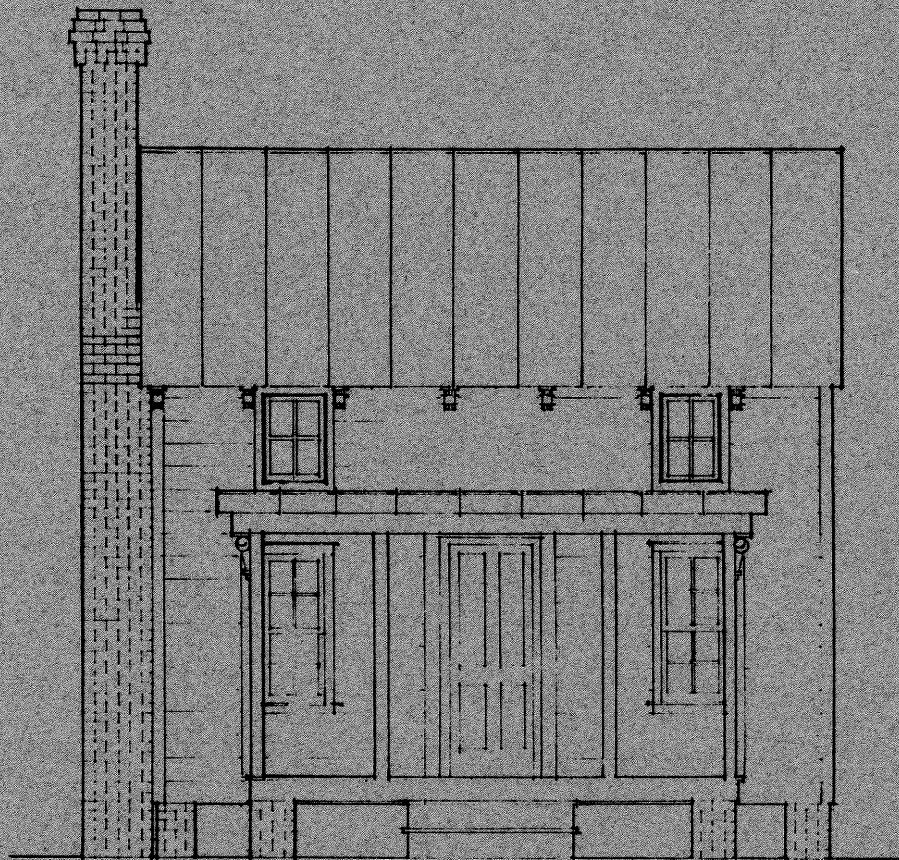


SK-21

# RECONNAISSANCE SURVEY REPORT

SOUTHERN SECTION  
CITY OF SUFFOLK, VIRGINIA



prepared by  
FRAZIER ASSOCIATES

October 1989

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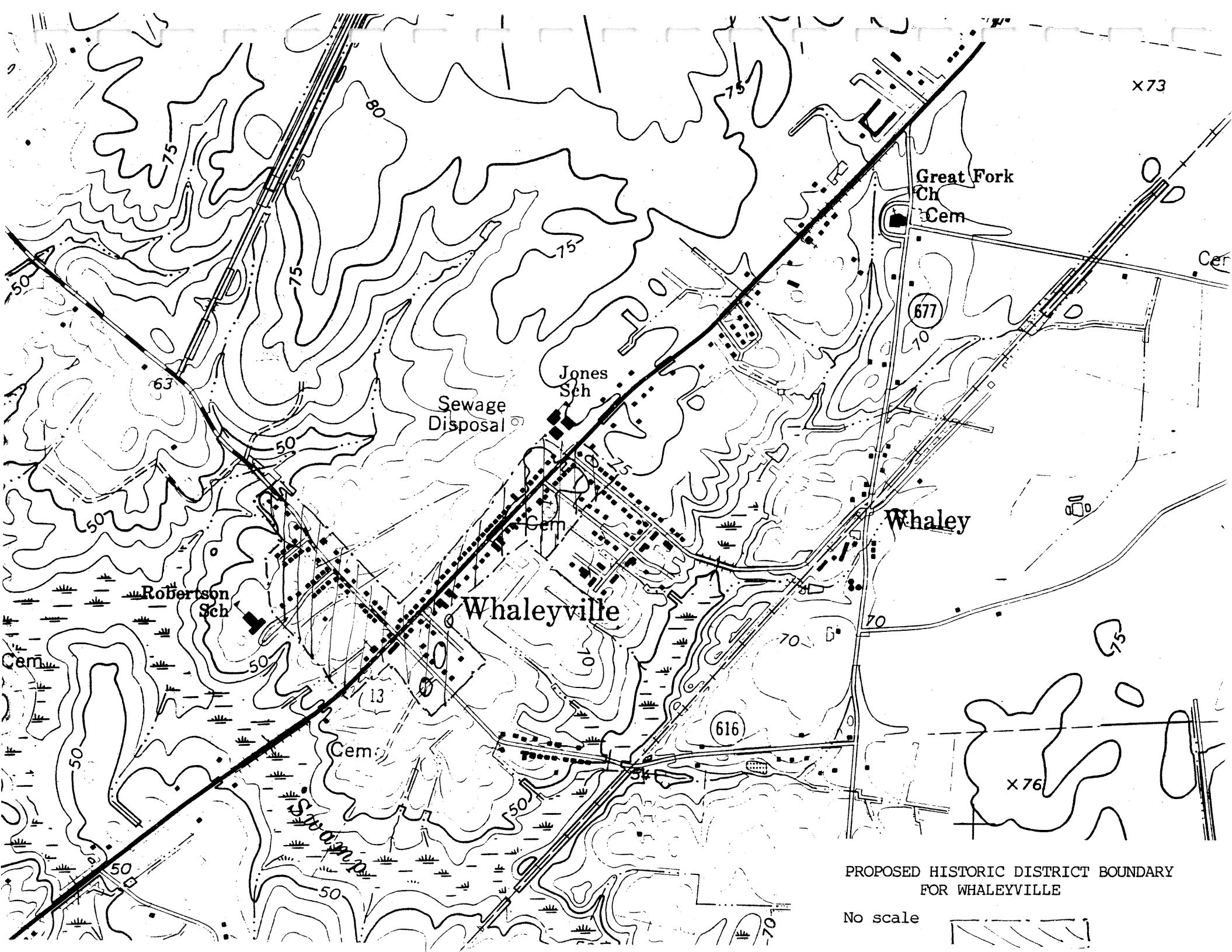
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Whaleyville

Whaley

PROPOSED HISTORIC DISTRICT BOUNDARY  
FOR WHALEYVILLE

No scale

## **SURVEY METHODOLOGY**

In May 1989 the City of Suffolk contracted with Frazier Associates of Staunton, Virginia to conduct a reconnaissance level architectural survey of 260 historic resources in the southern section of the City. This survey was funded in part by a grant from the National Park Service of the U. S. Department of the Interior through the Virginia Department of Historic Resources. The City of Suffolk is located within the Lower Tidewater Region, one of the geographic areas of the state which the Virginia Department of Historic Resources has created as a part of their State Preservation Plan.

This survey area is approximately 317.42 square miles and corresponds to the southern section of the former Nansemond County. It includes portions of the U. S. G. S. quad maps of Buckhorn, Corapeake, Franklin, Gates, Holland, Riverdale, Suffolk, Whaleyville, and Windsor. Parts of the quads of Lake Drummond and Lake Drummond N. W. are also in the survey area but were not included in tabulations since all of this area is in the Dismal Swamp and contains no historic resources to survey. The detailed boundary of the survey area extends from the City boundary with Isle of Wight County at U. S. Route 460 in a southwesterly direction to the boundary with Southampton County along Blackwater River, then in an easterly direction along the Virginia/North Carolina boundary to the western boundary of the City of Chesapeake, then in a northerly direction through the Dismal Swamp along the boundary between the City of Chesapeake and the City of Suffolk to the Norfolk and Western Railroad line, then in a southwesterly direction along the railroad tracks to the

general limits of the former Town of Suffolk, then in a southwesterly direction around the developed southern sections of the former Town of Suffolk to Holland Road, then in a northeasterly direction along U. S. Route 58 Bypass to its intersection with U. S. Route 460, and then in a westerly direction along U. S. Route 460 to the Isle of Wight County line (see map).

There are no rivers within the survey area except for the Blackwater River that forms part of the southwestern border of the City. The only other bodies of water within the survey area are the Union Camp Holding Pond in the southwest section of the City, the small Norfleet Pond near Leesville, and the extreme western shore of Lake Drummond, most of which is in the City of Chesapeake.

Major north/south routes in the survey area include Hosier Road/Desert Road, Carolina Road and Whaleyville Road (U. S. Route 13). Holland Road (U. S. Route 58) extends from the former Town of Suffolk in a southwesterly direction to Holland where it branches and becomes Ruritan Boulevard and South Quay Road. There are no major east/west routes but there is an extensive network of rural two-lane roads.

Settlements within the survey area include the villages of Holland and Whaleyville as well as the crossroads of Beales Corner, Buckhorn, Cleopus, Pittmantown, Somerton, Box Elder, Leesville, Lummis, Bakers Store, Nurney, Nurneysville, Carver Terrace, Saunders, and Cypress Chapel. The Dismal Swamp covers the entire area east of Hosier/Desert Road and extends past the border into the City of Chesapeake.

Prior to beginning the survey, Frazier Associates reviewed the Virginia Department of Historic Resources files on the previously surveyed properties in Suffolk and also their library for historical publications on the Tidewater area in general and former Nansemond County in particular. After a general windshield tour of the area, the surveyors then reviewed the local history files and publications of the Suffolk Public Library and the Suffolk-Nansemond Historical Society. Research was also conducted at the Virginia State Library, the Virginia Historical Society, and Alderman Library at the University of Virginia.

The task of surveying the City of Suffolk was to include the following resources:

all pre-Civil War buildings and structures;

cultural resources from the late nineteenth century that fall within the Department of Historic Resources' ten historic themes, including the majority of the government/law/welfare, educational, military, religious, social/cultural, transportation, commercial, and industry/manufacturing/crafts resources, as well as selected dwellings and domestic agricultural complexes which are outstanding or representative examples of their type;

selected examples of twentieth-century buildings, particularly pre-1940s structures from all ten themes; and

natural features having historical characteristics.



Using the U. S. G. S. quad maps, approximately 140 square miles of the area were surveyed according to the above criteria. Buildings and resources on every highway, road, and private farm lane were examined in order to determine the location of all applicable historic resources to be surveyed. Using the Department of Historic Resources architectural survey forms, Frazier Associates surveyed 301 properties. Eight of these were intensive level forms and 293 were brief survey forms.

The areas that warrant further survey work include part of the following U. S. G. S. quads: Buckhorn (60.23 square miles); Corapeake (36.06 square miles); Holland (60 square miles); and Windsor (21.37 square miles).

## HISTORIC CONTEXT OF SURVEY AREA

### Physical Characteristics

The City of Suffolk is located in the Lower Tidewater region of Virginia. It was formed from Nansemond County and the original City of Suffolk, which was confined to an area located approximately in the center of the former county. Today Suffolk encompasses all the former towns and rural areas of Nansemond County. This reorganization began in 1972, when Nansemond County became the City of Nansemond. In 1974 the cities of Nansemond and Suffolk joined to form the City of Suffolk.<sup>1</sup>

In terms of land mass, the City of Suffolk is the largest city in Virginia, and the fifth largest in the United States. It contains 393 square miles, and encompasses a land and water area of over 430 square miles.<sup>2</sup> In shape it approximates a right triangle, with the ninety degree angle at the southeast corner. At Suffolk's northern end the James River meets the Nansemond River, which extends into the City of Suffolk to the area of the original city, now downtown Suffolk. Man made lakes, on the southern and western branches of the Nansemond River, lie to the north and west of downtown. The southwest corner of Suffolk is defined by the Blackwater River. To the east, Suffolk's border meets the City of Chesapeake near the middle of the Great Dismal Swamp, leaving a slice of Lake Drummond, located at the swamp's center, in Suffolk's boundaries. The southern edge of Suffolk is on the Virginia/North Carolina border.

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<sup>1</sup> Kermit Hobbs and William A. Paquette, Suffolk: A Pictorial History (Norfolk, Virginia Beach: The Donning Company, 1987) 187, 196.

<sup>2</sup> Joseph B. Dunn, The History of Nansemond County, Virginia {N.p., 1907} 52; interview with Marion Watson.

Overall, Suffolk contains flat land consisting of two broad terraces. One, taking in the northeast part of Suffolk, is called the Dismal Swamp Terrace, and ranges in elevation from ten to thirty feet above sea level. The other, Wicomico Terrace, encompasses the southwest two-thirds of the City of Suffolk, and has elevations of from forty to one hundred feet, with fifty feet the average. Between these terraces is a line of gently rolling terrain.<sup>3</sup> Occasional shallow swales mark the topography, and the area is criss-crossed with creeks and swamps. To the southeast much of the Great Dismal Swamp lies within the city's limits. Many of the creeks in Suffolk run to the Nansemond River and are fed in part by drainage from the swamp.<sup>4</sup> Suffolk has sandy soil typical of lower Tidewater Virginia, and heavy black soil in areas reclaimed from swampland.<sup>5</sup>

### **Colonial Period**

Before European settlement began in Virginia, the present-day City of Suffolk was part of the territory controlled by the Nansemond Indians. This group was a member of the Powhatan Confederacy. They took their name from the Indian word Nansemond, which means "fishing point or angle," which supposedly referred to the location of their primary village, Nandsamund, at the angle created by the confluence of the Nansemond River's southern and western branches.<sup>6</sup> Nandsamund village was located near present-day Reids Ferry, on both sides of the Nansemond River. The

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<sup>3</sup> Kidd and Associates, Inc., 1990 General Plan for the City of Suffolk, Virginia (Norfolk, Va.: Southeastern Virginia Planning District Commission, 1976) 60.

<sup>4</sup> Floyd McKnight, "The Upper County of New Norfolk or Nansemond County, 1634-1957," The History of Lower Tidewater Virginia, ed. by Rogers Dey Whichard (New York: Lewis Historical Publishing, 1959) 133.

<sup>5</sup> Dunn, 52.

<sup>6</sup> Hobbs and Paquette, 9; Dunn, 14.

Nansemond Tribe had a population of about twelve hundred, including approximately three hundred bowmen or warriors, making it one of the biggest tribes in the Powhatan Confederacy.<sup>7</sup> Primarily agricultural, the Nansemonds had approximately one thousand acres of cleared land planted with corn, beans, and melons.<sup>8</sup>

The Spaniards are believed to have been the first Europeans to have had contact with the Nansemonds, when they attempted to set up a mission in the Chesapeake Bay area in 1570.<sup>9</sup> The English settlers who landed at Virginia in May 1607 and established Jamestown for their sponsoring agency, the London Company, encountered the Nansemonds on 26 April 1607 when they stopped temporarily at Cape Henry and were attacked by an Indian hunting party. In 1608 the commander of one of the English vessels, the *Susan Constant*, retaliated by leading an assault on the Nansemonds.<sup>10</sup>

An expedition down the Nansemond River was carried out under Captain John Smith within the same year. The purpose of this venture was to initiate trade and obtain food, and it was met by a friendly reception. In the summer of 1608, Smith and twelve others explored further into Nansemond territory, and approached Dumpling Island on the eastern side of the Nansemond River at present-day Oyster House Creek. This site was

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<sup>7</sup> Nansemond Indian Tribal Association, "Conference: Virginia's Indians-Yesterday-Today-and Tomorrow," April 3-4, Williamsburg, Virginia (N.p., n.d.; Virginia Historical Society collection) 2.

<sup>8</sup> Ann H. Burton, History of Suffolk and Nansemond County, Virginia (Suffolk, Va.: Phelps Ideas, 1970) 2.

<sup>9</sup> McKnight, 133.

<sup>10</sup> Hobbs and Paquette, 9.

believed to be where the Nansemonds kept their corn supplies and the valued possessions of their chieftain. Smith and his men this time encountered Nansemonds who repulsed their intrusion from canoes. Fire from the Englishmen's muskets caused the Indians to leap from their canoes in fright, and to prevent the destruction of their canoes and village, they turned over four hundred baskets of corn to the Englishmen.<sup>11</sup>

In 1609, with starvation threatening the Jamestown settlers, Captain Smith sent Captain John Martin to establish a farming settlement on the Nansemond River, in emulation of the Nansemonds. Martin, leading over one hundred men, instead captured the Nansemond village and the chief, then seized the Indian's stores of corn. A counterattack from the Nansemonds surprised Martin, who abandoned his men and fled to Jamestown, to where the men in his command who survived the failed expedition also retreated.<sup>12</sup>

More thorough exploration of the Nansemond River was conducted in 1612 by Sir Thomas Dale with a force of one hundred men, who followed the waterway to its sources.<sup>13</sup> Within six years, Edward Waters became the first Englishman to settle in latter-day Nansemond County, when he established a large plantation on the Nansemond River.<sup>14</sup> In 1622 the Indians of the area waged an assault against the English in hopes of freeing the Powhatan Confederacy's territory of white intruders, during which

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<sup>11</sup> Hobbs and Paquette, 10; Dunn, 13.

<sup>12</sup> Carole Contois Maguire, Suffolk Journal, 2 vols. ({N.p.} vol. 1, 1986; vol. 2, 1988) 1: 9; Hobbs and Paquette, 10; Dunn, 14.

<sup>13</sup> Dunn, 14-15.

<sup>14</sup> Burton, 4.

Waters and his wife were captured.<sup>15</sup> They soon escaped, and Sir George Yeardley, forewarned of the uprising by an Indian informant, led three hundred men on a counterattack that destroyed Nandsamund village and greatly decreased the number of Nansemond warriors.<sup>16</sup> In this attack, many of the Nansemond's houses and most of their crops were burned.<sup>17</sup> During the next year additional attacks were made on the Nansemonds, and in 1629 the removal or the extermination of all Indians from the area became official colonial policy.<sup>18</sup>

In 1644 a second uprising of the Indians in Virginia occurred.<sup>19</sup> In response the Virginia Assembly in its 1644-45 session commanded settlers south of the James River to move against the Indians. A declaration of war made in 1646 upon the Nansemonds and other area tribes resulted in their subjugation.<sup>20</sup> In 1669, only forty-five Nansemond warriors remained in the region.<sup>21</sup> A survey of Nansemond land was ordered in 1664, and as colonists continued to encroach on their territory, the tribe divided into two factions: one moved further inland, selling off the last parcel of Nansemond land by the end of the eighteenth century, and the others formed a settlement in the Bowers Hill area, north of the Great Dismal Swamp in Norfolk County, where many Nansemonds still live today.<sup>22</sup> The sale of the Nansemond's land was approved by the Virginia Assembly

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<sup>15</sup> Hobbs and Paquette, 11; Dunn, 15.

<sup>16</sup> Hobbs and Paquette, 10; Dunn, 16; McKnight, 136.

<sup>17</sup> McKnight, 136.

<sup>18</sup> Hobbs and Paquette, 10-11.

<sup>19</sup> Nansemond Indian Tribal Association, "Conference . . .," i.

<sup>20</sup> McKnight, 136.

<sup>21</sup> Hobbs and Paquette, 11; Dunn, 16.

<sup>22</sup> Nansemond Indian Tribal Association, "Conference . . .," 2; McKnight, 136-37.

as a means of providing the Indians with resources to use in trade.<sup>23</sup> Glass beads were among the items offered for exchange by white settlers. They have been found on the land granted to Robert Brasseur extending along the northern end of the Nansemond River, where the Frenchmen Peter and Renee Besairdier were established by 1653.<sup>24</sup> By 1744, most of the surviving Nansemonds who had not settled at Bowers Hill had joined with the Nottoway tribe, who died out in 1806, or had intermarried with English settlers.<sup>25</sup>

With the removal of the Nansemond Indians, English settlers began in earnest to move into the area making up the present-day City of Suffolk. Farming settlements dotted the region's waterways by 1635.<sup>26</sup> Two of the largest land grants allocated along the Nansemond River were 30,000 acres to Lord Matrevers, the Duke of Norfolk's son, and 2,000 acres to Richard Bennett, while among the smaller tracts were 400 acres given to John Arvine in 1633, and 250 acres to William Clarke in 1635.<sup>27</sup> In 1624 the London Company transferred authority over Virginia to the British crown, and in 1634 the colony was divided into eight administrative areas, or shires.<sup>28</sup> The area's population increased substantially between 1635 and 1640 due to the allocation of numerous grants of land.<sup>29</sup> Nansemond was part of the Elizabeth City shire until 1636, when the shire was split because of population growth and Nansemond became part of New Norfolk.

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<sup>23</sup> McKnight, 137.

<sup>24</sup> Burton, 3.

<sup>25</sup> Hobbs and Paquette, 11; Dunn, 18.

<sup>26</sup> Hobbs and Paquette, 11; Dunn, 19; McKnight, 137.

<sup>27</sup> Hobbs and Paquette, 11.

<sup>28</sup> Hobbs and Paquette, 11; McKnight, 138; Burton, 4.

<sup>29</sup> McKnight, 137.

Another division in 1637 resulted in the formation of Upper and Lower Norfolk Counties from New Norfolk. In 1642 or in 1645/6 (the sources disagree), Upper Norfolk became Nansemond County, which at that time encompassed land in the present-day counties of Southampton and Isle of Wight.<sup>30</sup>

Richard Bennett received his land grant in 1635, for the importation of forty people to the Virginia colony.<sup>31</sup> His patent stated that he was accompanied by " 'Austin a Negroe,' " which is the first record of a black person in the area.<sup>32</sup> The patent gave Bennett fifty acres of land on 26 June 1635 for bringing Austin into the colony.<sup>33</sup> Bennett, who was a prominent citizen of newly formed Upper Norfolk County in 1639, served in the Governor's Council from 1642-48.<sup>34</sup> A Roundhead and a dissenter in his religious convictions, Bennett sent his brother to New England in 1641 to find Puritan ministers who would serve in Virginia. Soon a Puritan church with one hundred eighteen members had been organized.<sup>35</sup> The religious dissenters were pressured to leave the colony, and as a result Bennett went to Maryland, then returned to England.<sup>36</sup> In 1652 Oliver Cromwell sent representatives to Virginia to secure loyalty to his government, and new commissioners were installed to oversee the colony. One of these was Richard Bennett. In 1652 he was elected by the Virginia

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<sup>30</sup> Hobbs and Paquette, 11; McKnight, 138.

<sup>31</sup> McKnight, 137; Burton, 6.

<sup>32</sup> McKnight, 138.

<sup>33</sup> Wilbur E. MacClenny, Blacks in Nansemond County, "The Negro in Nansemond County, Virginia," MacClenny Papers {N.p., n.d.; University of Virginia Library} 1.

<sup>34</sup> Hobbs and Paquette, 11; Dunn, 19.

<sup>35</sup> McKnight, 138; Burton, 6.

<sup>36</sup> Burton, 7.



Assembly to be the first governor of Virginia under the Puritan Commonwealth, and served in this office until 1655.<sup>37</sup> Although little physical evidence of early settlement still exists in Nansemond County, three sites have been identified as the possible locations of Bennett's house, one of which is pinpointed by a marker near Driver.

Another prominent citizen of the region was John Carter, who came from England to Virginia in about 1649, and settled in Nansemond County. He was the first of the Carter family, later made better known by his son Robert "King" Carter. In 1665 John Carter was granted 4,000 acres of land for bringing eighty people into the colony. It is believed that he was a Royalist who fled England upon the fall of Charles I.<sup>38</sup>

Before the coming of Cromwell's rule, the present-day City of Suffolk was divided into three parishes in 1642 under the Anglican Church. These were known as the South, East, and West parishes, which came to be called Upper, Lower, and Chicokatuck (later changed to Chuckatuck).<sup>39</sup> In each parish there were several chapels of ease,<sup>40</sup> which were built ". . . to serve remote sections."<sup>41</sup> Each parish also had a glebe church.<sup>42</sup> Glebe Church outside Driver, on the National Register of Historic Places and the Virginia Landmarks Register (133-61), is a 1737 structure rebuilt in 1854 that

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<sup>37</sup> Hobbs and Paquette, 11-12; Dunn, 21; Burton, 7.

<sup>38</sup> Burton, 10.

<sup>39</sup> Hobbs and Paquette, 12; Dunn, 21.

<sup>40</sup> McKnight, 140.

<sup>41</sup> Wilmer L. Hall, ed., The Vestry Book of the Upper Parish, Nansemond County, Virginia, 1743-1793 (Richmond, Va.: Virginia State Library, 1969) xxi.

<sup>42</sup> Hobbs and Paquette, 12; Dunn, 21.

stands where the original 1643 church was constructed.<sup>43</sup> An Anglican church known as Chuckatuck Church, founded in 1643, was built to the east of Chuckatuck. The third church on or near the site, built in 1755, still stands. It was renamed St. John's in 1828, and is on the National Register and the Virginia Landmarks Register (133-17).<sup>44</sup> This church, along with Glebe Church outside Driver, served the Suffolk Parish, which had been formed from the Lower and Chuckatuck Parishes in about 1725.<sup>45</sup> Anglican chapels were later constructed at Somerton, Cypress, and Holy Neck, with Cypress founded in 1746 and Holy Neck in 1747.<sup>46</sup>

The Quaker religion found favor with some of the dissenters from the Church of England, and made inroads early on in Nansemond County. The founder of the faith, Reverend George Fox, visited the area in 1672 on a preaching tour. He wrote in his *Journal* of walking through the swampy countryside in southern Nansemond County, often getting wet to the knees, and stopping at a house in Somerton where, because of their desolate location, the residents " . . . ke{pt} great dogs to guard their houses, living lonely in the woods. . . . "<sup>47</sup> Fox's *Journal* states that a meeting was conducted at John Porter's house, which tradition holds to have been near Somerton. Early meetings continued to be held in Friends' houses.<sup>48</sup> Fox's

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<sup>43</sup> Stephen Cowles, "St. John's and Glebe: Historic Landmarks," Suffolk, Va. News-Herald (29 June 1986) 15.

<sup>44</sup> Hobbs and Paquette, 21, 22, 34; Dunn, 33, 35; Cowles, 10, 15.

<sup>45</sup> Dunn, 35; McKnight, 140.

<sup>46</sup> Hobbs and Paquette, 22, 35.

<sup>47</sup> MacClenny, *Histories of Nansemond County*, {excerpt from George Fox's Journal}, MacClenny Papers. This was apparently a common precaution at the time in southern Nansemond County and over the border in North Carolina.

<sup>48</sup> Elizabeth Hare Lasley, Somerton Meeting: Three Hundred Years of Witness (Holland, Va.: Published for Somerton Friends Meeting, 1972) 2, 15.

meetings ". . . attracted many prominent people,"<sup>49</sup> and Richard Bennett was among those who converted to the Quaker religion.<sup>50</sup> Later meeting houses were erected in Suffolk, Chuckatuck, and Somerton. The meeting house built at Somerton was a log structure located on the north side of Somerton swamp; it stood until 1835.<sup>51</sup> Adherence to the Quaker religion was apparently stronger in the southern part of Nansemond County, as noted by Colonel William Byrd, who visited the county in 1728 and wrote that " ' . . . that persuasion prevails much in the lower end of Nansemond County. . . . ' "<sup>52</sup> Many of the Quakers in Nansemond County manumitted their slaves, until laws were passed making it illegal to do so. As a result, ". . . there was more Negro property . . ." in the Holy Neck district by the late nineteenth and early twentieth centuries ". . . than any other magisterial district in Virginia."<sup>53</sup> Somerton Meeting House in Box Elder, built around 1828, survives as the only Quaker meeting house in the present-day City of Suffolk.<sup>54</sup>

While the Quaker church cared for its destitute members, the Established Church in colonial Virginia assumed the responsibility for the care of each parish's poor. Those receiving aid were expected to wear a badge with the name of the parish on it from which the assistance originated, according to a law passed by the Virginia Assembly in 1755. Those who failed to obey this ruling were subject to having the support withdrawn, or to being

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<sup>49</sup> Hall, xxvii.

<sup>50</sup> Hobbs and Paquette, 12; Dunn, 23, 25.

<sup>51</sup> Lasley, 15.

<sup>52</sup> McKnight, 144.

<sup>53</sup> MacClenny, Blacks in Nansemond County, "The Negro in Nansemond County, Virginia," MacClenny Papers, 6-7.

<sup>54</sup> Hobbs and Paquette, 12, 18, 19; Dunn, 27, 30.

whipped. In the seventeenth century, other forms of punishment were represented by the provision of stocks, a pillory and a ducking stool at every court house.<sup>55</sup>

In the last quarter of the seventeenth century, settlement was occurring along the Blackwater River in the southwest corner of Nansemond County. Three thousand acres near South Key (later called South Quay) were granted to Colonel John Blake in 1674.<sup>56</sup> According to tradition, near or at this spot was where the area's ". . . Indians launched their canoes for fishing trips down the Blackwater and Chowan rivers . . .," and this site on the Blackwater was connected to the Nansemond River by a trail.<sup>57</sup> After settlement by the English, South Quay grew in importance as the town at the head of navigation on the Blackwater River, for ships that passed into North Carolina's Ocracoke Inlet could travel up the Blackwater River as far as this settlement.<sup>58</sup> To the east, around the area of present day Whaleyville, grants of land began to be allocated about 1690.<sup>59</sup> In the late seventeenth and early eighteenth centuries, the population grew steadily in Nansemond County, encouraged by the Town Acts of 1680, 1691, and 1705, which promoted further settlement along the Virginia colony's waterways.<sup>60</sup> The Nansemond River's course into Nansemond County

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<sup>55</sup> McKnight, 145.

<sup>56</sup> Wilbur E. MacClenny, "Nansemond County," {N.p., n.d.; Morgan Memorial Library, Suffolk, Va.} 1.

<sup>57</sup> MacClenny, American Revolution and the War of 1812, "South Quay (Key) The Nansemond Port of Entry in the Revolution and the War of 1812," MacClenny Papers.

<sup>58</sup> Burton, 25.

<sup>59</sup> MacClenny, Correspondence 1900-27, {letter to Miss Lilah Foster, 11 Mar. 1926}, MacClenny Papers.

<sup>60</sup> Hobbs and Paquette, 12; McKnight, 146.

ensured the development of the area.<sup>61</sup> In 1744 the population of those who were expected to pay a tithe to the church, who were male inhabitants over the age of sixteen years, numbered 1,139 in the Upper Parish.<sup>62</sup>

To the northeast of South Quay, settlement was occurring on a tract of land granted to John Holland in 1621. Additional land in the area had been purchased by the Holland family by the early 1700s, and other families had moved to the region as well.<sup>63</sup> Early on the stage from Portsmouth to South Quay ran through the area, which was then known as Holland's Corner. The Holland family operated a store there for many years.<sup>64</sup> The Church of England established a glebe church nearby at Holy Neck around 1748.<sup>65</sup>

Tobacco was the main crop in early eighteenth-century Nansemond County as it was for the rest of colonial Virginia. Its production fostered and depended upon an economy based on plantation farming and slavery, although the plantations and numbers of slaves working them were smaller in Nansemond County than in the upper Tidewater area. Not all slaves brought to Nansemond County were considered property, for some, at least in the 1600s, were temporarily indentured. After finishing their years of servitude, many purchased land and began farming on their own, accounting for the large number of free blacks in the county.<sup>66</sup> Increased

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<sup>61</sup> Hobbs and Paquette, 12.

<sup>62</sup> Burton, 11.

<sup>63</sup> Hobbs and Paquette, 155.

<sup>64</sup> MacClenny, "Nansemond County," 8.

<sup>65</sup> Hobbs and Paquette, 155.

<sup>66</sup> Hobbs and Paquette, 22.

tobacco production in Nansemond County led to the construction of warehouses for the storage of tobacco at Sleepy Hole, Wilkerson's, Milner's, and Constant's Warehouse by 1728. Within fifty years warehouses also went up at South Quay on the Blackwater River, which had become an important regional port receiving foreign goods by 1776.<sup>67</sup>

An educational institution was begun in Nansemond County in the second quarter of the eighteenth century. The second public school in Virginia was established as the first "Free School" in the county around 1732. It was in Driver, and was supported by funds from the estate of John Yeates.<sup>68</sup> These funds were provided by the fees received from the hiring out of public slaves, according to the provisions of Yeates's will.<sup>69</sup> Private schools were later begun at Chuckatuck and South Quay, while at Box Elder a private school was conducted by the Quakers.<sup>70</sup>

The origin of the City of Suffolk dates from 1742 when an act was passed in the colonial assembly for the creation of a town at Constant's Warehouse, which stated that the town was to be laid out ". . . on 'fifty acres of land, parcel of a tract belonging to Jethro Sumner. . . ." <sup>71</sup> John Constant, who came to Virginia from England, apparently had built a house and a warehouse on the Nansemond River's south bank by 1720, on

<sup>67</sup> MacClenny, "Nansemond County," 2.

<sup>68</sup> R. Moore Williams and John E. Martin, Nansemond County and Suffolk, Virginia: History and Geography (N.p.) 1928) 13; McKnight, 145-46.

<sup>69</sup> MacClenny, Blacks in Nansemond County, "The Negro in Nansemond County, Virginia," MacClenny Papers, 6.

<sup>70</sup> Williams and Martin, 70.

<sup>71</sup> Robert Fillmore Norfleet, Suffolk in Virginia, c. 1795-1840: A Record of Lots, Lives, and Likenesses (Richmond, Va.: Whittet & Shepperson, 1974) 54; Hobbs and Paquette, 21; Dunn, 31.

land where Cedar Hill Cemetery is located today. On 30 May 1730 an act was passed "... which ordered a 'public warehouse' to be kept 'at the widow Constance's {sic}.'" This warehouse was "... on the Sullivan property ..." owned by Jethro Sullivan in 1742, "... but the widow's reputed farm on the river, owned by Thomas Sumner's estate in 1772, survived in the name of 'Constantia' . . . , applied in the early 1800s to both plantation and house." There is no record to indicate that land in this area was ever owned by the Constant family.<sup>72</sup> This house stood until the early twentieth century, and "... was used as a poor house and pest house during its later days, about 1902."<sup>73</sup> A replica of the house was constructed soon after the demolition of the original, using the same foundation.<sup>74</sup>

Constant's Warehouse was being used for the storage of tobacco in 1730, and John Constant worked as overseer at the facility.<sup>75</sup> The name of the settlement created on this site, Suffolk Town, was probably chosen in honor of the English county of Suffolk, the original home of Virginia's governor in 1742, William Gooch.<sup>76</sup>

With the continuation of English rule, the Anglican church remained the established religion in Nansemond County as in the rest of Virginia. The church and the government were closely intertwined: clergy were installed by the colony's governor and the church was supported by taxes. Payment

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<sup>72</sup> Norfleet, 57; interview with Marion Watson.

<sup>73</sup> MacClenny, Histories and Miscellaneous, {untitled typescript}, MacClenny Papers.

<sup>74</sup> Suffolk-Nansemond Festival, Inc., 1608-1958: Commemorating Three Hundred and Fifty Years of Progress {N.p., 1958; Morgan Memorial Library} 31.

<sup>75</sup> Burton, 16; interview with Marion Watson.

<sup>76</sup> Hobbs and Paquette, 21.

to the minister was in tobacco, the "common currency" of the day, with 16,000 pounds the amount allotted. Tithes were also paid in tobacco.<sup>77</sup>

In the 1770s the control exerted by the Church of England was eroded by the work of Methodist itinerant preachers or circuit riders, and the visit of the Baptist minister Reverend Edward Mintz to the area.<sup>78</sup> One of the Upper Parish's chapels of ease, Cypress Chapel, had become a Methodist church in 1758.<sup>79</sup> Baptists began preaching in Nansemond County around 1774, and had "preaching places" at South Quay, Sleepy Hole, and Western Branch, among other locations in the region.<sup>80</sup> In 1775 a Baptist church was built at South Quay.<sup>81</sup> The Anglican minister of Suffolk Parish, Parson Agnew, was ejected from his post in the spring of 1775 because he presented his loyalist views from the pulpit.<sup>82</sup>

Throughout the eighteenth century, the resources of Nansemond County continued to encourage the establishment of plantations that clustered predominantly along the Nansemond River and its tributaries in the northern part of the region. South Quay also remained in use as a port on the Blackwater River. In general the plantations continued to be fairly small in size, as they had been early in the century, with the numbers of slaves owned in 1783 ranging from one to forty, and most slave owners in

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<sup>77</sup> McKnight, 140.

<sup>78</sup> Williams and Martin, 5.

<sup>79</sup> McKnight, 149.

<sup>80</sup> MacClenny, Churches - 1938, n.d., {untitled typescript}, MacClenny Papers.

<sup>81</sup> Hobbs and Paquette, 155.

<sup>82</sup> Dunn, 40-41; McKnight, 147.



possession of from one to five slaves.<sup>83</sup> Some plantations had appeared along the western reaches of the Great Dismal Swamp by the end of the century.

The potential value of the Great Dismal Swamp brought George Washington to the area several times in the 1760s. Initially, in 1763, he explored the swamp and rode around its outer edge.<sup>84</sup> He invested in two ventures, named the Dismal Swamp Land Company and the Adventurers for Draining the Great Dismal Swamp.<sup>85</sup> In 1767 he secured a grant of land in the swamp in partnership with Fielding Lewis and Thomas Walker.<sup>86</sup> As the name of one of the companies in which he invested indicates, Washington's interest in the swamp centered on draining the swamp for farmland. Towards this end, permission was granted by the Virginia General Assembly for Washington and his fellow investors to build a canal, later named the Washington Canal or Ditch.<sup>87</sup> Although the plan to drain the swamp proved unsuccessful, Washington's support contributed to profitable use of the swamp for timbering. A second canal, the Jericho Ditch or Canal, was dug in 1795 between Lake Drummond and a point two miles east of Suffolk, and for a while a settlement called Dismal Town stood on White Marsh Road.<sup>88</sup> Washington's visits to the Suffolk area occurred in May and October 1763, July 1764, June 1765, May and

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<sup>83</sup> United States Bureau of the Census, 1790 United States Census: Rhode Island, South Carolina, Vermont, Virginia (Washington, D.C.: Blair & Rives, 1841) 56-58.

<sup>84</sup> Hobbs and Paquette, 44; Dunn, 39.

<sup>85</sup> Maguire, 1: 32.

<sup>86</sup> Dunn, 39-40.

<sup>87</sup> Maguire, 1: 32.

<sup>88</sup> "[Map of] Nansemond County {Va.}," surveyed and drawn under the direction of John Wood, 1820 {Virginia Historical Society collection}; Hobbs and Paquette, 44.

November 1766, April and October 1767 and October 1768.<sup>89</sup> In 1763 he wrote a description of the Great Dismal Swamp and surrounding swamps, then ". . . dined and lodged in the Dismal Swamp at Jno. Washington's . . ." on his return to the area in October 1768.<sup>90</sup> In 1776 a settler named Joe Skeeter, who came from either France or England, made a claim on land in the Dismal Swamp and established his residence there. His descendents intermarried with free blacks, and farmed the edges of the swamp in the area known as Skeetertown. The Dismal Swamp also served as a refuge for escaped slaves, as noted by the authoress Harriet Beecher Stowe in her 1856 novel *Dred*.<sup>91</sup>

During the French and Indian War, Nansemond County was represented by men sent to aid in the conflict. Jethro Sumner lead a group of Suffolk men to Fredericksburg, where they joined the troops under General Washington.<sup>92</sup> The Revolutionary War made a stronger mark on the area. As the acts imposed by England on the colonies caused dissention, a meeting of the merchants of the colonies, held in 1770 in Williamsburg, Virginia, was attended by Suffolk area merchants. Nansemond established a Committee of Safety in 1774, and formed a militia with 644 members.<sup>93</sup> The freeholders and inhabitants of Nansemond County adopted resolutions in protest against the actions of the British government on 11 July 1774.<sup>94</sup>

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<sup>89</sup> Maguire, 1: 33.

<sup>90</sup> George Washington, The Diaries of George Washington, 1748-1799, 4 vols., John C. Fitzpatrick, ed. (Boston, New York: Houghton Mifflin, 1925) 1: 188-94, 296.

<sup>91</sup> Hobbs and Paquette, 45.

<sup>92</sup> Burton, 21.

<sup>93</sup> Williams and Martin, 5; McKnight, 147.

<sup>94</sup> Virginia Independence Bicentennial Commission, Revolutionary Virginia: The Road to Independence (Charlottesville, Va.: {n.p.}, 1973) 145-47.

In 1776, Norfolk was set afire by British troops, and that town's citizens fled to Suffolk, where they were taken in by the local residents.<sup>95</sup> The shipyards at Suffolk were used for the construction of two ships,<sup>96</sup> while at South Quay two sea-worthy galleys were constructed for the North Carolina colonial navy in 1776-77.<sup>97</sup> Also, South Quay served as a port of entry, providing an alternate point of access from Albemarle Sound when Chesapeake Bay was blockaded by the British.<sup>98</sup>

Although the Nansemond area didn't experience much military action during the Revolutionary War, the British burned Suffolk on 13 May 1779, destroying government records along with the town's warehouses and their contents. From one to two hundred men were mustered to repel the attack, but they dispersed when they realized the size of the British force.<sup>99</sup> Towards the end of the Revolutionary War, many British troops and Benedict Arnold as well passed through northern Nansemond County to cross on the Sleepy Hole ferry.<sup>100</sup> Within six months of the Battle of Yorktown, on July 1781, the British made their final mark on Nansemond County by burning South Quay with its warehouses stocked with tobacco, rum, and sugar.<sup>101</sup>

At the end of the Revolutionary War, only about twenty of the ninety or so Anglican ministers in the colonies still had parishes. In Nansemond

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<sup>95</sup> McKnight, 148.

<sup>96</sup> Williams and Martin, 5.

<sup>97</sup> MacClenny, "Nansemond County," 2-3.

<sup>98</sup> Hobbs and Paquette, 23; Dunn, 43; MacClenny, "Nansemond County," 2-3.

<sup>99</sup> Hobbs and Paquette, 24; Norfleet, 26-27; Dunn, 43-45.

<sup>100</sup> Hobbs and Paquette, 24; Dunn, 45.

<sup>101</sup> MacClenny, "Nansemond County," 3.

County, the parish churches at Bennett's Creek, Chuckatuck, and Suffolk continued in operation.<sup>102</sup> The chapels left without ministers were used by Methodist preachers. In 1793 the Methodist minister Reverend James O'Kelly left the Methodist organization and formed the Republican Methodists, which in 1801 became the Christian Church. He was followed in this move by the congregation at Cypress Chapel.<sup>103</sup>

Suffolk was declared a port of delivery on 31 July 1789 by the recently formed Congress of the United States, meaning that the town became a port where imported merchandise could be delivered, with Norfolk serving as the district's port of entry. Among the products that were transported by river in the area during the late eighteenth century were ". . . lumber, tar, turpentine, corn, gin, wine, apple brandy, sugar, coffee, flour, shot and lead, shoes, nails, soap, chinaware, farming tools, powder, whiskey, butter, fish, and oil." Trade in these goods continued into the nineteenth century.<sup>104</sup>

### **The Federal Period and the Nineteenth Century**

The nineteenth century in Nansemond County saw continued agricultural development, hardship and devastation wrought by the Civil War, and economic growth at the end of the century. By the late 1700s agricultural development had pushed well into Nansemond County on the major roads

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102 McKnight, 149.

103 McKnight, 150.

104 Burton, 33-34.

and the waterways. The most important crops raised during the period were corn, tobacco, and cow peas; pork and beef were also produced. Tar, turpentine, lumber, and barrel staves were taken from the wooded areas, particularly the vast Dismal Swamp regions.<sup>105</sup>

The War of 1812 had little direct effect on Nansemond County, other than causing uneasiness among the residents, who feared that the British might burn Suffolk as they had done during the Revolutionary War. At this time a black man named Jack Walker ran an establishment near the river that was known for its oysters and ginger cakes. Boats loaded with oysters for his business were spotted coming up the river one night and were mistaken for enemy barges, causing a panic before the error was discovered.<sup>106</sup>

Many local men served in this second conflict with Britain. The port of South Quay, which had been revived after its destruction at the end of the Revolutionary War, was again relied upon during this conflict for the transshipment of goods.<sup>107</sup>

From 1820 to 1835 Nansemond County experienced a period of agricultural depression. Population growth stalled. The area depended upon the production of tar, turpentine, and staves as its main industries, and the manufacture of shingles from lumber taken from the Dismal Swamp, which proved to be the most lucrative business during the period.<sup>108</sup> Within the swamp two establishments called Lake Drummond Hotel were built around 1830. One ". . . was actually on Lake Drummond,

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<sup>105</sup> Williams and Martin, 6.

<sup>106</sup> Burton, 35.

<sup>107</sup> MacClenny, "Nansemond County," 3-4; Burton, 35.

<sup>108</sup> Dunn, 47-48.

at the end of Jericho Ditch . . ." in the present-day City of Chesapeake, and had a reputation as " ' . . . a tawdry place of cheap entertainment. .

. . ' "109 The other was on a site straddling the Virginia/North Carolina border, and for that reason became known as the Halfway House. It went through many changes of ownership and declined in fortune until the Civil War, when the hotel was closed. By that point it had also acquired an unfavorable reputation.<sup>110</sup> The melancholy atmosphere and sense of mystery that pervaded the Dismal Swamp and Lake Drummond attracted the Irish poet Thomas Moore to visit in 1804, and compose his work entitled *A Ballad: The Lake of the Dismal Swamp*. Over fifty years later, in 1856, the Dismal Swamp was visited by the writer David Hunter Strother, known as Porte Crayon. A journalist for *Harper's New Monthly Magazine*, he camped overnight in the swamp with his two local guides, and stopped at the establishment of the shingle makers, known as Horse Camp.<sup>111</sup>

When the Marquis de Lafayette visited the United States in 1824-25, he travelled through Suffolk and Nansemond County in February 1825 on his way to a tour of states further south. Near Driver Lafayette was met by a delegation from Suffolk and Nansemond County, at an eating house run by Tony Pugh, a black man.<sup>112</sup> This delegation included many of Suffolk's most prominent citizens. Lafayette spent the night in Suffolk before heading to Murfreesboro, North Carolina the next morning. Accompanied

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109 "Man in the Dismal Swamp," Contact, Dismal Swamp Issue {publication of Union Camp Company, n.d.} vol. 1, 4-7.

110 Hobbs and Paquette, 45.

111 Maguire, 2: 20-22.

112 MacClenny, Blacks in Nansemond County, "The Negro in Nansemond County, Virginia," MacClenny Papers, 10.

by carriages and gigs filled with local citizens, he rode through Nansemond County south of Suffolk.<sup>113</sup> In Somerton, he paused on his journey to meet the delegation sent from North Carolina to escort him south. While in Somerton, Lafayette with his entourage and the group from North Carolina ate dinner at Washington Smith's Ordinary, which is now a private residence. Washington Smith, known in lower Nansemond County for the high quality of his tavern's food and drink, served dinner to the party at 2:00. The group ate in the basement of the ordinary, where a large dining room and a bar room were located. Lafayette and the North Carolina delegation started for North Carolina, accompanied by some of the Suffolk citizens who had travelled thus far, around 3:00.<sup>114</sup>

In 1835 the first railroad run through Nansemond County, the Seaboard Air Line, was laid from Suffolk to Portsmouth and Weldon, North Carolina. This first venture failed, and was replaced in 1847 by a successful railroad built on the same right-of-way.<sup>115</sup> Within a few years a railroad was extended to the Blackwater River, where it crossed at present-day Franklin. This new mode of transportation cut down on the importance of the county's waterways as a means for shipping goods, especially to the southwest, where the port of South Quay on the Blackwater River met its demise largely due to the railroad.<sup>116</sup>

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<sup>113</sup> Edward Pollock, Sketch Book of Suffolk, Va.: Its People and Its Trade (Portsmouth, Va.: Fiske & Purdie, 1886) 51; Hobbs and Paquette, 25-26; Maguire, 1: 47.

<sup>114</sup> Suffolk-Nansemond Historical Society, "General LaFayette Visits Suffolk, Virginia, February 25-26, 1825" {N.p., n.d.; Suffolk-Nansemond Historical Society files}, 7, 9.

<sup>115</sup> Hobbs and Paquette, 25; Williams and Martin, 6.

<sup>116</sup> MacClenny, "Nansemond County," 4-5.

By the 1840s Suffolk had grown to a fair sized town after rebuilding from a fire that claimed many buildings in 1837.<sup>117</sup> The town's first newspaper came out in January 1849, under the name of the *Suffolk Intelligencer*.<sup>118</sup> During the decades just before the Civil War Nansemond County continued to be a predominantly rural agricultural area, with mostly modest-sized farms that took advantage of slave labor. Generally there were no more than a few slaves on each farm, as had been the case in the late eighteenth century.<sup>119</sup> A former Nansemond County slave named Caroline Hunter, who was interviewed in 1937, was born near Suffolk in 1847 and recalled a way of life that was probably quite typical. She lived with her mother, father, and three brothers " ' . . . in one room back of my mastah's house. . . . ' " She and her mother worked in the fields. During the Civil War, her owner, who was accused of being a Confederate spy, fled to the woods where he hid from Yankee soldiers and survived on food delivered to him by his slaves.<sup>120</sup>

In 1860, of the 13,693 people in Nansemond County there were 5,732 white residents, 2,480 free blacks, and 5,481 slaves.<sup>121</sup> The growing agitation over the question of slavery which was felt across the country in mid-century had its effect on the lower Tidewater region. The unsuccessful rebellion of the slave Nat Turner, which occurred in 1831 in

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<sup>117</sup> Archibald Allen, "Suffolk in 1843: Letters to William Driver," Fillmore Norfleet, ed., *Virginia Magazine of History and Biography* (Jan. 1956) 64: 78-102, 78-79, 84-87.

<sup>118</sup> Hobbs and Paquette, 41.

<sup>119</sup> United States Bureau of the Census, *Sixth Census, 1840: Virginia: Montgomery-Northumberland Counties*, (Washington, D.C.: National Archives, n.d.).

<sup>120</sup> Charles L. Perdue, Jr., et. al., ed., *Wheevils in the Wheat: Interviews with Virginia Ex-Slaves* (Charlottesville, Va.: University of Virginia Press, 1976) 149-51.

<sup>121</sup> Hobbs and Paquette, 53.



Southampton County, Nansemond County's neighbor, spread fear throughout the region. Uneasiness continued after Turner's capture and execution, for many escaped slaves still fled to the Dismal Swamp for refuge as they had since the late eighteenth century, and subsisted there by fishing, hunting, and trapping. Area residents were concerned that schemes devised by the swamp's inhabitants could lead to a revolt of runaways, slaves, and free blacks, so authorities attempted to remove from the Dismal Swamp all escaped slaves and others who were living there.<sup>122</sup> Just before the Civil War it was estimated that up to a thousand former slaves were dwelling in the swamp, and specially trained dogs were used to hunt down those who had fled from their masters.<sup>123</sup>

After Virginia voted to secede from the United States on 17 April 1861, ten companies from Nansemond County joined the Confederate forces. During the Civil War's first year of fighting, most of the county's male residents stayed in the area.<sup>124</sup> From the beginning of the war, troops from South Carolina and Georgia underwent training in Suffolk. Four companies were organized in Suffolk, and at least as many from the county, while some of Nansemond County's men who joined the Confederate navy served on the *CSS Virginia (Merrimac)* in the fight with the *USS Monitor*.<sup>125</sup>

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<sup>122</sup> Hobbs and Paquette, 45; Dunn, 49; Pollock, 58-59; Hubert J. Davis, Myths and Legends of Great Dismal Swamp (Murfreesboro, N.C.: Johnson Publishing Company, 1971) 110.

<sup>123</sup> "Man in the Dismal Swamp," 6.

<sup>124</sup> Hobbs and Paquette, 53.

<sup>125</sup> Burton, 45-46.

Before Norfolk's evacuation on 10 May 1862, Confederate troops held Suffolk, but when Norfolk fell, they retreated to the opposite side of the Blackwater River.<sup>126</sup> A division of New York cavalry under Major Dodge took Suffolk on 12 May 1862. Reinforcements led by General Mansfield soon arrived, and for a year about 50,000 members of the Union troops remained camped outside of Suffolk.<sup>127</sup> Command was taken over in September 1862 by Major General John J. Peck, who set up his headquarters in the 1837 Riddick House in Suffolk, listed on the Virginia Landmarks Register (133-73).<sup>128</sup>

The Confederate officer Lieutenant General James Longstreet, charged with protecting Richmond, determined to secure access to the countryside around Suffolk for Confederate commissary officers who wished to collect provisions from the area. Deciding that a direct assault on Suffolk would be too risky, he built up the Confederate defenses behind the Blackwater River and moved against the Union troops with the aid of Generals John Bell Hood and George Pickett, in order to push the enemy behind its Suffolk fortifications. Peck, apprised of the increase in Confederate numbers and the strengthening of their position beyond the Blackwater, sent for reinforcements and fortified the defenses he had begun in the fall of 1862 to protect the Union position.

As the Confederate and Union positions were established, the rest of Nansemond County became the area in which conflicts were played out,

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<sup>126</sup> Dunn, 49; Pollock, 83.

<sup>127</sup> Dunn, 49; Pollock, 83-84.

<sup>128</sup> Dunn, 49; William Glenn Robertson, "The Siege of Suffolk, 1863: Another Name for Futility?" *Virginia Cavalcade* (1978) 27: 164-{73}, 164-65.

with neither side regularly in control of the region. The town of Holland's Corner became a "no man's land." When Suffolk was taken over by Union forces, many of Holland Corner's residents fled across the Blackwater River.<sup>129</sup> Meanwhile, exchange of goods occurred between the opposing forces, engineered by residents of the area. They were able to ". . . get what the Confederates needed from the Federals, and take it beyond the Blackwater, and then get the much desired tobacco from beyond the river and dispose of it to the Union soldiers." The go-betweens were ". . . old men, too old for the Confederate army, the women, and the boys who were too young for the service."<sup>130</sup>

With the Union forces under siege in Suffolk and the Confederates pressing for access to the area around the city, skirmishing occurred, with most of the confrontation centered in the northern part of Nansemond County near the Nansemond River. The Confederate forces had taken positions extending from the Nansemond River north of Suffolk to the Dismal Swamp; they held the area north of Suffolk; and they controlled the western and southern approaches to the city. An earthwork called Fort Huger, constructed by the Confederates at the juncture of the Nansemond River and its western branch early in the war, was reoccupied by the Confederates. Behind these defenses, the Confederates carried out foraging operations in Nansemond County.

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<sup>129</sup> Hobbs and Paquette, 155.

<sup>130</sup> MacClenny, Civil War, "The Underground Railroad from Suffolk to Blackwater in 1862-63," MacClenny Papers.

Once the commissary wagons had gathered beyond the Blackwater River, the Confederate forces withdrew. Casualties numbered 266 Federal soldiers, and an unknown number of Confederate men. The foraging efforts were somewhat successful, but the amount and kind of goods gathered are unknown. By July 1863 the Union troops abandoned their Suffolk fortifications to withdraw to Norfolk.<sup>131</sup>

At the close of the Civil War, Nansemond County's resources had been depleted by both Federal and Confederate troops. During the conflict a Union soldier wrote a description of the area which indicated that it was already in depressed circumstances: he saw " 'wide tracts of forests,' . . . and 'at long intervals "plantations," on which scattering stalks of corn, long and lean, stand on a thin and famished soil; roads of the wretchedest kind; houses, with rare exceptions, perfect tumble-down concerns, inhabited by old men, women, and children; and a general poverty-strickeness everywhere.' "<sup>132</sup> The absence of most of the county's able-bodied men, the economic hardship brought by the war, and the effects of Confederate and Union occupation during part of the conflict all contributed to this state of affairs.<sup>133</sup> It has been noted that "when the siege of Suffolk was over, many of the largest farm houses had been burned,"<sup>134</sup> and the scarcity of pre-Civil War era buildings in Nansemond County is probably largely due to their loss to fire or neglect during the period.

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<sup>131</sup> Robertson, 164-73.

<sup>132</sup> Robertson, 165.

<sup>133</sup> Williams and Martin, 7.

<sup>134</sup> Burton, 47.

Virginia rejoined the Union on 26 January 1870. In that year the population of Nansemond County numbered 5,517 blacks and 6,059 whites; at the end of the Civil War only 300 people remained in Suffolk. The black population soon grew beyond the number of whites, and many blacks were elected to office during Reconstruction. A backlash came in 1883 when the Conservative party rose to power, and the advancements made by blacks were taken away until, by the end of the century, the right to vote had been denied and segregation was instituted.<sup>135</sup>

The economy of Nansemond County improved in the last decades of the nineteenth century, aided by Suffolk's position as the terminus for six railroad lines, and its site on the Nansemond River.<sup>136</sup> Passenger and freight steam ship lines utilized Suffolk's port during the period. Lumbering continued as a profitable industry in the county, while truck farming became an important business, especially in the southern region.<sup>137</sup>

At the end of the Civil War in 1865, the Quakers in Nansemond County attempted to establish a school for black children at Somerton Meeting House. However, the school and church were both burned down one night soon after the school was opened.<sup>138</sup> Later, educational organization made progress in Nansemond County when the new 1870 state constitution mandated that each county, town, and city set up a public school system. Suffolk's first school board met in 1871. The city already had several

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<sup>135</sup> Hobbs and Paquette, 71.

<sup>136</sup> Hobbs and Paquette, 71.

<sup>137</sup> Pollock, 92.

<sup>138</sup> MacClenny, Blacks in Nansemond County, "The Negro in Nansemond County, Virginia," MacClenny Papers, 7.

private schools in operation at that time. By just after the turn of the century, the smaller communities of Nansemond County had constructed school buildings for white students.<sup>139</sup>

Meanwhile, the local Methodist and Baptist congregations grew, resulting in the building of many frame churches, several of which survive. The Whaleyville Methodist Church was organized in 1884, and a Baptist Church was built in Holland in 1883.<sup>140</sup> The Christian denomination had made inroads in Nansemond County in the eighteenth century, resulting in the conversion of Cypress Chapel glebe church to a Christian church in 1794, and the change of Holy Neck Church from Episcopalian to Christian in 1795. This denomination continued to thrive in Nansemond County into the twentieth century. Among the present-day Christian churches of the area are Holy Neck Christian Church, Mt. Ararat Christian Church on Skeetertown Road, built in 1872, and the Holland Christian Church, founded in 1890 and now housed in a brick church built by the 1920s.<sup>141</sup>

Following the Civil War blacks in Nansemond County formed their own churches. Before the conflict they had sat in the back or in the balconies of white churches to worship.<sup>142</sup> Education was gained by many blacks in schools set up by their church organizations, but instruction seldom went

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<sup>139</sup> Hobbs and Paquette, 71.

<sup>140</sup> MacClenny, "Nansemond County," 6; "History of Holland Baptist Church" {N.p., n.d.; Holland Baptist Church office files, Suffolk, Va.}.

<sup>141</sup> Hobbs and Paquette, 35, 49, 174; MacClenny, Printed: Churches, "Holland Christian Church - History of Holland Christian Church," MacClenny Papers.

<sup>142</sup> MacClenny, Blacks in Nansemond County, "The Negro in Nansemond County, Virginia," MacClenny Papers, 9; Hobbs and Paquette, 72-73.

beyond the elementary level.<sup>143</sup> Oftentimes "McGuffey's red back spellers" were used for instruction.<sup>144</sup> For further education, those who could afford the expense attended Hampton Institute, went to Norfolk or Petersburg for schooling, or later, to Nansemond Institute in Suffolk. Most blacks continued to occupy menial positions in agriculture and industry, but slightly better opportunities, limited by the continuation of segregation, appeared with the coming of increased development and prosperity in the late nineteenth century.<sup>145</sup>

Transport into and through Nansemond County improved during the late 1800s. By 1887 the Norfolk and Carolina, later called the Atlantic Coast Line and now known as the Seaboard Coast Line, was constructed. The Atlantic and Danville (later the Southern and now known as the Norfolk, Franklin and Danville) was soon built as well.<sup>146</sup> The Nansemond River continued to be an important avenue of transport, giving access to warehouses along the waterfront.<sup>147</sup> Nansemond County's growth in transportation and commerce benefited the former towns of the county, presently part of the City of Suffolk. Driver, to the northeast of central Suffolk, was on the Atlantic Coast Line. Chuckatuck's location north of Suffolk, on the head of Chuckatuck Creek and near Nansemond River, caused it to become a center of trade for the region.<sup>148</sup> To the southwest,

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<sup>143</sup> Hobbs and Paquette, 73.

<sup>144</sup> MacClenny, Blacks in Nansemond County, "The Negro in Nansemond County, Virginia," MacClenny Papers, 13.

<sup>145</sup> Hobbs and Paquette, 73.

<sup>146</sup> Hobbs and Paquette, 77.

<sup>147</sup> Hobbs and Paquette, 78.

<sup>148</sup> MacClenny, "Nansemond County," 7, 15.

Holland's Corner lay near the Atlantic and Danville railroad.<sup>149</sup> In the late 1800s a depot was built, and on land that was then wooded, a town was laid out and given the name Holland. Among the first to construct a building there was I. A. Luke. Other residences and businesses were soon built there.<sup>150</sup>

Another former Nansemond County town that profited from the coming of the railroad was Whaleyville, south of the town of Suffolk, near the Norfolk and Carolina line. Whaleyville was established in a predominantly agricultural area on land owned mostly by Colonel Savage. Lumbering came to the community in the late 1870s and caused it to grow from a cross roads to a fair-sized town.<sup>151</sup> Seth M. Whaley, for whom Whaleyville was named, bought a farm in the area in December 1877 and constructed a sawmill. His timber interests were soon purchased by the Jackson Brothers Company of Salisbury, Maryland, who built a large, up-to-date sawmill in Whaleyville in 1884.<sup>152</sup> In 1876 a narrow gauge railroad had been constructed between Whaleyville and Suffolk, ". . . to haul . . . lumber to the Nansemond River from whence it was shipped." Use of this railroad was discontinued when the Norfolk and Carolina Line was constructed.<sup>153</sup> Logs were transported on the railroad, which also facilitated trade with residents of the surrounding farmland. In the late nineteenth century both Whaleyville and Holland had peanut factories, while in the town of Suffolk,

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<sup>149</sup> MacClenny, "Nansemond County," 8.

<sup>150</sup> MacClenny, "Nansemond County," 8.

<sup>151</sup> MacClenny, "Nansemond County," 6; interview with Marion Watson; Hobbs and Paquette, 156.

<sup>152</sup> Hobbs and Paquette, 156; MacClenny, "Nansemond County," 6.

<sup>153</sup> MacClenny, "Nansemond County," 6.



industries at that time included lumber mills, woodworking shops, a cotton gin, knitting mills, machine shops, and peanut factories.<sup>154</sup>

Around the turn of the century, peanut farming emerged as Nansemond County's most important agricultural activity. The peanut had been introduced in the Holland area prior to the Civil War, having come to America in colonial times. The plant was cultivated on a small scale in Nansemond County by the time of the Revolutionary War.<sup>155</sup> It was not regarded as a viable commercial crop until after the Civil War, when its low cost and nutritional value gave it a market among Virginians recovering from the economic and physical devastation of the war. Southeast Virginia's soil and climate proved to be ideal for growing peanuts, and soon the nut's popularity increased to create a market nationwide.

Suffolk's predominance in the peanut market arose largely because of its position as the terminus of six railroad lines serving Virginia and the East Coast. Although the first peanut factory in Suffolk failed in 1893, a later facility that opened in 1897, called the Suffolk Peanut Company, was successful.<sup>156</sup> The production of pork, another important agricultural business in Nansemond County, was intertwined with peanut growing, for hogs were allowed to glean peanut fields to yield peanut-fed hogs.<sup>157</sup> These

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<sup>154</sup> Hobbs and Paquette, 71.

<sup>155</sup> Burton, 77.

<sup>156</sup> Hobbs and Paquette, 99.

<sup>157</sup> Dunn, 52; The City of Suffolk, Virginia: Pen and Picture Sketches (Richmond, Va.: Central Publishing Co., 1915) 4; Williams and Martin, 11.

hogs were considered the best kind for the production of Smithfield hams into the mid-twentieth century.<sup>158</sup>

Corn and cotton were also significant crops in late nineteenth-century Nansemond County. Cotton mills were set up in the area, taking advantage of readily available railroad transport.<sup>159</sup> Brick making grew in the 1800s to an annual output of 2,000,000 bricks, most of which were sold locally. This industry took advantage of clay deposits throughout Nansemond County.<sup>160</sup> Because of such natural resources, its location, and its transportation systems, Nansemond County was able to raise itself up from the economic difficulties that followed the Civil War, to begin the twentieth century in a prosperous condition.

### **The Twentieth Century**

The 1900s have brought continued growth to Nansemond County, mostly within the businesses already established at the turn of the century. Increased mechanization in all areas of industry and agriculture greatly altered the area's built environment and way of life, and the mid-twentieth century saw dramatic social changes with the breakdown of segregation.

Just after 1900, Suffolk and Nansemond County had nearly fourteen peanut factories in operation. Many new uses were found for the peanut,

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<sup>158</sup> McKnight, 153.

<sup>159</sup> Pollock, 98; Dunn, 52.

<sup>160</sup> Pollock, 112; Dunn, 52-53.

including the making of peanut butter and peanut oil. The most well-known peanut producer, Planter's Nut and Chocolate Company, built a processing plant in Suffolk in 1913. This company was run by Amideo Obici, whose business and marketing talents spurred the crop's importance.<sup>161</sup> In 1920, 15,921 acres of peanuts were grown in Nansemond County, giving the county a ranking second in production per acre, third in total yield, and fourth in acreage in the state, and making it the region's most important crop.<sup>162</sup> Peanut production remains today as the main agricultural component of the City of Suffolk's economy.

Lumbering, which at the turn of the century had been carried on in Nansemond County for over one hundred years, continued into the twentieth century as a lucrative business. The Union Camp Company began lumbering operations in Nansemond County by the late 1880s.<sup>163</sup> This concern harvested wood from the Great Dismal Swamp until 1973, when they turned over 50,000 acres of the swamp to the federal government. It is now operated by the Department of the Interior as a wildlife preserve. In the late 1920s, 51% or 79,232 acres of the farmland in Nansemond County were covered by woodland.<sup>164</sup>

Until the early twentieth century Whaleville continued as an important center for lumbering. In 1919, Jackson Brothers Company began to remove their lumbering operation from the area. Whaleville then turned to agriculture, specializing in cotton production, and to trade with the

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<sup>161</sup> Hobbs and Paquette, 100-01.

<sup>162</sup> Williams and Martin, 11.

<sup>163</sup> Interview with Joe Stutts, Union Camp Company.

<sup>164</sup> Williams and Martin, 9.

surrounding region.<sup>165</sup> The town of Holland was dealt a severe blow in 1905, when fire burned most of the town. Rebuilding began immediately, and many of the new structures were constructed of brick instead of wood.<sup>166</sup> By the late 1920s Holland had become the largest town in the county.<sup>167</sup> In the center of good farmland, its industries included cotton gins, woodworking and blacksmith shops, and pork packing plants.<sup>168</sup>

Cotton remained an important crop in Nansemond County during the early twentieth century, with an average of 7,639 acres under cultivation in the late 1920s. Soy beans and corn followed close behind, ranking the county fifth and twenty-fourth in the state, respectively, in terms of acreage devoted to each crop. Beets, cabbage, spinach, and Irish potatoes were grown as truck farming crops in the early 1900s.<sup>169</sup> Tobacco production had declined significantly from its seventeenth- and eighteenth-century levels by this time, since just a small amount was being grown in the southwestern part of the county by the 1920s.<sup>170</sup>

Socially, Nansemond County along with the rest of Virginia solidified the practice of segregation in the early 1900s. Farm ownership by blacks was low, with 19% owning farms, 23% serving as tenant farmers, and 58% working as laborers in 1930. Throughout Nansemond County, large numbers of farmers left their agricultural pursuits to seek employment in

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<sup>165</sup> MacClenny, "Nansemond County," 6.

<sup>166</sup> MacClenny, "Nansemond County," 8.

<sup>167</sup> Williams and Martin, 13.

<sup>168</sup> MacClenny, "Nansemond County," 8; Williams and Martin, 13.

<sup>169</sup> Williams and Martin, 11.

<sup>170</sup> Williams and Martin, 10

urban areas during the 1920s, echoing a national trend.<sup>171</sup> The growth of Suffolk and the other towns in Nansemond County in the late 1800s may indicate that this exodus was only an upswing in a gradual migration that had been occurring through the late nineteenth century.

For those farmers who remained on the land, times were often very hard during the Depression years. One area resident, with a farm between Suffolk and Whaleyville, remembers that his father helped those without enough food by giving them bags of potatoes and other produce.<sup>172</sup>

Another resident, who was born in North Carolina and began farming near Holland in 1949, had to leave Campbell College in Bules Creek, North Carolina after one-and-a-half years of study because of the Depression. However, many farmers seem to have been barely scathed by the hard times of the 1930s. During that decade, when at least a few acres of cotton were grown on most farms in the area, labor-saving devices were being sought by farmers. The horse-drawn duster was one of these. In 1938, the John Deere Company introduced its Model H two-row tractor, and within several years it was accepted by farmers who had formerly put their faith in horse-drawn implements. During the 1920s, using the horse-drawn plowshare was standard practice, but by the late 1940s, the horse had become almost completely obsolete.<sup>173</sup>

The twentieth century's monumental changes in farming practices have significantly altered the appearance of the farmstead. Today livestock

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<sup>171</sup> Hobbs and Paquette, 118.

<sup>172</sup> Interview with Graxton Pearce, Suffolk, Va.

<sup>173</sup> Barbara Coleman, "Howell Has Seen Many Changes in 70-plus Years as Farmer," Suffolk News-Herald (26 Feb. 1989) 2E.

plays a minor role, while agricultural equipment has proliferated, creating a need for large machinery storage buildings. Large scale farming has made small crop storage buildings, the smokehouse, and the hired hand's house almost completely unnecessary. The combination of subsistence and production farming that was practiced through the 1940s and into the '50s disappeared soon after mid-century. Modern conveniences in the home also altered the structure of the farmhouse, causing the kitchen, formerly set apart from the house and connected to it by a breezeway-like porch called a colonnade, to become part of the structure: almost all colonnades have since been enclosed to form an extra room between the kitchen and the main section of the house.

Suffolk was incorporated as a city by the state legislature in 1910, and separated itself from Nansemond County.<sup>174</sup> In the same year the first Suffolk Fair was organized by members of the black farming community, sponsored by the Tidewater Agricultural Fair Association. The Suffolk Fair became the most important among the black fairs in the state.<sup>175</sup> Held in October, it was discontinued in 1979 due to the declining numbers of people involved in agriculture in Suffolk.<sup>176</sup> The Four-County Fair, to which both blacks and whites went, drew upon the participation of four area counties.

Segregation extended in full force in the educational system of Nansemond County in the first half of the twentieth century. In 1927 Suffolk had four

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<sup>174</sup> Hobbs and Paquette, 117.

<sup>175</sup> Interview with Marion Watson.

<sup>176</sup> Hobbs and Paquette, 118.

white schools and two schools for blacks. Nansemond County had ten schools for whites with a nine-month term in 1927, and the facilities had been upgraded from one-, two-, and three-room buildings by that time. Black schools numbered thirty, most of the one- or two-room type, which were in session for a shorter term than the white schools.<sup>177</sup> These schools served a population of children scattered over the county, who were carried to school by a fleet of buses.<sup>178</sup>

The white schools included seven institutions built throughout Nansemond County between 1907 and 1928. Nansemond County's black students attended separate schools, which dated from the 1920s and 1930s, and were closed in the 1960s, reflecting school integration in Nansemond County. This process began in the Holland area in 1958 when black residents sought to acquire equal educational facilities through legal action. In the late 1960s, integration was enforced in Suffolk's and Nansemond County's schools. In 1969, the state allocated money for two community colleges in order to offer higher education to the region's residents: the Portsmouth Campus of Tidewater Community College was built on land in Nansemond County, and Paul D. Camp Community College in Franklin opened a center in downtown Suffolk.<sup>179</sup>

The two great wars of the twentieth century, World War I and World War II, drew service from over two thousand men in World War I, and claimed forty-one lives in that conflict and forty-two in World War II.<sup>180</sup> During

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<sup>177</sup> Hobbs and Paquette, 118; Williams and Martin, 13.

<sup>178</sup> Williams and Martin, 13.

<sup>179</sup> Hobbs and Paquette, 185-86.

<sup>180</sup> Hobbs and Paquette, 117, 185.

these conflicts, the production of farm produce and other goods was increased to supply the needs of the higher numbers of people living in the Port of Embarkation area.<sup>181</sup>

In the twentieth century Suffolk has continued to operate as a railroad terminus, with five lines passing through the city. The area's industries include brick making, lumbering, and meat packing. New operations have also moved in. Among them are General Electric, which opened in the mid-1960s but closed in 1987, the Lipton Tea Company, and businesses that are related to lumbering such as firms producing screen doors, windows, veneer baskets, and caskets.<sup>182</sup> Union Camp Company maintains a strong presence in Suffolk, operating on over 20,000 acres of land, on which hardwoods and loblolly pines are grown for paper products and construction materials.<sup>183</sup>

Today's City of Suffolk, coterminous with former Nansemond County, continues to be primarily agricultural, with farming emphasizing peanut and hog production. Sixteen plants processing peanuts and peanut-derived items were in operation in the late 1920s,<sup>184</sup> and in 1969, 33,000,000 pounds of peanuts were produced in the county. The cultivation of corn, small grains, soybeans, cotton, sorghum, and tobacco are also important to the region, with corn and soybeans constituting the second and third largest

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<sup>181</sup> McKnight, 152.

<sup>182</sup> Hobbs and Paquette, 185.

<sup>183</sup> Interview with Joe Stutts.

<sup>184</sup> Williams and Martin, 21.



crops. In 1969, 35,550 hogs were counted in Nansemond County, along with 5,000 head of cattle.<sup>185</sup>

An area resident rose to political prominence when in 1966 Nansemond County resident Mills E. Godwin, Jr., from Chuckatuck, was elected governor of Virginia. His term ended in 1970. Four years later he won the governorship again, this time as a Republican, and served until 1978. He was a partner in Holladay's Point Farm, a 500 acre estate on the north bank of the Nansemond River, where he was born in 1914.<sup>186</sup>

The early history of the City of Suffolk has recently been recalled by the descendents of the Nansemond Indians, the first inhabitants of the area, who began to formally reorganize as a tribe in 1984. The members of this group traced their ancestry to the family of John Bass, an Englishman who married Elizabeth, daughter of the Chief of the Nansemonds, in 1638.<sup>187</sup> Two of their daughters married members of Powhatan's tribe, who converted to Christianity as Elizabeth Bass had done, and adopted the Bass name.<sup>188</sup>

The history of the City of Suffolk and the surrounding former Nansemond County dates back to the early seventeen-century settlement by the English. It is a history of a largely rural area composed of small farms whose agricultural activity has varied through the years from tobacco production

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<sup>185</sup> Virginia Electric and Power Company, Area Development Dept., Suffolk-Nansemond County, Virginia: An Economic Study (Richmond: n.p., 1970) 30.

<sup>186</sup> Maguire, 1: 12.

<sup>187</sup> Nansemond Indian Tribal Association, "Conference . . .," i, ii, 2.

<sup>188</sup> Hobbs and Paquette, 11.

to peanut and hog farming. Earlier settlements occurred in the northern part of the city along major waterways while the southern section was characterized by the development of small scale farms in the late nineteenth century. The Dismal Swamp dominates the eastern boundary of the city and this region has contributed to the local lumbering industry since the early nineteenth century.

Suffolk has seen the effect of a variety of military actions throughout its long history due to its proximity to the coast and the strategic location of its neighbors in the Hampton Roads area. Suffolk and the surrounding rural area have been characterized historically by a relatively conservative and homogeneous population like most of the region. With the recent rapid growth and development in much of the Tidewater area, Suffolk can expect a continuing influx of new residents and a resulting increase in the suburbanization of its northern sections. It is entering a new period in its history that will, in the coming decades, have a profound effect on its long standing rural agricultural heritage.

## HISTORIC THEMES

### Residential and Domestic Architecture

Because of the City of Suffolk's predominantly agricultural nature, constant throughout its history, most of its domestic architecture is rural. Vernacular architectural forms prevail among buildings in the areas located outside communities. The three-bay I-house is the most common house form to be found in Suffolk, and seems to have been popular from the mid-nineteenth century through the early twentieth century.<sup>189</sup> This vernacular type, usually modest in size and detail, also reflects the smaller size of the average Suffolk farm, which was less expansive than those in the areas of Tidewater to the north and generally did not include a large, high style dwelling on it.

The overwhelming percentage of the houses surveyed are of frame construction, and have front porches. They have metal-clad gable roofs, and are covered with weatherboards. Most of the farms have frame outbuildings that are modest in scale and number in keeping with the average farm's size.

The five-bay I-houses, and the vernacular versions of the Queen Anne and American Foursquare styles are generally the largest of Suffolk's rural houses. Smaller houses include the two-bay, end-gabled houses, the one-and-one-half and one-story end-gabled houses, and the vernacular cottages.

Many of Suffolk's farm houses and outbuildings have disappeared, largely because of functional obsolescence and lack of maintenance. Brick has not

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<sup>189</sup> In this report the term I-house will be used to refer to a central passage plan house, with three or five bays on the front facade, a centrally placed entrance, and a gable roof.

traditionally been used as a building material in rural Suffolk, and brick farm houses today are almost nonexistent in the area.

Among the I-houses found in rural Suffolk are examples that date from the mid-nineteenth century to about 1920. During these decades, the I-house evolved somewhat, but retained its typical form. The examples surveyed displayed a consistency in size, generally of fairly modest extent with rarely more than three bays. The widespread usage and endurance of the I-house type in Suffolk reflects the largely unchanging size and character of the region's farms, the area's conservative building traditions, and the correspondingly minimal effect that stylistic trends had on the area.

Two dwellings that may date from the early nineteenth century are typical Tidewater-styled farmhouses and have many features that were carried over in later I-houses. Watergate Farms (133-386) and the Old Home Place (133-430), both with three front bays and two story elevations, have tall proportions, steeply pitched roofs, tall narrow windows and shouldered exterior end chimneys flanked by narrow windows. While these basic elements can be seen in later I-houses, the verticality of the roof pitch, of overall proportions, and of openings was reduced through the years.

The three-bay, two-story, frame I-house at the southeast corner of Gates and South Quay Roads (133-339) and the similar example on the east side of Ellis Road (133-354) share many of the same early features of Watergate Farms and the Old Home Place. They have six-over-nine and nine-over-nine light windows, exterior end brick chimneys and overall vertical proportions. While the houses appear to have been constructed in the late nineteenth

century, a more detailed examination of their interior features is needed to determine if these early forms were carried through the entire nineteenth century or if these are antebellum dwellings.

Two other three-bay Suffolk farmhouses also embody the characteristics of the older rural houses of the area. They are the house on the Baggett Farm, at 809 Wedgewood Drive (133-457), and the house at 2149 Greenway Road (133-448). The later house is an I-house, while the former example has a side-passage configuration. Characteristics common to both structures indicate that they predate most of the other houses surveyed in rural Suffolk: they exhibit greater verticality, and have 6-over-9 and 4-over-6 light windows, and exterior end chimneys flanked by narrow 4-over-6 light windows. Both have wooden louvered blinds, and the house at 2149 Greenway Road has a rather unusual shed-roofed front porch with wide beaded flush siding facing the facade at the first-story level.

Another early frame farmhouse that has wide siding under its porch is the vacant dwelling on Greenway Road (133-514). This three-bay, gable-roofed, side-passage-plan frame house has a tall double-shouldered end chimney and modillion blocks in the cornice, and probably dates from the mid-nineteenth century. It has a one-and-one-half-story rear ell to which is attached a one-story kitchen wing that has been converted for hay storage.

A typical turn-of-the-century I-house that incorporates an earlier section is the dwelling at the old Horton Farm on Great Fork Road (133-512). This two-story, three-bay frame house with its one-story rear ell and enclosed colonnade was built in stages. The spacing between the facade windows is not

the same, indicating that the south bay with the large exterior rebuilt chimney was most likely constructed first. Interviews with the present owners confirmed that the foundation of the older section rests on hewn logs and is different from subsequent construction.

A typical I-house with an extensive collection of outbuildings is the Kinsale Farm (133-465), located on Ruritan Boulevard west of Holland. The farm house is a three-bay, two-story, gable-roofed frame dwelling with exterior end chimneys and a central-passage plan. Its rear ell was originally separated from the house by a colonnade, a breezeway-like porch that connects the kitchen or kitchen and dining room wing to the main house.

The colonnade is a local design feature that is encountered frequently on many of the turn-of-the-century domestic houses in rural Suffolk. It consists of an extension of the gable roof of the ell, which ties the ell into the rear of the house. This arrangement not only kept the heat and odors produced by the kitchen from the house, but reduced the risk that fire might consume the dwelling. Most homeowners whose houses had a colonnade have since closed them in to weatherproof the space and to increase the indoor living area. The kitchen and enclosed colonnade have thereby taken the form of a continuous rear ell on the typical I-house and the other vernacular house forms found in rural Suffolk. Other common characteristics of the colonnade include a side porch (often later enclosed or partially enclosed) and an enclosed pantry at the end of the side porch.

While most of the outbuildings containing the kitchen and dining room were located and attached to the rear of the main house as an ell, the colonnade and

kitchen at the Old Home Place (133-430) was located to the side of the dwelling. At the Old Home Place the colonnade has been enclosed and the old kitchen is now a den.

Surviving completely detached kitchens are rare. These originally were not connected to the house, or have been detached and pulled away from it. One example of a building containing a kitchen and a dining room, which was apparently never connected to the house, stands behind the residence at 5309 Whaleyville Boulevard (133-285) and dates from about 1870 to 1900. This I-house and its outbuildings are in very original, but poor condition. The Kendricks-Jones House (133-431), located southwest of Holland, did have a kitchen behind it with quarters for the cook on the kitchen building's second story, but only the structure's chimney still stands. Another kitchen that apparently was originally detached from the house is located to the southeast of the residence at 7208 Whaleyville Boulevard, on what is known as the Holmes Farm (133-444). All of these kitchens are, or were, modest-sized utilitarian structures of frame construction with brick flues or chimneys.

Another typical example of the rural I-house found in the survey is the Vernon Riddick Farm at 1856 Greenway Road (133-533). This house was constructed in 1881 and is a three-bay, two-story frame dwelling with a gable roof broken by a central roof gable in the facade. The molded cornice has boxed returns and the exterior brick end chimneys have double shoulders. An undecorated one-story porch extends across the front and original windows are the four-over-four light sliding sash variety. The rear colonnade has been enclosed as has the side porch of the ell. The farm has an interesting

collection of outbuildings that are described in the section of this report that discusses agriculture in Suffolk.

The turn-of-the-century I-house at 6624 Corinth Chapel Road is one of the most unaltered examples found during the survey. It is a three-bay, two-story, frame dwelling with six-over-six light windows and wood louvered blinds. The exterior end brick chimneys are doubled shouldered and the gable roof is covered with standing seam metal. The single bay, one-story front portico reflects the continual influence of the Greek Revival throughout the nineteenth century in rural Suffolk.

Several larger scaled five-bay I-houses were surveyed. One example is at 225 Great Fork Road (133-326), dating from 1880 to 1910. This house has six-over-six light windows, a metal-clad gable roof, and exterior end brick chimneys. A similar example of a five-bay I-house is found on White Marsh Road south of Badger Drive (133-475). This house also has exterior end brick chimneys and a metal-covered gable roof. Its windows are two-over-two light sliding sash and it has a remodeled one-story entrance portico. Two other five-bay I-houses are also located on White Marsh Road, an unusual concentration of such dwelling types. The house at 1381 White Marsh Road (133-488) has a central roof gable and a three-bay, one-story Colonial Revival-styled front porch that dominates the facade. The brick chimneys are placed inside the end walls, an arrangement that was common throughout other sections of the United States in the late nineteenth century but not as popular in rural Suffolk. Another more elaborate example of the five-bay I-house with interior end brick chimneys stands at 1352 White Marsh Road (133-490). It has a full-width one-story front porch, with a central gabled,



single-bay, second story porch over the entrance. Both the balcony and main entrances have narrow sidelights with a transom. The two-over-two light windows are flanked by louvered blinds, and modillion blocks decorate the cornice and central gable.

Another five-bay house of unusual design is the dwelling at 10469 South Quay Road (133-337) supposedly built in the late nineteenth century by a Captain Lawrence, a local riverboat captain who operated on the nearby Blackwater River. The house exhibits unusual bargeboard ornamentation along the edge of the eaves of the hipped roof, a design not dissimilar to the ornate sawn millwork of paddle steamers of the era. Other features include decorative caps over the windows and a second-floor central round-headed window flanked by small quarter-round windows in a Palladian-like arrangement. A one-story, hipped-roofed porch with classically inspired posts extends around the west side of the house.

Various other vernacular house forms, taken together, occur more frequently in rural Suffolk than the I-house. They range from seemingly one-of-a-kind examples and types similar to the I-house, to forms akin to the Queen Anne, American Foursquare, and Bungalow styles. Those close in appearance to the I-house type predominate. They have end gables, are generally two-story and two or three bays wide with a side passage and a rear ell. Examples include the two-bay houses at 325 Little Fork Road (133-385), at 701 Cypress Chapel Road (133-441), and at 497 Mineral Spring Road (133-329), all dating between 1890 and 1920. Three-bay versions appear less often, and include the houses at 5193 Whaleyville Boulevard (which has probably had the first story

windows altered on the front facade) (133-258), at 316 Collins Road (133-436), and at 128 Mineral Spring Road (133-297).

Suffolk also has a few one- and one-and-one-half-story farmhouses with end gables and three-bay facades with centrally placed doors. Some have end chimneys and others do not. One-story examples include the house at 5537 Mineral Spring Road (133-454), which has interior end chimneys and dates from 1890 to 1920, and the residence at 450 Greenway Road, an older, heavily remodeled house of ca. 1850 to 1900 with an exterior end chimney. One-and-one-half-story versions stand at 5203 Mineral Spring Road (133-452), which is without end chimneys and was built about 1890 to 1910, and the unusual example at 1448 Boonetown Road (133-282), which has one exterior end chimney and dates from 1870 to 1900. This dwelling is in remarkably original, but deteriorated, condition and features four-over-four light windows and carved brackets under the front eaves and on the end porch posts. Small square four-paned fixed windows are located above the front windows and over the end windows that flank the chimney. The board-and-batten rear wing may predate the house.

A house that appears unique in its form among the surveyed houses in rural Suffolk is the House of Seven Gables at 8700 Whaleyville Boulevard (133-370). This unusual local design actually has nine steeply pitched gables: besides four roof dormers there are four wall dormers on the rear wing, and a large central gable that tops the portico over the front porch. The north chimney and end bay of the facade appear to have been built before the rest of the house. It sits on a raised basement and its facade window is higher than the front window of the south bay. A date of 1874 is inscribed in the south

chimney and may indicate the date of the gable additions and rear wing. Because of extensive remodeling done at about that time, the date of the original part of the structure, built earlier in the nineteenth century, is unclear.

Another interesting dwelling is located at 3248 Arthur Drive (133-459). It appears to be a turn-of-the-century vernacular Bungalow, but it has a few nineteenth-century features, suggesting that it could be a heavily remodelled house built in the middle or late 1800s. It is one-and-one-half stories in height with end gables, brick interior end chimneys, a shed-roofed front porch, and a rear ell. There are two front entrances with doors marked by long vertical panels, and second-story four-over-four light windows in the gable ends. This house may have been built as a two-family tenant house. It is accompanied by an extensive collection of outbuildings dating from around the turn of the century.

A former tenant house, now vacant and in disrepair, was surveyed north of Whaleyville off Whaleyville Boulevard on Shibui Ni Farm (133-287). It is L-shaped in plan, of one story, with a gabled roof and a shed-roofed porch across the front of the north wing. Dating between about 1870 and 1890, the house is clad with board-and-batten siding, a form of sheathing seldom seen on dwellings in rural Suffolk. This house and the residence at 3248 Arthur Drive are consistent with the smaller rural house in Suffolk in terms of size, despite their unusual forms. The board-and-batten house outside Whaleyville represents the kind of residence tenant farmers lived in, and the house on Arthur Drive may have served a similar function.

At 349 Great Fork Road (133-291) stands a residence that represents a vernacular house form that is rarely seen in rural Suffolk. It has a two-story front facing three-bay gabled end, and a one-story gable-roofed addition at the side. The house appears to date from about 1880 to 1900 and has considerable ornamentation, especially on the porch that spans the front of the two-story section.

Less common in rural Suffolk than the I-house and the other vernacular forms are those residences influenced by architectural styles popular in the late nineteenth and early twentieth centuries. A vernacular Queen Anne style house, located north of Whaleyville at 6145 Whaleyville Boulevard (133-286) dates from 1880 to 1910. Vernacular versions of the American Foursquare style appear to have been more popular than other interpretations of styles during the period. Typical examples are the houses at 7704 Whaleyville Boulevard (133-510), dated ca. 1900 to 1930; at 565 Collins Road, probably built between 1900 and 1920 (133-437); and at 5165 Mineral Spring Road (133-524), dating from 1920 to 1940. A contemporaneous Bungalow style residence, built ca. 1915 to 1940, is located at 481 Wedgewood Road (133-518), and represents one example of a less common domestic architectural style in rural Suffolk.

Vernacular cottages similar in scale to the typical Bungalow style house but not indebted to any specific style are also occasionally found on Suffolk farmsteads. They vary considerably in appearance. Two examples are one-story, with hipped roofs and three-bay front facades: these are at 5072 Mineral Spring Road (133-453) and 1632 Great Fork Road (133-438), and date ca. 1900 to 1930 and ca. 1920 to 1940 respectively. Two others have

cross-gabled roofs with central front gables, and are one-and-one-half stories in height. They are located at 220 Little Fork Road (133-335) and 325 Lucy Cross Road (133-446), and date from 1880 to 1920 and 1910 to 1940 respectively.

All of the rural houses surveyed in southern Suffolk are of frame construction, with one exception. The house at 1232 Glenn Haven Drive, known as Wayside Farm (133-530), and located northwest of Holland, is of brick. This residence dates from the early nineteenth century and is a two-story, three-bay, side-passage plan dwelling with a one-story Colonial Revival-styled front porch supported by Roman Doric columns. The brickwork is five-course American bond and the windows, capped with flat arches, include nine-over-nine, six-over-six, and four-over-four light sash. The interior has fine woodwork that includes six-panel doors with beaded trim, hand-planed, single-board wainscoting, and an ornately reeded parlor mantel.

In the towns of former Nansemond County, now subdivisions of the City of Suffolk, more sophisticated architectural forms appear than in the rural areas. The two communities surveyed, Whaleyville and Holland, contain many vernacular houses, some of which show limited stylistic influences; there are also a few houses that are fairly sophisticated examples of specific styles. Of the two communities, Whaleyville is smaller and contains more vernacular residences, while Holland has the higher number of stylish houses. Also, all of the residences surveyed in Whaleyville are of wood, while in Holland several of the houses are of brick.

Both towns date from the late nineteenth century, and the construction dates of the buildings range from that period to about 1940. The residential architecture includes I-houses, the vernacular types related to I-houses that are also seen in rural Suffolk, as well as vernacular cottages, interpretations of the Queen Anne and Colonial Revival styles, and vernacular compositions with Italianate influences. The American Foursquare and Bungalow styles are also represented, with most examples being in Holland.

In Whaleyville the I-house is the most common house form. There is one five-bay example that has been altered by the addition of a wraparound porch and a corner bay on the first story. Standing at 6416 Whaleyville Boulevard (133-264), it was built ca. 1890 to 1910, and is ornamented with bracketed eaves. Three-bay I-houses include the residences at 6329 Whaleyville Boulevard (133-307), 128 Mineral Spring Road (133-327), 6403 Whaleyville Boulevard (133-305), and 6307 Whaleyville Boulevard (133-316). The first two examples date from about 1880 to 1910, the third from 1890 to 1910, and the fourth, 1890 to 1920. Of these examples, the houses at 128 Mineral Spring Road and at 6403 Whaleyville Boulevard are decorated with brackets under the eaves. The house at 128 Mineral Spring Road has a highly decorated front porch of vernacular form.

Other vernacular forms are also prevalent in Whaleyville. As in rural Suffolk, two-story, two-bay houses with gable ends are quite common. The residences at 6311, 6407, and 6322 Whaleyville Boulevard (133-314, 133-304, and 133-269) are examples of this type, which date from 1890 to 1910, 1910 to 1920, and 1870 to 1910 respectively (the example at 6322 Whaleyville Boulevard has been heavily altered).

Front gabled houses, rare in rural Suffolk, are also found in Whaleyville: one, built ca. 1890 to 1920, stands at 6415 Whaleyville Boulevard (133-300) and another, built ca. 1900 to 1920, stands at 129 Whaley Street (133-281). The latter house has a slightly irregular form and a wraparound porch, suggesting Queen Anne style influence.

Besides its larger vernacular houses, Whaleyville contains many versions of the vernacular cottage. The one-story, three-bay, end-gabled house form also found in rural Suffolk is represented there, with examples at 6417, 6304, and 6302 Whaleyville Boulevard (133-299, 133-276, and 133-277), that date from 1900 to 1920, 1880 to 1910, and 1880 to 1920, respectively. A fourth house of this type at 4812 Mineral Spring Road (133-450) was built ca. 1890 to 1920.

Other variants are the one- or one-and-one-half-story hipped-roofed cottage. The houses at 6308, 6314, and 6406 Whaleyville Boulevard (133-274, 133-271, and 133-266) are one-story versions of this type. The first two houses have pyramidal roofs, and date from 1880 to 1920 and 1900 to 1930, respectively; the third example, with a standard hipped roof, was built about 1890 to 1910. Another pyramidal-roofed cottage rises to one-and-one-half stories, and has gabled dormers. It stands at 6326 Whaleyville Boulevard (133-268), and was also built about 1890 to 1910. Its front gable relates it to two other one-and-one-half story cottages in Whaleyville, one with a front facing gable and a second with cross gables. These are at 6419 and 6412 Whaleyville Boulevard (133-298 and 133-265), and were built in 1920 to 1940 and 1910 to 1940, respectively.

Examples of houses with stylistic pretensions rendered in the American Foursquare and Bungalow styles are, when considered together, nearly as numerous as Whaleyville's I-houses. The most elaborate Foursquare stands at 6418 Whaleyville Boulevard (133-268), and dates from ca. 1920 to 1940. Next to it at 6420 Whaleyville Boulevard (133-262) stands a plainer example, built at about the same time. The Bungalow style is represented by houses at 6325 Whaleyville Boulevard (133-309) and at 4848 Mineral Spring Road (133-319), which are nearly identical in appearance and were constructed ca. 1920 to 1930.

Whaleyville's houses are all of types that appear in rural Suffolk, but there are proportionally more examples of stylish houses in the community. Among the I-houses and related vernacular forms in Whaleyville, the rear ell nearly always appears, but is not seen as regularly on the other kinds of houses. However, all of Whaleyville's houses that were surveyed are of frame construction, have front porches, and are not on average any larger than the houses in rural Suffolk.

The development of Holland as a community dates to about the same period as the origin of Whaleyville, and Holland's residential architecture is much the same as Whaleyville's in terms of stylistic variety. However, the proportion of examples of each style of house differs in the two communities, and the stylistic development attained by Holland's residential architecture generally is more sophisticated than that found in Whaleyville.

In Holland the I-house appears much less often than in Whaleyville. The vernacular cottages found in Whaleyville seem to be of a type located only in



that area, for they do not appear in Holland. There are many vernacular houses in Holland, however, ranging from the I-house and its related forms with side passages, two stories, two or three bays, and gabled ends, to vernacular residences with Queen Anne, Classical Revival, or Italianate influences.

Holland has four examples of the I-house. Two are located next to each other on Tree Lane, which runs parallel to the railroad tracks that cross through central Holland. These houses, along with the three-bay, gable-ended vernacular house at 104 Tree Lane (133-417), face the Norfolk and Western railroad tracks, and may owe their existence to the railroad. They are among Holland's older houses. The I-house at 102 Tree Lane (133-416) is a highly decorated residence, three bays wide, with brick exterior end chimneys and a prominent two-story porch topped by a central front gable. It dates from about 1890 to 1910. The house next to it at 100 Tree Lane (133-415) is also three bays in width, and it too has a central front gable. Compared to its neighbor it is a more restrained version of the I-house, dating from about 1900 to 1920, with some Classical Revival characteristics. Another of Holland's I-houses, also three bays wide, is marked by Classical Revival influence as well. It stands at 6600 Holland Road (133-426), and was constructed around 1880 to 1910. Considerable remodelling has been carried out on the structure: it has lost its chimneys, has had window alterations, and has been sided. It is fronted by a full height Classical Revival portico with wooden piers supporting a pediment, which was probably added to the house soon after construction. The fourth I-house in Holland is at 6615 Holland Road (133-477). Built between 1890 and 1920, it has lost its original front

porch and has been covered with siding on the front facade. The house has exterior brick end chimneys.

There is one two-story, three-bay, gable-ended side-passage vernacular house in Holland, and two residences with a two-story, two-bay gable ended form. The former is at 104 Tree Lane (133-417), and was built ca. 1880 to 1910. It has an exterior brick chimney at one end, the front entrance is in an end bay, and it is decorated with scrolled brackets. Of the two other residences, one was constructed around 1890 to 1915, and stands at 6751 South Quay Road (133-389); the other dates from 1900-1920 and is located at 6601 Holland Road. These three houses, along with Holland's I-houses, have rear ells.

Holland has a few other vernacular houses. One house seemingly without the characteristics of any one style is a one-story residence at 6729 South Quay Road (133-395), built between 1890 and 1910, which has a cross-gabled roof with two front facing gables, and an ornate front porch. Interestingly, the porch's decorative details were taken from a house once located to the north, which was torn down.<sup>190</sup> Another unusual house for rural Suffolk and the communities of Holland and Whaleyville is the vernacular house with Italianate influences at 6739 South Quay Road (133-393), also dating from 1890 to 1910. Its main portion is L-shaped in plan, with a cross-gabled roof, a bay window on the front facing gabled facade, and an ornate porch along the side wing. Though uncommon in appearance, another house similar to it once stood on the lot to the north.<sup>191</sup>

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<sup>190</sup> Interview with Eloise Holland.

<sup>191</sup> Interview with Eloise Holland.

Two other vernacular houses in Holland stand at 6604 Holland Road and 6746 South Quay Road (133-425 and 133-404). The former, two stories high and three bays wide with end gables, has a front-facing gable topping the slightly projecting west end of the front facade. It dates from 1880 to 1910. The latter example, more irregular in form, is also two stories tall and has three bays across the front; it also has a cross-gabled roof with a projecting gabled section at one end of the front facade. This house was built about 1900 to 1910.

The Queen Anne style had considerable impact on the houses in Holland. Several examples show Queen Anne characteristics, and in one house, Queen Anne elements are mixed with those of the Colonial Revival style. One of the vernacular houses with Queen Anne influence is located at 6742 South Quay Road (133-402). Built about 1890 to 1910, it has two-and-one-half stories and a cross-gabled roof. The house has unusually shaped windows on the first story and on the front facing gabled portion. A porch spans the front and one side. A second, more regularly formed and less idiosyncratic Queen Anne style house, constructed in the same period as the former example, stands at 6606 Holland Road (133-424). It has a more complex roof with front and side gables, a beveled corner on the first story of the side gable, and a wraparound porch. A third Queen Anne style residence, unlike the other examples in Holland, dates from ca. 1900-1920 (133-479). At 6607 Holland Road, it is two-and-one-half stories in height, with a cross-gabled roof and a pedimented front gable containing a Palladian window. The house has a vernacular Classical Revival style wraparound porch extending across the front and half of the east side, two-story bays on the east and west sides, and a cornice containing rafter ends. One of Holland's finest residences, at 6724 South Quay

Road (133-397), shows a combination of Queen Anne and Colonial Revival elements. Dating from ca. 1900 to 1910, it is of brick, with a complex hipped roof with side and front gables. There are stone sills and lintels at the window openings, and a Colonial Revival porch across the front with Roman Ionic fluted columns, which meets a porte cochere at the north side. This house has a largely original interior.

To the north of 6724 South Quay Road stands another of Holland's best examples of residential architecture. It is at 6722 South Quay Road (133-396) and dates from about 1915 to 1930, with 1916 its probable date of construction. The house, built by Dr. Job Holland as his family's residence,<sup>192</sup> shows elements of both the Queen Anne and the American Foursquare styles. It is also of brick, and is topped with a modified hipped roof with cross gables, a large gable-roofed front dormer, and a "kick" at the roof's corners. There is some evidence of Craftsman style influence in the exposed rafter ends, the shallow roofs of the porch and the porte cochere, and the heavy Roman Doric columns on brick piers.

The American Foursquare style is more common in Holland than any other architectural style. It appears in Holland in several houses other than the transitional example at 6722 South Quay Road, six of which are of frame construction, with three others of brick. All date from the period between 1910 and 1940. The most elaborate frame example, at 6744 South Quay Road (133-403), has a pyramidal roof, a hipped-roofed front dormer, exposed rafter ends, and a front porch with paired posts on brick piers. A similar

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<sup>192</sup> Interview with Mrs. Gilmer Holland.

nearby brick version of the American Foursquare, at 6740 South Quay Road (133-401), was built by Abraham Thomas Holland for his daughter and son-in-law between 1910 and 1920. Holland was in the peanut business and had other commercial interests as well; his son-in-law was a cashier at Holland's bank.<sup>193</sup> This residence also has a pyramidal roof, a front dormer with a hipped roof, exposed rafter ends, and a front porch and porte cochere with Roman Ionic columns.

There are one-third as many Bungalow style residences in the Holland survey area as there are American Foursquare style houses (three Bungalows and nine American Foursquares were surveyed). All of the Bungalows are of frame construction and date from the same period as the American Foursquare style residences. One example of the Bungalow style, at 6612 Holland Road (133-422), has a front facing gable and cross gable. It also displays exposed rafter ends, and has an unusual porch with a shallow miter arch topped by a frieze under a gabled roof that appears to have possibly been a later addition or the result of a remodeling.

Holland's Bungalow and American Foursquare style residences, along with those in the Queen Anne style, are more numerous than the vernacular houses in the community. Most of these residences date from the very late nineteenth century to about 1940. Several are of brick, and have high-style elements not generally found in Whaleyville's styled houses. These differences reflect the slightly earlier era of prosperity in Whaleyville, which ran from the late nineteenth century to about the turn of the century. In contrast, Holland's

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<sup>193</sup> Interview with James R. (Bobby) Jones.

economy apparently experienced its peak years from ca. 1900 to 1930.

Holland's closer proximity to the railroad, which runs right through town, also may have made brick more available, while Whaleyville's late nineteenth-century lumbering interests made wood the logical choice for building.

Holland also has a larger commercial section than Whaleyville has, which included at least one doctor's office and one bank, indicating that Holland had a slightly greater number of professionals than Whaleyville. This situation contributed to the construction in Holland of more numerous residences of larger size, built with greater stylistic awareness.

Certain characteristics remain constant in the houses that were surveyed in Holland and Whaleyville: the vernacular forms share much in common with the rural examples of the same type (except that the rural examples seem to have been given ornamentation slightly less often), and almost all vernacular examples in the communities or on farms have rear ells, while all of the houses surveyed that were originally built as residences have porches, almost always on the front but occasionally on the side. Undoubtedly built largely in response to Suffolk's hot climate, this latter feature helps shade the house, and provides additional warm weather living space.

The styles of these porches often relate to the original designs of the houses, but occasionally porches were updated with the introduction of new residential styles. In the late nineteenth century, these designs were often characterized by sawn millwork decoration such as brackets, scrollwork, and balusters. In the early twentieth century, Roman Doric columns and simple rectangular balusters were popular. With the introduction of the bungalow form in local domestic architecture in the 1920s, many older houses experienced porch

remodelings that replaced existing posts or columns with brick piers capped by tapered rectangular wood pylon supports.

Among the Suffolk houses surveyed, regional variations in form or style are very limited. Those of note exist principally between the residences in and around Whaleyville versus those in Holland. The differences include the concentration of vernacular cottages in and just outside of Whaleyville, which were not found in the Holland area; the variations in building materials used in the two communities; and the predominance of architectural styles employed for Whaleyville's and Holland's houses, along with the varying levels of sophistication used in handling them.

In both Whaleyville and Holland there are black neighborhoods that are distinct from the rest of the residential areas in the two towns. In Whaleyville, the black community centers on Mineral Spring Road northwest of the town's main intersection, and contains the Mineral Spring Baptist Church. Despite its small size, this neighborhood has a variety of house forms. There is a Bungalow style dwelling at 4848 Mineral Spring Road (133-319), and an American Foursquare at 4816 Mineral Spring Road (133-523). Two other residences that were surveyed represent the better of two examples of each house form. One is a front-gabled, two-bay dwelling, two stories in height, with a porch across the front facade. This house is at 4813 Mineral Spring Road (133-522). Across the street at 4812 Mineral Spring Road (133-450) stands a one-story, gable-ended, three-bay vernacular house with a shed-roof porch across the front.

In Holland there are two neighborhoods containing residences in which most of the black citizens of the community live: one is to the east of South Quay Road, behind the town's commercial sector; the other is at the end of Tree Lane. These neighborhoods have not yet been surveyed. Their existence demonstrates the pervasiveness of segregation, which resulted in the formation of separate residential districts in towns as small in size as Whaleyville and Holland.

Overall, the majority of the domestic architecture of the surveyed area is rural, dates from the late nineteenth century, is of frame construction, employs gabled roofs, and most often has a one-story front porch. Forms range from the popular three-bay I-house and vernacular one-story cottages, to the American Foursquare and the Bungalow styles. Early nineteenth-century traditional building forms were carried forward throughout the century and into the twentieth with modest changes, such as the lessening of verticality in their proportions, reduction in the number of lights in the windows, the use of interior versus exterior end chimneys, and the replacement of the entrance portico with a porch extending the full width of the front facade. On these vernacular houses stylistic influences are generally limited to the incorporation of decorative elements, usually elaborating the porch, such as Classical Revival columns and sawn millwork. As the nineteenth century ended and the twentieth century commenced, residential architecture in the towns, especially in Holland, began to show more awareness of architectural styles. This is made clear by the incorporation of Queen Anne style characteristics in vernacular house forms. Of the houses surveyed, the American Foursquare and Bungalow style residences adhere most closely to national stylistic trends. Also, the architecture in the business



districts of Holland and Whaleville exhibits design elements common to small town commercial buildings of the turn of the century and the early 1900s. Rural Suffolk's architecture tended to retain the older vernacular forms, and when stylish residences appear, they are plainer than similar structures in Holland and Whaleville. In general, Suffolk's architecture has been conservative and slow to change, showing strong effects of stylistic trends only in the twentieth century.

### **Agriculture**

From the first settlement of Europeans to World War II, agriculture has been the focus of economic life in Nansemond County. Seventeenth-century settlers grew subsistence crops for themselves. Tobacco became the main cash crop and was even used as a substitute for money. The tobacco economy was based to a large extent on slaves and plantations. The first slaves were introduced in Nansemond County in the early seventeenth century, but the average size of the plantations in the county and the number of slaves working them never reached the levels of those in central and northern Tidewater. In 1783, most farms averaged from one to five slaves, with forty the highest number owned by one person. Two hundred thirty nine households were without slaves. In that year there were three families of free blacks living in Nansemond County.<sup>194</sup>

The kind of farming traditionally carried out in rural Suffolk has helped to determine not only the type of farmhouse generally found in the region, but

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<sup>194</sup> United States Bureau of the Census, 1790 United States Census, 56-58.

the size and variety of the outbuildings. In 1820, agricultural development was very sparse in Nansemond County, with most of the farmsteads located along Nansemond River and the main roads leading south from Suffolk.<sup>195</sup> Suffolk's farms were generally smaller in size than Tidewater farms to the north in the eighteenth and nineteenth centuries, but up until the early or mid-nineteenth century, Nansemond County farms were probably larger in size than the area farms are today.<sup>196</sup> In the late nineteenth and early twentieth centuries, it appears that many farms were subdivided, often going to children who inherited their parents' land and built farmhouses for themselves, thereby setting up new and smaller farmsteads.<sup>197</sup> By this time tobacco production had waned. Subsistence farming was augmented by the limited production of cash crops, beef, and especially pork. After the Civil War and into the 1900s, tenant farming and the use of hired labor on farms was quite common in Suffolk, replacing slave labor.

The modest size of the typical rural Suffolk house and its collection of farm buildings and outbuildings reflect small-scale production agriculture. The most commonly surviving outbuildings are the smokehouse; barns that originally housed livestock, particularly horses and mules, or were used for

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<sup>195</sup> {Map of} Nansemond County {Va.}, surveyed and drawn under the direction of John Wood {N.p., 1820; Virginia Historical Society}. The large amount of swampland in Nansemond County undoubtedly contributed to limiting the acreage of land put under cultivation on these farms.

<sup>196</sup> Of the Suffolk farms surveyed for which acreage was recorded, the sizes range from 58 to over 600. At the latter farm, the Old Home Place (133-430), the house dates from ca. 1820 to 1850. This farm is most likely an unusual example of a property that has not changed hands and been divided into smaller parcels as a result (the Old Home Place has been in the Holland family since it was built). The farm containing 58 acres, the Vernon Riddick Farm (133-530), was according to its present owner Mrs. Vernon Riddick originally about 100 acres in size.

<sup>197</sup> This happened to Wayside Farm (133-530), owned by the Rawls family, from which Kinsale Farm (133-465) was formed ca. 1895. A comparison between the sparse scattering of farmsteads in Nansemond County in 1820 and the number of farmsteads in the City of Suffolk today indicates that subdivision of larger farms was probably a common practice.

crop storage; and various kinds of sheds. Kitchens, chicken coops, and houses for hired hands are less frequently seen, and corn cribs and carbide houses (the latter used to generate electricity), are rare.

The survey recorded several kitchen buildings that also housed servants, as well as a few houses for hired help. One ca. 1850 to 1900 example of a laborer's house stands at 3248 Arthur Drive (133-459). The servant's house is a small, gable-roofed structure with a brick flue. Another outbuilding that probably housed a hired worker is a small, frame structure in the farm yard at 5309 Whaleyville Boulevard (133-285). The Vernon Riddick Farm (133-533) has a small frame "hired hand" dwelling that rests on brick piers and is approximately twelve by ten feet. It is clad in weatherboards, has two-over-two light sash windows and is capped with a metal gable roof containing a metal flue.

These buildings are simple and offer very limited space, making them barely big enough to house one person, although the families of hired workers or more than one worker sometimes lived in such buildings, for instances of several people occupying a small worker's house have been recorded. Such structures are rarely seen today, indicating that hired hands who lived on the farms where they were employed were probably never very numerous. Disuse of this employment arrangement by the mid-twentieth century has undoubtedly contributed to the disappearance of such structures.

The most frequently seen outbuilding surviving on Suffolk's farms today is the smokehouse. It is generally nearly square in plan, has a gable roof and often had a wood storage shelter, usually with a shed roof, to the side. The

smokehouses surveyed were rarely of a size that would allow the large scale curing of meat. An exception is a smokehouse on the Stanley Russell Farm at 609 Little Fork Road (133-348), dating from ca. 1945 to 1950, that has regularly been remarked on by area residents because of its large size.<sup>198</sup> An older large log structure located on Pittmantown Road (133-351) also appears to be some type of a smokehouse since its gable roof is pierced by four metal flues.

The typical smokehouse was used for curing meat to be consumed by the farm's residents, and perhaps for small amounts of meat for sale. It remained an important feature of the Suffolk farm until the 1940s and 1950s, when the widespread possession of freezers and refrigerators made it unnecessary. Examples that are consistent with the appearance of the typical Suffolk smokehouse were found at 6153 Whaleyville Boulevard (133-288), where the residence dates from 1896 to 1900; at 508 Little Fork Road (133-333), behind an I-house built in about 1880 to 1910; and at 7100 Whaleyville Boulevard (133-432), dating from 1880 to 1910. This last example has a shelter for the storage of wood attached at the side, a feature occasionally found as part of Suffolk's smokehouses. The Vernon Riddick farm at 1856 Greenway Road (133-533) has a frame smokehouse with shed side wings, one of which was used for a neighborhood general store in the early twentieth century, although there is no physical evidence of such use. The roof of this smokehouse is also unusual for its frame belfry that held the farm's dinner bell. The smokehouse at Wayside Farm (133-530) at 1232 Glen Haven Drive

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<sup>198</sup> Interview with Stanley Russell.

has hand-hewn framing members and some beaded siding and may be the same vintage as the early nineteenth-century brick farmhouse.

The kinds of livestock most prevalent in Suffolk were cattle, horses, mules, and other work animals. The area's mild climate made it unnecessary to provide farm animals with shelter during the winter months. As a result, large livestock barns are not often found in the area. Most surviving livestock barns contain space for no more than a few horses or mules. Other barns, mostly dating from the late nineteenth and early twentieth century period, were used for the storage of crops, especially peanuts. The most commonly seen barn form consists of a gabled symmetrical structure with a central or off-center entrance into the front gabled end, and lower, shed-roofed wings at the sides. The farm at 3994 Arthur Drive (133-458) has an example of this type of barn, as do the residences at 7100, 6153, and 7024 Whaleyville Boulevard (133-432, 133-288, and 133-386). Larger horse and cattle barns are found at Kinsale Farm (133-465) along with an extensive collection of other farm and outbuildings.

Other outbuildings on Suffolk's farms include frame sheds of different sizes and forms, apparently built to store crops or equipment and tools. The equipment building constructed to house tractors and other machinery is frequently found on farms in Suffolk today, and they range from one to several bays wide. These are nearly all twentieth-century, and reflect the increased importance of mechanized equipment in the operation of the modern farm. At the Watergate Farms at 7024 Whaleyville Boulevard (133-386) is a large equipment building, while at 7925 Whaleyville Boulevard (133-435) is a smaller example of the type.

Another type of outbuilding that is fairly rare in the area is the chicken coop. The scarcity of this form could reflect their modest construction, the relative unimportance of raising chickens compared to other farm animals and crops; and the disuse of these structures in recent times. Those that do survive, such as the example at 7024 Whaleyville Boulevard (133-386), are small frame shed-roofed buildings that would house only enough fowl for family use and perhaps small scale production.

The corn crib is a farm building that is rarely seen today on Suffolk's farms but was often one of the original agricultural structures. One example on a surveyed property is on the Vernon Riddick farm at 1856 Greenway Road (133-533). It is constructed of logs with frame lean-to additions on the sides. The Vernon Riddick farm also has a carbide house, built of brick, that generated the farm's electricity. The silo, which was used for the storage of ensilage or fodder and did not expose its contents to the air circulation offered by the corn crib, was apparently used to a limited extent in Suffolk. An early wooden example is at Kinsale Farm (133-465).

Another rarely found outbuilding is the brick root cellar located directly behind the house at the farm known as the Old Home Place (133-430). It is constructed of seven-course common bond, has a gable roof, and is sunk about two feet below grade. It may also have been used as a dairy at some point in its history.

The variety of Suffolk's rural agricultural outbuildings reflects the range of production on most of the area's farms. As with the Suffolk farmhouse, almost all outbuildings that survive are modest sized frame structures. Their

sizes reflect the fact that the area's farms have traditionally been small, while their construction materials indicate that wood has been the most commonly available building material in the region.

Presently, peanuts and corn are Suffolk's main agricultural crops. Farms have grown more mechanized and less self-sufficient, so that horses, mules, and hog raising for individual consumption or small-scale commercial production have disappeared. As a result, the outbuildings built in the nineteenth century and the early twentieth century to serve this type of farming are no longer necessary, and are therefore threatened by obsolescence and neglect.

### **Government, Law and Welfare**

One of the most significant changes in the City of Suffolk's political history was the formation of the present city from Nansemond County and the old city of Suffolk. In the areas of rural Suffolk that were surveyed, no buildings with a strictly governmental function were found. The former towns of Whaleyville and Holland each had their own government before their inclusion in the City of Suffolk, but the government offices and public service facilities were apparently contained in buildings that also had commercial uses. In 1941, for example, the Bank of Holland also housed the town hall and the fire department.<sup>199</sup> In the small community of Harrell's Siding, a house at 701 Cypress Chapel Road (133-441) also served as a post office, with a pass through window in the east side. Former commercial buildings have also been adapted to governmental or public use: Whaleyville's bank building later

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<sup>199</sup> Hobbs and Paquette, 176.

served as a court house,<sup>200</sup> and in Holland a former bank is now functioning as the Holland-Holy Neck Library.

### **Education**

Prior to 1870, educational institutions were rare in Nansemond County. Probably the first were the two free schools established by John Yeates of Pig Point in his will of 1731. They were located at Belleville and near Driver in the Lower Parish of Nansemond County. Both schools were rebuilt in 1841 and came under control of the Nansemond County school system when Virginia passed legislation for free public education in 1869. Church vestries also built almshouses as free schools for the poor. One such building constructed by the Upper Parish in 1754 in Suffolk was subsequently used as a hospital in the Civil War. Its last use was as the First Baptist Church by a black congregation, until it was demolished in 1912. Other church sponsored schools were established in the early nineteenth century, including a local Baptist academy. By 1890 the Methodist Church had established a school to educate the children of surviving Nansemond Indians.

Nansemond County's schools were racially segregated until after the middle of the twentieth century. The white schools, some whose buildings survive, included Driver's Second Congressional District Agricultural High School; the Crittenden School, built in 1908; Chuckatuck High School, constructed in 1921; Kings Fork High School, near Myrtle, built in 1928; the Holland High School, completed in 1924; Holy Neck Public School, erected in 1907; the Box Elder School at Somerton (located in Box Elder), in operation by 1909;

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<sup>200</sup> Interview with R. J. Forehand.



and the Whaleyville District High School, built in 1915.<sup>201</sup> Upon its completion one of these facilities, the Holland High School, was regarded as one of the best facilities in the region.<sup>202</sup>

With the integration of Nansemond County's schools in the late 1960s, the schools for black students, mostly one- or two-room frame structures dating from the early twentieth century, were replaced along with the schools for white students. Nansemond County's black students attended Pughsville Elementary School, built in 1936 and used until the 1960s; Gresham's School, constructed in 1922 and closed in the 1960s; Holland Grade School, built in 1922 and replaced in the 1960s; Marsh Hill Elementary School, a one-room schoolhouse constructed in 1875 and added to in 1912, then replaced in 1963.<sup>203</sup> The integration of Suffolk's schools began in the Holland area in 1958, when black residents sought to acquire equal educational facilities through legal action. In the late 1960s, integration was enforced in Suffolk's and Nansemond County's schools. Except for Marsh Hill Elementary, built in 1908 and now used as a residence, few of the school buildings for blacks survive. In 1969, the state allocated money for two community colleges, the Portsmouth Campus of Tidewater Community College and Paul D. Camp Community College in Franklin, which opened a center in downtown Suffolk, to offer higher education to the region.<sup>204</sup>

In the twentieth century the educational system in Nansemond County became larger and more organized. Many new public schools were constructed from

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<sup>201</sup> Hobbs and Paquette, 156, 160, 170, 173, 179; MacClenny, "Nansemond County," 6.

<sup>202</sup> Hobbs and Paquette, 173.

<sup>203</sup> Hobbs and Paquette, 158, 170, 175, 177, 180.

<sup>204</sup> Hobbs and Paquette, 185-86.

shortly after 1900 into the 1920s, and some of these survive today. One example of an early twentieth-century frame school is in Holland, along with a second structure that is believed to have been built as a school.<sup>205</sup> The first building, at 6741 South Quay Road (133-392), was built shortly after 1900 as the Holland Public School for White Students. It was used as a school for several years, then stood vacant before becoming a residence, which it remains today. In appearance it is a simple one-and-one-half story structure with a central gabled roof. There is an entrance in the center of the front facade, and gabled-roofed wings to each side. The structure originally consisted of the central front-gabled section and a small side wing, probably containing two or three rooms. An ample yard surrounds the structure, and is marked by symmetrically planted oaks. The other structure in Holland that was probably built as a school stands at 6749 South Quay Road (133-390). It is also frame, and is one story in height with a central porticoed entrance, and dates from about 1890 to 1910. It has end gables, and a wing at the south side of lower height; it too is now used as a residence.

In the 1910s and 1920s, larger, up-to-date educational facilities were built in Holland and Whaleyville. The Holland High School was constructed in 1924 at the convergence of Ruritan Boulevard, South Quay Road and Holland Road (133-532).<sup>206</sup> The school complex includes the two-story Holland High School, the cafeteria building, the gymnasium, and a one-story school building, all dating from 1900 to 1930. The two-story building constructed as Holland High School has been vacant for many years, and the one-story

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<sup>205</sup> Interview with Mrs. Glenn Ellis.

<sup>206</sup> Hobbs and Paquette, 156.

structure has recently been used as a primary school. This will close in 1990, and the entire complex will become vacant.

In Whaleyville the cafeteria for the 1915 Whaleyville District High School stands just north of town on Whaleyville Boulevard (133-289), next to the site of the school building.<sup>207</sup> It is an oblong, hipped-roofed structure with its narrower walls at the front and back, and a front entrance portico constructed of an arched roof supported by two fluted Roman Doric columns on a brick and concrete base. Large six-over-six light windows break the facades on both sides, and there is a south side entrance topped with a hood on knee brace brackets. Built in the Craftsman style with Colonial Revival influence in ca. 1930 to 1940, the building is covered with pressed metal embossed in a brick pattern. This has deteriorated, and the building otherwise needs repair. It is now vacant.

The improvements of rural Suffolk's educational system and the construction of the larger educational buildings led to the use of architectural styles (such as Colonial Revival and Craftsman), and in Holland, a more permanent building material. The early schools surveyed were vernacular in form, with some Classical Revival elements, especially on their entrance porticoes. This change echoes the increase in architectural sophistication that also occurred in the residences built in Holland and Whaleyville.

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<sup>207</sup> Hobbs and Paquette, 173.

## **Military**

From the earliest skirmishes with the Indians in the seventeenth century, Nansemond County residents were involved in many military conflicts over the next two centuries. Little physical evidence of this activity remains, however, and no sites with a military orientation were found in the sections surveyed. In 1667, an act was passed that required that each Virginia county provide for the building of a fort, and Nansemond County worked together with the neighboring counties of Isle of Wight, Lower Norfolk, Elizabeth City and Warwick toward the construction of such a facility. Archeological investigations have located evidence of this fort, which was built ". . . to protect Virginia's tobacco fleet from marauding Dutch ships," and may also have been used during the suppression of Bacon's Rebellion in 1676.<sup>208</sup> In the eighteenth century as the English passed the Stamp Act and other taxes on the colonists, discontent grew. In 1770 merchants from Suffolk and Nansemond County met to discuss the matter in Williamsburg. By 1774 a local Committee of Safety had been established and helped bring charges against a resident parson, John Agnew, who was preaching loyalty to the crown. Many Norfolk residents fled to the refuge of Suffolk in 1776 when Norfolk was burned by the British. In 1779 Nansemond County was attacked by the forces of Sir Henry Clinton, who landed his troops on the southern shores of Hampton Roads. On 13 May 1779 six hundred British troops overran the local militia of two hundred men and burned the town of Suffolk. Over eight thousand barrels of tar, pitch, and turpentine in waterfront warehouses caught fire and set the marsh and both sides of the river on fire.

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<sup>208</sup> Hobbs and Paquette, 12.

The Nansemond County Militia remained organized throughout the early nineteenth century and included local companies of light infantry, light artillery, and cavalry. Several of these units served in the Mexican War of 1848 and many became active in the Confederate forces during the Civil War. These units held Suffolk until Norfolk was evacuated on 10 May 1862. In the spring of 1863 they participated in skirmishes near Chuckatuck, Providence Church as well as on Edenton, South Quay, and Somerton Roads.

Suffolk was occupied by Union forces from May 1862 until July 1863 during the Civil War. Colonel Charles C. Dodge was initially in command of the Union troops, but he was replaced in September 1862 by Major General John J. Peck.<sup>209</sup> Confederate forces fled to the west side of Blackwater River, the natural local boundary between the two sides for most of the war, when Dodge and his forces arrived in Suffolk.

Additional Union regiments from Connecticut, Delaware, Michigan, New Hampshire, New Jersey, Rhode Island, Pennsylvania, Vermont and Wisconsin moved into Suffolk under the command of General J. K. F. Mansfield, shortly after Dodge took control of the city. The Confederate forces managed to institute a siege around Suffolk under General James Longstreet with nearly twenty thousand troops in April 1863, but Federal ships patrolled the Nansemond River and the Union troops grew to over twenty-nine thousand strong. General Longstreet wrote to General Robert E. Lee that he could take Suffolk but it would cost three thousand men to accomplish this task. General Lee replied that if Suffolk were taken, he could not spare the men to hold it.

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<sup>209</sup> Hobbs and Paquette, 54.

During occupation the county government was suspended and county records were taken to Norfolk for the duration of the war. On 7 February 1866 after the war had ended, the returned records were destroyed in another fire that burned the clerk's office.

Although military action took place in Suffolk in the Revolutionary War, the War of 1812 and especially during the Civil War, apparently no military structures were built in the survey area. Supposedly the Old Home Place (133-460) was used as a hospital briefly and there are remnants of trenches in some of the wooded areas of the farm. Action was centered for the most part in northern Nansemond County and at South Quay, where no structural remnants of the community survive, while the town of Suffolk was set on fire during the Revolutionary War and was occupied in the Civil War. For Suffolk, military action brought destruction that resulted in the loss of buildings.

In 1942, German and Italian prisoners of war were used on area farms, to help compensate for the labor shortage brought on by World War II. This practice was common around the country. The prisoners of war were escorted by an Army guard from Hertford County each morning, and the guard stood watch over them as they worked in the fields.<sup>210</sup>

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<sup>210</sup> Coleman, 2E.

## Religion

From 1607 until the American Revolution the Church of England was the established church. In 1643 Nansemond County's single parish was divided into three parishes, Upper Nansemond, Lower Nansemond, and Chuckatuck. Each parish had a glebe church. While the Upper parish grew, Lower Nansemond and Chuckatuck merged to form the Suffolk parish, since they could not support separate ministries and vestries. While the original church of Suffolk parish does not survive, its replacement of 1737, Bennett's Creek Church or Glebe Church, is now listed on the Virginia Landmarks Register (133-61) and the National Register of Historic Places. The third church on the Chuckatuck site, presently known as St. John's Church, is also listed on the Virginia Landmarks Register (133-17) and the National Register of Historic Places. It dates from 1755 but was remodeled in 1826 and 1888.

Members of the Quaker religion were active in Nansemond County from at least the late seventeenth century, especially in the south part of the region. Early meetings were held in private homes before meeting houses were erected. These were constructed in Suffolk, Chuckatuck, and Somerton. The only meeting house in the present day City of Suffolk is Somerton Meeting House, actually located at Box Elder, and built about 1828.

After the Revolutionary War the established church lost popularity along with all things English, and as a result many of the structures fell into disrepair. Some parishes became Methodist and other groups joined the Christian Church, while the Baptist faith claimed converts in the area beginning in the late eighteenth century. These denominations expanded and established

churches which remain today throughout many of the rural settlements in former Nansemond County.

Frame vernacular church buildings with some Gothic Revival stylistic elements typify religious architecture in rural Suffolk. Many good examples were surveyed in the area, some being more elaborate in appearance than others. Almost all date from the late nineteenth and early twentieth centuries. Exceptions, in terms of stylistic treatment and building material, are two brick churches with unusual designs. Both are located in Holland. One is the Christian Church, built in 1917-18 at 6733 South Quay Rd. (133-531). This classically inspired structure has an interesting facade dominated by two-story end entry porticoes and separated by a three-bay composition containing brick pilasters and round headed windows. The central sanctuary has a balcony in the rear and its north and south walls are dominated by round-headed stained glass windows in a Palladian-like arrangement. The Holland Christian Church originally was begun in 1853 in neighboring Isle of Wight County as the Hebron Christian Church, and the original frame church building was physically moved to Holland in 1891.

The other unusual brick church in Holland is Holland Baptist Church, constructed in 1922 on Holland Road (133-427). This church is similar to the Holland Christian Church in that it also has an open sanctuary and end entry bays. It is executed in the Tudor style with slate battlements around entry towers. Like the Holland Christian Church, this structure retains much of its original interior arrangements, furnishings, and finishes.



The 1922 Holland Baptist Church replaced an earlier frame building that still stands to the east on Holland Road (133-428), built in 1883.<sup>211</sup> The older Baptist Church is much like other area examples of vernacular frame churches, with its gabled front and smaller rear wing. This structure is now vacant and in need of repair, though it appears structurally sound.

The Whaleyville United Methodist Church has a more traditional form than its Holland counterparts. This building is a simple gable-end frame structure crowned by a steeple and spire. It has hipped-roofed side entry bays, shed-roofed side aisles, and a five-sided apse on the east end. Gothic arched windows are used throughout except for square windows that light the nave from above the side aisles.

The Mineral Spring Baptist Church (133-279) dates from the turn of the century and serves the black community in Whaleyville. It is one of the most original and best preserved churches in the area. This frame structure has a cross-gable plan, pointed-arched openings and corner entries that are capped by hipped-roofed towers.

A later, well-preserved example of the rural vernacular Suffolk church is St. Mary's on Great Fork Road (133-383), built in 1925. This church is small, but has an interesting design. It is one story in height, with a front-facing gabled roof, a gable-roofed entrance bay of lower height, and a two-story hipped-roofed tower set at an angle at the southeast corner. The side facades of the narthex are three bays long. At the rear is a wing that has the form of

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<sup>211</sup> "History of Holland Baptist Church," n.p., n.d., Holland Baptist Church office files, Suffolk, Va.

the typical Suffolk barn, with a gable-roofed central portion flanked by shed-roofed sections at each side.

Two additional small frame churches with vernacular Gothic Revival details include St. Stephens Church (133-296) on Whaleyville Boulevard and the Great Fork Baptist Church (133-290) on Great Fork Road.

### **Social and Cultural**

Because of the rural nature of former Nansemond County, few structures associated with this theme exist for the time frame under consideration.

However, a few buildings that were used by fraternal and social organizations, such as the Masons and the Odd Fellows, do survive. One example is the structure just east of the Mineral Spring Baptist Church on Mineral Spring Road in Whaleyville (133-280). It is now used as a storage building by the church, which plans to take it down in the near future. The original use of this gable-roofed building, built about 1880 to 1920, is not known. It served as a meeting place for the Odd Fellows and the Masons, and also functioned temporarily as a school for the black community of Whaleyville. The building has two sections, and probably the rear portion predates the front part; it has two stories, a central entrance in the gabled front facade, and a central brick flue in the rear section.

An event of importance to the Suffolk area was the founding of the first Ruritan Club in the United States, which occurred in Holland on 21 May 1928. This first club's founding is commemorated by a monument located in central Holland and the naming of Route 58 West as Ruritan Boulevard.

## **Transportation**

In the seventeenth and eighteenth centuries transportation in Nansemond County followed the river and its tributaries, and the earliest settlements and houses were generally oriented to the water. The Town Acts of 1680, 1691, and 1705 encouraged colonists to settle along these waterways. By 1702 a ferry was established at Sleepy Hole on the south side of the Nansemond River that went to the other side near Bridge Point Farms. Ferries were active between Suffolk and Norfolk and Southampton by 1748, and in 1755 two ferry lines ran at Bennett's Creek. In addition to the ferries, the Portsmouth-Suffolk Road had stage service by the mid-eighteenth century; it took a full day to go between the two towns on the crooked road.

On 31 July 1789, Suffolk was declared to be one of eleven ports of entry in Virginia by the newly formed U. S. Congress. Steamboat lines were established in 1819 between Suffolk and Smithfield and three years later additional service was provided to Norfolk. By 1835 the first railroad came to Nansemond County when the Seaboard Air Line connected Suffolk to Portsmouth and Weldon, North Carolina. Over thirty passenger trains left Suffolk every day by the end of the nineteenth century, when the city had become the terminus for five additional railroads, including the Atlantic Coast Line, the Norfolk and Western, the Southern, the Virginian, and the Suffolk and Carolina.

The railroad brought new vigor to the former towns of Nansemond County, strengthening their positions as centers of business and commerce for the surrounding rural area. With the coming of the railroad, a depot was constructed in Holland along with warehouses and other railroad related

structures. The Holland depot (133-414), to the west of South Quay Road on the south side of the former Atlantic and Danville Railroad tracks (now the Norfolk, Franklin, and Danville), was constructed around 1890 to 1920 in the Craftsman style. It is rectangular in plan, with a hipped roof with deep eaves supported on knee brace brackets, and is covered with German siding. Both passengers and freight were served by this building, which is one of Holland's few surviving structures associated with the railroad (it is presently in disrepair). East of the depot, across South Quay Road but on the same side of the tracks, stands a brick industrial warehouse built ca. 1910 to 1930. It is a long rectangular building with a broad gable roof, with metal panels cladding the walls in the gable ends, and a central entrance at the gabled front. The entrance and window openings are topped by segmental arches. The building is still in use.

The railroad also fostered the growth of a small community northeast of Whaleyville called Harrell's Siding, which centered on the Seaboard Coast Railroad line that ran east of Whaleyville. Its collection of houses included one at 701 Cypress Chapel Road that served as a post office (133-441), and another with an unusual form built between 1830 and 1850 that housed a doctor's office, located on Cypress Chapel Road (133-514).

One additional transportation resource that was surveyed was the South Quay Road Bridge (133-471). This camelback steel-frame truss drawbridge was constructed in 1940 over the Blackwater River.

## Commerce

Most of the commercial buildings in former Nansemond County are located in what were individual towns, before they became part of the City of Suffolk.

Whaleyville and Holland each have their small commercial centers, which include buildings that originally served as banks, general merchandise stores, drug stores, farm supply stores, and offices. All of these structures are small in scale and most are of brick, some with ornate corbeling details.

In Whaleyville, two commercial structures were surveyed. They stand at the northwest and northeast corners of the town's center, on the intersection of Whaleyville Boulevard and Mineral Spring Road. The southwest corner is occupied by Whaleyville's largest commercial building, once used as a store but now vacant (this was included in an earlier survey as 133-82). At the southwest corner is a vacant gas station.

Of the two Whaleyville commercial buildings included in the survey, one still serves its original function. Known as Forehand's Mart, it is a largely intact frame general merchandise store with its original storefront built in 1906 (133-261). Dances used to be held on the second floor, which is now used for storage. The building's original features are little altered, but the building is in poor condition and its future is uncertain. Across the street at 6431 Whaleyville Boulevard (133-294) stands a brick building that housed the Bank of Whaleyville in 1907. It was constructed in 1906, and later functioned as the local courthouse.<sup>212</sup> These two buildings reflect Whaleyville's role as a small commercial center for surrounding farms.

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<sup>212</sup> Interview with R. J. Forehand.

Holland, slightly larger than Whaleyville, has a considerably bigger commercial core that includes several older structures. The greater size of its downtown area is undoubtedly due in large part to the fact that the Norfolk, Franklin, and Danville Railroad, formerly the Atlantic and Danville, passes through the center of town, while the railroad passes near downtown Whaleyville without going through it. Almost all of Holland's commercial structures postdate 1910, for on January first of that year a fire burned all but two buildings in Holland's business section. All of the structures built after the fire were constructed of brick. Most still remain, with much or nearly all of their original storefronts intact.

Perhaps the best-preserved of Holland's commercial buildings is now called Mason's Barber Shop, on South Quay Road (133-413). It was built by Dr. Job Holland in 1911 as the office for his medical practice. It is a two-story, four-bay structure slightly smaller in width than Holland's other commercial buildings, with the most ornate storefront still surviving in the community. Across the street stands a brick, one-story building now used as the Holland-Holy Neck Library (133-407). It was probably the Bank of Holland building,<sup>213</sup> with its existing facade showing a reconstruction carried out along similar but simpler lines. The Bank of Holland had corner piers and a central section rising above the roofline, as at Mason's Barber Shop.

Holland's commercial section extends across the railroad tracks from South Quay Road onto Holland Road. Three larger commercial buildings stand north of the railroad crossing. One, the Holland Supply Company, is situated

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<sup>213</sup> Hobbs and Paquette, 176.

on the railroad tracks with a store front along Holland Road. It was probably used as a grain and farm supply store, taking advantage of its proximity to the railroad for the receipt of goods. Built of brick and standing two stories in height, the section with the store front aligns with the street, while the south wing, connected by a two-story set-back section, stands at an angle to the street, leaving room for access to the loading dock that spans most of its front facade. There are segmentally arched window openings in the south and central sections, and an elaborate brick cornice. The store is no longer in business.

A two-story brick building that originally housed a bank and a drug store stands across the street at 6704-6706 South Quay Road (133-419). It was probably built in 1919, the date spelled out in the tiled floor at the entrance, which is recessed behind a central round-arched opening. This round arch is echoed by the rounded central projection at the building's roofline. The commercial structures to the north of the railroad tracks are probably slightly more recent than those to the south.

The original and present uses of Holland's commercial structures reflect the changes in way of life that have occurred in the area. The local bank has moved to a modern building; and, the Holland Supply Company has closed, reflecting the decline in importance of small-scale agriculture. The demise of such small businesses has also been hastened by the ease of access to large stores outside of small communities such as Holland. Holland's grocery store, the Dutch Market, takes up two large buildings (133-409 and 133-534) and has most likely absorbed the function of the drug store.

In rural Suffolk a few buildings that originally operated as rural stores, and are now vacant or used for other purposes, have also been made obsolete by Holland's grocery store and the larger, modern grocery stores in downtown Suffolk. One of rural Suffolk's commercial buildings stands at the corner of Mineral Spring and Great Fork Roads (133-330). Of frame construction, it was built ca. 1890 to 1910, is one story in height, with a front-facing gable and three front bays, and a two-bay shed-roofed wing to one side. A similar frame store, located on Camp Pond Road (133-342) adjacent to number 10671, is a one-story structure with a front-facing gable end, and is covered with German siding. It has a central entrance with double doors. There is an old gas pump on its site. Both of these stores have barred windows.

An unusual and attractive small frame country store (133-363) is located in front of 2948 Longstreet Lane. This one-story, gable-roofed structure has three-bay facade that is protected by the extended gable roof that forms a small front porch. Six-over-six light windows flank the front door and similar windows are located on the sides of the building. An exterior brick end chimney and gable brackets complete the design of this intact country store.

Two early twentieth-century examples of the country store-cum-gasoline station are the Somerton Store (133-368) at the intersection of Arthur Drive and Boonetown Road, and the brick store-cum-gasoline station located at the corner of Carolina Road and Whaleyville Boulevard (133-566). Both of these buildings have hipped-roofed carport structures extending off their facades to accommodate the automobile customer.



At the southwest corner of Gates and Camp Pond Roads stands a later store (133-341), now abandoned, built of concrete block about 1930 to 1940. It was known as the W. Porter Grocery, and retains the concrete base and light of what was formerly a gasoline pump island. This structure has a stepped false-front roofline, perhaps showing Art Deco influence, but it is essentially vernacular like the other rural stores surveyed.

These commercial buildings represent a cross-section of the architectural forms and styles used in constructing Suffolk's country stores. The increasing prevalence of the automobile during the first half of the twentieth century has made it easier for rural Suffolk's residents to patronize the country store's modern replacement.

### **Industry, Manufacturing and Crafts**

Industry and manufacturing have played a smaller role throughout Suffolk's history than has agriculture. Lumbering was the most important industry in rural Suffolk from the eighteenth century until the present. Early industry in Nansemond County centered on the utilization of trees culled from the county's wooded areas, especially the Dismal Swamp, for the manufacture of a wide range of products. Shingles were produced in the late eighteenth century and in the early nineteenth century; the production of tar, barrel staves, and turpentine also became major industries in the early nineteenth century. The Great Dismal Swamp with its juniper forests provided the lumber for over three million roof shingles in 1835. Earlier, in 1763, George Washington had explored the Dismal Swamp and realized that the area had economic potential if canals could be constructed to haul out timber. Ten-

mile-long Jerico Ditch was dug in 1795 between the swamp's Lake Drummond and Suffolk so that barges could bring out juniper logs, which were cut for shingles. Logging operations from the swamp continued until the twentieth century when much of the area was deeded by the Union Camp Company to the U. S. Department of Interior for preservation. In the years after the Civil War Nansemond County began to shift to more industrial production and had iron works, flour and grist mills, wagon factories, cotton gins, brickyards, a knitting mill, and two peanut factories located in or near its towns and the City of Suffolk.

In the late nineteenth century Whaleyville became a center for lumbering. Outside the community stands the only structure surveyed that was built to serve a function related to manufacturing. It is a small, rectangular frame building with a gabled roof, located at the southwest corner of Great Fork Road and Whaley Street (133-381). Sited at an angle near the road, next to a complex of deteriorating metal buildings which operated as a cotton mill, the structure housed an office for the mill, as well as a store. It is two stories in height with two entrances on each side and a variety of windows, with six-over-six, two-over-two, and three-over-one light sash. Rafter ends are exposed, and windows at the second-story level are half the size of those on the main floor sides of the building. The structure was built between 1900 and 1920.

## **THREATS TO HISTORIC RESOURCES**

The survey area in the southern section of rural Suffolk is not under as much development pressure as the northern section, which is closer to the suburbanization of neighboring Portsmouth and Chesapeake. In addition, southern rural Suffolk does not have as much waterfront acreage suitable for new residential development as does the northern section of the city. Generally the southern area is not experiencing as much development as the northern area. Nevertheless, the historic resources of southern Suffolk are threatened by additional factors.

Many of the rural farm complexes contain vernacular buildings, and they are threatened by their owners' lack of appreciation for their historic and architectural value. Since most of these buildings are frame construction on brick piers they are easy to move or to demolish. Also, since southern Suffolk has not experienced much economic growth, many of its structures are in relatively original condition but suffer from lack of maintenance. Outbuildings and farm buildings in particular are routinely demolished. If historic properties are renovated, they are often remodeled in an insensitive manner. For example, a large percentage of properties have been covered with artificial siding and many porches have been enclosed or remodeled with modern materials.

## RECOMMENDATIONS

Several of the surveyed historic properties should be investigated for nomination to the National Register of Historic Places. They are Kinsale Farm (133-464) and Wayside Farm (133-530). In addition, the villages of Holland and Whaleyville should be considered for historic district designation, as should Somerton after additional research is completed. Suggested boundaries for Holland and Whaleyville are shown on the accompanying maps.

The results of this reconnaissance level survey and the information contained in it should be viewed as an aid to planning efforts in rural Suffolk. Copies of the survey should be retained at the Planning Office as well as in the Suffolk Public Library, and at the Suffolk-Nansemond Historical Society.

The City of Suffolk should review its current zoning categories and practices in rural areas to better retain the older farm complexes, as well as enough land around them to provide a sense of their rural settings. Locally established rural historic districts might be created for the properties that are eligible for the state and national registers. This local designation would afford these properties some protection, since alterations and demolition would be reviewed by the city architectural review board. Previously surveyed properties in the area should be reviewed for potential eligibility for listing on state and national registers.

The City of Suffolk could investigate the possibility of instituting a planning staff review of the impact of local government-funded projects on recognized historic resources.

The City of Suffolk Planning Department could develop a public education program for historic property owners in cooperation with the Virginia Department of Historic Resources. This information could include appropriate technical rehabilitation bulletins to be mailed with a copy of the survey form to each property owner. Besides the standard National Park Service Technical Briefs, the Virginia Department of Historic Resources could also develop specific technical briefs on special preservation problems such as appropriate retention and repair of outbuildings. National Park Service Briefs should include topics such as the painting of wood, and the impact of artificial siding. In addition, the City of Suffolk in the future could develop a set of design guidelines for rural farm complexes, outbuildings, and farm buildings.

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## Interviews

Mrs. Glenn Ellis, Suffolk, Va.

R. J. Forehand, Suffolk, Va.

Eloise Holland, Suffolk, Va.

Mrs. Gilmer Holland, Suffolk, Va.

James R. (Bobby) Jones, Suffolk, Va.

Graxton Pearce, Suffolk, Va.

Joe Stutts, Union Camp Co., Suffolk, Va.

Marion Watson, Suffolk, Va.

**APPENDICES: INDEXES TO SURVEY SITES**

VIRGINIA DEPARTMENT OF HISTORIC RESOURCES SURVEY  
SUFFOLK, VIRGINIA  
1989

NUMERICAL LISTING

<u>FILE NO.</u>	<u>ENTRY</u>	<u>USGS 7.5' QUAD</u>
133-86	1116 Cherry Grove Rd.	Benns Church
133-87	1548 Cherry Grove Rd.	Benns Church
133-88	Nansemond Farm	Benns Church
133-89	Milteer Farm	Benns Church
133-90	8157 Crittenden Rd.	Benns Church
133-91	Carney Farm	Benns Church
133-92	Crooked Creek Farm	Benns Church
133-93	Pope Farm	Benns Church
133-94	Cotton Farm	Benns Church
133-95	W. G. Copeland House	Benns Church
133-96	Clifton Farm	Newport News South
133-97	Horace Dean Farm	Newport News South
133-98	Sleepy Hole Poor Farm	Newport News South
133-99	Carney Farm Site	Newport News South
133-100	Langford Farm	Windsor
133-101	Roundtree Farm	Windsor
133-102	Pruden Farm	Windsor
133-103	Clyde Langford House	Windsor
133-104	Langford Tenant House	Windsor
133-105	E. P. Bradshaw Log Corncrib	Windsor
133-106	A. E. Norfleet House	Windsor
133-107	140 Kings Hwy.	Chuckatuck
133-108	Mills Godwin House	Chuckatuck
133-109	153 Kings Hwy.	Chuckatuck
133-110	United Methodist Church	Chuckatuck
133-111	W. G. Saunders House	Chuckatuck
133-112	200 Kings Hwy.	Chuckatuck
133-113	176 Kings Hwy.	Chuckatuck
133-114	172 Kings Hwy.	Chuckatuck
133-115	Providence United Methodist Church	Windsor
133-116	Gilliam House	Chuckatuck
133-117	152 Kings Hwy.	Chuckatuck
133-118	Godwin-Knight House	Chuckatuck
133-119	Howell House	Chuckatuck
133-120	The Cannon House	Chuckatuck
133-121	Brock House	Chuckatuck

133-122	6027 & 6029 Meadowlot Lane	Chuckatuck
133-123	Sanders House	Chuckatuck
133-124	Moore House	Chuckatuck
133-125	Banks House	Chuckatuck
133-126	Jones House	Chuckatuck
133-127	250(?) Kings Hwy.	Chuckatuck
133-128	264 Kings Hwy.	Chuckatuck
133-129	260 Kings Hwy.	Chuckatuck
133-130	282 Kings Hwy.	Chuckatuck
133-131	Gardner Farm	Windsor
133-132	Saunders Farm	Windsor
133-133	Godwin Blvd. across from Crumps Mill	Chuckatuck
133-134	6036 Godwin Blvd.	Chuckatuck
133-135	Godwin Blvd. next to Spady House	Chuckatuck
133-136	Godwin Blvd., adj. to 7/11	Chuckatuck
133-137	5989 Godwin Blvd.	Chuckatuck
133-138	5968 Godwin Blvd.	Chuckatuck
133-139	Masonic Lodge #77	Chuckatuck
133-140	Frame Cottage across from Masonic Lodge #77	Chuckatuck
133-141	Oakland Christian Church	Chuckatuck
133-142	Hall House	Chuckatuck
133-143	Olive Branch Baptist Church	Windsor
133-144	Mason Pickins House	Chuckatuck
133-145	Pruyne House	Chuckatuck
133-146	6626 Everets Rd.	Chuckatuck
133-147	L-Plan Frame House, Everets Rd.	Chuckatuck
133-148	Oakland School Complex	Chuckatuck
133-149	Gray Farm	Chuckatuck
133-150	Frame House, Godwin Blvd. adj. to Christian Church	Chuckatuck
133-151	Tent Lodge at Oakland	Chuckatuck
133-152	Dailey's Store	Chuckatuck
133-153	Dailey House	Chuckatuck
133-154	Sandy Bottom Elementary School	Chuckatuck
133-155	Diamond Grove Baptist Church	Chuckatuck
133-156	Dailey Farm	Chuckatuck
133-157	Mathews House	Chuckatuck
133-158	Mathews Farm Tenant House	Chuckatuck
133-159	Kirk House	Windsor
133-160	Kirk Ell	Windsor
133-161	Jenkins House	Chuckatuck

133-162	Minton House	Chuckatuck
133-163	6986 Crittenden Rd.	Chuckatuck
133-164	6300 Ferry Point Rd.	Chuckatuck
133-165	Cedar Brook Farm Tenant House	Chuckatuck
133-166	6621 Crittenden Rd.	Chuckatuck
133-167	5030 Codwin Blvd.	Chuckatuck
133-168	Aspin Grove Farm	Chuckatuck
133-169	The Winslow Farm	Chuckatuck
133-170	Gayle's Store	Chuckatuck
133-171	4069 Godwin Blvd.	Chuckatuck
133-172	Gayle House	Chuckatuck
133-173	Eagle Point	Chuckatuck
133-174	Hurff House	Bower's Hill
133-175	Shady Lawn	Chuckatuck
133-176	Harrell House	Chuckatuck
133-177	Bell House	Chuckatuck
133-178	4698 Sleepy Hole Rd.	Chuckatuck
133-179	Jackson House	Chuckatuck
133-180	Little Zion Baptist Church	Chuckatuck
133-181	Jordan House	Chuckatuck
133-182	Jones Farm	Chuckatuck
133-183	Brannon House	Chuckatuck
133-184	4265 Driver Lane	Chuckatuck
133-185	Beech Grove United Methodist Church	Chuckatuck
133-186	4233 Driver Lane	Chuckatuck
133-187	4225 Driver Lane	Chuckatuck
133-188	Parker House	Chuckatuck
133-189	Driver Variety Store	Chuckatuck
133-190	4524 Driver Lane	Chuckatuck
133-191	Dejarnette High School	Chuckatuck
133-192	Arthur's Store	Chuckatuck
133-193	Driver Trading Post	Chuckatuck
133-194	"Randy's Rods"	Chuckatuck
133-195	Vacant House, Driver Lane	Chuckatuck
133-196	Berea Congregational Christian Church	Chuckatuck
133-197	Driver Station Master's House	Chuckatuck
133-198	Driver's Station	Chuckatuck
133-199	Harmony Masonic Lodge	Chuckatuck
199-200	Kings Hwy. across from Feed & Seed	Chuckatuck
133-201	3873 Nansemond Pkwy.	Chuckatuck
133-202	3881 Nansemond Pkwy.	Chuckatuck
133-203	Pierce House	Chuckatuck

133-204	I-house adj. to Nansemond Elementary School	Chuckatuck
133-205	2601 Wilroy Rd.	Chuckatuck
133-206	Abraham Wilroy House	Chuckatuck
133-207	Godwin Blvd. near Red Top	Chuckatuck
133-208	Newby House	Chuckatuck
133-209	3963 Mockingbird Lane	Chuckatuck
133-210	4200 Matoake Rd.	Chuckatuck
133-211	King's Fork School	Chuckatuck
133-212	House adj. to 4601 Girl Scout Rd.	Chuckatuck
133-213	Whitfield Farm	Chuckatuck
133-214	4901 Milners Rd.	Chuckatuck
133-215	Wright House	Chuckatuck
133-216	Indian Point Farm	Chuckatuck
133-217	Sessoms House	Chuckatuck
133-218	2333 Nansemond Pkwy.	Chuckatuck
133-219	2253 Nansemond Pkwy.	Chuckatuck
133-220	2395 Nansemond Pkwy.	Chuckatuck
133-221	adj. 2395 Nansemond Pkwy./ Tenant House	Chuckatuck
133-222	adj. 2253 Nansemond Pkwy./ Tenant House	Chuckatuck
133-223	Bright House	Chuckatuck
133-224	3277 Nansemond Pkwy.	Chuckatuck
133-225	3764 Sleepy Hole Rd.	Chuckatuck
133-226	2069(?) Kings Hwy.	Chuckatuck
133-227	2017 Wilroy Rd.	Chuckatuck
133-228	Driver Home Economics Bldg.	Chuckatuck
133-229	adj. 3824 Nansemond Hwy.	Chuckatuck
133-230	Bradshaw Farm	Chuckatuck
133-231	Vacant Frame House, Pruden Blvd.	Windsor
133-232	Weaver Farm	Windsor
133-233	Eley Farm	Windsor
133-234	Exeter Place	Windsor
133-235	Gardner Place	Windsor
133-236	Underwood Farm	Windsor
133-237	Walter Byrum Farm	Windsor
133-238	H. J. Gardner House	Windsor
133-239	Steven Joiner Farm	Windsor
133-240	J. A. Russell House	Windsor
133-241	R. L. Wagner House	Windsor
133-242	Town Point Farm	Newport News South
133-243	Jody Matthews House	Bowers Hill

133-244	Bennetts Creek Farm	Bowers Hill
133-245	Gillie House	Bowers Hill
133-246	E. W. Pope House	Bowers Hill
133-247	Smillie House	Bowers Hill
133-248	E. K. Rabey Farm	Bowers Hill
133-249	Arnold House	Bowers Hill
133-250	White Farm	Bowers Hill
133-251	Quaker Neck Farm	Bowers Hill
133-252	Eberwine Farm	Bowers Hill
133-253	3224 Bridge Rd.	Bowers Hill
133-254	Charles Eberwine House	Bowers Hill
133-255	Nansemond Pkwy. General Store	Bowers Hill
133-256	Upton Farm	Bowers Hill
133-257	Upton Farm #2	Bowers Hill
133-258	5193 Whaleyville Blvd.	Whaleyville
133-259	Langston Cemetery, Whaleyville Blvd.	Whaleyville
133-260	5237 Whaleyville Blvd.	Whaleyville
133-261	6430 Whaleyville Blvd.	Whaleyville
133-262	6420 Whaleyville Blvd.	Whaleyville
133-263	6418 Whaleyville Blvd.	Whaleyville
133-264	6416 Whaleyville Blvd.	Whaleyville
133-265	6412 Whaleyville Blvd.	Whaleyville
133-266	6404 Whaleyville Blvd.	Whaleyville
133-267	6328 Whaleyville Blvd.	Whaleyville
133-268	6326 Whaleyville Blvd.	Whaleyville
133-269	6322 Whaleyville Blvd.	Whaleyville
133-270	6320(?) Whaleyville Blvd.	Whaleyville
133-271	6314 Whaleyville Blvd.	Whaleyville
133-272	Whaleyville United Methodist Church	Whaleyville
133-273	6310 Whaleyville Blvd.	Whaleyville
133-274	6308 Whaleyville Blvd.	Whaleyville
133-275	6306 Whaleyville Blvd.	Whaleyville
133-276	6304 Whaleyville Blvd.	Whaleyville
133-277	6302 Whaleyville Blvd.	Whaleyville
133-278	6300 Whaleyville Blvd.	Whaleyville
133-279	Mineral Spring Baptist Church	Whaleyville
133-280	Mineral Spring Baptist Church Storage Building	Whaleyville
133-281	129 Whaley St.	Whaleyville
133-282	1448 Boonetown Rd.	Whaleyville
133-283	1447 Boonetown Rd.	Whaleyville
133-284	5033 Whaleyville Blvd.	Whaleyville
133-285	5309 Whaleyville Blvd.	Whaleyville

133-286	6145 Whaleyville Blvd.	Whaleyville
133-287	Tenant House, Shibui Ni Farm	Whaleyville
133-288	6153 Whaleyville Blvd.	Whaleyville
133-289	Jones(?) School Cafeteria, Whaleyville Blvd.	Whaleyville
133-290	Great Fork Baptist Church	Whaleyville
133-291	349 Great Fork Rd.	Whaleyville
133-292	135 Mineral Spring Rd.	Whaleyville
133-293	222 Mineral Spring Rd.	Whaleyville
133-294	Municipal Bldg., 6431 (?) Whaleyville Blvd.	Whaleyville
133-295	1595 Freeman Mill Rd.	Whaleyville
133-296	St. Stephen's Church	Whaleyville
133-297	6517 Whaleyville Blvd.	Whaleyville
133-298	6419 Whaleyville Blvd.	Whaleyville
133-299	6417 Whaleyville Blvd.	Whaleyville
133-300	6415 Whaleyville Blvd.	Whaleyville
133-301	6413 Whaleyville Blvd.	Whaleyville
133-302	6411 Whaleyville Blvd.	Whaleyville
133-303	6409 Whaleyville Blvd.	Whaleyville
133-304	6407 Whaleyville Blvd.	Whaleyville
133-305	6403 Whaleyville Blvd.	Whaleyville
133-306	6401 Whaleyville Blvd.	Whaleyville
133-307	6329 Whaleyville Blvd.	Whaleyville
133-308	6327 Whaleyville Blvd.	Whaleyville
133-309	6325 Whaleyville Blvd.	Whaleyville
133-310	6323 Whaleyville Blvd.	Whaleyville
133-311	6321 Whaleyville Blvd.	Whaleyville
133-312	6319 Whaleyville Blvd.	Whaleyville
133-313	6313 Whaleyville Blvd.	Whaleyville
133-314	6311 Whaleyville Blvd.	Whaleyville
133-315	6309 Whaleyville Blvd.	Whaleyville
133-316	6307 Whaleyville Blvd.	Whaleyville
133-317	6305 Whaleyville Blvd.	Whaleyville
133-318	6303 Whaleyville Blvd.	Whaleyville
133-319	4848 Mineral Spring Rd.	Whaleyville
133-320	4832 Mineral Spring Rd.	Whaleyville
133-321	4831(?) Whaleyville Blvd.	Whaleyville
133-322	5000 Whaleyville Blvd.	Whaleyville
133-323	5268 Whaleyville Blvd.	Whaleyville
133-324	6026 Whaleyville Blvd.	Whaleyville
133-325	6708 Whaleyville Blvd.	Whaleyville
133-326	225 Great Fork Rd.	Whaleyville



133-327	128 Mineral Spring Rd.	Whaleyville
133-328	216 Mineral Spring Rd.	Whaleyville
133-329	497 Mineral Spring Rd.	Whaleyville
133-330	Store, corner of Mineral Spring Rd. and Great Fork Rd.	Whaleyville
133-331	Across from 424 Great Fork Rd.	Whaleyville
133-332	919 Great Fork Rd.	Whaleyville
133-333	508 Little Fork Rd.	Whaleyville
133-334	324 Little Fork Rd.	Whaleyville
133-335	220 Little Fork Rd.	Whaleyville
133-336	7417 Whaleyville Blvd.	Whaleyville
133-337	10469 S. Quay Rd.	Franklin
133-338	Johnson-Williams house, 10497 S. Quay Rd.	Riverdale
133-339	S.E. corner of S. Quay Rd. and Gates Rd.	Gates
133-340	9805 Gates Rd.	Gates
133-341	W. Porter Grocery	Gates
133-342	10671 Camp Pond Rd.	Gates
133-343	Sumner Family Cemetery	Gates
133-344	George Gardner House	Gates
133-345	8552 Corinth Chapel Rd.	Gates
133-346	Corinth Chapel Christian Church	Gates
133-347	Seth Howell House	Gates
133-348	7679 Gates Rd.	Gates
133-349	Pittman-Cutchins House, 8433 Short Lane	Gates
133-350	Pittmantown Rd., 100 yds. N. of N. Carolina border	Gates
133-351	Pittmantown Rd. Smokehouse	Gates
133-352	8091 Gates Rd.	Gates
133-353	Jacob-Austin House, 8340 Gates Rd.	Gates
133-354	White I-house, east side, Ellis Rd.	Gates
133-355	N.E. of 10425 Ellis Rd.	Gates
133-356	6932 Corinth Chapel Rd.	Gates
133-357	9201 Pineview Rd.	Gates
133-358	5349 Holy Neck Rd.	Gates
133-359	5300 Holy Neck Rd.	Gates
133-360	5140 Holy Neck Rd.	Gates
133-361	5-bay I-house, N. side, Holy Neck Rd.	Gates
133-362	7688 Quaker Dr.	Gates
133-363	Store, 2948 Longstreet Lane	Gates

133-364	2948 Longstreet Lane	Gates
133-365	March House, 2700 Longstreet Lane	Gates
133-366	3748 Butler Dr.	Gates
133-367	3901 Butler Dr.	Gates
133-368	Somerton Store	Gates
133-369	Somerton United Methodist Church	Gates
133-370	8700 Whaleyville Blvd.	Gates
133-371	1901 Pittmantown Rd.	Gates
133-372	2500 Longstreet Lane	Gates
133-373	Tenant house, W. side, Robie Lane	Gates
133-374	6624 Corinth Chapel Rd.	Gates
133-375	Holy Neck United Church of Christ	Gates
133-376	Ashley Farm, South of 8393 Pineview Rd.	Gates
133-377	Hare House	Gates
133-378	9501 Pineview Rd.	Gates
133-379	White Frame House, Route 770	Gates
133-380	S.W. corner Mineral Spring and Great Fork Rds.	Whaleyville
133-381	Sawmill/Cottonmill, Great Fork Rd	Whaleyville
133-382	1018 Great Fork Rd.	Whaleyville
133-383	St. Mary's Church	Whaleyville
133-384	609 Little Fork Rd.	Whaleyville
133-385	325 Little Fork Rd.	Whaleyville
133-386	7024 Whaleyville Blvd.	Whaleyville
133-387	6755 S. Quay Rd.	Holland
133-388	6753 S. Quay Rd.	Holland
133-389	6751 S. Quay Rd.	Holland
133-390	6749 S. Quay Rd.	Holland
133-391	6745 S. Quay Rd.	Holland
133-392	6741 S. Quay Rd.	Holland
133-393	6739 S. Quay Rd.	Holland
133-394	6731 S. Quay Rd.	Holland
133-395	6729 S. Quay Rd.	Holland
133-396	6722 S. Quay Rd.	Holland
133-397	6724 S. Quay Rd.	Holland
133-398	6732-6732 1/2 S. Quay Rd.	Holland
133-399	6734 S. Quay Rd.	Holland
133-400	6736 S. Quay Rd.	Holland
133-401	6740 S. Quay Rd.	Holland
133-402	6742 S. Quay Rd.	Holland
133-403	6744 S. Quay Rd.	Holland

133-404	6746 S. Quay Rd.	Holland
133-405	6748(?) S. Quay Rd.	Holland
133-406	6752 S. Quay Rd.	Holland
133-407	Holland-Holy Neck Library S. Quay Rd.	Holland
133-408	Farmer's Hardware, 6717 S. Quay Rd.	Holland
133-409	Dutch Market, north building, 6709 S. Quay Rd.	Holland
133-410	Railroad Building, east side, S. Quay Rd.	Holland
133-411	Commercial Building, S. Quay Rd.	Holland
133-412	Harvey's Plumbing, 6716 S. Quay Rd.	Holland
133-413	Mason's Barber Shop, S. Quay Rd.	Holland
133-414	Railroad Depot, west of S. Quay Rd.	Holland
133-415	100 Tree Lane	Holland
133-416	102 Tree Lane	Holland
133-417	104 Tree Lane	Holland
133-418	Feed Store, S. Quay Rd.	Holland
133-419	6704-6706 S. Quay Rd.	Holland
133-420	6702 S. Quay Rd.	Holland
133-421	6616 Holland Rd.	Holland
133-422	6612 Holland Rd.	Holland
133-423	6610(?) Holland Rd.	Holland
133-424	6606 Holland Rd.	Holland
133-425	6604 Holland Rd.	Holland
133-426	6600 Holland Rd.	Holland
133-427	Holland Baptist Church, Holland Rd.	Holland
133-428	Old Holland Baptist Church, Holland Rd.	Holland
133-429	6501 Holland Rd.	Holland
133-430	The Old Home Place	Holland
133-431	Dendricks-Jones House, 7132 S. Quay Rd.	Holland
133-432	7100 Whaleyville Blvd.	Whaleyville
133-433	Palm Tree Baptist Church Whaleyville Blvd.	Whaleyville
133-434	7800 Whaleyville Blvd.	Whaleyville
133-435	7925 Whaleyville Blvd.	Whaleyville
133-436	316 Collins Rd.	Whaleyville
133-437	565 Collins Rd.	Whaleyville
133-438	1632 Great Fork Rd.	Whaleyville
133-439	509 Greenway Rd.	Whaleyville

133-440	Vacant white I-house, Sweatt Rd.	Whaleyville
133-441	701 Cypress Chapel Rd.	Whaleyville
133-442	789 Cypress Chapel Rd.	Whaleyville
133-443	965 Greenway Rd.	Whaleyville
133-444	7208 Whaleyville Blvd.	Whaleyville
133-445	White Foursquare, Wedgewood Dr.	Whaleyville
133-446	325 Lucy Cross Rd.	Whaleyville
133-447	1908 Greenway Rd.	Whaleyville
133-448	2149 Greenway Rd.	Whaleyville
133-449	White Sided I-house, Greenway Rd.	Whaleyville
133-450	4812 Mineral Spring Rd.	Whaleyville
133-451	450 Greenway Rd.	Whaleyville
133-452	5203 Mineral Spring Rd.	Whaleyville
133-453	5072 Mineral Spring Rd.	Whaleyville
133-454	5537 Mineral Spring Rd.	Whaleyville
133-455	5809 Mineral Spring Rd.	Whaleyville
133-456	6525 Mineral Spring Rd.	Whaleyville
133-457	809 Wedgewood Dr.	Whaleyville
133-458	3994 Arthur Dr.	Whaleyville
133-459	3248 Arthur Dr.	Whaleyville
133-460	White I-house, Arthur Dr.	Whaleyville
133-461	2493 Freeman Mill Rd.	Whaleyville
133-462	White I-house, Freeman Mill Rd.	Whaleyville
133-463	1188 Freeman Mill Rd.	Whaleyville
133-464	Whedbee Barns	Chuckatuck
133-465	Kinsale Farm	Holland
133-466	7133 Gates Rd.	Gates
133-467	S. side Wildwood Dr.	Riverdale
133-468	Hingerty House, 10838 Wyanoke Trail	Riverdale
133-469	Wyanoke Farm, 10985 Wyanoke Trail	Rivendale
133-470	Isaac Jones House, 10749 Wyanoke Trail	Riverdale
133-471	S. Quay Drawbridge, S. Quay Rd. at Blackwater River	Franklin
133-472	Balm of Gilead Missionary Baptist Church	Suffolk
133-473	3120 White Marsh Rd.	Suffolk
133-474	W. side White Marsh Rd.	Suffolk
133-475	E. side White Marsh Rd., S. of Badger Rd.	Suffolk
133-476	2525 White Marsh Rd.	Suffolk
133-477	6615 Holland Rd.	Holland
133-478	6611 Holland Rd.	Holland

133-479	6607 Holland Rd.	Holland
133-480	6605 Holland Rd.	Holland
133-481	6603 Holland Rd.	Holland
133-482	6601 Holland Rd.	Holland
133-483	6523 Holland Rd.	Holland
133-484	E. side White Marsh Rd., N. of Badger Rd.	Suffolk
133-485	1941 White Marsh Rd.	Suffolk
133-486	1865 White Marsh Rd.	Suffolk
133-487	1476 White Marsh Rd.	Suffolk
133-488	1381 White Marsh Rd.	Suffolk
133-489	1370 White Marsh Rd.	Suffolk
133-490	1352 White Marsh Rd.	Suffolk
133-491	617 Babbtown Rd.	Suffolk
133-492	770 Babbtown Rd.	Suffolk
133-493	2800 Airport Rd.	Suffolk
133-494	2760 Airport Rd.	Suffolk
133-495	Mt. Ararat Christian Church	Suffolk
133-496	S. side Meadow Country Rd.	Suffolk
133-497	2488 Meadow Country Rd.	Suffolk
133-498	2509 Hosier Rd.	Suffolk
133-499	2969 Copeland Rd.	Suffolk
133-500	N.E. corner Airport and Skeetertown Rds.	Suffolk
133-501	Skeeter House, S. side Skeetertown Rd.	Suffolk
133-502	End of Pitt Rd.	Suffolk
133-503	2732 Badger Rd.	Suffolk
133-504	2080 White Marsh Rd.	Suffolk
133-505	645 Carolina Rd.	Suffolk
133-506	671 Carolina Rd.	Suffolk
133-507	309 Benton Rd.	Suffolk
133-508	352 Benton Rd.	Suffolk
133-509	8170 Whaleyville Blvd.	Whaleyville
133-510	7704 Whaleyville Blvd.	Whaleyville
133-511	7588 Whaleyville Blvd.	Whaleyville
133-512	1600 Great Fork Rd.	Whaleyville
133-513	508 Greenway Rd.	Whaleyville
133-514	Vacant house behind 508 Greenway Rd.	Whaleyville
133-515	980 Cypress Chapel Rd.	Whaleyville
133-516	1098 Greenway Rd.	Whaleyville
133-517	125 Mineral Spring Rd.	Whaleyville

133-518	481 Wedgewood Dr.	Whaleyville
133-519	800 Wedgewood Dr.	Whaleyville
133-520	1857 Greenway Rd.	Whaleyville
133-521	2324 Greenway Rd.	Whaleyville
133-522	4813 Mineral Spring Rd.	Whaleyville
133-523	4816 Mineral Spring Rd.	Whaleyville
133-524	5165 Mineral Spring Rd.	Whaleyville
133-525	2450 Holland Corner Rd.	Whaleyville
133-526	5100 Manning Rd.	Whaleyville
133-527	Vacant Victorian, Arthur Dr.	Whaleyville
133-528	996 Freeman Mill Rd.	Whaleyville
133-529	Across from 1285 Freeman Mill Rd.	Whaleyville
133-530	Wayside Farm	Holland
133-531	Holland Christian Church	Holland
133-532	Holland School Complex	Holland
133-533	Vernon Riddick Farm	Whaleyville
133-534	Dutch Market, south building, 6709 S. Quay Rd.	Holland
133-535		
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133-552	351 Benton Rd.	Suffolk
133-553	707 Carolina Rd.	Suffolk
133-554	719 Carolina Rd.	Suffolk
133-555	901 Carolina Rd.	Suffolk
133-556	842 Carolina Rd.	Suffolk
133-557	840 Carolina Rd.	Suffolk
133-558	Opposite 759 Carolina Rd.	Suffolk
133-559	1035 Old Somerton Rd.	Suffolk

133-560	2617 Carolina Rd.	Suffolk
133-561	2813 Carolina Rd.	Suffolk
133-562	2926 Carolina Rd.	Suffolk
133-563	2928 Carolina Rd.	Suffolk
133-564	2931 Carolina Rd.	Suffolk
133-565	1301 Babbtown Rd.	Suffolk
133-566	Carolina Rd. & Whaleyville Blvd.	Suffolk
133-567	2358 Hosier Rd.	Suffolk
133-568	2249 Hosier Rd.	Suffolk
133-569	1961 Hosier Rd.	Suffolk
133-570	1861 Hosier Rd.	Suffolk
133-571	962 Hosier Rd.	Suffolk
133-572	3369 White Marsh Rd.	Suffolk
133-573	3140 White Marsh Rd.	Suffolk
133-574	751 Babbtown Rd.	Suffolk
133-575	2264 White Marsh Rd.	Suffolk

VIRGINIA DEPARTMENT OF HISTORIC RESOURCES SURVEY  
SUFFOLK, VIRGINIA  
1988

ALPHABETICAL LISTING

<u>FILE NO.</u>	<u>ENTRY</u>	<u>USGS 7.5' QUAD</u>
133-494	2760 Airport Rd.	Suffolk
133-493	2800 Airport Rd.	Suffolk
133-500	N.E. corner Airport and Skeetertown Rds.	Suffolk
133-249	Arnold House	Bowers Hill
133-459	3248 Arthur Dr.	Whaleyville
133-458	3994 Arthur Dr.	Whaleyville
133-527	Vacant Victorian on Arthur Dr.	Whaleyville
133-460	White I-house, Arthur Dr.	Whaleyville
133-192	Arthur's Store	Chuckatuck
133-168	Aspin Grove Farm	Chuckatuck
133-491	617 Babbtown Rd.	Suffolk
133-574	751 Babbtown Rd.	Suffolk
133-492	770 Babbtown Rd.	Suffolk
133-565	1301 Babbtown Rd.	Suffolk
133-503	2732 Badger Rd.	Suffolk
133-472	Balm of Gilead Missionary Baptist Church	Suffolk
133-125	Banks House	Chuckatuck
133-185	Beech Grove United Methodist Church	Chuckatuck
133-177	Bell House	Chuckatuck
133-244	Bennetts Creek Farm	Bowers Hill
133-507	309 Benton Rd.	Suffolk
133-552	351 Benton Rd.	Suffolk
133-508	352 Benton Rd.	Suffolk
133-196	Berea Congregational Christian Church	Chuckatuck
133-283	1447 Boonetown Rd.	Whaleyville
133-282	1448 Boonetown Rd.	Whaleyville
133-230	Bradshaw Farm	Chuckatuck
133-105	E. P. Bradshaw Log Corncrib	Windsor
133-183	Brannon House	Chuckatuck
133-253	3224 Bridge Rd.	Bowers Hill
133-223	Bright House	Chuckatuck
133-121	Brock House	Chuckatuck
133-237	Walter Byrum Farm	Windsor



133-366	3748 Butler Dr.	Gates
133-367	3901 Butler Dr.	Gates
133-342	10671 Camp Pond Rd.	Gates
133-120	The Cannon House	Chuckatuck
133-91	Carney Farm	Benns Church
133-99	Carney Farm Site	Newport News South
133-505	645 Carolina Rd.	Suffolk
133-506	671 Carolina Rd.	Suffolk
133-553	707 Carolina Rd.	Suffolk
133-554	719 Carolina Rd.	Suffolk
133-558	Opposite 759 Carolina Rd.	Suffolk
133-557	840 Carolina Rd.	Suffolk
133-556	842 Carolina Rd.	Suffolk
133-555	901 Carolina Rd.	Suffolk
133-560	2617 Carolina Rd.	Suffolk
133-561	2813 Carolina Rd.	Suffolk
133-562	2926 Carolina Rd.	Suffolk
133-563	2928 Carolina Rd.	Suffolk
133-564	2931 Carolina Rd.	Suffolk
133-566	Carolina Rd. & Whaleyville Blvd.	Suffolk
133-165	Cedar Brook Farm Tenant House	Chuckatuck
133-86	1116 Cherry Grove Rd.	Benns Church
133-87	1548 Cherry Grove Rd.	Benns Church
133-96	Clifton Farm	Newport News South
133-436	316 Collins Rd.	Whaleyville
133-437	565 Collins Rd.	Whaleyville
133-95	W. G. Copeland House	Benns Church
133-499	2969 Copeland Rd.	Suffolk
133-374	6624 Corinth Chapel Rd.	Gates
133-356	6932 Corinth Chapel Rd.	Gates
133-346	Corinth Chapel Christian Church	Gates
133-345	8552 Corinth Chapel Rd.	Gates
133-94	Cotton Farm	Benns Church
133-166	6621 Crittenden Rd.	Chuckatuck
133-163	6986 Crittenden Rd.	Chuckatuck
133-90	8157 Crittenden Rd.	Benns Church
133-92	Crooked Creek Farm	Benns Church
133-441	701 Cypress Chapel Rd.	Whaleyville
133-442	789 Cypress Chapel Rd.	Whaleyville
133-515	980 Cypress Chapel Rd.	Whaleyville
133-156	Dailey Farm	Chuckatuck
133-153	Dailey House	Chuckatuck
133-152	Dailey's Store	Chuckatuck

133-97	Horace Dean Farm	Newport News South
133-191	Dejarnette High School	Chuckatuck
133-155	Diamond Grove Baptist Church	Chuckatuck
133-228	Driver Home Economics Bldg.	Chuckatuck
133-198	Driver's Station	Chuckatuck
133-197	Driver Station Master's House	Chuckatuck
133-193	Driver Trading Post	Chuckatuck
133-189	Driver Variety Store	Chuckatuck
133-187	4225 Driver Lane	Chuckatuck
133-186	4233 Driver Lane	Chuckatuck
133-184	4265 Driver Lane	Chuckatuck
133-190	4524 Driver Lane	Chuckatuck
133-195	Vacant House, Driver Lane	Chuckatuck
133-173	Eagle Point	Chuckatuck
133-252	Eberwine Farm	Bowers Hill
133-254	Charles Eberwine House	Bowers Hill
133-233	Eley Farm	Windsor
133-355	N.E. of 10425 Ellis Rd.	Gates
133-354	White I-house, E. side, Ellis Rd.	Gates
133-146	6626 Everets Rd.	Chuckatuck
133-147	L-Plan House, Everets Rd.	Chuckatuck
133-234	Exeter Place	Windsor
133-164	6300 Ferry Point Rd.	Chuckatuck
133-528	996 Freeman Mill Rd.	Whaleyville
133-463	1188 Freeman Mill Rd.	Whaleyville
133-295	1595 Freeman Mill Rd.	Whaleyville
133-461	2493 Freeman Mill Rd.	Whaleyville
133-529	Across from 1285 Freeman Mill Rd.	Whaleyville
133-462	White I-house, Freeman Mill Rd.	Whaleyville
133-131	Gardner Farm	Windsor
133-235	Gardner Place	Windsor
133-344	George Gardner House	Gates
133-238	H. J. Gardner House	Windsor
133-466	7133 Gates Rd.	Gates
133-348	7679 Gates Rd.	Gates
133-352	8091 Gates Rd.	Gates
133-353	Jacob-Austin House, 8340 Gates Rd.	Gates
133-340	9805 Gates Rd.	Gates
113-339	S.E. corner Gates Rd. & S. Quay Rd.	Gates
133-172	Gayle House	Chuckatuck
133-170	Gayle's Store	Chuckatuck
133-116	Gilliam House	Chuckatuck
133-245	Gillie House	Bowers Hill

133-212	House adj. to 4601 Girl Scout Rd.	Chuckatuck
133-150	Frame House, Godwin Blvd. adj. to Christian Church	Chuckatuck
133-133	Godwin Blvd. across from Crumps Mill	Chuckatuck
133-207	Godwin Blvd. near Red Top	Chuckatuck
133-135	Godwin Blvd. next to Spady House	Chuckatuck
133-136	Godwin Blvd. next to 7/11	Chuckatuck
133-167	5030 Godwin Blvd.	Chuckatuck
133-171	4069 Godwin Blvd.	Chuckatuck
133-138	5968 Godwin Blvd.	Chuckatuck
133-137	5989 Godwin Blvd.	Chuckatuck
133-134	6036 Godwin Blvd.	Chuckatuck
133-108	Mills Godwin House	Chuckatuck
133-118	Godwin-Knight House	Chuckatuck
133-149	Gray Farm	Chuckatuck
133-290	Great Fork Baptist Church	Whaleyville
133-326	225 Great Fork Rd.	Whaleyville
133-291	349 Great Fork Rd.	Whaleyville
133-331	Across from 424 Great Fork Rd.	Whaleyville
133-332	919 Great Fork Rd.	Whaleyville
133-382	1018 Great Fork Rd.	Whaleyville
133-512	1600 Great Fork Rd.	Whaleyville
133-438	1632 Great Fork Rd.	Whaleyville
133-381	Sawmill/Cottonmill, Great Fork Rd.	Whaleyville
133-451	450 Greenway Rd.	Whaleyville
133-513	508 Greenway Rd.	Whaleyville
133-439	509 Greenway Rd.	Whaleyville
133-443	965 Greenway Rd.	Whaleyville
133-516	1098 Greenway Rd.	Whaleyville
133-520	1857 Greenway Rd.	Whaleyville
133-447	1908 Greenway Rd.	Whaleyville
133-448	2149 Greenway Rd.	Whaleyville
133-521	2324 Greenway Rd.	Whaleyville
133-514	Vacant house behind 508 Greenway Rd.	Whaleyville
133-449	White sided I-house, Greenway Rd.	Whaleyville
133-331	Across from 424 Great Fork Rd.	Whaleyville
133-142	Hall House	Chuckatuck
133-377	Hare House	Gates
133-199	Harmony Masonic Lodge	Chuckatuck
133-176	Harrell House	Chuckatuck
133-531	Holland Christian Church	Holland

133-525	2450 Holland Corner Rd.	Whaleyville
133-429	6501 Holland Rd.	Holland
133-483	6523 Holland Rd.	Holland
133-426	6600 Holland Rd.	Holland
133-482	6601 Holland Rd.	Holland
133-481	6603 Holland Rd.	Holland
133-425	6604 Holland Rd.	Holland
133-480	6605 Holland Rd.	Holland
133-424	6606 Holland Rd.	Holland
133-479	6607 Holland Rd.	Holland
133-423	6610(?) Holland Rd.	Holland
133-478	6611 Holland Rd.	Holland
133-422	6612 Holland Rd.	Holland
133-477	6615 Holland Rd.	Holland
133-421	6616 Holland Rd.	Holland
133-427	Holland Baptist Church, Holland Rd.	Holland
133-428	Old Holland Baptist Church, Holland Rd.	Holland
133-532	Holland School Complex	Holland
133-360	5140 Holy Neck Rd.	Gates
133-359	5300 Holy Neck Rd.	Gates
133-358	5349 Holy Neck Rd.	Gates
133-361	5-bay I-house, N. side Holy Neck Rd.	Gates
133-375	Holy Neck United Church of Christ	Gates
133-571	962 Hosier Rd.	Suffolk
133-570	1861 Hosier Rd.	Suffolk
133-569	1961 Hosier Rd.	Suffolk
133-568	2249 Hosier Rd.	Suffolk
133-567	2358 Hosier Rd.	Suffolk
133-498	2509 Hosier Rd.	Suffolk
133-119	Howell House	Chuckatuck
133-347	Seth Howell House	Gates
133-174	Hurff House	Bower's Hill
133-216	Indian Point Farm	Chuckatuck
133-179	Jackson House	Chuckatuck
133-161	Jenkins House	Chuckatuck
133-239	Steven Joiner Farm	Windsor
133-182	Jones Farm	Chuckatuck
133-126	Jones House	Chuckatuck
133-181	Jordan House	Chuckatuck
133-211	King's Fork School	Chuckatuck
199-200	Kings Hwy. across from Driver Feed & Seed	Chuckatuck

133-107	140 Kings Hwy.	Chuckatuck
133-117	152 Kings Hwy.	Chuckatuck
133-109	153 Kings Hwy.	Chuckatuck
133-114	172 Kings Hwy.	Chuckatuck
133-113	176 Kings Hwy.	Chuckatuck
133-112	200 Kings Hwy.	Chuckatuck
133-127	250(?) Kings Hwy.	Chuckatuck
133-129	260 Kings Hwy.	Chuckatuck
133-128	264 Kings Hwy.	Chuckatuck
133-130	282 Kings Hwy.	Chuckatuck
133-226	2069(?) Kings Hwy.	Chuckatuck
133-465	Kinsale Farm	Holland
133-160	Kirk Ell	Windsor
133-159	Kirk House	Windsor
133-103	Clyde Langford House	Windsor
133-100	Langford Farm	Windsor
133-104	Langford Tenant House	Windsor
133-335	220 Little Fork Rd.	Whaleyville
133-334	324 Little Fork Rd.	Whaleyville
133-385	325 Little Fork Rd.	Whaleyville
133-333	508 Little Fork Rd.	Whaleyville
133-384	609 Little Fork Rd.	Whaleyville
133-372	2500 Longstreet Lane	Gates
133-365	March House, 2700 Longstreet Lane	Gates
133-364	2948 Longstreet Lane	Gates
133-363	2948 Longstreet Lane	Gates
133-446	325 Lucy Cross Rd.	Whaleyville
133-526	5100 Manning Rd.	Whaleyville
133-139	Masonic Lodge #77	Chuckatuck
133-140	Frame cottage across from Masonic Lodge #77	Chuckatuck
133-157	Mathews House	Chuckatuck
133-158	Mathews Farm Tenant House	Chuckatuck
133-243	Jody Matthews House	Bowers Hill
133-210	4200 Matoake Rd.	Chuckatuck
133-497	2488 Meadow Country Rd.	Suffolk
133-496	S. side Meadow Country Rd.	Suffolk
133-122	6027 & 6029 Meadowlot Lane	Chuckatuck
133-214	4901 Milners Rd.	Chuckatuck
133-89	Milteer Farm	Benns Church
133-279	Mineral Spring Baptist Church	Whaleyville
133-280	Mineral Spring Baptist Church Storage Building	Whaleyville

133-517	125 Mineral Spring Rd.	Whaleyville
133-327	128 Mineral Spring Rd.	Whaleyville
133-292	135 Mineral Spring Rd.	Whaleyville
133-328	216 Mineral Spring Rd.	Whaleyville
133-293	222 Mineral Spring Rd.	Whaleyville
133-329	497 Mineral Spring Rd.	Whaleyville
133-450	4812 Mineral Spring Rd.	Whaleyville
133-522	4813 Mineral Spring Rd.	Whaleyville
133-523	4816 Mineral Spring Rd.	Whaleyville
133-320	4832 Mineral Spring Rd.	Whaleyville
133-319	4848 Mineral Spring Rd.	Whaleyville
133-524	5165 Mineral Spring Rd.	Whaleyville
133-453	5072 Mineral Spring Rd.	Whaleyville
133-452	5203 Mineral Spring Rd.	Whaleyville
133-454	5537 Mineral Spring Rd.	Whaleyville
133-455	5809 Mineral Spring Rd.	Whaleyville
133-456	6525 Mineral Spring Rd.	Whaleyville
133-321	4831 (?) Mineral Spring Rd.	Whaleyville
133-330	Store, corner of Mineral Spring and Great Fork Rds.	Whaleyville
133-380	S.W. Corner Mineral Spring and Great Fork Rds.	Whaleyville
133-162	Minton House	Chuckatuck
133-209	3963 Mockingbird Lane	Chuckatuck
133-124	Moore House	Chuckatuck
133-495	Mt. Ararat Christian Church	Suffolk
133-88	Nansemond Farm	Benns Church
133-218	2333 Nansemond Pkwy.	Chuckatuck
133-219	2253 Nansemond Pkwy.	Chuckatuck
133-220	2395 Nansemond Pkwy.	Chuckatuck
133-221	Tenant House adj. 2395 Nansemond Pkwy.	Chuckatuck
133-222	Tenant House adj. 2253 Nansemond Pkwy.	Chuckatuck
133-224	3277 Nansemond Pkwy.	Chuckatuck
133-201	3873 Nansemond Pkwy.	Chuckatuck
133-202	3881 Nansemond Pkwy.	Chuckatuck
133-229	Frame cottage adj. 3824 Nansemond Hwy.	Chuckatuck
133-204	I-house adj. to Nansemond Elementary School	Chuckatuck
133-255	Nansemond Pkwy. General Store	Bowers Hill
133-208	Newby House	Chuckatuck

133-106	A. E. Norfleet House	Windsor
133-141	Oakland Christian Church	Chuckatuck
133-148	Oakland School Complex	Chuckatuck
133-430	The Old Home Place	Holland
133-559	1035 Old Somerton Rd.	Suffolk
133-143	Olive Branch Baptist Church	Windsor
133-188	Parker House	Chuckatuck
133-144	Mason Pickins House	Chuckatuck
133-203	Pierce House	Chuckatuck
133-357	9201 Pineview Rd.	Gates
133-376	Ashley Farm, South of 8393 Pineview Rd.	Gates
133-378	9501 Pineview Rd.	Gates
133-502	End of Pitt Rd.	Suffolk
133-371	1901 Pittmantown Rd.	Gates
133-350	Pittmantown Rd., 100 yds. N. of N. Carolina border	Gates
133-351	Pittmantown Rd. Smokehouse	Gates
133-93	Pope Farm	Benns Church
133-246	E. W. Pope House	Bowers Hill
133-341	W. Porter Grocery	Gates
133-115	Providence United Methodist Church	Windsor
133-102	Pruden Farm	Windsor
133-231	Vacant Frame House, Pruden Blvd.	Windsor
133-145	Pruyne House	Chuckatuck
133-362	7688 Quaker Dr.	Gates
133-251	Quaker Neck Farm	Bowers Hill
133-248	E. K. Rabey Farm	Bowers Hill
133-194	"Randy's Rods"	Chuckatuck
133-533	Vernon Riddick Farm	Whaleyville
133-373	W. side, Robie Lane	Gates
133-101	Roundtree Farm	Windsor
133-240	J. A. Russell House	Windsor
133-123	Sanders House	Chuckatuck
133-111	W. G. Saunders House	Chuckatuck
133-154	Sandy Bottom Elementary School	Chuckatuck
133-132	Saunders Farm	Windsor
133-217	Sessoms House	Chuckatuck
133-347	Seth Howell House	Gates
133-379	White Frame House, Route 770	Gates
133-175	Shady Lawn	Chuckatuck

133-349	Pittman-Cutchins House, 8433 Short Lane	Gates
133-501	Skeeter House, S. side Skeetertown Rd.	Suffolk
133-98	Sleepy Hole Poor Farm	Newport News South
133-225	3764 Sleepy Hole Rd.	Chuckatuck
133-178	4698 Sleepy Hole Rd.	Chuckatuck
133-247	Smillie House	Bowers Hill
133-368	Somerton Store	Gates
133-369	Somerton United Methodist Church	Gates
133-420	6702 S. Quay Rd.	Holland
133-419	6704-6706 S. Quay Rd.	Holland
133-412	Harvey's Plumbing, 6716 S. Quay Rd.	Holland
133-408	Farmer's Hardware, 6717 S. Quay Rd.	Holland
133-396	6722 S. Quay Rd.	Holland
133-397	6724 S. Quay Rd.	Holland
133-395	6729 S. Quay Rd.	Holland
133-394	6731 S. Quay Rd.	Holland
133-398	6732-6732 1/2 S. Quay Rd.	Holland
133-399	6734 S. Quay Rd.	Holland
133-400	6736 S. Quay Rd.	Holland
133-393	6739 S. Quay Rd.	Holland
133-401	6740 S. Quay Rd.	Holland
133-392	6741 S. Quay Rd.	Holland
133-402	6742 S. Quay Rd.	Holland
133-403	6744 S. Quay Rd.	Holland
133-391	6745 S. Quay Rd.	Holland
133-404	6746 S. Quay Rd.	Holland
133-405	6748(?) S. Quay Rd.	Holland
133-390	6749 S. Quay Rd.	Holland
133-389	6751 S. Quay Rd.	Holland
133-406	6752 S. Quay Rd.	Holland
133-388	6753 S. Quay Rd.	Holland
133-387	6755 S. Quay Rd.	Holland
133-431	Kendricks-Jones House, 7132 S. Quay Rd.	Holland
133-337	10469 S. Quay Rd.	Franklin
133-338	Johnson-Williams House, 10497 S. Quay Rd.	Riverdale
133-411	Commercial Building, S. Quay Rd.	Holland
133-409	Dutch Market, north building, 6709 S. Quay Rd.	Holland
133-534	Dutch Market, south building, 6709 S. Quay Rd.	Holland



133-418	Feed Store, S. Quay Rd.	Holland
133-407	Holland-Holy Neck Library, S. Quay Rd.	Holland
133-413	Mason's Barber Shop, S. Quay Rd.	Holland
133-410	Railroad Building, east side S. Quay Rd.	Holland
133-414	Railroad Depot, west of S. Quay Rd.	Holland
133-471	S. Quay Drawbridge, S. Quay Rd. at Blackwater River	Franklin
133-296	St. Stephen's Church	Whaleyville
133-383	St. Mary's Church	Whaleyville
133-343	Sumner Family Cemetery	Gates
133-440	Vacant white I-house, Sweatt Rd.	Whaleyville
133-287	Tenant house, Shibui Ni Farm	Whaleyville
133-151	Tent Lodge at Oakland	Chuckatuck
133-242	Town Point Farm	Newport News South
133-415	100 Tree Lane	Holland
133-416	102 Tree Lane	Holland
133-417	104 Tree Lane	Holland
133-236	Underwood Farm	Windsor
133-110	United Methodist Church	Chuckatuck
133-256	Upton Farm	Bowers Hill
133-257	Upton Farm #2	Bowers Hill
133-241	R. L. Wagner Farm	Windsor
133-530	Wayside Farm	Holland
133-232	Weaver Farm	Windsor
133-518	481 Wedgewood Dr.	Whaleyville
133-519	800 Wedgewood Dr.	Whaleyville
133-457	809 Wedgewood Dr.	Whaleyville
133-464	Whedbee Barns	Chuckatuck
133-445	White Foursquare, Wedgewood Dr.	Whaleyville
133-281	129 Whaley St.	Whaleyville
133-322	5000 Whaleyville Blvd.	Whaleyville
133-284	5033 Whaleyville Blvd.	Whaleyville
133-258	5193 Whaleyville Blvd.	Whaleyville
133-260	5237 Whaleyville Blvd.	Whaleyville
133-323	5268 Whaleyville Blvd.	Whaleyville
133-285	5309 Whaleyville Blvd.	Whaleyville
133-324	6026 Whaleyville Blvd.	Whaleyville
133-286	6145 Whaleyville Blvd.	Whaleyville
133-288	6153 Whaleyville Blvd.	Whaleyville
133-278	6300 Whaleyville Blvd.	Whaleyville
133-277	6302 Whaleyville Blvd.	Whaleyville

133-318	6303 Whaleyville Blvd.	Whaleyville
133-276	6304 Whaleyville Blvd.	Whaleyville
133-317	6305 Whaleyville Blvd.	Whaleyville
133-275	6306 Whaleyville Blvd.	Whaleyville
133-316	6307 Whaleyville Blvd.	Whaleyville
133-274	6308 Whaleyville Blvd.	Whaleyville
133-315	6309 Whaleyville Blvd.	Whaleyville
133-273	6310 Whaleyville Blvd.	Whaleyville
133-314	6311 Whaleyville Blvd.	Whaleyville
133-313	6313 Whaleyville Blvd.	Whaleyville
133-271	6314 Whaleyville Blvd.	Whaleyville
133-312	6319 Whaleyville Blvd.	Whaleyville
133-270	6320(?) Whaleyville Blvd.	Whaleyville
133-311	6321 Whaleyville Blvd.	Whaleyville
133-269	6322 Whaleyville Blvd.	Whaleyville
133-310	6323 Whaleyville Blvd.	Whaleyville
133-309	6325 Whaleyville Blvd.	Whaleyville
133-268	6326 Whaleyville Blvd.	Whaleyville
133-308	6327 Whaleyville Blvd.	Whaleyville
133-267	6328 Whaleyville Blvd.	Whaleyville
133-307	6329 Whaleyville Blvd.	Whaleyville
133-306	6401 Whaleyville Blvd.	Whaleyville
133-305	6403 Whaleyville Blvd.	Whaleyville
133-266	6404 Whaleyville Blvd.	Whaleyville
133-304	6407 Whaleyville Blvd.	Whaleyville
133-303	6409 Whaleyville Blvd.	Whaleyville
133-302	6411 Whaleyville Blvd.	Whaleyville
133-265	6412 Whaleyville Blvd.	Whaleyville
133-301	6413 Whaleyville Blvd.	Whaleyville
133-300	6415 Whaleyville Blvd.	Whaleyville
133-264	6416 Whaleyville Blvd.	Whaleyville
133-299	6417 Whaleyville Blvd.	Whaleyville
133-263	6418 Whaleyville Blvd.	Whaleyville
133-298	6419 Whaleyville Blvd.	Whaleyville
133-262	6420 Whaleyville Blvd.	Whaleyville
133-261	6430 Whaleyville Blvd.	Whaleyville
133-294	Municipal Bldg., 6431 (?) Whaleyville Blvd.	Whaleyville
133-297	6517 Whaleyville Blvd.	Whaleyville
133-325	6708 Whaleyville Blvd.	Whaleyville
133-386	7024 Whaleyville Blvd.	Whaleyville
133-432	7100 Whaleyville Blvd.	Whaleyville
133-444	7208 Whaleyville Blvd.	Whaleyville

133-336	7417 Whaleyville Blvd.	Whaleyville
133-511	7588 Whaleyville Blvd.	Whaleyville
133-510	7704 Whaleyville Blvd.	Whaleyville
133-434	7800 Whaleyville Blvd.	Whaleyville
133-435	7925 Whaleyville Blvd.	Whaleyville
133-509	8170 Whaleyville Blvd.	Whaleyville
133-370	8700 Whaleyville Blvd.	Gates
133-289	Jones (?) School Cafeteria, Whaleyville Blvd.	Whaleyville
133-259	Langston Cemetery, Whaleyville Blvd.	Whaleyville
133-433	Palm Tree Baptist Church, Whaleyville Blvd.	Whaleyville
133-287	Tenant house, Shibui Ni Farm, Whaleyville Blvd.	Whaleyville
133-272	Whaleyville United Methodist Church, Whaleyville Blvd.	Whaleyville
133-464	Whedbee Barns	Chuckatuck
133-250	White Farm	Bowers Hill
133-379	White Frame House, Route 770	Gates
133-490	1352 White Marsh Rd.	Suffolk
133-489	1370 White Marsh Rd.	Suffolk
133-488	1381 White Marsh Rd.	Suffolk
133-487	1476 White Marsh Rd.	Suffolk
133-486	1865 White Marsh Rd.	Suffolk
133-485	1941 White Marsh Rd.	Suffolk
133-504	2080 White Marsh Rd.	Suffolk
133-575	2264 White Marsh Rd.	Suffolk
133-476	2525 White Marsh Rd.	Suffolk
133-473	3120 White Marsh Rd.	Suffolk
133-573	3140 White Marsh Rd.	Suffolk
133-572	3369 White Marsh Rd.	Suffolk
133-484	E. side White Marsh Rd., N. of Badger Rd.	Suffolk
133-475	E. side White Marsh Rd., S. of Badger Rd.	Suffolk
133-504	Sweet Retreat, 2080 White Marsh Rd.	Suffolk
133-474	W. side White Marsh Rd.	Suffolk
133-213	Whitfield Farm	Chuckatuck
133-467	S. side Wildwood Dr.	Riverdale
133-206	Abraham Wilroy House	Chuckatuck
133-227	2017 Wilroy Rd.	Chuckatuck
133-205	2601 Wilroy Rd.	Chuckatuck
133-169	Winslow Farm	Chuckatuck

133-215	Wright House	Chuckatuck
133-470	Isaac Jones House, 10749 Wyanoke Trail	Riverdale
133-468	Hingerty House, 10838 Wyanoke Trail	Riverdale
133-469	Wyanoke Farm, 10985 Wyanoke Trail	Riverdale
133-180	Little Zion Baptist Church	Chuckatuck