an ice house and cemetery, with a great likelihood of also having archaeological deposits. The great diversity of resources and their contribution to understanding the agricultural history of Mathews County as far back as the colonial period makes this property worthy of continued investigation. Other properties which should be considered for more intensive analysis include R-R Retreat Acres (Archibald Taylor Hudgins House; 057-5087), the Mill Point (057-5230), the Windmill House (057-5222), and many more.

Beyond individual properties, there are several historic themes or areas of Mathews County that deserve immediate attention and warrant the development of preliminary information forms (PIFs) to determine their eligibility for the state and federal registers, including:

- Civil War-related landmarks, specifically those related to support of the Confederate military effort, including properties related to privateering, defense, and Union raids and reprisals, such as General Wistar's October 1863 raid and subsequent attacks on plantations, mills, harbors and saltworks.

- Mathews Main Street is an important resource for consideration, both for its significant potential for community investment and building rehabilitation, but also for its close association with the identity of this history-loving county. A potential commercial historic district (057-5080) was previously proposed as part of a drainage improvement and stormwater management project, but the extent of this study was somewhat constrained by the need to evaluate a specific area for potential impacts. A more appropriate boundary might extend to cover a greater area and consideration should be made to evaluate the domestic resources that extend to the north, south, and west from the core of the town.

- Villages with intact clusters of buildings, often including a store, gas station and post office, but without substantial recent changes or new construction. More substantial examples include Hudgins and Mobjack, whereas smaller examples such as Beaverlett and Shadow are also present. In the case of Mobjack, the village was directly related to a wharf and was designed with a gridded street plan, but never fully developed. It represents an unusual effort for Mathews County while equally significant crossroads and intersections mentioned above are further inland and reflect the more typical trend of the nineteenth and early twentieth centuries.

- Historic wharves and related villages run a close parallel to the subject suggested above. Mathews County has always benefitted from its abundant creeks and rivers, leading to the development of substantial seafood and shipbuilding industries, as well as an infrastructure of wharves to ensure the efficient movement of goods and people. The wharves therefore became the primary centers of trade, commerce, and communication for much of the county's history. They are deserving of specific attention because their most important feature, the wharf complex with substantial construction at the end of the pier for seafood processing, storage, and often steamboat reception, is typically missing. The wharves are more closely related to archaeological resources after the substantial hurricanes and flooding of the early twentieth century and the historic trend away from steamboat transportation and shipping left substantially less incentive to maintain and rebuild them. And yet these are significant character defining features of Mathews County and with their often surviving inland support buildings, are worthy of extended study.

- Early twentieth-century service stations pick up at the tail end of the wharves' significance, representing the emergent car culture, including an entirely new set of transportation and service infrastructure, that continues to dominate the twentieth-century landscape. Many of these gas stations followed the same format and style, and were built by the Tidewater Oil Company, owned by Mr. Philpotts. These resources are frequently associated with the villages and wharves mentioned above, but hold out their own importance as essential elements of the modernization of this rural community and the significant transition towards a more heavily relied upon overland transportation network as well as underpinning a substantial shift in settlement patterns despite a relatively static population growth. Increased attention to these resources might help prevent their gradual disappearance from the landscape, including incentives for adaptive reuse that would help sustain the small businesses and community centers that occupy them and represent so much of the lifestyle of Mathews County.

- Farmhouses dating to the late nineteenth and early twentieth century, most often assuming the popular I-house style, are the most common historic architectural resource in the county. Most of these houses were

modest in scale, and constructed on relatively small farmsteads which characterized the overwhelming land ownership pattern within the county at that time. Though most of these buildings would not be individually eligible, due to the use of common forms, stock lumber and balloon framing, and few decorative architectural details, as a group they are representative of a local vernacular building tradition and way of life that is rapidly disappearing, both through their rapid deterioration as well as the significant alteration of these homes. Their loss parallels the loss of historical memory about these buildings and the people who lived within them. Not only would the preparation of a county-wide Multi-Property Document (MPD) study provide incentives for their preservation, but would also encourage rehabilitation across economic lines, making possible their restoration by lower and middle class households.

- Perhaps the most important and most understudies major thematic and architectural element of Mathews County are the cultural resources associated with African Americans. Earlier sections of this report highlight the existence of these resources, and the potential for many more, suggesting that further investment of time and resources with particular attention to involving Mathews County's African American residents, would help acknowledge and preserve this important part of the region's heritage. This report was unsuccessful in documenting many pre-Civil War related African American resources, but a more focused project might identify those remaining resources. Identifying and documenting postbellum African American communities, and their early twentieth-century descendants, is also of significant importance and would help the community foster a greater understanding of its complex history of race.

Preservation Planning and Policy Initiatives

There are numerous improvements any community can pursue, whether in local government or within citizen groups and private ventures, that would help research, recognize, and preserve its historical resources. Over the last five years Mathews County has become one of the premiere localities in Virginia in these areas, particularly concerning research and recognition. The recent publication of the third volume (of five) of *Historic Homes and Properties of Mathews County, Virginia* (Mathews County Historical Society 2013), focusing on sharing with the general public the significant houses in Mathews County, is but one of several initiatives underway, along with an archaeological assessment of the county and the recording of oral histories. With the support of local businesses, and particularly the staff of the Mathews Memorial Library, the Mathews County Historical Society alongside Mathews County government continue to look for new and innovative ways to highlight their history. There are several ways to continue this momentum, though, building on the success of the current historical resources survey.

Public Policy Initiatives

Mathews County is actively pursuing development of a strong support network for historical research, recognition and preservation. Recent successes include the partnership to develop the recently opened Fort Nonsense Park, the continuing preservation of New Point Comfort Lighthouse (057-0064), and the soon to be published history of Mathews County written by Martha McCartney and sponsored by the Mathews County Historical Society. Alongside those efforts the county is considering pursuit of Certified Local Government status, investing more in its Geographic Information Systems, and revitalizing its business and government center. At the same time, the citizens of Mathews County, through their historical organizations, as well as through their individual efforts, are initiating a historical renaissance celebrating their shared heritage. This

“Year of Discovering Mathews County History” spawned the several initiatives mentioned above, as well as this cost-share grant, and runs parallel to the renewed interest by the public in researching, recognizing, and preserving the past.

Certified Local Government Program

Designation as a Certified Local Government (CLG) program would allow Mathews County significantly expand its local preservation programs. Created by the National Historic Preservation Act of 1966 (amended 1980), this program establishes a partnership between local governments, the federal historic preservation program, and the DHR. Qualified localities participate more formally in the state and national historic preservation programs with the goals of a) promoting viable communities through preservation, b) recognizing and rewarding sound local preservation programs, and c) establishing credentials of quality for local preservation programs. Designated localities are required to have at least one historic district with an ordinance that defines district boundaries, establishes a review board, identifies actions that must be reviewed and standards for review, and in general provides for the protection of the historic resources contained therein. It requires formation of a preservation commission or review board that administers the ordinance and that works as an advocate for preservation in the locality. This review board continues the survey of local heritage resources, encourages public participation in the local heritage stewardship program, and remains active throughout the year. The key benefits of CLG designation include a formalized role in the identification, evaluation and protection of the community’s historic resources, alongside the state and federal governments. The review board is involved with the review and comment on national register nominations from Mathews County and receive technical assistance from DHR and the National Park Service. Perhaps most important, CLGs are eligible to apply for an exclusive grant program to support preservation initiatives. These funds are significant and can act as catalysts for preservation projects with tangible benefits for the entire community. More information on the CLG program is available through the DHR CLG Program Manager (dhr.virginia.gov/clg/clg.htm).

Geographic Information Systems

Mathews County is making great strides in developing its Geographic Information Systems (GIS) capabilities. Part of this cost-share project includes the transmittal of data layers from the DHR for this survey and all prior information to Mathews County ensuring that the locality has access to the information and can incorporate it into their planning. It is highly recommended that data regarding historic resources be included as a data layer in the county’s system. This information can provide significant insight into preservation planning for Mathews County’s historical resources, but it should be noted that the data within the state’s inventory is limited by the scope of this and previous surveys, that there are numerous as yet unidentified resources in the county, and that this inventory is by no means comprehensive or complete.

Downtown Revitalization Activities

The town surrounding Mathews Courthouse is undergoing a renaissance. The recent completion of a significant addition to the Mathews Memorial Library, planning for and implementation of drainage improvements to preserve the town’s character, and the restoration of specific properties, including Sibley’s Store (057-5080, 057-5049-0002) and Old James Store (057-5027, 057-5049-0001), complement the annual festivals and frequent history-related lectures and events that take place there, such as Mathews Market Days. While preservation incentive programs, such as the Virginia Main Street program, can help the development of this area as a Commercial District Affiliate (via the Virginia Department of Housing and Community

Development (dhcd.virginia.gov/MainStreet/)), perhaps the first efforts should be spent developing a historic district that focuses on the commercial core of the downtown, but also considers or parallels the development of another district that residential areas that densely line the corridors north, south, and west of Main Street's primary intersection (see recommendations above). Not only would this provide private developers with incentives to pursue rehabilitation tax credits, but it would also provide the county with information to help sensitively develop the area and ensuring other state and federal agencies are also following a single research document that establishes the baseline understanding for this essential element of Mathews County's identity.

Ultimately, the county should continue to embrace the benefits of historic research, recognition, and preservation. As part of this approach, it is recommended that they develop partnerships with local historical organizations to educate property owners as to preservation incentives and the mechanisms of registering and preserving Mathews County's historic resources. This would augment their efforts to promote historic tourism with site appropriate infrastructure, such as underground utilities, narrow roads, and building facade standards. The county is also encouraged to consider incorporating historic preservation incentives into its zoning ordinances for its historic districts while evaluating the need for and feasibility of creating additional historic districts/sites. The county might consider partnering with the Mathews County Historical Society or other similar organizations to identify and publicize a heritage trail system, develop county historic roadside markers to bring greater recognition to its important historic resources, and continue this historic inventory of sites and buildings with the DHR.

Archaeological Initiatives

Mathews County is rich in archaeological sites. While there is a great interest in archaeology from the citizens of Mathews, there are few inventoried archaeological sites in the county—similar to its architectural resources. The county has partnered with the Mathews County Historical Society to help remedy this, co-sponsoring an archaeological assessment that will include the inventory of 75 additional archaeological sites and the development of a report which will, much like this report, create a historical context for these sites and make recommendations for further research, recognition and preservation of this irreplaceable resources. It should be noted that all of the properties documented in the current architectural survey are likely to have archaeological remains of varying integrity associated with them. Confirming this presence and integrity requires the recovery of artifacts and archaeological testing of each site. There are countless potential projects for consideration through archaeological testing, many of which will be discussed in the report underway and mentioned above. A small sample of topics of archaeological investigation with direct connection to the subjects addressed in this report include:

- Underwater archaeological survey of prominent wharf complexes and terrestrial survey of associated inland developments, such as Fitchett's Wharf and Williams Wharf.
- Archaeological survey of large-scale seventeenth- and eighteenth-century plantations, including both manor house and slave quarter locations. While the subject of significant work outside of the county, these resources are poorly understood within Mathews County.
- Archaeological survey of mills and related support buildings. As centers of community interaction before the development of the small gas station and country store complexes of the late nineteenth and early twentieth century, these areas are well represented in surviving historical documents but nearly absent on the current landscape, save for the Poplar Grove Mill (057-0009).

- Underwater and terrestrial archaeological surveys of shipyards. A celebrated element of Mathews County's history, little is known about the archaeological footprint or architectural signature of these semi-industrial complexes. Even more important is gaining an understanding of the evolution of this industry from the colonial period through the early twentieth century.
- Archaeological survey of the domestic sites for Mathews' first generation of freedom. While the population of Mathews County was nearly 50% African American shortly after the Civil War, the current African American population accounts for only less than 10%. Understanding the material culture and archaeology of this significant period in American history, acknowledging that much of the architecture is disappearing or is now gone, is one way to recognize and preserve a key element of Mathews County's past.

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Appendix I

National Register of Historic Places/Virginia Landmarks Register Designation, State and Federal Rehabilitation Tax Credits, Historic Easements, and Resources for Owners of Historic Homes

The following section is inspired by and largely verbatim from Pezzoni 2010: 63-66 and public documents provided by the DHR (dhr.virginia.gov).

National Register of Historic Places/Virginia Landmarks Register Designation

The National Register of Historic Places, established in 1966 and managed by the National Park Service, is the official list of structures, sites, objects, and districts that embody the historical and cultural foundations of the nation. More than 80,000 historic resources of all kinds (including 700,000 contributing buildings in historic districts) are listed nationwide. The National Register of Historic Places already includes more than 2,000 properties in Virginia. For more information on the national register, a weekly list of registered properties, educational programs, and publications, visit the National Register of Historic Places Web site (cr.nps.gov/nr).

What are the benefits of registration? Registration is an honor bestowed on historic properties by the state and federal governments. It recognizes the historic value of a property and encourages present and future owners to continue to exercise good stewardship. Owners of registered properties may donate historic preservation *easements* (which can reduce real estate taxes), qualify for the state and federal historic rehabilitation *tax credits*, receive technical assistance from department staff for maintenance and rehabilitation projects, and purchase plaques that mark the property's significance.

Is registration expensive? No fees are charged by DHR for any part of the registration process. Many property owners successfully complete the Preliminary Information Forms with advice from department staff and proceed with National Register of Historic Places nominations, frequently contracting a preservation professional to assist them. We suggest that they review DHR's *Consultants Directory* and contact several consultants to compare estimated costs. There are costs associated with ordering a *register plaque* for a historic property, and, again, contacting suppliers and comparing estimated costs is recommended.

Will anyone be able to stop me if I want to alter or tear down my property once it's registered? Not as a result of registration. Property owners who donate historic preservation easements, participate in the federal or state incentive programs (such as tax credits) must abide by certain restrictions on alterations or demolitions associated with those programs. Otherwise, only local building codes and permit requirements must be satisfied, as with any property.

Some friends live in a historic district, and they tell me that they have to get permission from a board to repair their porch or paint their house. Will I have officials looking over my shoulder if I register my house? No. Only locally designated historic districts are subject to local zoning ordinances and procedures. Sometimes, a property or district may be listed at the national, state, and local levels but it is only the local designation that places restrictions on private owners.

Do I have to open my property to the public if it is registered? No. Listing in the National Register of Historic Places or the Virginia Landmarks Register does not require that you open your house to the public.

Will registration or listing increase or decrease my property values and tax burden? Many factors affect the value of real estate: location, improvements, supply and demand, zoning, surroundings, local and national

economic conditions, business cycles, and actions of national, state, and local governments. Changes in any of these factors may increase or decrease the value of property. Registration per se appears to have little effect, although one would expect well-kept, attractive, older properties and neighborhoods to experience rising values over the long run.

Can a property be nominated individually if it is within a district? Yes. However, property owners in districts already can receive the same benefits as owners of individually listed properties. In other words, if a property is listed as a contributing building within the district, it is already "just as registered" as if it were listed individually. To successfully nominate one of these properties individually it must tell a different story from the district for Criteria A and B, and if for Criterion C, must demonstrate a higher level of integrity than similar buildings in the districts

State and Federal Rehabilitation Tax Credits

The preservation of historic buildings benefits communities. Historic places connect us to our heritage and enrich the quality of our lives in countless intangible ways, but their preservation also provides demonstrable economic benefits. Through the federal and state Rehabilitation Tax Credit programs, property owners are given substantial incentives for private investment in preservation, resulting in enormous advantages to the public. Since the state program's inception in 1997, nearly \$1 billion in tax credits leveraged almost \$3 billion in private investment, resulting in the rehabilitation of 2,375 buildings. Expenses of \$3.97 billion for these rehabilitation projects served as a catalyst to stimulate an additional estimated \$3.9 billion in activity. This investment in turn has generated an economic impact of \$3.9 billion to the state's economic health and created more than 31,000 full and part-time jobs during a 17-year period and generated an estimated \$133 million in state and local tax revenues (for more information, see "Economic Impact of Historic Rehabilitation Tax Credit Programs in Virginia," completed by the VCU Center for Urban and Regional Development, January 2014). This money represents costs paid into the construction industry for architects, contractors, craftsmen, and suppliers, with a corresponding increase in local employment. The capital improvement to the buildings results in dramatic increases in local property taxes, as well as a general enhancement in commercial activity. The rehabilitated buildings provide desperately needed housing (in many cases, low- and moderate-income housing), and office, retail, and other commercial space. The communities benefit from property improvement, blight removal, and increased occupancy of buildings in historic core neighborhoods.

Both the federal and state tax credit programs are administered in Virginia through the Department of Historic Resources. State tax credits, which offer a 25% credit on eligible expenses, are available for owner-occupied, as well as income-producing buildings. If your property is income-producing, you may also be able to take advantage of the federal tax credit, which offers a credit of 20% of eligible expenses. For more information about tax credits, contact the DHR (dhr.virginia.gov/tax_credits/tax_credit.htm).

Historic Easements

Virginia's historic landmarks are irreplaceable resources of the Commonwealth. These landmarks are the tangible reminders of the state's rich history and traditions. Our historic buildings, neighborhoods, landscapes, and sites are essential to Virginia's special identity and enhance the lives of both our citizens and

our countless visitors. While many famous places have had their futures secured through conversion to museums or other types of public amenities, most of Virginia's landmarks remain in private ownership and thus are vulnerable to loss or destructive change. Each year sees further erosion of the state's historic character through demolitions, neglect, suburban sprawl, highway construction, and other forms of recent development.

Although change is inevitable, many owners of historic landmarks are concerned about the future of their properties and want to ensure the proper stewardship of these resources beyond their tenure. To meet this need, the Commonwealth in 1966 instituted the Virginia Historic Preservation Easement Program, providing a tool that would enable historic landmarks to enjoy long-term legal protection while remaining in private ownership.

Through the easement program, a private owner has the opportunity to guarantee the perpetual protection of an important historic resource without giving up ownership, use, or enjoyment of the property. While the landmark remains in private hands and on the tax rolls, its existence and sympathetic treatment are secured for the benefit of future generations. Furthermore, the property owner can often take advantage of significant financial benefits associated with easement donation. For more information, contact the Easement Program Manager at DHR's Richmond Office (dhr.virginia.gov/easement/easement.htm).

Resources for Owners of Historic Homes

During the 2013-14 survey, team members viewed several hundred historic properties in Mathews County. A significant number of buildings have been altered with materials that are not necessarily compatible with the historic character of the building. In some cases, materials and treatments such as improperly formulated mortars or synthetic siding materials may hasten the deterioration of historic buildings. In other cases, improvements, such as the addition of vinyl windows that are intended to save money over the long term may have the opposite effect.

Fortunately, many credible resources are available to help owners of historic homes make sound decisions regarding the maintenance of their properties. Agencies such as the Virginia Department of Historic Resources, APVA Preservation Virginia, the National Park Service, and the National Trust for Historic Preservation offer numerous online and printed resources for property owners.

The National Park Service has developed 47 Preservation Briefs that provide guidance on preserving, rehabilitating and restoring historic buildings. These documents can be accessed online (nps.gov/hps/tps/briefs/presbhom.htm). The Virginia Department of Resources has created *A Handbook and Resource Guide for Owners of Virginia's Historic Houses*, a 64-page book well-illustrated with color photographs. It provides valuable information on good stewardship practices, basic preservation issues, and additional sources to turn to for expert advice on various maintenance and restoration matters. An order form may be downloaded from DHR's web site (dhr.virginia.gov). In addition, the Tusculum Institute at Sweet Briar College has partnered with the Virginia Department of Historic Resources to create the Virginia Preservation Toolkit, an online source for homeowners and people interested in sustainability and historic preservation. The toolkit provides information about the benefits of working with historic materials and architectural features to improve energy efficiency. To access the online toolkit, visit: tusculum.sbc.edu/toolkit/.

Appendix II
Surveyed Historic Resources in Mathews County by DHR ID# and Map Location

DHR ID#	Resource Name/Description	Construction Date	Resource Type
057-0001	Auburn	1803	Single Dwelling
057-0002	Miller House (Christopher Tompkins House/Mathews County Historical Society Museum)	1820	Office/Office Building
057-0003	Westville Baptist Church (First Baptist Church)	1879	Church/Chapel
057-0004	Green Plains	1800	Single Dwelling
057-0005	Mathews County Jail (Later Jail)	1875	Jail
057-0006	Woodstock (Kingston Hall/Centerville Plantation)	1730	Single Dwelling
057-0007	Hesse (Pond Point House)	1725	Single Dwelling
057-0008	Poplar Grove	1775	Single Dwelling
057-0009	Poplar Grove Mill (Old Tide Mill)	1730	Mill
057-0010	Beechland (Port Haywood House)	1889	Single Dwelling
057-0011	Mathews County Sheriff's Office (Early Jail)	1800	Jail
057-0012	Disciples Meeting House (Westville Disciples Meeting House)	1859	Meeting/Fellowship Hall
057-0013	Fort Nonsense	1861	Fortification/Military Base
057-0014	Cricket Hill Fort	1776	Earthworks
057-0015	Gwynnville	1640	Archaeological Site
057-0016	House, 1074 Gum Thicket Road (Hugh Gwynn House Site)	1800	Single Dwelling
057-0017	House, 208 Risby Town Road (Respass House Site)	1900	Single Dwelling
057-0018	Springdale (Spring Dale)	1750	Single Dwelling
057-0019	Hurricane Hall II (Edwards Hall/Bohannon House)	1770	Single Dwelling
057-0020	Hurricane Hall I (Sibley House)	1850	Single Dwelling
057-0021	Springhill	1774	Single Dwelling
057-0022	Mathews County Courthouse Square Historic District	1791	Historic District
057-0022-0001	Confederate Memorial	1912	Sculpture/Statue
057-0022-0002	Mathews County Courthouse	1830	Courthouse
057-0022-0004	Mathews County Library (Historic)	1930	Administration Bldg
057-0022-0007	Privy	1934	Privy
057-0022-0008	Mathews County Administrative Office	1957	Administration Bldg
057-0023	Milford (Billups House)	1770	Single Dwelling
057-0024	Farmers and Fishermen Building	1920	Commercial Building
057-0025	Francis Armistead Tomb	1896	Monument/Marker
057-0026	George Al Lilly Tomb		Monument/Marker
057-0027	Palace Green (Francis Armistead House)	1790	Single Dwelling
057-0028	Arthur Jones House (John Hudgins House)	1817	Single Dwelling
057-0029	Mathews Baptist Church	1880	Church/Chapel
057-0030	Methodist Tabernacle	1922	Other
057-0031	Mathews County Clerk's Office	1859	Office/Office Building
057-0032	Humphrey Keeble House (Kibble House)	1790	Single Dwelling
057-0033	Cedar Croft	1820	Single Dwelling
057-0034	Tu Do Mot	1840	Single Dwelling
057-0035	B. Williams & Co. Store	1869	Store
057-0036	Riverlawn (River Lawn/Cordelia Murray House)	1874	Single Dwelling
057-0037	Walnut Rest	1800	Single Dwelling

057-0038	Folly Farm	1800	Single Dwelling
057-0039	Green Mansion	1903	Single Dwelling
057-0040	Hyco	1830	Single Dwelling
057-0041	Edmond Haley Jones House (The Battery)	1830	Single Dwelling
057-0042	Old Field Point	1860	Single Dwelling
057-0043	Whitfield Landing	1801	Single Dwelling
057-0044	Willow Grove		Single Dwelling
057-0045	Trinity Episcopal Church	1854	Church/Chapel
057-0046	Shadecliff Farm (Sutherland)	1770	Single Dwelling
057-0047	Ransone House (Rebel Yell)	1790	Single Dwelling
057-0048	Shackleford Hotel Site	1870	Hotel/Inn
057-0049	Williamsdale (Williams-Murray House)	1830	Single Dwelling
057-0050	Jessee Hudgins House		Single Dwelling
057-0051	Barneck (Thomas House)	1835	Single Dwelling
057-0052	Christ Church		Church/Chapel
057-0053	Old Pine (John Warner Borum House)	1900	Single Dwelling
057-0054	Brooks House Site [ruins and buildings, Bethel Beach Road (Route 609)]	1770	Single Dwelling
057-0055	Barb (Robert Driscoll House)		Single Dwelling
057-0056	<i>No Property Associated with this ID</i>		
057-0057	Belle View (Bellevue)	1840	Single Dwelling
057-0058	Belle Isle (Clifton)	1900	Single Dwelling
057-0059	Belmont	1837	Single Dwelling
057-0060	<i>No Property Associated with this ID</i>		
057-0061	Customs House		Customs House
057-0062	Magnolia (Old Hunley's Place)	1750	Single Dwelling
057-0063	<i>No Property Associated with this ID</i>		
057-0064	New Point Comfort Lighthouse	1804	Lighthouse
057-0065	Wolf Trap Lighthouse (Wolf Trap Light Station)	1894	Lighthouse
057-0066	Murray Main House (Eastbrook)		Single Dwelling
057-0067	<i>No Property Associated with this ID</i>		
057-0068	Ebenezer Baptist Church	1908	Church/Chapel
057-0069	Donks Theatre (Virginia's Lil Ole Opry)	1947	Theater
057-0070	The Lane Hotel (Hotel Mathews/White Dog Inn/Lane's Cour	1900	Tavern/Ordinary
057-0071	House, Route 643	1900	Single Dwelling
057-0072	Bay View	1825	Single Dwelling
057-0073	Providence (Hopemont)	1754	Single Dwelling
057-0074	Kimball House, Mogers Corner Road (Route 713)	1850	Single Dwelling
057-0076	H.K. Billups & Son Oyster Shucking Plant (Williams Wharf)	1900	Processing Plant
057-0079	Disciples Tabernacle Site		Shelter
057-0080	House, 298 Beaverdam Road	1910	Single Dwelling
057-0081	House, Tabernacle Road (Route 611)		Single Dwelling
057-0082	House, 185 Salem Church Road	1890	Single Dwelling
057-0083	House, 103 Salem Church Road	1900	Single Dwelling
057-0084	House, New Point Comfort Highway (Route 14)		Single Dwelling

057-0085	House, Old Ruff Road (Route 614)		Single Dwelling
057-0086	House, Hamburg Road (Route 608)	1900	Single Dwelling
057-0087	House, Hamburg Road (Route 608)		Single Dwelling
057-0088	House, Hamburg Road (Route 608)		Single Dwelling
057-0089	Crosby House (House, 2250 Tabernacle Road)	1910	Single Dwelling
057-0090	House, New Point Comfort Highway (Route 14)		Single Dwelling
057-0091	No Property Associated with this ID		
057-0092	Old Williams Wharf Outbuilding ("Post Office")	1850	Outbuilding, Domestic
057-0093	Stoakes House Site, Beaumar Road		
057-0094	No Property Associated with this ID		
057-0095	Walkers Landing, Bethel Beach Rd (Route 609)		
057-0096	Augustine Diggs House (Augustine Degge House/James Stewart House/Pear Tree Plantation)	1762	Single Dwelling
057-0097	Pigg House, Garden Creek Road (Route 611)		
057-5001	Bridge #1003, Route 14, North End Branch	1949	Bridge
057-5002	Bridge #1956, Route 14, Mill Stream	1948	Bridge
057-5003	Gwynn's Island Bridge (Bridge #1002, Route 223 spanning The Narrows)	1939	Bridge
057-5004	Hicks Wharf (Myrtle Edge Manor)		Dock
057-5005	The Pines (Fisherman's Cottage/Gilbert House/Rayemdor)	1930	Single Dwelling
057-5006	House, Route 665		Single Dwelling
057-5007	East End (Hemlandet/Doc Sandberg Place)	1900	Single Dwelling
057-5008	Brown House		Single Dwelling
057-5009	Bateman House		Single Dwelling
057-5010	Augustus Lafayette Armistead House (House, 381 Aldendale Lane)	1820	Single Dwelling
057-5011	Hackman House		Single Dwelling
057-5012	Parsons Point (House, 14 Gayle Lane)	1850	Single Dwelling
057-5013	Dragon's Cove	1876	Single Dwelling
057-5014	Hudgins House (Leitner House/Watermans Cottage, 429 Johnson Point Road)	1851	Single Dwelling
057-5015	Harper House, Route 62c	1900	Single Dwelling
057-5016	Garden Creek Irrigation Canal	1900	Canal
057-5017	First Baptist Church (African American)	1865	Church/Chapel
057-5018	Keeble Family Cemetery	1783	Cemetery
057-5019	House, 13917 John Clayton Memorial Highway	1905	Single Dwelling
057-5020	House, 13771 John Clayton Memorial Highway	1900	Single Dwelling
057-5021	Ellore (House, 13778 John Clayton Memorial Highway)	1897	Single Dwelling
057-5022	House, 13686 John Clayton Memorial Highway	1940	Single Dwelling
057-5023	Emmaus Baptist Church & Cemetery	1910	Church/Chapel
057-5024	R.T. Ewell & Sons, Inc. Septic Tank Service (Tidewater Oil Company Service Station)	1930	Commercial Building
057-5025	House, 15396 John Clayton Memorial Highway	1875	Single Dwelling
057-5026	House, Intersection of Routes 14 and 66c	1900	Single Dwelling
057-5027	James Store (The Old Store/The Old Thomas James Store)	1816	Store
057-5028	Canal, Terminus of Put-in-Creek	1934	Canal
057-5029	Oakland (Oakland Farm)	1840	Single Dwelling
057-5030	Sleepy Hollow	1914	Single Dwelling

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057-5031	House, 4397 North River Road	1920	Single Dwelling
057-5032	House, 4410 North River Road	1920	Single Dwelling
057-5033	Linden Hall	1880	Single Dwelling
057-5034	House, 9 Cardinal Road	1928	Single Dwelling
057-5035	House, 97 Cardinal Road	1880	Single Dwelling
057-5036	House, 9066 Buckley Hall Road	1960	Single Dwelling
057-5037	House, 9096 Buckley Hall Road	1940	Single Dwelling
057-5038	Recreation Hall, 9120 Buckley Hall Road	1940	Meeting/Fellowship Hall
057-5039	Gas Station, 9184 Buckley Hall Road	1955	Service Station
057-5040	House, 9246 Buckley Hall Road	1925	Single Dwelling
057-5041	House, Buckley Hall Road (Route 198)	1939	Single Dwelling
057-5042	House, 9264 Buckley Hall Road	1930	Single Dwelling
057-5043	Commercial Building, 9290 Buckley Hall Road	1927	Commercial Building
057-5044	Commercial Building, 18404 John Clayton Memorial Highway	1950	Commercial Building
057-5045	Commercial Building, 18432 John Clayton Memorial Highway	1950	Commercial Building
057-5046	Mathews Raceway	1900	Track
057-5047	Twigg Bridge (Bridge #1948, Route 3)	1953	Bridge
057-5048	Sibley's General Store	1840	Store
057-5049	Sibley's and James Stores Historic District	1810	Historic District
057-5050	Falk House (North House/South House)		Single Dwelling
057-5051	Kimball House, 876 Bay Hill Drive		Single Dwelling
057-5052	Antioch School (Rosenwald School/Antioch Baptist Church L.W. Wales Center and Parsonage)	1927	Parsonage/Glebe
057-5053	Sycamore Haven House (House, 75 Williams Corner Road/Susan Post Office)	1890	Mixed: Commerce/Domestic
057-5054	House, 133 Callis Field Road	1910	Single Dwelling
057-5055	Bayberry Wood (House, 244 Rose Lane)	1900	Single Dwelling
057-5056	House, 254 Brittany Lane	1900	Single Dwelling
057-5057	The Inn at Tabbs Creek (House, 384 Turpin Lane)	1900	Single Dwelling
057-5058	House, 3081 New Point Comfort Highway	1900	Single Dwelling
057-5059	Buckley Hall Inn (House, 11923 Buckley Hall Road)	1910	Single Dwelling
057-5060	Great Oaks (House, 760 New Point Comfort Highway)	1923	Single Dwelling
057-5061	Faulkner & Sons (Hurd's/Mathews Insurance Agency/Commercial Building, 186 Main Street)	1903	Commercial Building
057-5062	Dilly Dally Emporium (Army-Navy Surplus/East Coast Electric/Philpotts Texaco/Commercial Building, 200 Main Street)	1925	Commercial Building
057-5063	Mathews Art Group Gallery (Mathews Journal Newspaper/Mathews Lodge I.O.O.F./Western Auto/Commercial Building, 204-206 Main Street)	1890	Commercial Building
057-5064	IsaBell K. Horsley Real Estate (Mary Hopkins Town & Country/Commercial Building, 208 Main Street)	1920	Commercial Building
057-5065	Richardson's Cafe (Richardson's Drugstore/Commercial Building, 12 Church Street)	1922	Commercial Building
057-5066	Cattail's (L.E. Hudgins Jewelry/Rosie's Gift Shop/Commercial Building, 14-16 Church Street)	1945	Commercial Building
057-5067	Allstate (A & P/Commercial Building, 20 Church Street)	1945	Commercial Building
057-5068	Kristie's Pet Grooming (Foyer Restaurant/Hyde & Massie/Commercial Building, 24 Church Street)	1945	Commercial Building
057-5069	Five Star Oriental Medicine (Mathews County Republicans/Mattie Foster Milliner/Commercial Building, 1 Church Street)	1913	Commercial Building

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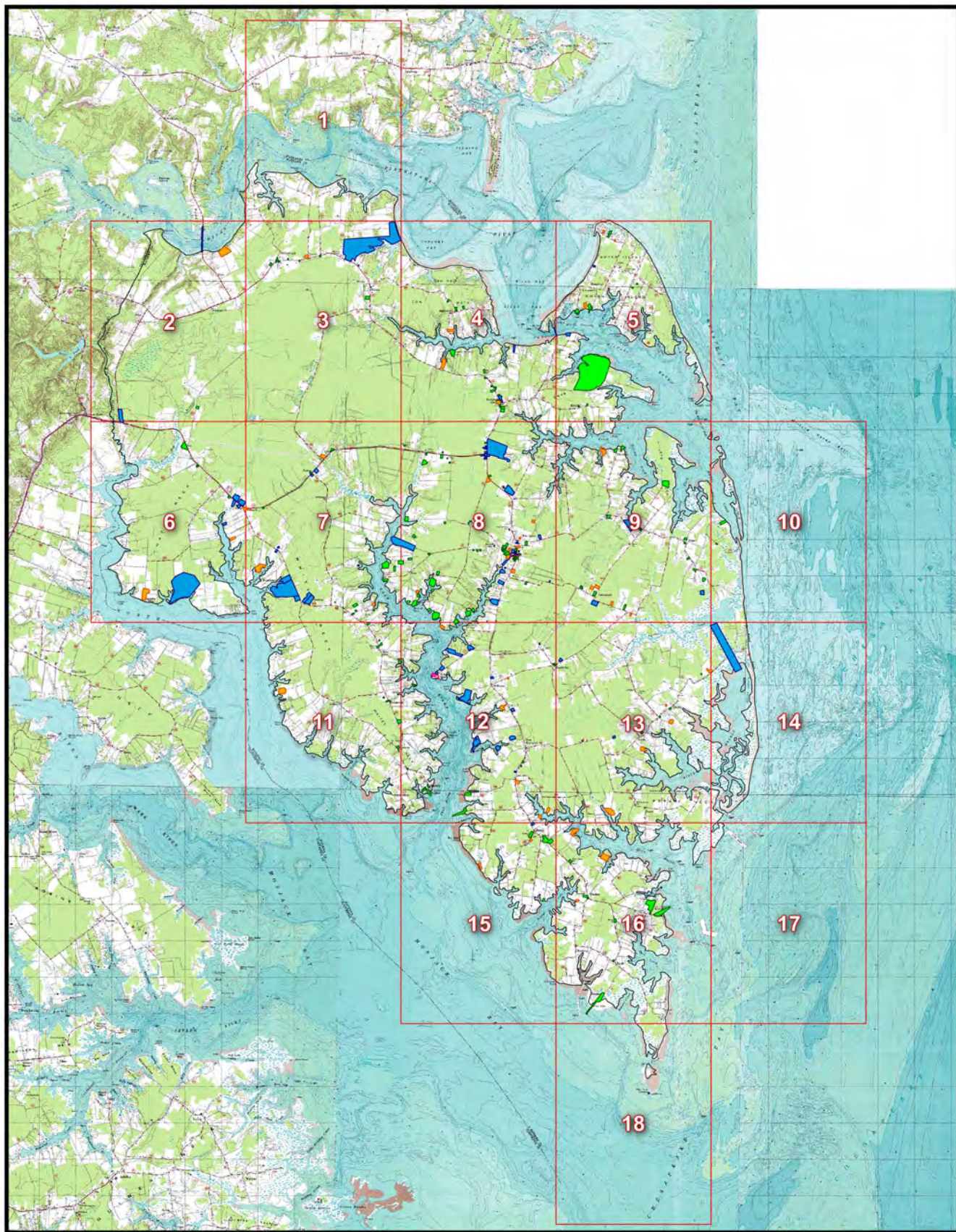
057-5070	Southwind Pizza (Lee S. Miles Grocery/Commercial Building, 48 Church Street)	1922	Commercial Building
057-5071	Sky Blue Coffee House & Gallery (Commercial Building, 50 Church Street)	1900	Commercial Building
057-5072	The Halcyon Building (Foster Department Store/Skating Rink/Commercial Building, 40 Court Street)	1930	Commercial Building
057-5073	Main Street Mathews on the Move (Commercial Building, 243 Main Street)	1950	Commercial Building
057-5074	Hycos Market (Hudgins & Owens Garage/Little Sue Store/Commercial Building, 10896 Buckley Hall Road)	1950	Service Station
057-5075	Moughon's Ace Hardware (Sutton & Kline/Commercial Building, 40 Main Street)	1948	Commercial Building
057-5076	Moughon's (Commercial Building, 26 Main Street)	1935	Commercial Building
057-5077	Morgan & Edwards Real Estate (Commercial Building, 43 Main Street)	1950	Commercial Building
057-5078	House, 46 Church Street	1900	Single Dwelling
057-5079	Mathews Memorial Library (Bank of Mathews)	1920	Library
057-5080	Mathews Commercial Historic District	1890	Historic District
057-5081	House, 119 Church Street (Central United Methodist Church Parsonage/Puddin's Creek)	1870	Single Dwelling
057-5082	House, 140 Church Street (Jarvis House)	1880	Single Dwelling
057-5083	Williams Wharf Landing Historic District	1802	Historic District
057-5084	Sibley Farm (Caribbean)	1790	Single Dwelling
057-5085	<i>No Property Associated with this ID</i>		
057-5086	Milford II (William Penn Hudgins House)	1830	Single Dwelling
057-5087	Archibald Taylor Hudgins House (R-R Retreat Acres)	1964	Single Dwelling
057-5088	Seth Foster House	1860	Single Dwelling
057-5089	Brighton (Hollerith Farm/Mobjack Farm)	1917	Single Dwelling
057-5090	American Legion Post 83	1910	Meeting/Fellowship Hall
057-5091	House, 12504 John Clayton Memorial Highway	1880	Single Dwelling
057-5092	Tidewater Oil Company Service Station (Repair Shop, 12894 John Clayton Memorial Highway)	1926	Service Station
057-5093	Red Men's Lodge, Omaha Tribe No. 92 (Coastwise Design)	1913	Lodge
057-5094	Foster Post Office	1940	Post Office
057-5095	House, 17448 John Clayton Memorial Highway	1918	Single Dwelling
057-5096	House, 17704 John Clayton Memorial Highway	1930	Store
057-5097	House, 17814 John Clayton Memorial Highway	1920	Single Dwelling
057-5098	House, Church Street (Route 611)	1936	Single Dwelling
057-5099	Masonic Lodge Silver Leaf #177	1940	Lodge
057-5100	Hughes Planing Mill	1953	Processing Plant
057-5101	Foster Chrysler-Plymouth Dealership (NAPA Auto Parts)	1947	Store
057-5102	Tidewater Oil Company Service Station (Service Station, 8352 Buckley Hall Road)	1928	Service Station
057-5103	The Thrifty Spot (Store/House, 8314 Buckley Hall Road)	1905	Dwelling/Store
057-5104	Redeeming Grace Baptist Church (Store, 8245 Buckley Hall Road)	1963	Church/Chapel
057-5105	House, 8212 Buckley Hall Road	1920	Single Dwelling
057-5106	House, 8143 Buckley Hall Road	1936	Single Dwelling
057-5107	House, 8036 Buckley Hall Road	1900	Single Dwelling
057-5108	House, Buckley Hall Road (Route 198)	1950	Single Dwelling
057-5109	House, Buckley Hall Road (Route 198)	1920	Single Dwelling
057-5110	House, 8001 Buckley Hall Rd	1940	Single Dwelling
057-5111	House, 7958 Buckley Hall Rd	1855	Single Dwelling

057-5112	House, 7768 Buckley Hall Rd	1875	Single Dwelling
057-5113	Smithers Memorial Cemetery	1930	Cemetery
057-5114	William Yeats Hudgins House (Vinton Shipley House/House, 5118 Buckley Hall Road)	1897	Single Dwelling
057-5115	Thompson Brothers Store (Commercial Building, 21 Hallieford Road)	1900	Store
057-5116	Service Station (Office, 4529 Buckley Hall Road)	1940	Service Station
057-5117	House, 3834 Buckley Hall Road	1900	Single Dwelling
057-5118	Service Station, 3466 Buckley Hall Road	1920	Service Station
057-5119	Commercial Building, 3275 Buckley Hall Road	1940	Commercial Building
057-5120	Williams House (Postmaster's House/House, 3116 Buckley Hall Road)	1929	Single Dwelling
057-5121	Cobbs Creek Post Office/Store	1930	Store
057-5122	House, 3081 Buckley Hall Road	1895	Single Dwelling
057-5123	Stan Strings Family Kitchen & Pizza (Cobbs Creek Market)	1930	Restaurant
057-5124	Cobbs Creek High School (Cobbs Creek Post Office)	1953	School
057-5125	General W.E. Broaddus Store (Hallieford Post Office)	1900	Store
057-5126	House, 1947 Hallieford Road	1908	Single Dwelling
057-5127	House, 1568 Hallieford Road	1890	Single Dwelling
057-5128	House, 12910 John Clayton Memorial Highway	1930	Single Dwelling
057-5129	Old Mt. Zion Baptist Church	1900	Church/Chapel
057-5130	House, East River Road (Route 660)	1938	Single Dwelling
057-5131	Store/Dwelling, 2809 East River Road	1903	Single Dwelling
057-5132	Zion Baptist Church Cemetery	1920	Cemetery
057-5133	House, 48 Osprey Road	1900	Single Dwelling
057-5134	Zion Baptist Church	1950	Church/Chapel
057-5135	House, 3797 East River Road	1830	Single Dwelling
057-5136	County Oyster House	1930	Warehouse
057-5137	House, 4458 East River Road	1920	Single Dwelling
057-5138	Tidewater Beverage Building	1930	Store
057-5139	Bohannon Post Office	1900	Post Office
057-5140	Ro-Mar Market	1930	Market
057-5141	House, East River Road (Route 660)	1900	Store
057-5142	West Mathews Community League (Peninsula School)	1920	Meeting/Fellowship Hall
057-5143	Emmanuel Methodist Church	1930	Church/Chapel
057-5144	Community Store (Store, 45 Whites Neck Road)	1954	Store
057-5145	Grace Providence Methodist Church	1910	Church/Chapel
057-5146	House, 6272 East River Road	1921	Single Dwelling
057-5147	Mobjack Store and Wharf (Mobjack Post Office)	1920	Store
057-5148	House, 6471 East River Road	1894	Single Dwelling
057-5149	House, 6401 East River Road	1930	Single Dwelling
057-5150	House, East River Road (Route 660)	1902	Single Dwelling
057-5151	House, 3445 East River Road	1900	Single Dwelling
057-5152	House, Sandberg Lane (Route 675)	1920	Single Dwelling
057-5153	House, 1305 Glebe Road	1921	Single Dwelling
057-5154	Samarkand (House, 341 Samarkand Lane)	1927	Single Dwelling
057-5155	House, 231 Anchorage Way	1831	Single Dwelling

057-5156	Glebe Point (House, 2686 Glebe Road)	1890	Single Dwelling
057-5157	House, 268 Church Street	1942	Single Dwelling
057-5158	House, 185 Church Street	1780	Single Dwelling
057-5159	No Property Associated with this ID		
057-5160	Central United Methodist Church	1873	Church/Chapel
057-5161	No Property Associated with this ID		
057-5162	House, 228 Church Street	1890	Single Dwelling
057-5163	House, 214 Church Street	1950	Single Dwelling
057-5164	House, 215 Church Street	1950	Single Dwelling
057-5165	House, 241 Church Street	1950	Single Dwelling
057-5166	House, 259 Church Street	1940	Single Dwelling
057-5167	House, 1309 Glebe Road	1940	Single Dwelling
057-5168	House, 1303 Glebe Road	1930	Single Dwelling
057-5169	Samarkand Cottage (House, 342 Samarkand Lane)	1900	Single Dwelling
057-5170	Restaurant, 286 Main Street	1960	Restaurant
057-5171	Restaurant, 296 Main Street	1960	Restaurant
057-5172	Store, 312 Main Street	1943	Store
057-5173	Store, 330 Main Street	1942	Store
057-5174	Garage, 332 Main Street	1930	Automobile Showroom
057-5175	Foster-Faulkner Funeral Home (current)	1926	Funeral Home
057-5176	Foster-Faulkner Funeral Home (original) (House, 160 Main Street)	1926	Office/Office Building
057-5177	Store, 12 Court Street; Store, 260 Main Street	1960	Store
057-5178	Store, 244 Main Street; Store, 248 Main Street	1947	Store
057-5179	Store, 252 Main Street; Store, 32 Court Street	1930	Store
057-5180	Store, 36 Court Street	1964	Office/Office Building
057-5181	House, 299 Main Street; Store, 291 Main Street	1920	Single Dwelling
057-5182	Bay School Community Arts Center	1934	Mixed
057-5183	Garage, 37 Maple Avenue	1940	Service Station
057-5184	Dwelling/Store, 49 Maple Avenue	1920	Single Dwelling
057-5185	Store, 29 Brickbat Road	1950	Store
057-5186	Kingston Parish House	1900	Single Dwelling
057-5187	House, Bookers Lane (Route 657)	1940	Single Dwelling
057-5188	House, John Clayton Memorial Highway (Route 14)	1920	Single Dwelling
057-5189	James Forrest Store	1920	Store
057-5190	Fire Tower, John Clayton Memorial Highway (Route 14)	1940	Control Tower
057-5191	House, 17418 John Clayton Memorial Highway	1861	Single Dwelling
057-5192	House, John Clayton Memorial Highway (Route 14)	1920	Single Dwelling
057-5193	House, Bendall Lane (Route 670)	1920	Single Dwelling
057-5194	House, Landing Lane	1950	Single Dwelling
057-5195	House, Long Road (Route 622)	1900	Single Dwelling
057-5196	Pleasant View (Tynant)	1900	Single Dwelling
057-5197	House, 998 Church Street	1920	Single Dwelling
057-5198	House, 830 Glebe Road	1950	Single Dwelling
057-5199	Fountain Green (Two Left Hands Farm/House, 131 Greene Road)	1788	Single Dwelling

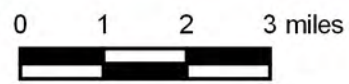
057-5200	House, 193 Greene Road	1900	Single Dwelling
057-5201	House, 284 Baby Lane	1867	Single Dwelling
057-5202	House, 335 Thurston Road	1920	Single Dwelling
057-5203	House, 395 Evans Road	1890	Single Dwelling
057-5204	House, 430 Thurston Road	1850	Single Dwelling
057-5205	House, 2351 Glebe Road	1900	Single Dwelling
057-5206	House, 301 Parrish House Lane	1922	Single Dwelling
057-5207	House, 226 Elsie's Lane	1920	Single Dwelling
057-5208	Busby (House, 564 Gayle Lane)	1850	Single Dwelling
057-5209	John Forrest Home (John Forrest Gravesite/House, 564 Aarons Beach Road)	1790	Single Dwelling
057-5210	House, 466 Aarons Beach Road	1920	Single Dwelling
057-5211	Captain Ben Morgan House (House, 288 Aarons Beach Road)	1850	Single Dwelling
057-5212	House, 2458 Haven Beach Road (Function/Location)	1790	Single Dwelling
057-5213	House, 437 Old House Woods Road	1890	Single Dwelling
057-5214	House, 21 White's Creek Lane	1800	Single Dwelling
057-5215	Goshen (Lane House/Captain Travis House)	1800	Single Dwelling
057-5216	Store, 983 Crab Neck Road	1890	Commercial Building
057-5217	Redart Store (Romie Tabor Store)	1860	Store
057-5218	Callis General Store (Moon Post Office)	1900	Store
057-5219	Callis House (House, 24 Haven Beach Road)	1900	Single Dwelling
057-5220	Haven's Edge (Windswept Farm)	1850	Single Dwelling
057-5221	Service Station, 9601 Buckley Hall Road	1933	Store
057-5222	Windmill House (House, 11044 Buckley Hall Road)	1880	Single Dwelling
057-5223	House, 982 Lilly's Neck Road	1800	Single Dwelling
057-5224	Barn, Aarons Beach Road (Old Diggs Post Office Site)	1910	Barn
057-5225	Hudgins Repair Shop (Repair Shop, 1271 Tabernacle Road)	1940	Service Station
057-5226	House, 1295 Tabernacle Road	1900	Single Dwelling
057-5227	House, 41 Salem Church Road (Foster's Store Site)	1903	Single Dwelling
057-5228	House, 2115 Tabernacle Road	1909	Single Dwelling
057-5229	Store, 2017 Bethel Beach Road	1910	Store
057-5230	Mill Point (Captain J.H. Thompson Mill Site)	1890	Single Dwelling
057-5231	House, 2442 Bethel Beach Road	1880	Single Dwelling
057-5232	C.W. Downs Store (Onemo Post Office)	1900	Store
057-5233	House, Bethel Beach Road (Route 609)	1900	Single Dwelling
057-5234	Callis Wharf (Oyster Seed Holdings)	1920	Warehouse
057-5235	House, 383 Risby Town Road	1871	Single Dwelling
057-5236	Island Seafood (Milford Haven Seafood)	1950	Processing Plant
057-5237	House, 716 Cherry Point Road	1900	Single Dwelling
057-5238	Net tar furnace ruins, Edwards Creek	1900	Furnace
057-5239	Net tar furnace, South Bay Haven Road	1900	Furnace
057-5240	Rising Sun Baptist Church	1896	Church/Chapel
057-5241	Red Men's Lodge, Naomi Tribe No. 111	1890	Lodge
057-5242	Brunson's Landing	1726	Single Dwelling
057-5243	Diggs Wharf (House, 952 Diggs Wharf Road)	1890	Wharf/Pier

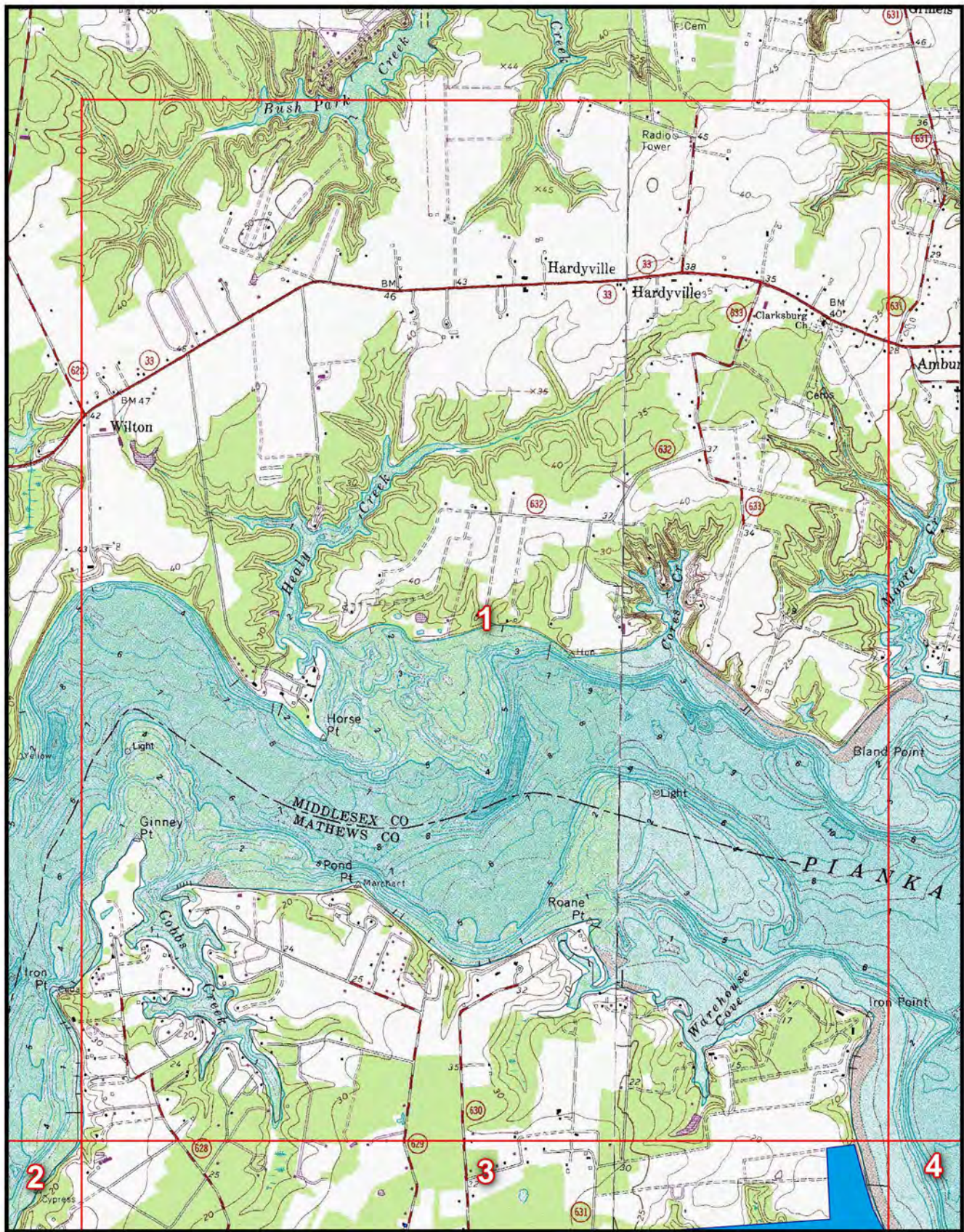
057-5244	Antioch Baptist Church	1870	Church/Chapel
057-5245	House, 527 Pepper Creek Road	1930	Single Dwelling
057-5246	St. Paul's Methodist Episcopal Church	1892	Church/Chapel
057-5247	New Point Friends Church	1900	Church/Chapel
057-5248	New Point School Site (Mathews Volunteer Fire Department Station #5)	1911	School
057-5249	Shadow Store (Shadow Post Office)	1900	Store
057-5250	Service Station, 6922 New Point Comfort Highway	1920	Service Station
057-5251	Beulah Methodist Episcopal Church	1907	Church/Chapel
057-5252	Bavon Post Office and Store	1920	Store
057-5253	Bayside Wharf (Bayside Wharf Site)	1910	Wharf/Pier
057-5254	New Point Wharf (New Point Wharf Site)	1920	Wharf/Pier
057-5255	Horn Harbor Nursing Home	1940	Nursing Home
057-5256	Moon School	1900	School
057-5257	Moon Pi (House, 863 Haven Beach Road)	1891	Single Dwelling
057-5258	House, 1967 Fitchett's Wharf Road	1830	Single Dwelling
057-5259	Azariah Thurston House (House, 486 Thurston Road)	1900	Single Dwelling
057-5260	House, 320 Tabernacle Road	1910	Single Dwelling
057-5261	House, 18 Red Men's Hall Road	1920	Single Dwelling
057-5262	Beaverlett Post Office	1920	Post Office
057-5263	Beaverlett Store (Cecil Hudgins Store)	1920	Store
057-5264	Cecil Hudgins Workshop	1920	Workshop



Resources

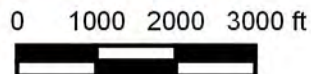
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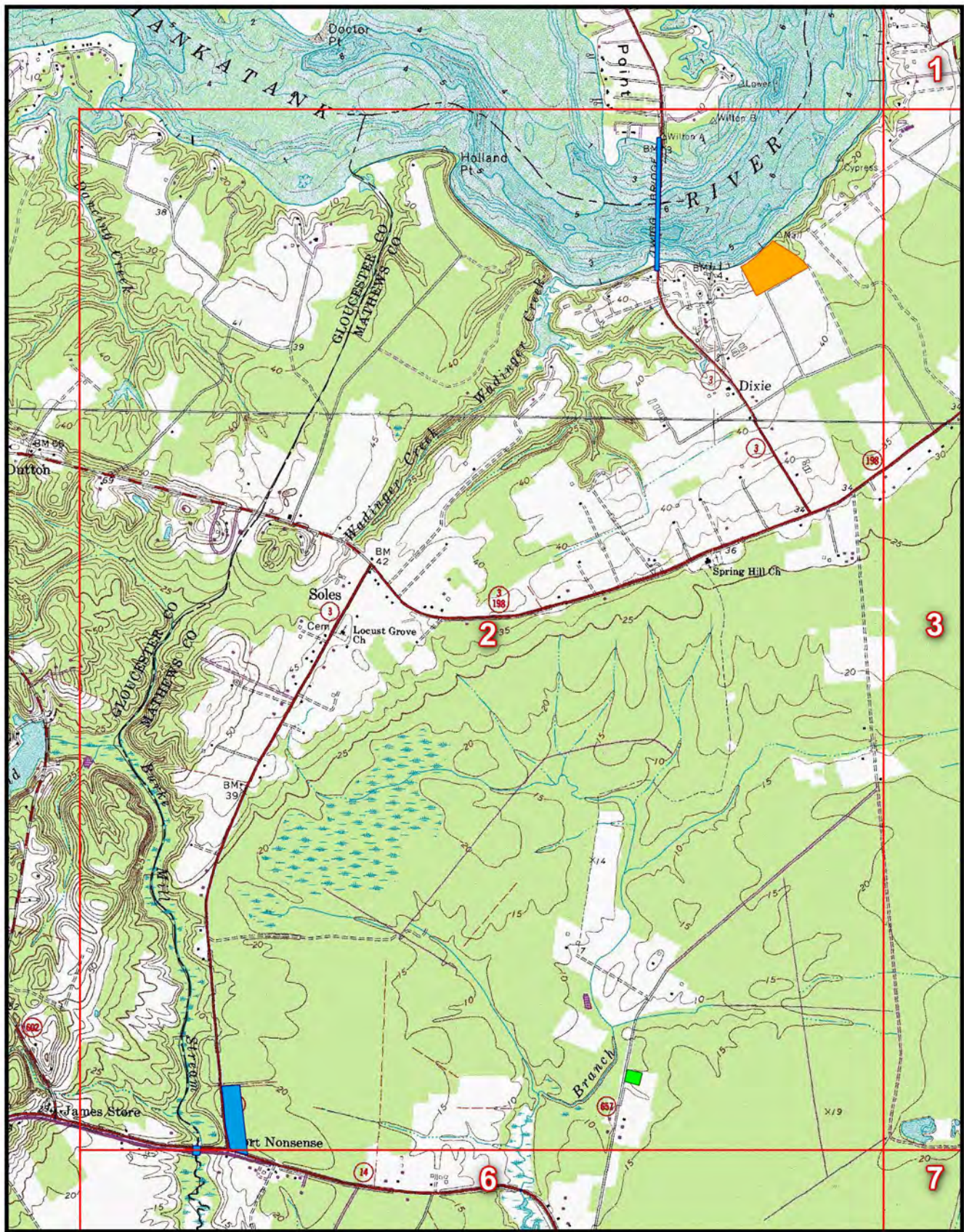




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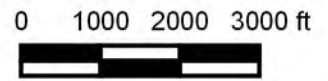
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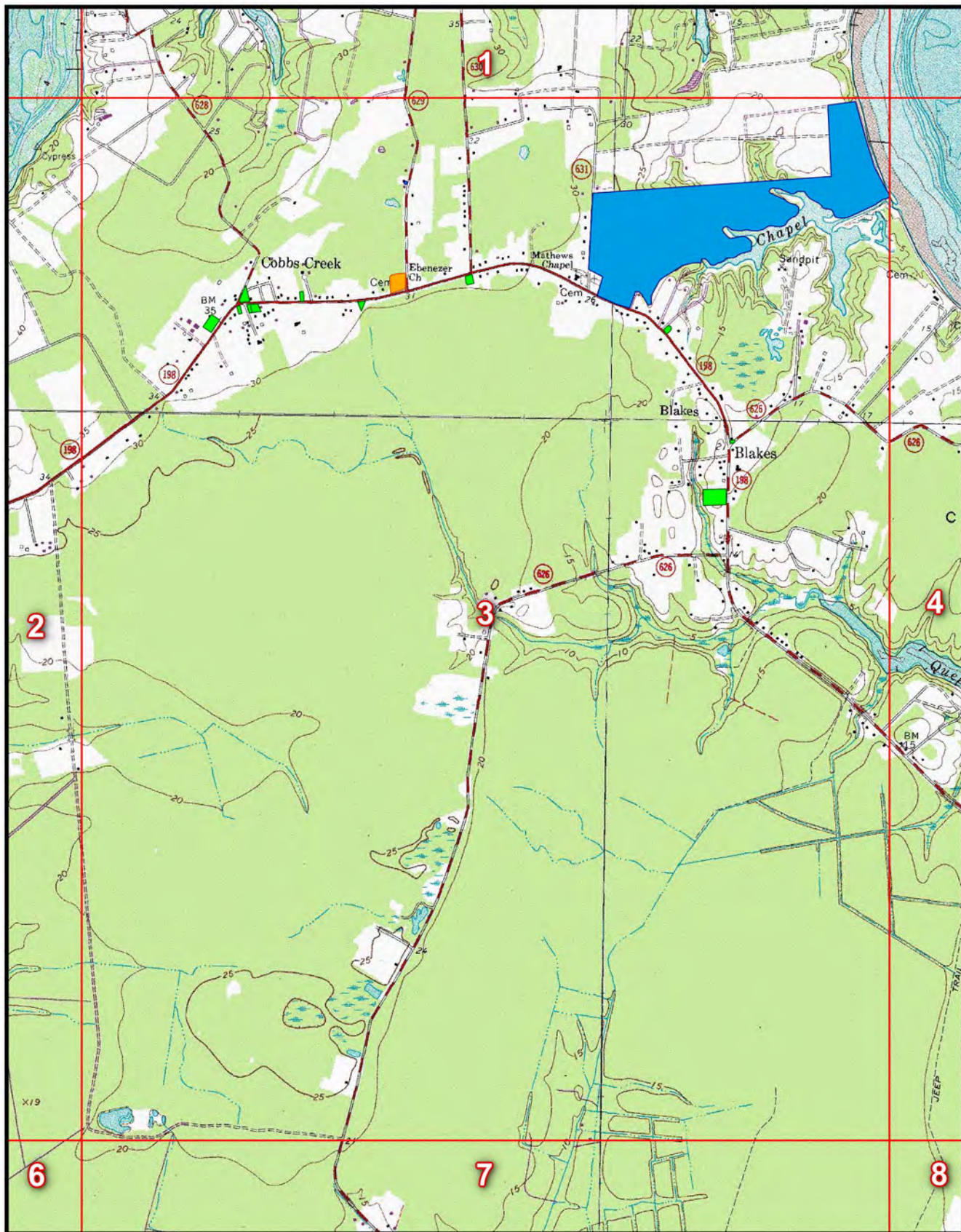




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- Historic Districts (Previously Identified)





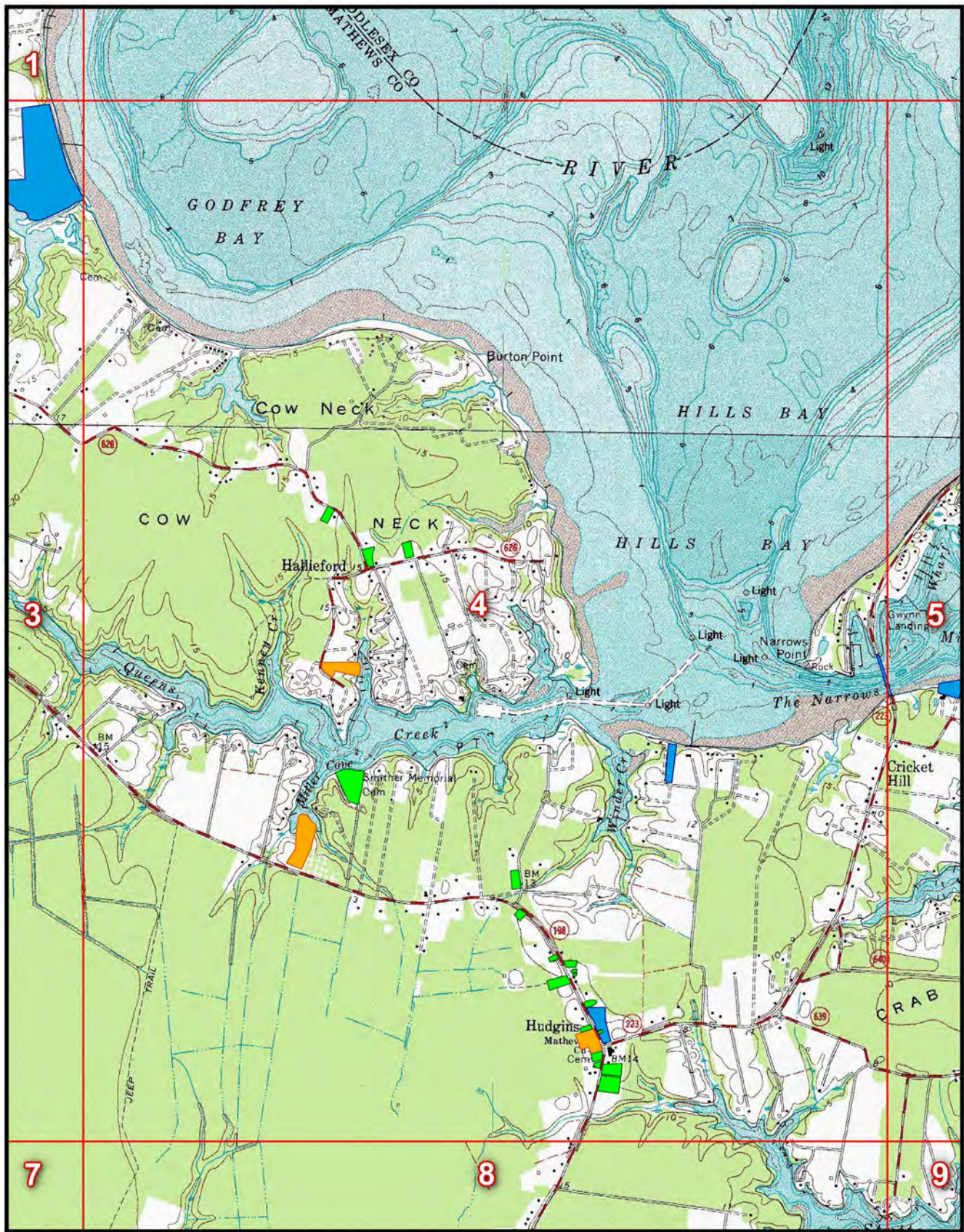
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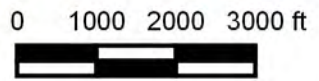
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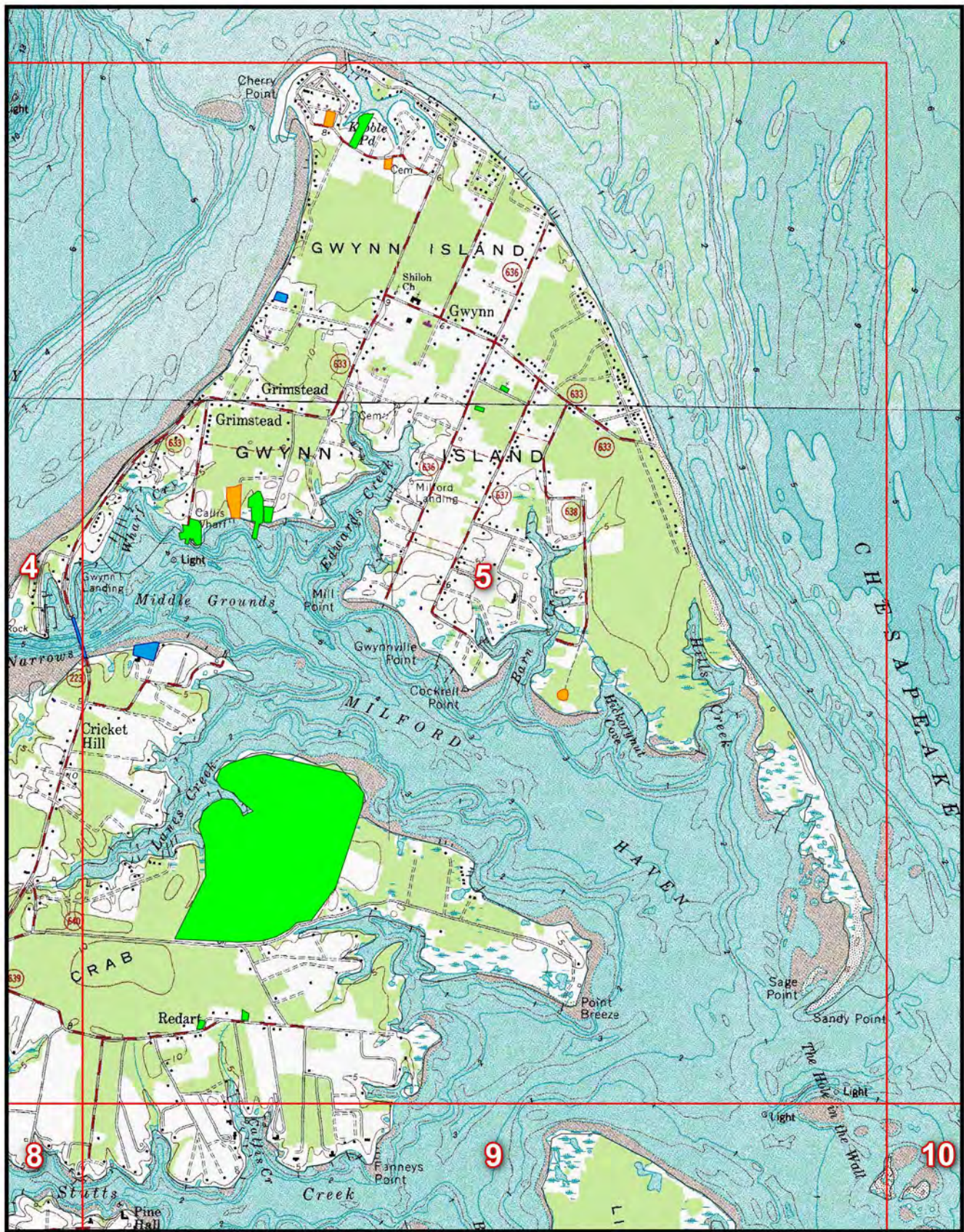




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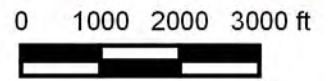
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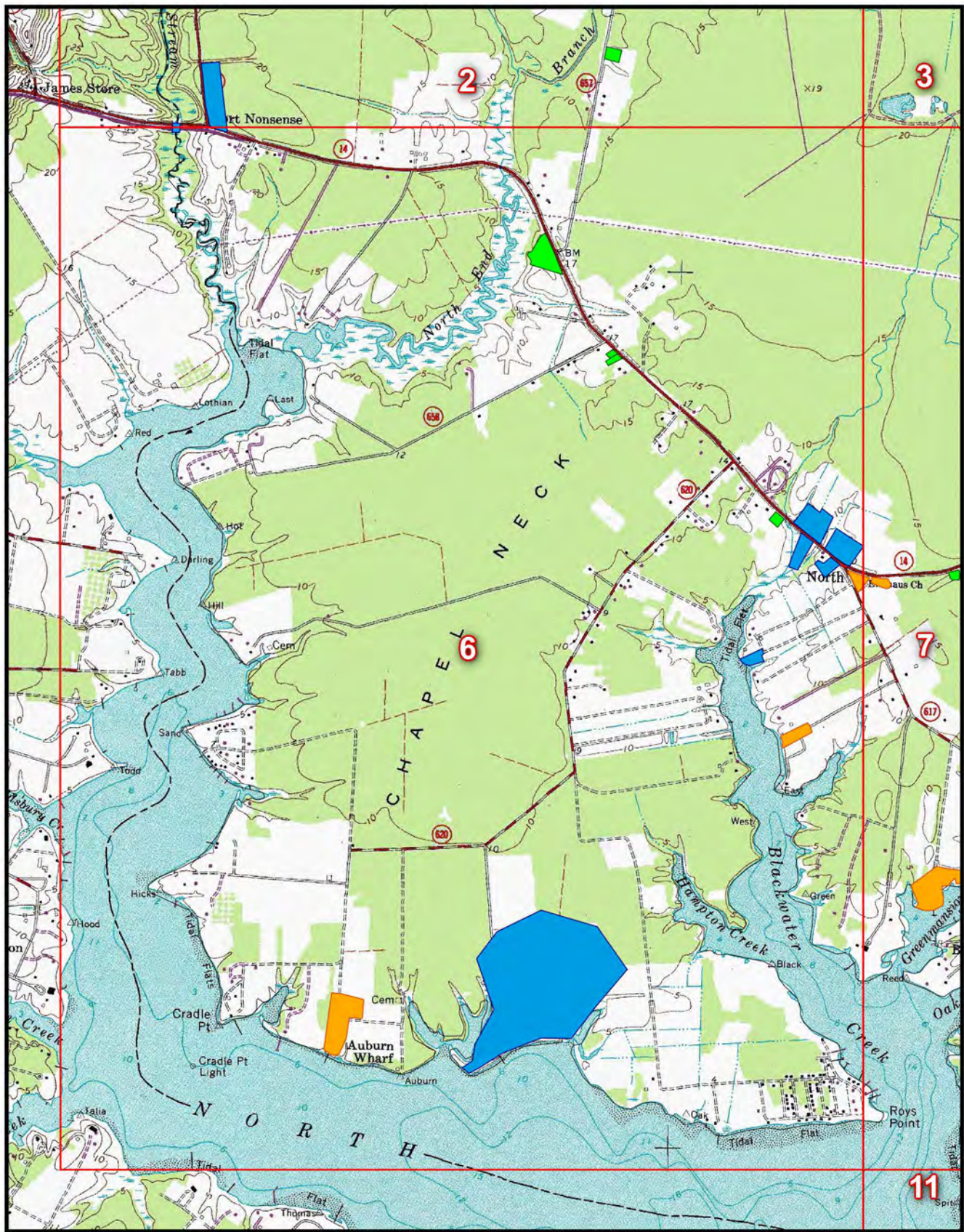




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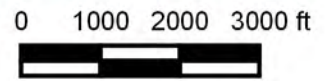
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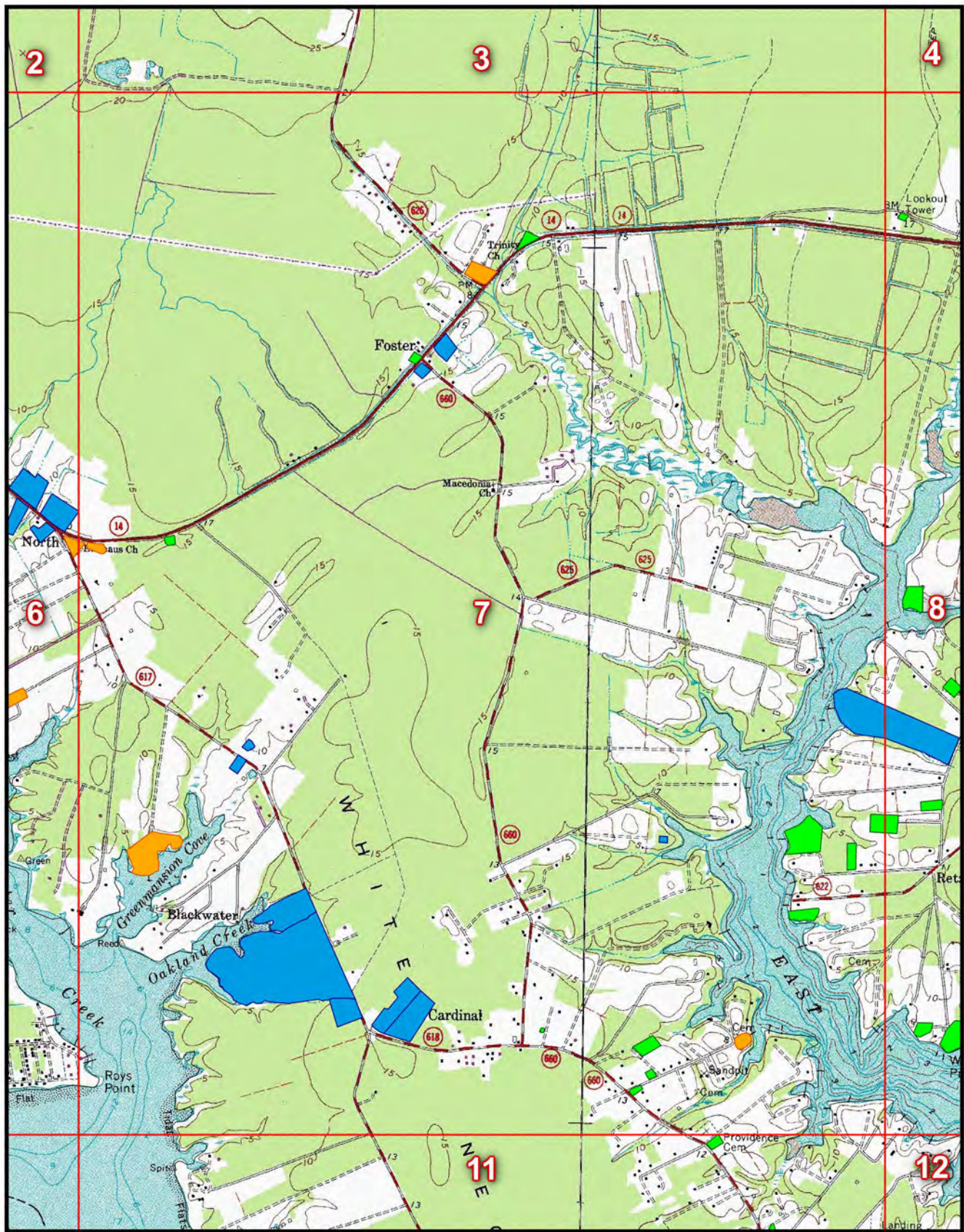




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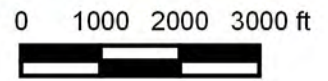
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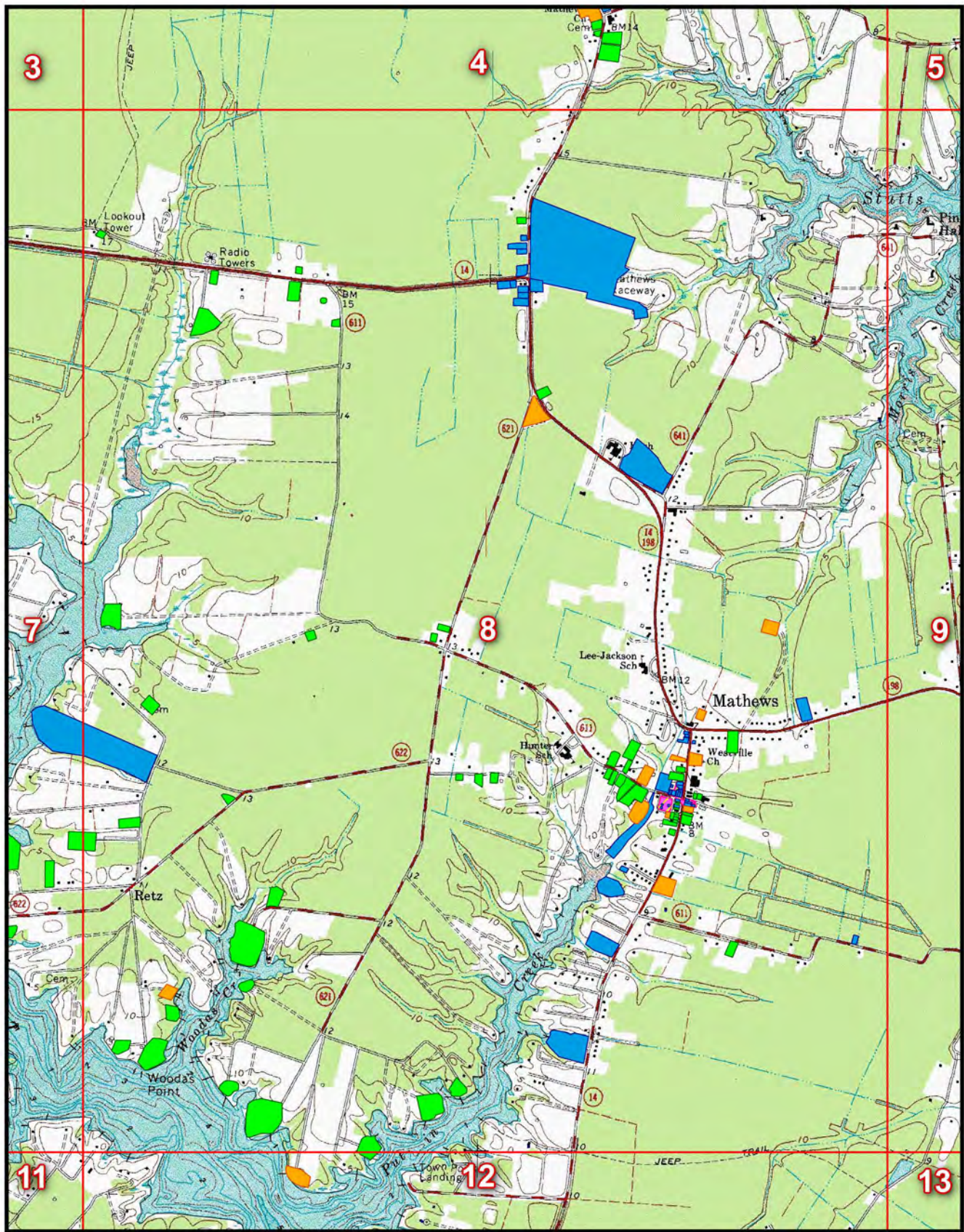




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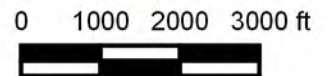
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- Updated
- Previously Identified
- Historic Districts (Previously Identified)

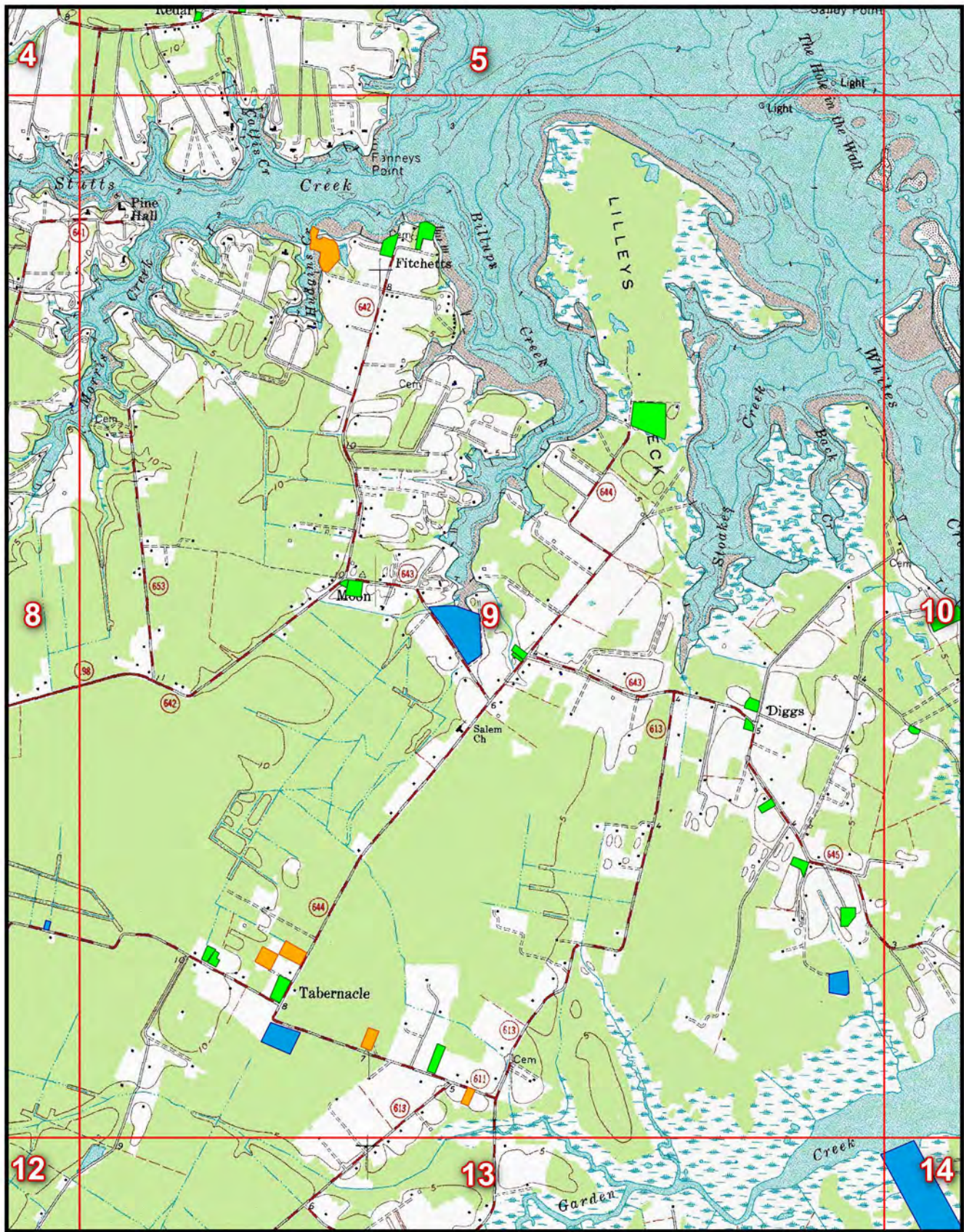




Resources

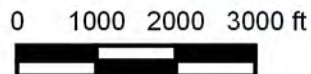
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- Historic Districts (Previously Identified)

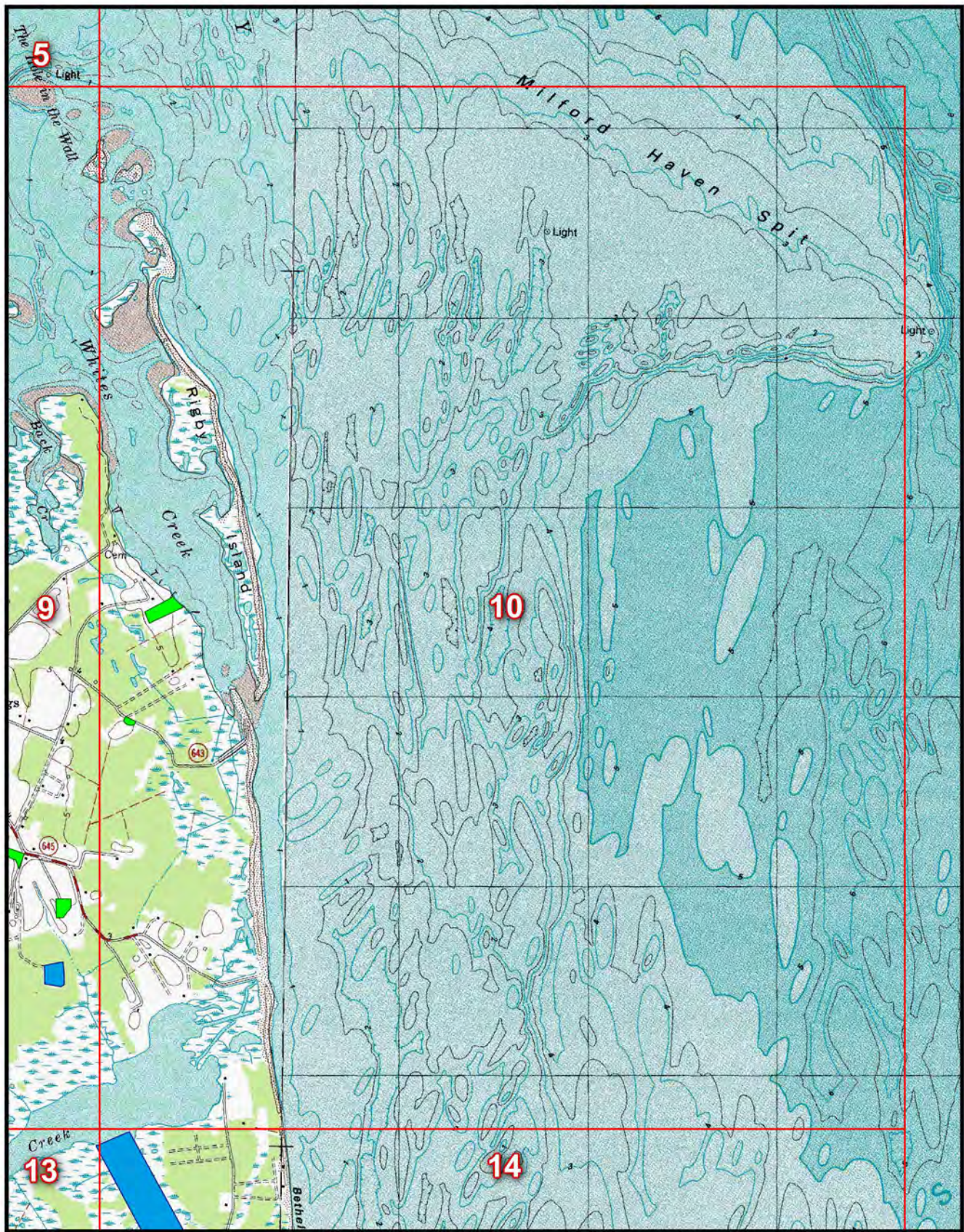




Resources

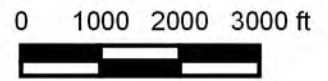
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- Historic Districts (Previously Identified)

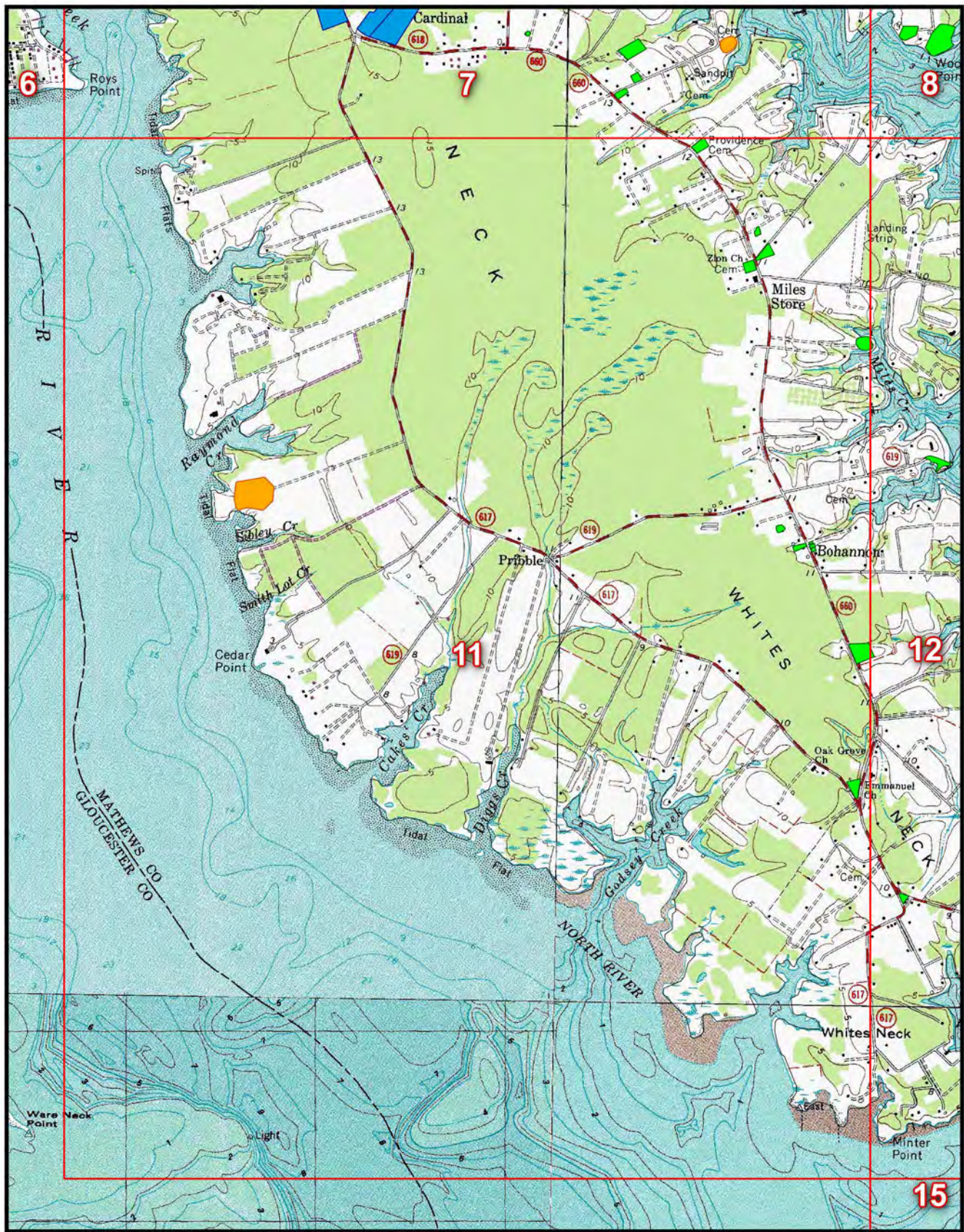




Resources

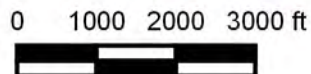
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- Historic Districts (Previously Identified)

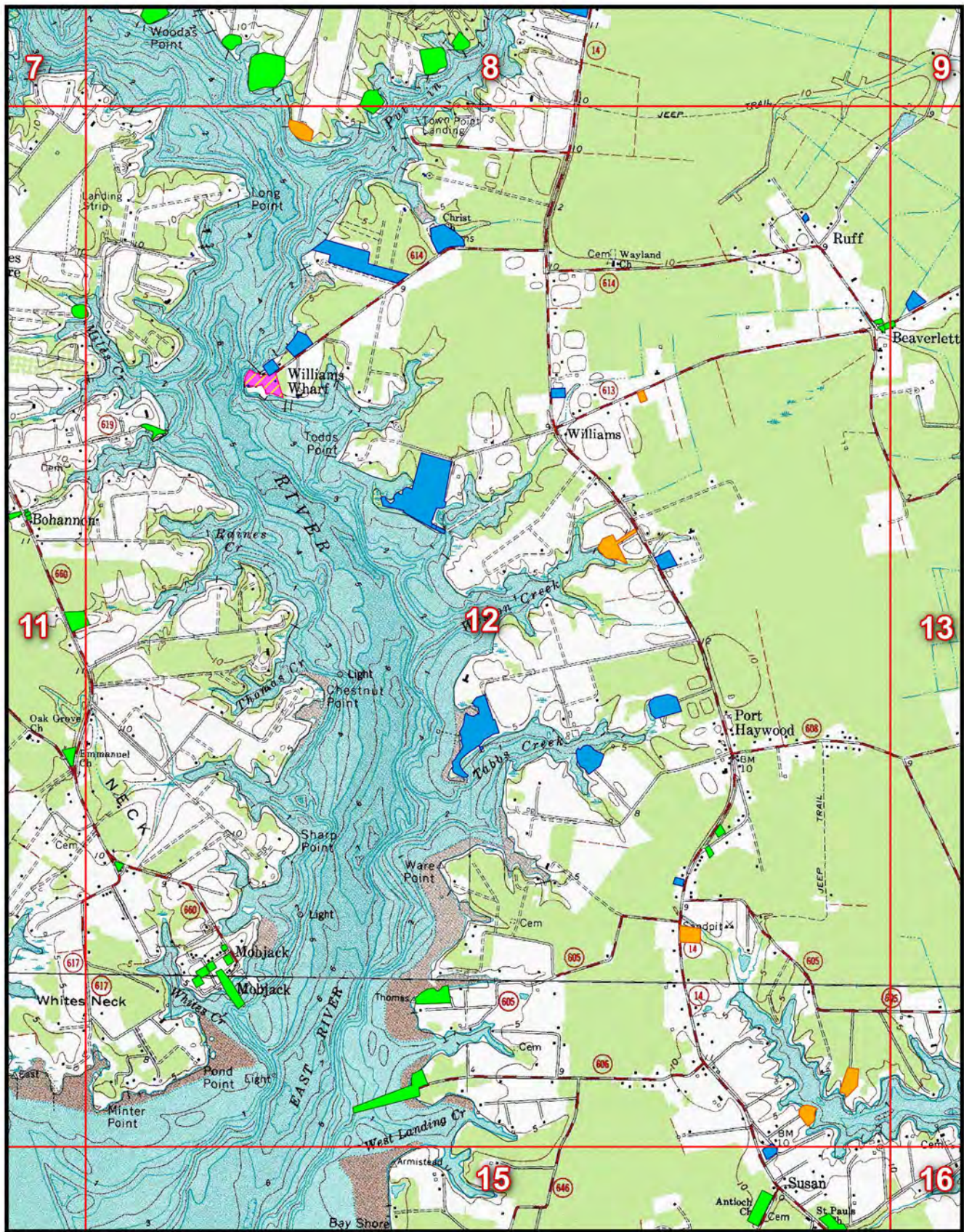




Resources

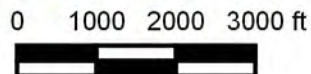
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- Updated
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- Historic Districts (Previously Identified)

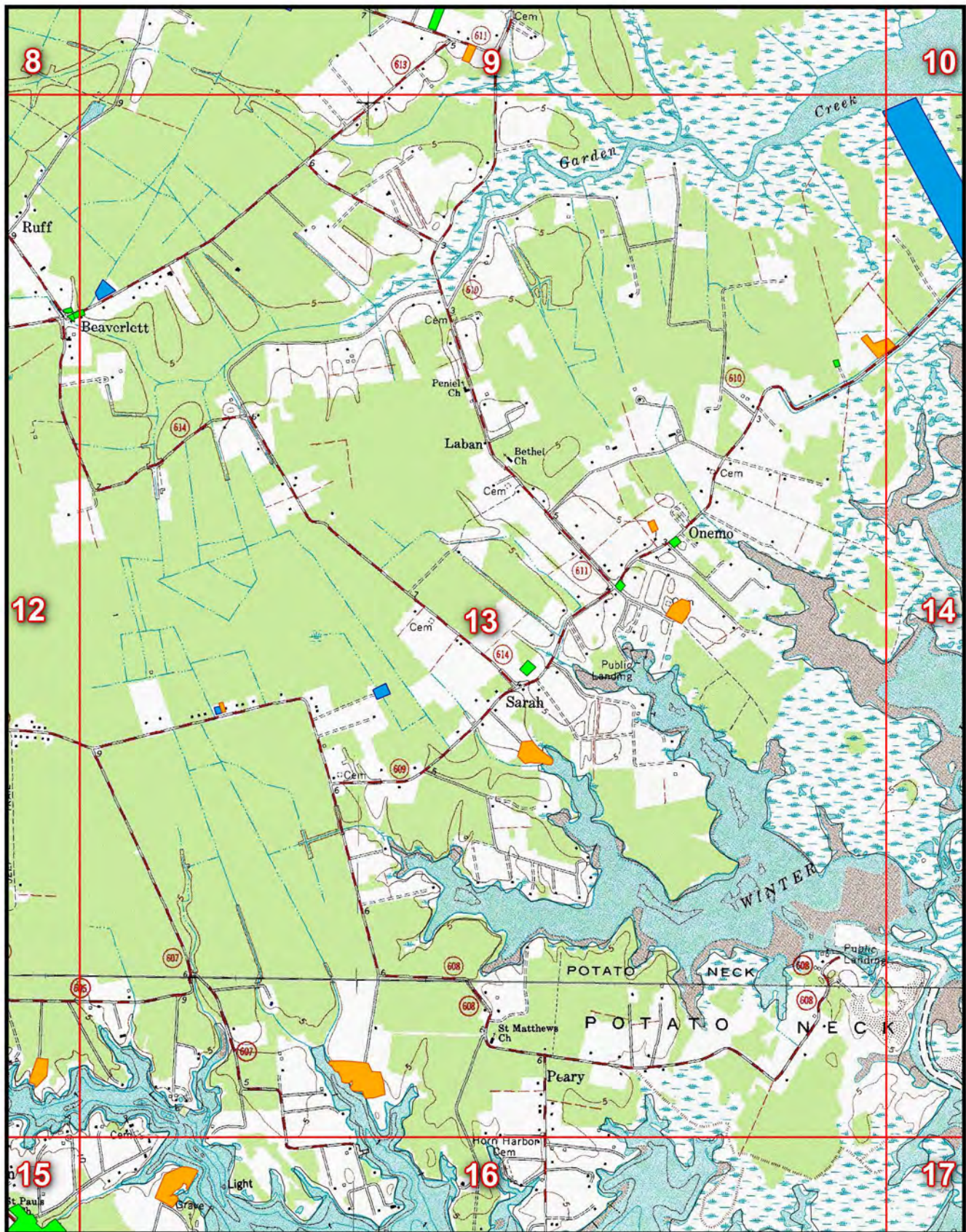




Resources

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- Updated
- Previously Identified
- Historic Districts (Previously Identified)





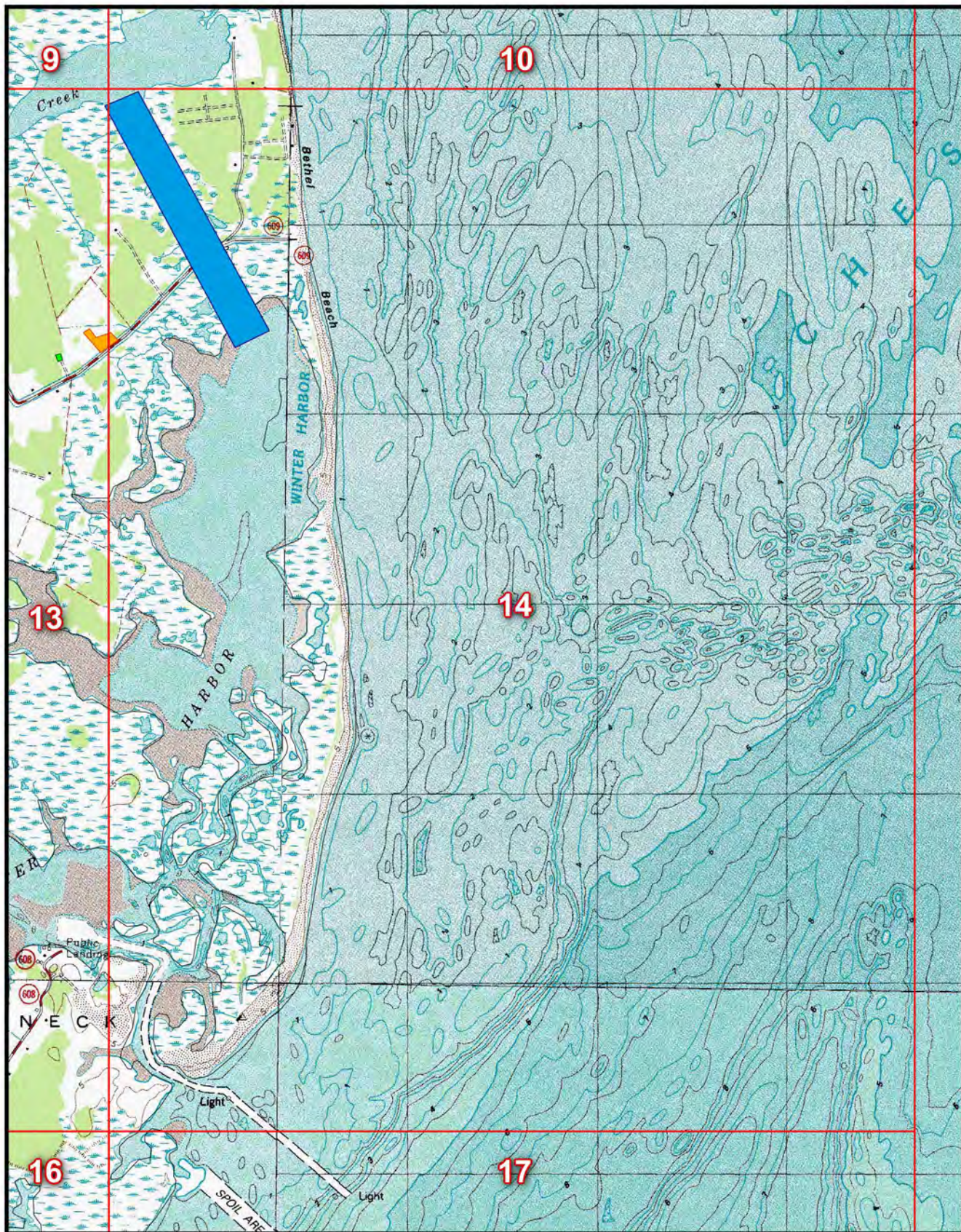
Resources

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- Updated
- Previously Identified
- Historic Districts (Previously Identified)



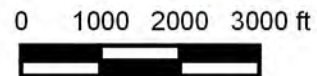
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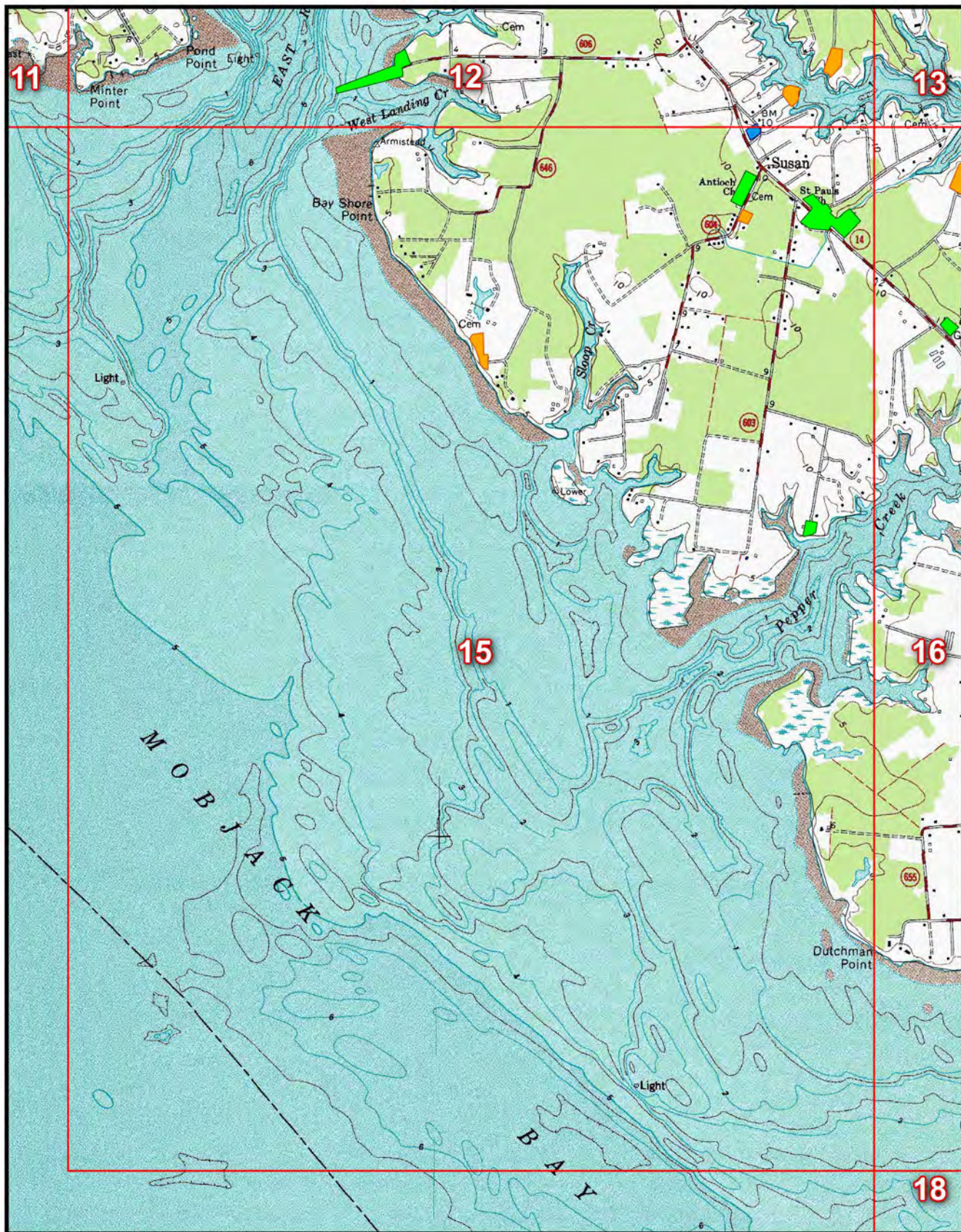




Resources

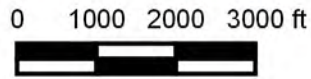
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- Historic Districts (Previously Identified)

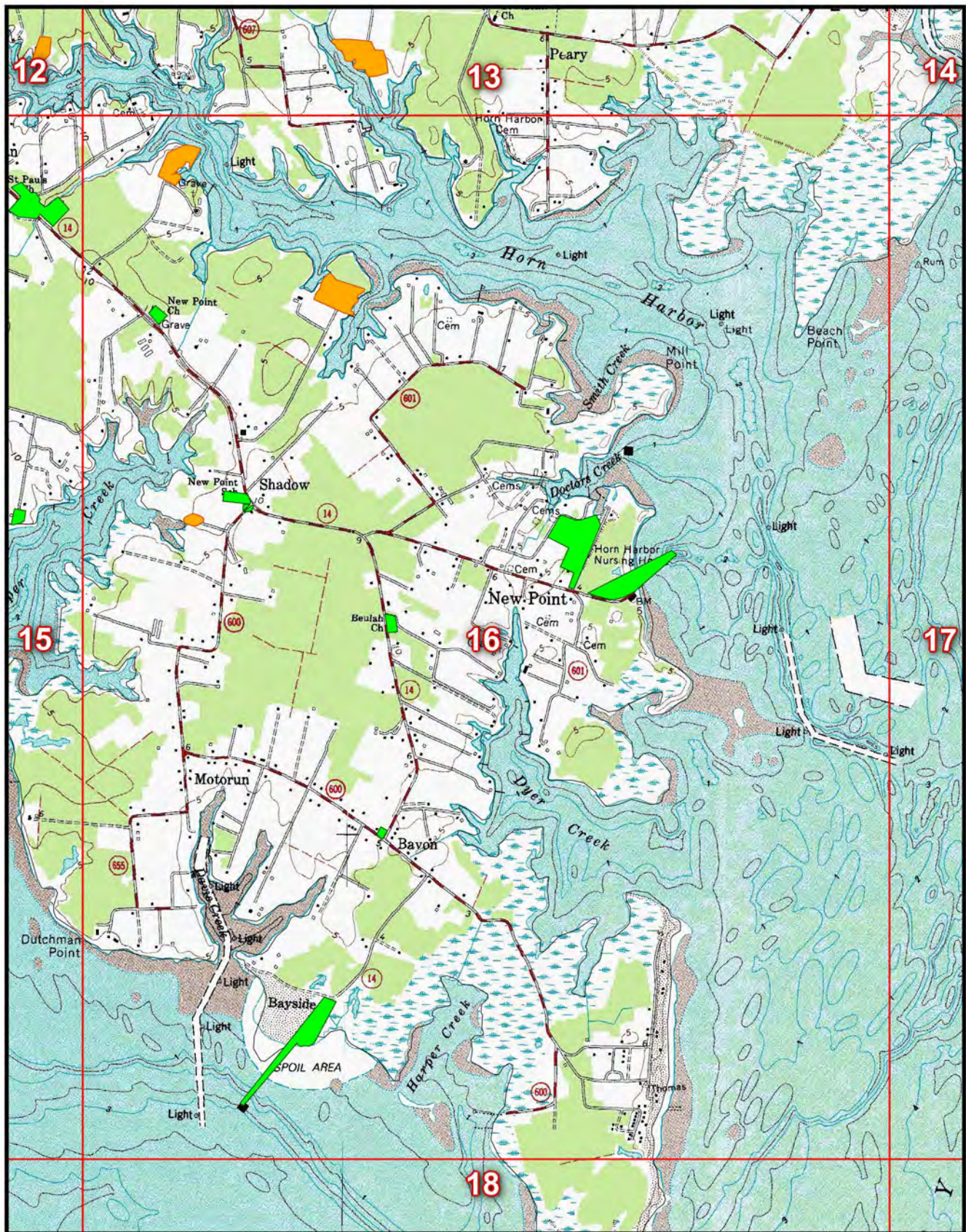




Resources

- █ Newly Identified
- █ Updated
- █ Previously Identified
- █ Historic Districts (Previously Identified)



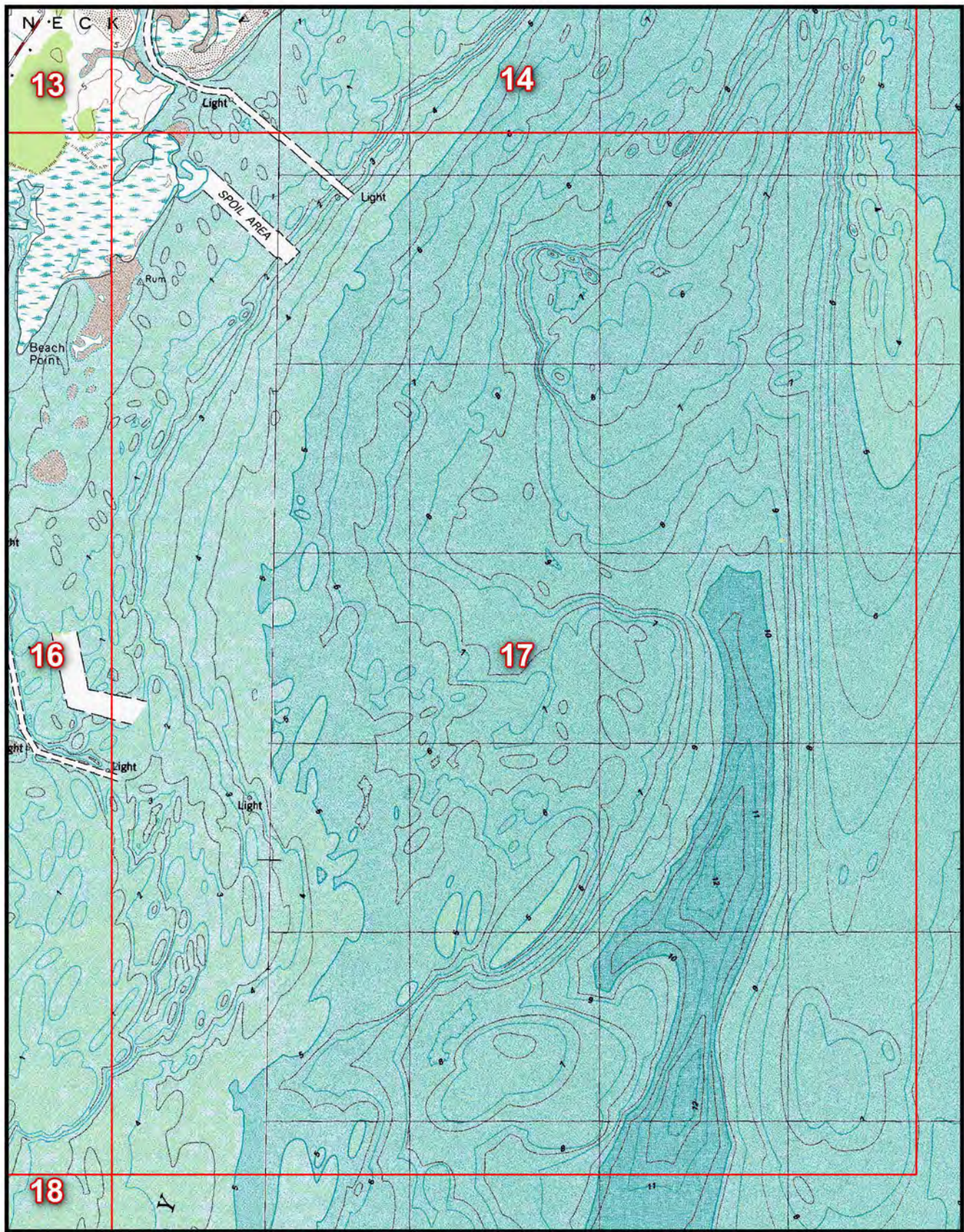


Resources

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- Previously Identified
- Historic Districts (Previously Identified)

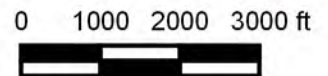
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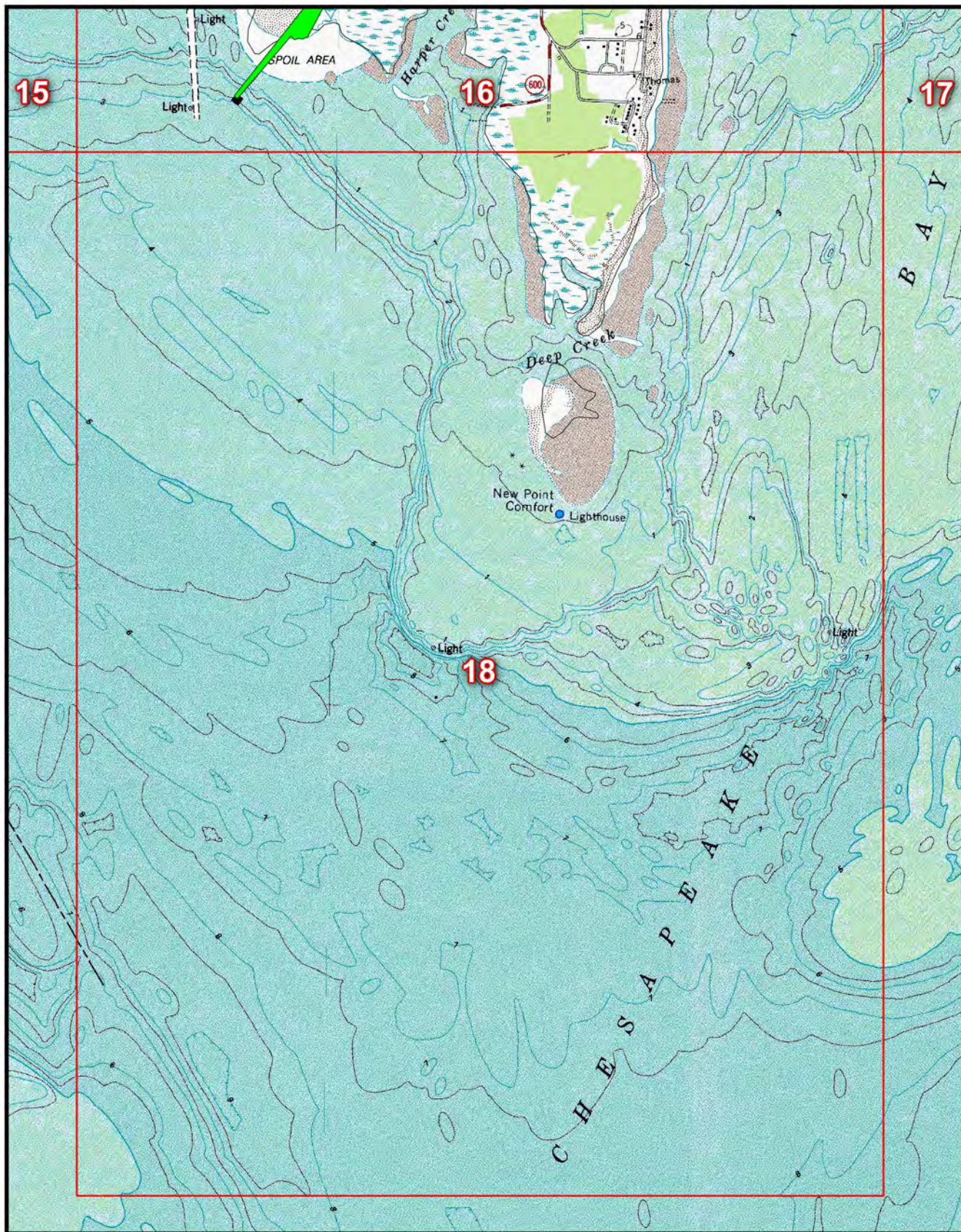




Resources

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- Previously Identified
- Historic Districts (Previously Identified)





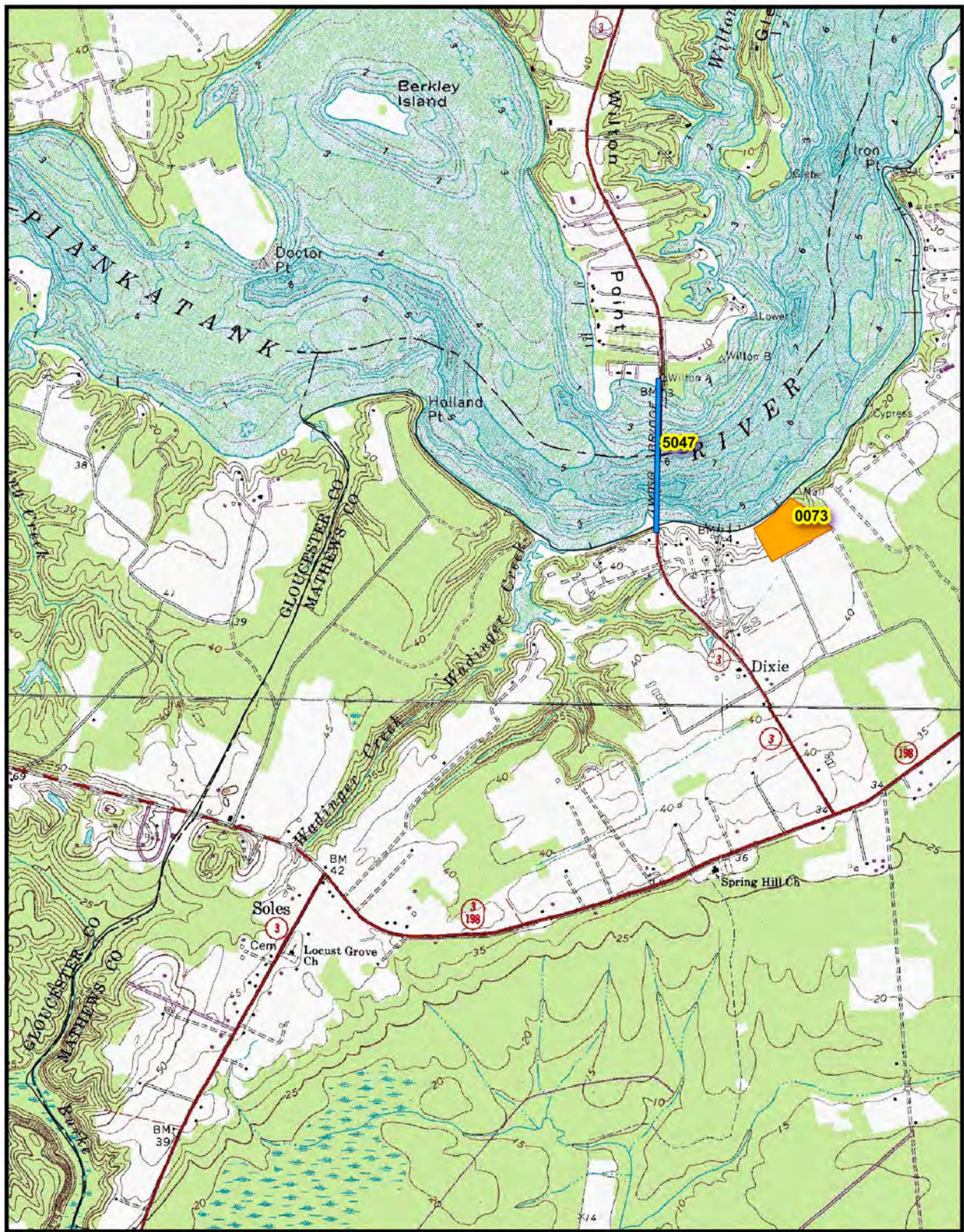
Resources

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- Updated
- Previously Identified
- Historic Districts (Previously Identified)



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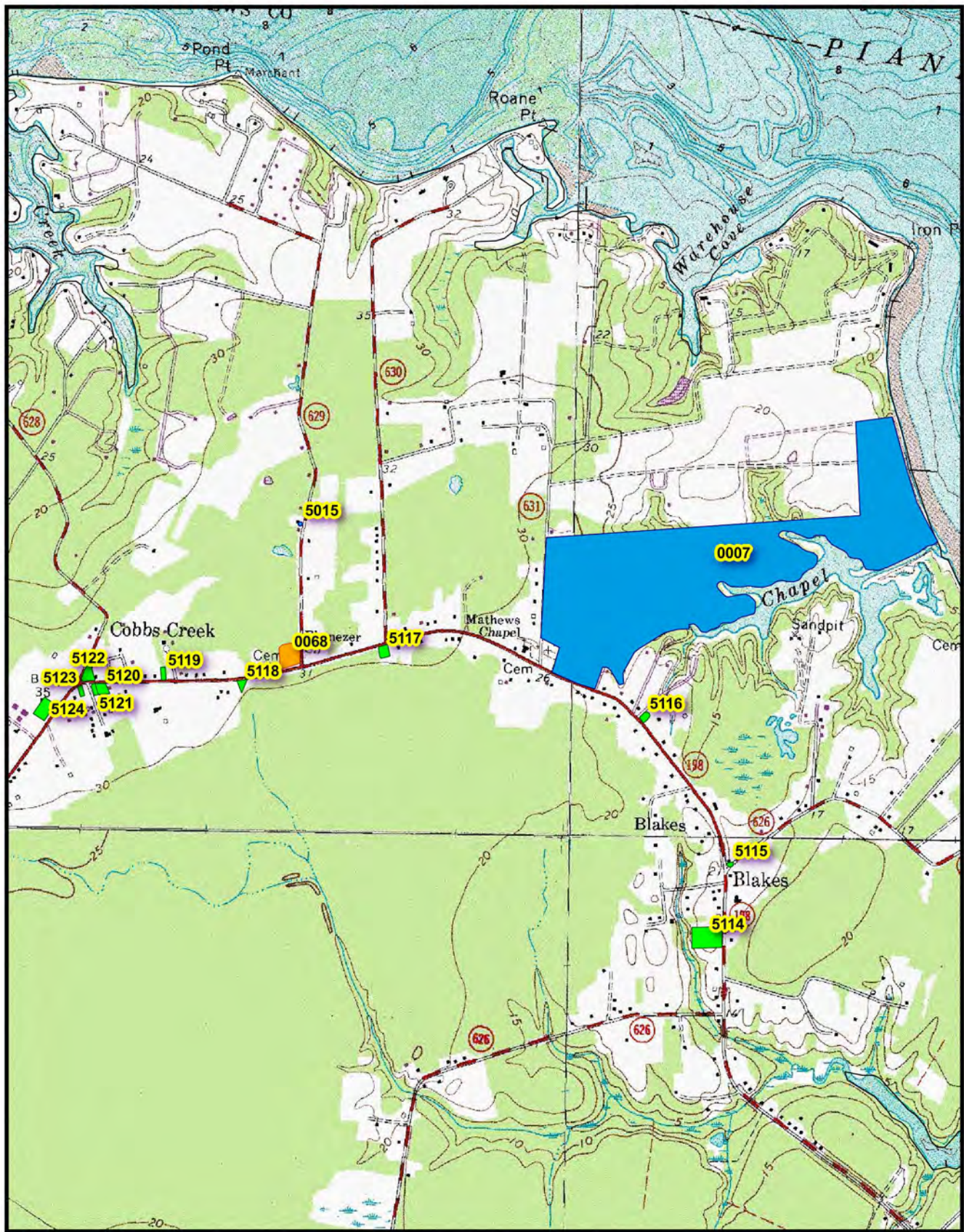




Resources

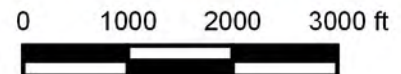
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- Historic Districts (Previously Identified)

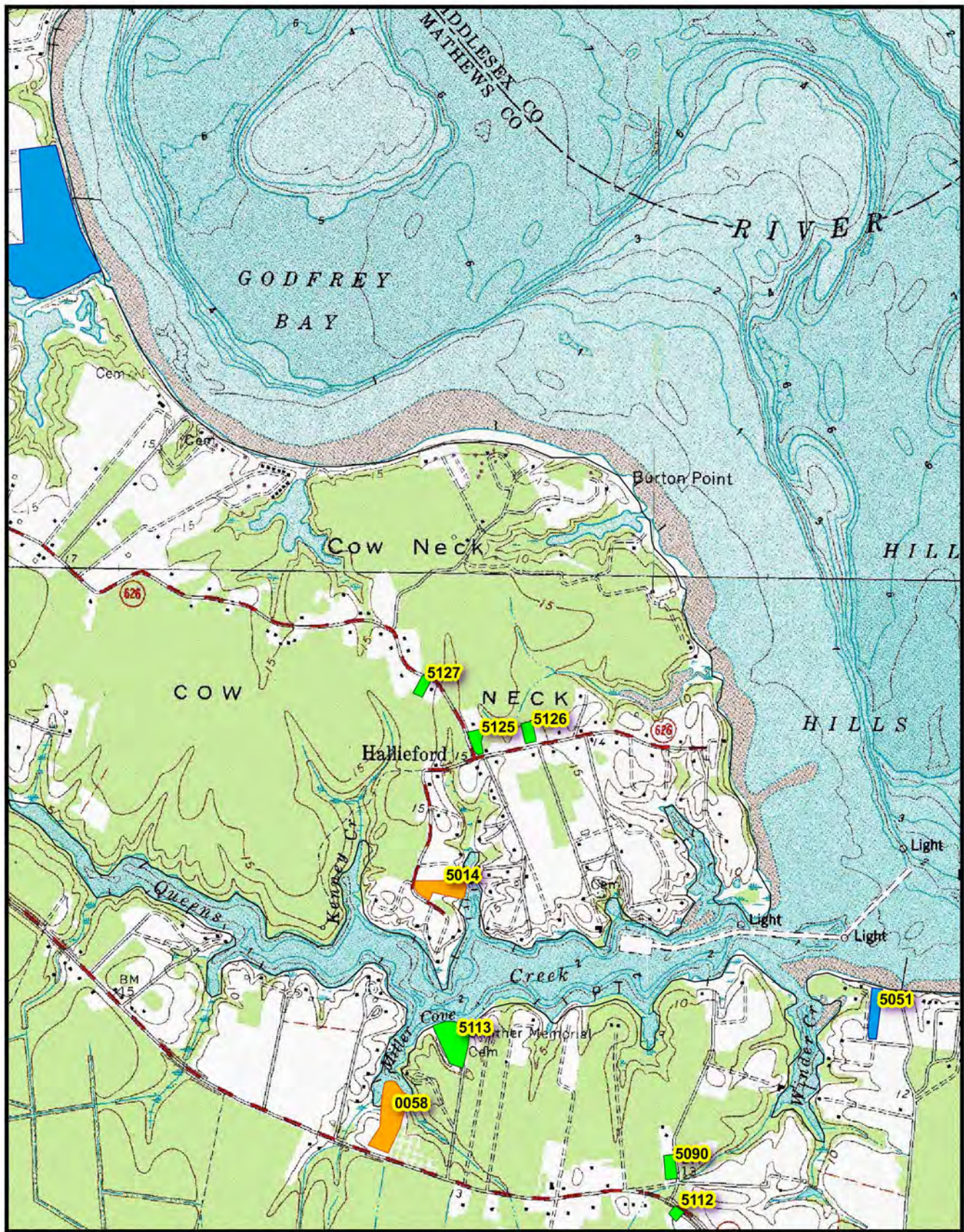




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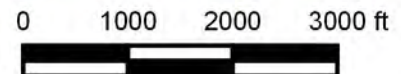
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- Historic Districts (Previously Identified)

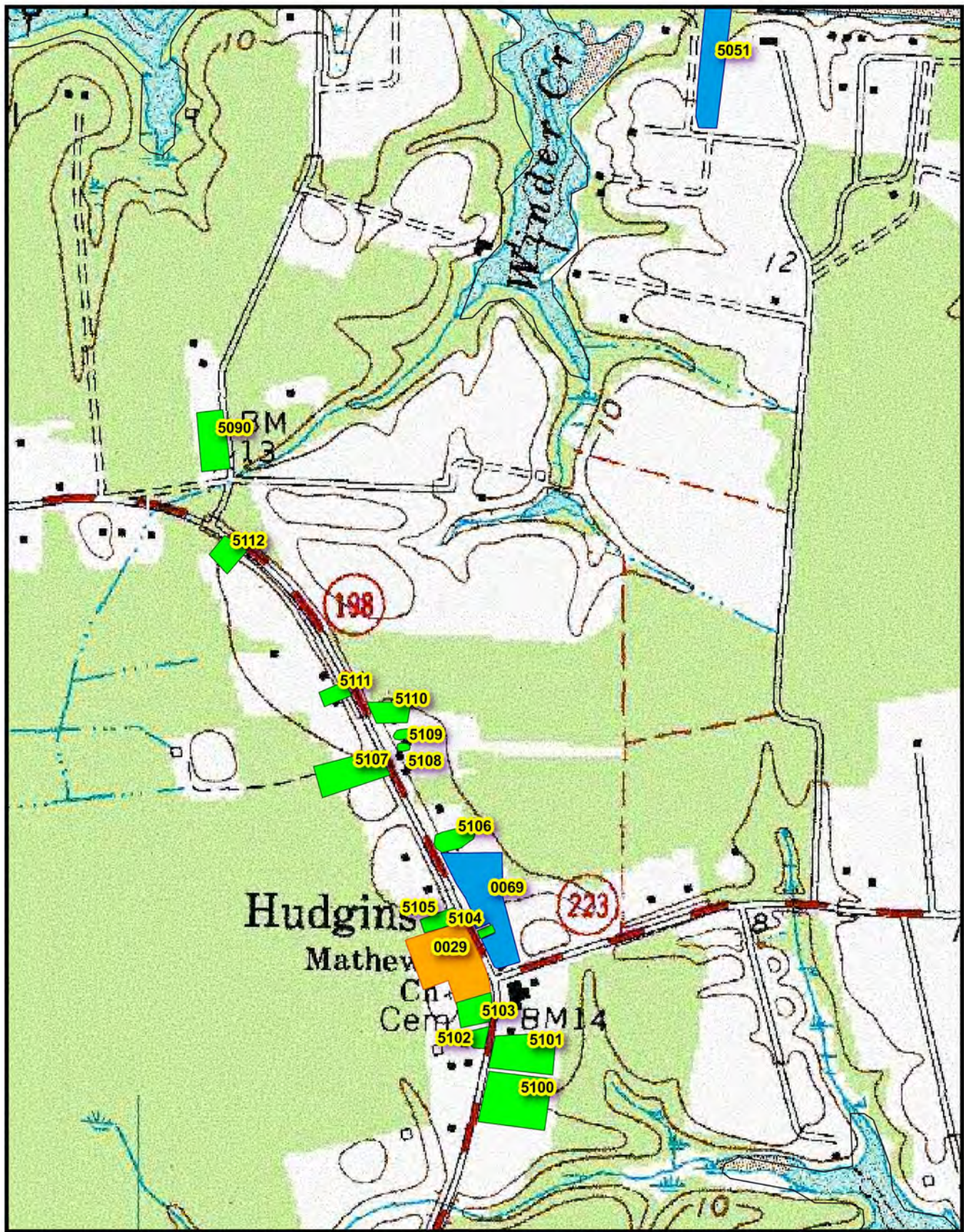




Resources

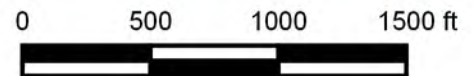
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- Historic Districts (Previously Identified)

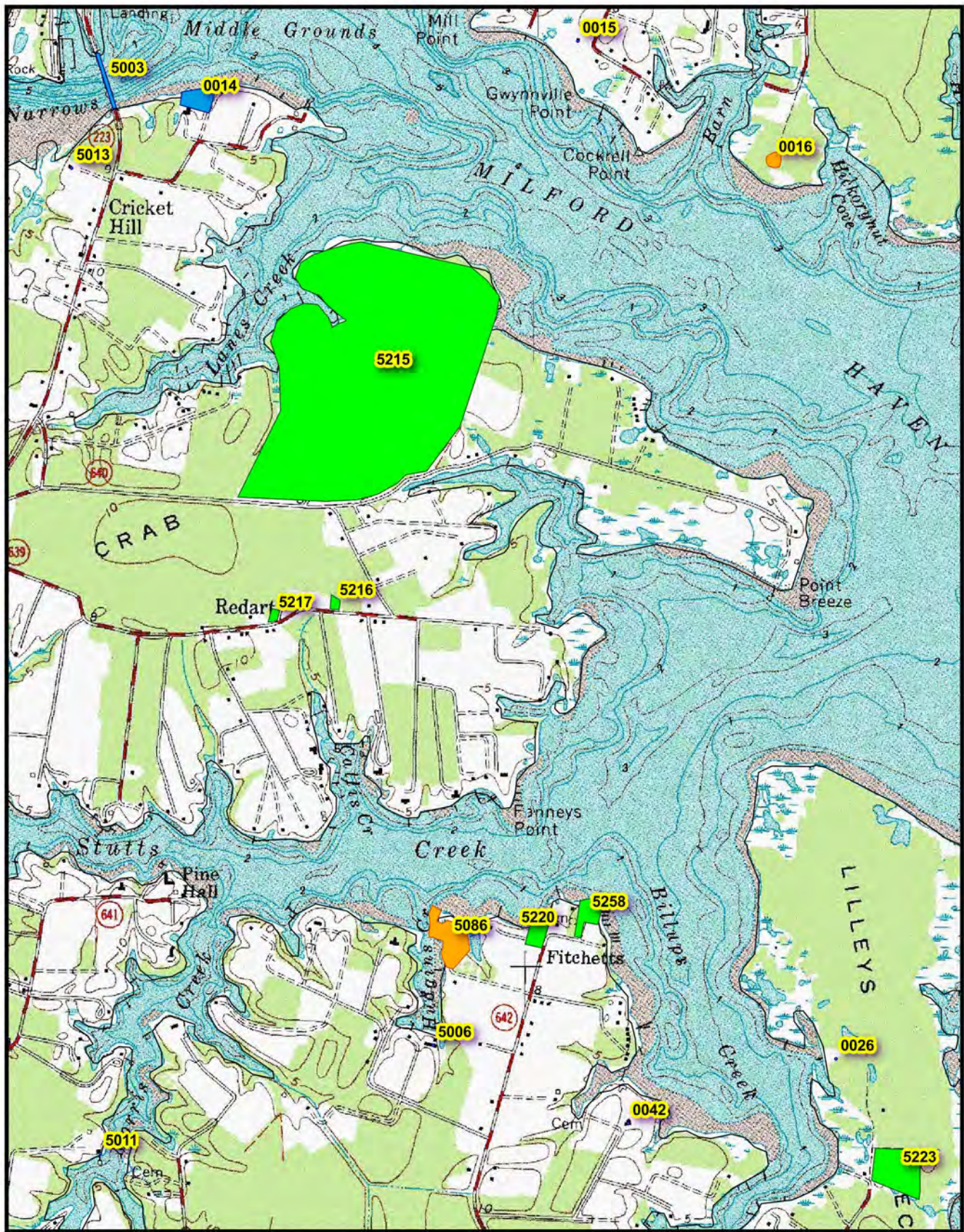




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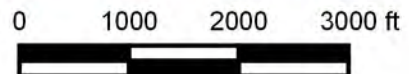
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- Historic Districts (Previously Identified)

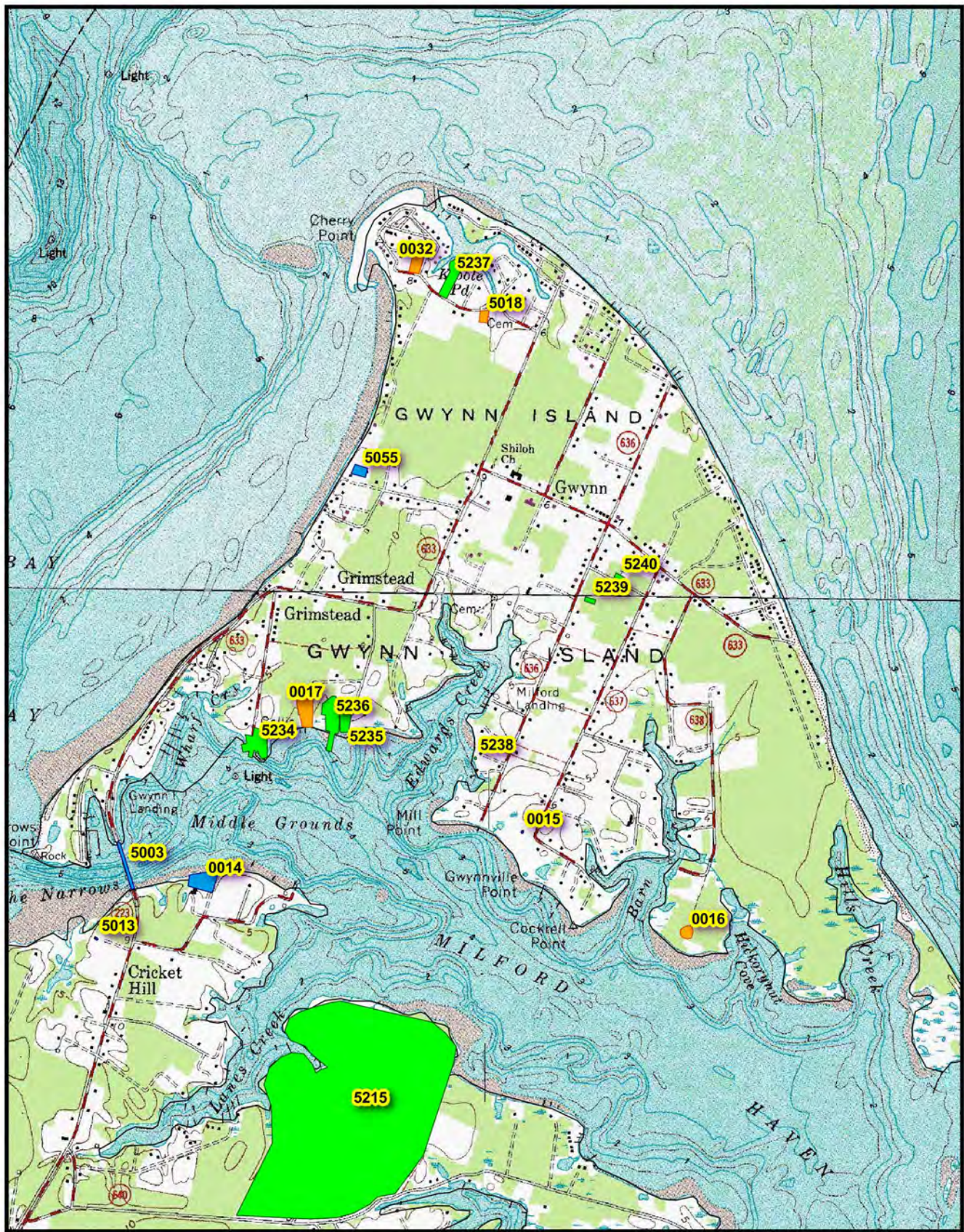




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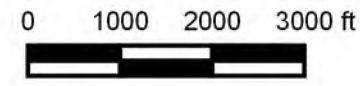
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- Historic Districts (Previously Identified)

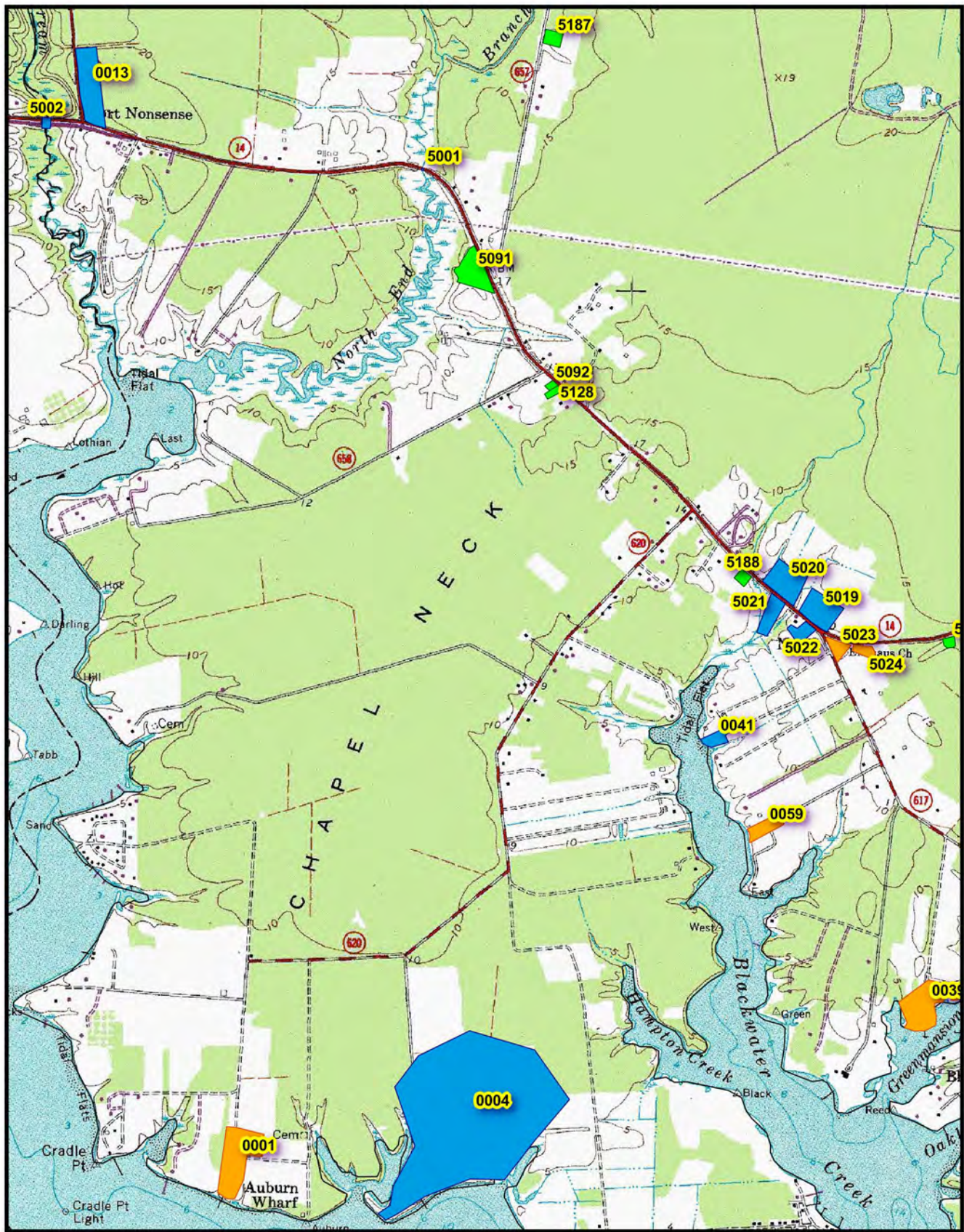




Resources

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- Historic Districts (Previously Identified)

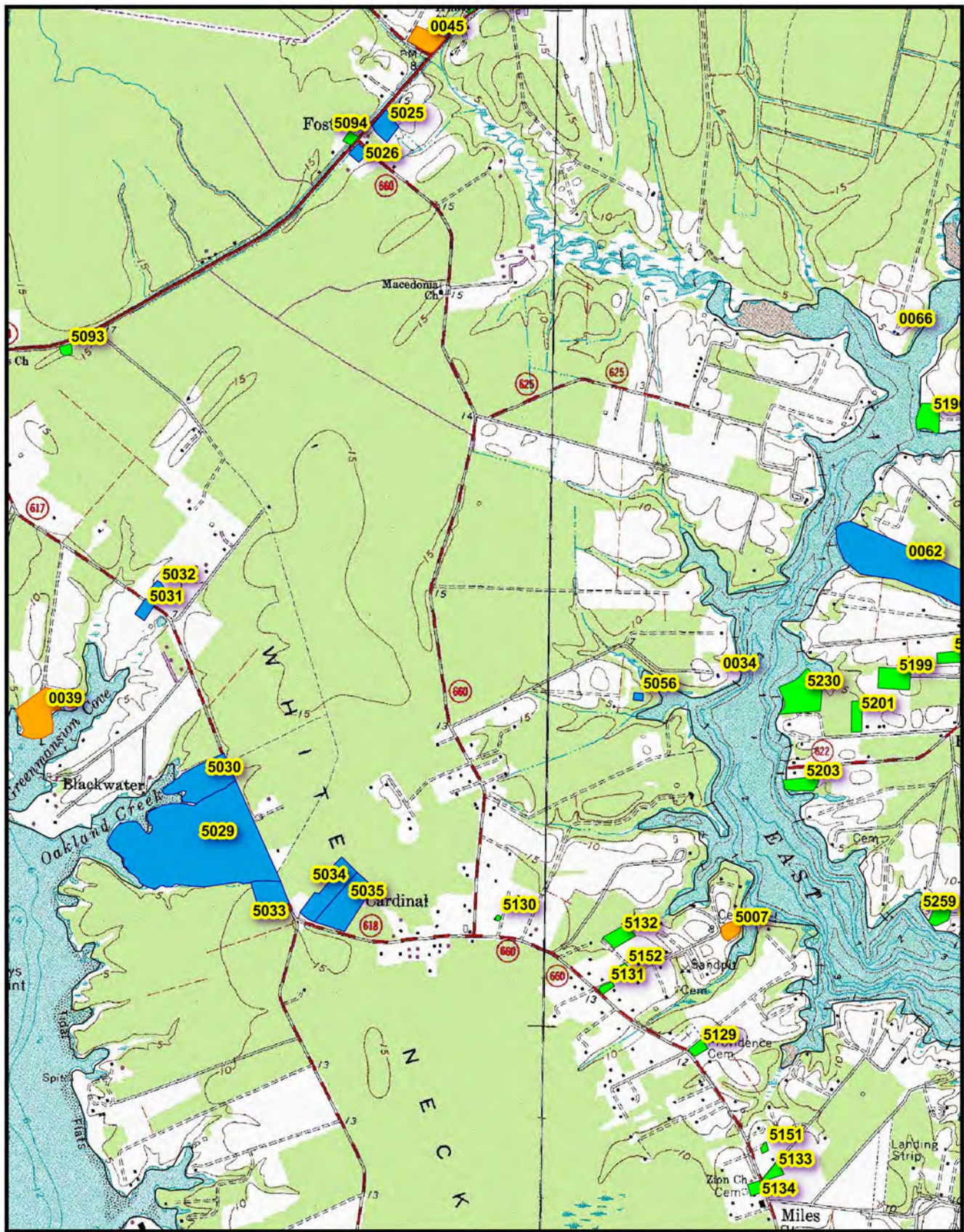




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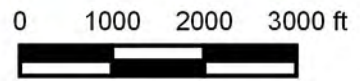
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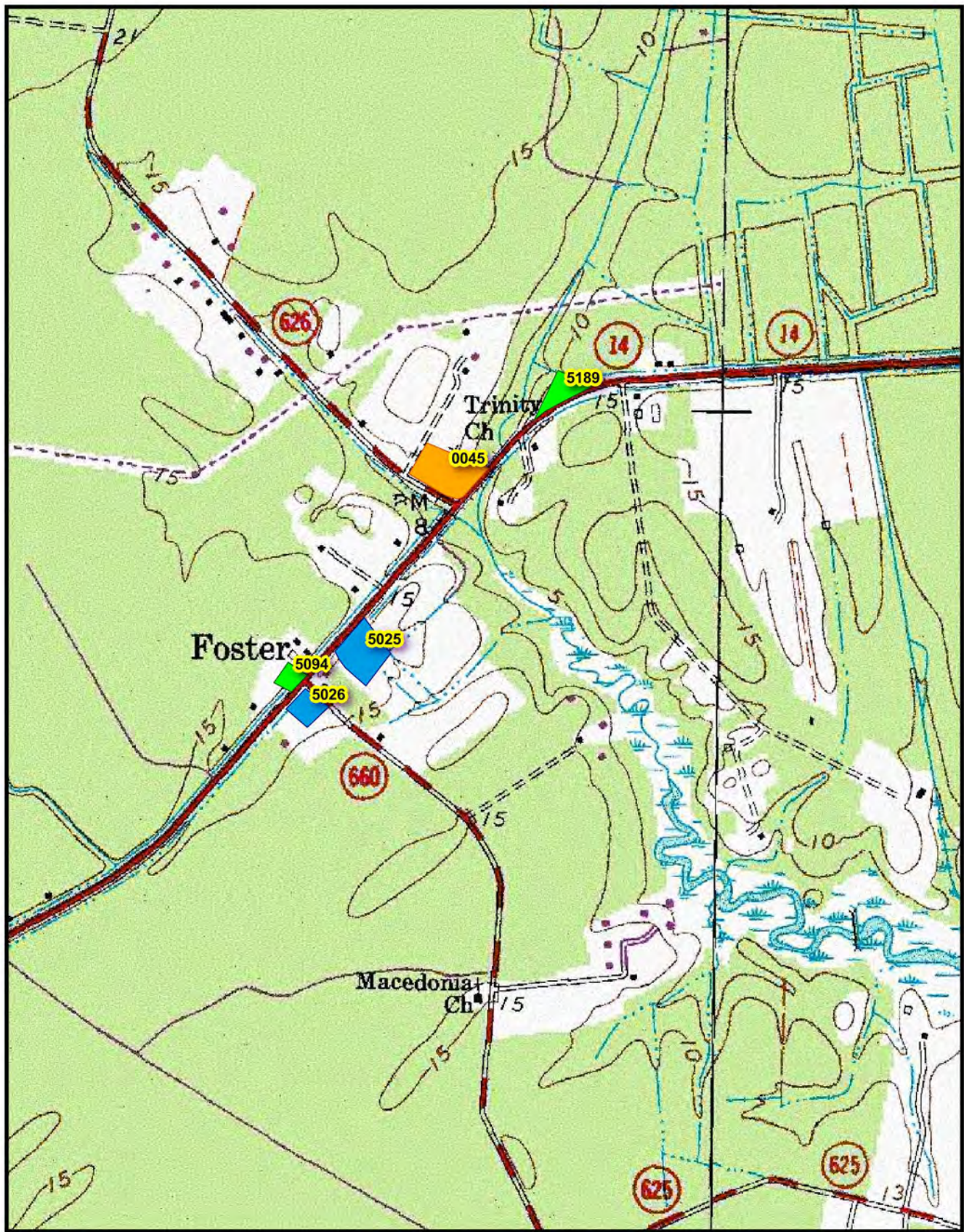




Resources

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- Previously Identified
- Historic Districts (Previously Identified)

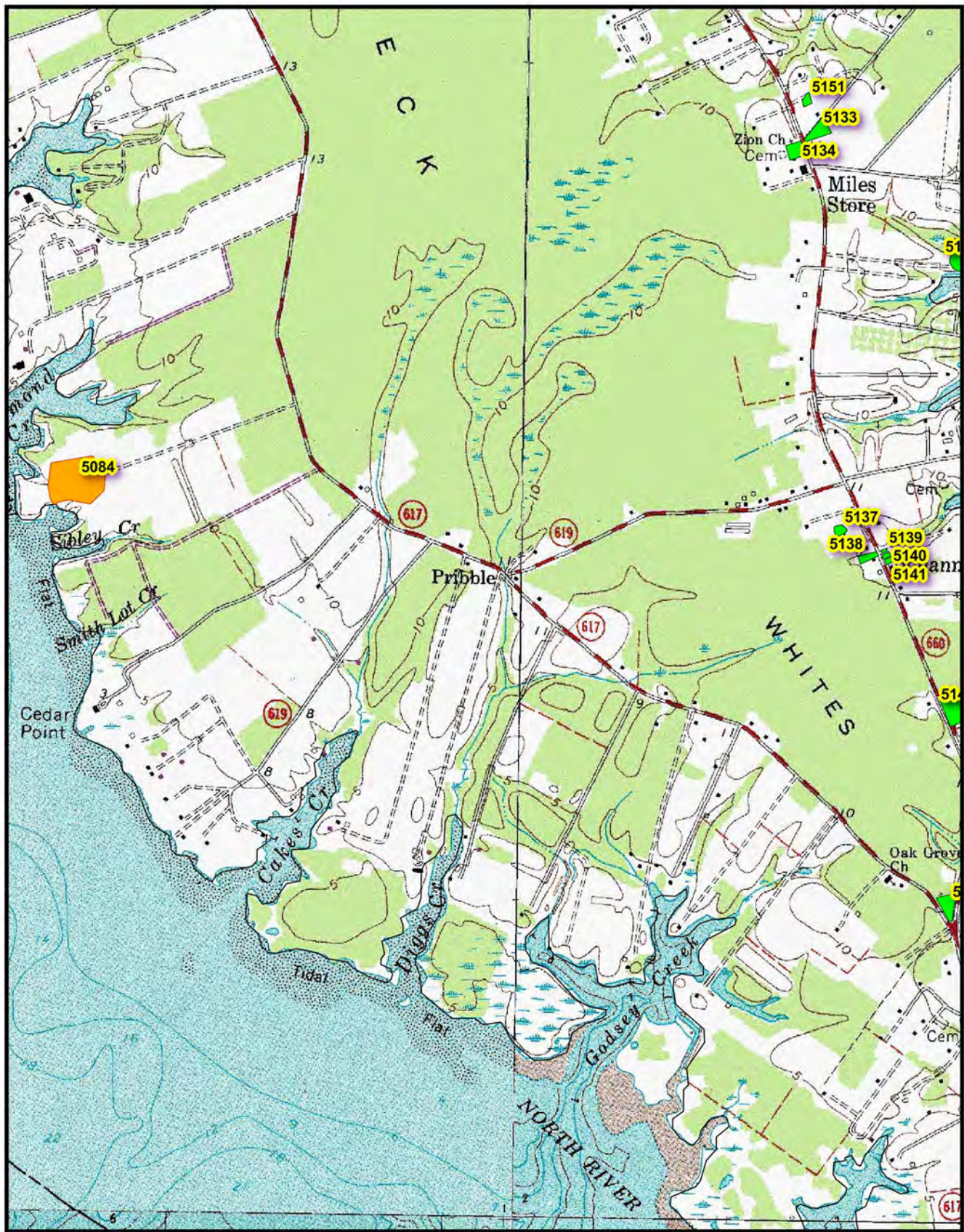




Resources

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- Updated
- Previously Identified
- Historic Districts (Previously Identified)

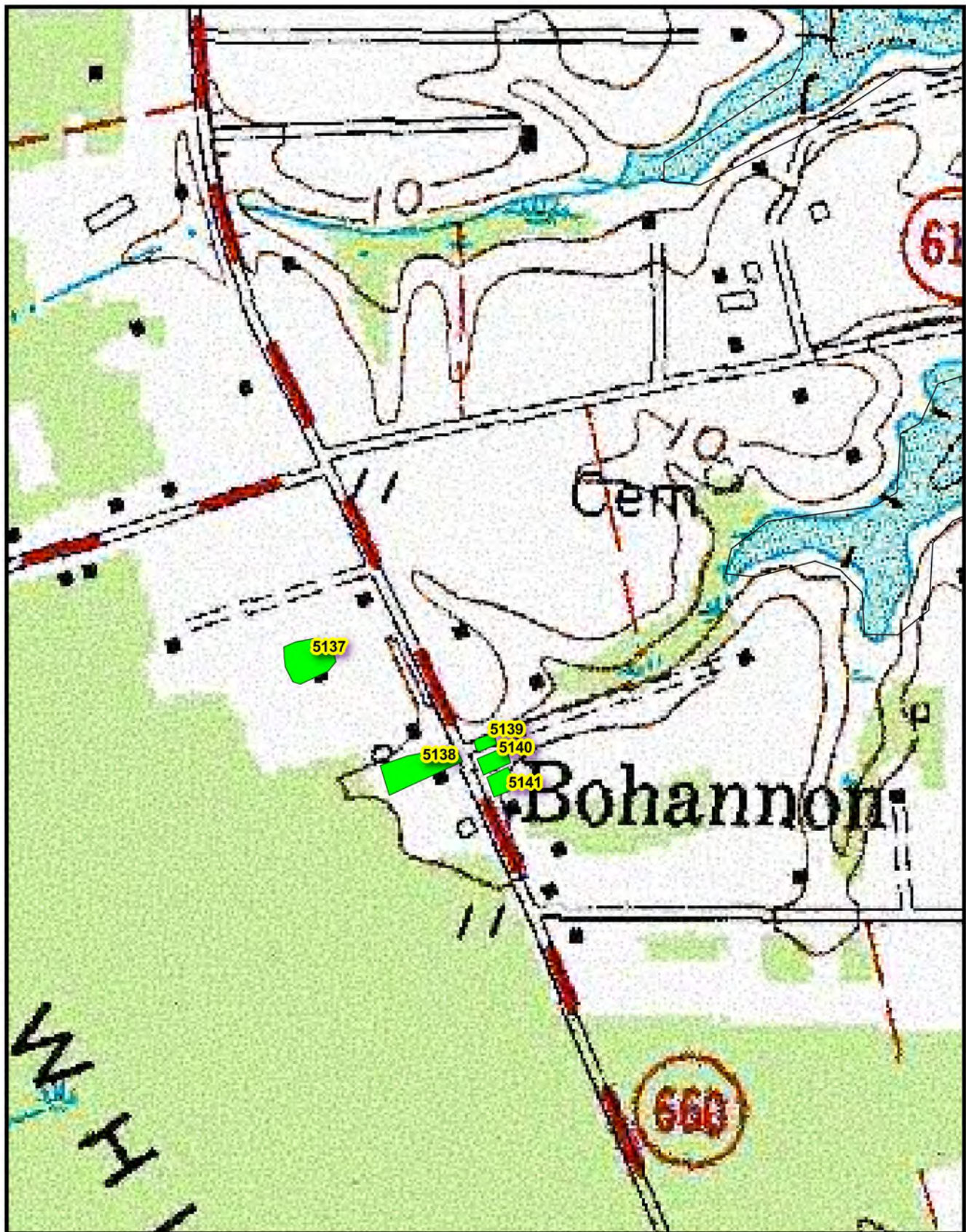




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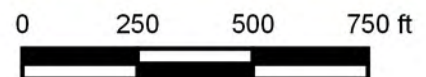
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- Historic Districts (Previously Identified)

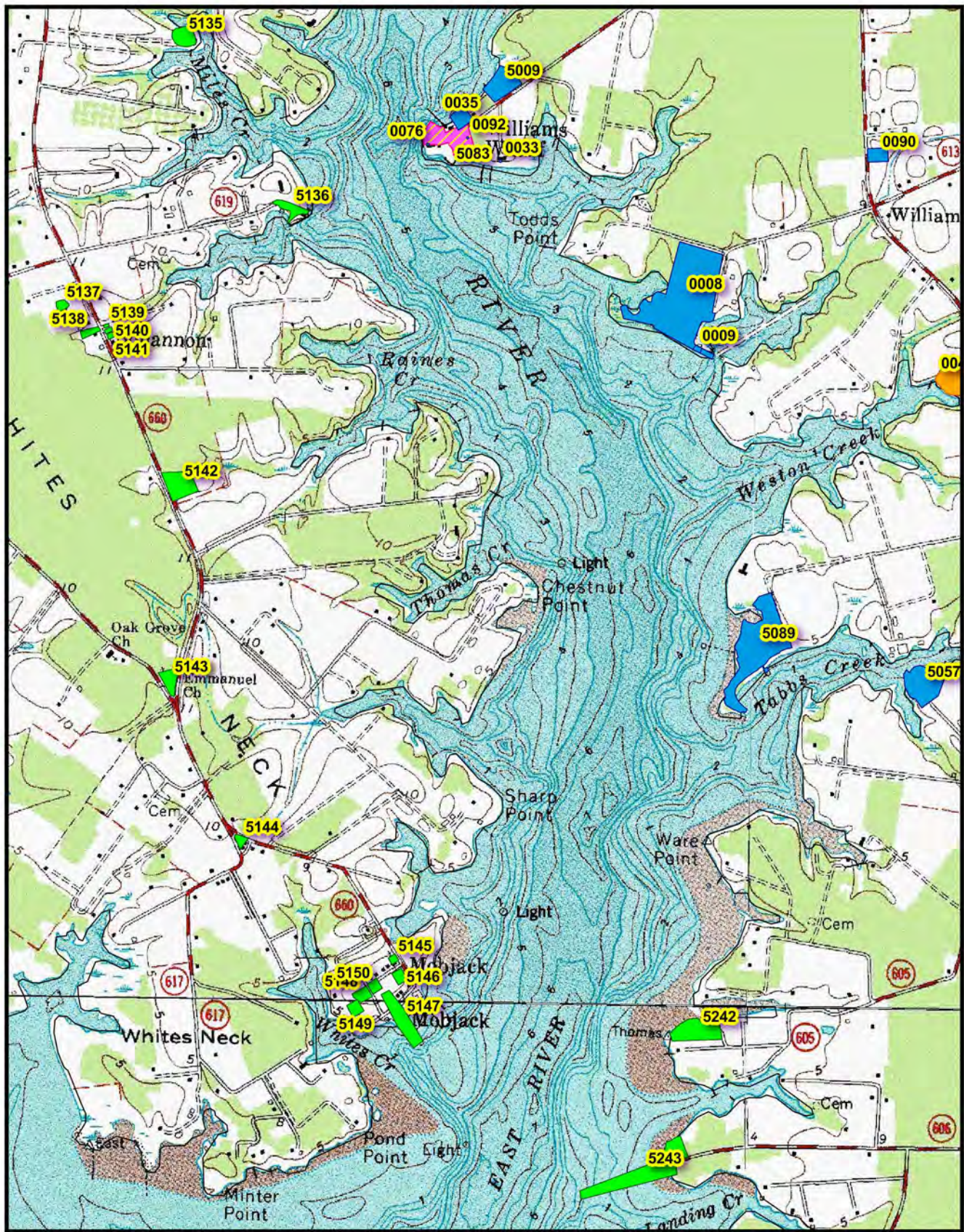




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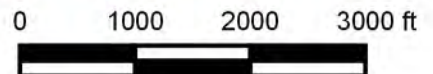
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- Historic Districts (Previously Identified)

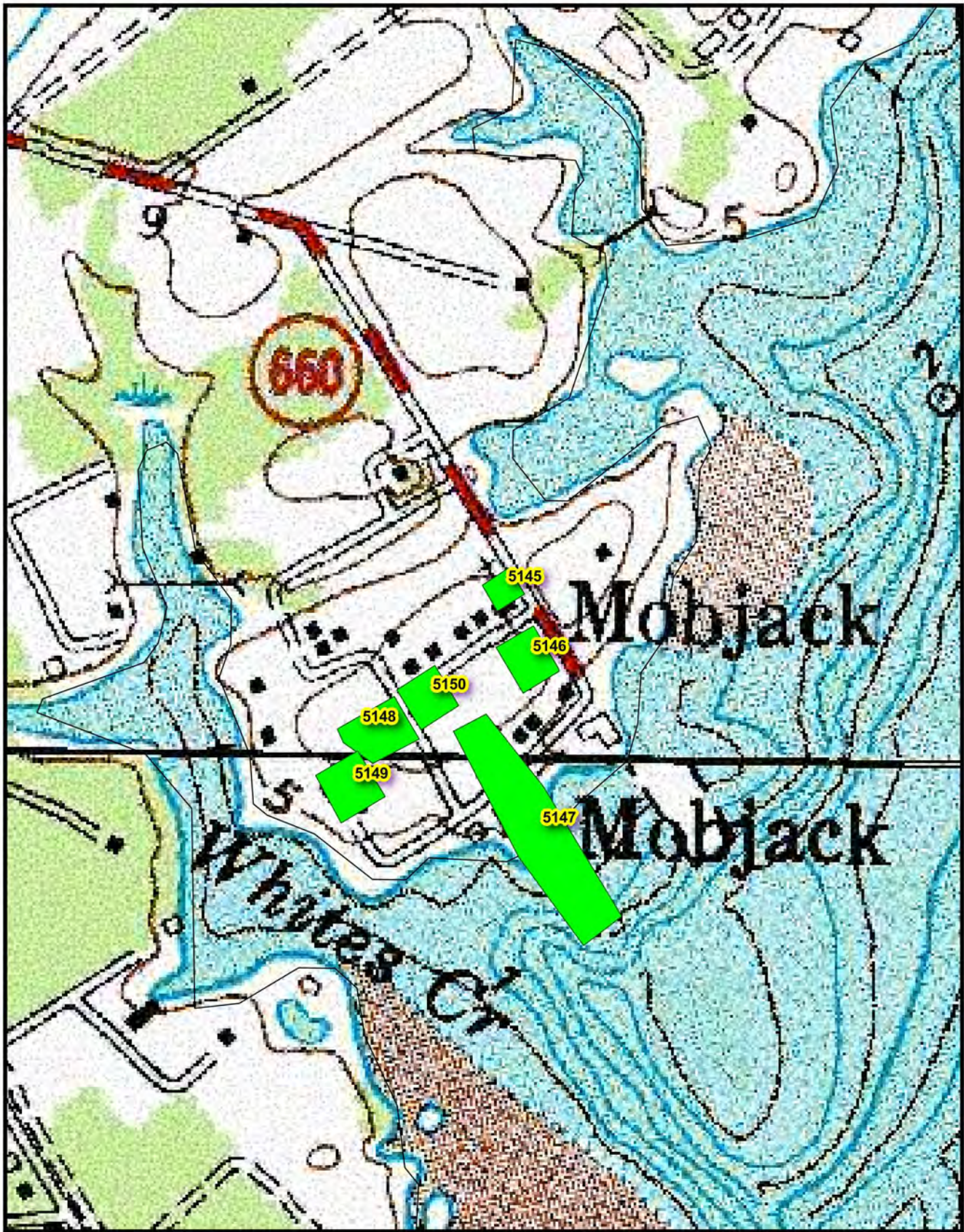




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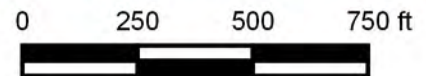
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- Historic Districts (Previously Identified)

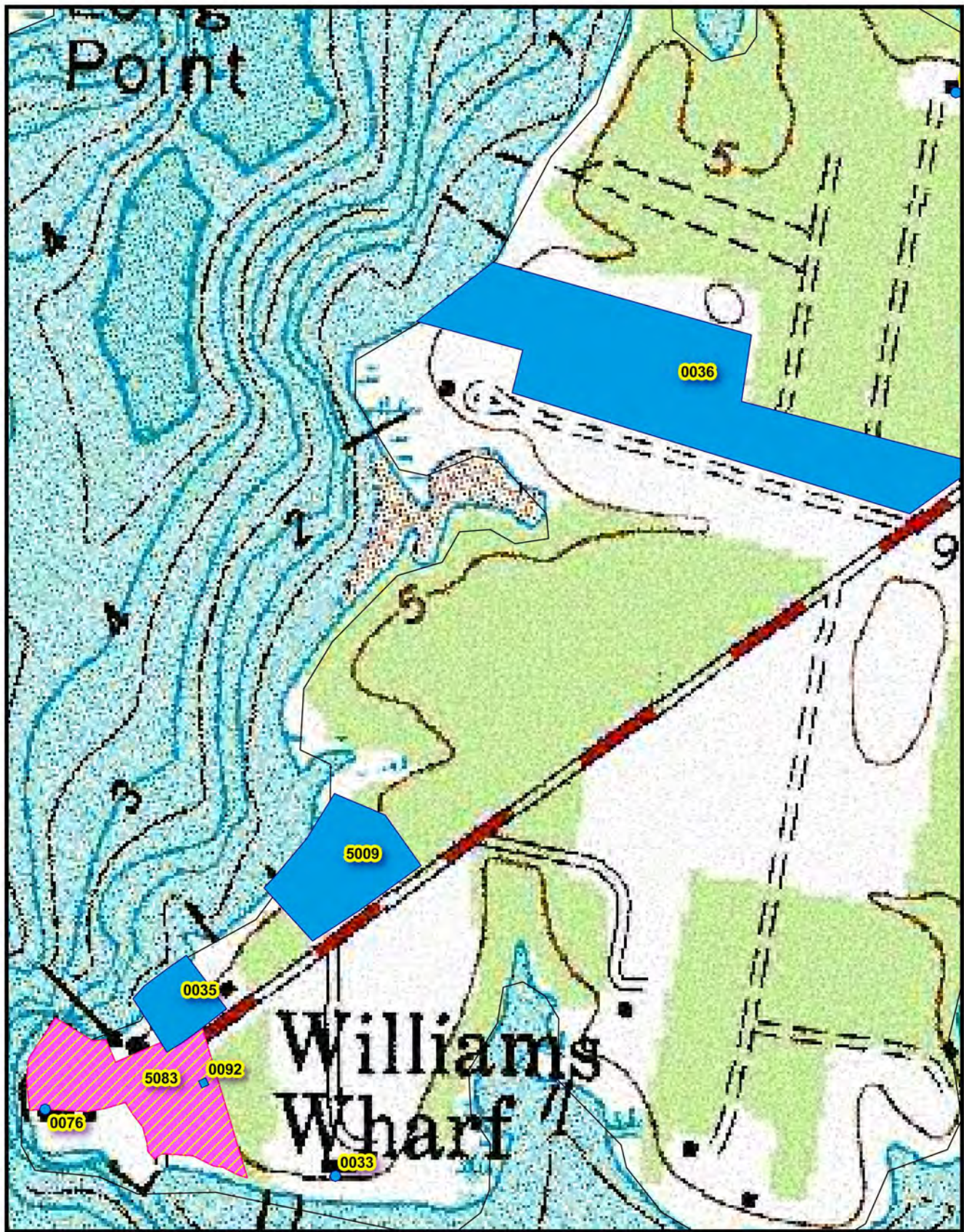




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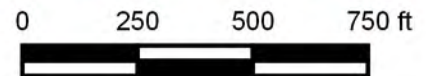
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- Historic Districts (Previously Identified)

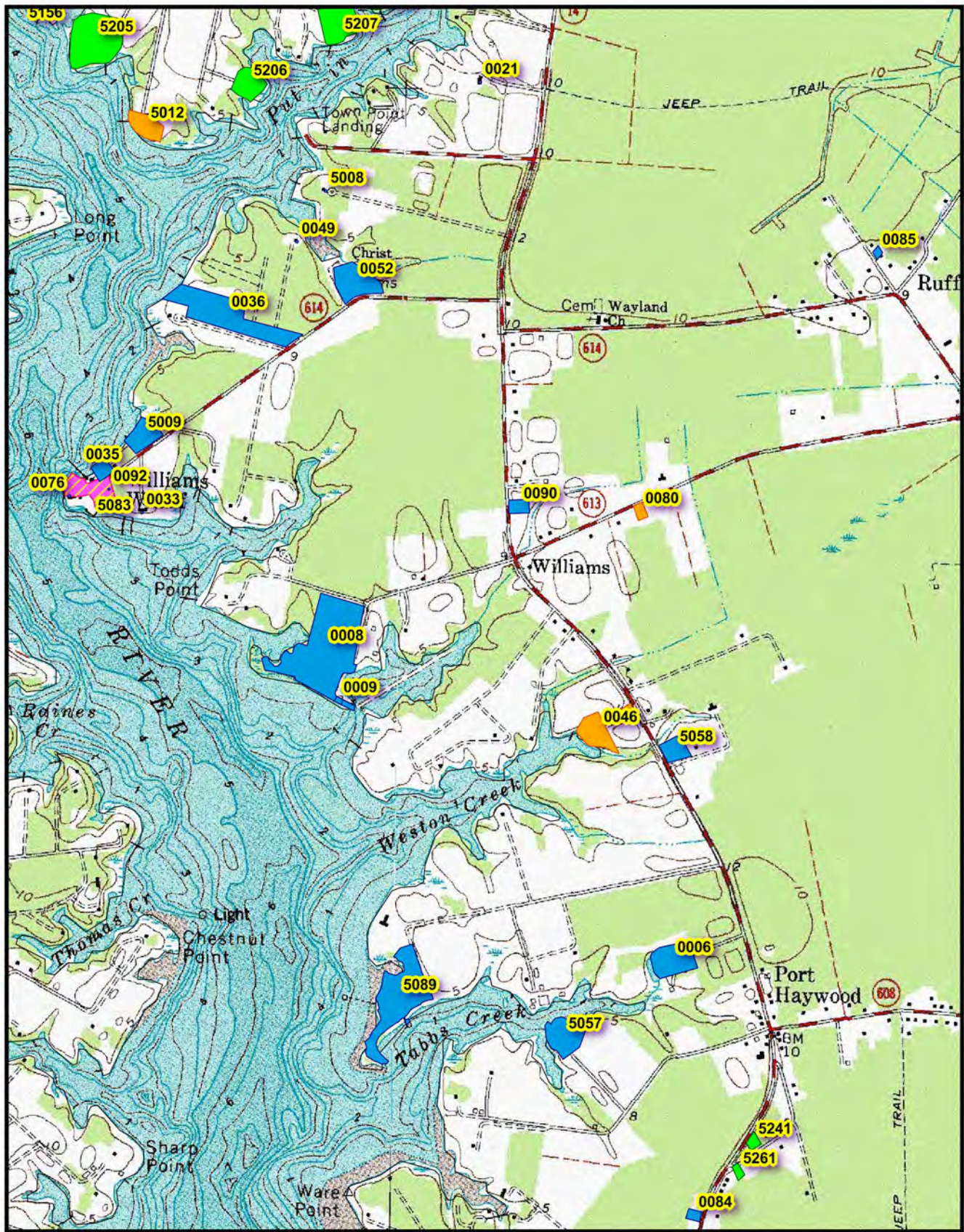




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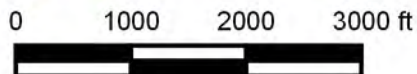
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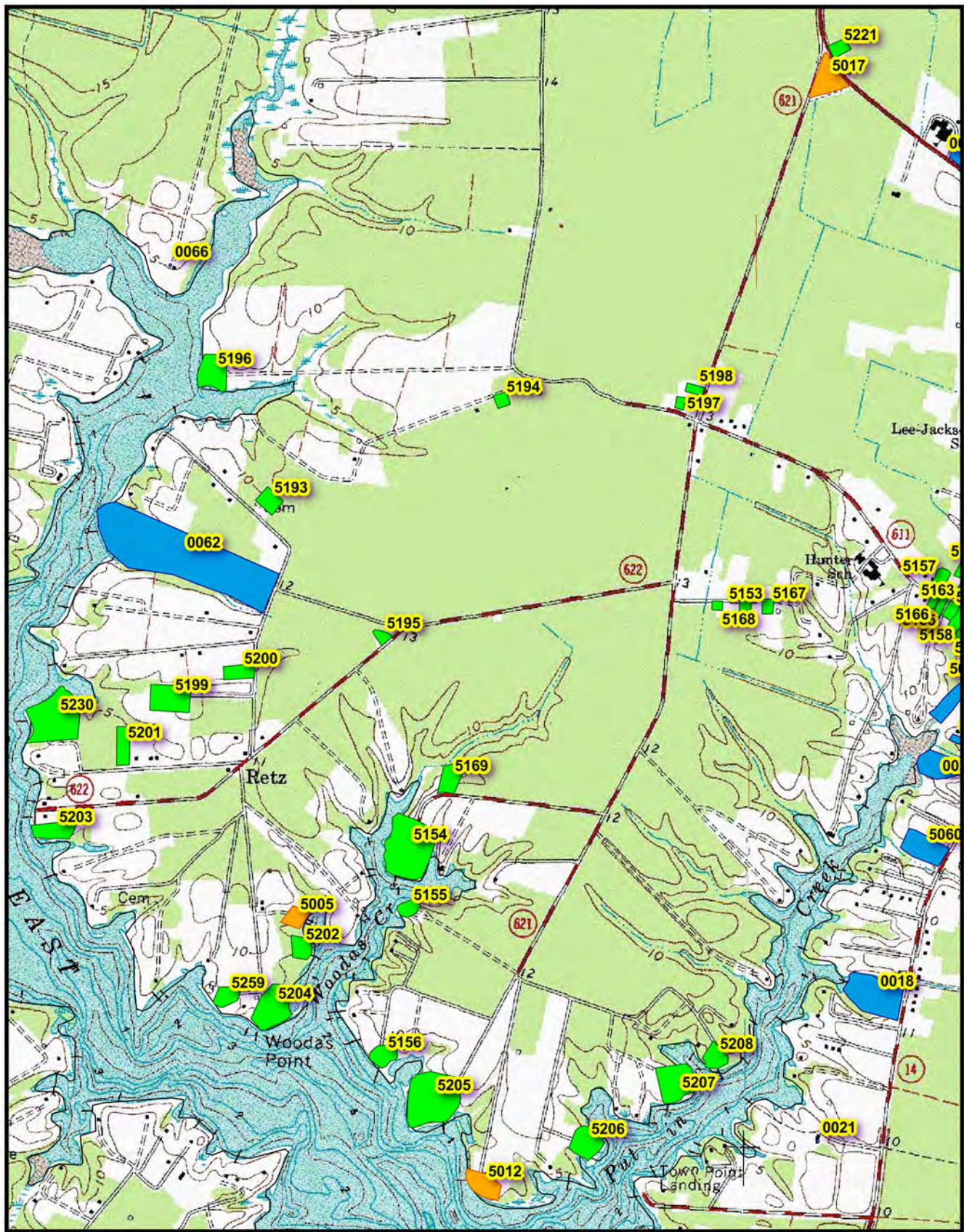




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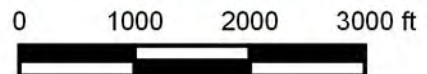
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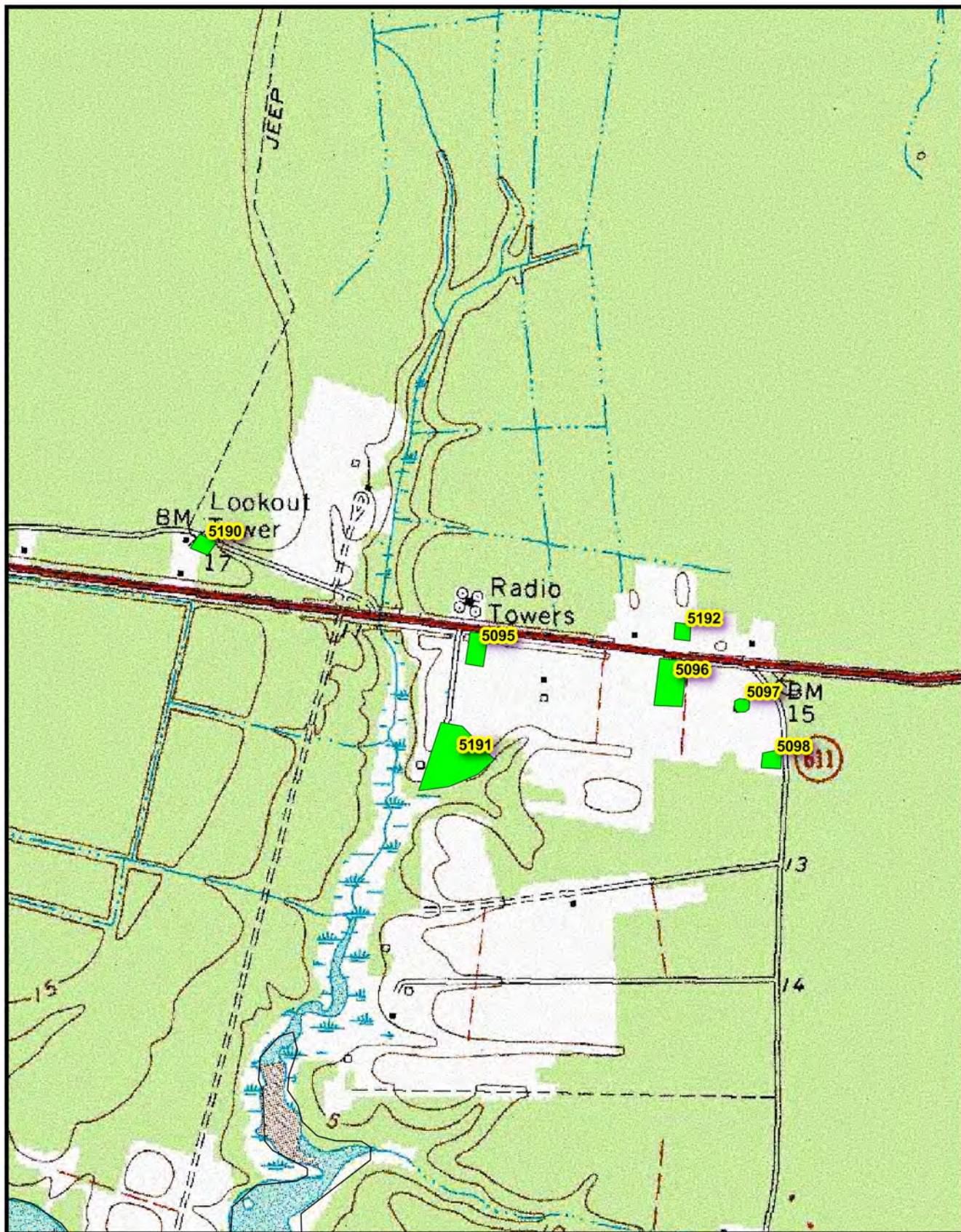




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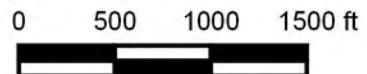
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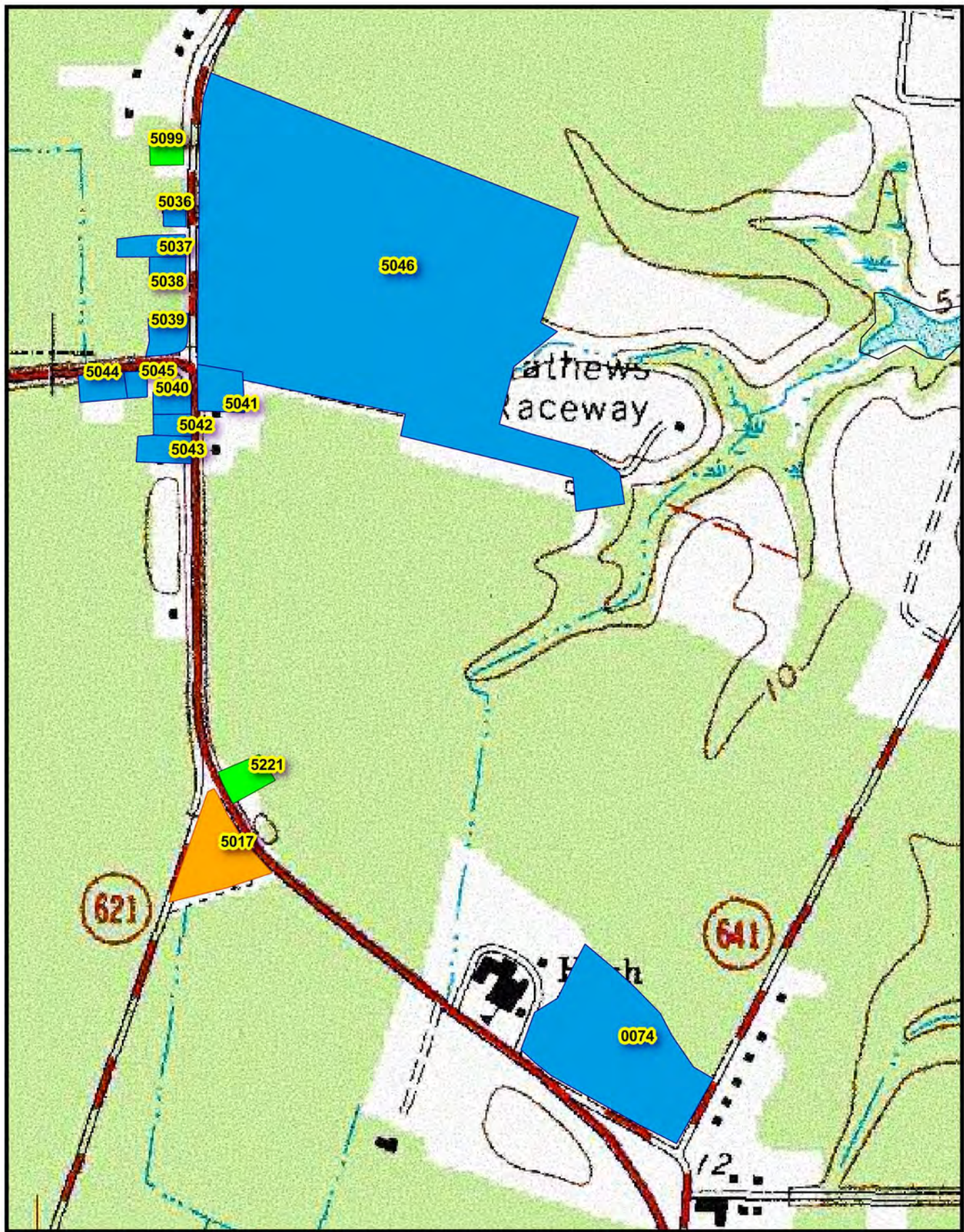




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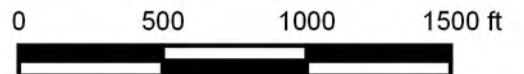
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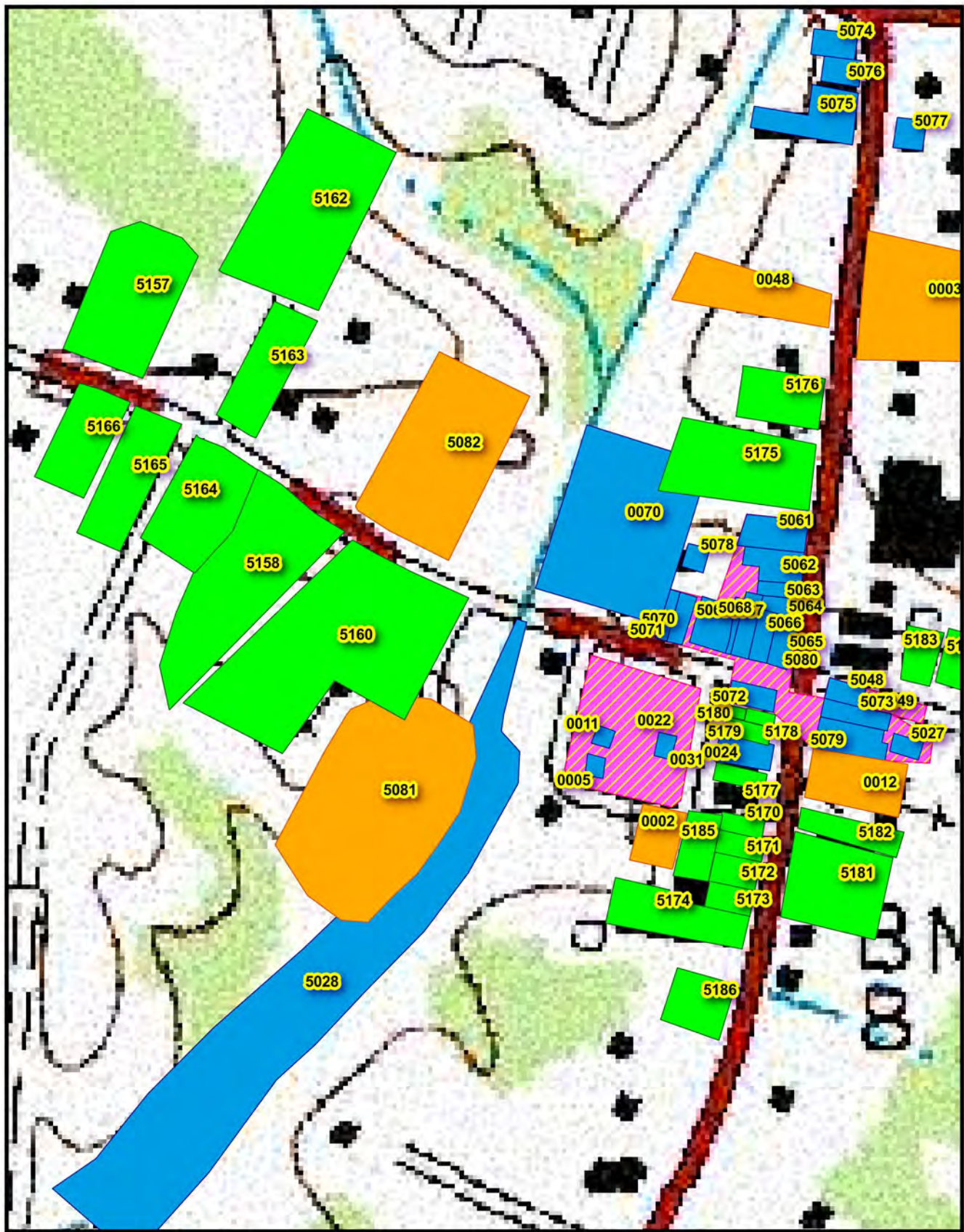




Resources

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- Updated
- Previously Identified
- Historic Districts (Previously Identified)



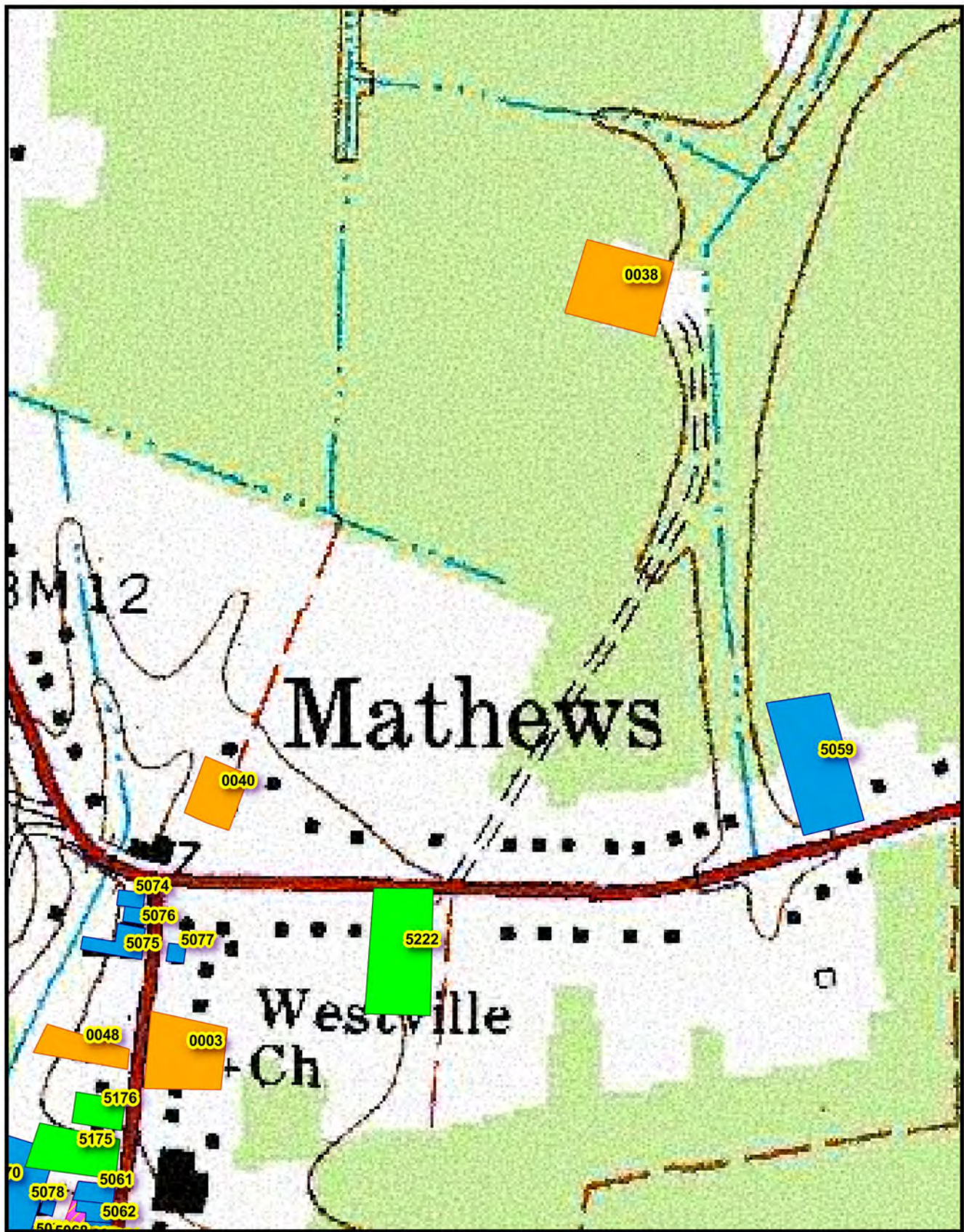


Resources

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- Updated
- Previously Identified
- Historic Districts (Previously Identified)

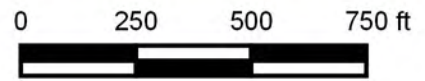
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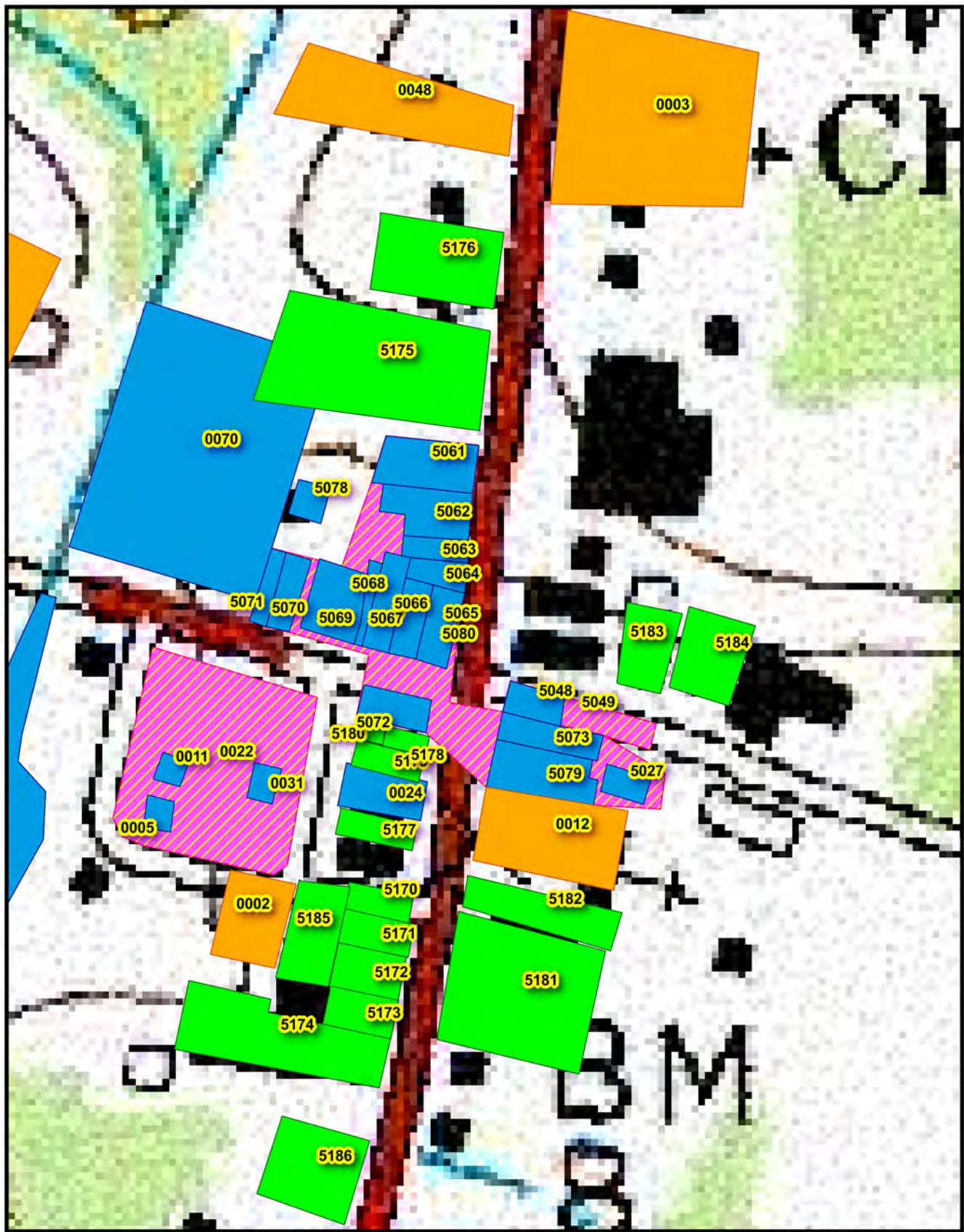




Resources

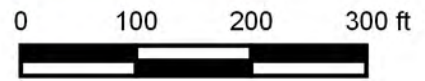
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- Historic Districts (Previously Identified)

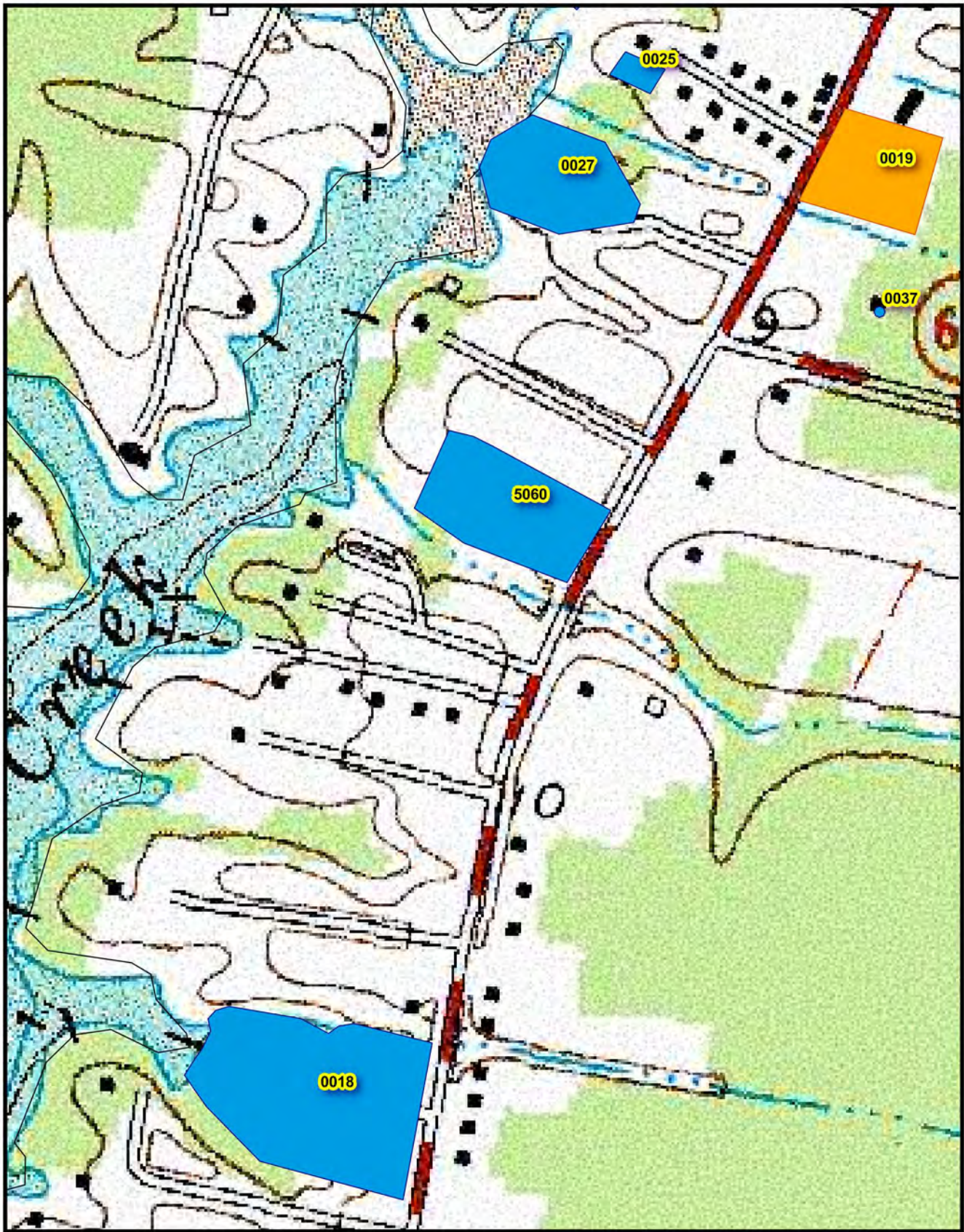




Resources

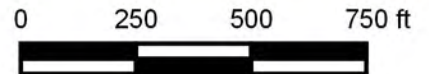
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- Historic Districts (Previously Identified)

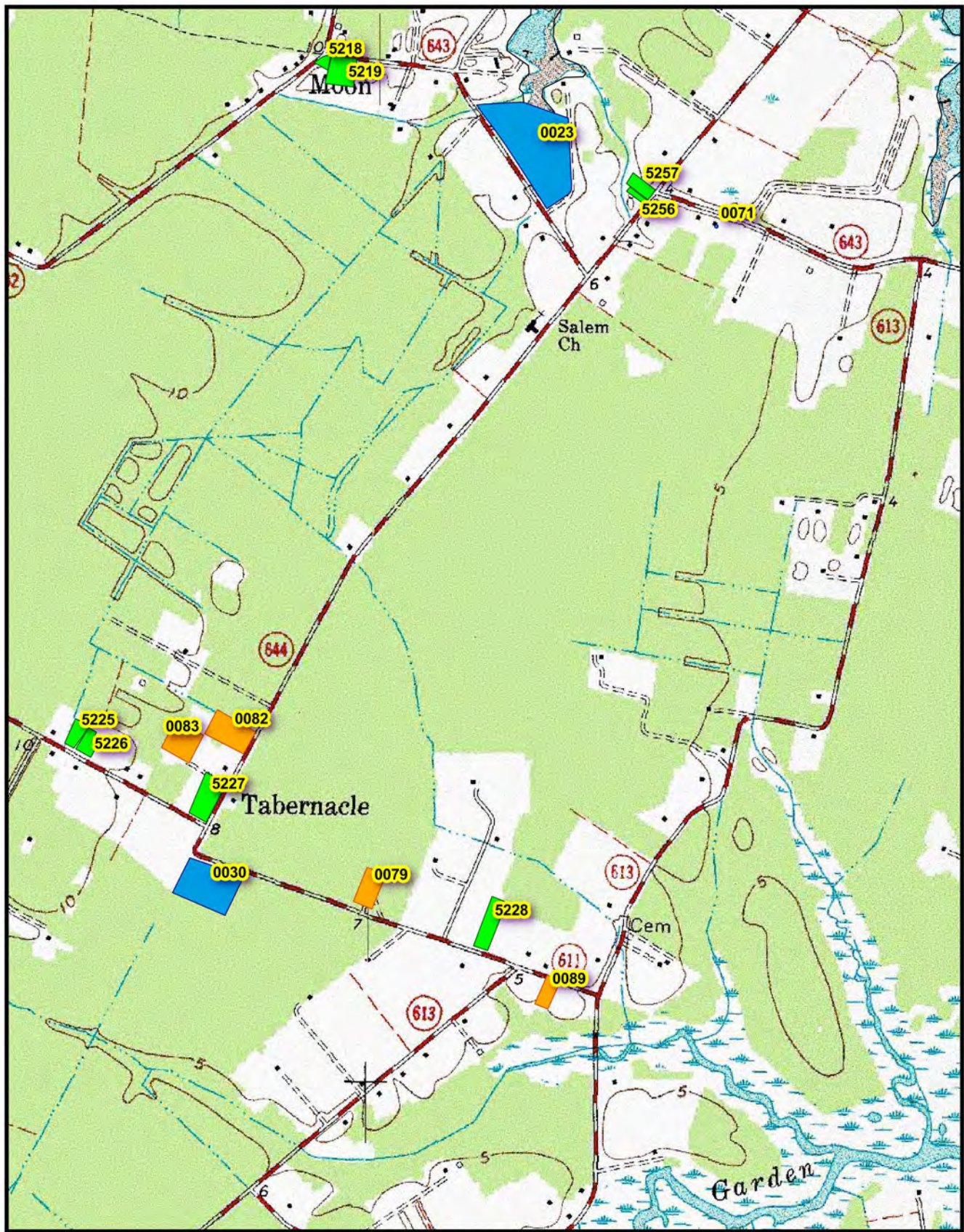




Resources

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- Updated
- Previously Identified
- Historic Districts (Previously Identified)





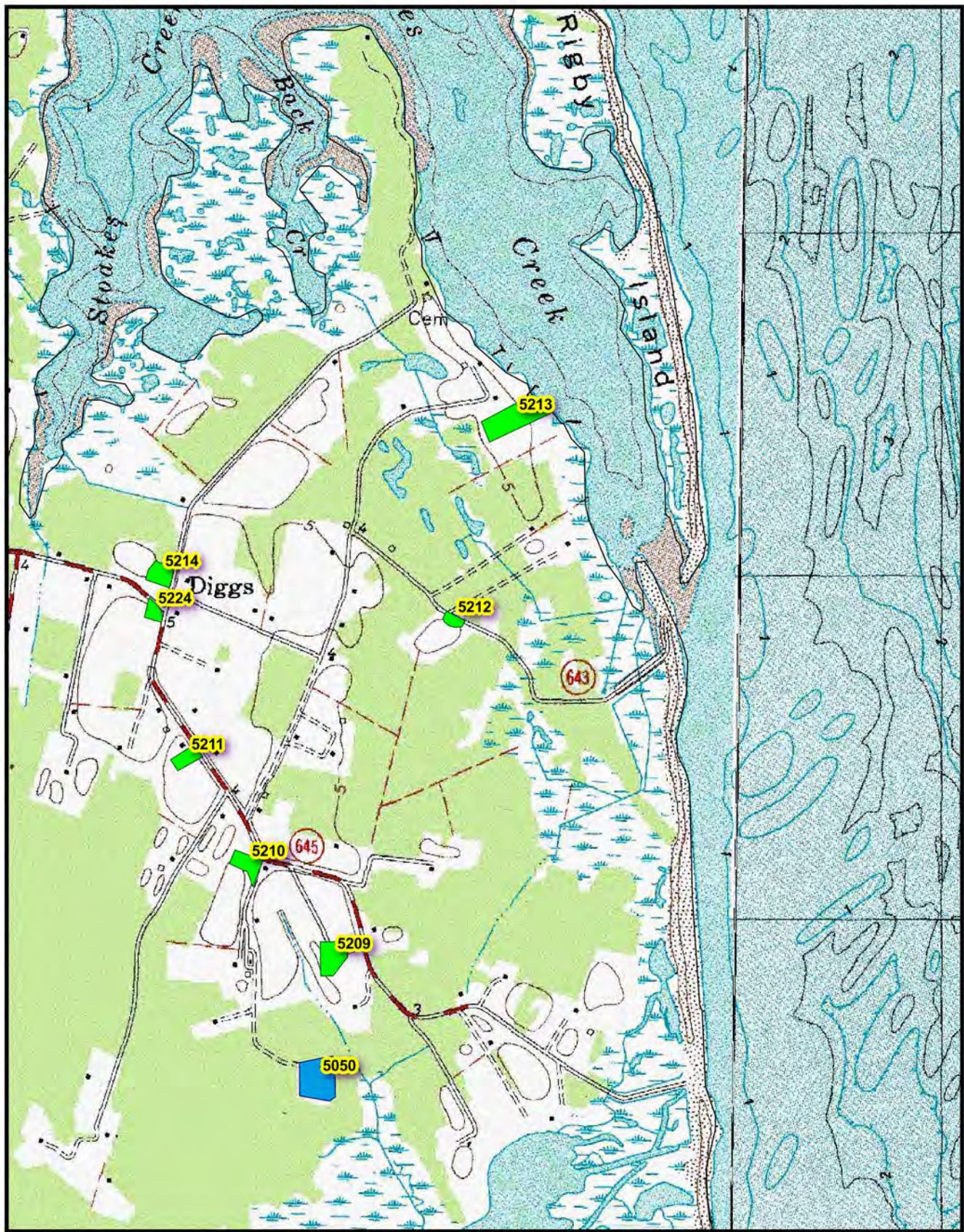
Resources

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- Previously Identified
- Historic Districts (Previously Identified)



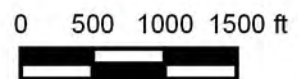
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Resources

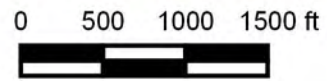
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- Historic Districts (Previously Identified)

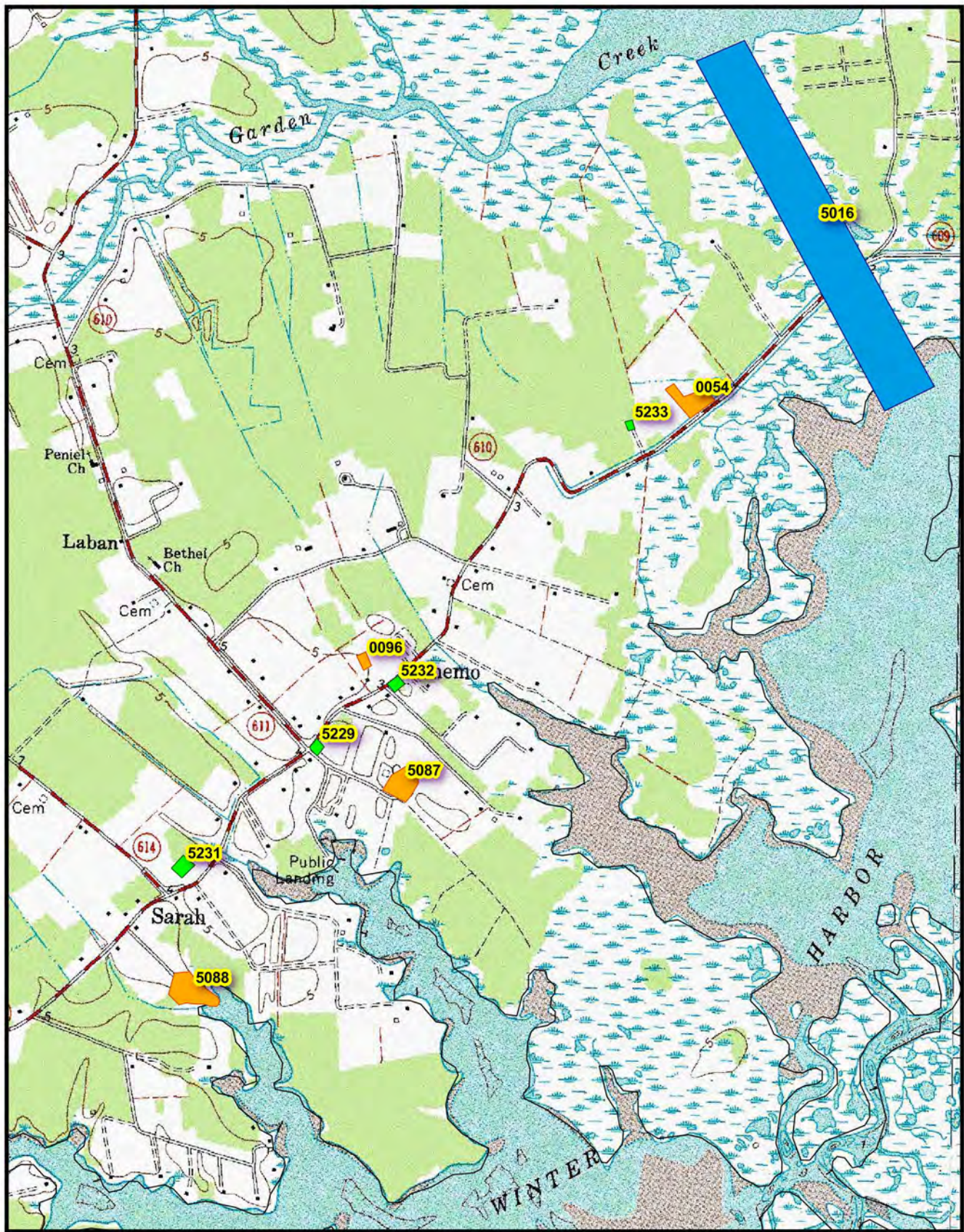




Resources

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- Updated
- Previously Identified
- Historic Districts (Previously Identified)

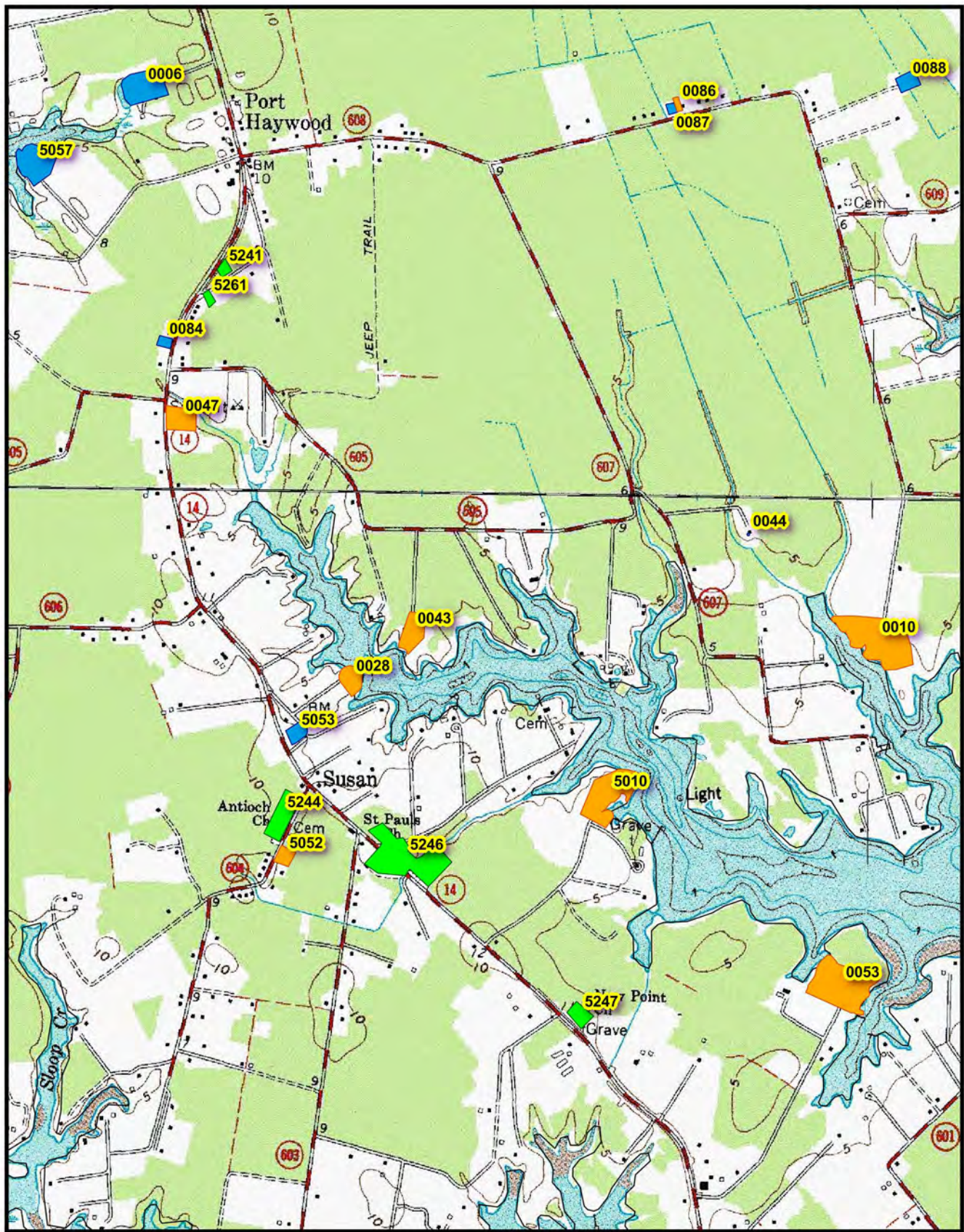




Resources

- Newly Identified
- Updated
- Previously Identified
- Historic Districts (Previously Identified)





Resources

- Newly Identified
- Updated
- Previously Identified
- ▨ Historic Districts (Previously Identified)

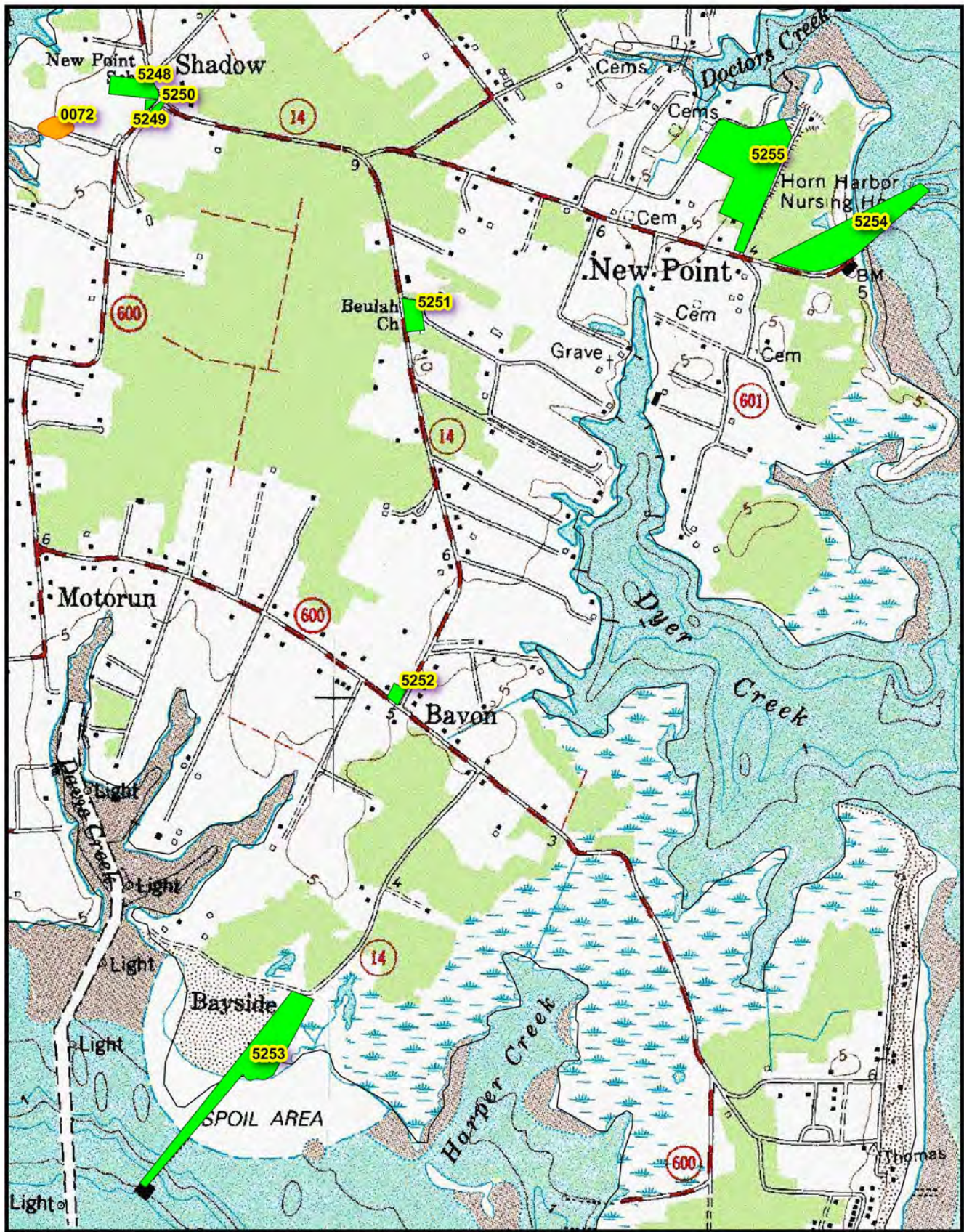




Resources

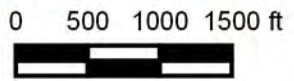
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- Historic Districts (Previously Identified)

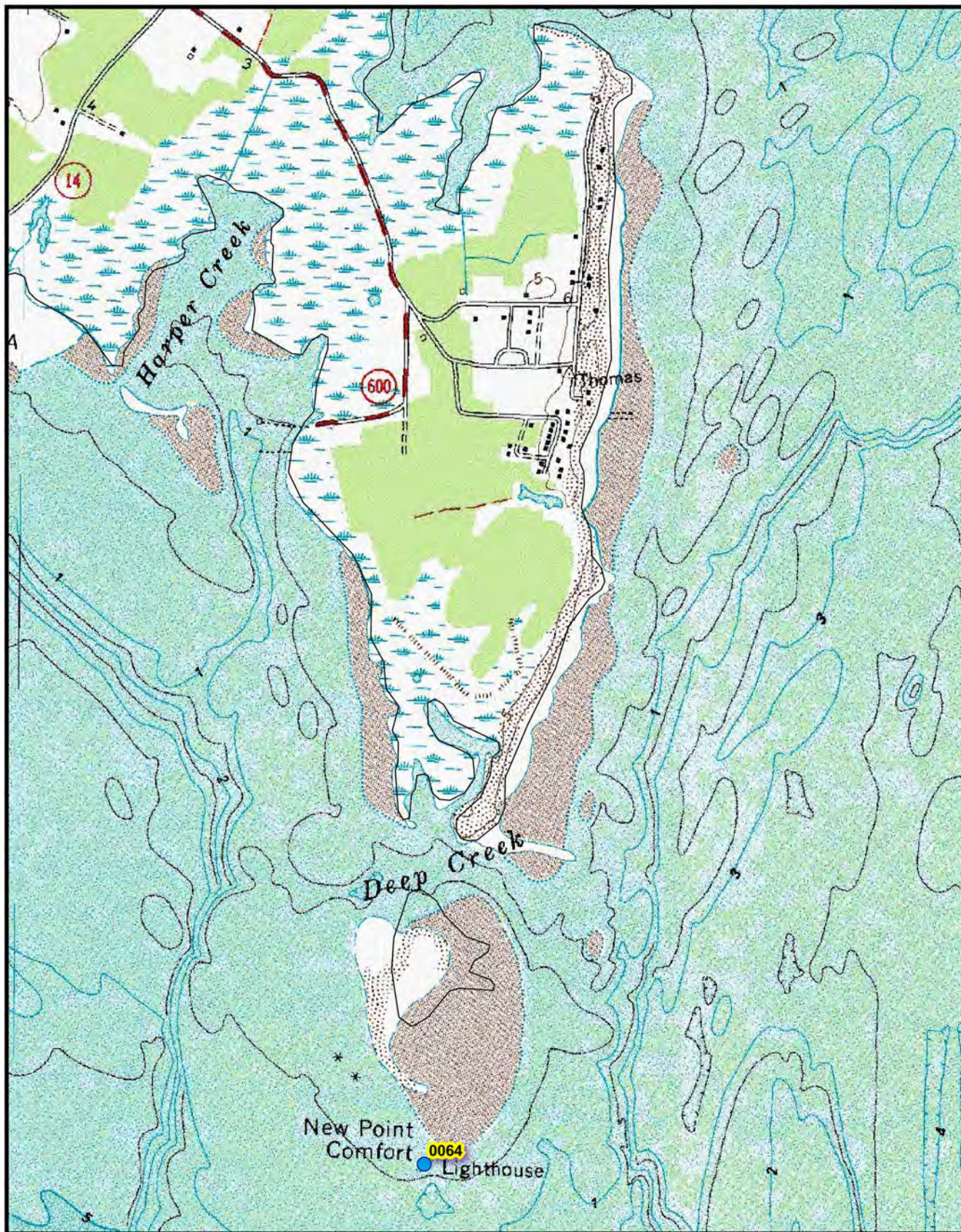




Resources

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- Updated
- Previously Identified
- Historic Districts (Previously Identified)





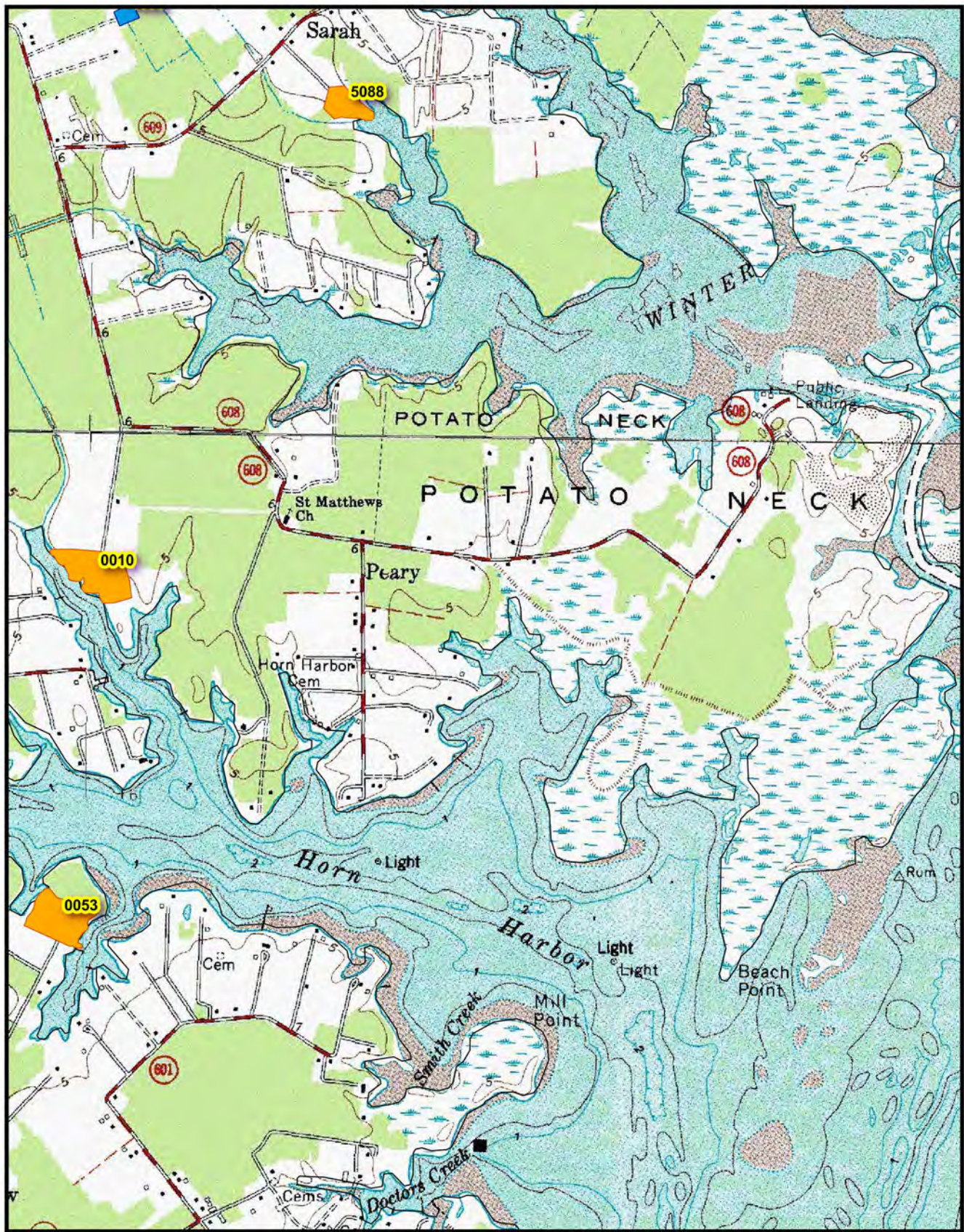
Resources

- Newly Identified
- Updated
- Previously Identified
- Historic Districts (Previously Identified)



0 500 1000 1500 ft





Resources

- Newly Identified
- Updated
- Previously Identified
- Historic Districts (Previously Identified)

