

WM-039

**Survey of Architectural Resources
in
Westmoreland County, Virginia**

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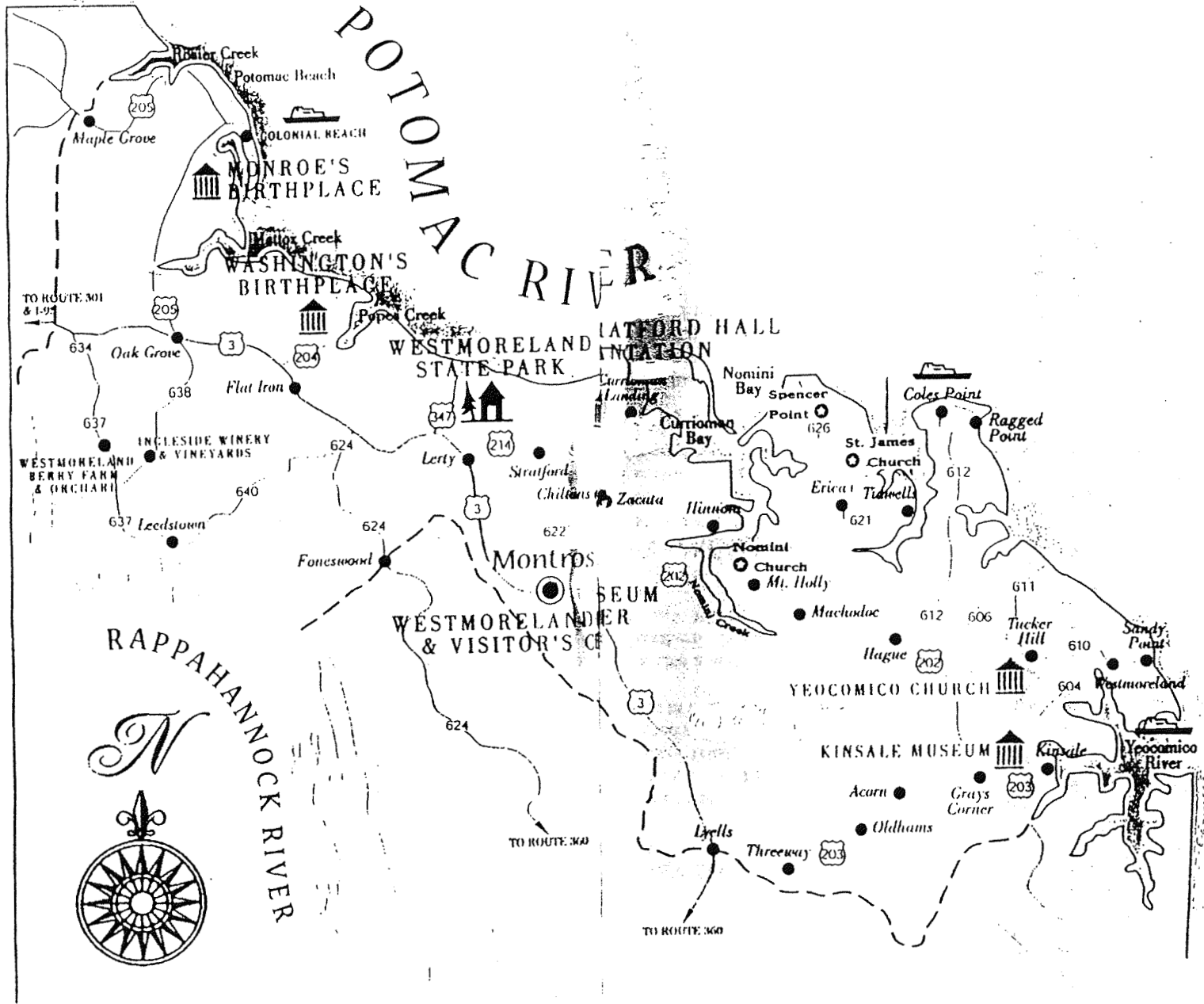
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13 June 2001

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Abstract

The survey of the architectural resources of Westmoreland was contracted to HaAR - Historic and Architectural Resources of Leesburg, Virginia in October 1999. The purpose of the survey was to survey and document 180 resources at the reconnaissance level and 20 resources at the intensive level; and to create IPS (Integrated Preservation Software) survey forms for each property in the survey area, to prepare two Preliminary Information Forms for possible historic districts in Colonial Beach and Kinsale Village, and to write a survey report that would provide historic context for the surveyed resources. In reality 214 resources were surveyed at the reconnaissance level and 7 at the intensive level. Of the 7 intensive forms submitted to VDHR evaluation team, four resources were found eligible for the National Register of Historic Places. The goal of this survey was to provide an effective planning tool for the County of Westmoreland and identify potential historic areas. The two proposed historic districts were found eligible by VDHR evaluation team. Both proposed historic districts were found eligible, also. The survey was funded by the Virginia Department of Historic Resources (VDHR) and the County of Westmoreland, through the Cost Share Program. Kathryn A. Miller of HaAR performed all of the components of the survey. The Field work was performed during the winter and spring of 1999/2000. Westmoreland County covers 151,040 land acres or about 236 square miles. It has two incorporated towns, Colonial Beach and Montross. The land area is a long, narrow irregular rectangle. Its long border to the north is the coast line of the Potomac River.

The deliverable products of this survey include, two MS-Dos compatible diskettes containing 221 surveyed historic resources using the National Park Service IPS (Integrated Preservation Software), two sets of IPS generated hard copy forms, photographic negatives and two sets of 3 x 5 glossy black-and-white photographs (one set for VDHR, and one set to Westmoreland), preliminary information forms for two proposed historic districts, one CD-ROM color slide presentation, United States Geological Survey Maps.

Acknowledgments

The survey of architectural resources in Westmoreland County was funded by a grant from the State Cost Share Program and Westmoreland County. This program is administered by the Virginia Department of Historic Resources (VDHR). Mary Ruffin Hanbury, Architectural Historian at the Portsmouth Regional Office, VDHR, administered the survey, provided valuable guidance and ensured the success of the project. Margaret "Susie" Peters, Survey Manager, at VDHR Richmond Headquarters, provided invaluable assistance in the location of archival resources and ensured the successful conclusion of the project. Trenton Funkhouser, Community Planning Director, for Westmoreland County, introduced the consultant to as many local people as possible to help ensure the projects success. Lynn Norris, editor of the Westmoreland News, wrote several articles about the survey and its purpose, there by paving the way for the consultant when the field work began. A special thank you to Walter Briscoe Norris, editor, and all of the contributors to the book Westmoreland County Virginia 1653-1983, the work which provided the backbone to this report. As always, there are far to many people to list who contributed in one way or another to this project. I will not list all of you who help, you know you are. However, there a couple of people I will single out, because they went out of their way to help. So I add a special thank you to Helen Himes, Darlene Talent, Gwen O'Dell, Ellie and Doc Caruthers, Pete Bones, Arthur Carver, Virginia Clapp, Bob Swink, Brenda Reamy, and the Bailey family. Also of note, are the photographic collection staffs at the Library of Virginia and the Mariners Museum. And as always, all errors and oversights are the sole responsibility of the author, Mea Culpa.. One last person, who had a strong desire for the completion of this survey and the creation of a County Preservation Ordinance, who provided countless pointers, many little known facts, often long forgotten facts, and knew the location of nearly every building over 50 years old in Westmoreland County, this report is richer for his help.

In Memory of Francis Mattox Bailey, My Friend

Frank had a keen eye, an appreciation of architecture, and a natural ability for historic preservation. He is an historian who is greatly missed.

Introduction/description of Project

The architectural survey of Westmoreland County was begun in October 1999 and completed in May 2001. The purpose was to provide the County of Westmoreland, Planning and Zoning Department, with an historic inventory of the resources located within the County, in the form of 180 Reconnaissance and 20 Intensive Integrated Preservation Software (IPS) survey forms, to be used as a tool to aid the County in future land use planning and zoning decisions. The survey was funded through the Virginia Department of Historic Resources (VDHR) Cost Share Program, with fifty percent of the cost shared by Westmoreland County. An RFP was issued and HaAR - Historic and Architectural Resources was selected as the consultant.

Mrs. Miller of HaAR, is an architectural historian specializing in survey work, historic preservation land use policy, interpretive artifact and museum exhibits, and material conservation. Mrs. Miller lives in Leesburg, Va and Colonial Beach, Va, and conducted all phases of the survey project. In the fall of 1999, HaAR presented a PowerPoint Presentation to the public, at the English Building in Montross, on the proposed survey and the scope of the work. The meeting was well attended by citizens from all over the county. The goal of this survey was to create 180 Reconnaissance and 20 Intensive IPS survey forms, a contextual survey report of the properties surveyed, and prepare two preliminary information forms (PIF) for possible creation of historic districts in the village of Kinsale and the Town of Colonial Beach. In reality, 206 Reconnaissance and 7 Intensive IPS survey forms were created due to the difficulty in identifying and gaining access to appropriate properties for an intensive survey. The 214 IPS survey forms and the report are to be used as planning tools for the County's Planning and Zoning Department. In addition, the IPS forms of the two incorporated towns will be made available, by the County, to the towns, to aide them in their land use and planning/zoning policies and decisions.

The survey deliverables include the following:

1. Two MS-DOS-compatible diskettes containing the survey data using the National Park Service's Integrated Preservation Software (IPS).
2. Two sets of 214 IPS-generated Reconnaissance-level and 7 IPS-generated Intensive architectural survey forms and accompanying photographs and maps (one set to VDHR and one set to Westmoreland County).
3. Identification of and completion of two PIFs for potential historic districts in the village of Kinsale and the Town of Colonial Beach.
4. Ten bound, illustrated copies of the final survey report, five copies to VDHR, and five copies to Westmoreland County.
5. Two loose-leaf copies of the final survey report, one to VDHR and one to Westmoreland County, for photocopying convenience.

6. Two computer diskettes containing the final survey report, one to VDHR and one to Westmoreland County.
7. Two sets of topographic maps, clearly showing each surveyed property, and potential historic district boundaries, one to VDHR and one to Westmoreland County.
8. One color digital presentation providing a pictorial overview of the properties surveyed, to Westmoreland County on CD-ROM.
9. One set of labeled photographic negatives to VDHR.

The field survey was begun by driving every public road in Westmoreland County and noting all structures over fifty years old on a topographic map for all quads within the County. Based on the information gathered, a list of potential properties for survey was created. HaAR, based the selection criteria for survey on the following: architectural merit, representative of specific functions or design, age, location, existence in VDHR files and contribution to the overall historic context of Westmoreland County. While no doubt there have been disappointments over which properties should be included in this survey, HaAR determined that to best serve the purpose of the survey, to create a useful planning tool, was to provide a sampling of all types of buildings, single dwellings, farm buildings, and commercial structures. Selection in this survey, does not imply that one property has more merit than one not included. It is HaAR's understanding that the County intends to conduct a second phase of this architectural resource survey, and there will be additional opportunities for inclusion on the historic survey database. All of the selected architectural resources within the survey area were photographed and recorded using VDHR-IPS Reconnaissance-level survey forms according to VDHR standards. The field work was conducted throughout the months of December 1999 and April 2000. The IPS-Intensive resources were selected and photographed and recorded during the months of May 2000 and November 2000. Follow-up survey work was performed as needed until February 2001.

Historic Overview

Topography and Political Organization of Westmoreland County

Westmoreland County, named after a county in England, is located in the area called the Northern Neck in the northern Coastal Plain. The Northern Neck is a long narrow peninsula that is bordered by the Potomac River to the North and the Rappahannock River to the south. At the eastern end is the Chesapeake Bay. The Potomac is particularly wide along Westmoreland spanning five miles in some places to the Maryland shore. The Potomac is navigable by ocean-going ships as far north as Washington DC. The County is bordered by King George to the west, Essex and Richmond counties to the south, and Northumberland to the east. Westmoreland is entirely in the eastern section of the northern Coastal Plain. It lies between the Potomac River and the Piedmont Plateau. Its greatest width is about 12 miles and its greatest length is approximately 33 miles. The county is 151,040 land acres or about 236 square miles. The County has three general types of topography: neckland, upland, and cliffs. The neckland is nearly level and ranges in elevation from less than 10 feet to about 50 feet above sea level. It borders most of the waterways and extends into the lower portion of the upland. These necklands contain marsh lands and low-lying sandy beaches. The neckland is divided from the upland by a distinct slope, an example of this slope can be seen when entering Kinsale Village from Route 202. This slope or scarp starts about 50 feet from sea level and continues in places to 100 feet. The upland is a gently rolling plateau dissected by numerous small gullies and or drainageways. The plateau is 193 feet at its highest point located in the north end of the County. The dominant feature of the plateau is the new cliffs along the river fronts. Nomini Cliffs which extend for nearly 10 miles along the Potomac River between Pope's Creek and Currioman Bay, are examples of these new cliffs. Some of these cliffs range from 140 feet along the Rappahannock River to 200 feet along the Potomac River.

The climate in Westmoreland ranges on average from 37 degree F in winter, 41 degree F in spring, 77 degree F in summer and 55 degree F in the fall, although there are extremes in all seasons. The average rain fall for the year is 40 inches, with nearly half of that amount falling between April and September. Because Westmoreland County is located between two large rivers that are tidal and saline, the population relies on well water. The quality of well water varies from soft to hard to iron depending on the location and depth of the well. Most of the small domestic well water supplies come from terrace deposits of the Pleistocene age, which consists mainly of clay, gravel and sand, however these supplies tend to be of poor quality. Areas where sand is located in the Chesapeake bed, such as Chesapeake, Pamunkey and Potomac group, contain some artesian water. Areas such as Colonial Beach and areas of Montross have this type of sand and artesian wells.¹

Because of the land formation of Westmoreland County, its shore line is covered with inlets, rivers, creeks, bays, hills, cliffs and beaches. Beginning in the northern end of the county on the Potomac River and working south, some but not all of the water features include Mattox Creek, Monroe Creek, Monroe Bay, Popes Creek, Currioman Bay, Nomini Creek, Nomini Bay, Lower Machodoc, Yeocomico River, West Yeocomico River, and Kinsale Branch. On the

Rappahannock River there is Peedee Creek, Line Creek, and Drakes Marsh. Two significant size lakes are Horners Pond and Chandlers Pond.

Westmoreland's primary natural resource for production has been timber. Approximately 100,000 acres or 60 percent of the county was covered in woodland in 1981. The major forest cover types are oak-hickory forest, Loblolly pine-shortleaf pine forest, oak-pine forest, and oak-gum forest. In recent years Westmoreland County has begun to suffer environmentally from the increased timber harvesting. Large mixed forest have been clear cut. Some times the land is left dormant and unplanted, and some times it is replanted. The problem that emerges from the replanting of the land is that the species used for replanting are usually quick growing pine. The result is a lose of natural habit, including the flora and fauna. The bio-diversity of the original forest is lost.

Archaeological investigations and studies have confirmed human occupation on the Northern Neck area around 13,000 - 8,000 BC. The humans were Paleo-Indians who were nomadic, and although most of their sites have been covered over by the sea as it rose after the last ice age. Today, the earliest archaeological sites date back to about 5,000 years. They are mostly oyster shell middens. For a fuller description read Westmoreland County Virginia 1653-1983. When the first Europeans sailed into the Potomac River, Shakespeare had not yet written his first play.² "In 1608 the area now encompassed by Lancaster, Northumberland, Richmond, Westmoreland King George, and Stafford Counties was populated by several thousand Algonquian-speaking Indians who had sorted themselves into nine zones or districts, each of which was ruled by a chief or werowance. These Indians, who had sustained themselves as fishermen and farmers, had organized the entire Northern Neck peninsula into a loose patchwork of fields and woodlands surrounding dispersed permanent villages and smaller hamlets as well as a quantity of seasonal hunting and fishing camps."³ Although the arrival of the white man presaged the demise of the Indians on the Northern Neck, the Indians did have a profound influence on the land and the new settlers. Place names like Peckatone and Currioman are remnants of the native language, as are words like hominy, opossum, and succotash. Another lasting influence on the white settlers can be seen in the introduction of specific plants like corn, tobacco, and potatoes. The Indians that Captain John Smith encountered were tall and dark, and they covered their bodies with a mixture of oil and paint as a measure of protection from the biting insects and as a form of beautification.

In 1651, the Northern Neck was comprised of Northumberland County and Lancaster County. As westward settlement by colonists continued, the distance to the County Court House became more and more burdensome. Since all business at this time was transacted through the courts, it was decided to divide Northumberland County, yet again. This time in 1653, Westmoreland County was created. This new county's boundaries were "from Machoatoke River where Mr. Cole lives and soe upwards to the falls of the great river of Potomac above Necostin Town"⁴(As a result of territorial changes in 1664 and 1778, Westmoreland County became the size and shape it is today.) The first courthouse, built somewhere along Currioman Bay, may have been located at Brodhurst plantation.⁵ The second courthouse, and the present courthouse were built in the Town of Montross. The organization of the County included County Justices or Commissioners from around the County. Today, that system has been replaced with a Board of Supervisors from the

three magisterial districts. Westmoreland County, also was organized, as were all of the early counties, based on the Church of England's Parishes. Westmoreland, was a part of the following parishes at one time or another: Nomini, Appomattocks, Potomac, Washington, Westbury, and Montross. Today, there are three parishes within the County, Washington at the northern end, Montross in the center, and Cople in the south.

Westmoreland County originally had one town, Kinsale, located on the West Yeocomico River. However, for various reasons the town, created by the General Assembly in 1706, faltered and passed out of being as a town, and reverted back to a village. The second town created by the General Assembly was Leedstown, located on the Rappahannock River at the south end of King George County. The town was created in 1742, and became a part of Westmoreland in 1778, when there was a boundary line adjustment between the two counties. By 1830, Leedstown had passed from existence, but not without leaving its mark on the revolutionary history of Westmoreland. The third town created was Montross in 1852 by the General Assembly. Montross had been known as the courthouse village from the late seventeenth-century, when the courthouse relocated from Currioman Bay. According to Norris, the name the general assembly gave to the new town was Mont Ross. The last incorporated town created in Westmoreland was Colonial Beach in 1892. Today, there are two incorporated towns in the County, Montross the County seat, and the resort town of Colonial Beach.

Westmoreland County has architectural, archaeological, and historical treasure unmatched in most counties of Virginia. In the next few years, increasing pressure will be placed on these resources as the ever increasing march of development works its way down the Northern Neck from the Fredericksburg area. Consequently, this and other cultural resource surveys should become the backbone for future land use decisions and preservation policies.

Since Westmoreland is such a large county, and has so many resources spanning from the early settlement period to the present, the following discussion on the individual resources will be divided into four sections: 1) the area of the county not contained within an incorporated town or the village of Kinsale, 2) the village of Kinsale, 3) the Town of Montross, and 4) the Town of Colonial Beach. Within each section, the architectural resources in their historic context will be discussed. However, it should be noted that some resources that already existed in VDHR IPS database will be included in the period discussion, in order to present a more complete context.

European Settlement to Society (1607-1750)

Westmoreland County developed much like its neighbors to the east, Northumberland and Lancaster Counties, on the Northern Neck. First came the traders. Men of all sorts determined to make a fortune by trading with the Indians. The very name Potomac in the Algonkian tongue is a verbal noun meaning 'something brought' and as a designation for a place 'where something is brought' or roughly 'trading place'. During the 17th century the number of traders steadily increased. The Indians traded corn, fur, and other provisions and in exchange received copper, hatchets and trading jewelry. The trade jewelry was so important that when the Virginia Company sent over French silk weavers and vintners, and German soap makers, the Company also sent Italian glass workers to set up a glass factory to make Venetian beads for trading. The early traders, from the beginning, were "aware that the Indians upriver had been trading with the French in Canada. [John] Smith noted hatchets, knives, pieces of iron and brass secured by such trade. Copper from Lake Superior has been found in Indian refuse heaps in the Lower Potomac. Clever in trade, the Indians guarded their monopolies jealously. Powhatan, for example, cornered the copper market and attempted to keep other Indians from trading with the Jamestown settlement."⁶ Consequently, a clever trader stood to gain much if he could create an alliance with the Indians. The Potomac Beaver was well known to French traders as early as ca. 1621. In 1633, a priest was told that a successful merchant had exported in one year beaver pelts equivalent to 40,000 gold crowns. Clearly, this was exceptional, however it was not unusual for traders to become success landed gentlemen. Henry Fleet, a former trader, served in the Virginia legislature for Lancaster County in 1645.

The very geography of the Northern Neck influenced the settlement patterns. Colonists located along the shore line of the rivers and the bays to ensure their continued contact with ocean-going vessels. In the beginning the settlers "used barges and pinnaces, prefabricated in England and assembled in Virginia. But very shortly, they began building their own ships and shipwrights developed a shallow-draft sloop, which was ideally suited for the waters of the Potomac. (These vessels continued to develop and were seen on the Potomac almost till the end of the nineteenth-century.) By the middle of the 17th century, extensive settlement was occurring along both shores of the Potomac. Individual farms and plantations were complete communities, self sufficient in every way possible. The need for towns and villages was minimal. The early settlers came to the Northern Neck for various reasons. Some came from across the Potomac River from Maryland in search of religious freedom, some came with the intent of amassing holdings of vast tracts of land, as indentured servants, and others came unwillingly as slaves.

Of these early settlement days in the 17th century, nothing remains in Westmoreland County, with the exception of some identified archaeological sites. Twelve (12) sites have been identified to date, of these sites, five (5) are believed to date from the 17th century.

They are William Hardidge House site (096-0079), ca. 1630-1670, Westmoreland County's First Courthouse site (096-0041) ca. 1650, John Hallows House site (096-0035) ca. 1650, Nomini Plantation site (096-0078) ca. 1651, and Morgan Jones Pottery Kiln site (096-0081) ca. 1677. William Hardidge and John Hallows, both came to Westmoreland from Maryland in search of religious freedom. In the beginning they intended to gather and strengthen in number and return to retake their homes and lands in Maryland. As time passed, conditions in Maryland became

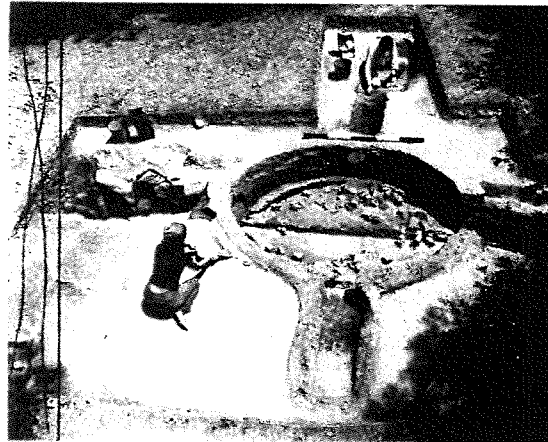


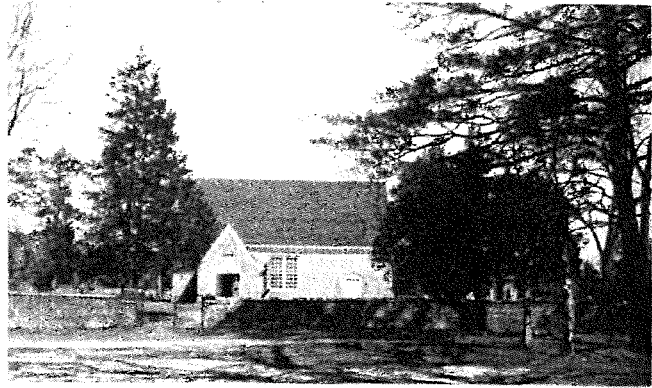
Figure 1. Morgan Jones Kiln (096-0081)
Picture Collection, VA State Library

unalterable and the two men remained in Westmoreland, with Hardidge serving as a Justice of the County and later as high sheriff in 1683. Nomini Plantation was the home of Thomas Speke, a friend of Hardidge and Hallows. He too came from Maryland for the same reasons. When he settled on the south side of the Potomac on land in Northumberland which later became Westmoreland County. Speke was an influential man, who served as one of the founders of Westmoreland County and was the Colonel of the Militia until his death. Upon the death of Frances Speke, Thomas' wife who had a life interest in the house, William Hardidge purchased Nomini Plantation, "recorded on 28 February 1693". The fifth site is Morgan Jones Kiln of ca. 1677. Jones was a Welshman, who ran a pottery kiln near Glebe Creek, located primarily in the USGS topographic Machodoc Quad. Jones, operated a kiln in several locations over an eight year period. One of the most interesting features relating to Jones was that the Lords of Trade in London did not permit any form of manufacturing in Virginia. The colonist were expected to supply the raw materials for manufacture back in the mother country, therefore Jones' pottery kiln was illegal. A run of misfortune forced Jones to leave Westmoreland County, and he eventually died in 1695 in Dorchester, Maryland. The Westmoreland County Museum has an exceptional collection of pottery fragments from the site and a specialist on the subject.⁷

Religion

Built ca.1700, Brays Church (096-0039) in Leedstown, on the Rappahannock

River, now lies in ruins. All that can be identified today is a portion of the foundation. The building was built in brick and laid in English Bond. As Norris, points out in Westmoreland County Virginia 1653-1983, the Disestablishment of the Church seems to have hit Brays Church hard, since it “coincided with the separation of that part of Hanover Parish from King George and its addition to Washington parish in Westmoreland County in 1778.” By 1858, it was reported that the church was in ruins. Another church from this period is Yeocomico Church. Built in ca. 1706, and listed on the National Register of Historic Places,



Yeocomico P. E. Church 57 Miles from Kilmarnock, Va.

Figure 2 Yeocomico Church
Postcard Collection, HaAR

Yeocomico Church is a fine example of early 18th century architecture. Purportedly the original building was a wood frame structure and brick clad a few years later. Some have suggested that the date for this building is as early as 1682, but locally ca. 1706 is generally accepted as the appropriate date. The church fell into disuse and suffered greatly from neglect. By 1813, the church was in a ruinous state according to William L. Rogers, father of John Rogers editor of Philip Vickers Fithian’s 18th century diary.⁸ William Rogers, undertook the beginning of the church restoration. Today the church is in fine condition and used for services.

Funerary

As with many societies, the settlers of Westmoreland County were no different in their desire to respect their kith and kin upon death. In the early years, members were buried in family cemeteries. It was not until later, that they began to bury their loved ones in church cemeteries. Many family cemeteries exist in Westmoreland today and are still in use. Places like Campbellton House site, (096-0047) ca. 1700s, Hungerford site (096-0048) ca. 1700s, Wakefield, George Washington Birthplace Monument (096-0026) ca.1700s, and Nomini Hall (096-43) ca.1732, all are excellent examples of family cemeteries from this period. Funerals while sad occasions, they were also opportunities for social interaction, something very important to emotional health and well being of the settlers. It was not uncommon for a great festive party to be held after the loved one was laid to rest. Many times a furious fusillade was fired in memory of the loved one, and it was not exceptional for as much as ten pounds of powder to be fired. Funerals, like weddings were one of the few chances

friends and neighbors had for a gathering. Usually there were large quantities of liquor consumed.⁹

Domestic

Examples of single dwellings from this period are represented by houses like Twiford (096-0025) ca. 1700-1725, Kirnan (096-0013) ca. 1706-1713, Locust Farm (096-0018) ca. 1717, Wilton (096-0028) ca. 1730, Stratford Hall (096-24) ca. 1725, Rochester House (096-0087) ca. 1746,1800, Hague House (096-0011) ca.1750-1775, Laurel Springs (096-0014) ca. 1750, and Walnut Hill (096-0027) ca. 1750-1800. Twiford is a Georgian style, center hall, house located on the ridge that divides the Potomac and Rappahannock River valleys. Twiford is known for its two massive exterior end double chimneys of differing age. The interior paneling of the house was so remarkable, that in 1935, it was removed and installed in the President's Room at the newly constructed Westmoreland County Museum. Today, the house has been completely renovated and the removed paneling has been copied and replaced in the house. Kirnan, smaller in size than Stratford, is no less architecturally significant. Built as a 1.5-story, side passage hall house it was expanded near the end of the 18th century, into a typical center hall colonial house. Family tradition maintains that the house was originally called 'China Hall', but was named Kirnan after the house passed into the hands of the Campbell family. Kirnan is know for its "impressive paneled overmantel and shelf." Locust Farm, is another fine example of this early, modest type of housing. Locust Farm, is also 1.5-story, but what distinguishes it from other similar houses is its double front doors, its rusticated brick quoins and its wide and tall mantel shelf in the west room. According to Norris, there is no other example like it in Westmoreland County. Two other houses of merit are Laurel Springs, in Hague and Walnut Hill in Oak Grove. Laurel Springs, was originally a 2-story, side passage hall house until it was expanded in ca.1844 to a center hall plan. The two remarkable features of Laurel Springs is its double chimney with single flue stack on the addition end, and its mantel in the southwest corner of the original part of the house. Walnut Hill, built on land originally patented by William Ball ca. 1690, is located on the Rappahannock River. It is a 1.5-story, center hall house, with double leaf doors at either end of the hall. The chimney on the east end appears to be original, being built in Flemish Bond.

These different houses represent a variety of house sizes, building materials, form and plan ,when Westmoreland and Virginia were young. The economic ascendancy of Virginia in the mid-18th century resulted in the building of great colonial plantations like Stratford, and the creation of modest but no less successful farms like Locust Farm, and Kirnan.¹⁰

Transportation

Transportation during this period was difficult at best. As previously mentioned most of the settlers settled on prominent headlands along the bays, creeks, and rivers. All business was transacted by water. Large ocean-going vessels anchored in deep water off the plantation wharves, and shippers rowed out to the ship to load or unload goods. No real roads existed. Small foot paths or bridal paths ran between plantations and farms serving the traveler and trader. In places where roads were required, rolling roads were cut through the woods over which hogsheads of tobacco fitted with axles could be rolled or drawn down to the waters edge. This technique enabled the smaller farmer or inland plantation a way of getting their tobacco to the warehouses and wharves for shipment overseas. Everyone grew tobacco, it was the currency of the Northern Neck and the Virginia Colony. And it was because tobacco wore out the land so quickly, that the farmers and plantation owners moved upland and found themselves in need of rolling roads. These roads were made from logs, set in mud and since timber was abundant, it mattered little when they wore out. They served their purpose of transporting hogsheads well, but would have jarred a persons teeth loose. Robert 'King' Carter, reportedly built the first road through the Northern Neck beginning at Corotoman to land he had leased in the Fredericksburg area, a distance of approximately one hundred miles. It was know as 'Kings Highway' and some say the present Route 3, called Kings Highway, is the same road.¹¹

Although every planter who lived on the river had his own sloop or barge, the region did have a ferry. This ferry, was well known and ran from "Pope's Creek on the Potomac River to Mathias Point, at the spot where the Morgantown bridge now crosses the Potomac." It was operated by the Hoo family and it provided the quickest and the shortest route between Williamsburg and Annapolis. Later the ferry, would become a part of the first postal route. "As travel by land became easier, the ferry became a principle north and south link between the colonies." Tidewater transportation could only be done with the aid of the ferries that saved long overland trips. Between 1702 and 1736, the General Assembly established ninety-five ferries in Virginia.¹²

Colony to Nation (1750-1789)

This period saw the emergence of Virginia's planter-statesmen as leaders of the Commonwealth of Virginia and of the new nation. Westmoreland had its share of great statesmen. The obvious, of course was George Washington. Washington was born at Wakefield on Pope's Creek in the eightieth year of the county's existence. King George was in his sixth year of his reign. Although, the original house is gone, visitors can see a reconstruction at the site today. To the north of Pope's Creek on Monroe Creek, on 28 April 1758, was born a future president of the future United States. Located along Monroe Creek, and between Colonial Beach and Oak Grove, stood the childhood home of James Monroe. The house is long gone, but the site is known and plans are under way to create a interpretative site over the next few years. Other great men like Philip Ludwell Lee, Richard Henry Lee, and Francis Lightfoot Lee all played important and significant roles on the road to nationhood. Colonel Philip, served the independence movement by not sympathizing with the movement, moving to England, and dying before the colonies declared their independence. No doubt had he remained, his influence could have had significant impact on other Westmoreland planters at the time. Richard Henry Lee, is often considered the most famous of Lees because of his success in the House in 1758, his investigation into misappropriations of funds in the Treasury, and for his alliance with Patrick Henry against the Stamp Act. Francis Lightfoot Lee, after inheriting a vast tract of land in Loudoun County, upon the death of his parents, moved to Loudoun County where local lore purports that the county seat Leesburg, was named after him. Most people recognize the significant impact made by the Lee family on Westmoreland County, other counties in Virginia, and the United States. The Lee family and Stratford Hall, are well document in many forms and so they will not be discussed any further in this report, except in relation to other historic resources in Westmoreland County.

Archaeological Sites

Two archaeological sites from this period are Chantilly, the home site of Richard Henry Lee ca. 1757-1762, and Monrovia, the home site of the birthplace of James Monroe. Both of these sites have had extensive archaeological investigation. Chantilly, according to Norris, was named after Richard's friend the Prince de Conde, north of Paris. "The house site is on a promontory formed by deep ravines facing the lowlands stretching to the Potomac; ... [and] the chimneys of two dependencies, thought to be those of the kitchen and Lee's office, were standing in 1871, as were five slave cabins to the south of the entry drive." Investigations have shown the house was wood frame, on an English basement, and that it was left neglected to deteriorate after possible damage in the War of 1812. Monrovia, the birthplace of James

Monroe, past out of local memory long ago. Before 1976, and the bicentennial, no one knew exactly where the remains of the house site were located. An archaeological investigation was conducted and the location of the house is believed to have been found. To date, little is actually known about what the house looked like. There have been several conjectural renderings based on descriptions and known building materials, and techniques of the period.

Domestic

At least four outstanding houses remain from this period, Oakville Farm, (096-0066) ca. 1770, Belfield (096-5046) ca. 1780, Blenheim (096-0003) 1780, and Twinmore Farm (096-5042). Oakville, located in the Montross area, is 1.5-story center hall, single pile plan house. The most remarkable architectural detail of the house is its three dormers set within the roof cornice. Belfield, is a fine example of the tidewater saltbox style house. Belfield was constructed with chestnut



Figure 3 Belfield (096-5046)
Digital Collection, HaAR

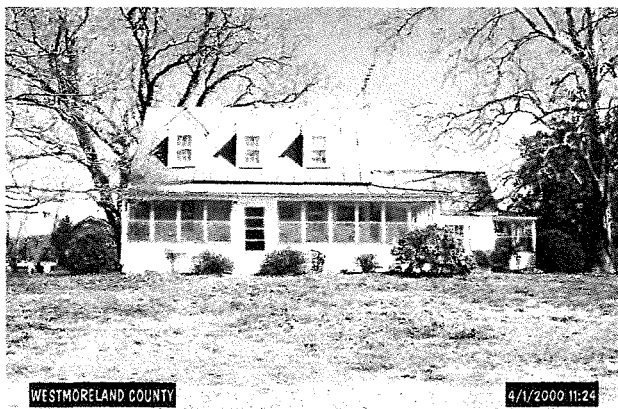


Figure 4 Twinmore Farm (096-5042)
Digital Collection, HaAR

logs on a sandstone foundation. The massive, shouldered, field-stone chimney has a brick flue stack. There are several examples of this type of composition chimney in the area of Belfield. Blenheim, in 1976, was listed on the National Register of Historic Places. Blenheim is a typical 2-story, center hall, single pile, brick, Georgian style house. The house was completely restored and has had a new, wood frame addition added to match the existing addition. Twinmore Farm, is 1.5-story, center passage, tidewater saltbox style house. The frame is hand hewn, pegged, post and beam. The exterior has been clad in a stone coat stucco. There are three dormers across the front. A large, wood clad, barn is located near the house, but appears to date from a later period. Little is known about this house, and further research at the Intensive level is warranted.¹³

Religion

Nomini Church (096-0019) ca. 1756, (rebuilt in 1852), was started and completed over a five year period. This church was recognized by the Society of the Lees of Virginia with a commemorative brass plaque in 1972. The plaque reads "The original church was erected over the graves of Thomas Youell and his wife, Ann Lee Youell (daughter of Richard Lee, the emigrant). Their grandson, Youell Watkins in 1703 deeded an acre of land to Cople Parish, directing that a church be built over the family



Figure 5 Nomini Church (096-0019)
Digital Collection, HaAR

burials in the Youell Garden. The church was rebuilt after the first edifice was destroyed by the British during the War of 1812." Philip Vickers Fithian, tutor to the children of Robert Carter III of Nomini Hall, wrote often in his journal and letters during 1773-1774, about Nomini Church. On 31 October 1773, Fithian wrote in his journal "Rode to Church six miles- Heard Mr. Gibbon preach on Felixes trembling at Paul's Sermon." On 14 November 1773, he wrote "Rode to Nominy Church about six miles-the day cold-Parson Smith preached-what shall a man be profited ' &c. Rode home after sermon". On 12 December 1773, Fithian sat through a fifteen minute sermon by Parson Smith after riding six miles. On that day he also found posted on the door an advertisement for pork to be sold the next day at 20/. per hundred. And yet again on 13 December 1773, Fithian wrote, "I have observe it is a general custom on Sundays here, with Gentlemen to invite one another home to dine, after church: and to consult about, determine their common business, either before or after Service-It is not the Custom for Gentlemen to go into the Church til Service is beginning, when they enter in a body, in the same manner as they come out: I have known the Clerk to come out and call them in to prayers-They stay also after the Service is over, usually as long, sometimes longer, than the Parson was preaching..." During this time, the preachers circulated around the parish preaching at Nomini one week, Yeocomico another week, and so forth. Nomini church was a focal point for social interaction as well as a place to transact business. The church during this time was an integral part of the colonial life.

Government

Although only ruins remain of Leedstown, no discussion of this period would be complete without mentioning the Leedstown Resolutions. Although Leedstown was in King George County at the time the Resolutions were written,

a boundary change in 1778, placed Leedstown in Westmoreland County during the American Revolution. General George Washington passed through Leedstown several times, once on 2 June 1763. As a result of the Stamp Act and in support of their comrades in Boston, one hundred and fifty patriots, responded to a call by Thomas Ludwell Lee, on 27 February 1766 to sign a resolution against the Stamp Act. It has been said that Leedstown was called the 'Southern Cradle of American Independence' on that day. It is interesting to note, remembering that Henry Lightfoot Lee lived in Loudoun County, that Loudoun County also wrote and signed their own Resolution against the Stamp Act. Clearly the brothers were in contact.

In summary, two archaeological sites, four single dwellings, three sheds, one barn and one church have been surveyed and entered into VDHR database for this period.

Early National Period (1789-1830)

Domestic

The end of the 18th century was a time of change for Virginia. Although primarily an agrarian society, gradual urban centers were beginning to develop. For the Northern Neck and Westmoreland County, the centers with the most influence were Fredericksburg and Alexandria. The Potomac and the Rappahannock rivers continued to serve as the main transportation routes for the County. Transportation of goods and materials were greatly increased after the War of 1812. Alexandria and Fredericksburg became thriving commercial centers with impressive concentrations of domestic and commercial structures. These new urban centers provided the citizens of Westmoreland County with all types of goods and the transmission of ideas. No longer were planters building commonplace one- or two-room colonial



Figure 6 Sweet Briar (096-5028)
Digital Collection, HaAR

dwelling. Their standards of living rose. Houses were now more complex, with more rooms and new and different architectural elements. People seemed to want something new and something identifiably American. Houses like Sweet Briar (096-5028) ca. 1790, Mount Rose (096-0071) ca. 1800, Ayrfield (096-0002) ca. 1804, Spence's Point (096-0022) ca. 1806, Claymont (096-0056) ca. 1810, Liberty Farm (096-0016) ca. 1815, Linden (096-0017) ca. 1825, Auburn (096-0001) ca. 1830, Lampkin (096-5015) ca. 1830, and Springfield (096-5047) ca. 1830, all represent this new era. Sweet Briar, began as a small 2-story, side passage house with a kitchen on the rear. It was enlarged over the years and now represents three different time periods. Mount Rose, was a large 2-story, side hall, double pile house with two interior chimneys at the opposite end of the house from the side hall. Among the new emerging architecture features were large windows. With the transmission of new ideas, and an improved standard

of living, the architectural style of the early national period in Westmoreland County evolved. Sweet Briar, began as a small 2-story, side passage house with a kitchen on the rear. It was enlarged over the years and now represents three different time periods. Mount Rose, was a large 2-story, side hall, double pile house with two interior chimneys at the opposite end of the house from the side hall. Among the new emerging architecture features were large windows. With the transmission of new ideas, and an improved standard



Figure 7 Claymont (096-0056)
Digital Collection, HaAR

of living formal gardens were no longer the sole preserve of the large planter. Mount Rose featured a large formal garden, traces of which were still evident when the WPA documented the house in 1934. Mount Rose no longer survives, a victim of neglect. Another fine example of this architectural style, later known as the Federal Style, was Ayrfield. A 2-story, side passage, brick house, Ayrfield, was probably the best example of the Early Republic/Federal period in Westmoreland County. The house had molded plaster ceilings, and faux finish on the staircase risers which were painted to look like stone. Ayrfield also had twin interior chimneys on the end of the house opposite from the side passage hall, and it too, sat on a basement like Mount Rose. Sadly, Ayrfield, too has been lost. It burned in the late 1990s. Today only the brick rubble remains, but the smokehouse was saved and relocated in 2000 to Lampkin, owned by a relative of Ayrfield owners. Spence's Point also is a 2-story, side passage, brick, Federal Style house. Spence's Point has two large rooms off the hall, each with fire places. This house was placed on the National Register of Historic Places in 1970, in recognition of John Dos Passo, a noted twentieth-century writer, who renovated the house in 1949. The 2-story, side-passage-hall house became very popular; other examples are Lampkin and Springfield. Lampkin, like Mount Rose, is a wood frame house but without the basement. Lampkin, by ca. 1980s was vacant and neglected.

Francis Mattox Bailey, of the noted Bailey family of Kinsale purchased and restored the house. Today the house is an excellent example of a vernacular interpretation of the late Federal Style with Greek Revival elements.



Figure 8 Springfield (096-5047)
Digital Collection, HaAR



Figure 9 Lampkin (096-5015)
Digital Collection, HaAR

Springfield, began as a 2-story, wood frame side passage, Federal house. Shortly after it was built, it was enlarged into a center passage, single pile house. Today, the house exhibits the Greek Revival Style. Springfield, is a gem among the architectural resources in the county. The attic level has been modernized, but the first and second floors remain unchanged. A modern addition was added to the rear of the house but does not detract from the original section.

Claymont, built ca. 1810, has under

gone extensive additions and changes to its original configuration. What is most interesting about Claymont are the historical events related to the site, and its unusual double smokehouse outbuilding. The two smokehouses are linked by a long rectangular building containing several enclosed shed type bays. To date this is the only known double smokehouse in the county. Claymont was built by Daniel Carmichael, on a tract of land, originally patented by William Underwood ca. 1658. In 1860, Judge George Washington Lewis, the son of Samuel Lewis the owner of Shellfield, bought the house. The Judge was known to be sympathetic to the Confederate cause and allowed his house to be used as a shelter for contraband runners. Located near the house is another 19th century building, that reportedly was used by Dr. Richard Washington, after the Civil War; it could just have easily been used to house students who attended the Home School at Claymont in 1885. Board and tuition for each term was \$150.00 Today this former Classical Revival Style house has had Colonial Revival elements added. The Classical Revival Style is also seen in Auburn, a house built on land originally patented by Richard Lee in ca. 1658. Westmoreland County Virginia 1653-1983, states that "Auburn represents the house of the ideal citizen of the Early Republic as envisioned by Thomas Jefferson..." .

In summary, in this period are represented the architectural styles of Federal, Classical Revival, Greek Revival. Entered into VDHR database for this period are three Federal, one Colonial, two Classical, and two Greek Revival. The following resources were identified: one cemetery at Burnt House Field Graveyard, seventeen single dwellings, three smoke houses, two kitchens, two windmills, and one archaeological site in Oak Grove of the former tavern/ordinary.

Antebellum (1830-1860)

The Antebellum Period was a time of great building activity. The state and local governments were committing vast amount of financial and material resources to the building of much needed infrastructure in the form of roads. But through the Early National Period, and even extending into the Antebellum period, Tidewater and the Northern Neck continued to look outward, toward the ocean and Europe, for their economic success. But a few forward-looking individuals and those located in the Piedmont and west, wanted access to the developing markets on the ever increasing western frontier. Interest in networks of canals, turnpikes, railroads, and navigable rivers where viewed as ways for the farmers and merchants to access markets and improve the economic climate of Tidewater by constructing lines of communication to the west. The solution was to move the goods east for shipment to the northern factories, rather than let them be shipped along the interior rivers. Fredericksburg was becoming a transportation hub linked to Washington and Alexandria by daily steamer service. Stage service from Alexandria to Richmond was long, arduous, and risky. Along the Northern Neck people continued to rely on the steamers, especially since they did not have good roads, or a railroad. Schooners and steamers moved freight and people from the Northern Neck to Baltimore and other Maryland centers , and other points north. Ferries, also contributed to the transportation movement, by speeding up north south land travel.

This period was also the time when slavery as an institution was solidified in Virginia following the Nat Turner Rebellion and the new Commonwealth Constitution of 1832. Beginning with Nat Turner's Rebellion in Southampton County, Virginians became emotionally overwhelmed by the controversy, particularly in locations where there were large black enslaved populations. Westmoreland County, an agrarian economy supplemented by fishing, had a large black population. However, because of the early soil depletion by tobacco, many of the very large land owners had moved their operations west into the Piedmont, leaving Westmoreland to develop into smaller plantations and farms. Consequently, the black enslaved population was distributed throughout the county. From the earliest times, indentured servants and slaves supplement their diets with bounty from the rivers and bay. Many of the finest shipwrights were black.

Religion

St. Peter's Episcopal Church, in Oak Grove displays the Gothic Revival, a new architectural style emerging from the north at this time. The church was built on the ridgeland, an area considered healthier. The church is in excellent

condition and contains a rare pipe organ.¹⁴ Nomini Baptist Church, first organized in 1786, was built between 1858 and 1860. It has a simple plan, like Ebenezer Methodist Church (096-0006) ca. 1838, and was built in the Classical Revival style.

Education

During this period the 'Washington Academy' was built. Today the former school is know as Ingleside (096-0012), 1834. The Classical Revival style building was the home of a private preparatory school for boys. The first headmaster was H. J. Forster, A.M. At the height of the school approximately thirty to forty students attended, but by 1844, the enrollment had dwindled to fifteen and the building was sold to James L. Cox. It has served as a private dwelling ever since. Ingleside also has a noted Virginia winery. In 1977, the building was placed on the National register of Historic Places.



Figure 10 Ebenezer Methodist Church (096-0006), Digital Collection, HaAR

Domestic

Twenty-one single dwellings from this period have been recorded in VDHR database. Of these dwellings, the majority represented are in the wood frame, vernacular style. Houses like Wakefield Farm (096-5039) ca. 1849c, Cavannah Farm (096-5058) ca. 1850c., and Holly Tree Farm (096-5057) ca.



Figure 11 Wakefield Farm (096-5039) Digital Collection, HaAR



Figure 12 Cavannah Farm (096-5058) Digital Collection, HaAR

1850c. The Federal style is represented by The Grove (096-0010) ca. 1832, and Spring Grove (096-0023) ca. 1835, and the Greek Revival style is represented by Centreville (096-0004) ca. 1849. And the Gothic Revival Style is represented by Wirtland (096-0029) ca. 1850. Of all of the houses mentioned above, Wirtland is

the best preserved example of the style. Wirtland was built by Dr. William Wirt, Jr. "son of noted statesman and author William Wirt, and brother of Dabney Carr Wirt who built Roxbury." The house is a cruciform plan with three finished floors. Its many steep pitched gables and projecting eaves with bargeboards typifies the Gothic Revival style. The house was placed on the National Register of Historic Places in 1977. Cavannah Farm best reflects the vernacular style. It is a simple and modest 2-story, single pile, house whose interior is intact. Wakefield Farm retains nearly all of its outbuildings, including its ice house, carriage house, small barns and many farm sheds.



Figure 13 Holly Tree Farm (096-5057)
Digital Collection, HaAR

In summary, of the resources entered into VDHR database, approximately twenty-one are single dwellings, five are sheds, three are barns, three are churches, two are cemeteries, two are smokehouses, two are poultry shelters, and one is an ice house.

CIVIL WAR (1861-1865)

The Civil War touched Westmoreland as it touched all of Virginia through the loss of its men. "An examination of the rosters of the five companies of Westmorelanders indicates that a considerable number were indeed captured in or near their homes. While certainly an obvious reason for Union Cavalry to enter the Northern Neck was to forage, a further reason for them doing so was an attempt to break up the flourishing smuggling business that existed between Richmond and Washington, crossing Northern Neck rivers and lands."¹⁵ The Northern Neck had regular mail service, and an express route. The ferries continued to run and men with the inclination to smuggle were getting rich. It is of interest to note, that Claymont lies along the path of the express route from Warsaw to Washington, supporting the suggestion of contraband runners holding up there.

Only one building has been surveyed for the period during the Civil War, Roxbury. Dabney Carr Wirt, son of William Wirt former Attorney General of the United States, and husband of Julia Augusta Washington, relative of George Washington, lived here until he died. Both he and his wife are buried in the Washington family cemetery at Haywood. A restored log cabin is located in the yard. It purportedly predates the house. Roxbury is noted for four things: it was built during a period of armed conflict when traditionally all new civilian construction ceased. Second, it's the best preserved example of the mid-19th century 'country villa' in Westmoreland; third it is associated with the noted Wirt family.¹⁶ And fourth, the Randolph Institute, a boarding and day school was located at Roxbury. The school also was known as Oak Grove Academy and Westmoreland Institute. It is interesting to note that A. J. Downing and Calvert Vaux issued several house plans together. In 1857, a plan called the Symmetrical Country Home nearly identical to Wirtland, was issued jointly by the two men. And here at Roxbury, a few years later, the brother of the owner of Wirtland built a house based on a Vaux design.¹⁷

Reconstruction and Growth (1865-1917)

During this period the foundations were laid for modern America as an industrialized, urban nation. While most of Virginia and the rest of the south were devastated by the war, suffering severe economic deprivations, Westmoreland County resumed its agrarian economy supplemented by fishing with two big exceptions. Many black people, previously enslaved now farmed land they owned. Many freemen who were unable to acquire land, farmed as sharecroppers to their former owners. They were creating their own communities, building churches, and schools. Much of the destruction of physical buildings during the Civil War took place in places like Kinsale, which will be discussed in another section of this report.

Of the historic resources entered into VDHR database for this period the majority are single dwellings. However, there are some excellent examples of commercial buildings, mixed-use buildings, schools, and many churches. Westmoreland County is fortunate to have so many of its historic rural schoolhouses.

Education

Education in Virginia underwent the biggest change after the Civil War. Private schools and academies abounded. With the passage of the Ruffner Bill in 1870, public education began to expand into rural counties like Westmoreland. Small one- and two-room school houses began appearing all over the County. Schools like Elba (096-5068) ca. 1890, Monroe Hall # 6 (096-5040) ca. 1890, and Kremlin(096-5064) ca. 1910 are representative of



Figure 14 Elba (096-5068)
Digital Collection, HaAR

white and black schools. In the beginning, all of the teachers were white, even at the black schools, but as time passed, and blacks became educators they steadily took over the teaching positions in the black schools. By 1890, A. T. Johnson a black educator was teaching in Westmoreland County. By 1892-93 there were at least seven black teachers in the County.



Figure 15 Kremlin (096-5064)
Digital Collection, HaAR

Examples of private schools during this period are 'Home School for Boys' at Claymont, the Randolph Institute at the Roxbury, the Cottage School in Oak Grove in a private home, the Potomac School in Colonial Beach, and the Wirtland Seminary for girls at Wirtland.

Beginning in 1870-1871, Westmoreland schools, had nearly 800 children, black and white, enrolled. Attendance levels continued to increase. As more and more students moved beyond the primary school level Westmoreland leaders turned their attention to the construction of secondary or high schools. After the Act of 1906 to establish high schools, a meeting was held in Montross, and the result of the gathering was that six years later Westmoreland County had four regular high schools. The first high school in the County was in Kinsale, but ten years later it burned down and was not rebuilt. Oak Grove built a wood frame, high school in 1911 which was later replaced and Colonial Beach built a 2-story, brick school in 1912 which serves as an elementary school.

Religion

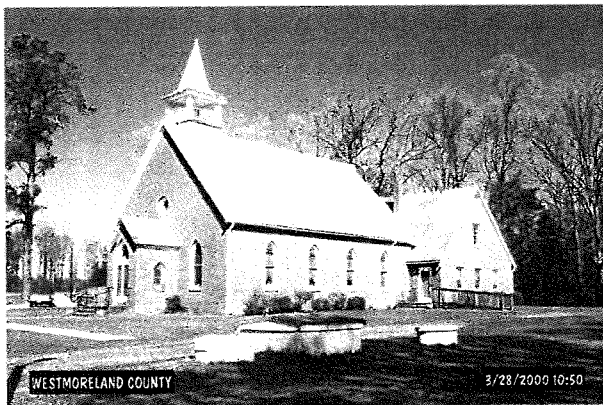


Figure 18 Galilee Baptist Church (096-0094)
Digital Collection, HaAR

center of the community. The church filled the void for the lacking infrastructure for community education and politics. It was where new ideas were exchanged, and plans for the future were made. Some of these churches are Little Zion Church (096-0074) ca. 1866, Galilee Baptist Church

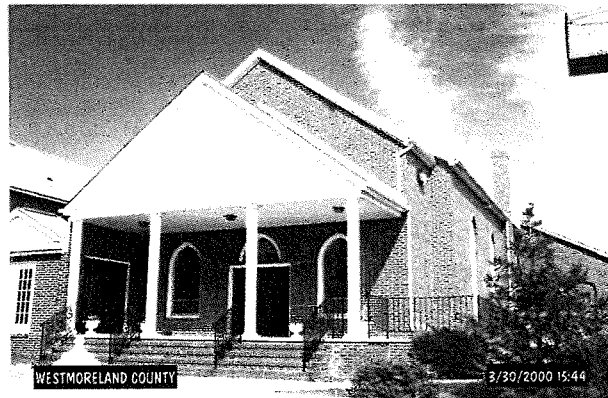


Figure 16 Little Zion Church (096-0074)
Digital Collection, HaAR

Nine churches were built during this time and most of them were for African American communities. For the black community, the church became the



Figure 17 Jerusalem Baptist Church (096-5065)
Digital Collection, HaAR



Figure 19 Providence United Methodist Church (096-5018)
Digital Collection, HaAR

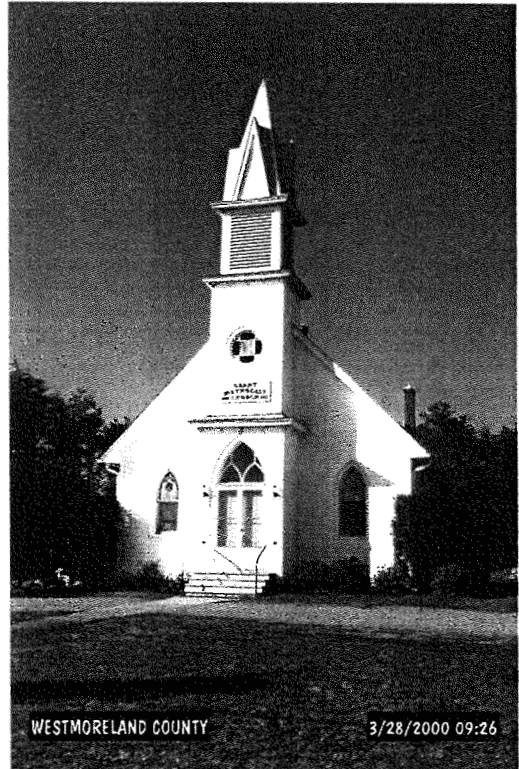


Figure 20 Grant Methodist Church (096-5024), Digital Collection, HaAR

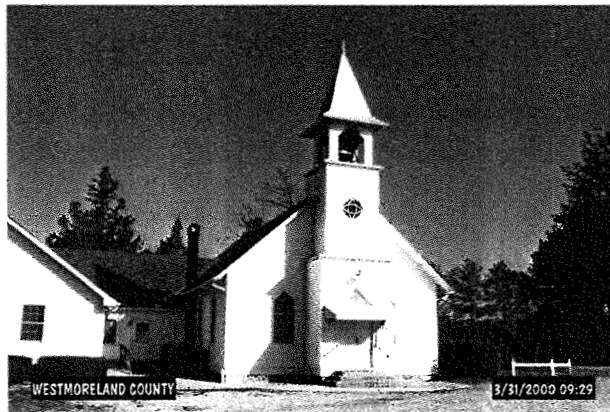


Figure 21 Ephesus Christian Church (096-5054)
Digital Collection, HaAR

(096-0094) ca. 1895, Jerusalem Baptist Church (096-5065) ca. 1895, Mt Olive Holiness Church (096-0083) ca. 1900-1930. Most of these churches were built as wood, frame structures; some have been clad in brick in later years.

Other churches built were Currioman Baptist (096-5050) 1911, Providence United Methodist Church, (096-5018) 1902, Ephesus Christian Church (096-5054) ,1913. And Grant Methodist Church (096-5024), 1913.

Commerce/Trade

Now we live in the era of mini-marts and drive-through, but there was a time when the corner store was a country store, providing the many services needed by a rural community. Several wonderful examples remain in Westmoreland, County Store on Tavern Run Road (096-5070) ca. 1890, Store at Griffith's Corner (096-5067) ca. 1890, Morris Store (096-5036) ca. 1900, and Sandy Point General Supply(096-5008) ca. 1910. These stores often served as post offices and telephone exchanges in addition to supplying dry goods and other needs of the residents. And perhaps more importantly, it was a community center, a place to go and catch up on the local and national news, a place to sit about and play a game of darts or checkers, or maybe just sit on the porch to see if someone drives by. Between 1860 and 1900, more products came



Figure 25 Griffith's Corner Store (096-5067)
Digital Collection, HaAR



Figure 24 Country Store (096-5070)
Digital Collection, HaAR

prepackaged, like tobacco, medicines, and canned and preserved foods. Beginning in 1900, the salesman traveled all of the country roads keeping the



Figure 22 Sandy Point General Supply (096-5008)
Digital Collection, HaAR



Figure 23 Morris Store (096-5036)
Digital Collection, HaAR

stores stocked up on everything, and allowing the storekeepers to maintain less inventory, because things could be easily ordered. Morris Store on Route 3, now known as Elderly Treasures, is an antique and collectable shop but at one

time it was the heart of the hamlet. Griffith's Store is vacant, and the store of Tavern Run has been converted into a private residence.¹⁸

Domestic

As has been seen in the previous discussions, the single dwelling is the most numerous resource type, and this period is no different from the previous periods. Forty-nine single dwelling were identified in the VDHR database as



Figure 26 Howard House (096-5059)
Digital Collection, HaAR



Figure 27 Federal Farm (096-5086)
Digital Collection, HaAR

surveyed. Of these, the majority are simple structures with no distinguishable style. However, Queen Anne, Late Gothic Revival, Colonial Revival, Classical

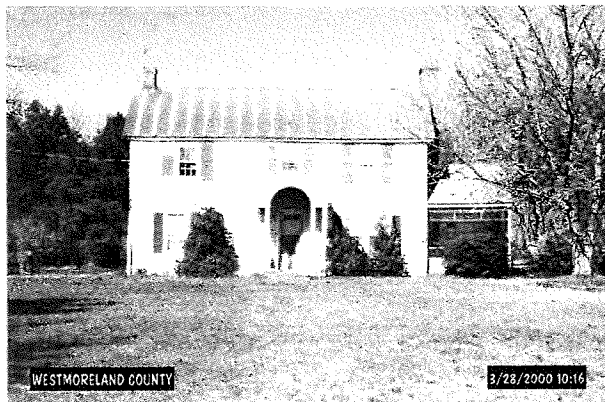


Figure 28 Osbourne House (096-0099)
Digital Collection, HaAR

Revival, late Victorian, early American Movement, and Craftsman Bungalows are all represented. The Howard House, (096-5059) ca. 1890 was designed in the late Gothic Revival style. Federal Farm (096-5086) ca. 1900 ca, has Queen Anne elements. The Osbourne House (096-0099) ca.1900, has Colonial Revival elements. Overlea (096-5082) on Route 202 in Hague is representative of the late 19th and early 20th century American Movement. Overlea has a small gabled carbide shed to the rear of the house. Carbide was used around the

turn of the 20th to provide indoor lighting. The late 19th and 20th century Revival Style can be seen in the Howll House in Kremlin. The Craftsman Bungalow style is represented by Walnut Hill Bungalow off Leedstown Road south of Oak Grove.

The simple structures with no distinguishable style incorporates many sizes

and plans of houses. Most are wood frame, varying from 1-story to 2-story, single pile to double pile, with center passage halls. Houses represented by the Balderson's (096-5044) ca. 1870, Poor Jack Road House (096-5052) 1880, Maple View Farm (096-5027) ca. 1880, Tenant House at Locust Farm (096-5092-0001) ca. 1880, house on Tucker Hill Road (096-5005) ca.1900, Cameron Farm (096-5069) ca. 1910, House on Oldhams Road (096-5071) ca. 1910, and House on Pierce Creek (096-5087) ca. 1910 are all houses with no definable style.

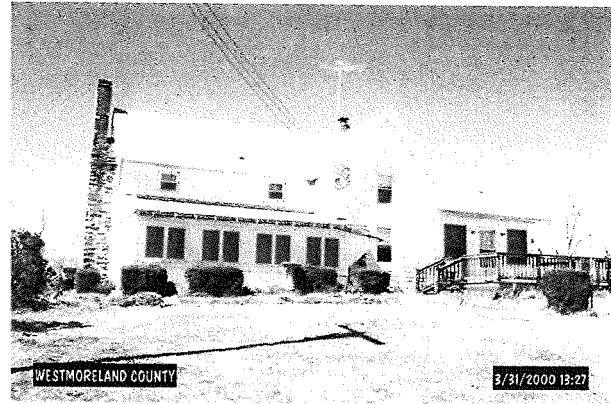


Figure 29 Balderson's House (096-5044)
Digital Collection, HaAR

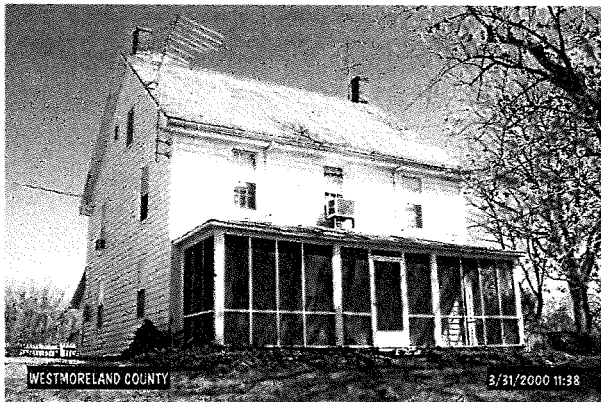


Figure 32 Pierce Creek House (096-5087)
Digital Collection, HaAR

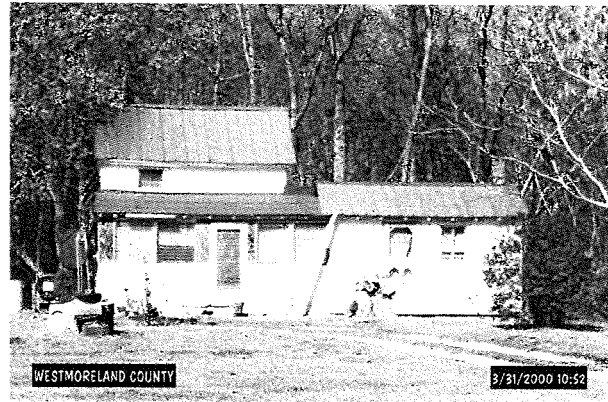


Figure 33 Poor Jack Road House (096-5052)
Digital Collection, HaAR

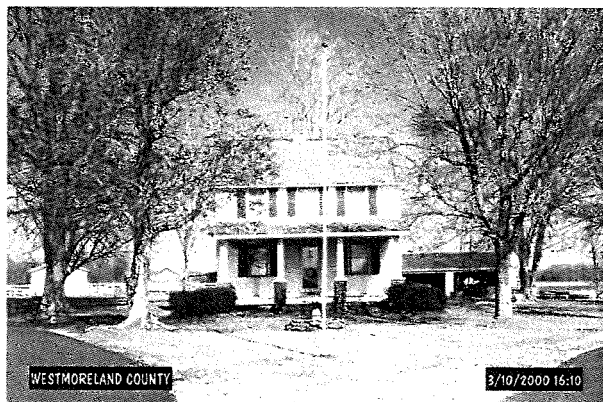


Figure 30 Maple View Farm (096-5027)
Digital Collection, HaAR

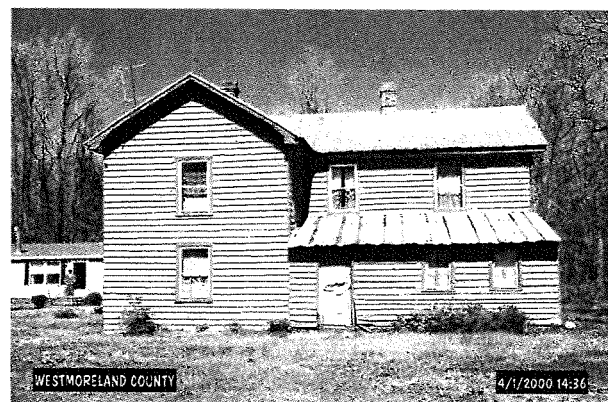


Figure 31 Tucker Hill Road House (096-5005)
Digital Collection, HaAR

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

The 20th century brought many, wide sweeping, changes to Virginia and the Northern Neck, most notably the advent of the automobile and rural electrification. These two changes probably had the most lasting impact on Westmoreland County. After the Civil War, everyone's energies were spent rebuilding. But with the new century, recovery had generally been accomplished. Westmoreland, perhaps more than most of the of the other Tidewater areas was best located to rebound and grow. Its location between the Rappahannock and the Potomac rivers ensured that the entire county had access to steamers and the markets they served. However, the success of the automobile brought about the construction of new highways and bridges. The expansion of the highways, and the cheap cost of gasoline, fueled the development of the trucking industry. Combined with the railroads, the future demise of the steamer was guaranteed. And while these events caused negative impacts on many other areas, Westmoreland seemed to be insulated against these impacts. Because of the highway movement and railroads, when the steamers finally ran their last run, the farmers merely switched to the new trucking industry to reach railroad terminals. When the summer steamer tourists stopped coming, the county and local communities all along the Northern Neck actively sought the weekend tourist trade.

But not everything was easy for Westmorelanders. In particular, African American residents found that if they wanted a really good education beyond the primary level, they had to send their children off to relatives and friends in more urban centers where they could go to high school, attend college, and find good paying jobs. While many of the African American residents either owned their own farms or work and lived on a tenant farm, the fact was, that land is finite, and there is only so much that be divided up and still be productive. Consequently, families with more than one child, now found themselves faced with the same problem that the second and third born white child had faced for generations; the children had to learn a trade. For some, the river provided an avenue for trade, the Potomac Oyster man is renown. But even the bounties from the sea were seasonal. A man who farmed during the growing season could fish in the winter and make a decent living. Despite these opportunities, during this period there was a steady migration of blacks to the bigger cites, like, Washington DC, Fredericksburg, Richmond, and Baltimore. These cites already had large black populations where these Westmorelanders could be sure of a welcome.

World War I had relatively little impact on the County, with the exception of families who lost loved ones who served. By far the two most dramatic events of this time period were the Depression and World War II; yet these events touched the county tangentially with exception of some of the relief programs of the Depression, from which the population benefitted . Ronald L. Heinemann, points out in his book, Depression and the New Deal in Virginia: The Enduring

Dominion, that Virginia in many ways was continually insulated from external forces and was able to maintain a status quo because of the spirit of traditionalism, a balanced economy, and political conservatism. The Depression while severe, was much milder in Virginia than in other states, and that in turn prevented the penetration of many of the federal assistance programs. Virginia had made forward strides in the last half of the Jazz Age. New and diverse industries entered the state, and wages and salaries increased between 1925 and 1929. Virginia ranked in the upper half of the forty-eight states, in automobile, and retail and wholesale sales. When 'Black Tuesday' came, some Virginians lost fortunes, but compared to the state as a whole, the individual Virginian only received 4.4% of their income from dividends. But everything was not insulated; in 1930 the worst drought recorded since 1866 (when records were first kept) hit the United States. Tidewater truck crops and Southside tobacco failed and grazing land in the north and southwest was seared dry. Had the drought not hit Virginia, it is likely that the Depression may have appeared as only a blip on a chart when viewed in the big national picture. But it is important to remember that the individual Virginia farmer was hurt along with most everyone else. Years of Virginians' conservatism was tested. The balanced-budget philosophy was to cause no end of trouble for the state at the national level. Attempts at relief programs often fizzled because of animosity between federal and state agencies. State attitudes to the "dole", caused the Lynchburg News to write "payment of fixed sums to the unemployed in normal times in one thing and is called the 'dole', but...lending of money for food for the farmer, his wife and babies, victims of a natural cataclysm, is emergency relief..." Farmers lost \$100 million in 1931, compared to relief funds of \$2 million.

Because Westmoreland had so many subsistence farmers, especially among the black farmers, impoverished conditions already existed. Times were hard but they had always been hard. "Indeed, after years of inadequate state services, the advent of federal relief would improve standards for some." Another aspect that help insulate Virginia from the Depression was the fact that the percentage of mortgaged owner-operated farms was the second lowest in the nation, which in turn contributed to the low failure rate of banks. Federal and State road building programs put many farmers to work in their areas, and the WPA had limited success in Westmoreland. Today, some of the only records of early historic sites and buildings, were created by the WPA's efforts to record historic structure. And while some companies like DuPont actually expanded and grew in the state during the Depression, other industries were not so lucky. The steamship companies were hit hard, and the Northern Neck fishing catch was worth less than two-thirds than it had been in 1929 and 1930. Many of the small marginal food processing companies like the canneries on the Northern Neck had to shut down. In 1933, the National Recovery Act (NRA) employment codes began to hurt the small businesses and companies in the state because of the higher labor costs. Some companies had no choice but to close, if they could not be exempt from the NRA wage scale; in

particular the canning industry in Westmoreland was sharply curtailed.

The Public Works Administration (PWA) may have had some impact on Westmoreland County through projects such as schools, public buildings, bridges, municipal power plants, and sewer and water systems.¹⁹ In 1935, Roosevelt created the Rural Electrification Administration (REA) and this program did have a major lasting impact on Westmoreland and all of the Northern Neck. In 1936, the State Corporation Commission, authorized the financing of the rural electrification in Westmoreland County under the subsidiary of Virginia East Coast Utilities, Inc. Electricity did a great deal to improve the life of the farmer, by 1939, 40,893 farms were electrified and by 1949 91% of the farms were electrified. What electricity did for the farmers in Westmoreland was to allow them to expand their farming operations in a less labor intensive manner. One area where the farmer reaped the benefits of electricity was in chicken farming. Electricity, provided a steady form of power and heat for incubators, lights were left on in poultry shelters to extend the daylight and increase production. Poultry shelters began to be built bigger, (096-5092), no longer were they just single bay shelters but now were four an six bay. Electricity also brought dramatic changes in the farm families lives, electric refrigerators replaced ice boxes, and eliminated the winter task of cutting ice or the need to purchase it, thereby improving food preservation. Motorized farm machines like milk separators, and skimmers led to increased dairy production, prompting the construction of new modern dairy barns (096-5092). While the Depression created many hardships for the citizens of Westmoreland County, no one could doubt the benefits of the REA, "it brought the farmer out of the darkness at a price he could afford." For all intents and purposes most of Virginia escaped the clutches of the depression in 1935²⁰

Recreation/Government

Westmoreland was the recipient of another relief program, the Civilian Conservation Corps (CCC). In 1933, Virginia had no state parks. But through the CCC, Westmoreland County and Virginia received a \$5 million park system for only \$100,000. Countless workers were employed through this program. In Westmoreland County, along the Potomac River Horseshoe Cliffs, the CCC built the Westmoreland State Park. The project put many people to work building

cabins (096-0089-0015 through -0027) 1936, shelters (096-0089-0013, 096-0089-0035), houses (096-0089-0002, 0011), camp sites and overnight cabins (096-0089-0029,0030,0031,0032). The park opened in 1936. It contains 1,266 acres. The Richmond News Leader wrote: "One of the features at Westmoreland [Park] is a river beach of white sand and dotted with shade trees. Over the bluff that marks the end of the plateau is a half mile stretch of smooth river bank which has been cleaned up and is one of the finest beaches on the Potomac."²¹



Beach Scene, Westmoreland State Park, Baynesville, Va.

Figure 34 Westmoreland State Park Beach
Postcard Collection, HaAR

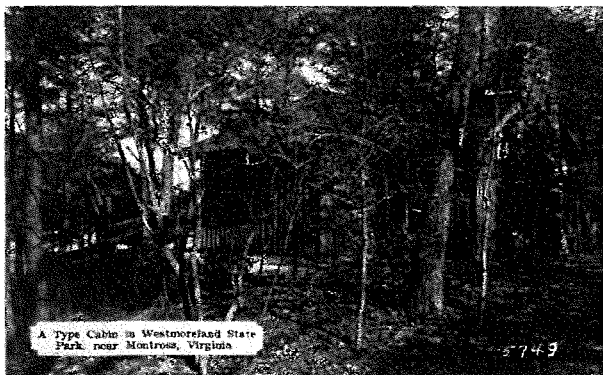


Figure 35 Westmoreland State Park Cabin
Postcard Collection, HaAR



Figure 36 Westmoreland State Park Picnic Area
Postcard Collection, HaAR

Domestic

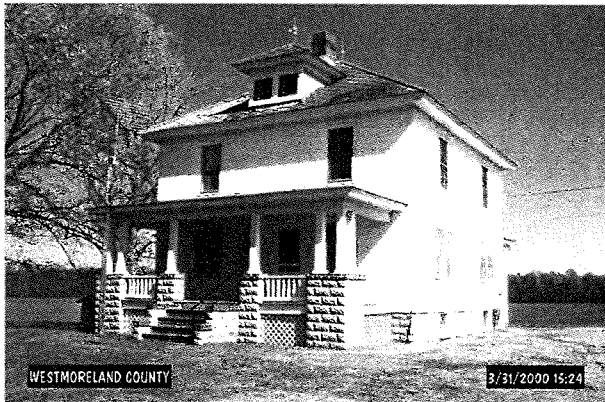
As has been seen through out this report domestic structures have been the predominate form of historic resource in this survey. From 1919 until 1949 fifty-three domestic buildings constructed during the period have been included in the VDHR database. The late 19th and early 20th century American Movement is represented by houses like Plainfield, (096-5006) ca. 1919, the farm house at Gray's Corner (096-5012) ca. 1920, House in Hague (096-5078) ca. 1920, the Ruffin House (096-5043) ca. 1920, and the Barden House (096-5038) ca. 1925. The houses have large windows, and tall ceiling on the interior. The idea of space, and solidity were elements of



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Figure 37 Plainfield (096-5006)
Digital Collection, HaAR



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Figure 40 Farm House (096-5012)
Digital Collection, HaAR



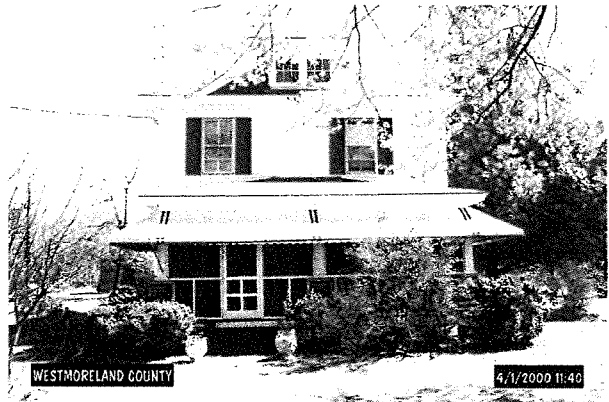
Figure 41 House (096-5078)
Digital Collection, HaAR



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Figure 38 Barden House (096-5038)
Digital Collection, HaAR



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Figure 39 Ruffin House (096-5043)
Digital Collection, HaAR

the style. The emergence of the Craftsman Bungalow style was now in its heyday, the affordability, the ease of construction, the availability of house patterns for the regular American family, and modern conveniences all led to making this house style one of the most popular and truly American housing style ever. This house style is represented by: House on Route 3 (096-0119) ca. 1920, the Greg House (096-5016) 1925, house on Cople Highway, (096-5076) ca. 1925, and



Figure 42 House (096-5076)
Digital Collection, HaAR

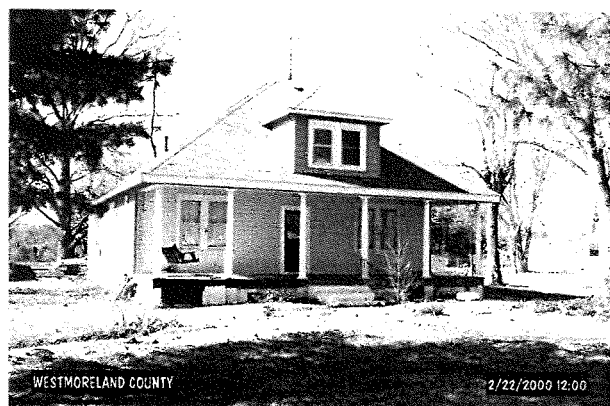


Figure 43 Greg House (096-5016)
Digital Collection, HaAR

house on Tucker Hill Road (096-5007) ca. 1930. The remaining houses built are simple structures with no distinguishable style and are represented by: house on Route 3 (096-0111) ca. 1920, House at Templeman Crossroad (096-0095) ca. 1920, house on Route 3 (096-0114) ca. 1940, and House Route 3 (096-0121) ca. 1945.

Commerce/Trade/Transportation

Commerce and trade substantially expanded during this time, and seventeen resources from this period have been entered into the VDHR database, and they vary in purpose and design. Auto Repair Garages like the one on Cople

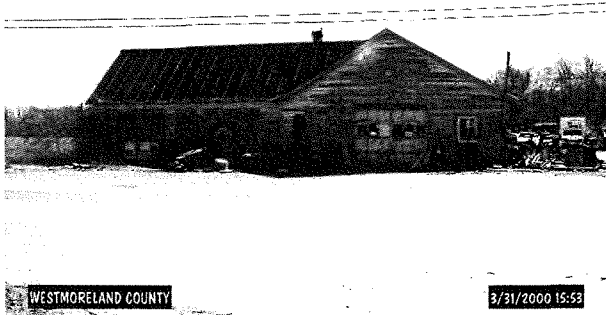


Figure 45 Cople Highway Garage (096-5014)
Digital Collection, HaAR

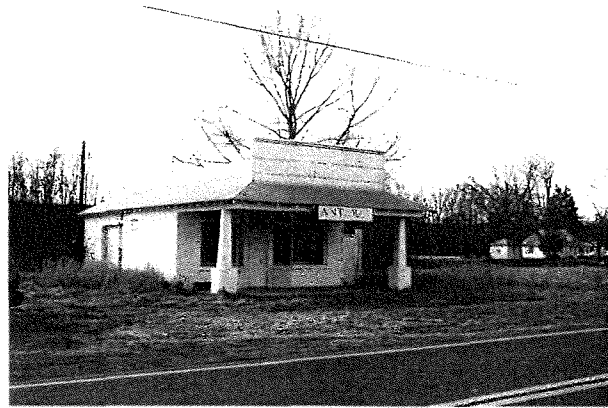


Figure 44 Route 205 Garage (096-5093)
Digital Collection, HaAR

Highway (096-5014) ca. 1920, and the one on Route 205 (096-5093) ca. 1935 demonstrate two styles of design. Cople Highway Garage is wood frame with a gable roof, and vernacular form. Route 205 Garage is concrete block with a flat roof and pediment, built in the new emerging Commercial style. The



Figure 46 Corner Store Gifts and Antiques (096-5023)
Digital Collection, HaAR



Figure 47 Scoshes Store (096-5034)
Digital Collection, HaAR

Commercial style is also reflected in Corner Store Gifts and Antiques (096-5023) ca. 1930 in concrete block, but in Scoshes Store (096-5034) ca. 1935, the material is wood frame and metal, and vernacular in style. The bank building in Hague (096-5079) ca. 1920 was built in the late 19th and 20th century Revival style using rusticated concrete block. This material became very popular in the beginning of the 20th century, and was especially suited for use in public building where the image of permanence and strength were being projected. Country stores, took on a new appearance during this period. Instead of the 2-story, gable end structures of the late 19th century, there

emerged a variety of styles; stores were built like the Corner Store (096-5091) ca. 1920, in concrete block, and Davis Store (096-5004), in frame with weatherboard building.

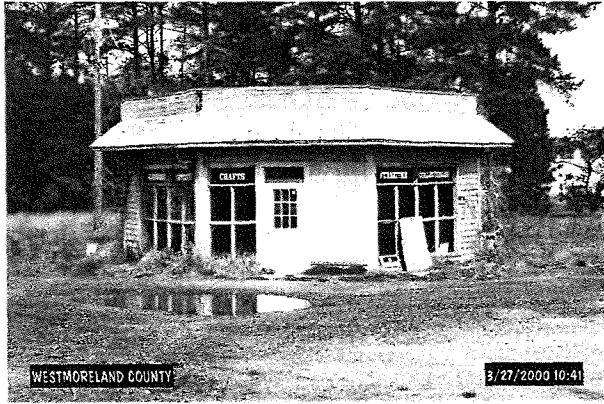


Figure 48 Corner Store (096-5091), Digital Collection, HaAR

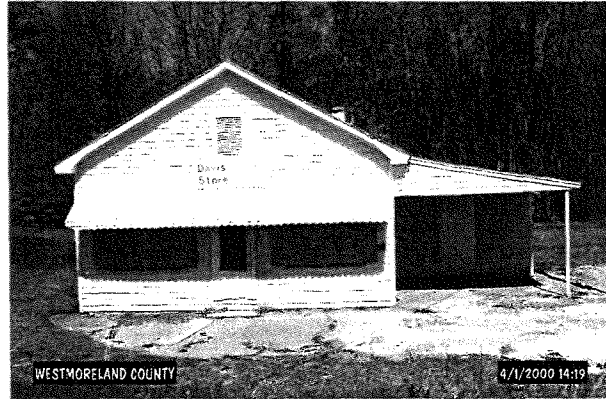


Figure 49 Davis Store (096-5004), Digital Collection, HaAR

Education

Several schools were built in Westmoreland at this time. Dilly School (096-5026) ca. 1930, now a private residence, Chilton's School (096-5019), Zacata School # 3 ca. 1930, A. T. Johnson High School (096-0113) ca. 1937 the first black high school in Westmoreland County, Oak Grove High School (096-



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Figure 51 Former Chilton's School (096-5019)
Digital Collection, HaAR



Figure 50 Former Dilly School (096-5026)
Digital Collection, HaAR

5060), and Zacata School #4 (096-5048) ca. 1940. All of these school are no

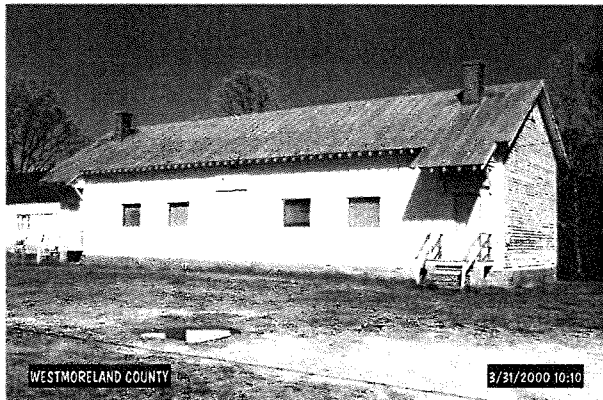


Figure 52 Zacata School #3 (096-5049)
Digital Collection, HaAR

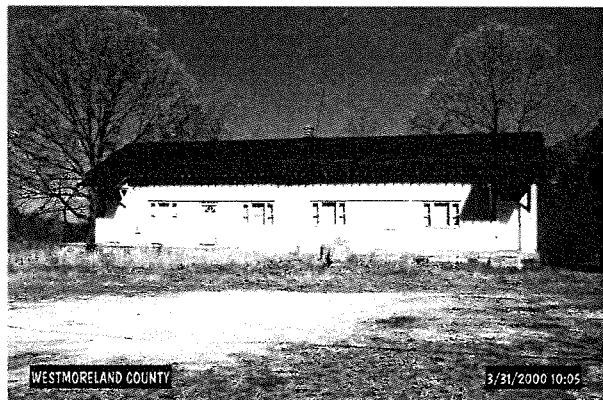


Figure 53 Zacata School #4 (096-5048)
Digital Collection, HaAR

longer used as schools. As mentioned Dilly is now a private home, Chilton's is owned and operated by a church as a community center. A. T. Johnson, recently listed on the National Register of Historic Places, has been renovated and had a large addition added for County Offices. The renovated, original section is available for community functions. Oak Grove High School may be a Board of education design plan. The school yard is used as a junk yard for resale of vehicles and equipment. It too, stands ready to be renovated possibly as a Senior Center or as a local campus for one of the many colleges in Virginia. While no doubt the building has asbestos, as do nearly all buildings of similar age, that should not be used as an excuse to let the building molder and deteriorate. It is a good example of the Colonial Revival Style and is an

important asset to the County's architectural heritage. Zacata Schools # 3 and # 4, are not only invaluable assets to Westmoreland County but to the African American community. Cassandra Burton, in African American Education in Westmoreland County points out that both of these schools were built with State of Virginia stock blueprints. Zacata # 3 was funded by the WPA in the 1930s. Today # 3 is used as a Masonic Lodge, but # 4 awaits rescue and renovation.



Figure 54 Oak Grove High School (096-5060)
Digital Collection, HaAR

Religion

Two churches from this period have been included in the VDHR database, they are Oak Grove Baptist Church (096-5032), 1918, and Lebanon United Methodist Church (096-5041), 1939. Both of these churches are built in distinct styles, Oak Grove is Classical Revival, while Lebanon is built in the Gothic style. Both churches have active congregations. Oak Grove is currently undergoing a major renovation and expansion which, unfortunately, promises to obliterate the original style and building.

World War II, affected Westmoreland County as deep as it did every where else in the Country. The young men of Westmoreland went off to far-off places and left their loved ones behind. Everyone did their part. Wives, mothers and children kept the farms going to supply the War effort. Young women went to work in government jobs, in Washington DC, and factories throughout the State. When all was said and done, and World war II was over, Westmoreland County slipped back into its comfortable existence and it remains essentially rural.



Figure 55 Oak Grove Baptist Church (096-5032)
Digital Collection, HaAR

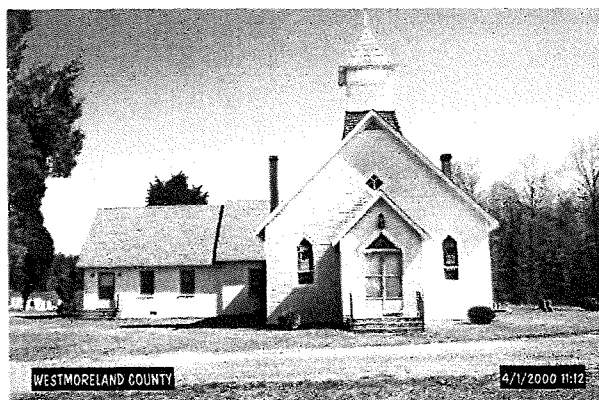
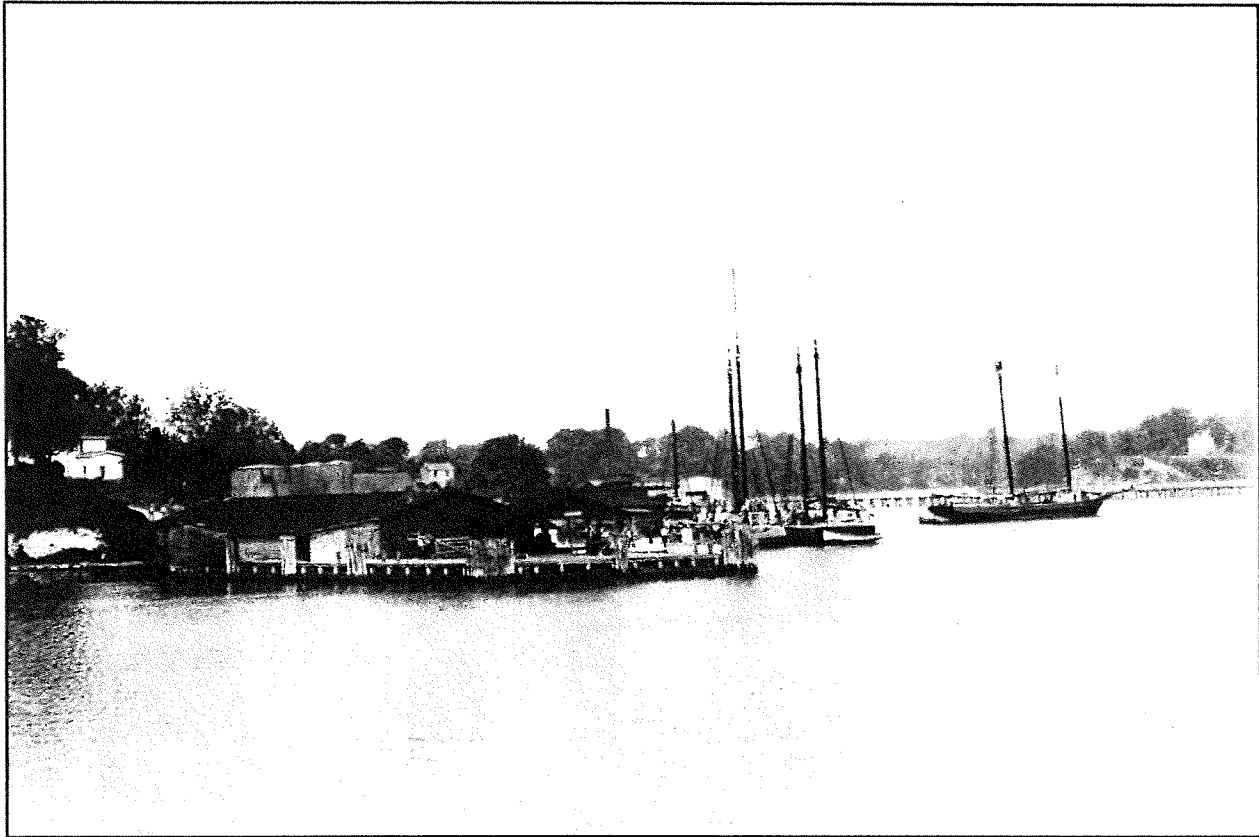


Figure 56 Lebanon United Methodist Church (096-5041)
Digital Collection, HaAR

Kinsale



Located at the southern end of Westmoreland County, the village of Kinsale is situated on a parcel of land surrounded by Bailey's Mill Creek, Kinsale Branch, West Yeocomico River, and Hampton Hall Branch. Westmoreland County lies within the northern Coastal Plain. The former Kinsale Steamboat Wharf is at the confluence of these bodies of water. A modern bridge now crosses the Kinsale Branch. When entering Kinsale from Route 202, the land is gently rolling and primarily under cultivation. A prominent slope is at the entrance to the Village proper. The land gradually slopes toward the water in some places but primarily there are steep cliffs and sharp drop offs to the water. The shore line is dotted with numerous small bays, inlets, creeks and hills commanding vistas of West Yeocomico River, Bailey's Mill Creek, Kinsale Branch, Oyster Shell Point, Sloop Point, Seldom Point and Allen Point. The primary roads leading to, into and out of the village of Kinsale are Route 202, and Route 203. The village proper is land out in a grid pattern.

Although Kinsale was officially established in 1706, it did not really prosper until the early nineteenth century with the rise of the steamboat era. It was during the 19th and 20th century that Kinsale came into its own. As a deepwater port, Kinsale, was able to profit not only from both the long established schooner trade and the steamboat transportation commerce. Being a deepwater port, enabled Kinsale to take advantage of the shipping industry unlike other communities that were land locked in Westmoreland County. From the beginning Westmoreland County focused its transportation on the water, the Potomac River, the inland creeks and bays. Settlement patterns occurred along the land with the easiest access to the water. It was through water transportation that the colonists maintained their contact with England, the early nationalist established their lines of communication, and the post Civil War reconstructionist prospered. Inadequate inland roadways were consistent problems for Westmoreland County and the Northern Neck well into the twentieth century.

Kinsale grew up around the wharf that was established very early on in Kinsale's history. Because Kinsale's port has deepwater, it enjoyed the trade of both the deep drafting ships of colonial time, as well as the shallow draft schooners of the Chesapeake Bay and the Atlantic Coast. By the end of the nineteenth and the turn of the twentieth century Kinsale had several hotels, taverns and barrooms, a post office first established in 1792, a couple of commercial stores, and several canning factories/canneries.

The village is made up of approximately 75 buildings of which the majority are historic and consists primarily of freestanding single-family dwellings with approximately seven commercial and three institutional buildings.²²

European Settlement to Society (1607-1750)

Kinsale, Virginia is perhaps the most overlooked village in the Northern Neck when considering historic sites. This has enabled Kinsale to enter the twenty-first century virtually unspoiled with its historic integrity intact. Kinsale was established in 1706 by an act of the Assembly. The Virginia colony was instructed by Queen Anne to establish three port towns on the Potomac River. It is generally recognized that Kinsale was selected because of the Yeocomico River and also because two Westmoreland Burgesses, George Eskridge and Daniel McCarty, lived on the Yeocomico. While the Crown appeared to be interested in the organization of the colony, in fact, it was an interest to reduce smuggling and collect duties on shipments of tobacco that prompted the action. To that end, in 1712 the Assembly established a warehouse system, where all tobacco would be cleared prior to shipment. For a number of vague reasons, Kinsale, although the port town for Westmoreland County, was not chosen as the location of the warehouse. Sandy Point, later Bull Point and eventually Rusts, in 1742, were selected sequentially to serve as the location for the port warehouse. The first two locations did nothing to foster the

prosperity of Kinsale. However, Rusts, located up the Kinsale Branch, about three-quarters of a mile from Kinsale did aid in the village's development. Kinsale port was a deepwater port, but the branch was not, which meant that the hogsheads had to be brought to the shoreline, and then transported by water, down the branch to the deep water of the Yeocomico at Kinsale before they could be loaded onto the transatlantic ships.

Colony to Nation (1750-1789)

All of these political maneuvers did little to maintain the town of Kinsale, which at some point passed from official existence. However, a possible factor for the continuing existence of the village may have been the presence of a store owned by the "Glasgow firm of John and James Ballentine & Company," 1784. When the Assembly agreed to relocate the warehouse to Kinsale, Kinsale's future seemed assured. Fifteen acres owned by Catesby Jones, was ordered to be divided into half acre lots with convenient streets and to be called Kinsale.

Early National Period (1789-1830)

At the end of the eighteenth century, "the Port Superintendent, John James Maund, was living in the Great House at the time, and there may have been no more than a dozen buildings to the village proper, among them the warehouse, a store, probably a smith, and after 1792, the first post office on the Northern Neck, likely located in the store or warehouse."²³ At the turn of the nineteenth century, and the height of the Early National Period (1789-1830) Kinsale was an established village once again but it was still not a true town, and it was beginning to appear as if it would never mature beyond the level of village.

Although the shipping industry, warehouse, the post office and the presence of the Superintendent of the port helped to ensure Kinsale's continued existence, it was not enough to ensure its survival through the War of 1812. It was during the War of 1812 that the Northern Neck really felt the consequence of its persistent isolation, poor roads, and even poorer communications with Richmond. The local militias were under staffed, under trained, and under armed. These ill disciplined groups were no match for the highly skilled British. As a consequence, "on July 11th, 1813, two British Brig sloops, the 'Contest' and the 'Mohawk' gave chase to American armed vessels the 'Scorpion' and the 'Asp'. The former escaped by beating up the bay, but the 'Asp' retired up the Yeocomico Creek, a branch of the Potomac. There the British seized the schooner and set fire to her. After the British retired, the Americans returned and smothered the Flames"²⁴ During this action the 'Asp' lost ten of her men, including her commanding officer, Midshipman James, Butler Sigourney of Boston, MA. Midshipman Sigourney is buried in the Bailey family cemetery at the Great House. The fire on the 'Asp' was extinguished and the 'Asp' survived to continue sailing until 1826 as a receiving ship.²⁵ Kinsale was not as lucky as

the 'Asp', on August 5th, 1814, the British landed in force at Kinsale. They ransacked and burned every building in the village. The British then set about encouraging Negroes to spy on the Americans in exchange for food, shelter, and even the hollow promise of freedom.

Domestic

While there are several early colonial buildings remaining in the Kinsale vicinity, virtually nothing remains of Kinsale's colonial village past with the possible exception of basement of the Great House (096-0009, 096-0090-0035), 1827 which is said to predate the current ca. 1827 house. The Great House, located on a broad bluff called Great House Point, may first have been

constructed as early as 1690 by Stephen Bailey I, but currently it is believed that only portions of the brick and sandstone cellar walls date to that period. The present structure is purported to date to 1827, when the Bailey family reacquired the property. The house is a 1.5-story, three bay, double pile, center passage plan. Local lore maintains that residents of the house have always kept a lit light in the waterside, second floor hall

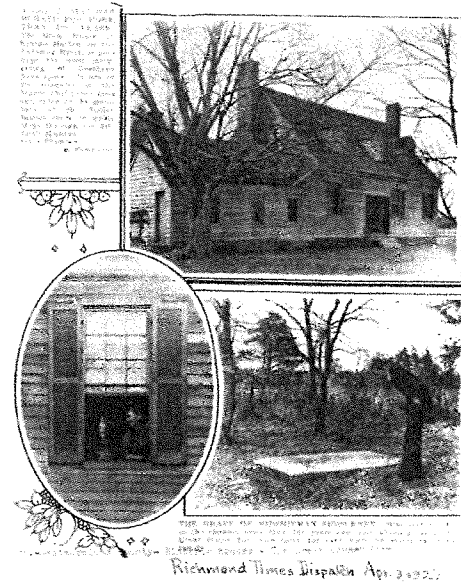


Figure 60 Great House Article
Picture Collection, VA State Library

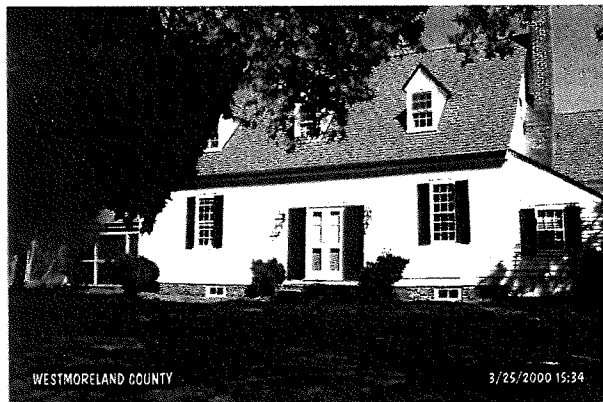


Figure 58 Great House (096-0009)
Digital Collection, HaAR



Figure 59 Great House Smoke House (096-0009)
Digital Collection, HaAR

dormer as a beacon to all ships to mark the channel. Today the Great House retains some of its original out buildings including its kitchen, and smokehouse.

Kinsale rose from the ashes, again to become a bustling village port by the

1820s, and continued throughout the antebellum period. “The Northern Neck farming economy was making a successful transition from tobacco to wheat, with timbering a winter-time supplement, and a legitimate need for a town like Kinsale as an out-shipping point was probably greater in the late federal period than at any time previous.” The steamboat industry had entered the Potomac



Figure 61 The Little House (096-0090-0002)
Digital Collection, HaAR



Figure 62 Federal Hill (096-0090-0021)
Digital Collection, HaAR

in 1828 with regular scheduled stops at Kinsale as early as 1855. By 1861, the village had two or three stores, three or four wharves, and five or six homes spread out over the present day village.

Antebellum Period (1830-1860)

Domestic

Most of the buildings in the village date from the late 19th century with the exception of The Little House (096-0090-0002) which was built 1840c and Federal Hill (096-0090-0021) ca. 1860, on the southwest edge of the village. The Little House is assumed to have been built by the Bailey family, founders of The Great House. Federal Hill was built by Robert Bailey and also survived the American Civil War, although its outbuildings and remaining trees were bulldozed down in the 1970s, prior to its restoration in the 1990s.²⁶

Civil War (1860-1865)

The American Civil War, too, left its mark on the village. Aside from the Great House and the Little House, nothing remains standing from Kinsale’s architectural history between the War of 1812 and the American Civil War. The Little House was purportedly saved from burning, unlike the rest of the village, during the American Civil War, because the yard was used as a slaughterhouse for Union forces.

Industry

Kinsale's history during the steamboat era is well documented in the book Steamboats Out of Baltimore, by Burgess and Wood. The defining story for Kinsale from 1885-1951 is its canning history. Kinsale had no fewer than three canning factories operating in 1915. All three of the canning factories were along the waters edge. V. B. Hardwick's factory was along Bailey's Mill Creek, Thrifts and Vansant's factory was on the Kinsale Branch, and Bailey's Factory was at the end of Sigourney Drive. By this time, Baltimore, MD had

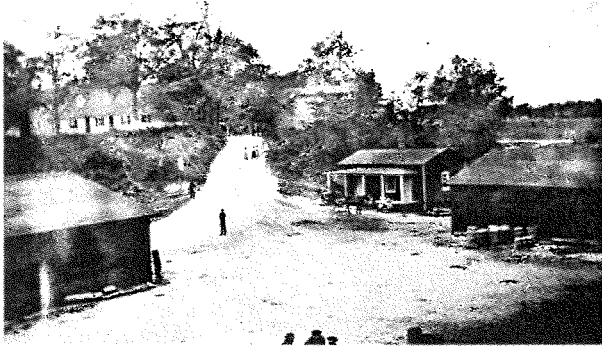


Figure 72 Kinsale Wharf
Picture Collection, Mariners Museum

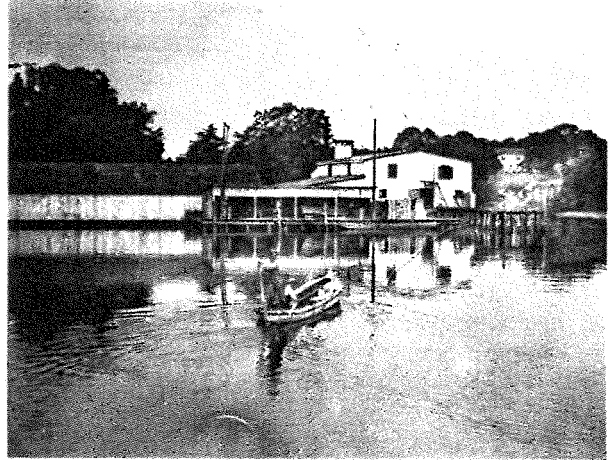


Figure 73 Cannery
Picture Collection, Mariners Museum

become a major canning center and was processing everything from oysters to fruits and vegetables. Baltimore was the tin can capital of the east coast. Schooners, loaded with lumber for other ports sailed from Kinsale for Baltimore, during the winter months. On their return run during the harvest season they carried empty tin cans back to Kinsale,

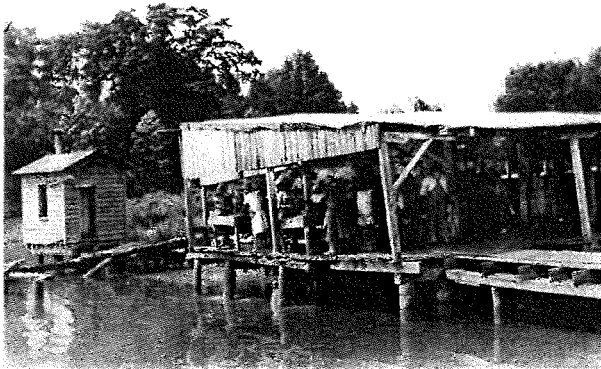


Figure 71 Cannery Workers
Picture Collection, Mariners Museum

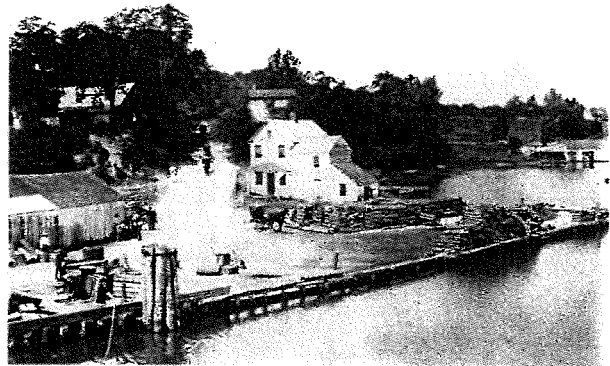


Figure 70 Kinsale Wharf
Picture Collection, Mariners Museum

where they were loaded up with crates of full cans. Depending on the season, the can may contain fruit, tomatoes, and for a few years salted herring. But mostly, they contained tomatoes. The Northern Neck had become the fertile crescent of Tidewater Virginia. These canning factories employed many people during the season, such as stoker for the boiler, peelers, packers, and in the

early days, solderers. The cans were packed in wooden crates, stacked on the wharf to await the arrival of the schooner, until mid 1920s. As time past, new machines were introduced that reduced the amount of possible contamination to the product. New boiling bath tanks, new methods of capping the cans were instituted, and health regulations were passed requiring special garments, gloves, hair caps, and oilcloth aprons. And after the 1940s, new standards and methods for washing the tomatoes and the workers hands were adopted.

Regrettably none of these canning facilities remain standing.

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

Domestic

By the 1920s, the Craftsman Bungalow Style was sweeping across the nation as the ideal style and type of housing for the growing middle class. Kinsale is most fortunate in that it has several good examples of this style of dwelling. Even more importantly, one of the dwellings is a Sears Roebuck, & Co. Pattern



Figure 75 Sears Pattern House (096-0090-0020)
Digital Collection, HaAR



Figure 74 A.T. Rowe House (096-0090-0031)
Digital Collection, HaAR

House (096-0090-0020), the ‘Conway’ model. Sears began selling house patterns in 1895 but discontinued after World War II. “ One reason for the popularity of the Sears houses was that they consciously reflected popular American taste of the period: designs were selected for their broad appeal and



Figure 76 Bungalow (096-0090-0017)
Digital Collection, HaAR



Figure 77 Bungalow (096-0090-00190)
Digital Collection, HaAR

acceptance.” Two other reasons ensured the success of the Sears house; “the customer must be satisfied for a lifetime for every house we sell. ... [another] reason was the speed and ease with which Sears houses could be constructed.”²⁸ The home owner had the option of buying the house pattern, the pre-cut lumber kit, just the materials, or all of the above. Shipment of these kits began by rail from the factory to Fredericksburg, Va, then continued on to

their destination in the Northern Neck by steamboat. Other examples of the Craftsman Bungalow Style can be seen in the A. T. Rowe House (096-0090-0031), and two house on Kinsale Road leaving the village heading to Route 203, (096-0090-0019) and (096-0090-0017). During this period, new building materials begin to flourish. As early as 1907, rusticated concrete block was being introduced in the village for the commercial bank building, and by the twenties it was being used on private dwellings. Buildings like the A. T. Rowe House and the Ice Cream Parlor (096-0090-0005) reflect this new material.

By the middle of the 20th century, the modern Cape Cod Style and the American Ranch style were introduced into the village in a limited number. All of these new dwellings have continued the grid pattern of the village established as early as 1866 and their site placement contributes to the overall feel and architectural presentation of the village.

Commercial

Although Kinsale is a small rural village today, it had achieved economic prosperity in the first half of the 20th century. This is reflected in the substantial, two story, rusticated concrete block, bank building on Bank Street. The Bank of Kinsale (096-0090-0029), is a good example of a building's style and materials reflecting the image of the business, solid, sturdy, safe, etc. The bank began as the Bank of Kinsale in 1910, when it failed, it reorganized



Figure 78 Bank of Kinsale (096-0090-0029)
Digital Collection, HaAR

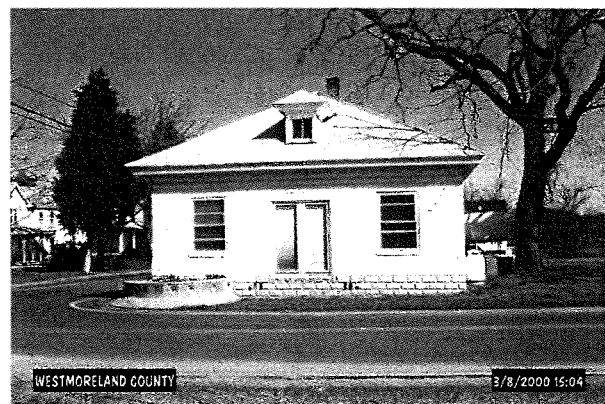


Figure 79 Former Ice Cream Parlor (096-0090-0005)
Digital Collection, HaAR

as the Citizens Bank of Kinsale in 1913, and in 1938 the bank became the second branch of the Bank of Westmoreland. The L.E. Mumford Co. began in 1904 in Cape Charles, on the Eastern shore and in 1907 the Mumford Co. became the Bank of Westmoreland, Inc. Another commercial building built with the same materials is the Ice Cream Parlor (096-0090-0005) at the corner of Route 203 and Yeocomico Lane.

Because wood was still so plentiful and affordable, some commercial buildings continued to be built as wood frame structures. The new Palmer and Moore Kinsale Corp. (096-0090-0030), the first Ford dealership in the Village, 1918, is a large gable end, vernacular style, auto dealer building located next to the



Figure 83 Former Ford Dealership (096-0090-0030)
Digital Collection, HaAR

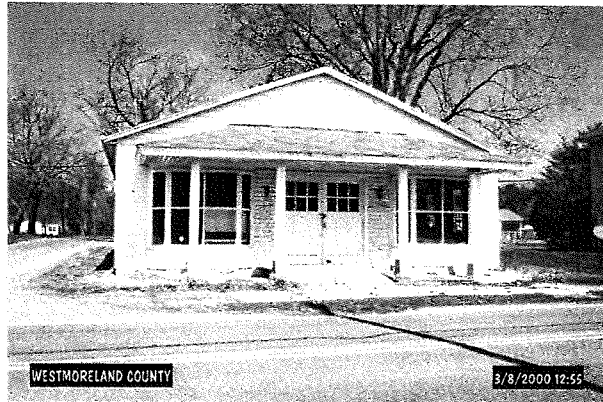


Figure 82 Former Chevrolet Dealership (096-0090-0010), Digital Collection, HaAR

bank building on Bank Street. The building is divided into two sections, the eastern half of the building the former show room. The interior is lined with bead board paneling, shelves, and cubbyholes. The western half of the building, the auto repair section, had two pits for ease of under carriage repair, but today is used for storage of building materials. Today this building has had its facade slightly altered, but could easily be return to its original facade. The second auto dealership in the village was J. C. Moss & Son Chevrolet, (096-0090-0010), 1919, at the corner of Route 203 and Yeocomico Lane. This building is another example of a wood vernacular, commercial building. Although, this building is smaller in size than the Ford dealership, this building was ideally located; it was the first dealer you saw when entering the village from Route 202. Later, as the dealership prospered, it built another building across the street to the south of the original, and then later expanded onto the corner to the west. The second building has been converted into a

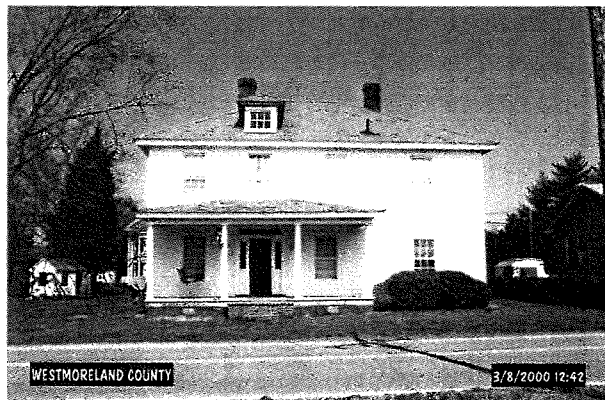


Figure 80 H.C. Moss Hotel (096-0090-0009)
Digital Collection, HaAR

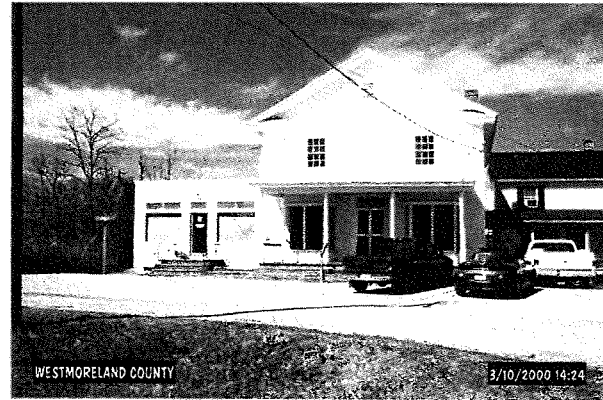


Figure 81 Kinsale Market (096-0090-0039)
Digital Collection, HaAR

private residence and is unrecognizable as an auto dealership building.

Of the commercial hotel buildings, only one remains, the H . C. Moss Hotel (096-0090-0009) and it has been converted into a private dwelling. This building too, is a wood frame, vernacular style structure built c. 1920. It began as a small, 'Four Square' plan, two story, three bay, center passage building but was quickly expanded into a four bay building. The exterior is devoid of all decorative architectural elements, reflecting its utilitarian purpose. Of the commercial buildings remaining in the Village today, most are wood frame vernacular style buildings, Holliday Meat Market (096-0090-0042), Bayshore Design (096-0090-0041), and Kinsale Market (096-0090-0039).

The New Dominion (1945 to Present)

Industry

Kinsale was a bustling village with at least three canning factories all located along the shore line. Unfortunately, like the relics of the steamboat era wharves and freight warehouses, all have been torn down and no longer visible.

These were heady days for Kinsale, the steamboats called six out of the seven days of the week. Passengers traveling to Kinsale had a fast, reliable, and efficient method of travel. But the last canning factory, run by Messrs. Unruh and Harris, who were running the old Park Brothers factory, blew its whistle

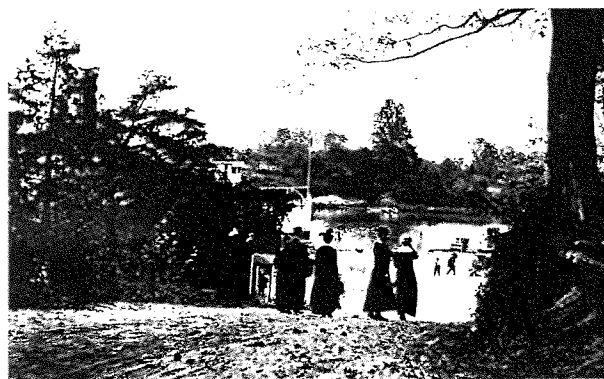


Figure 84 Kinsale Steamboat Drop
Picture Collection, Mariners Museum

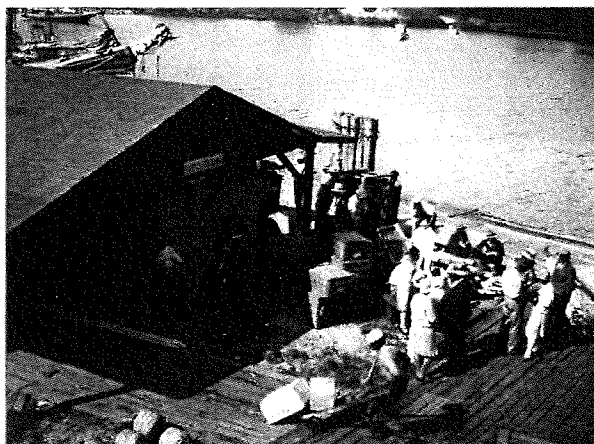


Figure 85 Kinsale Wharf
Picture Collection, Mariners Museum

for the last time in late summer of 1951. Although, there were plans to start up again, it never happened. After World War II, California became the dominate leader in the tomato growing and processing industry. Commerce and trade had prospered and now had begun its decline once again. Kinsale Steamboat wharf once located at the end of Steamboat Landing, and where Southern States grain silos now stand, are long gone, all but a memory of better days. All of the canning factories, packing sheds, and wharves are gone, too.

In summary, forty-seven records were created and entered into VDHR database. Of the resources, thirty-three are simple buildings with undefinable style, eight are late Victorian, six are late nineteenth and early twentieth century American Movement, four are late nineteenth and twentieth century Revival Style, four are Craftsman Bungalow Style, two are Commercial

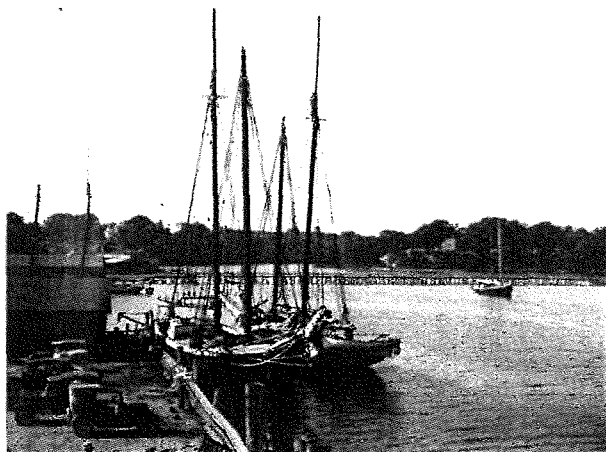


Figure 86 Cannery Schooners
Picture Collection, Mariners Museum



Figure 87 Kinsale Harbor
Picture Collection, Mariners Museum

Queen Anne. Types of resources identified are: thirty-nine single dwellings, five garages, three commercial buildings, three sheds, three mixed use, two former automobile agencies, and one of the following: workshop, poultry shelter, mixed use, and ice house.

So what does remain? In recent years Kinsale has been rediscovered as a warm, friendly place to live and retire. Some of the homes are now, weekend get-a-ways, others are summer houses for recreational boaters, and others house new young families.

What does remain, is Kinsale's historic architecture, its village spirit, and its historical sense of place.

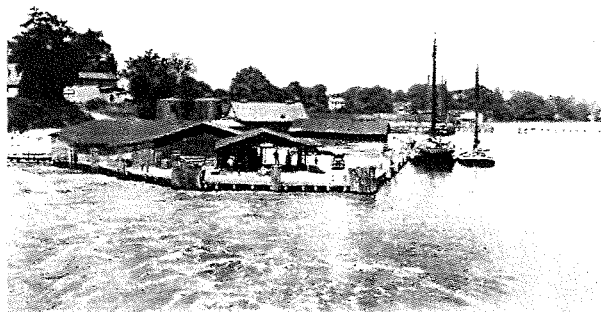


Figure 89 Steamboat Wharf
Picture Collection, Mariners Museum

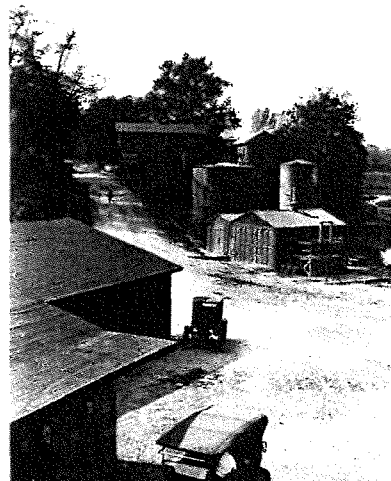


Figure 88 Freight Sheds
Picture Collection, Mariners Museum

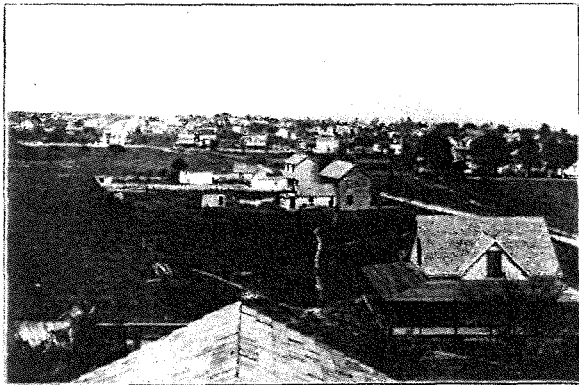
Colonial Beach

Reconstruction and Growth (1865-1917)

Throughout this report, each discussion has been divided into the eight VDHR historic context periods, however Colonial Beach does not lend its self to this format because its own defined historic periods extend beyond those of VDHR. The reason for this is because Colonial Beach was planned as a resort town, it succeeded as a resort town, and continues as a resort town. Resort towns have their own influence, advantages and disadvantages. While the VDHR period context format has been applied to this discussion, it should be noted that there will be overlaps, and carries over from one period to the next.

Colonial Beach

Located at the northern end of Westmoreland County, on the Northern Neck, the town of Colonial Beach is located between the Potomac River and Monroe Bay. Colonial Beach lies within the neckland. Colonial Beach is supplied with water from municipally owned wells. The climate in Colonial Beach in the winter averages 38 degrees F, and the summer average is 87 degrees F.



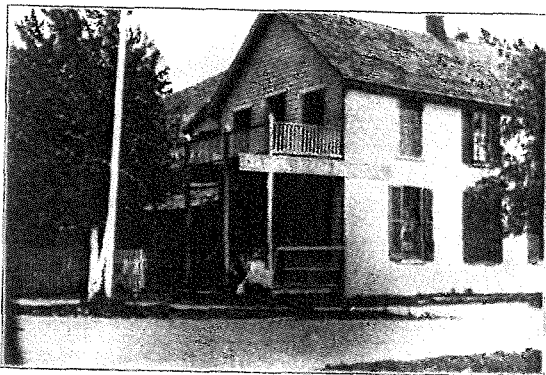
Birdseye View of Colonial Beach.

Figure 90 Birdseye View of Colonial Beach
Picture Collection, VA State Library

The town of Colonial Beach was incorporated by the State Legislature in 1892. The land area that now encompasses Colonial Beach consists of Irish Neck, White Point Farm, Kinsale Farm, Bluff Point Farm (199-0001) ca. 1785 and Classic Shores. The “area was used primarily as a fishing shore for haul seines. Even in the mid 1800s the white sand, which gave the southern-most section its name ‘became known in 1858 to Frederick Law Olmstead, architect for New York’s famous Central Park and immediately following the end of the Civil War thousands of tons of

this unique sand were dug and shipped by two and three masted schooners to public parks in New York City, Boston, Philadelphia, and Washington. This began a process of erosion carried on by natural elements which was reversed only in 1982 with a beach front replenishment project administered by the Army Corp of Engineers.” Today Colonial Beach’s shore has small man made beaches with large rock jetties, and rock sea walls.

Town's first ordinances was to restrict hogs from roaming through the public areas.³² By 1905, Walker F. Griffith, wrote in his pamphlet Souvenir of Colonial Beach, Virginia , Colonial Beach is “laid off in streets, avenues and building lots....the town has steadily gone forward and its speedy growth is principally due to its healthy and attractive location....Daily excursions from Washington bring large crowds to Colonial Beach, where they find every convenience and numerous attractions.” “Large and spacious hotels and boarding houses, liveries and stores are located near the wharves, and dotted here and there in other sections of the town, to accommodate the large numbers of summer visitors, a large ice factory, planing mills, city hall, private and public schools, post office, telephone, printing



Office of Colonial Beach Progress

Figure 93 The Progress Newspaper Office, Colonial Beach 1905c, Picture Collection, VA State Library



Passengers Loading Passengers at the Beach

Figure 95 Steamboat Pier Colonial Beach 1905c Picture Collection, VA State Library

establishments and an enterprising newspaper are located in the business section [of town]. ” E. S. Randell, proprietor of the Colonial Beach Hotel advertised, “Three and a half to four hours by steamer from Washington, on the magnificent Potomac, and two to three minutes walk on an excellent board surface.

The Steamboat era brought prosperity to Colonial Beach. Steamboats regularly stopped at Colonial Beach on their daily routes between Norfolk and Washington DC.

Colonial Beach prospered as a summer resort town during this period. Regular steamboat service from Washington and Baltimore ensured the towns success. The Colonial Beach Company had its office at the end of 7th Street in Washington DC; consequently the resort was heavily advertised to the metropolitan population. Visitors could stay at



The Board Walk

Figure 94 Colonial Beach Boardwalk 1905c, Picture Collection, VA State Library

the various hotels and boarding houses, walk the wood boardwalk to take in the 'healthful air and environment', dance on one of the pavilions on the waterfront, or enjoy spirits in one of the beer gardens.

Domestic Resources

Colonial Beach is a young town in comparison with other settlement areas in Westmoreland County. The dominate architectural style is simple wood frame vernacular buildings. But because the town was exposed to outside influences from the beginning, there are examples of several domestic architectural styles. The Alexander Graham Bell House (199-0003) ca. 1883-1885, is a fine example



Figure 96 The Breakers (199-5008-0008)
Digital Collection, HaAR



Figure 97 House Irving Avenue South (199-5018-0018), Digital Collection, HaAR

of the Stick/Eastlake style. The house sits tall upon a brick foundation and is 2.5-story, 5 bay, center passage. The prominent feature is the cantilevered, decorative porch, on the attic level, on the facade of the house. Although this



Figure 98 House Irving Avenue South (199-5020-0020), Digital Collection, HaAR

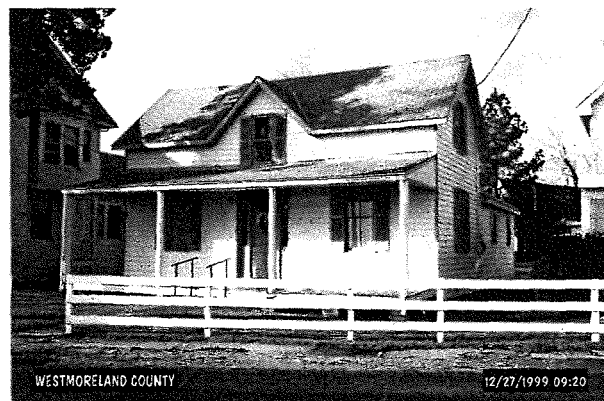


Figure 99 Cottage Irving Avenue So. (199-5014-0014)
Digital Collection, HaAR

house was not built by Bell, it is generally called the Bell house. The Bell family spent the summers escaping the heat and 'ill air' of Washington DC during the

professor's tenure in Washington DC. Also, it is important to note that Augustus Melville Bell, father of Alexander Graham, was the president of the Improvement Company. Another fine house is the Breakers (199-5008-0008) built ca. 1890. This 2-story, Queen Anne Style house with conical turret is purported to be one of two identical houses that were side by side, owned by brothers. The second house has been demolished. One of the houses was the home to the Town's Mayor. Two other houses represented in the Queen Anne style are (199-5018-0018) ca. 1900, and (199-5020-0020) ca. 1900. Another charming building is the small Greek Revival Style cottage (199-5014-0014) ca. 1890 on Irving Avenue, now owned by St. Elizabeth Catholic Church. This cottage is a 1.5-story, center passage, single pile, wood frame house. It looks out onto the Potomac River and is located near the famous Colonial Beach Boardwalk.

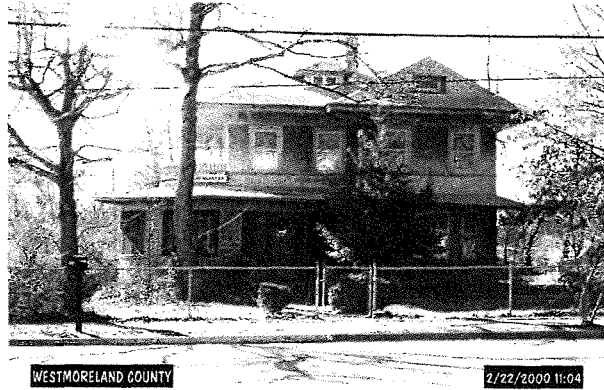


Figure 100 Greystone (199-5013-0013)
Digital Collection, HaAR

Perhaps the most surprising find in Colonial Beach, is the Prairie School Style. Located on Colonial Avenue near its end, is Greystone (199-5013-0013) ca. 1915. Greystone is a wonderful example of this style with its low, heavy



Figure 102 House Washington Ave. (199-5029-0029)
Digital Collection, HaAR



Figure 101 House 6th Street (199-5035-0035)
Digital Collection, HaAR

overhanging eaves, the heavy rusticated porch supports and foundation, and its detailing emphasizing the horizontal lines. This house is in fair condition and it is hoped that it will soon be restored. It is unusual enough to merit further investigation and possible listing on the National Register of Historic Places. Two other styles represented are the late 19th and early 20th century American Movement: a house on Washington Ave. North (199-5029-0029) ca. 1910, and the late 19th and 20th century Revival Style, house on Sixth St.(199-5035-0035) ca.1900.

The Plaza (199-5026-0026) built in 1903, a 2-story, single dwelling, was turned into a boarding house in 1913 for tourist and continued as a boarding house up to 1962. Today the Plaza is a charming B & B decorated with period furnishings. A very early example of the Sears pattern house is Endurance (199-5016-0016), 1906. Endurance is built from an early pattern, which later



Figure 103 The Plaza (199-5026-0026)
Digital Collection, HaAR



Figure 104 Endurance (199-5016-0016)
Digital Collection, HaAR

became known as the ‘Springfield Model’ in 1911 as a complete turn-key kit. Endurance embodies the spirit of the new resort town. It is spacious on the inside, but designed for a narrow in-town lot. The house had indoor plumbing from the start, but there is a novel all weather toilet located in a shed to the side and rear of the house. This facility was ideal for use by sandy beach goers and the men of the household, as the women were not permitted to use it. The toilet did not fill up with water until the user pulled the seat down in place and sat. Upon standing the bowl emptied automatically. Endurance has been found eligible for the National Register of Historic Places by VDHR’s evaluation team.

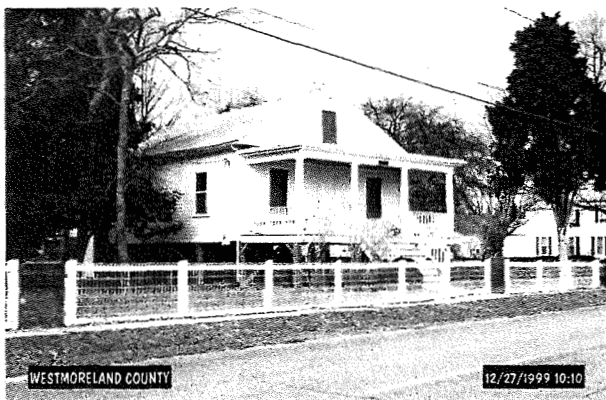


Figure 105 W.W. Daley Cottage (199-5021-0021)
Digital Collection, HaAR



Figure 106 Cottage Irving Avenue So. (199-5022-0022)
Digital Collection, HaAR

The dominate single dwelling in Colonial Beach is the small, 1-story and 2-story, summer cottage. These buildings vary in design, floor plan, and architectural detail but nearly all are wood frame, vernacular buildings with front porches and more often than not, a porch on more than one elevation. Examples of these cottages are W. W. Daley House (199-5021-0021), 1905, on Irving Avenue South, and Cottage 727 Irving Avenue South (199-5022-0022),



Figure 109 Cottage Irving Avenue So.(199-5017-0017), Digital Collection, HaAR



Figure 110 House Jefferson Street (199-5025-0025) Digital Collection, HaAR

ca. 1910. Daley’s House is a 1-story, 3 bay, center passage cottage facing onto the Potomac River. The building was built on stilts originally and recently they were replaced. The ‘Cottage’ is a simple 1-story, 3 bay, center passage, double pile resort style cottage with a large front porch. Brownies Rest is a 1-story, 4 bay off center passage, single pile cottage with a full width front porch. All of



Figure 107 Cottage Irving Avenue So. (199-5022-0022), Digital Collection, HaAR

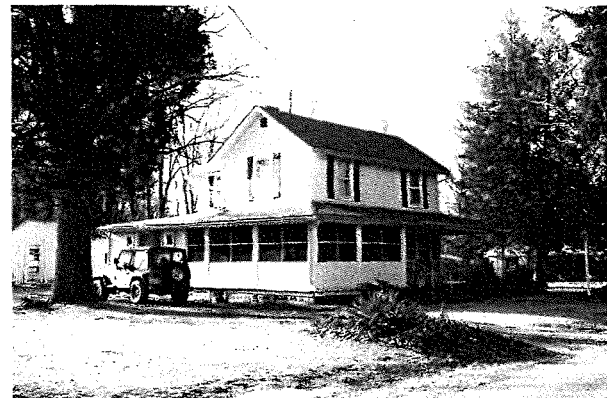


Figure 108 House 7th Street (199-5036-0036) Digital Collection, HaAR

these cottages are on large lots. But not all lots were large; sometimes one cottage was built behind another, when the lot was long and narrow, as can be seen at 109 Irving Avenue, South (199-5017-0017). Other vernacular houses of this period are: a house on Jefferson St. (199-5025-0025) ca. 1900, a house on Seventh Street (199-5036-0036) ca.1900, and cottages on Irving Avenue South (199-5022-0022) ca. 1910 and (199-5017-0017) ca. 1910.

Another vernacular style represented among these many cottages is Victorian Folk, a combination of Victorian decorative elements with the vernacular style. Tilted Hilton (199-5010-0010) ca. 1910, is a good example of this style in Colonial Beach. Although the predominant building material was wood, there are some examples of other materials being used, such as on the Cator House (199-5034-0034), 1911. Cator house is built entirely with rusticated concrete block, as has been seen in the bank and cottage in Kinsale village, which date



Figure 111 Tilted Hilton (199-5010-0010)
Digital Collection, HaAR

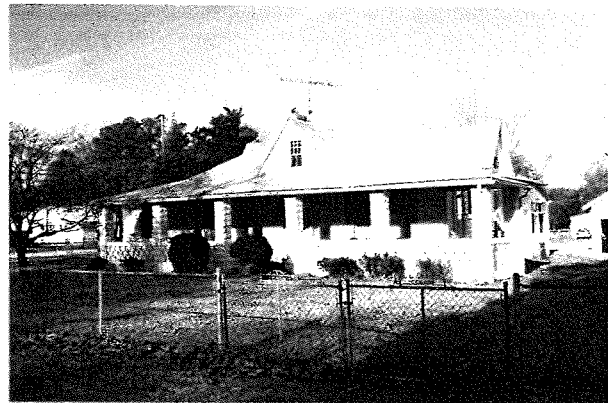


Figure 112 Cator House (199-5034-0034)
Digital Collection, HaAR

from the same period. Cator house also is distinguished by its outbuildings, built with the same rusticated block material, which was also used for its original carbide shed. The house ceilings are tall and the walls are plastered, creating a cool environment in the summer.

Two houses from this period that best exemplify the resort town during this period are Endurance, already discussed and the Pines (199-5019-0019) ca. 1900. The Pines is a simple 2-story, two room, single pile, center passage, wood frame, vernacular style house. Both of these houses retain their historic landscape and setting and their original out buildings. One stands on a narrow long lot and one on a large, wide corner lot; both look out onto the River.

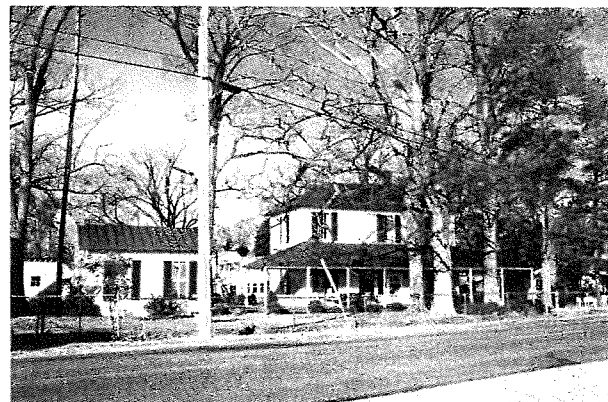


Figure 113 The Pines (199-5019-0019)
Digital Collection, HaAR

Commercial Resources

Colonial Beach's downtown district has suffered badly in recent years with the demolition of nearly all of the wood vernacular commercial structures along the historic boardwalk, and water front. Several actions prompted this action. The termination of the steamboat service, requirement of Maryland gambling

establishments be accessible by foot in 1958, several seasons with record numbers of jellyfish in the water, continued beach erosion, and damage from Hurricane Hazel all contributed to the decline in the tourist trade.

In its heyday, the downtown could boast a bank, several hotels, a bowling alley,



"Crown Castle," Min. Commission, Massachusetts

Figure 117 Crown Castle Hotel 1905c
Picture Collection, VA State Library

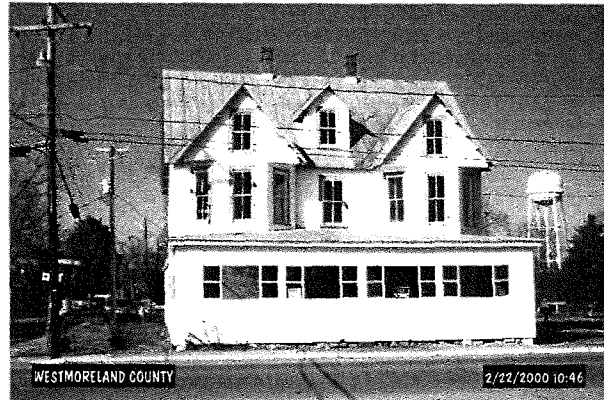


Figure 116 Former Crown Castle Hotel (199-5011-0011), Digital Collection, HaAR

a new 2-story brick school, and an amusement park, complete with carousel. On Washington Avenue stands the old former Crown Castle Hotel (199-5011-0011) ca. 1890, which also has an all weather toilet in a rear shed, like the one at Endurance. The former Hoffman Gas building is located on Hawthorn Avenue (199-5001) ca.1890, and now serves as the Colonial Beach Museum. On Irving Avenue is the original Colonial Beach Town Hall (199-5003-0003) ca.

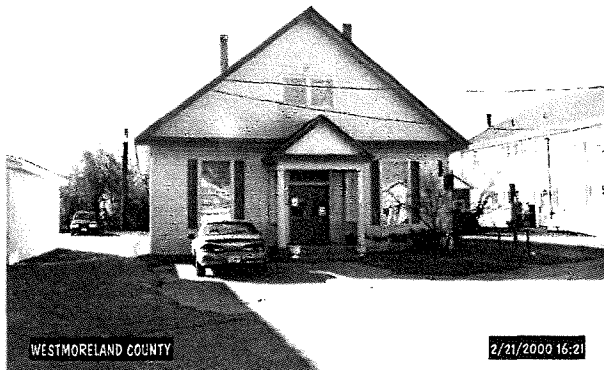


Figure 114 Former Town Hall (199-5003-0003)
Digital Collection, HaAR



Figure 115 Former Bank of Westmoreland (199-5006-0006), Digital Collection, HaAR

1890. This is a simple wood frame, vernacular building, currently used to house the Colonial Beach School Board. The Bank of Westmoreland (199-5006-0006), 1904, was built by the Mumford Company, of Cape Charles, MD. The building is a fine brick commercial style building with Classical Revival elements. The building was expanded with another bay at a later date but in the same style. Today this building is the Colonial Beach Town Hall. Behind the School Board building and the Town Hall, is a 1-story, jail from the twentieth-

century. It is a masonry building with an iron plate door. This jail was built to replace the previous jail building which burned down with a misdemeanor prisoner inside who perished. The former bank building has been found eligible for the National Register of Historic Places by VDHR's evaluation team.

Two of the Town's remaining wood frame, commercial building are Antiques and Things (199-5028-0028) ca. 1900 on Colonial Avenue in the vernacular

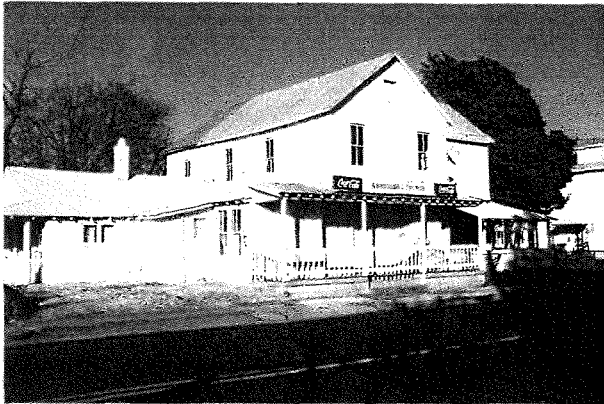


Figure 119 Former Store (199-5028-0028)
Digital Collection, HaAR



Figure 118 Store (199-5005-0005)
Digital Collection, HaAR

form, and the Store (199-5005-0005) ca.1890 in the Italianate Style. Both of these buildings are in fair condition and if not stabilized and restored soon, could be lost to the local fire department as a controlled practice blaze, as so many other buildings have gone, in recent years. Fire Departments often use old buildings for teaching fire fighting techniques by burning the building down.

Religion

Colonial Beach has several church but only St. Mary's Episcopal Church (199-5009-0009) ca. 1911 was built during this period. The church was designed by the architect, A. H. Sonneman of New York. The church is an example of the Gothic Style so popular during this time, particularly in the north. The sanctuary has impressive stained glass windows which at some point should be researched to determine where they were made and by whom. Another church of significance from this period is the First Baptist Church of Colonial Beach, 1896. Although the building has been remodeled, its original form survives, and this building should be

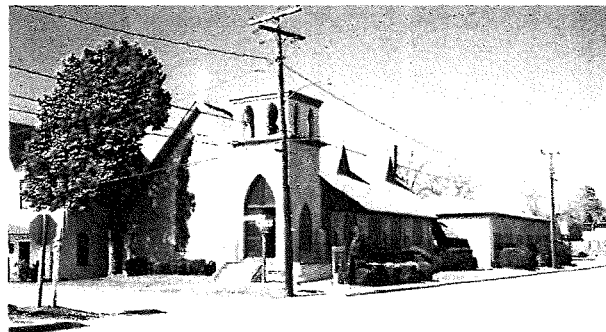
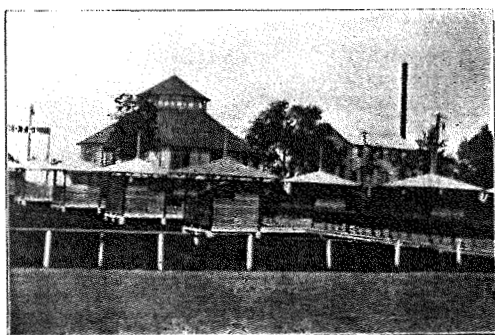


Figure 120 St. Mary's Episcopal Church (199-5009-0009)
Digital Collection, HaAR

surveyed intensively.

Recreation

The waterfront and the Boardwalk were the recreation areas. The beach along Irving Avenue was dotted with small cabanas belonging to the homes along the street. Nothing survives from this period, but what follows are some pictures from the consultant's private collection, other private collections and the Library of Virginia. These pictures depict the resort town and many of the amusements available to the visitor and summer resident alike.



Carousel

Figure 122 Carousel 1905c
Picture Collection, VA State Library



Taking a "Dip."

Figure 121 Swimming At The Beach 1905c
Picture Collection, VA State Library



Colonial Beach In Winter.

Figure 123 Colonial Beach In Winter 1905c
Picture Collection, VA State Library



Colonial Beach During Fishing Season

Figure 124 Fishing Season 1905c
Picture Collection, VA State Library

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

By the end of the first quarter of the twentieth century, the building boom had subsided to a quiet pace. By the end of the second quarter, the face and spirit of the town was changes permanently. In 1948, Charles County, MD legalized gambling. The low tide water line is the boundary of Maryland, consequently, all of the piers, wharves, and pavilions located out over the water beyond the low tide scar line were able to have gambling since they were located technically, in Maryland. During the nineteen fifties the town flourished from the notoriety, and the tourist trade. In 1958, the Maryland legislature required all gambling businesses to be accessible by foot. This spelled disaster for Colonial Beach. From the 1960s to the present Colonial Beach has slipped back into a sleepy existence. The town is made up of a combination of permanent residents, summer home residents, retirees, and young families.

Commerce and Trade

The advent of the automobile had a profound influence on the steamship business. Beginning in the 1920s, travel by automobile increased in popularity. Various automobile touring organizations sprang up encouraging the former steamboat tourists to get back to nature and to enjoy the freedom and flexibility the automobile provided. As a consequence, by the 1930s, steamboat travel had begun to decline. As the heady days of the first quarter of the century drew to a close, people began to change their recreation habits; families who had filled Colonial Beach's hotels and boarding houses all summer long no longer took extended vacations. Instead, they took automobile weekend trips; resorts and recreation areas difficult to reach by road began a slow agonizing death. Fortunately, Colonial Beach, was located within reach by automobile, and residents of Richmond were actively courted as weekend visitors. A group of six counties banded together to actively seek the construction of a road from "Brookland Park Boulevard in Richmond that would run in a northeastwardly direction through the counties of Henrico, Hanover, Caroline, King and Queen, King William and Westmoreland to Colonial Beach."³³ The goal was to open up Colonial Beach and all the areas in between, to Richmonders. All of the Northern Neck was beginning a campaign of tourism based on the historical importance of the area. The era of the motel and travel lodge was emerging. Despite all of these things, Colonial Beach suffered a decline in the number of tourists; the individuality and freedom of automobile travel did not match the number of tourists brought by steamboat travel. This trend continued through out most of the second quarter of the century but was halted in 1949. By the middle of the first half of the century, Colonial Beach had a couple of gas stations; one such building is located at the corner of Washington Avenue and Irving Avenue. It has been remodeled and enlarged, and has been used for several commercial enterprises. The pumps are gone and the canopy area has been enclosed. Another, auto repair service was (199-

5012-0012) ca, 1925 was housed in the wood frame vernacular style building, now converted into a series of small shops. This building would lend itself to a sympathetic renovation, provided the automobile work pits are back filled thoroughly.



Figure 125 Former Auto Repair Garage (199-5012-0012), Digital Collection, HaAR



Figure 126 Former U.S. Post Office (199-5007-0007) Digital Collection, HaAR

In 1925, the United States Postal Service built a new modern post office on Hawthorn St. across from the Bank of Westmoreland. This 1-story, center passage, brick building is now home to the local Veterans of Foreign Wars (VFW)(199-5007-0007). The was one of the first buildings built the in town in the new emerging Commercial Style.

At the end of the 'Point' was the Colonial Beach Oyster Company (199-5024-0024) ca.1930. This oyster business was one of several in the town and area. Its was a long rectangular building, with stove heated, small bedrooms for the workers on the second floor. It has now been converted into a marina and restaurant. One or two other oyster businesses remain: Curleys on the bay side of town is still in operation but most have passed out of existence as a result of the high cost of labor, and the declining health of the Chesapeake Bay.



Figure 127 Former Colonial Beach Oyster Co. (199-5024-0024), Digital Collection, HaAR

Just off the beach on Hawthorn St. is the Westmoreland Motel (199-5004-0004), 1943. The building is designed in the Art Deco Style, with a smooth curved facade, and a zigzag pediment. Purportedly, the owners built the motel and gave it to their son to lure him back to Colonial Beach and it reportedly worked. This motel was painted, until recently, in a colorful scheme. The

various doors where all different colors and the building exterior was a bright green. This color palate continued the resort and motel/travel lodge era of the 1930-40s. Unfortunately, the building has been repainted a bland tan with brown trim and consequently has lost some of its distinctiveness. Another motel not included in this survey is Doc's Motor Court, a local landmark, (next to Westmoreland Motel) and where the same families keep coming back year after year. The motel is still operated by the original innkeeper's family.

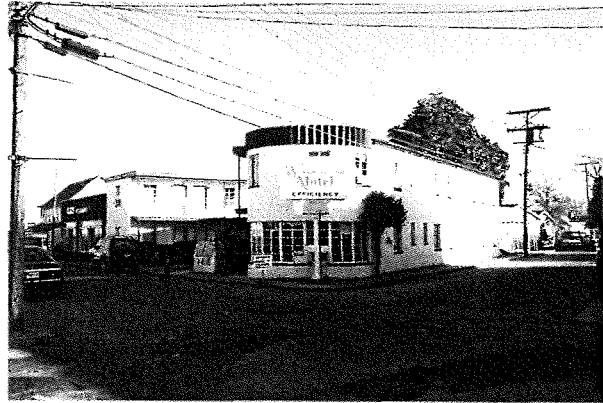


Figure 128 Westmoreland Motel (199-5004-0004)
Digital Collection, HaAR

Domestic

Adjacent to Doc's Motor Court, is the home of Doc, a Sears Pattern House (199-5002-0002) ca. 1933. The house kit was brought to Fredericksburg by rail, then by steamer to Leedstown, where it was trucked over to Colonial Beach and assembled. A garage, purchased with the house, has since has been torn down. This pattern is one of the first split-level models introduced by Sears. Dr.

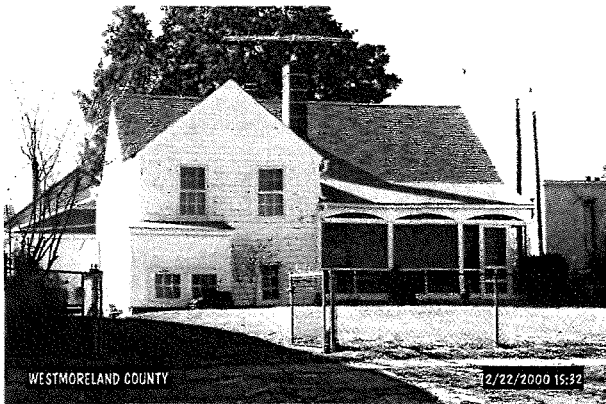


Figure 129 Sears Pattern House (199-5002-0002)
Digital Collection, HaAR

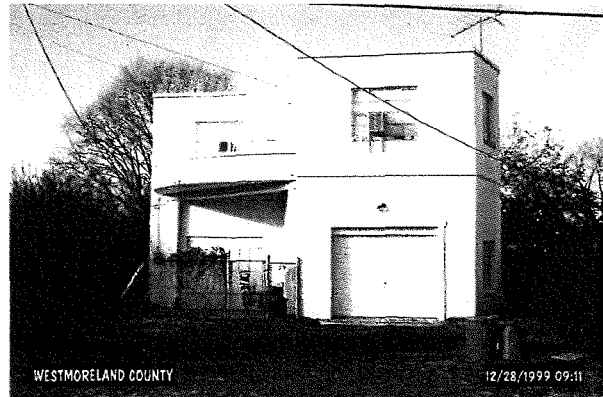


Figure 130 Moderne House (199-50027-0027)
Digital Collection, HaAR

Caruthers selected this model because it provided a way to have a separate entrance into what could either be a recreation room, a garage, or a patient waiting room. One of the interesting features in this house are the radiators. In the garage/recreation level, the radiators are attached to the ceilings providing heat to the room and the floor above.

One last surprise during this period is the construction of a house (199-5027-0027) ca. 1930, on the 'Point', in the Moderne style. This 2-story, masonry house has a flat roof with copping, an asymmetrical facade and the exterior is

smooth stucco with a curved balustrade on the second floor. This house no doubt cause quite a stir when it was built.

Education

Education in Colonial Beach began with the start of the town with classes held in various wood frame buildings around the town until a permanent school could be built. In 1912 Colonial Beach built a large 2-story, brick school building. This building should be surveyed during the second phase. Today it serves as an elementary school. On Lincoln Ave. is located the former black school for Colonial Beach. This building was built in 1942. It is a 1-story, wood frame, two-room school house much like Zacata School numbers three and four. Today the building has been renovated for the Head Start Program. The exterior is clad in vinyl, but the architectural design and form of the building are apparent. Colonial Beach has its own education system, it maintaining its own school board and superintendent at a substantial cost to the residents. Another building that should be included in future architectural surveys is the old Bell Home Orphanage located by the original brick school. This building in recent years has been converted in a private residence and been renovated. Bell established this orphanage for children from urban neighborhoods, to come and breath the healthy air and play.



Figure 131 Former Black School (199-5033-0033)
Digital Collection, HaAR

Recreation

All that remains of the recreation facilities are the beach and the concrete boardwalk. The wood boardwalk was replaced with poured cement. The original piers are gone (some of the stilts and piers that remain can still be seen standing in the water). A new municipal pier has been built at the end on Boundary Street, the site of a former dance pavilion.

In summary, thirty-five survey records were created for the Town of Colonial Beach. Included among the thirty-five records the majority were simple buildings without a definable style, four in Queen Anne, three in the late nineteenth and twentieth century Revivals, two in the Classical Revival, two in the late nineteenth and early twentieth century American Movement, two in the Gothic, one in the Tudor Revival, one in Stick/Eastlake, one in the Prairie School, one in the Italianate, one in the Greek Revival, one in the Commercial ,

one in the Colonial revival, one in the Moderne, and one in the Art Deco. Of the resources identified, twenty-nine are single dwellings, eight are garages, seven are sheds, five are privies, three are commercial buildings, two are mixed use, and one of the following: bank, church, guest house, jail, motel, other, post office, school, service station, smokehouse, Sunday school building, and town hall.

The first survey of this new summer resort was recorded in the county Clerks Office in 1882.³⁴ It is important to note the dedication of the shoreline for the purpose of the owners; this would become an issue later in the 20th century, when the Town reclaimed the beaches. By 1883, the Colonial Beach Improvement Company had been established, with the purpose to build wharves, hotels, provide telephone service, and create such amusements that would constitute a summer resort town.

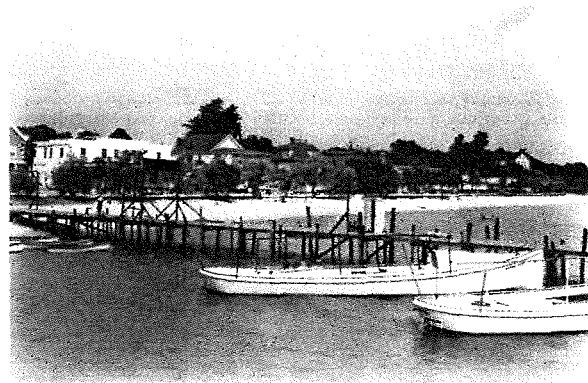


Figure 132 Old Pier Colonial Beach
Picture Collection, Library of Virginia

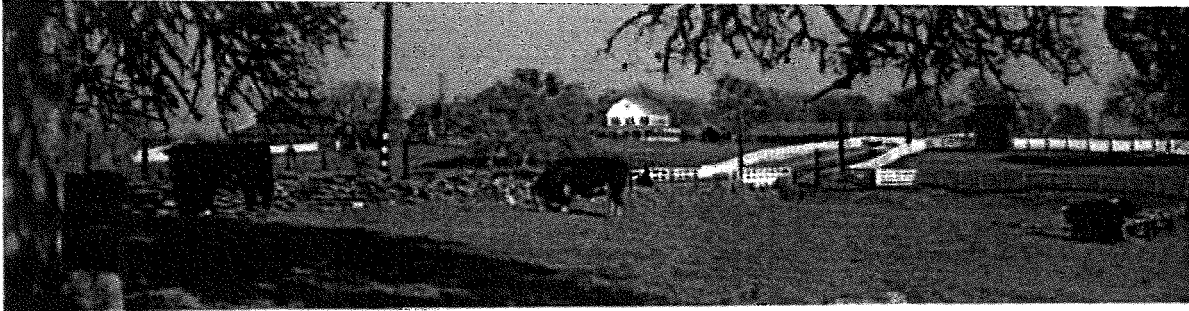
Beginning in 1949, Colonial Beach began a new era, an era of prosperity for some and an era of unruly mayhem for others. Casinos like ‘Little Reno’, ‘Monte Carlo’, ‘Jackpot’, and ‘Little Steel Pier’ soon sprang up. Colonial Beach became known as the “Las Vegas on the Potomac”³⁵ Headline celebrities visited and performed in the casinos throughout the 1950s and Colonial Beach, again, flourished. Hotels, amusements, and restaurants were filled all summer long. But as with all good things, legalized gambling would come to an end. In 1958, only nine years from the beginning, “the Maryland Legislature required all gambling businesses to be located where one could walk from the Maryland mainland into a casino. One building (the Jackpot) was floated across the river by the Conner Brothers, but the remaining structures gradually deteriorated, later burned,³⁶ or were rebuilt.

Colonial Beach, entered another period of economic decline. The town was forced to rely on weekend tourist, families who still owned summer cottages from the early hey days, vacationing students, and the growing recreational boating population. The Potomac, always famous for its fishing, crabs, and oysters ensured Colonial Beach’s continued survival and helped in its transition from a purely resort town to a community with a steady year round permanent residential population. One contributor to the year round residential population has been the US Naval Weapons Center at Dahlgren in King George County. Members of the military, as well as civilian employees, not wishing to live on base, and or desiring to be on the water have found Colonial

Beach an ideal community. It is within an easy commute by land or water. Many of the historic houses have been bought and restored by retired military personnel.

Today Colonial Beach has a steady but slow economy. Facilities like Colonial Beach Yacht Club and Marina, Winkeedoodle Point Marina, Stanfords Marine, Parkers Seafood Restaurant, Olla's, the Bell House B & B, and the Days Inn all contribute to the local tax base. McDonald's fast food, Food Lion grocer, and Domino Pizza, all national chains, have recently located to the Colonial Beach area. The Town Council has undertaken a recent study to determine the best use of the Town's greatest asset, the waterfront along the Potomac River. While many ideas have been suggested from a new pier, with a lighthouse (which Colonial Beach never had), to the development of the waterfront as a convention center, the Town has continued to overlook its second greatest asset, its historic architecture and the character created by these buildings. Few communities have such a complete representation of historic resort architecture. When one thinks of authentic and charming resort architectural communities such as Cape May, Tybee Island, and Key West, the one overriding fact that surfaces is their success as historic tourist destinations. These communities looked around and realized that their greatest asset, beside location, was their historic architecture and they took steps to protect and market this asset. If in fact, Colonial Beach is searching for an identity to market. The creation of a historic district will provide the Town with a tool to achieve this end. Today's tourist are educated and sophisticated, and phoney history will not sell to them on a repeating basis. This potential district, and hopefully other future districts, in Colonial Beach will serve the Town's present goals more than any other effort to date.

Montross



GREETINGS FROM MONTROSS, VA.



Figure 133 Postcard Collection, HaAR

European Settlement to Society (1607-1750)

Government

It has previously been mentioned that Montross was incorporated in 1852, and before that time, it was known as the ‘courthouse village in Westmoreland County’. As discussed earlier the first courthouse was located somewhere on Currioman Bay, perhaps at the Brodhurst plantation. Beginning in 1673, Captain John Lee, eldest son of Richard Lee I, petitioned to build a new courthouse, 35 feet long, and 20 feet wide. Unfortunately Captain Lee died three months later and that was the end of his petition. In 1678, another attempt was made to have a courthouse built in Montross on the site of the present courthouse, but it was not until four years later that a Court order was actually issued to John Sturman to construct the building. Sturman, in return, would “receive 7000 pounds of tobacco in cask” In the spring, William Hardidge, Thomas Youell, William Pierce, and John Lord met with Sturman agreed upon the location. The site was approximately six acres of land given by John Lord and John Minor.

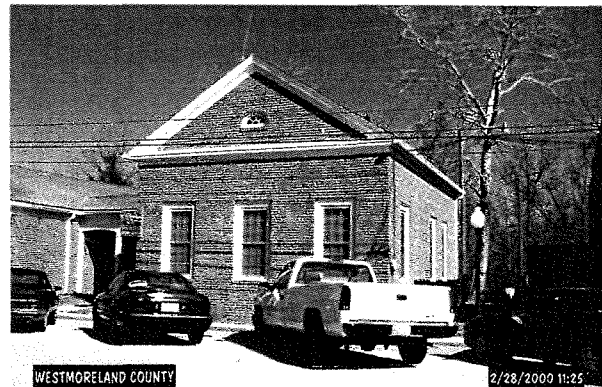


Figure 134 Former County Clerk’s Office (263-0003-0033), Digital Collection, HaAR

Over the next few years, the construction of the courthouse appears to have advanced in fits and starts. The court records are full of comments, such as the need to hire a carpenter to build a plank floor, and orders for window glass in 1688. And by 1691, the court building is cited as in “absolute necessity of a speedy repairing and amending...it being grown ruinous and out of repair and also of the finishing the same as was first intended.” By now the village had begun to grow. John Minor had opened an ordinary, reportedly at the location of the present Montross Inn.³⁷ He had also built a large stable on the Courthouse grounds. The prison, built around 1686, had also deteriorated and in 1691 was to be repaired along with the courthouse. Makeshift repairs continued for sometime, until in 1707, it was determined that a new courthouse and prison needed to be built. The new courthouse was to be a brick and timber structure 36 feet long and 20 feet wide.³⁸

Early National Period (1789-1830)

Government

This second courthouse continued in use until 1818, when the Court ordered that the meetings be held in the ‘Brick House’ until the new court building was completed. The ‘Brick House’ was located across the street from the

courthouse and owned by Thomas Spence. Local tradition maintains that the courthouse building was renovated into a two 2-story structure and served until the early 20th century when the Board of Supervisors at their 9 April 1900 meeting, decided to advertise for the rebuilding and rehabilitation of the County Courthouse (263-0001) and Clerk's Office (263-0003-0033) ca. 1830. The B.F. Smith Fireproof Construction Company of Washington DC was selected for the work.³⁹

The County Clerk's Office (263-0003-0033) was built ca. 1830 in the Greek Revival style as a 1-story, brick building. Little is known about this building, today it serves as an addition to the County Sheriff's Office. The interior has been remodeled and a rear addition added. This building should be investigated more thoroughly through a search of the county records.

Domestic

As Westmoreland became more settled and Montross' role as the county seat developed, the village attracted more residents. Houses began to be built like 'The Oaks' ca. 1800 a 2-story, side passage house with double leaf doors and twin chimneys on the gable end opposite from the side passage hall. The Oaks was much like Wakefield Farm house with its massive twin exterior end chimneys. It was built upon an English basement. The house was owned by the Jackson, Rice and Chandler families (Chandler of Chandler's Pond and Mill to the north of Montross). Regrettably in 1960, the house was razed to allow for the construction of a grocery store. Another house built during this period was Mont Calm (263-0006) ca. 181c. It was built by Dr. William A Spence for his son. Mont Calm, is also 2-story, side passage, brick house with twin interior chimneys, very similar to Ayrfield, without the English basement. Later, in 1878, an addition was added to the house making it a 'T' shaped house. 'Brick House' (263-0004)⁴⁰ as it is called today was built in 1820 as a 2-story, center passage, single pile house on a full English basement. Aside from a frame 2-story addition on the rear and a front porch the house remains little changed.

Nothing remains form this period of a commercial nature. In summary, two domestic resources and two government/law/political resources have been included in the VDHR database.

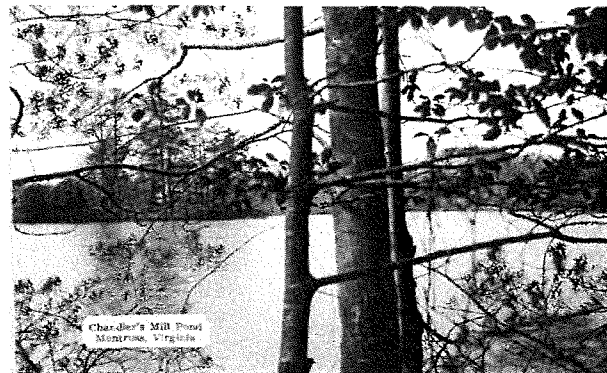


Figure 135 Montross Chandler Pond Postcard Postcard Collection, HaAR

Antebellum Period (1830-1860)

Remarkably, virtually nothing remains from the antebellum period within the Town of Montross, and yet it was during this period that the Town became incorporated. To date, all that is known from this period is Tea Pot Alley (263-5015-0017) ca.1834, Woodbury (263-5028-0031) ca. 1848 and the Hutt House ca. 1830 are all that remain.

Commerce/Trade

Tea Pot Alley is owned by Virginia Clapp a member of an old Westmoreland County family. Mrs. Clapp, recalls her mother telling her as a young child, that there had been an ordinary in the basement of the building, and that on Court Days, most men did not permit their wives and female members of the family to come to town because of the drinking and carrying on by the men who had come to town for 'court days'. The ordinary was eventually closed and the basement filled in when the building was expanded. The building was once owned by the following businessmen: Hannable Chandler, Mr. Jenkins Sr. and Charles Harris. This a 2-story, wood frame, gable end, building was used as a dry goods store and later as a grocery store until 1972. While the building continues to be used to this day, it is in poor condition, but not beyond saving. It appears to be the oldest remaining frame structure in the town of Montross. It would be a real loss to the Town, the community, and to the County to lose one of its oldest remaining frame commercial vernacular structures.

Domestic

Woodbury was built in 1848, by Dr. William A. Spence (builder of Mont Calm), after the first house on the site burned down in 1845. Woodbury is a 2-story, center passage, house built in an 'L' shape. The house is a good example of the Gothic Revival based on its exterior architectural details. However, the front door does suggest a hint of the Greek Revival Style as well. A working windmill and two sheds remain on the site and all appear to date from the late 19th or early 20th century. The Hutt ca.1830 house has not been surveyed but should



Figure 136 Tea Pot Alley (263-5015-0017)
Digital Collection, HaAR

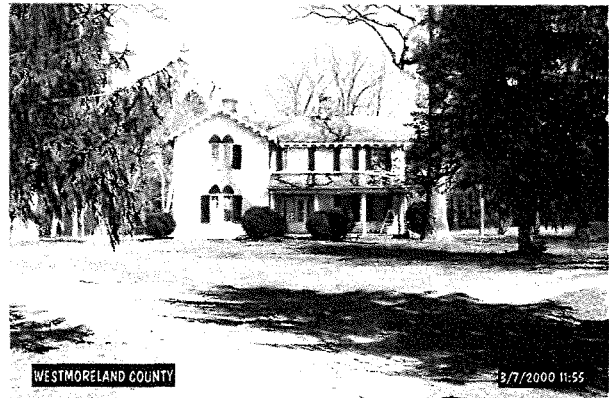


Figure 137 Woodbury (263-5028-0031)
Digital Collection, HaAR

be considered for inclusion in a future architectural survey, particularly because it is located on Route 3, and could likely have its historic landscape setting impacted by transportation improvements but also because of its age.

In summary, two single dwellings and one commercial building have been entered into the VDHR database for this period.

Reconstruction and Growth (1865- 1917)

After the Civil War, Montross, like much of Westmoreland settle back into its agrarian economy. By virtue of being the county seat of government, and the only incorporated town in the County until 1892, it had only one distinct advantage over other areas in the County. It was located on what became the major east west transportation corridor through the Northern Neck, Route 3, although freight was primarily still being carried by steamers. As a landlocked town, it surely would not have survived the war and the subsequent economic devastation had it not been the County seat.

Government

As mentioned before, the County Courthouse was rebuilt in 1900, by B.F. Smith Fireproof Construction Company, on order of the Board of Supervisor. Sometime late in the nineteenth-century, the County built a new jail (263-5030-0034) ca. 1885 located behind the Clerk's Office and what is now the Sheriff's office. Little is known about this jail, other than it is a 2-story, rectangular , brick building, with a hipped roof. During a review in 1955, by the Prison and Reformatories Commission, the building still had its original

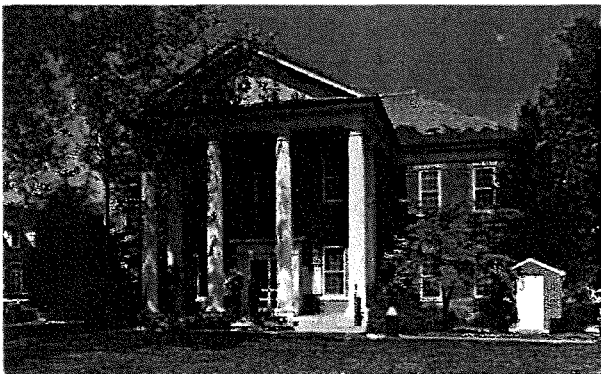


Figure 138 Westmoreland County Courthouse #3
Postcard Collection, HaAR



Figure 139 Old Westmoreland County Jail (263-5030-0034), Digital Collection, HaAR

hipped roof front porch. The porch was supported by wood, square post. Inside the interior arrangement was two cells stacked on top of each other for a total of four cells. The cells have long since been removed and remains of the bars can be seen in the concrete floor today. The building is currently used as a storage, maintenance shed. It is hoped that this former jail, with its unusual interior cell arrangement will be restored and

perhaps be used as an interpretive tool of Westmoreland County history. The building is relatively sound and unusual enough to merit investigation into possible listing on the National Register of Historic Places.

Military

All throughout Virginia, as part of the healing process, people undertook to mourn and honor their dead loved ones in a public way. Today many of the county Courthouses have statues and monuments to those who served in the various wars and conflict our nation has been a part. On the front lawn of the Courthouse is a monument (263-0001-001) to the those Westmorelanders who served in the Civil War, erected in 1876.



Figure 140 Old Westmoreland County Jail Prison and Reformatories Commission 1955, Picture Collection VA State Library

Religion

Saint James Episcopal Church (263-0002) ca. 1890, was built to replace what Bishop Whittle called the “ugliest and least attractive” church he had seen. Built in the Gothic Revival Style so popular at the end of the 19th century St. James is an architectural treasure.⁴¹

Commerce/Trade

Two commercial buildings have been entered into the VDHR database for this period, the original Coca-Cola Bottling Plant now known as the Napa Auto Parts Store (263-5013-0015) ca. 1890, and Wakefield Furniture Store (263-5014-0013) ca. 1900. These two buildings are two completely different styles. The Napa store is a wonderful wood frame, gabled, vernacular style building,

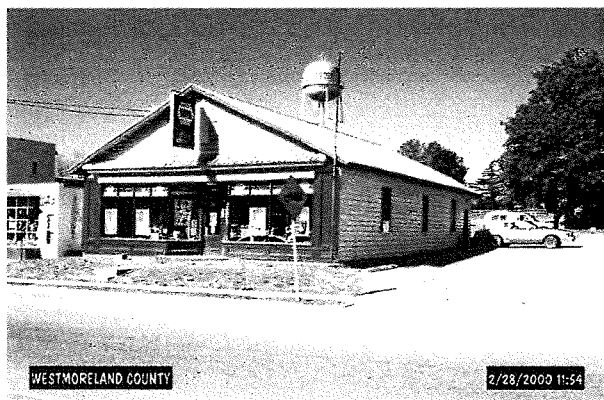


Figure 142 Original Coca-Cola Bottling Plant (263-5013-0015) Digital Collection, HaAR

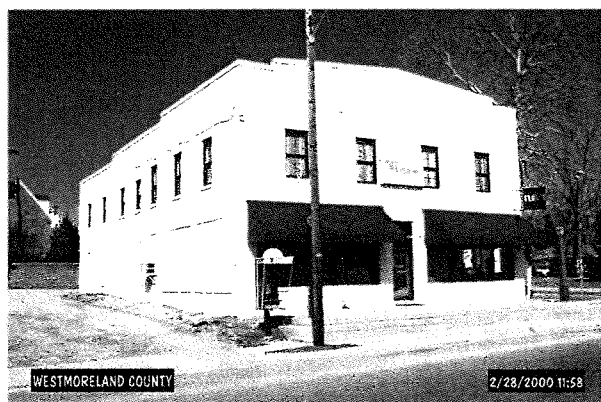


Figure 141 Wakefield Furniture (263-5014-0013) Digital Collection, HaAR

while Wakefield, is a large, masonry structure with a stepped pediment and equally impressive in its vernacular commercial style.

Domestic

Eleven single dwelling were included into the database. Eight are in the local vernacular form, most are 2-story, center passage, wood frame. The Robinson House (263-5009-0011) ca.1880 is an excellent example of this type of single



Figure 144 Robinson House (263-5009-0011)
Digital Collection, HaAR



Figure 143 Jackson Rooming House (263-5016-0018)
Digital Collection, HaAR

dwelling, as are the following: house (263-0007-0003) ca. 1880-90, house (263-0008-0002) ca. 1880-90, Beddoo House (263-5002-0004) ca. 1890, and Jackson Rooming House (263-6016-0018) ca.1890. One Craftsman Bungalow was identified in an earlier survey as being built between 1900-1930 (263-0010), this house is on Route 3. A late 19th and 20th century Four Square house is the former Carver House (263-5023-0026) once called Carverdale. The house is a 2-story, brick masonry, house. It has two front doors. This home

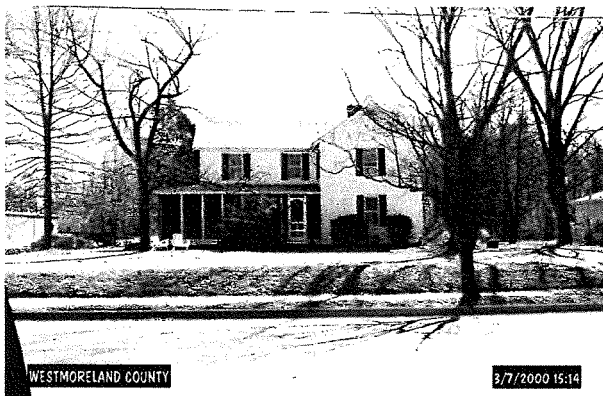


Figure 146 House (263-0007-0003)
Digital Collection, HaAR



Figure 145 House (263-0008-0002)
Digital Collection, HaAR

was owned by the Carvers, a prominent Montross family who owned the Coca-Cola Bottling Plant, and many other properties in and around the town. An earlier wood frame, house was located on this site and was torn down to make

way for this house. The out buildings, smokehouse, tenant cottages date to the early frame house. And next to the County Administration Building on Polk Street is another good example of the late 19th and early 20th century American Movement. This large Four Square house is a true American form of housing; it retains its original windmill in the rear side yard.

In summary, eleven single dwelling, six domestic sheds, two commercial buildings, two garages, two cottages/tenant house, one windmill, one smokehouse, one jail, one monument, and one church were identified and added into the VDHR database for this period.



Figure 148 Beddoo House (263-5002-0004)
Digital Collection, HaAR

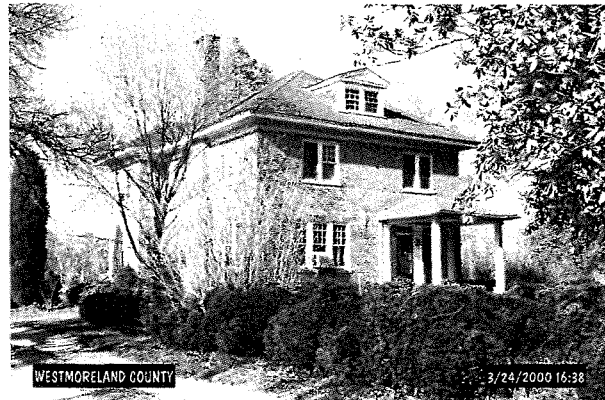


Figure 147 Original Carverdale (263-5023-0026)
Digital Collection, HaAR

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

Domestic

As previously discussed, the Depression was painful for all who lived through it, but Virginia and Westmoreland were somewhat insulated from it for the reasons stated before. As seen in the county side of Westmoreland County, Montross, too, had an increase in construction of buildings. Of the resources selected for survey constructed during this period, the greatest number were

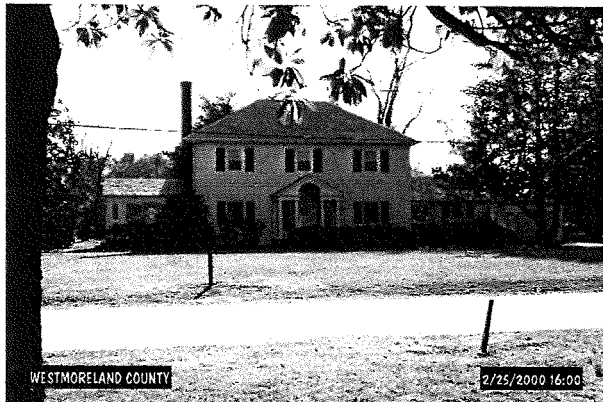


Figure 149 Burner House (263-5034-0038)
Digital Collection, HaAR



Figure 150 Parker House (263-5029-0032)
Digital Collection, HaAR

built between 1929 and 1934. Of these buildings, we begin to see a shift away from the dominance of the local vernacular form to more clearly defined styles. Seven vernacular style buildings were built, three of which are single dwellings



Figure 151 Robertson House (263-5004-0006)
Digital Collection, HaAR



Figure 152 Sears Pattern House Crescent Model (263-5021-0024), Digital Collection, HaAR

and four are commercial buildings. But seven Colonial Revival Style buildings were also built, comprised of six single dwellings as reflected by the Burner House (263-5034-0038) ca. 1918, Parker House (263-5029-0032) ca. 1934, Robertson House (263-5004-0006) ca. 1934, one commercial building, the former Esso Station (263-5012-0014) ca. 1934. One new style appears for the first time, the Dutch Colonial (263-5005-0007) ca. 1929, with its gambrel roof.

This house is a Sears Pattern House, based on the model the 'Van Jean'. Montross is fortunate to have several pattern houses in town. Another is the Bayer House (263-5021-0024) ca. 1929, based on the model 'Crescent'. The Bayer house is a Craftsman Bungalow Style house, complete with its original interior hardware. Another Craftsman Bungalow is House (263-5006-0008) ca.



Figure 154 Dutch Colonial Pattern House (263-5005-0007), Digital Collection, HaAR



Figure 153 Craftsman Bungalow (263-5006-0008) Digital Collection, HaAR

1930. We also see at this time an increase of automobile garages being added to or built with the single dwellings, as the dominance of the auto emerged during this period.⁴²

Commercial

Commercially, Montross was growing leaps and bounds. The Peoples Bank of Westmoreland (263-5031-0035) built a fine Classical Revival, brick building in 1924. And in 1926, the Bank of Montross moved into its new Classical Revival Style building (263-0013-0019) at the corner of Court Square and Route 3. This locally impressive building which has received preliminary eligibility status for the State and National Register is destined to be demolished by VDOT in the very near future. Another commercial building of this period is Johnson Reality



Figure 155 Former Peoples Bank of Westmoreland (263-5031-0035), Digital Collection, HaAR

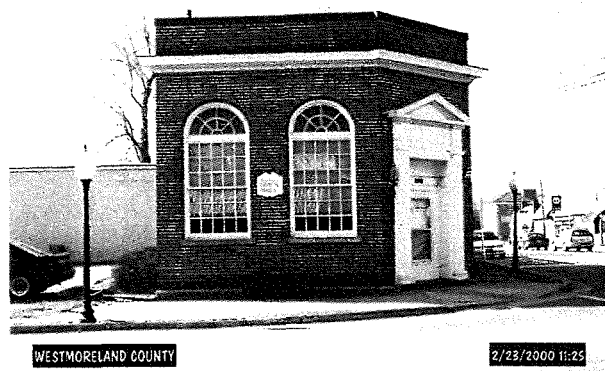


Figure 156 Bank of Montross (263-0013-0019) Digital Collection, HaAR

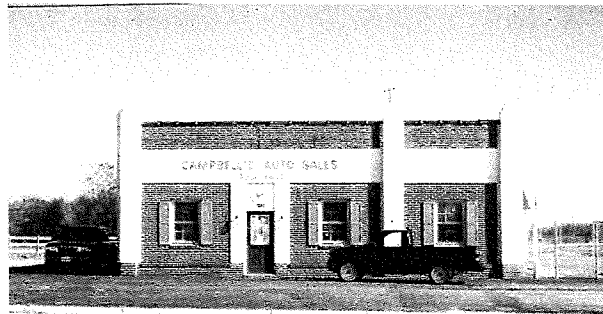
(263-5010-0012) ca. 1940, originally Smallwood's Ford Agency. This building is built in the newly emerging Commercial Style of this period. Remarkably, there is one Art Deco commercial building remaining in town, Campbell Auto (263-5025-0028). The Art Deco Style was ideally suited for commercial buildings and was usually found in more urban centers, which is what makes this such a pleasant surprise and a real treasure for Montross. The building is easily identified by its chevron on the exterior. Another commercial building bears



WESTMORELAND COUNTY

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Figure 160 Former Smallwood's Ford Agency (263-5010-0012), Digital Collection, HaAR

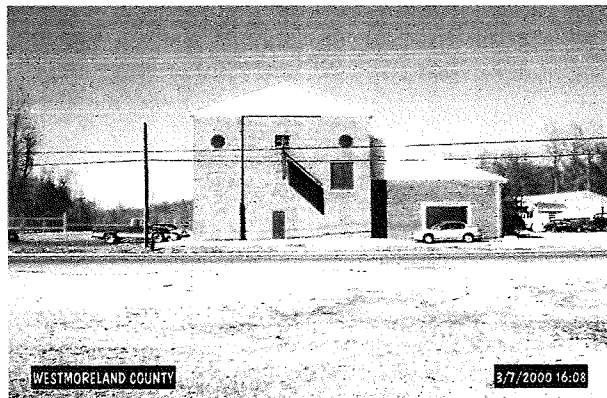


WESTMORELAND COUNTY

3/28/2000 10:00

Figure 159 Campbell's Auto Sales (263-5025-0028) Digital Collection, HaAR

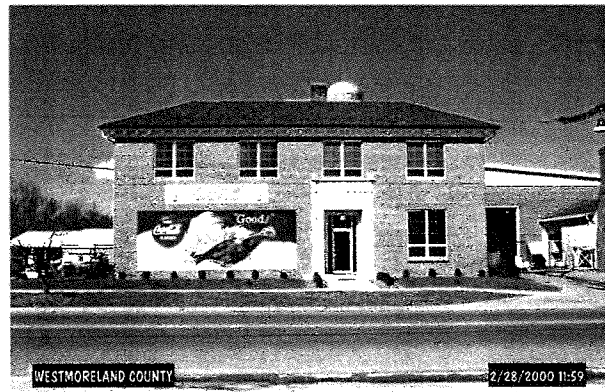
mentioning, although it has long since lost its architectural merit, it is the former Montross Movie Theater (263-5001-0001) ca. 1948. This former movie theater building was converted into a lumber supply business and had several additions added. All vestiges of the theater have been removed. The only



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3/7/2000 16:08

Figure 157 Former Montross Movie Theater (263-5001-0001), Digital Collection, HaAR



WESTMORELAND COUNTY

2/28/2000 11:59

Figure 158 Montross Coca-Cola Bottling Plant (263-5011-0013), Digital Collection, HaAR

indication of the buildings original use is its purpose built design, still visible from the traces on the facade.

One other building must be mentioned, the modern Coca-Cola Bottling Plant (263-5011-0013) on Route 3. This Classical Revival building is an architectural treasure. The building has wonderful concrete sculpted panels with the Coca-

Cola name. The building recently underwent a renovation, and with the exception of the new replacement windows which lack muntins, the building is in superb condition. New additions have been added but always as subordinate to the original building. The building still retains its original boiler in the cellar, and the artesian well water tank. The wood freight elevator to the second floor still operates and the original syrup room still has its tiled walls and floor. The owner, Arthur Carver, intends to open a museum on the second floor of the original section of the building of all Coca-Cola artifacts. It is also interesting to note that this Coca-Cola Bottling Plant is one of the few independently owned in the United States. The artesian well water in Montross was the secret ingredient in the soda. In recent years, when the company switched from the wells to another water source, a secret method of ionization was developed to maintain the 'best kept secret of the Northern Neck'.

Education

The first high school built in Montross was erected in 1911 and burned in 1918. In the summer of 1930 the second school burned, and this time a 1-story, brick, Colonial Revival Style building was built. This notable building stands today and continues as a school. The building has been added onto over the years, but the original facade has been respected and remains the main facade (263-5024-0027).

In summary, 39 resources were entered into the VDHR database in this survey, which include the following: thirty-two single dwellings, sixteen sheds, twelve garages, six commercial buildings, three windmills, two banks, one automobile agency, one church, one courthouse, one jail, one office building, one processing plant, one school, one service station, one smokehouse, one theater and several out buildings.

Montross, is a quiet town which serves as the County Seat. It has a rich and long history and it is hoped that the Jail, the old Bank of Montross and the Clapp buildings will be protected and restored. In particular, the old bank building (the now vacant former town hall) should be saved in its present location, because it completes the

Courthouse Square. The Courthouse is in the center, and is surrounded by the two bank buildings, the County Museum and the Parker House, all brick structures which create a complete architectural landscape.



WESTMORELAND COUNTY

3/25/2000 11:48

Figure 161 Washington and Lee High School (263-5024-0027), Digital Collection, HaAR

Many buildings that were not included in this architectural survey, were not omitted because they did not merit inclusion. A finite number of buildings were selected, and these were chosen for a number of reasons: location, potential threat, age, imminent danger to the structure, its contribution to the over all picture of the architecture of Montross and Westmoreland County.

Survey Findings and Recommendations

Westmoreland County is rich in historic resources. HaAR was contracted to survey 200 resources, 20 at the intensive level and 180 at the reconnaissance level. After driving every road and lane in the county it quickly became apparent that 200 resources could easily be selected. What proved more daunting was obtaining access to 20 resources for interior documentation. This task for several reasons proved unattainable, and only 7 resources were surveyed at the intensive level. To adjust for the deficit in the intensive forms additional resources were surveyed at the reconnaissance level at an exchange of 2 reconnaissance forms for 1 intensive form. The result being that a total of 221 resources were surveyed, comprised of 214 reconnaissance forms and 7 intensive forms.

The Virginia Department of Historic Resources already had existing information for approximately 173 resources entered into VDHR database. These records range from complete documentation to only a picture or map in a file. HaAR has created 221 records, complete with black/white photographic documentation, topographic map, and building footprint sketch (not to scale). Therefore the combined total for Westmoreland County records is 394.

The breakout of resources selected for inclusion in this survey throughout the county is as follows: Washington District 59, Montross 68, Cople 84. The topographic areas included in this survey include Champlain, Colonial Beach North, Colonial Beach South, Dalhgren, Kinsale, Lorretto, Machodoc, Montross, St. Clements, and Stratford.

The remainder of the discussion will be based on the combined results from the resources surveyed by HaAR and existing records in VDHR as interpreted with the VDHR database. 586 resources were identified of which 375 were considered to be primary resources. Approximately 351 of the resources surveyed were buildings.. Of these buildings most were wood frame structures (approximately 270) with no definable architectural style. Masonry buildings were a much smaller percentage, counting 72. Over half of the buildings had gable roofs. The dominate window form was double-hung sashes. And most entrances are single leaf doors (327), although 59 are double leaf entrances. Throughout the historic context periods the number of resources increased in each ensuing period. Out of the 394 resources the greatest number represented in this survey is from the World War I to World War II period, with 145 resources. The second greatest number is found in the period known as the New Dominion 1945 to present, with 140 resources .For further information see the appendices.

HaAR was contracted to identify and propose two potential historic districts, one in Kinsale and one in Colonial Beach. Based on the historic survey

inventory boundaries were determined and Preliminary Information Forms (PIF) were prepared and submitted to VDHR evaluation team for National Register Nominations and Historic Districts. HaAR is please to note that both proposed districts were found eligible. In addition 7 individual resources were submitted to the team for evaluation for eligibility and 4 of them were found eligible. They are the house known as Endurance (199-5016-0016) in Colonial Beach, the former Bank of Westmoreland (199-5006-0006) in Colonial Beach now known as the town hall, the Bank of Montross (263-0013) now vacant, and the Great House in Kinsale (096-0009). It is hoped that the owners of these buildings will pursue the listing of their buildings on the National Register. It is a prestigious honor to receive. At the very least the owner will be eligible for participation in the Virginia State Preservation Tax Credit for the repair and maintenance of their building.

Westmoreland County has an unusually high number of historic sites that, along with scenic resources, farms and open spaces, are major components of its unique rural character and economy. These heritage structures and sites comprise a valuable resource that has enormous cultural, aesthetic, and economic value to the residents of Westmoreland County. Along with the rural landscape in which they are set, the historic sites represent Westmoreland's largest tourist attraction. Westmoreland should be aggressive in its efforts to preserve both its heritage and cultural history for the benefit of present and future citizens.

HaAR strongly recommends the following:

1. Westmoreland should continue its comprehensive architectural and archaeological survey of the County's historic and prehistoric cultural resources. Under federal guidelines, any structure 50 years old or older should be evaluated for historic significance based on criteria set forth in the U.S. Secretary of the Interior's Standards for Archaeology and historic Preservation (National Historic Preservation Act 16[16 U.C.S. 470].
2. The County should use the information from the comprehensive surveys to prepare and implement a plan for the preservation and promotion of these resources as an integral part of the economy.
3. Westmoreland County should evaluate the historic and archaeological survey data and write and pass a preservation ordinance.
4. Westmoreland County should seek certified local government status to be eligible to receive grant money earmarked for heritage resources preservation efforts.
5. Using the data from the comprehensive cultural resource survey,

Westmoreland should create a County Historic Landmarks Inventory, which will reflect those historic structures and archaeological sites that have local historic value and represent the prehistoric and historic traditions of Westmoreland County. Special consideration should be given for the protection of these sites during the development process.

6. Westmoreland should protect structures and other features of historic significance in the context of their natural settings and work with landowners to convey the historic value of the resources to the community at large. Structures and other features of particular historical significance should be retained, restored, or utilized in adaptive reuse.
7. Westmoreland should develop incentives for and give preference to adaptive reuse of historic structures as part of new development, and/or will buffer historic structures and landscapes from new development to maintain a measure of historic context.
8. The State Code enables local governments to give partial tax credits for historic residential and commercial renovations. Westmoreland should implement this option as an incentive to home buyers and developers to encourage adaptive reuse and the preservation of historic structures.
9. Westmoreland should require an archaeological and architectural resources survey as part of all development applications. The survey should include a plan for recordation and preservation of identified resources and measures for mitigation and adaptive reuse.
10. Prior to issuing a demolition permit for a structure 50 years or older, the County should be require to assess the historic significance of that structure.
11. Westmoreland must develop and implement a program of easements and other programs as methods of ensuring preservation and conservation. In particular, Westmoreland County and the Town of Montross should pursue the creation of an historic district for the County Court House and its immediate surrounds. At the very least, historic preservation facade easements should be placed on all historic resources contiguous to Court House Square.
12. Westmoreland should consider historic overlay corridors to ensure the aesthetic, historic, and architectural integrity of historic villages, hamlets, and towns. Design guidelines should be created to implement over sight of these corridors.
13. Westmoreland should encourage the town of Colonial Beach and Kinsale to pursue the actual creation of the eligible proposed districts. In

particular, Colonial Beach, stands to receive significant economic benefits from tourist from an historic district. Once the district is created, it should be periodically reviewed and expanded to incorporate other important historic resources like the old high school building, te Bell Orphanage, and more areas on the Point. Westmoreland should also consider creating a second Kinsale district across the river from the village on Sloop Point.

14. Last, Westmoreland should under take a preservation education program to disseminate good conservation and preservation information thereby educating the citizens of the economic benefits of historic preservation and the long term rewards.

Appendices

TOPO Index

IPS (INTEGRATED PRESERVATION SOFTWARE)

WESTMORELAND COUNTY HaAR SURVEY INDEX-ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
096-0006	Ebenezer Methodist Church	MACHODOC
096-0009	Great House	KINSALE
096-0019	Nomini Church	MACHODOC
096-0056	Claymont	ROLLINS FORK
096-0073	Grace United Methodist Church	ROLLINS FORK
096-0074	Little Zion Church	COL. BCH SOUTH
096-0088	Lower Oaks	KINSALE
096-0090-0001	House	KINSALE
096-0090-0002	The Little House	KINSALE
096-0090-0003	House	KINSALE
096-0090-0004	B.A. English House	KINSALE
096-0090-0005	Ice Cream Parlor	KINSALE
096-0090-0006	L.W. Courtney House	KINSALE
096-0090-0007	Capt. Charles U. Courtney House	KINSALE
096-0090-0008	House Kinsale Road	KINSALE
096-0090-0009	House, Kinsale Road	KINSALE
096-0090-0010	S. C. Beale Blacksmith Shop	KINSALE
	J. C. Moss & Son Automobile Body Shop	
096-0090-0011	House, Kinsale Road	KINSALE
096-0090-0012	House, Kinsale Road	KINSALE
096-0090-0013	House, Kinsale Road	KINSALE
096-0090-0014	Healing Streams	KINSALE
096-0090-0015	House, Kinsale Road	KINSALE
096-0090-0016	House, Kinsale Road	KINSALE
096-0090-0017	Bungalow, Kinsale Road	KINSALE
096-0090-0018	Park Heights	KINSALE
	Linden Hill Farm	
096-0090-0019	Bungalow, Kinsale Road	KINSALE
096-0090-0020	Sears Roebuck Pattern House	KINSALE
096-0090-0021	Federal Hill	KINSALE
096-0090-0022	J. S. Hardwick House	KINSALE
	Lynn & Walter B. Norris House	
096-0090-0023	V. B. Hardwick House	KINSALE
096-0090-0024	House, Yeocomico Lane, Route 1001	KINSALE
096-0090-0025	House, Yeocomico Lane, Route 1001	KINSALE
096-0090-0026	House, Yeocomico Lane	KINSALE
096-0090-0027	House, Owned by L. W. Courtney	KINSALE

096-5025	House, 11366 Route 3	STRATFORD HALL
096-5026	Dilly School House	STRATFORD HALL
096-5027	Maple View Farm	STRATFORD HALL
096-5028	Sweet Briar	COL BCH SOUTH
096-5029	House, Leedstown Road	COL BCH SOUTH
096-5030	House, Oak Grove, Route 205	COL BCH SOUTH
096-5031	House, Kings Highway, Oak Grove	COL BCH SOUTH
096-5032	Oak Grove Baptist Church	COL BCH SOUTH
096-5033	House, Kings Highway, Oak Grove	COL BCH SOUTH
096-5034	Scoshes Store	COL BCH SOUTH
096-5035	Double Tenant House, Kings Highway	COL BCH SOUTH
096-5036	Morris Store	COL BCH SOUTH
	Elderly Treasures	
096-5037	House, Kings Highway, Baynesville	COL BCH SOUTH
096-5038	Barden House	COL BCH SOUTH
096-5039	Wakefield Farm	COL BCH SOUTH
096-5040	Monroe Hall School No. 6	COL BCH SOUTH
096-5041	Lebanon United Methodist Church	MONTROSS
096-5042	Twinmore Farm	MONTROSS
096-5043	Ruffin House, Rev. H. M	MONTROSS
096-5044	Balderson House	MONTROSS
096-5045	Double House, Panorama Road	MONTROSS
096-5046	Belfield House	MONTROSS
096-5047	Springfield	MONTROSS
096-5048	Zacata School # 4	MONTROSS
096-5049	Zacata School # 3	MONTROSS
	St. John's Lodge Hall AF & AM Scottish Rite	
096-5050	Currioman Baptist Church	MONTROSS
096-5051	House, Zacata Road	MONTROSS
096-5052	House, 1.5-story, Poor Jack Rd	MONTROSS
096-5053	House, Poor Jack Road	MONTROSS
096-5054	Ephesus Christian Church	CHAMPLAIN
096-5055	General Store Leeds Town	CHAMPLAIN
096-5056	House, off Ridge Road	DAHLGREN
096-5057	Hill Farm	DAHLGREN
	Holly Tree Farm	
096-5058	Cavannah Farm	DAHLGREN
	Wilkin House, W. Blake	
096-5059	Howard House	ROLLINS FORK
096-5060	Oak Grove High School	COL BCH SOUTH
096-5061	Walnut Hill Bungalow	ROLLINS FORK
096-5062	House, Leedstown	LORETTO
096-5063	Howll House	MACHODOC
096-5064	Kremlin School House	MACHODOC
096-5065	Jerusalem Baptist Church	MACHODOC

096-5066	Woodbourne, Carys Corner	MACHODOC
096-5067	General Store, Griffiths Corner	MACHODOC
096-5068	Elba Schoolhouse	MACHODOC
096-5069	Cameron Farm	MACHODOC
096-5070	Country Store, Tavern Run Road	MACHODOC
096-5071	House, Oldhams Road	MACHODOC
096-5072	House, Oldhams Road	MACHODOC
096-5073	Locust Hill Farm # 2	MACHODOC
096-5074	Commercial Building, Cople Highway	MACHODOC
096-5075	Service Station, Cople Highway	MACHODOC
096-5076	House, Cople Highway	MACHODOC
096-5077	House, Cople Highway	MACHODOC
096-5078	House, Hague Village	MACHODOC
096-5079	Farmer's Bank of Hague Left Bank Gallery	MACHODOC
096-5080	Ashton's Upholstery	MACHODOC
096-5081	House, Hague Village	MACHODOC
096-5082	Overlea House	MACHODOC
096-5083	House, Hague Village	MACHODOC
096-5084	House, Neenah Road	MACHODOC
096-5085	General & Feed Store	MACHODOC
096-5086	Federal Farm	MACHODOC
096-5087	House, Pierce Creek	MACHODOC
096-5088	Mount Holly Steamboat Inn	MACHODOC
096-5089	Murphy's Seed Service	MACHODOC
096-5090	House, Cople Highway	MACHODOC
096-5091	Corner Store, Oak Grove	COL BCH SOUTH
096-5092	Locust Farm	MONTROSS
096-5092-0001	Tenant House, Locust Farm	MONTROSS
096-5093	Auto Garage, Route 205	COL BCH SOUTH
199-5002-0002	Caruthers House, Mr. & Mrs. Veolo Caruthers House, Mr. & Mrs. Herbert	COL BCH NORTH
199-5003-0003	Town Hall of Colonial Beach School Board of Colonial Beach	COL BCH NORTH
199-5004-0004	Westmoreland Motel	COL BCH NORTH
199-5005-0005	Store	COL BCH NORTH
199-5006-0006	Bank of Westmoreland Town Hall of Colonial Beach	COL BCH NORTH
199-5007-0007	US Post Office, Colonial Beach VFW of Colonial Beach	COL BCH NORTH
199-5008-0008	The Twins The Breakers	COL BCH NORTH
199-5009-0009	St. Mary's Episcopal Church	COL BCH NORTH
199-5010-0010	Tilten Hilton	COL BCH NORTH
199-5011-0011	Castle Hotel	COL BCH NORTH

199-5012-0012	Gas Station	COL BCH NORTH
199-5013-0013	The Greystone	COL BCH NORTH
199-5014-0014	St. Elizabeth's CCD Classroom	COL BCH SOUTH
199-5015-0015	Out House on Irving Avenue	COL BCH SOUTH
199-5016-0016	Endurance	COL BCH SOUTH
199-5017-0017	Cottages, Irving Avenue South	COL BCH SOUTH
199-5018-0018	House, Irving Avenue South	COL BCH SOUTH
199-5019-0019	The Pines	COL BCH SOUTH
199-5020-0020	House, Irving Avenue South	COL BCH SOUTH
199-5021-0021	Daley House, W. W.	COL BCH SOUTH
199-5022-0022	Cottage, Irving Avenue South	COL BCH SOUTH
199-5023-0023	Brownies Rest	COL BCH SOUTH
199-5024-0024	Colonial Beach Yacht Club & Marina	COL BCH SOUTH
	Colonial Beach Oyster Company	
199-5025-0025	House, Jefferson Street	COL BCH SOUTH
199-5026-0026	The Plaza	COL BCH SOUTH
199-5027-0027	Art Moderne House	COL BCH SOUTH
199-5028-0028	Antiques and Things	COL BCH NORTH
199-5029-0029	House, Washington Avenue North	COL BCH NORTH
199-5030-0030	Bungalow, Washington Avenue North	COL BCH NORTH
199-5031-0031	House, Maryland Avenue	COL BCH NORTH
199-5032-0032	House, Taggart Street	COL BCH NORTH
199-5033-0033	Colonial Beach African American School	COL BCH NORTH
	Head Start	
199-5034-0034	Cator House	COL BCH NORTH
199-5035-0035	House, Sixth Street	COL BCH NORTH
199-5036-0036	House, Seventh Street	COL BCH NORTH
263-0003-0033	Clerk's Office	MONTROSS
	Sheriff Office, Westmoreland County	
263-0007-0003	House, Kings Highway, Montross	MONTROSS
263-0008-0002	House, Kings Highway, Montross	MONTROSS
263-0013-0019	Montross Town Hall	MONTROSS
	Bank Of Montross	
263-5001-0001	Wilson Brothers Building Materials	MONTROSS
	Montross Movie Theater	
263-5002-0004	Beddoo House	MONTROSS
263-5003-0005	House, Montross	MONTROSS
263-5004-0006	Robertson House	MONTROSS
263-5005-0007	Gambrel Roof House	MONTROSS
263-5006-0008	Bungalow, Kings Highway, Montross	MONTROSS
263-5007-0009	Cape Cod House, Montross	MONTROSS
263-5008-0010	Store, Montross	MONTROSS
263-5009-0011	Robinson House	MONTROSS
263-5010-0012	Johnson Realty	MONTROSS
	Smallwood's Fords	

263-5011-0013	Coca-Cola Bottling, Inc. Co. of Montross	MONTROSS
263-5012-0014	Esso Station	MONTROSS
	Historyland Business Supply	
263-5013-0015	Napa C & B Auto Parts, Inc	MONTROSS
	Original Coca-Cola Bottling Plant	
263-5014-0016	Wakefield Furniture	MONTROSS
263-5015-0017	Tea Pot Alley	MONTROSS
	General Store	
263-5016-0018	Jackson Rooming House, Ethel Sandy	MONTROSS
	Northern Neck Flowers	
263-5017-0020	Tea Room	MONTROSS
	Marimac Realty	
263-5018-0021	House, Kings Highway, Montross	MONTROSS
263-5019-0022	Tween Rivers Bed and Breakfast	MONTROSS
263-5020-0023	House, Kings Highway, Montross	MONTROSS
263-5021-0024	Bayer House, Donald and Joanne	MONTROSS
263-5022-0025	House, Kings Highway, Montross	MONTROSS
263-5023-0026	Carver House	MONTROSS
263-5024-0027	Washington and Lee Agricultural	MONTROSS
	Washington and Lee High School	
263-5025-0028	Campbell's Auto Sales	MONTROSS
263-5026-0029	RIVAH Realty	MONTROSS
263-5027-0030	House, Kings Highway, Montross	MONTROSS
263-5028-0031	Woodbury	MONTROSS
	Smith, House	
263-5029-0032	Ames House, Dr. Edgar	MONTROSS
	Parker House, Mrs. Beth	
263-5030-0034	Jail, Westmoreland County	MONTROSS
	Storage Shed, Westmoreland County	
263-5031-0035	Peoples Bank of Westmoreland	MONTROSS
	Westmoreland News	
263-5032-0036	House, Polk Street	MONTROSS
263-5033-0037	House	MONTROSS
263-5034-0038	Burner, House	MONTROSS
263-5035-0039	St. James Episcopal Rectory	MONTROSS

221 RECORDS IN THIS REPORT

Address Report

Page No. 1 IPS (INTEGRATED PRESERVATION SOFTWARE)

WESTMORELAND COUNTY COST SHARE 99-2000-14 ADDRESS REPORT

DHR ID #	PROPERTY NAME	ADDRESS
096-0006	Ebenezer Methodist Church	144 Ebenezer Church Road, Route 600
096-0009	Great House	136 Great House Road, Route 1003
096-0019	Nomini Church	3571 Cople Highway, Route 202
096-0056	Claymont Claymont WPA	570 Claymont Road, Route 634
096-0073	Grace United Meth. Church	1655 Claymont Road, Route 634
096-0074	Little Zion Church	7748 Leedstown Road, Route 638
096-0088	Lower Oaks Branns	101 Rose Tucker Road, Route 610
096-0090-0001	House	365 Kinsale Road, Route 203
096-0090-0002	The Little House	376 Kinsale Road, Route 203
096-0090-0003	House	390 Kinsale Road, Route 203
096-0090-0004	B.A. English House Maple Shade House	406 Kinsale Road, Route 203
096-0090-0005	Ice Cream Parlor House	435 Kinsale Road, Route 203
096-0090-0006	L.W. Courtney House O.J. Hickox House	459 Kinsale Road, Route 203
096-0090-0007	Capt. Chas. Courtney House	520 Kinsale Road, Route 203
096-0090-0008	House Kinsale Road	532 Kinsale Road, Route 203
096-0090-0009	House, Kinsale Road	544 Kinsale Road, Route 203
096-0090-0010	S. C. Beale Blacksmith & Wheelwright Shops, 1872 J. C. Moss & Son Automobile Body Shop	556 Kinsale Road, Route 203
096-0090-0011	House, Kinsale Road	643 Kinsale Road, Route 203
096-0090-0012	House, Kinsale Road	661 Kinsale Road, Route 203
096-0090-0013	House, Kinsale Road	697 Kinsale Road, Route 203
096-0090-0014	Healing Streams	715 Kinsale Road, Route 203
096-0090-0015	House, Kinsale Road	737 Kinsale Road, Route 203
096-0090-0016	House, Kinsale Road	893 Kinsale Road, Route 203
096-0090-0017	Bungalow, Kinsale Road	1028 Kinsale Road, Route 203
096-0090-0018	Park Heights Linden Hill Farm	Kinsale Road, Route 203
096-0090-0019	Bungalow, Kinsale Road	1104 Kinsale Road, Route 203
096-0090-0020	Sears Roebuck Pattern House	1158 Kinsale Road, Route 203
096-0090-0021	Federal Hill	1181 Kinsale Road, Route 203

096-5015	Lampkin	13734 Cople Highway, Route 202
096-5016	Greg House	1763 McKinney Boulevard, Route 205
096-5017	House, Chatman Lane	743 Chatman Lane
096-5018	Providence United Meth. Ch.	5417 Stratford Hall Road, Route 609
096-5019	Chilton School House	5434 Stratford Hall Road, Route 609
	Providence United Methodist Church Building	
096-5020	Corner Store, vacant	Stratford Hall Rd, Rte 609, NW corner
096-5021	House, vacant	Stratford Hall Road, Rte 648
096-5022	Josiane's Collections - store	11239 Kings Highway, Route 3
096-5023	Corner Store Antiques	11253 Kings Highway, Route 3
096-5024	Grant Methodist Church	1264 Kings Highway, Route 3
096-5025	House, 11366 Route 3	11366 Kings Highway, Route 3
096-5026	Dilly School House	12099 Kings Highway, Route 3
	Private residence	
096-5027	Maple View Farm	12147 Kings Highway, Route 3
096-5028	Sweet Briar	8211 Leedstown Road, Route 638
096-5029	House, Leedstown Road	8051 Leedstown Road, Route 638
096-5030	House, Oak Grove	70 James Monroe Highway, Route 205
096-5031	House, Oak Grove	3161 Kings Highway, Route 3
096-5032	Oak Grove Baptist Church	8096 Leedstown Road, Route 638
096-5033	House, Oak Grove	3156 Kings Highway, Route 3
096-5034	Scoshes Store	3232 Kings Highway, Route 3
096-5035	Double Tenant House	Kings Highway, Route 3
096-5036	Morris Store	7424 Kings Highway, Route 3
	Elderly Treasures	
096-5037	House, Baynesville	9885 Kings Highway, Route 3
096-5038	Barden House	993 Popes Creek Road, Route 204
096-5039	Wakefield Farm	1152 Popes Creek Road, Route 204
096-5040	Monroe Hall School No. 6	James Monroe Highway, Route 205
096-5041	Lebanon United Meth.Ch.	5598 Neenah Road, Route 600
096-5042	Twinmore Farm	5598 Neenah Road, Route 600
096-5043	Ruffin House, Rev. H. M	4378 Neenah Road, Route 600
096-5044	Balderson House	1067 Panorama Road, Route 622
096-5045	Double House	Panorama Road, Route 662
096-5046	Belfield House	2745 Panorama Road, Route 622
096-5047	Springfield	17443 Kings Highway, Route 3
096-5048	Zacata School # 4	Zacata Road, Route 645
096-5049	Zacata School # 3	Zacata Road, Route 645
	St. John's Lodge Hall AF & AM	
096-5050	Currioman Baptist Church	2383 Zacata Road, Route 645
096-5051	House, Zacata Road	4007 Zacata Road, Route 645
096-5052	House, Poor Jack Rd	157 Poor Jack Road, Route 676
096-5053	House, Poor Jack Road	159 Poor Jack Road, Route 676
096-5054	Ephesus Christian Church	364 Horner's Mill Road, Route 625
096-5055	General Store Leeds Town	1823 Leeds Town Road, Route 637

096-5056	House, off Ridge Road	165 Winterberry Lane
096-5057	Hill Farm	97 Winterberry Lane
	Holly Tree Farm	
096-5058	Cavannah Farm	19420 Ridge Road, Rte 205
	Wilkin House, W. Blake	
096-5059	Howard House	66 Kings Highway, Route 3
096-5060	Oak Grove High School	132 Oak Grove Road
096-5061	Walnut Hill Bungalow	5506 Leedstown Road, Route 638
096-5062	House, Leedstown	1900 Leedstown Road, Route 637
096-5063	Howll House	20 Antioch Road, Route 612
096-5064	Kremlin School House	87 Antioch Road, Route 612
096-5065	Jerusalem Baptist Church	2404 Nomini Hall Road, Route 600
096-5066	Woodbourne, Carys Corner	10940 Cople Highway, Route 202
096-5067	General Store	Griffiths Corner, Route 607
096-5068	Elba Schoolhouse	Oldhams Road, Route 203
096-5069	Cameron Farm	5834 Oldhams Road, Route 203
096-5070	Country Store	17 Tavern Run Road, Route 616
096-5071	House, Oldhams Road	4426 Oldhams Road, Route 203
096-5072	House, Oldhams Road	4576 Oldhams Road, Route 203
096-5073	Locust Hill Farm # 2	509 Nomini Hall Road, Route 600
096-5074	Commercial Building	Cople Highway, Route 202
096-5075	Service Station	Cople Highway, Route 202
096-5076	House, Cople Highway	7678 Cople Highway, Route 202
096-5077	House, Cople Highway	7986 Cople Highway, Route 202
096-5078	House, Hague Village	8426 Cople Highway, Route 202
096-5079	Farmer's Bank of Hague	8486 Cople Highway, Route 202
	Left Bank Gallery	
096-5080	Ashton's Upholstery	8503 Cople Highway, Route 202
096-5081	House, Hague Village	8521 Cople Highway, Route 202
096-5082	Overlea House	8629 Cople Highway, Route 202
096-5083	House, Hague Village	8583 Cople Highway, Route 202
096-5084	House, Neenah Road	2544 Neenah Road, Route 600
096-5085	General & Feed Store	Nomini Grove, Route 600 & 621
096-5086	Federal Farm	1927 Federal Farm Road, Route 649
096-5087	House, Pierce Creek	5520 Zacata Road, Route 645
096-5088	Mount Holly Steamboat Inn	3637 Cople Highway, Route 202
096-5089	Murphy's Seed Service	5005 Cople Highway, Route 202
096-5090	House, Cople Highway	5278 Cople Highway, Route 202
096-5091	Corner Store, Oak Grove	James Monroe Highway, Route 205
096-5092	Locust Farm	551 Porter Lane
096-5092-0001	Tenant House, Locust Farm	Porter Lane
096-5093	Auto Garage, Route 205	James Monroe Highway, Route 205
199-5002-0002	Caruthers House	13 Irving Avenue North
	Caruthers House	8 Beach Terrace

199-5003-0003	Town Hall of Colonial Beach School Board of Colonial Beach	16 Irving Avenue North
199-5004-0004	Westmoreland Motel	24 Irving Avenue North, Rte 1111
199-5005-0005	Store	113 Hawthorne Street East, Rte 1108
199-5006-0006	Bank of Westmoreland Town Hall of Colonial Beach	100 Hawthorne Street East, Rte 1108
199-5007-0007	US Post Office, Colonial Bch VFW of Colonial Beach	102 Hawthorn Street East, Route 1108
199-5008-0008	The Twins The Breakers	100 Dennison Street East, Route 1127
199-5009-0009	St. Mary's Episcopal Church	201 Dennison Street West, Rte 1108
199-5010-0010	Tilten Hilton	205 Dennison Street Route 1127
199-5011-0011	Castle Hotel	112 Washington Avenue, Route 1102
199-5012-0012	Gas Station Antique Shops	324 Washington Avenue, Route 1102
199-5013-0013	The Greystone	200 Colonial Avenue, Route 205Y
199-5014-0014	Elizabeth's CCD Classroom	5 Irving Avenue South, Rte 1111
199-5015-0015	Out House on Irving Avenue	23 Irving Avenue South, Route 1111
199-5016-0016	Endurance Himes House, Mrs Helen	29 Irving Avenue South, Route 1111
199-5017-0017	Cottages	109 Irving Avenue South, Route 1111
199-5018-0018	House, Irving Avenue South	Irving Avenue South, Route 1111
199-5019-0019	The Pines	501 Irving Avenue South, Route 1111
199-5020-0020	House, Irving Avenue South	600 Irving Avenue South, Route 1111
199-5021-0021	Daley House, W. W.	Irving Avenue South, Route 1111
199-5022-0022	Cottage	727 Irving Avenue South, Route 1111
199-5023-0023	Brownies Rest	803 Irving Avenue South, Route 1111
199-5024-0024	Colonial Beach Yacht Club Colonial Beach Oyster Company	1787 Castlewood Drive
199-5025-0025	House, Jefferson Street	311 Jefferson Street, Route 1128
199-5026-0026	The Plaza	21 Madison Street, Route 1129
199-5027-0027	Art Moderne House	19 Marshall Avenue, Route 1107
199-5028-0028	Antiques and Things	201 Colonial Avenue, Route 205Y
199-5029-0029	House	510 Washington Avenue North
199-5030-0030	Bungalow	622 Washington Avenue North
199-5031-0031	House, Maryland Avenue	20 Maryland Avenue, Route 1139
199-5032-0032	House, Taggart Street	618 Taggart Street, Route 1112
199-5033-0033	Col Bch Afr. Amer. Sch. Head Start	400 Lincoln Avenue, Route 1116
199-5034-0034	Cator House	37 Fourth Street, Route 1135
199-5035-0035	House, Sixth Street	200 Sixth Street, Route 1141
199-5036-0036	House, Seventh Street	220 Seventh Street, Route 1142
263-0003-0033	Clerk's Office Sheriff Office, Westmoreland County	99 Court Square, Route 1201
263-0007-0003	House, Montross	15238 Kings Highway, Route 3

263-0008-0002	House, Montross	15152 Kings Highway, Route 3
263-0013-0019	Montross Town Hall Bank Of Montross	15810 Kings Highway, Route 3
263-5001-0001	Wilson Brothers Bldg Mat. Montross Movie Theater	15075 Kings Highway, Route 3
263-5002-0004	Beddoo House	15364 Kings Highway, Route 3
263-5003-0005	House, Montross	15411 Kings Highway, Route 3
263-5004-0006	Robertson House	15432 Kings Highway, Route 3
263-5005-0007	Gambrel Roof House	15460 Kings Highway, Route 3
263-5006-0008	Bungalow, Montross	15482 Kings Highway, Route 3
263-5007-0009	Cape Cod House, Montross	15498 Kings Highway, Route 3
263-5008-0010	Store, Montross	15568 Kings Highway, Route 3
263-5009-0011	Robinson House	Kings Highway, Route 3
263-5010-0012	Johnson Realty Smallwood's Fords	15692 Kings Highway, Route 3
263-5011-0013	Coca-Cola Bottling, Inc. Co.	15725 Kings Highway, Route 3
263-5012-0014	Esso Station Historyland Business Supply	15739 Kings Highway, Route 3
263-5013-0015	Napa C & B Auto Parts, Inc. Original Coca-Cola Bottling Plant	15765 Kings Highway, Route 3
263-5014-0016	Wakefield Furniture	15779 Kings Highway, Route 3
263-5015-0017	Tea Pot Alley General Store	15786 Kings Highway, Route 3
263-5016-0018	Jackson Rooming House Northern Neck Flowers	15796 Kings Highway, Route 3 15786 Kings Highway, Route 3
263-5017-0020	Tea Room Marimac Realty	15852 Kings Highway, Route 3
263-5018-0021	House, Montross	15896 Kings Highway, Route 3
263-5019-0022	Tween Rivers B & B	16006 Kings Highway, Route 3
263-5020-0023	House, Montross	16017 Kings Highway, Route 3
25021-0024	Bayer House	16026 Kings Highway, Route 3
263-5022-0025	House, Montross	16091 Kings Highway, Route 3
263-5023-0026	Carver House	16165 Kings Highway, Route 3
263-5024-0027	Washington & Lee High School	16380 Kings Highway, Route 3
263-5025-0028	Campbell's Auto Sales	16419 Kings Highway, Route 3
263-5026-0029	RIVAH Realty	16501 Kings Highway, Route 3
263-5027-0030	House,	16517 Kings Highway, Route 3
263-5028-0031	Woodbury Smith, House	16909 Kings Highway, Route 3
263-5029-0032	Ames House, Dr. Edgar Parker House, Mrs. Beth	65 Court Square, Route 1201
263-5030-0034	Jail, Westmoreland County Storage Shed, Westmoreland County	99 Court Square, Route 1201

263-5031-0035	Peoples Bank Westmoreland Westmoreland News	105 Court Square, Route 1201
263-5032-0036	House, Polk Street	61 Polk Street
263-5033-0037	House	36 Alma Lane, Route 1202
263-5034-0038	Burner, House	186 Rectory Road, Route 1203
263-5035-0039	St. James Episcopal Rectory	218 Rectory Road, Route 1203

221 RECORDS IN THIS REPORT

Chronological Report

Page No. 1 IPS (INTEGRATED PRESERVATION SOFTWARE)

WESTMORELAND COUNTY COST-SHARE 99-2000-14 CHRONOLOGICAL REPORT.

DHR ID #	YEAR	PROPERTY NAME
096-0090-0042		Kinsale Foundation
096-0009	1690,1827	Great House
096-0019	1757,1852	Nomini Church
096-5046	1780 ca	Belfield House
096-5042	1785 ca	Twinmore Farm
096-5028	1797 ca	Sweet Briar
096-0056	1810 ca	Claymont
263-0003-0033	1830 ca	Clerk's Office Sheriff Office, Westmoreland County
096-5015	1830 ca	Lampkin
096-5047	1830 ca	Springfield
263-5015-0017	1834 ca	Tea Pot Alley General Store
096-0006	1838	Ebenezer Methodist Church
096-0090-0002	1840 ca	The Little House
096-5066	1840 ca	Woodbourne, Carys Corner
263-5028-0031	1848 ca	Woodbury Smith, House
096-5039	1849 ca	Wakefield Farm
096-5058	1850 ca	Cavannah Farm Wilkin House, W. Blake
096-5057	1850 ca	Hill Farm Holly Tree Farm
096-5062	1850 ca	House, Leedstown
096-0090-0021	1860 ca	Federal Hill
096-0088	1860 ca	Lower Oaks Branns
096-0074	1866 ca	Little Zion Church
096-5044	1870 ca	Balderson House
096-5045	1870,1900 ca	Double House, Panorama Road
096-0073	1880 ca	Grace United Methodist Church
096-0090-0040	1880 ca	Harry Lee Arnest Jr. real state Office
096-5052	1880 ca	House, 1.5-story, Poor Jack Rd
096-5083	1880 ca	House, Hague Village
263-0008-0002	1880-1890 ca	House, Kings Highway, Montross
263-0007-0003	1880-1890 ca	House, Kings Highway, Montross
096-5029	1880 ca	House, Leedstown Road

199-5003-0003	1890	ca	Town Hall of Colonial Beach School Board of Colonial Beach
096-0090-0045	1894	ca	J. F. H. Sisson House
096-0090-0038	1895	ca	Capt. J. P. Bailey House
096-0090-0027	1895	ca	House, Owned by L. W. Courtney
096-5065	1895	ca	Jerusalem Baptist Church
096-0090-0033	1895	ca	R. S. Donahue House
096-0090-0023	1898	ca	V. B. Hardwick House
199-5028-0028	1900	ca	Antiques and Things
096-5086	1900	ca	Federal Farm
096-0090-0003	1900	ca	House
096-5010	1900	ca	House, Cople Highway
199-5018-0018	1900	ca	House, Irving Avenue South
199-5020-0020	1900	ca	House, Irving Avenue South
199-5025-0025	1900	ca	House, Jefferson Street
096-5037	1900	ca	House, Kings Highway, Baynesville
263-5018-0021	1900	ca	House, Kings Highway, Montross
263-5027-0030	1900	ca	House, Kings Highway, Montross
096-5031	1900	ca	House, Kings Highway, Oak Grove
096-0090-0009	1900	ca	House, Kinsale Road
096-0090-0047	1900	ca	House, Kinsale Road
096-5084	1900	ca	House, Neenah Road
096-5009	1900	ca	House, On Yeocomico River
096-5053	1900	ca	House, Poor Jack Road
199-5036-0036	1900	ca	House, Seventh Street
199-5035-0035	1900	ca	House, Sixth Street
199-5032-0032	1900	ca	House, Taggart Street
096-5005	1900	ca	House, Tucker Hill Road
096-5021	1900	ca	House, vacant
096-0090-0024	1900	ca	House, Yeocomico Lane, Route 1001
096-5051	1900	ca	House, Zacata Road
096-0090-0039	1900	ca	Kinsale Market
096-5036	1900	ca	Morris Store
			Elderly Treasures
096-5089	1900	ca	Murphy's Seed Service
096-0099	1900	ca	Osbourne House, Templeman Crossroads
199-5015-0015	1900	ca	Out House on Irving Avenue
199-5019-0019	1900	ca	The Pines
199-5026-0026	1900	ca	The Plaza
263-5014-0016	1900	ca	Wakefield Furniture
096-5018	1902	ca	Providence United Methodist Church
199-5006-0006	1904	ca	Bank of Westmoreland Town Hall of Colonial Beach

096-5073	1880	ca	Locust Hill Farm # 2
096-5027	1880	ca	Maple View Farm
096-5088	1880	ca	Mount Holly Steamboat Inn
096-0090-0028	1880	ca	Mrs. George Murphy House
096-0090-0034	1880	ca	Mrs. John Lawson Bailey House
			Robert Bailey House
263-5009-0011	1880	ca	Robinson House
096-0090-0037	1880	ca	S. B. Atwill House
096-5092-0001	1880	ca	Tenant House, Locust Farm
096-0090-0004	1885	ca	B.A. English House
			Maple Shade House
096-0090-0007	1885	ca	Capt. Charles U. Courtney House
096-0090-0022	1885	ca	J. S. Hardwick House
			Lynn & Walter B. Norris House
263-5030-0034	1885	ca	Jail, Westmoreland County
			Storage Shed, Westmoreland County
263-5002-0004	1890	ca	Beddoo House
199-5011-0011	1890	ca	Castle Hotel
096-5070	1890	ca	Country Store, Tavern Run Road
096-5068	1890	ca	Elba Schoolhouse
096-5067	1890	ca	General Store, Griffiths Corner
096-0090-0001	1890	ca	House
096-5017	1890	ca	House, Chatman Lane
096-5011	1890	ca	House, Cople Highway
096-5077	1890	ca	House, Cople Highway
096-5090	1890	ca	House, Cople Highway
096-5081	1890	ca	House, Hague Village
096-5033	1890	ca	House, Kings Highway, Oak Grove
263-5003-0005	1890	ca	House, Montross
096-5030	1890	ca	House, Oak Grove, Route 205
096-5072	1890	ca	House, Oldhams Road
096-0110	1890	ca	House, Route 202 Y
096-5059	1890	ca	Howard House
263-5016-0018	1890	ca	Jackson Rooming House, Ethel Sandy
			Northern Neck Flowers
096-0090-0006	1890	ca	L. W. Courtney House
			O.J. Hickox House
096-5040	1890	ca	Monroe Hall School No. 6
263-5013-0015	1890	ca	Napa C & B Auto Parts, Inc.
			Original Coca-Cola Bottling Plant
199-5014-0014	1890	ca	St. Elizabeth's CCD Classroom Bldg
199-5005-0005	1890	ca	Store
199-5008-0008	1890	ca	The Twins
			The Breakers

199-5021-0021	1905		Daley House, W. W.
096-0090-0016	1905	ca	House, Kinsale Road
199-5016-0016	1906	ca	Endurance
			Himes House, Mrs Helen
096-0090-0036	1906	ca	Robert Bailey Sr. House
199-5030-0030	1910	ca	Bungalow, Washington Avenue North
096-5069	1910	ca	Cameron Farm
263-5023-0026	1910	ca	Carver House
199-5022-0022	1910	ca	Cottage, Irving Avenue South
199-5017-0017	1910	ca	Cottages, Irving Avenue South
096-0090-0014	1910	ca	Healing Streams
096-5013	1910	ca	House, Cople Highway, Grays Corner
096-0090-0013	1910	ca	House, Kinsale Road
096-0090-0015	1910	ca	House, Kinsale Road
096-0090-0046	1910	ca	House, Kinsale Road
096-5071	1910	ca	House, Oldhams Road
096-5087	1910	ca	House, Pierce Creek
199-5029-0029	1910	ca	House, Washington Avenue North
096-0090-0026	1910	ca	House, Yeocomico Lane
096-0090-0025	1910	ca	House, Yeocomico Lane, Route 1001
096-5064	1910	ca	Kremlin School House
096-5092	1910	ca	Locust Farm
096-5082	1910	ca	Overlea House
096-0090-0018	1910	ca	Park Heights
			Linden Hill Farm
096-5008	1910	ca	Sandy Point General Supply
199-5009-0009	1910	ca	St. Mary's Episcopal Church
096-0112	1910	ca	Store, Route 3
199-5010-0010	1910	ca	Tilten Hilton
096-5061	1910	ca	Walnut Hill Bungalow
199-5034-0034	1911		Cator House
096-5050	1911	ca	Currioman Baptist Church
096-5054	1913	ca	Ephesus Christian Church
096-5024	1913		Grant Methodist Church
096-0090-0029	1915	ca	Bank Of Kinsale
096-0090-0031	1915	ca	Fela House
096-0090-0008	1915	ca	House Kinsale Road
263-5032-0036	1915	ca	House, Polk Street
096-0090-0005	1915	ca	Ice Cream Parlor House
199-5013-0013	1915	ca	The Greystone
096-5063	1916	ca	Howll House

263-5034-0038	1918	ca	Burner, House
096-5032	1918	ca	Oak Grove Baptist Church
096-5006	1919	ca	Plainfield
096-5014	1920	ca	Auto Garage, Cople Highway
199-5023-0023	1920	ca	Brownies Rest
096-5074	1920	ca	Commercial Building, Cople Highway
096-5020	1920	ca	Corner Store, vacant
096-5035	1920	ca	Double Tenant House, Kings Highway
096-5012	1920	ca	Farm House, Cople Highway, Gray's Corner
096-5079	1920	ca	Farmer's Bank of Hague Left Bank Gallery
096-5085	1920	ca	General & Feed Store, Corner of Rte 600 & 621
096-5055	1920	ca	General Store Leeds Town
096-0090-0032	1920	ca	House, Great House Road
096-5078	1920	ca	House, Hague Village
263-5020-0023	1920	ca	House, Kings Highway, Montross
096-0090-0011	1920	ca	House, Kinsale Road
096-0090-0012	1920	ca	House, Kinsale Road
096-0090-0044	1920	ca	House, Kinsale Road
096-5043	1920	ca	Ruffin House, Rev. H. M.
263-5031-0035	1924		Peoples Bank of Westmoreland Westmoreland News
096-5038	1925	ca	Barden House
199-5012-0012	1925	ca	Gas Station Antique Shops
096-5016	1925	ca	Greg House
096-5076	1925	ca	House, Cople Highway
096-5056	1925	ca	House, off Ridge Road
096-5025	1925	ca	House, 11366 Route 3
096-5022	1925	ca	Josiane's Collections - store
263-0013-0019	1925		Montross Town Hall Bank Of Montross
199-5007-0007	1925	ca	US Post Office, Colonial Beach VFW of Colonial Beach
263-5021-0024	1929	ca	Bayer House, Donald and Joanne
096-0090-0030	1929	ca	Crowther's Ford Agency
263-5005-0007	1929	ca	Gambrel Roof House
096-0090-0010	1872	ca	S. C. Beale Blacksmith & Wheelwright Shops,
	1929	ca	J. C. Moss & Son Automobile Body Shop

096-0090-0020	1929	ca	Sears Roebuck Pattern House
263-5008-0010	1929	ca	Store, Montross
263-5017-0020	1929	ca	Tea Room
			Marimac Realty
199-5027-0027	1930	ca	Art Moderne House
096-5080	1930	ca	Ashton's Upholstery
096-0090-0041	1930	ca	Bayshore Design
263-5006-0008	1930	ca	Bungalow, Kings Highway, Montross
096-5019	1930	ca	Chilton School House Providence United Meth. Church
Bldg			
263-5011-0013	1930	ca	Coca-Cola Bottling, Inc. Co. of Montross
199-5024-0024	1930	ca	Colonial Beach Yacht Club & Marina Colonial Beach Oyster Company
096-5023	1930	ca	Corner Store Gifts and Antiques
096-5091	1930	ca	Corner Store, Oak Grove
096-5004	1930	ca	Davis Store, Tucker Hill Road
096-5026	1930	ca	Dilly School House House, 12099 Route 3
263-5022-0025	1930	ca	House, Kings Highway, Montross
096-5007	1930	ca	House, Tucker Hill Road
263-5019-0022	1930	ca	Tween Rivers Bed and Breakfast
263-5024-0027	1930	ca	Washington and Lee Agricultural High School
			Washington and Lee High School
096-5049	1930	ca	Zacata School # 3 St. John's Lodge Hall AF & AM Scottish Rite
263-5033-0037	1931	ca	House
199-5002-0002	1933		Caruthers House, Mr. & Mrs. Veolo Caruthers House, Mr. & Mrs. Herbert (Doc)
199-5031-0031	1933	ca	House, Maryland Avenue
263-5029-0032	1934	ca	Ames House, Dr. Edgar Parker House, Mrs. Beth
263-5012-0014	1934	ca	Esso Station Historyland Business Supply
263-5004-0006	1934	ca	Robertson House
096-5093	1935	ca	Auto Garage, Route 205
096-0090-0017	1935	ca	Bungalow, Kinsale Road
096-0090-0019	1935	ca	Bungalow, Kinsale Road
263-5025-0028	1935	ca	Campbell's Auto Sales

096-5034	1935	ca	Scoshes Store
096-5075	1935	ca	Service Station, Cople Highway
199-5004-0004	1935	ca	Westmoreland Motel
096-5060	1937		Oak Grove High School
263-5026-0029	1938	ca	RIVAH Realty
263-5007-0009	1939	ca	Cape Cod House, Montross
096-5041	1939		Lebanon United Methodist Church
263-5010-0012	1940	ca	Johnson Realty
			Smallwood's Fords
096-5048	1940	ca	Zacata School # 4
199-5033-0033	1942	ca	Colonial Beach African American School
			Head Start
263-5035-0039	1946	ca	St. James Episcopal Rectory
263-5001-0001	1948	ca	Wilson Brothers Building Materials
			Montross Movie Theater
096-0090-0043	1949		House, Pier Lane

221 RECORDS IN THIS REPORT

COMMONWEALTH of VIRGINIA
Department of Historic Resources

221 Governor Street

Richmond, Virginia 23219

PRELIMINARY INFORMATION FORM

The following constitutes an application for PRELIMINARY consideration for the nomination potential of a property to the Virginia Landmarks Register and the National Register of Historic Places. This does not mean that a property is being nominated to the registers at this time. Rather it is being evaluated to determine if it qualifies for such listings. Applicants will be notified of the Boards actions in writing shortly after the meeting.

Please type and use 8 ½" X 11" paper, if additional space is needed.

All submitted materials become the property of Virginia Department of Historic Resources and cannot be returned.

1. HISTORIC NAME OF PROPERTY (if not known, use current name or address):

Colonial Beach Historic District

2. LOCATION: Street or Route: **The area contained within the boundaries of Colonial Avenue to the south, Washington Avenue to the east, Boundary Street to the north, Lossing Avenue to the east, Thackary Street to the north, Irving Avenue So. to the west, Beach Terrace to the west up to Colonial Avenue.**

3. County or City **Westmoreland County**

4. II LEGAL OWNER (S) OF PROPERTY : (Include names and addresses of all owners Attach additional sheets necessary.)

Mr., Mrs., Miss, Ms. (Circle One)

Firm and/or Address:

City/State/Zip Code:

Daytime Telephone: Area Code

5. OWNER'S SIGNATURE:

DATE:

Signature required for processing all applications.

In the event of corporate ownership you must provide the name of the appropriate contact person.

6. Contact person:

7. Daytime Telephone: Area Code :

8. GENERAL DATA:

Type of property : **Historic Resort Town**

Date(s) of resource(s): **1884-1980c**

9. Outbuildings: Yes No if yes. number of outbuildings

Approximate acreage: **56**

Architect, carpenter or mason (if known):

Original Use: **Resort Town: Domestic, Commercial, Recreation**

Present Use: **Town: Domestic, Commercial, Recreation**

10. GENERAL DESCRIPTION:

Note architectural features, additions, remodeling and any alterations not apparent in photographs. Description should also address setting and any landscape features. Additional information may be submitted on typed, consecutively numbered 8 1/2" 11" sheets, as necessary.

Located at the northern end of Westmoreland County, on the Northern Neck, the town of Colonial Beach is located between the Potomac River and Monroe Bay. The northern neck is a narrow peninsula between the Rappahannock and Potomac Rivers. The County encompasses approximately 151,040 acres or about 236 square miles. There are three general types of topography in the County: neckland, upland, and cliffs. The neck land is nearly level and ranges in elevation from less than 10 feet to about 50 feet above sea level. It borders most of the waterways and extends into the lower portion of the upland. Colonial Beach lies within the neckland. Colonial Beach is supplied with water from municipally owned wells. The climate in Colonial Beach in the winter averages 38 degrees F, and the summer average is 87 degrees F.

The main highway in Westmoreland County is State Route 3, which runs east west and intersects US Route 301 and 360. The primary road leading in and out of Colonial Beach is Route 205, beginning in the town of King George, in King George County. Route 205 has a spur off into Colonial Beach, called Colonial Avenue and the spur dead ends at the Potomac River shore line. The main Route 205 continues on to Oak Grove. The streets or portions thereof included within the proposed historic district are: Colonial Avenue, Wilder Avenue, Dennison Street, Hawthorn Street, Boundary Street, Madison Street, Weems Street, Lafayette Street, Hamilton Street, Nelson Street, Wirt Street, Thackary Street, Washington Avenue, Irving Avenue No. and So., Taylor Street, Beach Terrace, and Lossing Avenue. The roads are paved and have sidewalks on many of them. [See Map attachment].

The town of Colonial Beach was incorporated and established by the State Legislature in 1892. The land area that now encompasses Colonial Beach consists of Irish Neck, White Point Farm, Kinsale Farm, Bluff Point Farm and Classic Shores. The "area was used primarily as a fishing shore for haul seines. Even in the mid 1800s the white sand, which gave the southern-most section its name 'became known in 1858 to Frederick Law Olmstead, architect for New York's famous Central Park and immediately following the end of the Civil War thousands of tons of this unique sand were dug and shipped by two and three masted schooners to public parks in New York City, Boston, Philadelphia, and Washington. This began a process of erosion carried on by natural elements which was reversed only in 1982 with a beach front replenishment project administered by the Army Corp of Engineers."¹ Today Colonial Beach's shore has small man made beaches with large rock jetties, and rock

sea walls.

Prior to the creation of the town, the land on what is commonly called 'the Point' was surveyed by Ben Hyde Benton and recorded in the Circuit Court Clerk's Office on November 30, 1882. The Colonial Beach Improvement Company was established in 1883 with the purpose of buying and selling land, to build a hotel, "wharves and to establish a means of transportation of persons and freight by and on the Potomac River." The board of directors included distinguished men from Washington DC and Georgetown. The president was A. Melville Bell, father of Alexander Graham Bell. Bell was also the president of the Colonial Beach Telegraph and Telephone Company. Full time electricity was supplied by the Colonial Beach Ice and Electricity Company beginning in 1927.²

Colonial Beach prospered as a summer resort town. Regular steamboat service from Washington and Baltimore ensured the towns success. The Colonial Beach Company had its office at the end of 7th Street in Washington DC, consequently the resort was heavily advertised to the metropolitan population. Visitors could stay at the various hotels and boarding houses, walk the wood boardwalk to take in the 'healthful air and environment', dance on one of the pavilions on the waterfront, or enjoy spirits in one of the beer gardens.

By the end of the first quarter of the twentieth century, the building boom had subsided to a quiet pace. By the end of the second quarter, the face and spirit of the town was changes permanently. In 1948, Charles County, MD legalized gambling. The low tide water scare is the boundary of Maryland, consequently, all of the piers, wharves, and pavilions located out over the water beyond the low tide scar line where now able to have gambling by virtue of being, technically, in Maryland. During the nineteen fifties the town flourished from the notoriety, and the tourist trade. In 1958, the Maryland legislature required all gambling businesses to be accessible by foot. This spelled disaster for Colonial Beach. From the 1960s to the present Colonial Beach has slipped back into a sleepy existence. The town is made up of a combination of permanent residents, summer home residents, retirees, and young families.

The proposed historic district comprises a portion of the commercial downtown and a portion of the freestanding single-family dwellings along Irving Avenue So., on the 'Point', and the beach and former boardwalk.

Domestic Resources

Colonial Beach is a young town in comparison with other settlement areas in Westmoreland County. The dominate architectural style is wood frame vernacular buildings. But because the town was exposed to outside influences from the beginning, there are examples of several domestic architectural styles. *The Alexander Graham Bell House* (199-0003) 1883-1885, is a fine example of the Stick/Eastlake style. The house sits tall upon a brick foundation and is 2.5-story, 5 bay, center passage. The prominent feature is the cantilevered, decorative porch, on the attic level, on the facade of the house. Although this house was not built by Bell, it is generally called the Bell house. The Bell family spent the summers escaping the heat and 'ill air' of Washington DC during the professor's tenure in Washington DC. Also, it is important

to remember that Augustus Melville Bell, his father was the president of the Improvement Company. Another fine house is the *Breakers* (199-5008-0008) built in the 1890s. This 2-story, Queen Anne Style house with conical turret is purported to be one of two identical houses that were side by side, owned by brothers. The second house has been demolished. One of the houses was the home to the Town's Mayor.

While a few buildings located within the proposed district date from the late nineteenth century, most date from the twentieth century with the greatest number dating between 1900 and 1920. The *Plaza* (199-5026-0026) built in 1903, a 2-story, single dwelling, was turned into a boarding house in 1913 for tourist and continued as a boarding house up to 1962. Today the Plaza is a charming B & B decorated with period furnishings. A very early example of the Sears pattern house is *Endurance* (199-5016-0016) 1906. Endurance is built on an early pattern which later became known as the 'Springfield Model' in 1911 as a complete turn-key kit. Endurance embodies the spirit of the new resort town. It is spacious on the inside, but designed for a narrow in-town lot. The house had indoor plumbing from the start, but there is a novel all weather toilet located in a shed to the side and rear of the house. This facility was ideal for use by sandy beach goers and the men of the household, as the women where not permitted to use it. The toilet did not fill up with water until the user pulled the seat down in place and sat. Upon standing the bowl emptied automatically.

The dominate single dwelling on the 'Point' is the small, 1-story and 2-story, summer cottage. These buildings vary in design, floor plan, and architectural detail but all are wood frame, vernacular buildings with front porches and more often than not, a porch on more than one elevation. Examples of these cottages are *W. W. Daley House* (199-5021-0021) 1905, on Irving Avenue So., *Cottage* 727 Irving Avenue So. (199-5022-0022) 1910c, and *Brownies Rest* (199-5023-0023) 1920c. Daley's House is a 1-story, 3 bay, center passage cottage facing onto the Potomac River. The building was built on stilts originally and recently they have been replaced. The 'Cottage' is a simple 1-story, 3 bay, center passage, double pile resort style cottage with a large front porch. Brownies Rest is a 1-story, 4 bay off center passage, single pile cottage with a full width front porch. All of these cottages are on large lots. But not all lots were large, sometimes one cottage was built behind another, when the lot was long and narrow, as can be seen at 109 Irving Avenue, So. (199-5017-0017).

Commercial Resources

Colonial Beach's downtown district has suffered badly in recent years by the demolition of nearly all of the wood vernacular commercial structures along the historic boardwalk, and water front. Several actions prompted this action. The termination of the steamboat service, repeal of gambling in 1958, several seasons of record amounts of jellyfish in the water, continued beach erosion, and damage from Hurricane Hazel all contributed to the decline in the tourist trade.

In its heyday, the downtown could boast having a bank, several hotels, a bowling alley, a new 2-story brick school, and an amusement park, complete with carousel. Within the proposed district, the original bank remains, now serving as the Town Hall. On Irving Avenue is the

Original *Colonial Beach Town Hall* (199-5003-0003) 1890c. This is a simple wood frame, Revival Style, vernacular building, currently used to house the Colonial Beach School Board. The *Bank of Westmoreland* (199-5006-0006) 1904, was built by the Mumford Company, of Cape Charles, MD. The building is a fine brick commercial style building with Revival elements. The building was expanded with another bay at a later date but in the same style.

By the middle of the first half of the century, Colonial Beach had a couple of gas stations, one such building is located at the corner of Washington Avenue and Irving Avenue. It has been remodeled and enlarged, and has been used for several commercial enterprises. The pumps are gone and the canopy area has been enclosed. Just down the street is the *Westmoreland Motel* (199-5004-0004) 1943. The motel is one of the largest modern buildings in the proposed historic district. The building is designed in the Art Deco Style, with a smooth curved facade, and a zigzag pediment. Purportedly, the owners built the motel and gave it to their son to lure him back to Colonial Beach and it reportedly worked. This motel was painted, until recently, in a colorful scheme. The various doors were all different colors and the building exterior was a bright green. This color palate continued the resort and motel/travel lodge era of the 1930-40s. Unfortunately, the building has been repainted a bland tan with brown trim and consequently has lost some of its distinctiveness.

Recreation

All that remains of the recreation facilities are the beach and the concrete boardwalk. The wood boardwalk was replaced with poured cement. The original piers are gone (some of the silts and pier remains can still be seen standing in the water), although a new municipal pier has been built at the end on Boundary Street, the site of a former dance pavilion.

11. HISTORY:

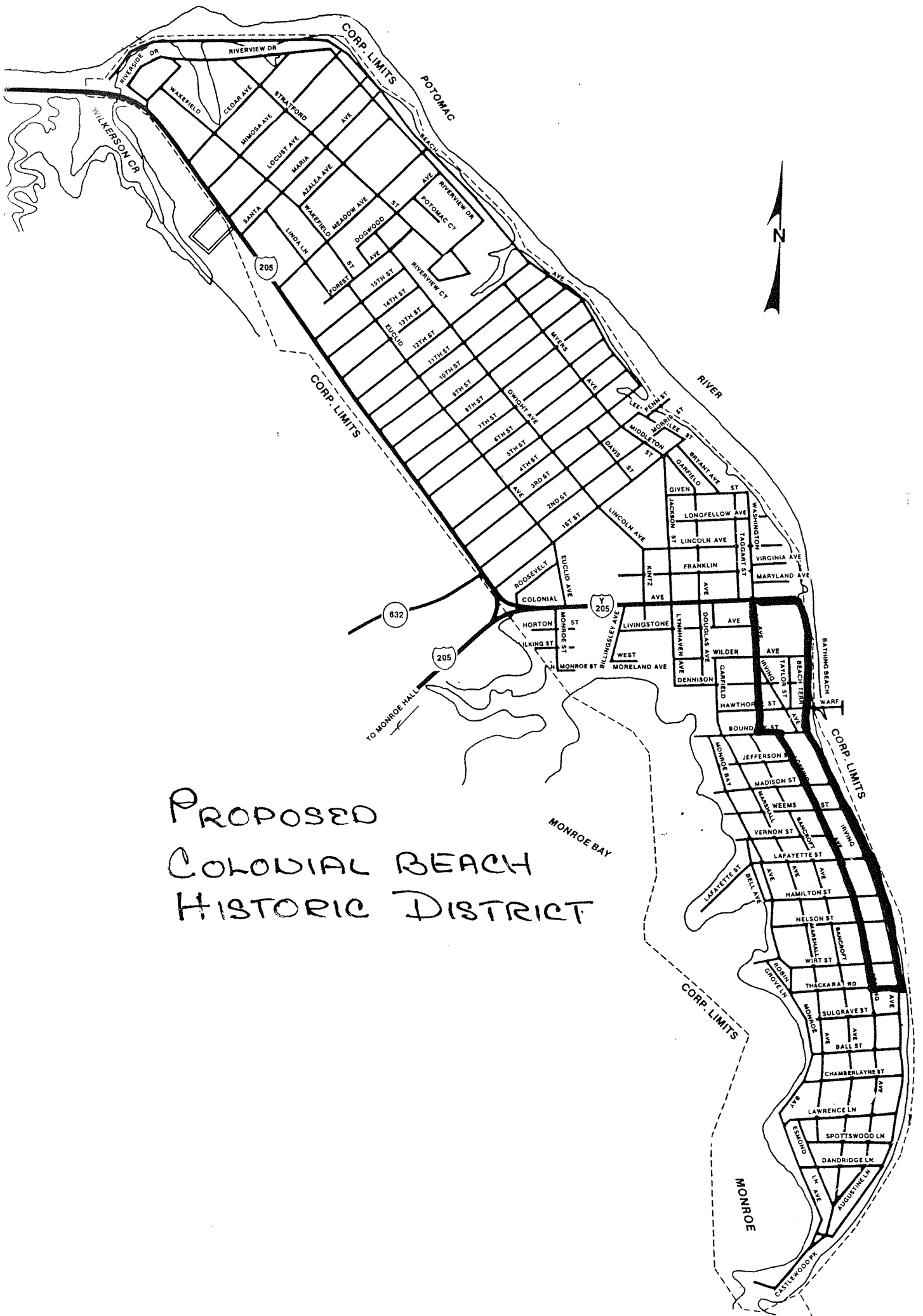
Briefly note any significant events, personages and/or families associated with the property. (Detailed family genealogies are not necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to the members of the State Review Board. Additional information may be submitted on typed, consecutively numbered 8 1/2" x 11" sheets, as necessary.

Colonial Beach, was designed and laid out to be a resort town from the beginning. In 1878, Henry J. Kintz, purchased 650 acres from Jess Heacock, in partial fulfillment of the terms of his father's death bequest. Anthony Kintz, stipulated that the large bequest was to be used to invest in real estate for the purpose of providing income for his grandchildren. The acreage Henry Kintz purchased was 'White Point', the land mass between the Potomac River and Monroe Bay known as the 'Point'. Monroe Bay was named after Andrew Monroe, great-great-grandfather to James Monroe. Henry Kintz, dedicated "the streets, highway, and parks and ...the river front of the said subdivision, and also the front of Monroe Creek or Bay...for the benefit and enjoyment of the owners of the lots in said subdivision."³ The first survey of this new summer resort was recorded in the county Clerks Office in 1882.⁴ It is important to note the dedication of the shoreline for the purpose of the owners, this would become an issue later in the twentieth century, when the Town reclaimed the beaches. By 1883, the Colonial Beach Improvement Company had been established, with the purpose to build wharves, hotels, provide telephone service, and create such amusements that would constitute a summer resort town.

Beginning in 1949, Colonial Beach began a new era, an era of prosperity for some and an era of unruly mayhem for others. Because the Potomac River is owned by the State of Maryland up to the low tide scar line, a unique opportunity was created in Colonial Beach when Maryland legalized slot machines and whiskey by the drink in Charles County, Maryland. Essentially, any structure located out in the water beyond the low tide scar was technically in Maryland. What this meant was that Colonial Beach piers could have legal gambling, and beginning in the summer of 1949 the first legal casinos open in Colonial Beach. Casinos like 'Little Reno', 'Monte Carlo', 'Jackpot', and 'Little Steel Pier' soon sprang up. Colonial Beach became known as the "Las Vegas on the Potomac"⁸ Headline celebrities visited and performed in the casinos throughout the nineteen-fifties and Colonial Beach, again, flourished. Hotels, amusements, and restaurants were filled all summer long. But as with all good things, legalized gambling would come to an end. In 1958, only nine years from the beginning, "the Maryland Legislature required all gambling businesses to be located where one could walk from the Maryland mainland into a casino. One building (the Jackpot) was floated across the river by the Conner Brothers, but the remaining structures gradually deteriorated, later burned,"⁹ or were rebuilt.

Colonial Beach, began another economic decline. The town was forced to rely on weekend tourist, families who still owned summer cottages from the early hey days, vacationing students, and the growing recreational boating population. The Potomac, always famous for its fishing, crabs, and oysters ensured Colonial Beach's continued survival and helped in its transition from a purely resort town to a community with a steady year round permanent residential population. One contributor to the year round residential population has been the US Naval Weapons Center at Dahlgren in King George County. Members of the military, as well as civilian employees, not wishing to live on base, and or desiring to be on the water have found Colonial Beach an ideal community. It is within an easy commute by land or water. Many of the historic houses have been bought and restored by retired military personnel.

Today Colonial Beach has a steady but slow economy. Facilities like Colonial Beach Yacht Club and Marina, Winkeedoodle Point Marina, Stanfords Marine, Parkers Seafood Restaurant, Olla's, the Bell House B & B, and the Days Inn all contribute to the local tax base. McDonald's fast food, Food Lion grocer, and Domino Pizza, all national chains, have recently located to the Colonial Beach area. The Town Council has undertaken a recent study to determine the best use of the Town's greatest asset, the waterfront along the Potomac River. While many ideas have been suggested from a new pier, with a lighthouse (which Colonial Beach never had), to the development of the waterfront as a convention center, the Town has continued to over look its second greatest asset, its historic architecture and the character created by these buildings. Few communities have such a complete representation of historic resort architecture. When one thinks of authentic and charming resort architectural communities such as Cape May, Tybee Island, and Key West, the one overriding fact that surfaces is their success as historic tourist destinations. These communities looked around and realized that their greatest asset, beside location, was their historic architecture and they took steps to protect and market this asset. If in fact, Colonial Beach is searching for an identity to market. The creation of this historic district will provide the Town with a tool to achieve this end. Today's tourist are educated and sophisticated, and phoney history will not



PROPOSED
COLONIAL BEACH
HISTORIC DISTRICT

COMMONWEALTH of VIRGINIA
Department of Historic Resources

221 Governor Street

Richmond, Virginia 23219

PRELIMINARY INFORMATION FORM

The following constitutes an application for PRELIMINARY consideration for the nomination potential of a property to the Virginia Landmarks Register and the National Register of Historic Places. This does not mean that a property is being nominated to the registers at this time. Rather it is being evaluated to determine if it qualifies for such listings. Applicants will be notified of the Boards actions in writing shortly after the meeting.

Please type and use 8 1/2" X 11" paper, if additional space is needed.

All submitted materials become the property of Virginia Department of Historic Resources and cannot be returned.

1. HISTORIC NAME OF PROPERTY (if not known, use current name or address):

Kinsale Historic District, Westmoreland County

2. LOCATION: Street or Route: **Inclusive of Route 203, known as Kinsale Road, beginning with house number 1181 to Kinsale Bridge, Pier Place, Yeocomico Lane, Bank Street, Great House Road, Cat Nap Lane, Sigourney Drive, and Steamboat Landing.**

County or City **Westmoreland County**

3. LEGAL OWNER (S) OF PROPERTY : (Include names and addresses of all owners Attach additional sheets necessary.)

Mr., Mrs., Miss, Ms. (Circle One)

Firm and/or Address:

City/State/Zip Code:

Daytime Telephone: Area Code

OWNER'S SIGNATURE:

DATE:

**** Signature required for processing all applications.**

In the event of corporate ownership you must provide the name of the appropriate contact person.

4. Contact person:

5. Daytime Telephone: Area Code :

6. GENERAL DATA:

- A. Type of property : **Historic Village**
- B. Date(s) of resource(s): **1690 - 1949**
- C. Outbuildings: Yes No if yes. number of outbuildings
- D. Approximate acreage: **1500 acres**
- E. Architect, carpenter or mason (if known): **Unknown**
- F. Original Use: **Village: Domestic, Commercial, Industry**
- U. Present Use: **Village: Domestic, Commercial, Industry**

7. GENERAL DESCRIPTION:

Note architectural features, additions, remodeling and any alterations not apparent in photographs. Description should also address setting and any landscape features. Additional information may be submitted on typed, consecutively numbered 8 1/2" 11" sheets, as necessary.

Located at the southern end of Westmoreland County, the village of Kinsale is situated on a parcel of land surrounded by Bailey's Mill Creek, Kinsale Branch, West Yeocomico River, and Hampton Hall Branch. Westmoreland County lies within the northern Coastal Plain. The former Kinsale Steamboat Wharf is at the confluence of these bodies of water. The Northern Neck is a narrow peninsula between the Rappahannock and Potomac Rivers. There are three general types of topography in the County: neckland, upland, and cliffs. The county encompasses approximately 151,040 acres or about 236 square miles. The main highway in Westmoreland County is State Route 3, which runs east west and intersects US Route 301 and 360. A modern bridge now crosses the Kinsale Branch. When entering Kinsale from Route 202, the land is gently rolling and primarily under cultivation. A prominent slope is at the entrance to the Village proper. The land gradually slopes toward the water in some places but primarily there are steep cliffs and sharp drop offs to the water. The shore line is dotted with numerous small bays, inlets , creeks and hills commanding vistas of West Yeocomico River, Bailey's Mill Creek, Kinsale Branch, Oyster Shell Point, Sloop Point, Seldom Point and Allen Point.

The primary roads leading to, into and out of the village of Kinsale are Route 202, and Route 203. The village proper is land out in a grid pattern. The village is bisected by Kinsale Road, Route 203. Route 203 makes three sharp 90 degree turns in the village, one at the corner of 203 and Route 1007, another at Route 203 and Route 1002, and once again at the corner of Route 203 and 1005. Route 203 intersects with the following routes in the village: Route 1001, 1002,1003, 1005, 1007, and 1004. [See attachment 1] Most of the roads are paved, with a few exceptions, like Great House Road.

Although Kinsale was officially founded in 1706, it did not really prosper until the early nineteenth century with the rise of the steamboat era. It is during the nineteenth and

twentieth century that Kinsale came into its own. As a deepwater port, Kinsale, was able to profit not only from the long established schooner trade but also, the steamboat transportation commerce. Being a deepwater port, enabled Kinsale to take advantage of the shipping industry, unlike other communities that were land locked in Westmoreland County. From the beginning Westmoreland County focused its transportation on the water, the Potomac River, the inland creeks and bays. Settlement patterns occurred along the land with the easiest access to the water. It was through water transportation that the colonists maintained their contact with England, the early nationalist established their lines of communication, and the reconstructionist prospered. Inadequate inland roadways were consistent problems for Westmoreland County and the Northern Neck well into the twentieth century.

Kinsale grew up around the wharf that was established very early on in Kinsale' history. Because Kinsale's port has deepwater, it enjoyed the trade of both the deep drafting ships of colonial time, as well as the shallow draft schooners of the Chesapeake Bay and the Atlantic Coast. By the end of the nineteenth and the turn of the twentieth century Kinsale had several hotels, taverns and barrooms, a post office established in 1792, a couple of commercial stores, and several canning factories/canneries.

The proposed historic district encompasses the area located along Kinsale Road, Route 203 beginning with Federal Hill, 1181 Kinsale Road to the west end of the Kinsale Bridge, by the Kinsale Harbour Yacht Club, and all of the buildings located between these two points. This includes the following streets: Pier Lane Route 1006, Yeocomico Lane Route 1001, Bank Street Route 1002, Great House Road Route 1003, Cat Nap Lane Route 1004, Sigourney Drive Route 1005, and Steamboat Landing Route 1007. The district is bounded by Bailey's Mill Creek and Kinsale Branch on the north, Yeocomico River on the east, and Great House Point and a portion of Hampton Hall Branch on the south. The district is made up of approximately 75 buildings of which the majority are contributing. The district primarily consists of freestanding single-family dwellings with approximately seven commercial and three institutional buildings.¹

Domestic Resources

While there are several early colonial buildings remaining in the Kinsale vicinity, virtually nothing remains of Kinsale's colonial village past with the exception of *The Great House* (096-0009, 096-0090-0035). The Great House, located on a broad bluff called Great House Point, may first have been constructed as early as 1690 by Stephen Bailey I, but currently it is believed that only portions of the brick and sandstone cellar walls date to that period. The present structure is purported to date to 1827, when the Bailey family reacquired the property. The house is a 1.5-story, three bay, double pile, center passage plan. Local lore maintains that residents of the house have always kept a lit light in the waterside, second floor hall dormer as a beacon to all ships to mark the channel.

Most of the buildings in the district date from the late nineteenth century with the exception of *The Little House* (096-0090-0002) which was built ca. 1840 and *Federal Hill* (096-0090-0021) ca. 1860, on the southwest edge of the village. During the War of 1812 and the American Civil War the village of Kinsale was burned. The Little House is assumed to have been built by the Bailey family, founders of The Great House. Local lore purports that the side yard of the Little House was used as a slaughterhouse for cattle confiscated by Union forces, and as a result was spared the torch. Federal Hill was built by Robert Bailey and also survived the American Civil War, although its outbuildings and remaining trees were bulldozed down in the 1970s, prior to its restoration in the 1990s.²

As wealth grew and transportation of architectural ideas and mass-produced decorative elements became easily available houses began to adopt these new architectural influences. Beginning in the 1880s until 1900, the dominant house type is wood frame, divided into two style categories. There are approximately three late nineteenth century Revivals, and five late Victorian. Two dwellings—the *J. S. Hardwick House* (096-0090-0022) and *V. B. Hardwick House* (096-0090-0023) - - - are examples of the Revival style. The late Victorian Style is represented by *Captain Charles U. Courtney House* (096-0090-0007) and *R. S. Donahue House* (096-0090-0033). Both of these houses have Victorian styling elements. The Courtney House has decorative sawn bargeboards and decorative spindle work, while the Donahue House has decorative wood shingle work. Capt. Charles Courtney, a ships captain, had the advantage of travel and the opportunity to bring new ideas home. Another building advantage for those in Kinsale was the abundance of virgin lumber in the area. Kinsale was a primary shipping port for the lumber industry in lower Westmoreland County and upper Northumberland County.

At the turn of the twentieth century, Kinsale was a prosperous community, with a small building boom. During the first twenty-five years of the century, the village nearly double in size in the number of domestic dwellings. While the majority of the buildings built were wood frame local vernacular style, there are at least six examples of late nineteenth and early twentieth century American Movement, such as houses like the *A. S. Jones House* (096-0090-0011), *F. M. Thrift House* (096-0090-0012), and *W. D. Parks House* (096-0090-0003). The large houses demonstrate the move into large open spaces. The ceilings are tall, the windows no longer have 6/6 sashes, and the facade presents a building of solid proportions. All of these elements reflect the economic prosperity that the nation was experiencing on the whole and Kinsale in particular.

By the nineteen-twenties, the bungalow or craftsman building style was sweeping across the nation as the ideal style and type of housing for the growing middle class. Kinsale is most fortunate in that it has several good examples of this style of dwelling. Even more importantly, one of the dwellings is a *Sears Roebuck, & Co. Pattern House* (096-0090-0020), the 'Conway' model. Sears began selling house patterns in 1895 but discontinued after World War II. " One reason for the popularity of the Sears houses was that they consciously reflected popular American taste of the period: designs were selected for their

broad appeal and acceptance." Two other reasons ensured the success of the Sears house; "the customer must be satisfied for a lifetime for every house we sell. ... [another] reason was the speed and ease with which Sears houses could be constructed."³ The home owner had the option of buying the house pattern, the pre-cut lumber kit, just the materials, or all of the above. Shipment of these kits began by rail from the factory to Fredericksburg, Va, then continued on to their destination in the Northern Neck by steamboat. Other examples of the bungalow/craftsman style can be seen in the *A. T. Rowe House* (096-0090-0031), and two house on Kinsale Road leaving the village heading to Route 203, (096-0090-0019) and (096-0090-0017). During this period, new building materials begin to flourish. As early as 1907, rusticated concrete block was being introduced in the village for the commercial bank building, and by the twenties it was being used on private dwellings. Buildings like the A. T. Rowe House and the *Ice Cream Parlor* (096-0090-0005) reflect this new material.

By the middle of the twentieth century, the modern Cape Cod Style and the American Ranch style were introduced into the village in a limited number. All of these new dwellings have continued the grid pattern of the village established as early as 1866 and their site placement contributes to the overall feel and architectural presentation of the village.

Commercial Resources

Although Kinsale is a small rural village today, it had achieved economic prosperity in the first half of the twentieth century. This is reflected in the substantial, two story, rusticated concrete block, bank building on Bank Street. The *Bank of Kinsale* (096-0090-0029), is a good example of a building's style and materials reflecting the image of the business, solid, sturdy, safe, etc. The bank began as the Bank of Kinsale in 1910, when it failed, it reorganized as the Citizens Bank of Kinsale in 1913, and in 1938 the bank became the second branch of the Bank of Westmoreland. The L.E. Mumford Co. began in 1904 in Cape Charles, on the Eastern shore and in 1907 the Mumford Co. became the Bank of Westmoreland, Inc. Another commercial building built with the same materials is the *Ice Cream Parlor* (096-0090-0005) at the corner of Route 203 and Yeocomico Lane.

Because wood was still so plentiful and affordable, some commercial buildings continued to be built as wood frame structures. The new *Palmer and Moore Kinsale Corp.* (096-0090-0030), the first Ford dealership in the Village, 1918, is a large gable end, vernacular style, auto dealer building located next to the bank building on Bank Street. The building is divided into two sections, the eastern half of the building the former show room. The interior is lined with bead board paneling, shelves, and cubbyholes. The western half of the building, the auto repair section, had two pits for ease of under carriage repair, but today is used for storage of building materials. Today this building has had its facade slightly altered, but could easily be return to its original facade. The second auto dealership in the village was *J. C. Moss & Son Chevrolet*, (096-0090-0010), 1919, at the corner of Route

203 and Yeocomico Lane. This building is another example of a wood vernacular, commercial building. Although, this building is smaller in size than the Ford dealership, this building was ideally located; it was the first dealer you saw when entering the village from Route 202. Later, as the dealership prospered, it built another building across the street to the south of the original, and then later expanded onto the corner to the west. The second building has been converted into a private residence and is unrecognizable as an auto dealership building.

Of the commercial hotel buildings, only one remains, the *H. C. Moss Hotel* (096-0090-0009) and it has been converted into a private dwelling. This building too, is a wood frame, vernacular style structure built c. 1920. It began as a small, 'Four Square' plan, two story, three bay, center passage building but was quickly expanded into a four bay building. The exterior is devoid of all decorative architectural elements, reflecting its utilitarian purpose. Of the commercial buildings remaining in the Village today, most are wood frame vernacular style buildings, *Holliday Meat Market* (096-0090-0042), *Bayshore Design* (096-0090-0041), and *Kinsale Market* (096-0090-0039).

Industry

Kinsale was a bustling village with at least three canning factories all located along the shore line. Unfortunately, like the relics of the steamboat era wharves and freight warehouses, all have been torn down and no longer visible.

8. HISTORY:

Briefly note any significant events, personages and/or families associated with the property. Detailed family genealogies are not necessary.) Please list any additional sources of information. Only material contained on the form will be forwarded to the members of the State Review Board. Additional information may be submitted on typed, consecutively numbered 8 1/2" x 11" sheets, as necessary.

Kinsale, Virginia is perhaps the most overlooked village in the Northern Neck when considering historic sites. This has enabled Kinsale to enter the twenty-first century virtually unspoiled with its historic integrity intact. Kinsale was established in 1706 by an act of the Assembly. The Virginia colony was instructed by Queen Anne to establish three port towns on the Potomac River. It is generally recognized that Kinsale was selected because of the Yeocomico River and also because two Westmoreland Burgesses, George Eskridge and Daniel McCarty, lived on the Yeocomico. While the Crown appeared to be interested in the organization of the colony, in fact, it was an interest to reduce smuggling and collect duties on shipments of tobacco that prompted the action. To that end, in 1712 the Assembly established a warehouse system, where all tobacco would be cleared prior to shipment. For a number of vague reasons, Kinsale, although the port town for

Westmoreland County, was not chosen as the location of the warehouse. Sandy Point, later Bull Point and eventually Rusts, in 1742, were selected sequentially to serve as the location for the port warehouse. The first two locations did nothing to foster the prosperity of Kinsale. However, Rusts, located up the Kinsale Branch, about three-quarters of a mile from Kinsale did aid in its development. Kinsale port was a deepwater port, but the branch was not, which meant that the hogshead had to be brought to the shoreline, and then transported by water, down the branch to the deep water of the Yeocomico at Kinsale before they could be loaded onto the transatlantic ships.

All of these political maneuvers did little to maintain the town of Kinsale, which at some point passed from official existence. However, a possible factor for the continuing existence of the village may have been the presence of a store owned by the "Glasgow firm of John and James Ballentine & Company" 1784. When the Assembly agreed to relocate the warehouse to Kinsale, Kinsale's future seemed assured. Fifteen acres owned by Catesby Jones, was ordered to be divided into half acre lots with convenient streets and to be called Kinsale.

At the end of the eighteenth century, "the Port Superintendent, John James Maund, was living in the Great House at the time, and there may have been no more than a dozen buildings to the village proper, among them the warehouse, a store, probably a smith, and after 1792, the first post office on the Northern Neck, likely located in the store or warehouse."⁴

At the turn of the nineteenth century, and the height of the Early National Period (1789-1830) Kinsale was an established village once again but it was still not a true town, and it was beginning to appear as if it would never mature beyond the level of village. Although the shipping industry, warehouse, the post office and the presence of the Superintendent of the port helped to ensure Kinsale's continued existence, it was not enough to ensure its survival through the War of 1812. It was during the War of 1812 that the Northern Neck really felt the consequence of its persistent isolation, poor roads, and even poorer communications with Richmond. The local militias were under staffed, under trained, and under armed. These ill disciplined groups were no match for the highly skilled British. As a consequence, "on July 11th, 1813, two British Brig sloops, the 'Contest' and the 'Mohawk' gave chase to American armed vessels the 'Scorpion' and the 'Asp'. The former escaped by beating up the bay, but the 'Asp' retired up the Yeocomico Creek, a branch of the Potomac. There the British seized the schooner and set fire to her. After the British retired, the Americans returned and smothered the Flames"⁵ During this action the 'Asp' lost ten of her men, including her commanding officer, Midshipman James, Butler Sigourney of Boston, MA. Midshipman Sigourney is buried in the Bailey family cemetery at the Great House. The fire on the 'Asp' was extinguished and the 'Asp' survived to continue sailing until 1826 as a receiving ship.⁶ Kinsale was not as lucky as the 'Asp', on August 5th, 1814, the British landed in force at Kinsale. They ransacked and burned every building in the village. The British then set about encouraging Negroes to spy on the

Americans in exchange for food, shelter, and even the hollow promise of freedom.

Kinsale rose from the ashes, again to become a bustling village port by the 1820s, and through out the antebellum period. "The Northern Neck farming economy was making a successful transition from tobacco to wheat, with timbering a winter-time supplement, and a legitimate need for a town like Kinsale as an out-shipping point was probably greater in the late federal period than at any time previous." The steamboat industry had entered the Potomac in 1828 with regular scheduled stops at Kinsale as early as 1855. By 1861, the village had two or three stores, three or four wharves, and five or six homes spread out over the present day village.

The American Civil War, too, left its mark on the village. Aside from the Great House and the Little House, nothing remains standing from Kinsale's architectural history between the War of 1812 and the American Civil War. The Little House was purportedly saved from burning, unlike the rest of the village, during the American Civil War, because the yard was used as a slaughterhouse for Union forces.

During Reconstruction (1865-1917), Hiram Hardwick, a land speculator bought and subdivided fifteen acres of waterfront land into town lots. Kinsale, was yet again, to rise from the ashes. It is during this period, from 1870 until 1925, that Kinsale truly came into its own identity as a port town.⁷

Kinsale's history during the steamboat era is well documented in the book Steamboats Out of Baltimore, by Burgess and Wood. The defining story for Kinsale from 1885-1951 is its canning history. Kinsale had no fewer than three canning factories operating in 1915. All three of the canning factories were along the waters edge. V. B. Hardwick's factory was along Bailey's Mill Creek, Thrifts and Vansant's factory was on the Kinsale Branch, and Bailey's Factory was at the end of Sigourney Drive. By this time, Baltimore, MD had become a major canning center and was processing everything from oysters to fruits and vegetables. Baltimore was the tin can capital of the east coast. Schooners, loaded with lumber for other ports sailed from Kinsale for Baltimore, during the winter months. On their return run during the harvest season they carried empty tin cans back to Kinsale, where they were loaded up with crates of full cans. Depending on the season, the can may contain fruit, tomatoes, and for a few years salted herring. But mostly, they contained tomatoes. The Northern Neck had become the fertile crescent of Tidewater Virginia. These canning factories employed many people during the season, such as stoker for the boiler, peelers, packers, and in the early days, solderers. The cans were packed in wooden crates, stacked on the wharf to await the arrival of the schooner, until mid 1920s. As time past, new machines were introduced that reduced the amount of possible contamination to the product. New boiling bath tanks, new methods of capping the cans were instituted, and health regulations were passed requiring special garments, gloves, hair caps, and oilcloth aprons. And after the 1940s, new standards and methods for washing the tomatoes and the workers hands were adopted.

These were heady days for Kinsale, the steamboats called six out of the seven days of the week. Passengers traveling to Kinsale had a fast, reliable, and efficient method of travel. But the last canning factory, run by Messrs. Unruh and Harris, who were running the old Park Brothers factory, blew its whistle for the last time in late summer of 1951. Although, there were plans to start up again, it never happened. After World War II, California became the dominate leader in the tomato growing and processing industry. Commerce and trade had prospered and now had begun its decline once again. Kinsale Steamboat wharf once located at the end of Steamboat Landing, and where Southern States grain silos now stand, are long gone, all but a memory of better days. All of the canning factories, packing sheds, and wharves are gone, too.

So what does remain? In recent years Kinsale has been rediscovered as a warm, friendly place to live and retire. Some of the homes are now, weekend get-a-ways, others are summer houses for recreational boaters, and others house new young families.

What does remain, is Kinsale's historic architecture, its village spirit, and its historical sense of place.

9. REASON FOR REQUEST :

Required as a component of an Architectural Resources Survey of Westmoreland County through a Cost Share Grant between the State of Virginia and Westmoreland County Planning Department.

10. PHOTOGRAPHS:

At least **FOUR** interior and **FOUR** exterior photography, preferably black and white, must be provided. Photographs of other buildings on the property and views of the general setting would also be helpful. The inclusion of photographs is essential to the completion of this application. Without photographs, the application cannot be considered and will be returned. Photographs should be labeled on the reverse in pencil and should not be mounted or affixed in any way.

11. MAP:

Please include a map showing the location of the property. A sketched map is acceptable but please note street and route numbers. Any outbuildings on the property should also be noted. Please include "North" arrow. This form cannot be processed without a map showing the location.

12. Is the property income producing? Yes No If so, will the applicant seek to use
the Rehabilitation Investment Tax Credit? Yes No

13. ADDITIONAL COMMENTS:

The members of the Kinsale Foundation are very supportive of the proposed historic

district.

14. APPLICANT INFORMATION (Individual completing form)

NAME **Kathryn A. Miller, HaAR - Historic and Architectural Resources**

TELEPHONE : Area Code **703.777.3604**

ADDRESS: **607 Longfellow Drive, NE**

CITY / STAVE /ZIP CODE: **Leesburg, VA 20176-4936**

APPLICANTS SIGNATURE: _____

DATE:

March 2001

Departmental policy requires that the following officials of local jurisdiction be notified prior to any consideration of eligibility by the State Review Board. Please provide the names and addresses of those currently servicing, as applicable. This information must be provided before this form can be presented to the State Review Board for consideration.

Mayor of the City or Town:

Chairman of the Board of Supervisors (for county and town properties):

City or Town Manager or County Administrator:

Director of City or Town Planning Department:

Chairman of City or County Planning Commission:

City Council member or County Supervisor in whose district the property is located:

(Optional) Name and address of contact person for local historic preservation group:

Kinsale Foundation, Kinsale

15. PO Box 307

Kinsale, Va 22488

Attn: O.J. Hickox, President

1. United States Department of Agriculture & Virginia Polytechnic Institute & State University, Soil Survey of Westmoreland County, Virginia (Washington DC : The Service, 1981), p. 1; Norris, Walter Briscoe Jr., ed., Westmoreland County, Virginia 1653-1983 3rd ed. (Marceline, Mo: Walsworth Publishing Co., 1994).

2. Ibid.

3. Stevenson, Katherine Cole, and Jandl, H. Ward, Houses by Mail: A Guide to House from Sears, Roebuck and Company (New York, NY: Preservation Press, John Wiley & Sons, Inc. 1986), p. 19.

4. Norris, Westmoreland County 1653-1983, p. 621, 625.

5. Bryon, Gilbert, The War of 1812 on the Chesapeake Bay, (Maryland Historical Society, 1964), p. 29, 87.

6. American Naval Fighting Ships, Vol 1.

7. Norris, Westmoreland County 1653-1983.

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1. Walter Briscoe Norris, ed. Westmoreland County Virginia 1653-1983, 3rd ed. (Marceline, Missouri: Walsworth Publishing Co., 1994), p. 14-16; John C. Nicholson, "Soil Survey of Westmoreland County, Virginia", (The Service: Washington DC, 1981), p. 1-34; VEPCO, "Industrial Site Survey, Westmoreland County", (Vepco Area Development: Feb. 1958), p. 1-5; Camille Wells, Social and Economic Aspects of Eighteenth-Century Housing on the Northern Neck, Doctoral Disertation, (Williamsburg: College of William and Mary, 1994).
2. Horace P. Hobbs, Pioneers of the Potomac, (Ann Arbor, Mich: University Microfilms, Inc. 1961), p. 2.
3. Wells, p. 16.
4. Martha W. Hinden, How Justice Grew: Virginia Counties: An Abstract of Their Formation, (Williamsburg, VA: Virginia 350th Anniversary Celebration Corporation, 1957), p.12-13.
5. The first 26 pages of the county court records are missing.
6. Frederick Gutheim, The Rivers of America; The Potomac, (New York: Rinehart, Co., Inc., 1949), p. 28.
7. Walter Briscoe Norris, ed. Westmoreland County Virginia 1653-1983, 3rd ed., (Marceline, Missouri : Walsworth Publishing Co., 1994).
8. Philip Vickers Fithian was a tutor, from New Jersey, who taught Robert Carter III's children.
9. Miriam Haynie, The Stronghold; Historic of the Northern Neck and Its People, (Richmond, VA: Dietz Press, 1959).
10. Ibid.
11. Miriam Haynie, The Stronghold: Historic Northern Neck of Virginia and its People, (Richmond, VA: Dietz Press, 1959), p. 77, 99.
12. Philip Morrison Rice, Internal Improvements in Virginia 1775-1860, thesis, (Chapel Hill: University of North Carolina, 1948), p.16-18.
13. Norris, Westmoreland.
14. Norris, ed. Westmoreland.
15. Norris, ed. Westmoreland County Virginia 1653-1983..
16. Ibid.
17. Donald J Berg ed., Country Patterns 1841 - 1883, (New York: Sterling Publishing Co. Inc., 1982.).

18. Joseph E. Morse, Virginia's Country Stores a Quiet Passing, (Manassass, VA: E.M. Press, Inc. 1996).
19. Ronald L. Heinemann, Depression and New Deal: The Enduring Dominion, (Charlottesville: University Press of Virginia, 1983).
20. Ibid.
21. "New State Park Ready in Spring," Richmond News Leader, 26 July 1934.
22. United States Department of Agriculture & Virginia Polytechnic Institute & State University, Soil Survey of Westmoreland County, Virginia (Washington DC : The Service, 1981), p. 1; Norris, Walter Briscoe Jr., ed., Westmoreland County, Virginia 1653-1983 3rd ed. (Marceline, Mo: Walsworth Publishing Co., 1994).
23. Norris, Westmoreland County 1653-1983, p. 621, 625.
24. Bryon, Gilbert, The War of 1812 on the Chesapeake Bay, (Maryland Historical Society, 1964), p. 29, 87.
25. American Naval Fighting Ships, Vol 1.
26. Ibid.
27. Norris, Westmoreland County 1653-1983.
28. Stevenson, Katherine Cole, and Jandl, H. Ward, Houses by Mail: A Guide to House from Sears, Roebuck and Company (New York, NY: Preservation Press, John Wiley & Sons, Inc. 1986), p.19.
29. Norris, ed. Westmoreland County Virginia 1653-1983., p. 609.
30. Ibid. p. 610.
31. "Bell House rings in with new owners," Westmoreland News 6 July 2000, p. 11.
32. Colonial Beach Town Planning Commission and Virginia Division of State Planning and Community Affairs, "State of the Town", Vo. 1, 1970.
33. Colonial Beach Town Planning Commission and Virginia Division of State Planning and Community Affairs. State of the Town, V. 1, 1970. "State Highway to Colonial Beach", Richmond News Leader, 6 January 1930, p. 22.
34. A copy of the original colored plat is located in the Westmoreland County Court House Records, map section.
35. Joyce Coates and Jackie Shinn, Colonial Beach, Another Time and Now, (Another Time Antiques and Dolls, 1986).
36. Norris, Westmoreland County Virginia 1653-1983, p. 613.

37. Nicholas Minor, a relative of John Minor, moved to Loudoun County, opened up an ordinary, and laid out sixty acres into lot and street in a grid pattern. It was called George Town until its name was changed to Leesburg.

38. Walter Briscoe Norris, ed. Westmoreland County Virginia 1653-1983, 3rd ed., (Marceline, Missouri: Walsworth Publishing Co., 1994), p. 111-21.

39. Ibid.

40. Not to be confused with the brick house mentioned earlier in relation to the Courthouse meetings.

41. Ibid.

42. Katherine Cole Stevenson and H. Ward Jandl, House by Mail, New York, NY: Preservation Press, John Wiley & Sons, Inc. 1986).

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