

Notes on Virginia



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The above images offer a sampling of the broad array of historic building types listed on the Virginia Landmarks Register and the National Register of Historic Places, highlighted in the following pages.

Top row (L to R): *Hopewell High School*; *Shady Grove School (Louisa Co.)*;
Row two: *Mount Hebron Gatehouse (Winchester)*; *Piedmont Mill Historic District (Franklin Co.)*;
Row three: *Beaton-Powell House (Southampton Co.)*; *American Cigar Company (Norfolk)*;
Bottom row: *Hoffman Round Barn (Madison Co.)*; *West Fork Furnace (Floyd Co.)*.

Virginia Landmarks Register: 82 New Listings

The Virginia Landmarks Register is the state's official list of sites important to understanding Virginia's (and the nation's) culture and history. Established in 1966, the VLR recognizes more than 2,500 places today. The register covers the full range of Virginia's history—from prehistoric times to, most recently, the late 1950s. It comprises a broad array of buildings, houses, bridges, structures, and archaeological sites, as well as more than 450 rural and urban historic districts. This wonderful range of landmarks is evidenced in the VLR listings profiled here.

During state fiscal year 2009, DHR—technically, its two boards: the Board of Historic Resources and the State Review Board—approved the addition of 82 new properties to the VLR. Most of these listings have since been forwarded by DHR's director to the National Park Service (NPS) for successful nomination to the National Register of Historic Places. (The VLR and National Register nomination forms and criteria are identical.) This continues Virginia's impressive pace of register activity, especially when measured against similar efforts in other states. During *federal* fiscal year 2009, Virginia ranked #1 in the nation for the sixth consecutive year for the number of historic districts listed on the National Register; it ranked #2 for the total number of individual sites listed.

Notable among the 2009 VLR listings are—

- Three state parks (Bear Creek (p. 9), Holliday Lake (p. 12), and Twin Lakes (p. 17), and the state-owned Ninth Street Office Building, at one time a legendary politicians hotel in downtown Richmond (p. 14); these VLR listings are the result of DHR's collaboration with other state agencies to register state-owned historic properties and boost awareness of their historic merit and proper stewardship.
- Structures related to Virginia's railroad history; these include Fort Mitchell Depot in Lunenburg County (p. 10); the Keysville station in Charlotte County (p. 13); and the Valley Railroad Bridge (p. 35) in Salem, which features masterful stonework.
- Resources pertaining to African American history, including three Rosenwald schools (pgs. 10, 15, and 30); Loudoun County's historically rich Arcola Slave Quarters (p.19), and a "multiple-property document" for the "Slave Trade as a Commercial Enterprise in Richmond" (p. 16), which provides the overarching framework the future listing of sites related to Richmond's significant role in the trafficking of enslaved people.
- Seventeen new historic districts (and six boundary increases to previously listed districts); these cover two rural districts in Northern Virginia (pgs. 20 and 22); two industrial districts—one in Petersburg, the other in Lynchburg (pgs. 8 and 13); two commercial downtown districts (Buena Vista (p. 30) in Rockbridge County and Eastville (p. 38) in Northampton County), four residential neighborhoods, in Charlottesville, Culpeper, Newport News, and Richmond (pgs. 14, 28, 38, and 18); six districts encompassing historic crossroads villages, in Fauquier (pgs. 21 and 28), Franklin (p. 33), and Loudoun (p. 27) counties, and the City of Suffolk (p. 39); and one courthouse (Halifax, p. 12) district.

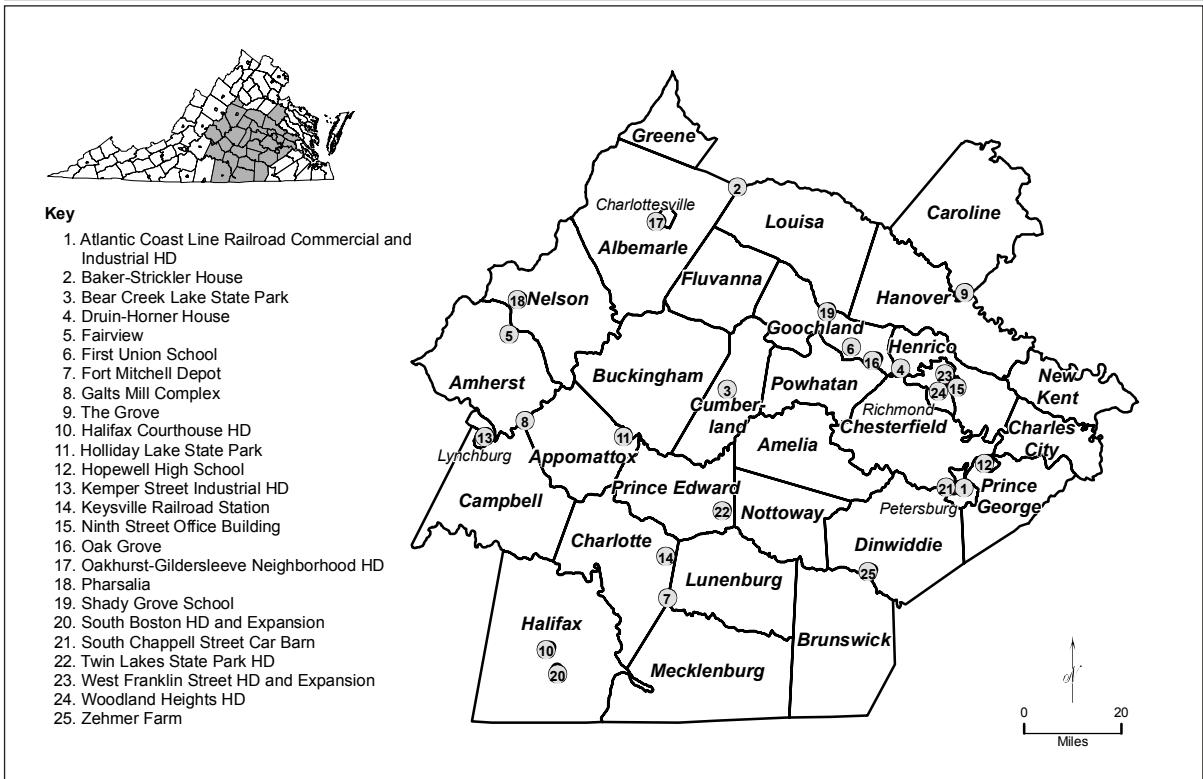
Other landmark listings of interest include Arlington Ridge Park (p. 19), with its two distinct monuments honoring the U.S. role in World War II; the Mount Hebron Cemetery and Gatehouse in Winchester, dating back to the mid-18th century (p. 25); the Hoffman Round Barn in Madison County (p. 24); the Schoolfield School Complex (p. 34) in Danville, including the individually-listed Hylton Hall (p. 31) as well, which taken together encapsulate various aspects of the "progressive" social welfare system practiced by the era's mill owners; and Woodlawn Quaker Meetinghouse (p. 28) in Fairfax County (which the NPS posted during 2009 as a National Register "listing of the week"). In continuous use by

Friends for worship since 1853, the meetinghouse represents the early influence of Quakers in the region and their movement to improve social welfare and demonstrate agricultural methods without the use of slavery.

Despite a common misperception that listing a site or building on the registers “protects” it, such designation is strictly honorary; it places no restrictions on what a property owner may do with his or her property. Listing, however, serves preservation by boosting awareness among a community’s residents and leaders about their shared historic resources and legacy. Register listings inform a community of its irreplaceable historic sites or landmarks and allow the community to consider those resources as it makes planning and land-use decisions. The register program also encourages historic preservation by way of rehabilitation tax credit incentives, which may be available to owners of properties listed on the state and national registers individually or as “contributing” to a historic district.

The following VLR entries are ordered alphabetically by each site’s name within the region served by the department’s corresponding regional preservation office in either Richmond (Capital Region), Stephen’s City (Northern Region), Roanoke (Roanoke Region), or Newport News (Tidewater Region). The profiles were drafted from information taken either directly or in paraphrase from the register nomination forms. The forms—originally prepared by DHR staff, property owners, local officials, or paid consultants—are available as downloadable PDF files on the department’s website (www.dhr.virginia.gov). Each nomination form is filled with in-depth information and history about each particular resource; the forms, it is worth noting, are wonderful resources in themselves for learning more about Virginia’s extraordinary history.

Capital Region



Located just south of Petersburg’s historic core, the **Atlantic Coast Line Railroad Commercial and Industrial Historic District** tells the story of the city’s tobacco industry from 1879 through the early 1960s when Brown & Williamson Tobacco Company had its largest cigarette factory there. The district was also home to other commercial enterprises including wholesale grocery-, confectioner-, and automobile-related businesses. The Atlantic Coast Line Railroad cut diagonally through the area, tying together the disparate parts of the district with spur lines to most of the industrial and commercial buildings. The railroad, one of several that served Petersburg, reflects the city’s importance as a transportation hub in the 19th century. During the early to mid-20th century,

commercial enterprises constructed along the district’s West Washington Street reflected the shift from a railroad- to automobile-based economy and society. The district also displays a development pattern typical of Petersburg, wherein industrial, commercial, and residential buildings arise in close proximity to each other.

The ca.-1856 **Baker-Strickler House**, a notable example of Greek Revival-style architecture in Louisa County, retains much of its original building material in good condition. The interior shows how local craftsmen could impart individual expression into a popular style and distinguish the house from other period Greek Revival-style dwellings. Scroll-sawn six-pointed stars are applied to corners of door and window frames in the main public areas, and a vine-like motif is featured on the parlor mantel and entry door. The craftsmanship is primitive but well executed and both motifs have a folk quality reminiscent of the decorative tradition of Pennsylvania-German artisans. The likely builder of the house—which may have been built in response to the 1840 completion of the nearby Louisa Railroad line—was William Martin Mills Baker, who owned over 300 acres of land near Gordonsville. The Baker family name is reflected in street and creek names in Louisa County, suggesting the prominence the family enjoyed through the operation of a mill. The fam-



A building in the Atlantic Coast Line Railroad Comm. and Indus. HD



Baker-Strickler House

ily also influenced the area’s religious development through participation in the Campbellite movement during the Second Great Awakening. In 1928, the house was sold into the Strickler family.

Bear Creek Lake, established in 1938 in Cumberland County, was created by the Virginia Department of Agriculture (under direction of U.S. Forest Service) as a “Recreation Development Area.” About 100 men who may have been part of a Civilian Conservation Corps effort built the lake, two pavilions, a concession stand, and six fire-places. The lake was given to the Division of State Parks in 1940 and operated as a day-use recreation area. In 1962, the division added campgrounds and changed the name to **Bear Creek Lake State Park**. Surrounded by the 16,000-acre Cumberland State Forest, the park encompasses 326 acres centered on the 40-acre Bear Creek Lake. During the 1970s, the park undertook an ambitious construction program when new facilities were built. In 2007, 12 cabins, a lodge, and the Bear Creek Lake Conference Center were added. ■



CCC-built picnic shelter Bear Creek Lake SP

Druin-Horner House, constructed circa 1780 and expanded in 1870, is a rare surviving example today of late-18th century and late-19th century domestic architecture in Henrico County. The two-story Late Victorian-style 1870 house was attached to the front façade of the earlier house and each section retains the architectural character of its period. As a result, the house represents two distinct periods of domestic rural architecture. The earlier portion of the house was built by a moderately wealthy Virginia planter. Today the Druin-Horner House is the second oldest dwelling in the county remaining on its original location. The house was rehabilitated in 1994 and most of the surviving original features were carefully preserved and restored. In 1999, the owners received an award from Henrico County for the rehabilitation of the house and for its incorporation into a new residential development project. A rear, one-story addition was constructed in 2006; however, the impact to the historic building is minimal and the design and character of the new section is compatible with the historic house.



Druin-Horner House and a fireplace in the house.

■ State-owned VLR



Fairview, photo circa 1979

Built in 1867 by Nathan C. Taliaferro, **Fairview** in Amherst County is a well-preserved and locally unique example of the Italian Villa Style of architecture, featuring a tower, overhanging eaves, and arched windows, all common to the style. Fairview, however, also features a complex roofline with its tower set at a 45-degree angle to the house, characteristics that make it a localized interpretation of the Italian Villa and an expression of Mr. Taliaferro's personal wealth as a successful area businessman and farmer. After his death, the house passed through various owners, remaining in the Camden family for most of the 20th century.

The **First Union School**, in the Crozier area of Goochland County, was built in 1926, with the assistance of the Rosenwald Fund, established by Sears & Roebuck president Julius Rosenwald to help secure adequate educational facilities for African Americans throughout the South. One of four Rosenwald schools in the county, First Union, a two-teacher school constructed according to a standard plan issued by the Rosenwald Fund, served the black community for more than 30 years before closing in 1958. The school was associated with nearby First Union Baptist Church, whose roots date back to circa 1868.



First Union School

The **Fort Mitchell Depot** is the last standing train depot in Lunenburg County, where once there existed seven passenger and freight depots representing three different railroads—the Richmond & Danville, the Virginian, and the Roanoke Valley Railroad. The front passenger portion of Fort Mitchell Depot, a Virginia Railroad station, was constructed in the 1880s and is based on a prototypical plan used by most railroads in the late 19th and early 20th centuries. The rear freight portion is earlier and may have been moved to its current location in the 1860s, in anticipation of the railroad's construction. Following its arrival, Fort



Fort Mitchell Depot

Mitchell developed into a regional trading center, with a post office, blacksmith shop, saw mill, and general retail stores. When passenger service was terminated in 1956, the town subsequently declined. The depot survives as an important reminder of the county's rail history.

Located in Amherst County, the **Galts Mill Complex** designates the mill and surrounding buildings and farms that comprise today's village of Galts Mill, named for William Galt, who built the stone-and-brick mill and a miller's house circa 1813. The mill ground grain for sale in markets beyond the local area until 1956, playing a vital role in the county's milling industry. Still retaining most of its 19th-century milling equipment, Galts Mill is also one of four remaining 19th-century mills in the county. The mill village was tied economically to the James River and Kanawha Canal as well as the succeeding Richmond and Allegheny Railroad line, encouraging the growth of a com-

mercial area for local farmers from both sides of the James River and developing as a stop for travelers along the canal and then the railroad. The village economy declined by the mid-20th century, and today Galts Mill appears much as it did when the mill closed.



Galts Mill Complex

The Grove, in Caroline County, is an evolved house displaying intact craftsmanship from the 18th and 19th centuries. Constructed about 1787 during the ownership of Susannah Foster as a simple frame house, it was expanded about 1800 and again in the mid-19th century. It sits on the "Stage Road" that would later become U.S. 301/Route 2, in a southern part of the county well known for its role as a thoroughfare for people and goods traveling between Williamsburg, Richmond, and points farther north. It may have served as a stagecoach tavern in the 18th century, though there has not yet been evidence found to confirm this.



The Grove

Due to its location on the Stage Road close to Littlepage's Bridge over the Pamunkey River, the Grove property may also have been the scene of Revolutionary War activity. As the house continued to evolve to meet its inhabitants' needs throughout the 19th and mid-20th centuries, the property also acquired ancillary structures including a two-story 1920 water tower and a family cemetery begun in 1869.



Halifax Courthouse HD

The Town of Halifax has served as the county seat for Halifax County since 1776 and as the commercial, social and institutional center for the surrounding rural region. The **Halifax Courthouse Historic District** includes the Greek Revival-style county courthouse (constructed in 1839 by Dabney Cosby Sr.) at its center with residential and commercial development to the north and south. The district includes a number of residences, a large school complex that demonstrates the development of African-American educational facilities, four churches, a commercial district with two banks and a movie theater, a cemetery, town swimming pool, a shoe factory, and a roller mill as well as the courthouse square and other government buildings. The number and quality of these buildings reflect the prosperity of Halifax as the county seat.

While moderate growth since the mid-20th century has helped to maintain its role as county seat and to preserve the historic character of the district, the range in dates of construction and alterations through the second half of the 20th century reflect its evolution and continuous function as a county seat.

Holliday Lake State Park, within the Appomattox-Buckingham State Forest in Appomattox County, was created in 1937 as one of four "Recreation Development Areas" (see Bear Creek Lake SP, above, and Twin Lakes SP, below) in Virginia. The park's 250 acres are centered on the 150-acre Holliday Lake, one of the largest lakes in the area. The park's facilities were constructed by local residents and Civilian Conservation Corps (CCC) workers, who were housed in a CCC camp that is now the site of the Holliday Lake 4-H Camp. In 1942, the state took over the management of the recreation area. In 1972, with the addition of campgrounds, it became Holliday Lake State Park. The park land and surrounding area were originally settled and farmed in the early-to-mid-19th century. A small cemetery of the Jones family, early settlers, remains near the lake and boathouse. By the beginning of the Great Depression, the area remained largely agricultural and poor. Federal and state government resettlement efforts aimed to return the land to its former hardwood forest condition through the development of the recreation area. ■

As Hopewell's economy resurged during the 1920s, the influx of population that followed the arrival of new companies such as Allied Chemicals necessitated the construction of adequate school facilities for workers' children. In 1924, the seg-



Hopewell High School



Keysville Railroad Station and undated postcard image (inset) when station was active.

regated, whites-only **Hopewell High School** was constructed during an era when Virginia schools were evolving from small utilitarian buildings to larger, more architecturally ornate designs, reflecting a more ambitious educational mission. Such changes are embodied in Hopewell High School, a Tudor Revival building envisioned by architect Frederick A. Bishop, who also designed the Byrd Theatre in Richmond and Beacon Theatre in Hopewell. Other buildings in the school complex—a home economics cottage, gymnasium, and science and library building—also reflect the school’s expanded curriculum. In 1967, a new high school was opened and the existing building became James E. Mallonee Middle School, named after a former principal. The middle school closed in 1988 and the building was used for storage.

Kemper Street Industrial Historic District encompasses the core of a manufacturing area of Lynchburg devoted primarily to the production of clothing and shoes. The district arose during the early 20th century as the city’s initial commercial and industrial districts reached capacity. Covering approximately 17 acres, the district consists of five building complexes, representing some of the largest, most modern industrial buildings in the region during the district’s first 40 years after 1916. The Lynchburg Industrial Development Corporation, a private entity dedicated to selling land to “start up” businesses, was significant in the development of the district. The district also spawned the

Lynchburg Manufacturers Building Corporation, which constructed a generic “loft” building speculatively; the Blue Buckle Overall Company, one of Lynchburg’s major employers, was one of the few businesses consistently seeking female employees. The long lifespan of the district’s buildings and the companies housed within them effectively tells the story of manufacturing in Lynchburg during this important period in its history.

The **Keysville Railroad Station**, in Charlotte County, is a rare surviving example of a late 19th-century frame train station, and one that also preserves the segregated waiting rooms common to Jim Crow era public buildings. It was built in phases between 1890 and 1900 on the Richmond & Danville Railroad, occupying the site of an antebellum depot that was destroyed during the Civil War. With the construction of a spur line to Durham, North Carolina in 1882, the Keysville station was ideally located at a “Y” juncture of the two lines, providing a place for trains to switch directions. As the station served both passenger and freight service, it had a significant impact on the town of Keysville at the beginning of the 20th century. With long rectilinear forms and wide eaves to shelter passengers, one-story frame depots were once common across southern Virginia; today few remain, which makes the Keysville Depot an important reminder of the town’s development and a significant architectural vestige of Virginia’s railroad history.

The Ninth Street Office Building, once known as the Hotel Richmond and built in two phases between 1904 and 1911, was originally designed by architect Harrison Albright and completed by architect John Kevan Peebles. Today it is the last in a line of public houses, inns, and hotels to occupy the city block where it is located near Capitol Square in downtown Richmond. In its heyday it was the place for politicians to convene, and many political careers began and flourished within its floors, which included a partial penthouse on its top 12th story. It was Adeline Detroit Atkinson



Ninth Street Office Building

who made the hotel a hub of Richmond politics. A self-made businesswoman, Atkinson was a widow of independent means when she purchased the building and oversaw its transformation from a local hotel to a destination accommodation. Under her direction, the hotel became known as a home away from home for politicians, serving as an ad hoc office, meeting place, and campaign headquarters for many. In 1966, the Commonwealth of Virginia acquired the building and it has since housed the offices of various state agencies. ■

Consisting of six acres, located near the village of Manakin in eastern Goochland County, **Oak Grove** is a well-maintained example of an antebellum planter's dwelling that once included a 240-acre plantation. Constructed in three phases—circa 1820 and 1850, and completed in 1866—today's Oak Grove is a simple I-house form with Greek



Oak Grove

and Gothic Revival elements. The property also includes a well-preserved complex of historic buildings featuring a circa-1820 meat house, a circular well, the stone foundations of at least two other antebellum dependencies, and a circa-1935 barn. Oak Grove is notable for its association with Edwin DuVal, a successful farmer and developer of commerce and industry in the Manakin-Sabot area during the second half of the 19th century. A prosperous businessman, DuVal had a hand in various enterprises including the Dover Coal Mining Company, the Dover Pits, the Norwood mines, the Dover Mills, the Manakin Ferry, and the Manakin Nail Works. Oak Grove and its surroundings have changed little since the period of DuVal's ownership.

Charlottesville's **Oakhurst-Gildersleeve Neighborhood Historic District**, adjacent to the grounds of the University of Virginia, has retained its open space and architectural character for nearly a century. The neighborhood features two distinct circles—Oakhurst Circle (where the Oakhurst House once stood before it burned in 1915) and a smaller Gildersleeve Wood—that are early expressions of design ideas associated with the City Beautiful movement, which took root in Charlottesville during the 1920s and 1930s. While the district's residential architecture reflects popular styles of the early 20th century such as



Oakhurst-Gildersleeve Neighborhood HD

Craftsman and Tudor Revival, the most prevalent style is Colonial Revival. The neighborhood developed circa 1912, although it is likely that the “Gildersleeve Wood” section derived its name from a UVA professor who built the Oakhurst House and resided there as early as the 1870s. The district continues to fulfill its original purpose of offering convenient and relatively upscale housing for university faculty and medical school personnel along with some boarding facilities and larger residential structures for students. Beyond its proximity to the university and the university hospital and medical facilities, the district is bordered by one of Charlottesville’s best known thoroughfares, Jefferson Park Avenue, along which a trolley line once connected the outer reaches of the city and Fry’s Spring with the downtown area.

The property at **Pharsalia**, apart from its impressive 1814 unusual Federal-style mansion, contains one of the best collections of antebellum plantation buildings in Nelson County, including a kitchen, slave quarters, and other farm buildings. The main house is currently T-shaped and features a prominent offset pediment above the original roof structure. The original owner of the plantation, William Massie, was a well-known miller, plantation owner, and businessman, but he is best remembered for his creation of the first commercial orchard in Nelson County. Massie was a meticulous record keeper regarding his business



Pharsalia

and personal dealings, and his records have been invaluable in reconstructing what life was like on the plantation. In order to support his substantial orchards and the three mills he owned, Massie acquired 170 slaves by 1862. After his death in that same year, the property was run by his fourth wife Maria, until her death in 1889. Currently, the house and grounds are maintained and used to teach 19th-century culture and life.

The **Shady Grove School**, in Louisa County, was completed in 1925 using money from the Julius Rosenwald Fund, which sought to provide better educational facilities for African Americans, and relying heavily on the labor and support of the local African-American community. The one-room, one-teacher school housed grades 1–7 for more than 35 years, providing educational opportunities for several generations of Louisa’s close-



Shady Grove School and former students involved in its rehabilitation.

knit black community. Shady Grove School is well preserved; the one-story frame building stands on its original site and retains much of its original fabric with very little alteration. While traffic on the nearby roads has increased, the school remains in a quiet, rural setting, as it was historically. According to the construction records available on Rosenwald Schools at Fisk University, Shady Grove was one of two Rosenwald schools built in the county. It is a significant example of the impact of Virginia's "separate but equal" education policy and the resulting counterattack mounted by the Rosenwald Fund and local black citizens.

A historical background document, **The Slave Trade as a Commercial Enterprise in Richmond** adds no specific buildings or sites to the Virginia Landmarks Register or National Register; it does, however, provide an overarching and thematic historical context on which to peg future listings of specialized individual historic resources that are associated with Richmond's significant role in the slave trade from the late 18th century through the Civil War. That trade concentrated mostly in the city's oldest commercial areas along the James River, much of which is located today within the existing Shockoe Valley and Tobacco Row, and Shockoe Slip historic districts. Among the specialized buildings, structures, and sites associated with the city's slave trade were jails, offices, auction houses, and residences of slave dealers—most of which have now vanished, except as archaeological sites covered by later construction. This documentation will facilitate adding vitally important but under-represented parts of Richmond's history to the state and national registers.

A **boundary increase and amendment** for the **South Boston Historic District** extends the district to capture properties associated with the town's residential and industrial expansion in the mid-20th century, including neighborhoods significant to the town's African-American history. As such, the boundary increase extends the district's period of significance to 1958. Founded as a depot on the Richmond and Danville Railroad in 1854, the city prospered rapidly as a tobacco marketplace. Before the Civil War, Halifax County was the largest producer of tobacco in Virginia, and one of the top in the nation. By the turn of the century, South Boston was the nation's second largest bright leaf tobacco market in Virginia, drawing farmers and buyers in the sale of raw and processed tobacco. Although the district was listed in 1986, additional research resulted in the expansion of boundaries and re-evaluation of properties within the original boundary.

The sole surviving such building in Petersburg, the **South Chappell Street Car Barn** is a tangible reminder of the transportation system that encouraged the construction of residential suburbs and contributed to the decline of central-city neighborhoods. The car barn was probably constructed between 1899 and 1903 to store and repair streetcars, by either the South Side Railway and Development Company or its successor, the Virginia Passenger and Power Company. The city's first streetcar system was the creation of George Beadle, who also founded the Petersburg Street Railway Company in 1883 and used horse-drawn passenger cars. Beadle expanded the line west to the Central State Lunatic Asylum in 1888. The



South Chappell Street Car Barn



Cedar Crest Conference Center, Twin Lakes SP

1891 electrification of the lines and their expansion offered city workers transportation to suburban jobs, which encouraged many to move out of the city center. While it is a utilitarian building, the car barn’s historic form and details are intact, providing a visible link to this early period in Petersburg’s transportation history. With the eventual decline of the streetcar system, the building was converted in 1936 to a bus service facility.

Twin Lakes State Park, consisting of 495 acres within Prince Edward-Gallion State Forest, began as two racially segregated “Recreation Development Areas,” consisting of Prince Edward Lake (for blacks) and Goodwin Lake (for whites) during Virginia’s Jim Crow era. The recreational areas were partially built circa 1939 by Camp Gallion, an African-American CCC camp located within the state forest, and developed for day use. Each recreation area featured lake access, picnic shelters, and play equipment but had no overnight facilities. In 1948, a prominent African-American banker from Danville, M. Conrad Martin, was denied admission to Staunton River State Park. Represented by legendary civil rights attorney Oliver W. Hill, Martin filed suit challenging Virginia’s policy of providing state parks only for whites; the suit sought to establish “separate but equal” facilities for blacks. As a result, the Virginia Department of Conservation and Development expanded the facilities at the existing Prince Edward Lake Recreation Area, developing it into



Top: Circa 1950s photo showing park visitors gathered around shaded picnic tables. The building in the background (today’s Cedar Crest Conference Center) housed a restaurant, dining hall, dance hall, locker rooms, and beach concession area.

Bottom: A family poses in 1956 before a cabin in former Prince Edward State Park. (Photos: Courtesy of Twin Lakes State Park)

Prince Edward State Park for Negroes, which opened in 1950, making it Virginia's eighth state park. Edgar Latham, formerly a lifeguard at the Prince Edward Recreational Area, was appointed as the first African-American superintendent in the history of Virginia State Parks. Nearby Goodwin Lake continued as a recreation area for whites. Despite the Civil Rights Act of 1964, Prince Edward State Park and Goodwin Lake remained largely segregated. In 1976, the two facilities were merged into a desegregated unit, called Prince Edward-Goodwin Lake State Park, and in 1986 it was renamed Twin Lakes State Park. ■

Richmond's **West Franklin Street Historic District**, originally listed in 1971, took shape following the Civil War, when it became a fashionable residential area for Richmond's wealthy families. The district's architecture represents popular styles of the day and exhibits the varied cosmopolitan tastes of its turn-of-the-century residents. The **boundary increase** extends the district to cover one city block along the original northern border comprising West Grace and two cross streets (N. Harrison and Shafer). The area, originally mostly residential, has evolved as former residences have been converted to commercial use and more modern buildings have filled in the block. The buildings in the expansion, constructed from 1870 to 1920, exhibit the same characteristics as the original district while somewhat more modest in scale. Today, the area serves the student community of Virginia Commonwealth University.

Woodland Heights Historic District encompasses one of the oldest planned streetcar suburbs in Richmond, where the nation's first commer-

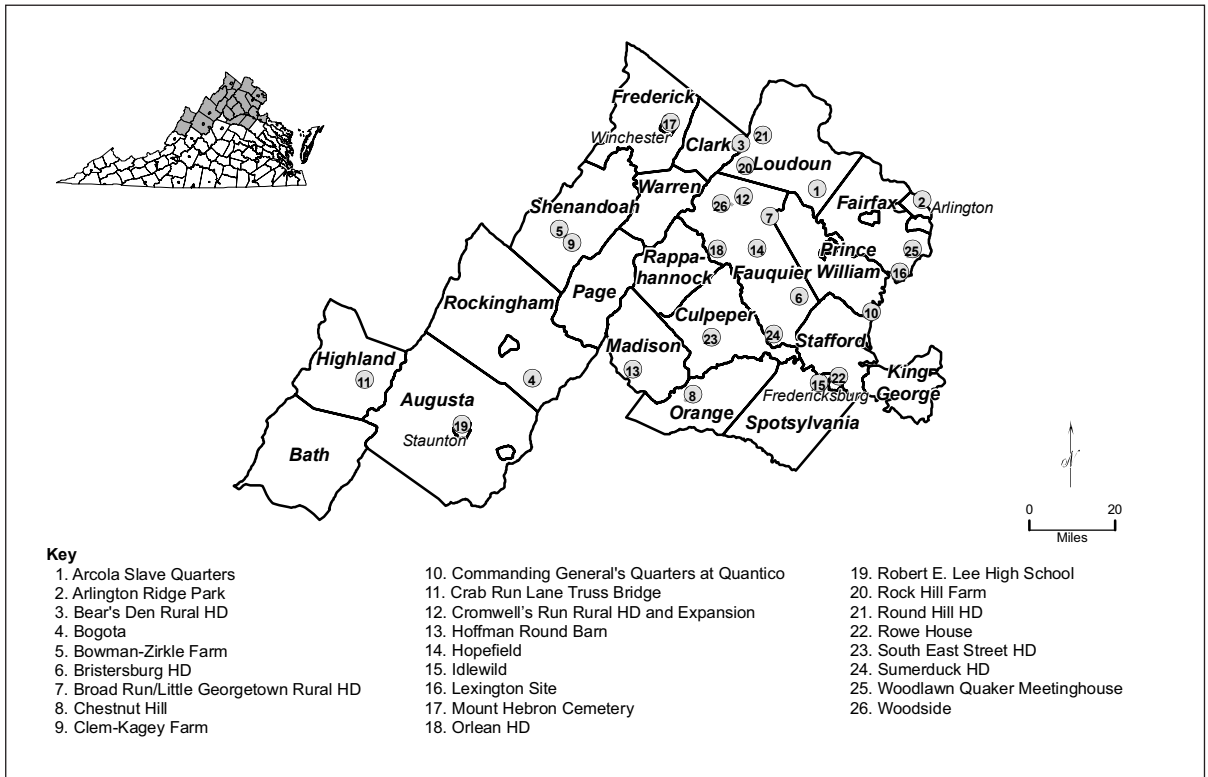
cially successful electric railway began operation in 1888. Designed and platted in 1889 along the south bank of the James River, Woodland Heights's park-like feel attracted families dissatisfied with life in the crowded inner city. The district was first established in 1893 by the Southland Development Corporation, though the majority of its houses were constructed between 1914 and 1933. One of three suburban neighborhoods developed along the Forest Hill trolley-car line, the district features a handsome collection of historic houses exemplifying popular period designs including Queen Anne, Colonial Revival, American Foursquare, and Craftsman. More than three quarters of the 80-block neighborhood were built between 1895 and 1935. Today the district's tree-lined avenues, scenic views of the James River, and proximity to several city parks including James River Park, retain the neighborhood's historic non-urban sense of identity.

Consisting of a circa-1905 dwelling and 22 historic domestic and agricultural outbuildings, structures, and sites, the **Zehmer Farm** sits on the outskirts of the Town of McKenney in Dinwiddie County. The farm's impressive collection of agricultural buildings include flue-cured tobacco barns, a dairy barn, milk houses, and silos as well as structures for storage or for animals. Collectively the farm complex reflects the expansion and modernization typical of property that has served agriculture uses—from timber farming, to tobacco cultivation and curing, to dairy farming—for more than a century. It has the distinction, however, of having been owned during that time by three generations of the Zehmer family, whose dairy operation lasted from 1905 until the early 1960s.



Zehmer Farm

Northern Region



Because so little remains of African-American material culture from the late-18th and early-19th centuries, the **Arcola Slave Quarters** represents an important part of the history of blacks in Virginia and Loudoun County. The building consists of two sections that are not connected internally, possibly indicating that it was constructed to house two families. In a class of buildings of dwindling number in Virginia, the quarters, built around 1800, survived partly thanks to its construction in stone, an uncommon material for slave houses. Arcola sits at its original location on land that was part of the Lewis Plantation, downhill from where the main house stood (the original residence was replaced in 1930); thus, the dynamic between master and slave can still be read on the landscape. After the Civil War, a family of freed slaves stayed on the plantation as tenant farmers, perhaps liv-



Arcola Slave Quarters

ing in the slave quarters. This arrangement likely ended around 1900, when the property was sold. Evidence suggests the quarters was also used for agricultural and storage purposes through much of the 20th century.



The U. S. Marine Corps War Memorial

Arlington County's **Arlington Ridge Park** contributes to the legacy of open space memorials in our Nation's Capital. Its most iconic feature is the United States Marine Corps War Memorial, a realistic monumental sculpture based on a famous World War II photograph, shot by Joseph J. Rosenthal, showing Marines carrying out the second flag-raising on Mount Suribachi during the Battle of Iwo Jima in February 1945. The pedestal for the monument, designed by architect Edward F. Neild and Earley Studios of Washington, D.C., created a special type of exposed aggregate



The Netherlands Carillon

concrete for the monument's plaza, laid out in pre-cast panels that form a multi-pointed, gray-and-black star radiating out from the memorial's base. The classically composed landscape setting was designed by Horace Whittier Peaslee, Markley Stevenson, and Elbert Peets, well-known landscape architects.

Offering a striking counterpoint to the Marine Corp memorial's monumental realism is the park's Netherlands Carillon, one of the first examples of modern architecture being used for a commemorative monument in the Capital. The clean, unadorned lines of the steel memorial and its graceful open form contrast sharply with earlier memorials in D.C., and the interconnecting lines and rectangles of the structure's frame echo the work of Dutch abstract painter Piet Mondrian. The Carillon's modernist design by Dutch architect Joost W. C. Boks reflects the immediate postwar rejection of classical architecture in Europe, which was associated with fascist regimes. The Carillon, dedicated in 1960, was a gift from the people of the Netherlands to the people of the United States for the liberation of the Netherlands during World War II, as well as for the generous assistance provided by the U.S. via the Marshall Plan following the war. The Carillon is also associated with the Beautification Program initiated in 1964 by First Lady "Lady Bird" Johnson, which sought to embellish and improve the parks, playgrounds, and other public areas of Washington. In response to that program, the Netherlands donated 10,000 tulips, which were planted along paths in front of

the Carillon in six curving beds that, when seen from the Carillon tower, resemble the shape of two musical notes. Arlington Ridge Park, which is administered by the George Washington Memorial Parkway, can be seen from the National Mall's western terminus, and in that capacity contributes to the mall's viewshed.

Bear's Den Rural Historic District—named for a distinctive out-cropping of rock visible on the western slope of the Blue Ridge Mountains—is situated along the boundary of Clarke and Loudoun counties. The district features sophisticated residences and vacation homes, stone walls, and a scattering of farmhouses, many of which also are of stone construction. Located along this mountainous area that overlooks the Shenandoah Valley to the west and the Piedmont to the east, the district attracted wealthy people, political leaders, as well as writers and musicians during the period from 1890 through the mid-20th century, during the ascendance of Washington, D.C., as a growing political and social hub. The district's early roots date principally from 1874 when the first train of the Washington, Ohio and Western Railroad reached the community of Round Hill, although farmers who recognized the agricultural potential of the area settled there earlier, as evidenced by several antebellum cabins. Once well-heeled Washington-area residents discovered the cool climate and spectacular scenery of the district, they arrived to build summer homes and ultimately define the district's character as it appears today.

Originally owned by Jacob Strayer, the 165-acre **Bogata** farm complex marks the rolling countryside of southeastern Rockingham County. First settled in the mid 1800s, Bogata became a prosperous antebellum Shenandoah Valley plantation. The circa-1847 main house is an imposing interpreta-



Bogata



Bowman-Zirkle Farm

tion of the Greek Revival style with most of its original features intact. A surviving complex of outbuildings and other structures in the vicinity of the house represents a fraction of the more than 20 support structures that existed in the mid-19th century. Featuring a rural landscape little changed since the mid-19th century, Bogata is associated with the Battle of Port Republic on June 9, 1862, and is designated a “battlefield core area.” A Strayer family diary vividly describes Federal troops briefly occupying the house during the battle.

The 286-acre **Bowman-Zirkle Farm** in Shenandoah County, near Edinburg, features a handsome Victorian-style, circa-1879 farmhouse, an example of the area’s prevailing late-19th-century rural I-house form. Within the farm complex are outbuildings and structures that illustrate the evolution of the farm during more than over 130 years of a successful stewardship under successive generations of a single family. The farm’s contributing historic buildings include a circa-1870 bank-and-forebay barn; an early-19th-century tenant house; an 1823 summer kitchen; a circa-1880 frame meat house; a circa-1880 bank-and-forebay barn located some distance from the main farm complex, and an early-20th-century barn shed. Historic structures on the property consist of a circa-1880 frame granary; a two-story, circa-1920 frame chicken house; and a circa-1900 wood-stave silo. The three buildings on the site that pre-date the construction of the house, particularly the summer kitchen, suggest the likelihood of an earlier

farm house on or near the site of the current one, and that the property might yield archeological information from the early 19th century. Although the house has undergone additions and alterations at the rear during the 20th century (circa 1934, 1958, 1985, and 2005), it has retained the architectural integrity of the original I house and integral wing, and the original footprint is clearly discernible.

Located in southeastern Fauquier County, the **Bristersburg Historic District** contains an unusually well-preserved enclave of institutional buildings with a handful of dwellings, most dating from the mid-19th to early-20th centuries. The village’s site at an intersection of two primary roadways dictated its location and earned its selection for a post office. The north-south road at the intersection, now State Route 616, was known as the Carolina Road, an important travel route linking Pennsylvania and North Carolina running through Virginia’s Piedmont in the 18th and 19th centuries. The Carolina Road was the most important transportation route through Fauquier County prior to the construction of the Virginia and Midland Railroad (later the Southern Railway) that crossed the southern half of the county. Bristersburg continued to offer retail services until the middle years of the 20th century. Its association with the Civil War includes the use of Zoar Baptist Church as both a stable and hospital during hostilities. A school built in 1910 on the site of an earlier school continued operations until the late 1960s.

Located in the northeastern portion of Fauquier County, the **Broad Run/Little Georgetown Rural Historic District** is an exceptionally intact and rare cultural landscape of almost 9,500 acres, evocative of the agricultural communities of rural 19th- and early 20th-century Virginia. The area maintains many of its fields, pastures, forests, and orchards, its boundaries encompassing a consistent landscape united by its historical connections and an intact viewshed. The first significant wave of immigration to the district occurred in 1759, and its historically based activity continued to 1951 with the end of the milling industry. The district is also noteworthy for the work of master stone mason Burr Powell, who helped expand Beverley (Chapman's) Mill in the mid-19th century. The district also partially encompasses the Civil War Thoroughfare Gap Battlefield.



Chestnut Hill

the types of residences constructed and inhabited by influential local families as Orange developed from a small crossroads county seat to a significant regional town in the mid-19th century.

Located at the southern end of the town of Orange, **Chestnut Hill** was built about 1860 as a fashionable Italianate/Greek Revival dwelling for local businessman and politician Alexander Daley. An Irish immigrant, Daley came to Orange in the 1840s and founded a tanyard, leather dealership, and shoe factory. Chestnut Hill is one of only a dozen—and one of the best preserved—residences in the town to survive from the antebellum era. In 1883, Daley sold the property to Reuben Conway Macon and his wife Emma Cassandra, and the property remained in the Macon family until the 1940s. With the exception of the mansard roof added by the Macons in 1891, the original portion of the house has remained little altered. In 2003, to preserve the house from destruction in a road project, it was moved approximately 150 feet from its original site. Chestnut Hill is representative of

The 109-plus-acre **Clem-Kagey Farm** is located in Shenandoah County, near Edinburg. The main house, constructed in 1880 by Hiram C. Clem, is an exceptionally handsome, decorative, and intact example of the vernacular Late Victorian I houses that marked the prosperous family farms of the northern Shenandoah Valley from the 1870s until the beginning of the 20th century. It seems probable that the house and its Italianate ornament are the work of R. S. Jones, a Shenandoah County architect, builder, and carpenter who is known to have designed the J.W.R. Moore House (listed on the state and national registers) and C.A.R. Moore House, both of which were constructed circa 1871 near Mount Jackson, and feature unusual ornamental motifs similar to those found on the Clem House. Only minor changes have been made to the house, which is in excellent condition. Other



Clem-Kagey Farm



Commanding General's Quarters, Quantico Marine Corps Base

resources on the property include a circa-1880 frame wagon shed/workshop, a circa-1880 frame granary, and a circa-1920 two-car frame garage.

The Commanding General's Quarters at Quantico Marine Corps Base, Prince William County, has served as the residence of the base commanding officer since its construction in 1920. The large, two-story, Dutch Colonial-style dwelling now has 1950s additions on the east and west ends. The Commanding General's Quarters is associated with the military career of Major General Smedley D. Butler, the most decorated Marine in U.S. history at the time of his death in 1940. His accomplishments as Commander of Quantico from 1920 to 1924 and 1929 to 1931 significantly influenced national trends of military education and practice and laid the foundations of the modern Marine Corps. These included the implementation of a professional military educational system that is now the Marine Corps University; the advancement of early Marine Corps aviation that became a core component of the Corps' Doctrine of Amphibious Warfare; and a high profile public relations campaign that introduced the Marine Corps to the general public. Due to the short term nature of Butler's postings prior to Quantico, his occupancy in the Commanding General's Quarters is the longest period he resided in a single residence before his retirement from the Marine Corps in 1931.

The **Crab Run Lane Truss Bridge**, erected in 1896, is located at McDowell in Highland County. Manufactured by the West Virginia Bridge Works of Wheeling, WV, the modest size bridge, of four-panel, pony truss construction, is supported by concrete and limestone abutments. Embodying the distinctive characteristics of the patented Lane truss bridge design, as well as the use of bent train rails on the top and bottom of the entire track to improve connection strength, it is the only surviving example of this unusual configuration in Virginia. In 1994, the bridge was closed to motorized traffic and converted for use by pedestrians and bicyclists only. ■



Crab Run Lane Truss Bridge, photo circa 1980

Although it does not contain any architectural properties of historic value, the area of **boundary increase** to the original **Cromwell's Run Rural Historic District** covers approximately 58 acres and includes parts of two significant historic transportation routes and a rolling landscape that complement the district's character. U.S. Route 50, formerly the Ashby Gap Turnpike, was a strategic transportation route in the 19th century and figured prominently during the Civil War as a means to transport troops and supplies. The area is part of the John Mosby Heritage Area, Virginia's first heritage area, and contains landscapes largely protected through conservation easements that will preserve its unspoiled rural character.

The **Hoffman Round Barn**, located near Wolfstown in Madison County, is a rare example of a 12-sided barn, built during a period in the early 20th century when round barns were promoted by U.S. agricultural colleges for their affordable construction costs, labor-saving design, efficiency in sheltering livestock, and improved capacity for storing grain and hay. The Hoffman barn, constructed in 1913, is one of only three 12-sided barns built by Haywood Montebello Dawson in the upper Rapidan River watershed circa 1910–1920. While the Hoffman Round Barn is the principal historic resource on the farm, its setting includes a farmstead that evolved during more than 250 years of agricultural use; the dates of significance for the property extend from 1781, denoting the earliest legible marker in the family cemetery, to 1941, when a Colonial Revival dwelling was constructed on the property.



Hoffman Round Barn

Built in Fauquier County around 1855 as a two-story late-Federal-style dwelling, **Hopefield**—originally, Brick House Place—was purchased in 1923 by Col. Robert Rollins Wallach, a cavalry veteran of Teddy Roosevelt's Rough Riders, and by his wife, Feroline Perkins. Wallach hired architect W. H. Irwin Fleming and the local master builder Hanback to convert the dwelling into an asymmetrical Colonial Revival-style house featuring additions to the south side and rear elevations (and a locally unprecedented parapet of interior and exterior end chimneys). Fleming's command of classical architecture appears in the hand-made perfection of the façade's Doric portico and the unusual column-like taper of the four pilasters on the back door surround. The first floor of the main block is fully paneled, featuring a majestic dining room with Tudor-Jacobean-style oak wainscoting. French doors on the rear of the house open to an English garden landscape complementing the mansion's early 20th-century design within a gentleman farmer's estate. Evolving into the 1950s,



Hopefield

the landscape includes round stone gateposts at the entrance, a swimming pool, stepped brick and gated boxwood walls, a parterre, and a submerged pump house within a stone ha-ha wall. The Wallachs renamed the estate in 1924, honoring their daughter Hope's birth. Recognized for their work on Hopefield and other country estates, Fleming and Hanback gained a reputation as the team to hire for hunt-country estate enhancements in the Piedmont during the early 20th century.

Even in its ruins, **Idlewild**, once an impressive Gothic Revival dwelling, is a prominent landmark atop a hill in Fredericksburg. Constructed by builder James Tongue for William Yates Downman and his wife Mary in 1859, Idlewild was the center



Idlewild in 1997, and in 2008.

of a 222-acre farm. In April 2003, a fire destroyed much of the interior of the dwelling as well as its slate roof, leaving intact only the walls and English basement. Three brick domestic outbuildings with slate roofs, believed to have been constructed in the same period as the dwelling, remain intact and their construction reveals the prosperity of the Downman family. (Located to the southwest of the ruins is the Downman family's pet cemetery.) As the scene of battle action in the Civil War during the Chancellorsville campaign, Idlewild became a battlefield landmark, noted by troops on both sides. It also served as the headquarters for Confederate General Robert E. Lee on May 4-5, 1863 at the conclusion of the campaign.

Situated in Fairfax County woodlands, **Lexington Site** contains archaeological remains that document a nearly pristine record of the original landscape design of a late 18th-century tobacco plantation. The house was likely built between 1784–87, by George Mason IV of Gunston Hall for his son, George Mason V. In addition to a Georgian-style inspired house, the site's other now-vanished buildings included a kitchen, office, smokehouse, dairy, and icehouse, all laid out in a formal design with the house at its center. The grounds also included an elaborate terraced garden on three levels. Because of the estate's rapid economic decline after 1818 with the depletion of the soil from tobacco cultivation and the demise of tobacco in the region, few if any improvements or modifications were made to the original site plan. Lexington thus presents the opportunity to study a wealthy 18th-century Virginia tobacco plantation, one mixing European with local design traditions.

Chartered 1844 and laid out on a gently rolling field with clusters of trees, shrubs, and winding, picturesque drives, **Mount Hebron Cemetery**, designed by Glaswegian gardener John William Kater, is the oldest and largest public cemetery still operating in Winchester and is believed to be Virginia's earliest large cemetery influenced by the Rural Cemetery Movement. Nestled around the ruins of the city's first Lutheran church and a number of elegant tombs are 30,000 graves including those of Revolutionary War hero Gen. Daniel Morgan, noted Confederate Gen. Turner Ashby, Winchester's greatest benefactor Judge John Handley, the millionaire merchant and philanthropist Charles Broadway Rouss, and Virginia governors Frederick W. M. Holliday and Harry F. Byrd. Founded adjacent to two of the town's oldest church cemeteries, the German Reformed Church Cemetery (1741) and the Lutheran Church Cemetery (1753), Mount Hebron still contains the graves of their founders and clergy. The 56-acre cemetery, expanded to its present size in 1938, also includes Stonewall Confederate Memorial Cemetery, established in 1866 (on the site of the Third Battle of Winchester) and likely the first cemetery in the South exclusively dedicated to the re-interment of Confederate soldiers; it also contains one of the earliest American monuments to unidentified Civil War soldiers, erected in 1879. Mount Hebron's **Gatehouse**, one of only two buildings in the Shenandoah Valley designed by master architects Barney and Chapman of New York, embodies an unusual adaptation of local "bluestone" (limestone) into the Chateausque architectural style. Local builder Henry Deahl



Mount Hebron's Gatehouse

was contracted to construct the gatehouse in 1902. Maintained as the superintendent's home, the gatehouse changed little until a 1956 decision converted the chapel into an office. The period of significance for Mount Hebron Cemetery (used continuously as a burial ground from the mid-18th century until today) begins in 1764 with the start of construction of the first Lutheran church and ends in 1957, when the first renovation of the gatehouse was completed to accommodate the changing trends in burial practices.

multiple residences along with their outbuildings. The earliest building, constructed in phases between 1795 and 1812, is the Orlean Farm House, which was associated with the Smith family, prominent landowners and businessmen in Orlean. John Puller Smith, who completed the house's construction, was involved in the establishment of a commercial center in the village. Largely due to his efforts, in 1817 Orlean was selected as the first post office in the county.



Orlean Historic District

The **Orlean Historic District**, located in north-western Fauquier County, is surrounded by pristine rolling farmland and was originally part of Thomas Lord Fairfax's Leeds Manor. The district contains about two dozen properties of varied architectural styles dating from the late-18th century to the mid-20th century, including commercial buildings, churches, a post office, a former school, and mul-

One of the most impressive Colonial Revival-style schools in the Shenandoah Valley, **Robert E. Lee High School** is located on five acres atop a hill overlooking an important crossroads in the City of Staunton. Designed by the local firm of T. J. Collins and Sons in association with St. Louis-based architect and notable authority on the design and planning of schools William Butts Ittner, the high school was built in 1926 as an enduring testament to the importance of education in Staunton



Robert E. Lee High School

and was the city's first separate school for secondary education. The noble detailing, careful proportioning, and prominent siting of the building were intended to inspire both students and passersby. Most of the exterior of the building and much of the interior have remained unaltered since it was built, a tribute to the lasting elegance of the structure. The school's period of significance begins in 1926 and ends in 1954, with the addition of the flanking wings. Robert E. Lee School has been closed for public education since 1983.



Rock Hill Farm

Rock Hill Farm, located in the rolling Piedmont landscape of Loudoun County, was built as a Quaker-plan dwelling in 1797—as noted on a date stone found in the building's gable—by Abner Humphrey, a non-Quaker, slaveholding local farmer. Humphrey appears to be responsible as well for the construction of the circa 1797 Pennsylvania-style barn, a tenant house, smokehouse, and sections of the 19th-century fieldstone fences. Descendants of Humphrey owned Rock Hill Farm until 1947, and the family is responsible for a majority of the post-1797 changes and additions made to the property, including a circa-1873 office/dairy, a corncrib, and a livestock shelter. Still retaining its original interior woodwork, the main dwelling, as well as the barn, testify to the influence of the area's Quaker architectural and agricultural traditions on non-Quakers. Today, the property is under a conservation easement, ensuring its long-term preservation.

The construction of the Snickersville Pike across Loudoun County in the 1830s, linking the Shenandoah Valley at Winchester to Alexandria and Washington D.C. via Snicker's Gap, gave rise to Round Hill, a strategic crossroads village, as represented by the **Round Hill Historic District**. As early as the 1850 federal census, Round Hill was sufficiently important to be identified by name as a community, and in 1857 its area residents successfully petitioned for a post office. The village prospered through the 19th century as a rural

commercial center between Leesburg and Snickers Gap and later as a vacation destination for people seeking to escape Washington's sweltering summer heat. Its status was further boosted in 1874, when the Washington and Old Dominion Railroad extended its western terminus to Round Hill, where it remained until 1900 when the rails were again extended west to Bluemont, at the base of the Blue Ridge. Today the historic district's stylish Victorian-era boardinghouses, broad range of vernacular and high-style dwellings, small collection of African-American residences, railroad station and freight depot, four mercantile operations, two manufacturing facilities, several agricultural buildings, and four churches combine to illustrate the whole range of Round Hill's history. The period of significance for the district extends from 1850, the date when the Guilford Gregg Store (the first community store) was built to 1958, when post-war residential construction continued to serve the town's housing requirements.

The **Rowe House** in Fredericksburg is an impressive Federal-style brick dwelling situated on a raised basement. The house has remained in the same family since it was built in 1828 by George Rowe, a successful businessman who ran a butchering operation on the site. Rowe's enterprise, consisting of several now vanished buildings, was ideally situated at that time at the edge of town, as it allowed for the delivery of animals by hoof via the Kings Highway (today's U.S. Route 1) that could then be slaughtered without offense to neighbors, while near to markets in Fredericksburg. Architecturally the house features a large two-story front porch and contains decorative forms derived from Federal- and Greek Revival-style pattern books. Small additions were built by Rowe family members in 1850, 1890, and the mid-20th century. While there was some mid-20th century interior restoration as well, the house looks today much as it appeared in the mid-19th century, as photographs from that era reveal.



Rowe House

The **South East Street Historic District** in the Town of Culpeper grew rapidly during the 1850s with the expansion of the railroad into the area. The district figured heavily in the Civil War through its association with various Union and Confederate military campaigns and encampments. In fact, substantial Union casualties in the area resulted in the establishment in 1867 of the district's Culpeper National Cemetery (previously listed on the state and national registers) following the Civil War. Today the district features a representative collection of residential architectural styles popular between 1835 and 1955.

Sumerduck Historic District, encompassing a village in southwestern Fauquier County, is an extraordinarily well-preserved and little-altered collection of late 19th- and early 20th- century buildings that effectively represent all critical aspects of Sumerduck's modest history—domestic, commercial, religious, and educational. In the context of small crossroad villages in Fauquier County, Sumerduck retained through its period of significance (circa 1882 – circa 1950) an unusually high level of functional and visual consistency. Located on the road now known as Remington Road, at its junction with secondary route 632, the village contains two churches, a school, the late 19th-century Henry Broadus Jones Store, and the Sumerduck Trading Company (Emory Henry Wax's Store), constructed circa 1950. The village is also graced with a handful of dwellings and associated dependencies. Its significance was highlighted in a first-hand history prepared in 1970 by a long-time resident, Olive V. Jones, that delineates the history of the small town and its residents.

The **Woodlawn Quaker Meetinghouse**, in Fairfax County, occupies a site on the Woodlawn Tract purchased in 1846 by Delaware Valley Quakers for division into small farms. The symbolism of the Woodlawn lands, including its association with George Washington, was important to the Quaker purchasers, who, as both pacifists and opponents of slavery, planned for their success at farming to demonstrate their anti-slavery message. The one-story, wood frame building embodies the distinctive characteristics of a vernacular form of Quaker Plain style in the tradition of the Woodlawn settlers' meetinghouses in the Delaware Valley. Built as a single cell in 1851–53 and doubled in 1869, the modest Meetinghouse retains its historic character, featuring original windows, siding, trim, floor plan, interior partitions, and traditionally

crafted benches. An associated burial ground containing the graves of the settlement's founders is found to the east.



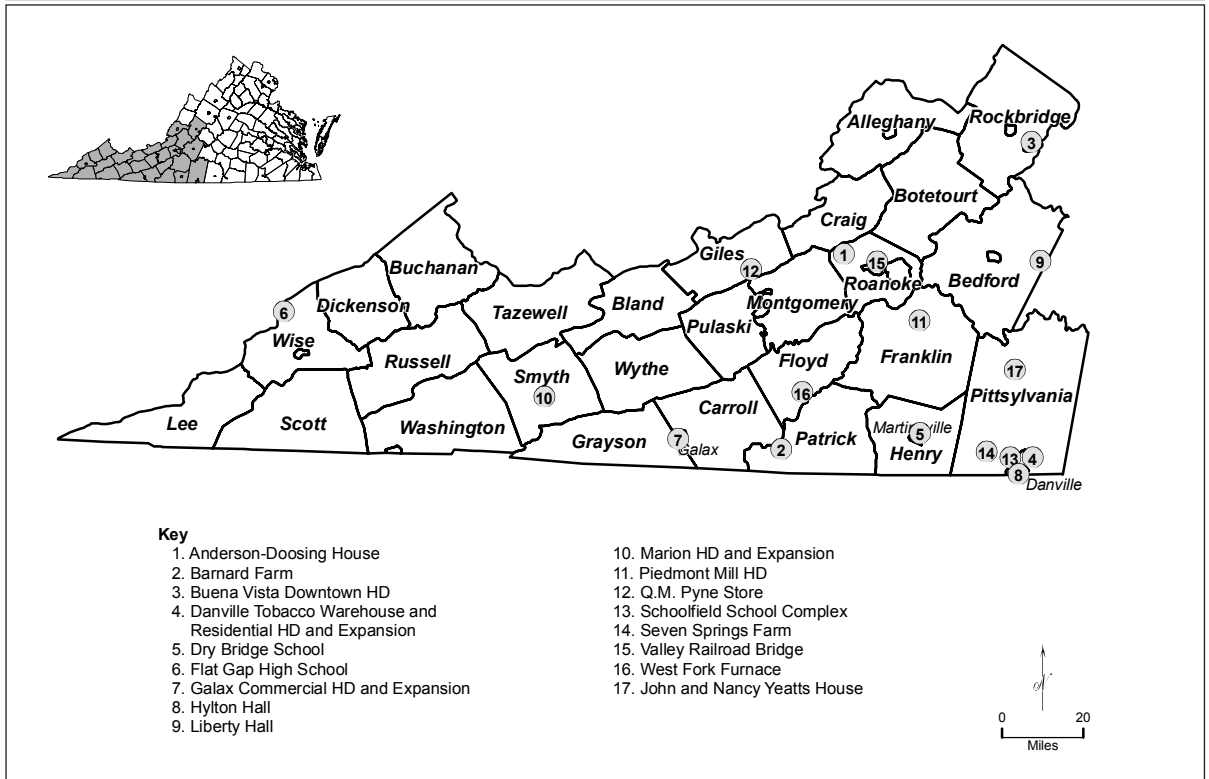
Woodlawn Quaker Meeting House

Located in the northwest part of Fauquier County, west of the Blue Ridge, **Woodside** is a two-story, brick and log, H-shaped dwelling built about 1800 and completed with a Greek Revival front portion in 1848 by Anne Lewis Marshall, the granddaughter of Chief Justice John Marshall, and her husband James Fitzgerald Jones. The house sits on a rise overlooking a pond, farm pastures, and the valley beyond. The property contains a collection of outbuildings that range in date from the late 18th to the mid-20th centuries. Apart from its significant association with the well-known Marshall family, Woodside is an example of a local interpretation of the Greek Revival style by master builder William Sutton and mason Luke Woodward, exhibiting elegant details such as its interior woodwork. Woodside provides a tangible link to Fauquier County's settlement patterns and rural development.



Woodside

Roanoke Region



Anderson-Doosing Farm

Joseph Anderson established today's **Anderson-Doosing Farm**, situated in the Catawba Valley of northern Roanoke County, in the 1810s and built an impressive double crib log bank barn about 1830. In 1845, the property was sold to the Doosing family who built the dominant building on the land in 1883, the John and Barbara Ellen Doosing House, a two-story Greek Revival-style house. The property also includes a log cabin that served as a blacksmith shop, a log meat house, a drive-through corncrib, and an equipment shed. Tradition holds that a log cabin across from the Doosing House, likely the original Doosing dwelling, was built by two women for their residence during the Civil War. It later served as a wash house. For much of the 20th century, the farm was owned by the McNeil family, who operated it as a dairy and added a milking parlor with concrete silos.

The **Barnard Farm**, in Patrick County, with its diverse cultural resources, illustrates architectural and historical trends spanning nearly two centuries of development. Isham and Sally Barnard established the farm in the early 19th century in the Kibler Valley at the point where the upper Dan River emerges from the Blue Ridge mountains. The Barnards' farmhouse was a two-story log dwelling, possibly built in 1829, that was enlarged and remodeled in the Greek Revival style in the mid-19th century, and again in the Craftsman style in the 1930s. The interior features vibrant wood graining and a marbled mantel. Descendants of Isham and Sally, principally their grandson, James W. Barnard (a state legislator), and great-grandson, William Barnard, added farm buildings and log and frame tenant houses to the property. Other resources include the small Kibler Post Office, the



Barnard Farm



209 and 215 Main Street, Danville Tobacco Warehouse and Residential HD

1950s Barnard’s Store, and the Barnard Cemetery, which contains grave markers ranging from field-stones to a locally crafted soapstone headstone and to professionally carved marble and granite monuments.

The Buena Vista Downtown Historic District in Rockbridge County was established in 1889 at the juncture of two rail lines, convenient to timber and mineral reserves in the Blue Ridge Mountains. Representative of the “boom towns” that sprang up in the mountains of western Virginia, the city experienced rapid growth in 1889 and 1890, before the nation experienced the economic hardship known as the Panic of 1893. After prosperity returned in the early 20th century, the town grew at a measured pace for many decades after. The buildings erected in the early and mid-20th century were smaller and generally more modestly detailed than those created during the brief boom period. In addition to commercial buildings, the district also has a city hall and post office.

As a **boundary increase** to the **Danville Tobacco Warehouse and Residential Historic District**, 209 and 215 Main Street are important for their architecture and commercial associations. The two-story brick commercial buildings were constructed in the late 19th century and remodeled in the Georgian Revival / Craftsman style about 1920. In their early history they were owned

by Pickett Scott, a successful African-American businessman who established himself in Danville during Reconstruction. Later they were owned by Jacob Silverman, a member of Danville’s Jewish mercantile community. Though left out of the original district boundaries, the two buildings are associated with the commercial development of the district and they are similar architecturally to other commercial buildings on adjacent streets in the district.

The completion of the brick four-room **Dry Bridge School**, circa 1930, marked the end of years of effort by African Americans residing east of Martinsville in Henry County to secure better educational facilities and opportunities for their children. By the early 1920s the first Dry Bridge Colored School, a small frame L-plan building,



Dry Bridge School

needed substantial repairs or replacement. After supporters of the original school failed repeatedly to secure Henry County School Board approval for repairs to their frame school building during the 1920s, they formed a School Improvement League in 1927, affiliated with the First Baptist Church of East Martinsville. The \$7,800 to build the new school was raised by the league through fundraising efforts (\$500) and assistance from the Julius Rosenwald Fund (\$1,200), which also supplied the building plans for the new school. Additionally, a combination of public funds (\$6,100) was likely provided by the state's department of education and Henry County. In 1948, Dry Bridge School was annexed into the Martinsville School District, and in 1958, a freestanding school addition was built beside it, and the combined complex renamed East Martinsville Grammar School. That school closed in 1968 as a result of desegregation. Since 1969, the Dry Bridge School building has housed MARC Workshop Inc, to whom the city deeded the property in 1989. Of the three Rosenwald schools built in Henry County, only Dry Bridge School stands today.

Wise County's **Flat Gap High School** building, which no longer functions as an educational facility, is an important vestige of the educational and social history of the Flat Gap community and the architectural history of the region. The school building was designed in a classically derived but rustic architectural style and constructed in 1935-36, making it among the earliest purpose-built high

schools in the county. The new school replaced a prior Flat Gap high school, located about 2 miles from the new school's site, that had been a makeshift facility consisting of three one-room buildings used for classrooms. Beyond its educational service, the newer school, as the only public building in the area, provided a social and civic center to the Flat Gap community for several generations. Beginning in 1945, high school students were sent 10 miles distant to Pound and the Flat Gap building thereafter served elementary students, grades 1-7, until it closed as a school in 1961.

The **boundary increase** for the **Galax Commercial Historic District** encompasses the circa-1920 Pearlman House, one of the few surviving examples of a residential property on West Oldtown Street adjacent to the commercial area. Built by a Jewish family who operated the L. Pearlman Fashion Shop on South Main Street, the residence allowed the owners to live close to their retail business. Louis Pearlman relocated to Galax from New York and operated his shop during a period when the area was rapidly transitioning from residential to commercial use. The City of Galax plans to renovate the building for adaptive reuse as a visitors' center.

Located in the Schoolfield area of Danville, **Hylton Hall** was constructed in 1918 to serve as a dormitory for single female workers of The Riverside & Dan River Cotton Mills Inc., which grew to be one of the largest cotton mills in the



Flat Gap High School



Hylton Hall

country by the early 20th century after starting operations in 1882. A six-story Classical Revival building, Hylton Hall offered a dining facility, social hall, and recreation center, amenities that reflected the democratic spirit that motivated the management of Dan River Mills in developing its workforce and housing in Schoolfield, a company town developed under the company's president H. R. Fitzgerald between 1903 and 1918. Although the death of Fitzgerald in 1931 led to the demise of the concept of "Industrial Democracy" that he espoused, the hall continued as a residential facility until 1948 when it was converted to offices.

David Hunter camped with his men on part of Read's property en route to Lynchburg. Local legend holds that Hunter did not burn Liberty Hall, as he did so many other private homes, because the owners, William A. Read and his wife Mary Jane Hare, invited Hunter and his staff—including future presidents Rutherford B. Hayes and William McKinley—for breakfast while they camped there. Liberty Hall has remained in the Read family since its construction, and is enrolled in the Century Farm Program of the Virginia Department of Agriculture, which honors farms that have been in operation for at least 100 consecutive years.



Liberty Hall

Liberty Hall, a Federal style brick dwelling in Bedford County, was built in 1815 by Dr. John Thomas Wyatt Read, adding it to the front side of a late 18th-century wood dwelling constructed by his father-in-law. In June 1864, Union General

Due largely to its location on a principal road and its siting near both water and rail transportation routes, as well as its central location in Smyth County, which is rich in mineral and lumber resources, Marion displays commercial and residential buildings of significant quality. These structures date from about 1900 to the present, with a scattering of structures from the town's earlier years, dating from about 1855. The district



A residential block in the extended Marion HD

is tightly organized on a street grid first laid out in 1832 and centered around an imposing Beaux-Arts-style courthouse. The **boundary increase** for the **Marion Historic District** extends the district to include an intact, contiguous area containing commercial and institutional properties lining the principal blocks of Main Street and domestic structures in neighborhoods to the north and south. The original district was listed on the Virginia Landmarks Register and the National Register of Historic Places in 2000.

Piedmont Mill Historic District, in Franklin County, features the water-powered Martin-Piedmont-Clements mill, built around 1866 by Albert G. Martin on Maggodee Creek, and two dwellings from about the same period. Water-powered grist mills constituted the earliest rural industry to flourish in Southside Virginia until around the Civil War. Such mills, in addition to milling grain, drew communities around them, as was true for the Piedmont Mill Historic District, which once had a general store and post office, blacksmith shop, church and elementary school. While the small Piedmont community thrived through the first decades of the 20th century, it dispersed during the 1930s. The Clements family, who had bought the mill circa 1923, continued to operate it until 1963. In 1929 the Virginia State Highway Commission enhanced access to the community by building a single-lane steel truss bridge over Maggodee Creek at Piedmont Mill.

The bridge, constructed by the Roanoke Iron and Bridge Works, exemplifies the truss bridges erected by the state during the 1920s and 1930s. Today's district, with its mill, ancillary buildings, and bridge, offers an opportunity to study and interpret construction and engineering designs that embody their respective historic periods.



Q.M. Pyne Store

The **Q.M. Pyne Store** in Eggleston, Giles County, is a two-part commercial structure. The earlier three-story section was constructed in 1926 by its first proprietors Fred A. Whittaker and Clayton C. Whittaker, who operated it as a general store, selling a wide array of items. In 1929, the attached two-story portion of the building was constructed for use as a Chevrolet dealership and auto repair shop. Constructed in the Commercial Style, which was popular throughout most of the country at the time, the buildings survived along with a nearby former bank building, thus constituting the only



Piedmont Mill HD



Schoolfield High School

remaining structures of the Appalachian community of Eggleston’s once lively commerce. In a sparsely-populated rural county with few towns or villages, the Pyne Store is among the most notable and best-preserved examples of a general store, owing in part to its spacious, adaptable design and high quality brick construction, which allowed for its continued use through many generations, serving several different functions.

In the late 19th century, Danville added the textile manufacturing element to its already robust tobacco-driven economy. As workers from the mountains of Virginia and North Carolina moved to Danville, the Riverside & Dan River Cotton Mill Company took it upon itself to construct a mill neighborhood called “Schoolfield Village” (named after the primary founder of the company), where employees would enjoy the benefits of a total community, including housing, stores, churches, fire protection, public works, and educational opportunities. The three buildings of the **Schoolfield School Complex**, built between 1913 and 1940, significantly represent the heart of this formerly thriving manufacturing community. Its progressive and distinctive architecture, particularly the Prairie Style “Building A” designed by noted regional architect Charles G. Pettit Jr. makes the complex stand out among Danville’s and the region’s buildings. The Schoolfield area was annexed by the city in 1951 and the three school buildings operated until the third quarter of the 20th century.

Seven Springs Farm in Pittsylvania County is notable for its well-preserved early 19th-century log structures that have survived through continuous occupation of the property and careful maintenance of the buildings. Representing the variety

of domestic log buildings that were once numerous in Virginia’s Southside landscape, the farm’s structures stand out now as rarities in the region. The earliest building was erected about 1830, and served as the settlement cabin, prior to the construction of the main log house, circa 1840. The property’s nearly 28 acres also contains a smokehouse, family cemetery, aquifer, and other farm buildings. One of its interesting features is a 1928 carbide lighting system adjacent to the settlement cabin, which operated lights in both cabins from 1928 until about 1945, when power lines were first run to the property. Nonetheless, the earlier lighting system is reported to have been used until 1974.



Seven Springs Farm

Constructed in 1873, **Valley Railroad Bridge**, in Salem, is an imposing limestone structure consisting of a barrel-vaulted tunnel through which Gish Branch flows surmounted by a 12-foot arch to carry a railroad bed. The bridge was built for the Valley Railroad, a venture never completed due to failed financing. The 14-mile Gish Branch section was constructed under the supervision of Thomas K. Menifee, who employed Irish immi-

grants and formerly enslaved African Americans to supplement local labor. Had it been realized, the railroad would have been 113 miles long, uniting the Baltimore and Ohio Railroad to the north at Harrisonburg with the Virginia and Tennessee Railroad at Salem. The bridge, which exhibits superior stonework of locally quarried stone, remains in good condition, and provides insight into railroad design and construction during the late 19th century.

Although most of the individual components of Floyd County's **West Fork Furnace** property lack distinction, collectively they represent an articulated and distinctive system engineered during the mid-19th century for effective and efficient metal ore processing and manufacturing. The furnace was built under the direction of Robert Toncra



West Fork Furnace

y in 1853, in an area with already established potential for production, thanks to the early work of Captain Daniel Shelor and others. Financial and legal difficulties plagued Toncra's operation and the furnace went out of blast in 1855. The well-preserved, pyramidal furnace structure, wheel pit, and remnants of the head and tail races possess a design and composition distinctive of iron ore processing facilities of the mid-19th century. Archaeological investigations have demonstrated the presence of intact, subsurface remains in the furnace staging area that represent a principal source of information important

to understanding the design and structure of the mining system; further study could illuminate the labor organization during the production process.



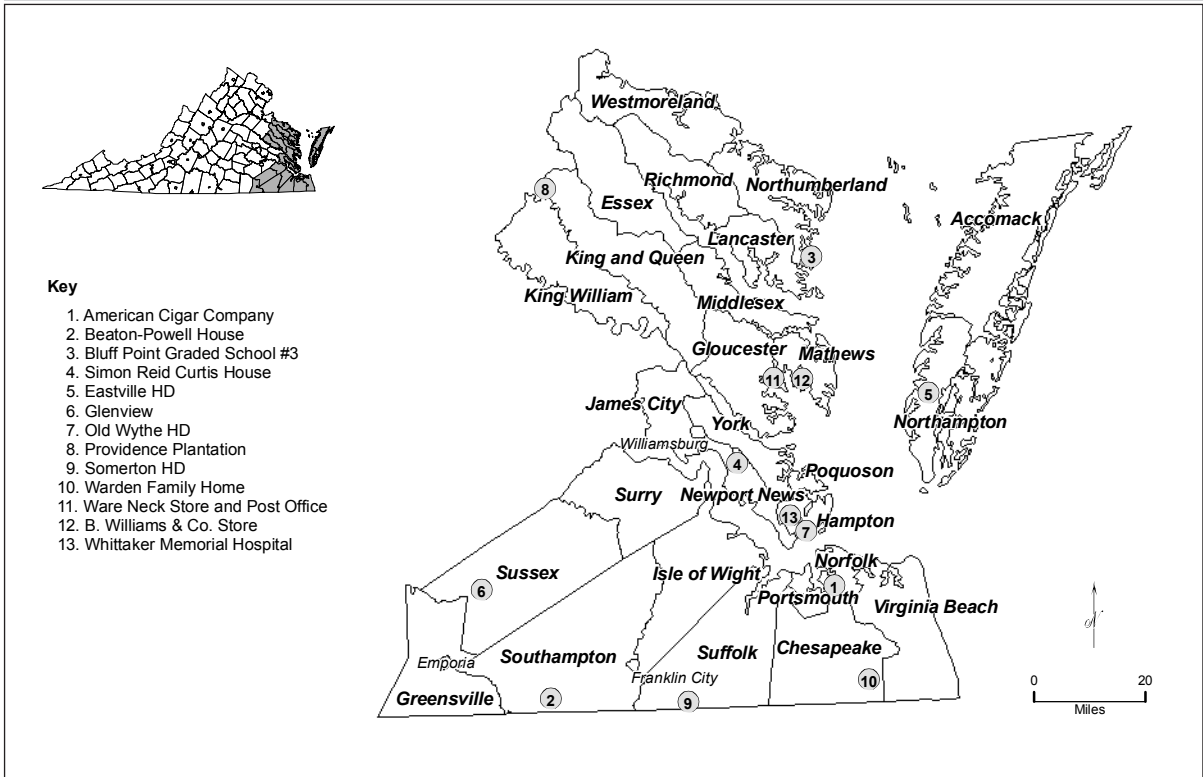
John and Nancy Yeatts House

The **John and Nancy Yeatts House**, in Pittsylvania County, is a finely crafted and well-preserved vernacular log dwelling, with a handsome stone chimney. The one-story-with-garret house was built for John and Nancy Yeatts probably around the time of their marriage in 1808. A second log section was added just before the Civil War, when records indicate that John Yeatts owned 16 slaves and three slave houses. In its construction, form, finishes, and detail, the Yeatts House is representative of the dwellings of Southside Virginia's antebellum small farmers. After John Yeatts died in 1866, the house and property passed through multiple generations of the Yeatts family, who leased it to tenants beginning around 1900. Today the house is owned by Linda Yeatts Brown, the great-great-granddaughter of John and Nancy Yeatts, who is restoring it.



Valley Railroad Bridge

Tidewater Region



American Cigar Company

Constructed in 1903, the **American Cigar Company** building in Norfolk functioned as a tobacco stemmery complex, consisting of a primary processing building and a boiler building, both of which embody the era's style of mill construction and industrial design. Workers at the facility removed stems from the tobacco leaf prior to its manufacture into cigars. Built along railroad tracks for easy transport of materials and product, the stemmery also was located near to one of Norfolk's African-American communities, thus attracting a workforce of mostly non-skilled African-American women, who found the stemmery offered a rare alternative to domestic service jobs. The factory's difficult working conditions—

as well as long hours and poor pay—eventually led 600 black women in 1917 to join a union and strike as part of the Women Wage Earner's Association. The strike failed within a year (along with the WWEA Norfolk branch) but provided a benchmark for future organizations of African American women workers.

The Greek Revival-style **Beaton-Powell House**, completed in 1857, is significant for its architectural distinction and its association with two families who were instrumental in the development of the Town of Boykins, in Southampton County. The two-story, frame dwelling, with Italianate influences and featuring an elaborate two-level portico, was built by Edward Beaton, who founded Boykins in anticipation of the arrival of rail-based commerce to the area. Beaton calculated that the proposed Portsmouth and Roanoke Railway would be his ticket to recognition and financial security for himself and his family. The house passed to Edward's son William, Boykins' first postmaster and mayor, before ownership passed in 1902 to William Powell, who also served as mayor. Until 1996, the house remained in the Powell family, whose members contributed to Boykins commercial and civic life. Though it required a new roof from damage sustained from Hurricane Hazel in 1954, the house is essentially undisturbed.



Beaton-Powell House



Bluff Point Graded School

Northumberland County's **Bluff Point Graded School #3**, built in 1912, exemplifies the local adaptations that commonly occurred in rural Virginia when residents were forced to provide for the education of their children. Before the first Bluff Point school was built for white children in 1877, some children in the area were home-schooled by tutors or governesses. Families with money could send their children to private schools out of the area—an unaffordable option, however,

for most families on the Northern Neck. The Bluff Point schools answered a clear need and drew white students from a surrounding six square miles in an area of the county bounded on three sides by water. The Bluff Point school building is the only remaining two-room schoolhouse in this part of the Northern Neck. The school closed in 1932 but was reopened in 1937 as a community center, and the building is still maintained by the Bluff Point Community League.

The eponymously named **Simon Reid Curtis House**, in Newport News' Lee Hall area, was constructed in 1897 by Curtis as a residence from which he could manage all of his business, political, and social activities. Often referred to as the "boss of Warwick County" (which was consolidated with Newport News in 1958), Curtis held the office of treasurer from 1899–1945, served as road commissioner and postmaster for Lee Hall, and eventually gained control of the county's



Simon Reid Curtis House



Glenview and a headstone for Joseph Tyus, who resided there in the early 1900s.

Democratic party. He also established several regional banks and bought his way onto the boards of several utility companies. So that he might manage all of his endeavors centrally, Curtis instructed architect Adolph Wagner to build his massive, Colonial Revival-style house with a store on the first floor. After his death in 1949, Curtis' business ventures were run by his two sons, and the house remained in the family until 1995. Today the Curtis House is the only 19th-century dwelling still standing in the city's Lee Hall area. The current owners modernized the house's systems and it has operated as the Boxwood Inn Bed and Breakfast since the late 1990s.

The **Eastville Historic District** recognizes Northampton County's seat of government, where the first permanent courthouse was constructed in 1690, and is home to the oldest continuous court records in the U.S. The district remained relatively isolated due to its location on Virginia's Eastern Shore until the New York, Philadelphia & Norfolk Railroad (now the Bay Coast Railroad) line was completed to Eastville Station in 1884, linking Eastville with the mainland. The district's architecture—featuring Colonial, Federal, Queen Anne, Second Empire, Bungalow/Craftsman, and Colonial Revival styles—clearly reflects the change between its pre- and post-railroad days. The oldest existing dwelling in Eastville is the two-story wood frame Parke Hall, dating from 1742; the oldest commercial building is the Eastville Inn, constructed in 1780 on the site of a tavern which operated circa 1724. In addition to Eastville, the district, which has a significant African-American history, includes the communities of Eastville Station, James Crossroads (also known as the Forks), and Stumptown, which arose around a lumber sawmill.

Glenview, in Sussex County, is a two-story frame dwelling with sections dating back to circa 1800. The house is representative of early to mid-19th century architecture in Virginia's Tidewater region, reflecting the lifestyle of a middling planter. The survival of Glenview is notable since many of the county's early 19th-century dwellings have been significantly altered or have fallen into severe disrepair, obliterating tangible links to that part of the county's history. Glenview was built by Theodorick Chambliss, a prominent local farmer and merchant who also operated a general mercantile business. Future members of the Chambliss family, including Theodorick's son William, increased the family's influence through political involvement as a justice of the county court and sheriff. Glenview was also twice used as a hospital for Union troops during the Civil War.

Hampton's **Old Wythe Historic District** arose as a suburb along the waterfront of Hampton Roads in an area that had seen the oyster and crab industry flourish before the development of Newport News. After the opening of the C & O Railway and Newport News Dry Dock and Shipping Company, real estate development became a "higher use" for the waterfront land and subdivisions were platted. By the turn of the century, streetcar service was



Old Wythe Historic District

introduced along Electric Avenue (today's Victoria Boulevard) and Chesapeake Avenue, linking Newport News with Old Point Comfort's resorts and military facilities in Hampton. Old Wythe subdivisions offered suburban alternatives to the bustle and relative expense of living in Newport News. The district is typical of late-19th and early-20th century streetcar neighborhoods, as exemplified in its popular residential architectural styles and grid-pattern of streets.



Providence Plantation

Built in 1826 in King and Queen County, **Providence Plantation** boasts one of only a few of the Early Republic-era brick farm houses that survives in Virginia's upper Tidewater region. The plantation once included up to a dozen slave quarters, horse barns, hog pens, blacksmith shop, small chapel or meeting house, and a graveyard. William and Susan Dew, one of the wealthiest families in 19th-century Virginia, founded the plantation. During the Civil War, the Dew family, with three sons in the military, supplied financial and political support to the Confederacy, buying thousands of dollars worth of government bonds and treasury certificates. With the Confederacy's

defeat, the family lost economic, political and social standing. By 1880, however, Providence was once again prospering with the help of five hired workers. Today the property retains the original residence, as well as four contributing agriculture-related buildings: a two-story Reconstruction-era granary and carriage house, and a 1930s-era hen laying house, a two-story sweet potato shed, and a mechanic's shop.

Surrounded by agricultural fields and located in southern Suffolk, the **Somerton Historic District** was settled as a village by colonists in the 17th century and developed as a stop-over on the main route from historic Suffolk to North Carolina, with commercial activity catering to travelers. The earliest extant building in Somerton is the former Washington Smith Ordinary, where Marquis de Lafayette was feted during a tour of the U.S. Historically known as "Sommer towne," Somerton was part of Nansemond County until 1974, when the county was incorporated into the City of Suffolk.



Double-chimney of the circa-1800 Smith Ordinary in Somerton HD.

Somerton features a concentration of Federal, Folk Victorian, Greek Revival, and Vernacular architectural styles. The district's main period of activity runs from the late-18th century through 1955, when the U.S. Route 13 bypass around Somerton was completed.



An early 20th-century general store building



The Warden Family House and barn

Located in Chesapeake, the **Warden Family Home**, a two-story wood frame dwelling, was probably built during three separate stages from the late 18th through the 19th centuries. The property features four agricultural outbuildings including a large barn. While the City of Chesapeake has developed rapidly to the south since its incorporation in 1963, the Warden dwelling is still located in a relatively rural setting. The property was originally part of a 17th-century plantation that consisted of 2,500 acres of land while under the James family. Sold to William Warden, a successful farmer in the late 17th century, the property was later deeded to Warden's heir Elizabeth Tabb. The house may have served as a hospital during the Civil War. It remains today a rare example of 18th- and 19th-century vernacular architecture in Chesapeake.

The **Ware Neck Store and Post Office** in Gloucester County, built for Arthur W. Tabb in 1877, with additions later, typifies the simplified classical architectural style commonly employed in rural vernacular commercial buildings; it also represents the vital economic, social and governmental roles played by stores and post offices in rural communities. Operated for over 130 years, the historically intact store is part of a quickly disappearing class of rural commercial buildings. From Tabb forward, all of the store's owners helped create a sense of community and continuity with the store. Its proximity to Hockley Wharf attracted steamboat passengers traveling along the



Ware Neck Store and Post Office



Ware Neck Store and Post Office

eastern seaboard from the time it was built until the 1930s. And its location at the intersection of State Routes 692 and 623 on Ware Neck made it a convenient place for generations of local residents to shop and socialize, as it still does today. Starting in 1886, and continuing with few interruptions to the present time, the building harbored the Ware Neck Post Office.

The **Whittaker Memorial Hospital** in Newport News was conceived and operated during the era of segregation, when African American patients and physicians were largely isolated from the mainstream medical care available to whites. The hospital resulted from the vision of two African American physicians, Drs. Walter T. Foreman and Robert L. Whittaker, who wanted to provide quality medical care to the city's growing black population during the first half of the 20th century. Prior to the hospital's founding in 1908, the only medical care available to the city's black citizens was a clinic housed in the city jail. During its history, Whittaker Memorial Hospital occupied three buildings: a rented house, a frame hospital built in 1915, and the current building. Designed by two prominent African-American architects (William Henry Moses, Jr. and Charles Thaddeus Russell) and an engineer, the 1943 hospital building had a 58-bed capacity but grew through two later additions to 166 beds. It served the city's black community until closing in 1985 and is one of a few African-American hospitals in the U.S. built and designed by African-American physicians and architects.



B. Williams & Co. Store

Built 1869–70, the **B. Williams & Co. Store** preserves the link between Mathews County's rich maritime traditions and the rapidly changing modern landscape. The Williams and Murray families owned, occupied, and operated Williams Wharf from the late 18th through to the early 20th century at the center of the county's commercial and maritime enterprises. The store is also an important survival of an early woman-owned and operated enterprise. Both Bettie Williams, who ran the millinery shop, and Mary L. Williams, who operated the store for a time during the early 20th century, left their marks as notable pioneers in the business community. Bettie Williams' hats were highly regarded, and attracted female customers from throughout the region. The store's construction soon after the Civil War represented a significant investment in Mathews County infrastructure; moreover, as a woman-owned business, it helped redefine the roles and importance of women in the rebuilding of the local economy after the tumultuous decade of the 1860s. A post office was operated within the store from 1879 through its demise, serving an important function in the social and economic life of area residents.

Archaeology Under Virginia Waters



By Gordon Watts

Following their arrival at Jamestown Island on the James River in 1607, English colonists spread out to occupy tidewater Virginia. As had been the case for Native Americans, settlers relied on waterways for essential sources of subsistence, and avenues of exploration, settlement, trade, and transportation. Until the development of a network of well-designed and maintained roadways in the 20th century, Virginia's waterways remained crucial links in Tidewater's economy and society. Consequently, the territorial seas, bays, sounds, and rivers of Virginia have been the location of many of the state's most significant prehistoric and historical activities.

Today, more than 1,700 and 1,000 square miles of respective coastal and inland waters contain a vast repository of submerged archaeological sites that reflect virtually every phase of human activity in the state, and represent some of Virginia's most valuable prehistoric and historic resources. While their submerged locations have obscured them to a great degree, it also has protected them from disturbance—until relatively recent times. With the advent of scuba-diving artifact collectors, improved wreck location technology, coastal development, and increased dredging and construction, these submerged resources are threatened as never before.

In 1976, site-disturbing activities prompted the General Assembly to enact legislation to protect underwater cultural resources (§ 10.1-2214). That statute enjoins the Department of Historic Resources to manage them, and the Virginia Marine Resources Commission and Virginia Institute of Marine Science to share responsibility in issuing permits associated with all projects that impact underwater archaeological sites in the state (§ 28.2-1203).

In addition, federal legislation dictates that the U.S. Army Corps of Engineers and U.S. Navy must assist the State Historic Preservation Office—in Virginia, the Department of Historic Resources—in overseeing some submerged cultural resources. As a result, the Corps identifies and protects resources in the navigable channels it maintains, while the Navy has responsibility

for the remains of its vessels, those of the former Confederate States of America, and foreign military craft lost in U.S. waters.

While the Commonwealth lacks a formal underwater archaeology program, combined federal and state legislation has generated considerable research on submerged historic resources within Virginia's waters in recent decades.

REVOLUTIONARY WAR SHIPWRECKS

The British Fleet at Yorktown

Although the salvaging of Revolutionary War shipwrecks commenced soon after the Revolutionary War's end and continued through the 19th century, the National Park Service and The Mariners' Museum undertook perhaps the earliest serious exploration of sunken ships off Yorktown in 1934, with assistance from Newport News Shipbuilding and Dry Dock Company. That project recovered numerous timbers, cannon, bottles, and other artifacts; yet no attempt was made at systematic excavation.¹

In the early 1970s, after it became apparent that divers searching illegally for relics had degraded some sites, a series of meetings between key archaeologists, historians,² and the Historic Landmarks Commission (predecessor agency to Department of Historic Resources) led to modern, systematic historical and archaeological research on the York River wrecks and nomination of the "Yorktown Shipwrecks Maritime Archeological Site" to the National Register of Historic Places (NRHP) in 1973.

Subsequently, the author (then with the North Carolina Department of Cultural Resources), John Broadwater (currently Chief Archaeologist for the Office of National Marine Sanctuaries, National Oceanic and Atmospheric Administration), John Sands (at the time curator with The Mariners' Museum), and three archaeologists then with the Historic Landmarks Commission (William Kelso, Nick Lucchetti, and Dave Hazzard, who is still with DHR) carried out a preliminary archaeological survey of several of the Yorktown shipwrecks for the commission. Their 1975 investigation focused on a vessel off shore of



An aerial view of the cofferdam that was erected during the archaeology on the Yorktown Shipwreck site that is listed in the Virginia Landmarks Register and National Register of Historic Places. (DHR)

“Cornwallis Cave,” consequently referred to as the “Cornwallis Cave Wreck.” In addition, the survey sought to locate and to identify other exposed vessel remains and to assess the impacts of illegal salvage.³

In 1976, a broader archaeology program along the York River began with a magnetometer survey that identified the location of several additional shipwrecks submerged in river-bottom sediments off Yorktown. While remote-sensing surveys were ongoing, detailed underwater excavation of the York River sites commenced in 1976 when the American Institute of Nautical Archaeology (now the Institute of Nautical Archaeology, INA) conducted a partial excavation of the Cornwallis Cave Wreck.⁴ Remote-sensing surveys commissioned in 1977 and again in 1978 also identified a number of potential wreck sites. With support from the Historic Landmarks Commission (DHR) and funding from the National Endowment for the Humanities, John Broadwater was hired by the landmarks commission to direct a diver survey to—as archaeologists put it—“ground truth” those targets, which ultimately identified nine wrecks from the Revolutionary War period.⁵ The success of this survey resulted in multi-year funding for the Yorktown research.

In 1980, INA archaeologists and graduate students partially excavated a second shipwreck on the Gloucester side of the York River. After careful analysis of the construction details and historical research in England, that vessel was positively identified as Cornwallis’ flagship, HMS *Charon*.⁶

Between 1983 and 1990, archaeologists working under Broadwater’s direction excavated and researched another wreck on the Yorktown waterfront. Because of the intact nature of the hull, this wreck was surrounded by a cofferdam in order to isolate the site from the harsh riverine environment. Complete excavation of the vessel and historical research in England eventually identified the remains as those of the Whitehaven, England collier *Betsy*. *Betsy* was one of the British transports scuttled in 1781.⁷

In 1995, additional archaeology on the York River was warranted by the replacement of the George P. Coleman Bridge over Yorktown Narrows. For that project, prior to construction, Tidewater Atlantic Research (TAR) conducted a federally mandated environmental review that entailed a remote-sensing survey. TAR archaeologists identified a number of potential Revolutionary War wreck sites in the deep water west of the bridge and a large 19th-century paddlewheel steamer, possibly the New York-built *Kennebec*, east of the bridge. Moreover, in a large area designated for a temporary barge mooring along the north side of the York River channel, TAR remote-sensing equipment also showed a number of magnetic and acoustic anomalies possibly indicating other shipwrecks or prehistoric sites. To date, none of these sites have been investigated, but they could well be a rich source of both prehistoric and historic archaeological data.⁸

Virginia Navy on the Chickahominy

In response to the threat posed by the Royal Navy following the *Declaration of Independence*, the Commonwealth of Virginia organized its own naval defense force. A number of row galleys were constructed and armed to resist British raiding expeditions on Virginia. The remains of two of those vessels lie in the Chickahominy River adjacent to the navy yard where they were being fitted out for service. Although the wrecks were discovered and illegally salvaged by divers, an investigation of the vessels and the navy yard site by personnel from the Historic Landmarks Commission confirmed the significance of the site. In 1994, volunteers from the Maryland-based Maritime Archaeological and Historical Society and students from the East Carolina University Program in Maritime History and Underwater Archaeology carried out a more comprehensive investigation of the wrecks under the direction of the author. Data from that investigation and subsequent historical research were developed into a graduate thesis by Jeff Morris.⁹

THE U.S. ARMY CORPS OF ENGINEERS AND SUBMERGED CULTURAL RESOURCES

Aside from the Yorktown shipwreck project, which drew international interest in Virginia's underwater archaeology, almost all of the cultural resource investigations in the Commonwealth's waterways are generated by the U.S. Army Corps of Engineers—Norfolk District (USACE-N). The reason is simple: federal requirements stemming from passage of the National Historic Preservation Act in 1966 call for identification and management of historical and cultural properties when federal agencies or monies are involved in a project. To comply with this law, the Corps has conducted (or contracted TAR or other organizations to do) multiple remote-sensing surveys, site tests, and mitigation projects intended to offset the adverse effects of planned activities. Because of navigational priorities, much of the Corps' archeological work has occurred in Hampton Roads and the Elizabeth and James Rivers.

James River

The James River, an important commercial waterway, is regularly maintained and improved for shipping by the Corps. As one of the nation's most historic rivers, the James's preserved cultural resources garner considerable attention from the Corps.¹⁰

The USS Cumberland and CSS Florida

In 1980, adventure novelist Clive Cussler and a team from his National Underwater and Marine Agency (NUMA) invited DHR archaeologists to assist with a search for two historic shipwrecks off Newport News. Objects of the search were the USS *Cumberland* sunk by CSS *Virginia* on March 8, 1862, and the Confederate commerce raider CSS *Florida* sunk "accidentally" after a collision with a U.S. Army tug on 28 November 1864. NUMA located both wrecks and later contracted with Underwater Archaeological Joint Ventures (UAJV) for more detailed assessments of the sites. NUMA's research resulted in the identification of the two wrecks, their nomination to the National Register of Historic Places, and the conservation and display of diagnostic artifacts from both sites.¹¹

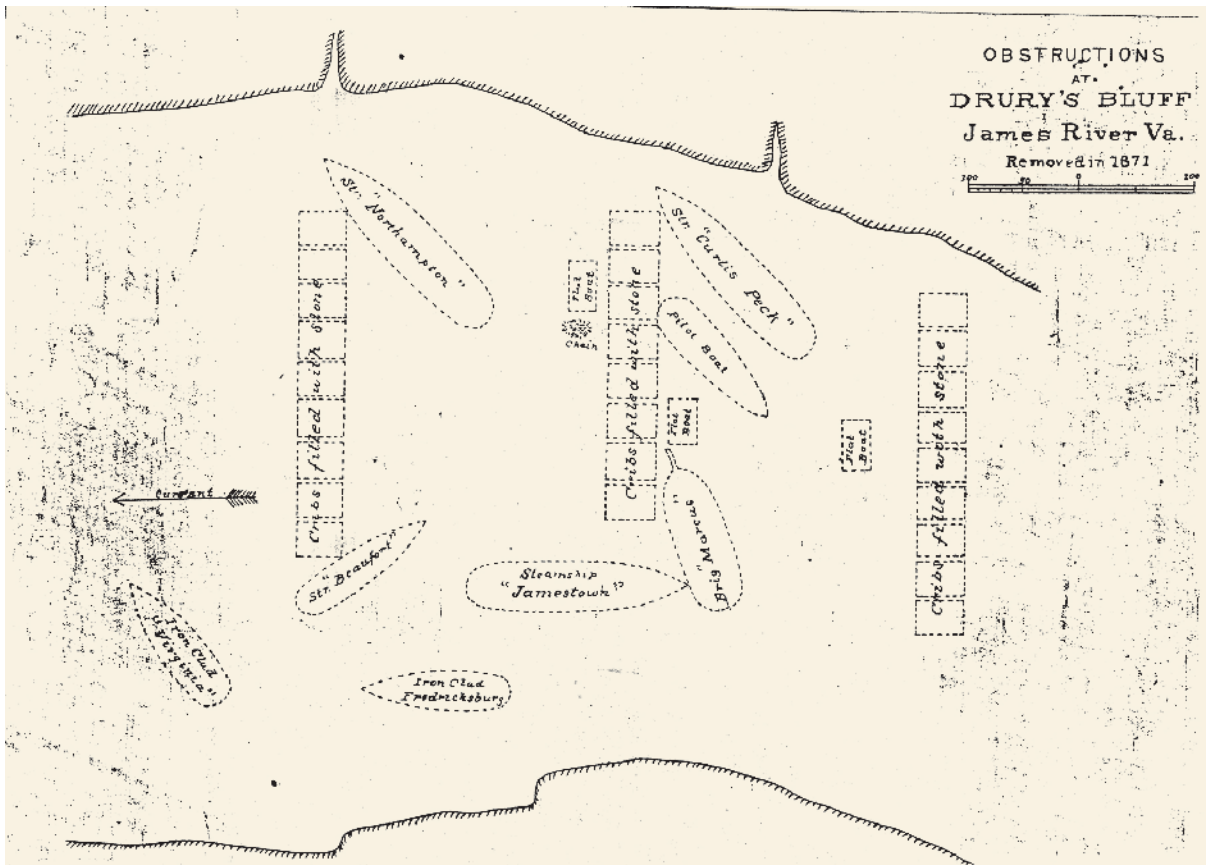


Glass and ceramic artifacts from the CSS *Florida* recovered by Underwater Archaeological Joint Ventures. (Courtesy of UAJV).

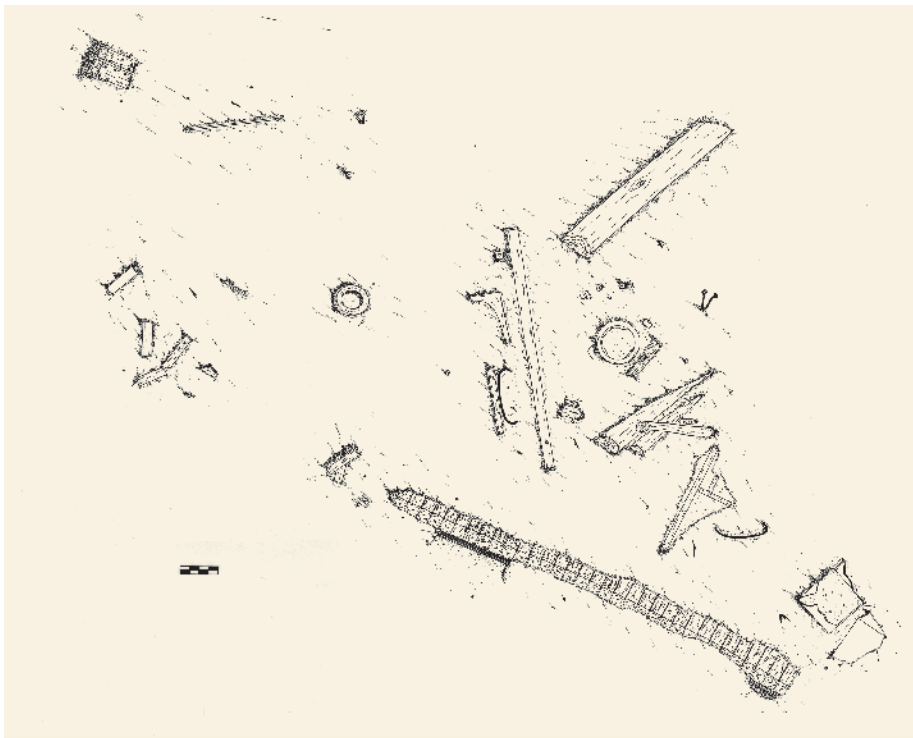
The James River Squadron

Just downstream from Richmond between Chaffin's Bluff on the James's north bank and Drewry's Bluff on the opposite bank lies one of the most sensitive areas of the river for submerged historic resources. Between these two bluffs, the James River is only 200 feet wide. During the Civil War, Confederates obstructed navigation with sunken vessels, cribs and pilings. During the war's last days in April 1865, Admiral Raphael Semmes scuttled the ironclads and tenders of the James River Squadron. Today, only fragments of the scuttled vessels remain in the navigation channel because of largely successful salvage and clearance operations during the late 19th and early 20th centuries.

In 1982, the first remote-sensing and diver investigation of the area was conducted by NUMA



James Maillfert's 1881 map showing "Drury's [Drewry's] Bluff" vessel locations. (Courtesy of the National Archives)



Archaeologist's drawing of the site plan of exposed remains of CSS Fredericksburg at Chaffin's Bluff (opposite Drewry's Bluff). (Courtesy of Tidewater Atlantic Research).

and UAJV. The joint investigation located several submerged Civil War resources. At Drewry's Bluff investigators compared magnetic anomaly locations with an 1881 map of sunken ships at the bluff drafted by submarine engineer and salvor James Maillefert. Based on this combined data, along with other historic research, NUMA reported the locations of what it believed were the vestiges of the Confederate ironclads *Fredericksburg*, *Virginia II*, *Richmond* (see pgs. 50–51), and the steamer *Northampton*.¹²

When improvement to the navigation channel at Chaffin's Bluff in 1993 threatened an unidentified wreck, TAR performed remote sensing and diver investigations at the site. The obstruction proved to be the remains of the casemate and deck of the Confederate ironclad *Richmond*. Because of its potential historical significance, the site was recommended for further testing to assess the structural integrity of the vessel and its eligibility for nomination to the National Register of Historic Places.¹³

At Drewry's Bluff TAR located other magnetic anomalies during a 1995 remote sensing survey for the Norfolk Corps that suggested the presence of vessel remains, likely associated with the James River Squadron, and Confederate obstructions adjacent to the channel.¹⁴ Reconnaissance dives conducted in 1998 to ground truth the anomalies revealed three Civil War wrecks,¹⁵ three obstructions,¹⁶ and miscellaneous Civil War debris. Two large magnetic targets, possibly associated with the ironclads CSS *Fredericksburg* and CSS *Virginia II* were located along the northern perimeter of the project area under approximately 12-to-18 feet of sediment.¹⁷

Corps-related archaeological research in the Chaffin's-Drewry's bluffs area has concentrated on the navigational channels of the river; however, the remains of obstructions and vessels lying outside those channels should be considered for eligibility to the state and national historic registers, and additional investigation of those resources could generate new information about the Confederate Navy on the James River.

The Lynnhaven Shipwreck

In spring 1994, the Corps dredged the channel at Lynnhaven Inlet (located off the Chesapeake Bay in Virginia Beach). Dredging disturbed the remains of a previously located shipwreck and brought up a section of timber from its hull. Anticipating future channel maintenance near the site, the Corps arranged for investigation by TAR. TAR archaeologists' findings suggested the

vessel dates to the late-18th or early-19th century and revealed that structural remains preserved an unusual architectural and construction record. As a significant shipwreck, the site was potentially eligible for listing in the state and national historic registers and avoidance of the wreck was recommended.¹⁸ In 1997, continued maintenance and a shifting channel alignment made avoidance impossible. The Corps agreed to mitigate future adverse impacts to the shipwreck¹⁹ by having TAR produce National Register of Historic Places documentation based on archeological investigation, historical research, conservation and curation of any recovered artifacts pertaining to the Lynnhaven Inlet wreck.

After a magnetometer and sidescan sonar survey relocated the wreck in June 2003, underwater investigation of the site²⁰ began with systematic excavation and mapping of the wreck remains using measured drawings. The few diagnostic artifacts found were brought to the surface, photographed and drawn before being returned to the site. Once the wreck had been documented, an effort was made to determine if a cannon identified in 1994 was still present at the site. Although excavation was carried to a depth of four feet below the west side of the hull, archaeologists could find no evidence of the cannon.²¹ Later, when the wreck was subsequently removed, the cannon was recovered and documented.

Following the excavation, the measured sketches of the wreck were developed into AutoCAD drawings. A detailed description of the remains and analysis of structural details also were developed in conjunction with historical data documenting late 18th and early 19th-century vessel construction. Comprehensive surveys of available literature and historical sources proved disappointing and they failed to identify the vessel.

Returning to the site in September 2004, TAR archaeologists supervised removal of the wreck. All parts of the surviving hull structure, associated ballast, artifacts and ordnance were systematically recovered using a crane barge and transported to Norfolk Corps of Engineers facilities on Craney Island. After a final examination of the remains, diagnostic material was trucked to TAR curation facilities in Washington, North Carolina for cleaning and documentation. Meanwhile, TAR historians contacted individuals who reported dives at the site following its discovery around 1969, and again sought to identify the vessel based on historical references to shipwrecks in Lynnhaven Bay.²²



Archaeologists documenting the remains of the Portsmouth Wreck. (Author photo)

Elizabeth River Derelicts

Between 1996 and 2000 the General Assembly funded the Virginia Marine Resources Commission (VMRC) to update a 1990 study of navigation impediments in the Elizabeth River and to initiate a limited obstruction removal program. VMRC used that money to assist the cities of Chesapeake, Norfolk, and Portsmouth to remove approximately 34 vessels that were hazardous to boating activities. While many derelicts were barges and other mundane craft, some had surprising historical significance.

One vessel, for instance, in the Southern Branch of the Elizabeth River proved to be the remains of the U.S. Coast Guard cutter *Onondaga*, built in 1898 in Cleveland, Ohio and two derelicts in Scott Creek proved to be World War I submarine chasers. Several tugs in the Southern Branch appeared to represent vessels associated with Richmond Cedar Works activities in the Great Dismal Swamp that began in 1868 and continued until the 1960's.²³

TERRESTRIAL SHIPWRECK SITES

The Portsmouth Wreck

Not all the shipwreck remains in Virginia lie under water. In 1997, during excavation of a ferry slip along the Portsmouth waterfront, a construction crew discovered the remains of a wooden vessel. Closer examination revealed two sections of an intact hull found approximately 20

to 25 feet below the ground surface. Excavation in the vicinity of the wreck was halted and the Department of Historic Resources was notified. After determining the wreck site met more than one of the criteria for nomination to the state and national historic registers, DHR and other state officials requested that the structure be documented, as a mitigating action, prior to its removal and continued construction of the slip.

TAR was contracted to perform the archaeological work. With the author acting as the principal investigator, TAR archaeologists mapped the exposed remains in March 1997. A section of hull associated with the bow was systematically disassembled after mapping and each individual element was removed. To clear the way for further construction, diagnostic elements of the structure were transported to TAR's North Carolina facility for a more thorough examination and documentation. Because the stern section of the wreck lay adjacent to the south side of the bulkhead, it could not be excavated without undermining the structural integrity of the sheet pile. Consequently, that section was mapped after the docking slip was flooded in April 1997, and then it was removed and diagnostic structural elements transported to the TAR facility. There, all the various structural remnants from the hull sections were recorded using measured drawings and were digitized using AutoCAD to support reconstruction and further analysis.

Although the vessel could not be specifically

identified, evidence from the wreck and the historical record suggests the remains are those of a late 18th or perhaps early 19th-century ship. Construction material indicates the vessel could have been locally built for some limited purpose such as privateering, smuggling, or perhaps to serve as a fire ship. Architectural and construction details also suggest the vessel was built and sunk during the Revolutionary War or the War of 1812. During both conflicts there was considerable naval and maritime activity in the Elizabeth River near Portsmouth that destroyed numerous military and civilian watercraft.²⁴

Richmond Bateaux, Freight and Packet Boats

During the summer of 1983, excavation related to the construction of The James Center building complex in downtown Richmond exposed the remains of a number of vessels. The derelicts were located at the site of the Great Basin of the James River and Kanawha Canal. Completed in 1800, the basin represented the eastern terminus of navigation on the upper James River. The basin harbored bateaux, freight boats and packet boats that served the James River valley. When the canal ceased operations circa 1880, commercial activities in the Great Basin ended abruptly. The vessels sank or were abandoned before the basin was converted for use as a railroad yard.²⁵

Although the construction schedule precluded a full investigation of the Great Basin derelicts, time for limited excavation and documentation was generously made possible by developer Henry Faison. Under the direction of Lyle Browning of the Archeological Society of Virginia and assisted by Dr. William E. Trout III of the Virginia Canals and Navigations Society, volunteers recorded the design and construction details of nearly 30 vessels. Most of the vessels were designed and built along the lines of the James River bateaux. Several were identified as freight boats and two proved to be iron hull packet boats. The information garnered by this research contributed significantly to a more comprehensive understanding of navigation and commerce on the upper James River.²⁶ Archaeological investigation of the James River bateaux also stimulated extensive public interest in reconstruction of those vessels and an annual “James River Batteau Festival” sponsored by the Virginia Canals & Navigations Society²⁷.

INUNDATED ARCHAEOLOGICAL SITES

In addition to terrestrial archaeological work on James River derelict sites, such as those at The James Center, investigations have been carried



Archaeologists and volunteers clear sediment from Batteau #2 at the James Center site (Courtesy of Archeological Society of Virginia and Virginia Canals and Navigations Society).

out off shore of Jamestown and Wolstenholme Towne to identify inundated remains associated with those settlements. At Jamestown, under the direction of John Broadwater, remote sensing and target identification was carried out to locate James Fort. Less than eight miles down river from Jamestown, Dave Hazzard, an archaeologist with the Department of Historic Resources, carried out an underwater investigation at Wolstenholme Towne. The Wolstenholme Towne site was settled around 1618 on Martins Hundred. Hazzard’s investigation was designed to determine the 17th-century riparian boundaries of the settlement.²⁸

On Virginia’s Eastern Shore, archaeologist Darrin Lowery undertook a shoreline Chesapeake Bay and Atlantic shoreline surveys of Accomack and Northampton counties (see pgs. 52–55) for DHR’s Threatened Sites Program. That program is the only state-funded program in the nation established to respond to archaeological resources in jeopardy. Lowery’s survey located, identified, and investigated 44 prehistoric and/or historic archaeological sites threatened by shoreline erosion. At several sites, evidence suggests there may be inundated components off shore as well.²⁹

THE FUTURE

Clearly, Virginia's territorial waters preserve an invaluable archaeological record of prehistoric habitation and the 400-year history of the Commonwealth and our nation. Effective protection and management of those resources requires the kind of submerged cultural resource program that has developed in almost every state along the Atlantic seaboard. As Virginia enters its fifth historic century, it is an incumbent fact that stewards should protect the resources we have inherited from past generations and preserve them and the information they contain for future generations. (For endnotes see p. 75)

Gordon Watts is the director of both Tidewater Atlantic Research, Inc., a Washington, NC-based contract archaeology firm and the Institute for International Maritime Research Inc., a not-for-profit organization supporting and conducting maritime historical and underwater archaeological research projects. During the past three decades he has served as North Carolina's first underwater archaeologist and was a co-director in establishing the Program in Maritime History and Underwater Research at East Carolina University. Although not a Virginian by birth, the author takes great pride in the fact that his ancestors settled on the Eastern Shore in the very early 17th century and were part of the fabric of Virginia's maritime heritage.

Investigating a Shipwreck

The Newington Plantation Shipwrecks, Virginia's Earliest Remains Identified to Date

While conducting survey work at Newington Plantation, located in King and Queen County and listed on the Virginia Landmarks Register and National Register of Historic Places, archaeologists with the James River Institute for Archaeology discovered the remains of two wooden vessels adjacent to the shoreline of the Mattaponi River. Soon thereafter, the Department of Historic Resources found the sites eligible for investigation under the state's unique Threatened Sites Program and issued a request for proposals to recover and document the vessels. Tidewater Atlantic Research, Inc., (TAR) was awarded the contract on May 1, 2009.

TAR archaeologists began their fieldwork by removing sediment that covered the two hulls, using small water induction dredges. They then drew a plan of the hull remains exposed by the excavation, and mapped them as well using a Vulcan laser system.

Although much of the hull structure of each of the vessels had been destroyed by fire and salvage, sufficient evidence existed to confirm that both were about 36 feet in length on the keel. The framing and fastening pattern on both vessels reflects traditional 18th-century English construction and, with two exceptions, all of the sampled structural components are composed of oak. Those exceptions are the bilge ceiling and hull sheathing consisting of yellow pine. The small size of the vessels and the location of their respective pump wells suggest that both were ridged as sloops.



Three-dimensional model of the Newington South Wreck. (Courtesy TAR)

A collection of artifacts recovered from the vessels provides more specific insight into dating. The collection includes fire-tempered nails, glass and ceramic fragments, a pipe stem fragment, and shoe leather. Some of the glass fragments derive from bottle bases and necks. All date to the period around 1730 to 1740. The ceramic samples from the bilge date similarly and several can be associated with red bodied, lead glazed earthenware produced in Yorktown, during the second quarter of the 18th century. The single pipe stem has a bore diameter of one-sixteenth of an inch, suggesting a contemporary date. The nails, although more difficult to specifically date, are all wrought iron and hand forged. The style and construction of shoe fragments from the site also appear consistent with that period of vessel use.

The Newington vessels represent the earliest shipwreck remains identified and investigated to date in Virginia. Their association with Newington Plantation, as well as their size and construction material, suggests that both were likely locally built for early coastal trading and possible voyages to Bermuda, and the Bahamas and other West Indies islands. Distinctive ballast from Dover in one of the vessels points to the possibility of a voyage to the southeast coast of England. The period of use identified by artifact dating and location at Newington Plantation also indicates the vessels could also be associated with the enterprises of one or more of the George Braxtons who owned the property in the 18th century. – Gordon Watts

The Richmond Ironclads at Trent's Reach

By Taft Kiser

In the Battle of Hampton Roads, March 8–9, 1862, the Confederate ironclad *Virginia* (the ex-USS *Merrimac*) destroyed the U.S. warships *Cumberland* and *Congress*, then held the waterway until May, when the Confederates were forced to retreat. After the *Virginia*'s destruction on May 11, the James River became an open invitation — to which a Union fleet responded by racing for Richmond. Confederates stopped the Union attack on May 15 by scuttling ships in a barricade under the guns of Drewry's Bluff.¹

After 1862, the James remained relatively quiet until May 5, 1864, when Maj. Gen. Benjamin F. Butler's U.S. Army of the James landed at Bermuda Hundred and City Point, 30 miles downstream from Richmond, in Chesterfield County. Dependent on the lower James for supplies, Butler bottled up the C.S. fleet by sinking ships in a barricade 16 miles below Richmond at Trent's Reach. The Army of the Potomac, unable to break Confederate Gen. Robert E. Lee's northern lines, joined Butler at City Point. Thrusting for Petersburg, the rail hub south of Richmond, the opposing armies locked in siege. Lt. Gen. Ulysses S. Grant held Lee in a bulldog grip, but that choke hold hung on the thread of the James — or more precisely, a spar chained between two scuttled hulks at Trent's Reach.²



The U.S. obstruction at Trent's Reach (Library of Congress): A Union schooner at Trent's Reach. During the Civil War, newspapers and journals were unable to print photographs and instead used them to produce engraved illustrations. An engraver clearly used this photograph in creating the battle scene depicted in the image for Harper's Illustrated (below).



The Battle of Trent's Reach. Harper's Illustrated titled this engraving "The Rebel Iron-Clad Fleet Forcing the Obstructions in James River." Sketched by A.R. Wand.

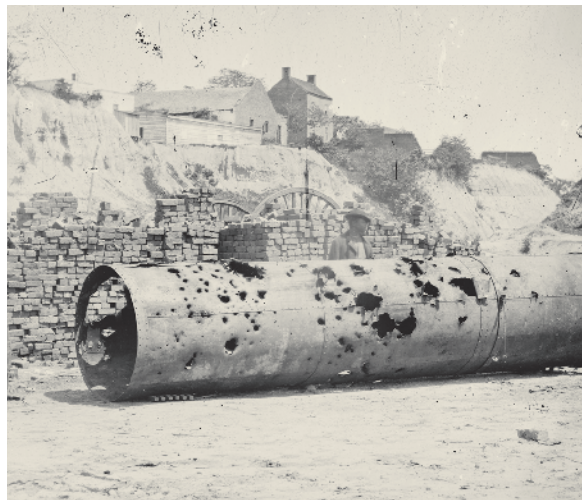
On January 23, 1865 only one ironclad, the USS *Onondaga*, guarded Grant's lifeline. Winter storms had weakened Butler's barricade. This represented the Richmond Squadron's last great chance. If the Confederates could get below City Point, Grant would be cut off deep in hostile territory. It might cause a miracle, and save the Confederacy.³

The C.S. ironclads *Virginia II*, *Richmond*, and *Fredericksburg*, accompanied by eight wooden steamers, sailed after dark on January 23. At about 8:30 p.m., U.S. sentries saw movement in the Devil's Elbow. When they fired, the flashes revealed the fleet. Union artillery began shooting blindly. Unhurt, at 10:40 p.m. the ships reached the U.S. obstructions. Sailors rowed through the frigid water, scouting by the glare of the explosions. One wooden spar bobbed in the blackness. The *Fredericksburg* bulled over it. Three miles ahead sat the USS *Onondaga*, and behind her lay open water and disaster for the United States. The mighty *Onondaga* got underway — and fled.⁴



Likely the CSS *Drewry* (Library of Congress): This enhanced and cropped historic image is probably of the CSS *Drewry*, the only vessel sunk in the Battle of Trent's Reach.

But the Confederate opportunity was already gone. *Virginia II* and the *Richmond* were aground, along with the escorts *Drewry* and *Scorpion*. They recalled the *Fredericksburg* and, as night



Smokestack of the ironclad CSS *Virginia II*, Rocketts wharf, Richmond, 1865. (Library of Congress): These scars on the smokestack of the *Virginia II*, courtesy of U.S. guns, bear witness to the 11 hours the ironclad spent aground in Trent's Reach. This stack and a few chunks at *Drewry's Bluff* are the only portions of the ship to be photographed. There are no known photographs of the squadron's other ironclads, *Richmond* and *Fredericksburg*. All three of these vessels lie in the James River.

faded, took shelter. In the dawn's first light a U.S. gunner drilled the *Drewry* and she went up in a thunderclap. The *Scorpion* drifted away but the two ironclads remained, taking hit after hit. As they worked free at about 11 a.m., the *Onondaga* appeared. Before they got away she damaged the *Richmond* and punched a 2-by-2 1/2-foot hole through the *Virginia II*. Furious, Grant noted, "It would be better to obstruct the channel of the river with sunken gunboats than that a rebel ram should reach City Point."⁵

Taft Kiser, an archaeologist with Cultural Resources, Inc., selected and annotated this gallery of historic photographs from the Library of Congress. Kiser has contributed articles to three previous issues of *Notes on Virginia*. An expanded version of this gallery is available for viewing on the department's website at www.dhr.virginia.gov.

¹ Quarstein, John V., *Hampton and Newport News in the Civil War*, pp.112-127, 154, 1998, H.E. Howard Inc., Lynchburg; Keeler, William Frederick. *Aboard the U.S.S. Monitor: 1862*. Robert W. Daly (Ed.). 1964. U.S. Naval Institute Press, Annapolis; Coski, John M., *Capital Navy: The Men, Ships and Operations of the James River Squadron*, 1996, Savas Woodbury Publisher, Campbell, Ca.
² *The War of the Rebellion: A Compilation of the Official Records of Union and Confederate Armies (ORA)* Series I Vol. 36 Part I p.20; *Official Records of the Union and Confederate Navies in the War of Rebellion (ORN)* Series I Vol. 10 p.149; ; Coski 1996:195-205
³ *ORN* Series I Vol. 11 pp. 783-784, 797-798; Coski 1996:195-205
⁴ *ORN* Series I Vol. 11 pp. 656, 669, 677, 684; Coski 1996:195-205
⁵ *ORN* Series I Vol. 11 pp. 636, 669-676; Coski 1996:195-205

The Challenge of Conducting Prehistoric Underwater Archaeology

By Darrin Lowery

When we think about underwater archaeology in the Middle Atlantic region of the eastern United States, we typically picture shipwrecks and sunken flotillas. But that's the short-term perspective on the region's drowned archaeological record. Over the past 22,000 years, sea levels have risen at least 100 meters (or 328 feet), a by-product of global warming since the last Ice Age. This rise has significantly altered the landscape of the Middle Atlantic.

Based on archaeological research conducted in the 1990s at Cactus Hill in Virginia's Sussex County, we know that prehistoric humans lived in the Middle Atlantic approximately 18,000 years ago. Today, we can assume many of the ancient campsites associated with the early cultures that lived in the region are now under the Chesapeake Bay or lying off the Atlantic coast on the continental shelf.

From a logistical standpoint, locating a shipwreck is relatively easy compared to discovering and documenting a drowned prehistoric site. A shipwreck has a regular, recognizable shape and usually contains some metal. As a structure lying on the seabed, wrecks can be detected via side-scan sonar, a sub-bottom profiler, or a magnetometer. Such techniques are generally inadequate in locating drowned prehistoric sites.

Having a thorough understanding of geologic and other natural near-shore processes is essential to locating drowned prehistoric sites. No historical records or documents exist for them. Nor do these sites express themselves as would a lost squadron of vessels or an isolated shipwreck. Prehistoric

sites never floated on the water. They never sank. Instead they were covered by rising water, over many generations. And during the transition from a terrestrial to a submerged setting, many geologic, chemical, and biologic variables impacted them.

The Delmarva Peninsula, which includes Virginia's Accomack and Northampton counties, is an excellent regional example for assessing how the rise in sea level influences archaeology today. Along the Delmarva's Atlantic coastline, sea rise—or marine transgression—has flooded 7,700-square miles of upland landscape since the last glacial maximum 22,000 years ago. From the time when the Clovis culture first appeared in North America around 13,200 years ago, 4,500-square miles of upland has been drowned. The current upland landscape of Delmarva encompasses approximately 6,150-square miles. If humans lived in the region over the past 22,000 years, over 50 percent of the former upland environment available for human occupation and settlement currently lies submerged beneath the Atlantic Ocean and the Chesapeake Bay. One can only speculate how sea level rise since the last glacial maximum affects our understanding of the ancient lifeways of our region's earliest inhabitants.

Inter-tidal Zone

Prehistoric sites found within the inter-tidal zone provide excellent laboratories for studying the natural processes that changed archaeological deposits during the transition from an upland to offshore environment. They also show why some drowned prehistoric sites are too shallow to use traditional underwater survey equipment.



(Fig. 1.a) Prehistoric site at high tide...



(Fig. 1.b) ...and at low tide.



Over the past 22,000 years, at least 50 percent of Delmarva's upland has been drowned by sea level rise. Many of the earliest prehistoric settlements, which were oriented near freshwater streams within upland forests, were slowly surrounded by shallow estuarine water. As the former upland valleys were flooded, the later occupants that settled on the surviving terrestrial landscapes exploited the newly established estuarine environments. Eventually, even these later prehistoric settlements succumbed to sea level rise and were drowned, but initially they were enveloped by a covering of organic tidal marsh peat. These events and the rates at which these natural processes occurred greatly influence how archaeologists will investigate drowned prehistoric archaeological sites beneath the Chesapeake Bay and on the continental shelf of the Middle Atlantic region. (Author map)

One site (DHR No. 44NH454), an inundated 1,600- to 1,200-year-old encampment recorded during a recent DHR Threatened Sites–funded survey of Virginia’s Atlantic seashore, clearly illustrates the challenging conditions facing archaeologists. At high tide, the site is under a meter (3.28 feet) or more of water, meaning there is no indication of a drowned offshore archaeological site (Fig. 1.a). At low tide (Fig. 1.b), modern shell fragments, detritus, and silt can cover or bury the strata containing intact archaeological deposits. Additionally, the artifacts associated with sites in drowned settings primarily include stone points, stone flake tools, lithic waste, bone refuse, and fragments of ceramics (Fig. 2). Even with *in situ* archaeological features (Fig. 3), traditional underwater survey equipment would be unable to discern the artifacts and cultural refuse from modern shell debris and other materials introduced naturally.

Locating and documenting drowned prehistoric sites poses an enormous challenge to underwater archaeologists. Imagine the daunting task for the archaeologist trying to document the shoreline site shown in figures 1a and 1b if it were underneath an additional five meters of oceanic water.

Though the task of looking for drowned prehistoric sites is huge, the rewards can sometimes surprise you. In 1970, a deep-sea scalloping vessel dredged from the ocean bottom a large bi-pointed knife. The discovery site is located near the edge of Virginia’s continental shelf and is approximately 40-nautical miles east of the modern coastline. The knife was dredged from beneath 228 to 240 feet of water, and along with it the scallop vessel exhumed a virtually complete mastodon (*Mammut americanum*) skull. Based on the Middle Atlantic sea level curve and given the depth of the finds, the last time the discovery site was a dry upland landscape would have been well over 14,500 years ago. More importantly, the area was nearly four miles east of Virginia’s Clovis-age 13,200-year-old coastline. Finds such as these, hint at the magnitude of underwater prehistoric discoveries that occur on the continental shelf.

Although the age and context of the sites located on Virginia’s outer continental shelf are archaeologically significant, research within the intertidal zones of the Chesapeake Bay and Atlantic coastlines continues to give us a better understanding of the short-term natural processes that have impacted all terrestrial archaeological deposits during the transition to an underwater

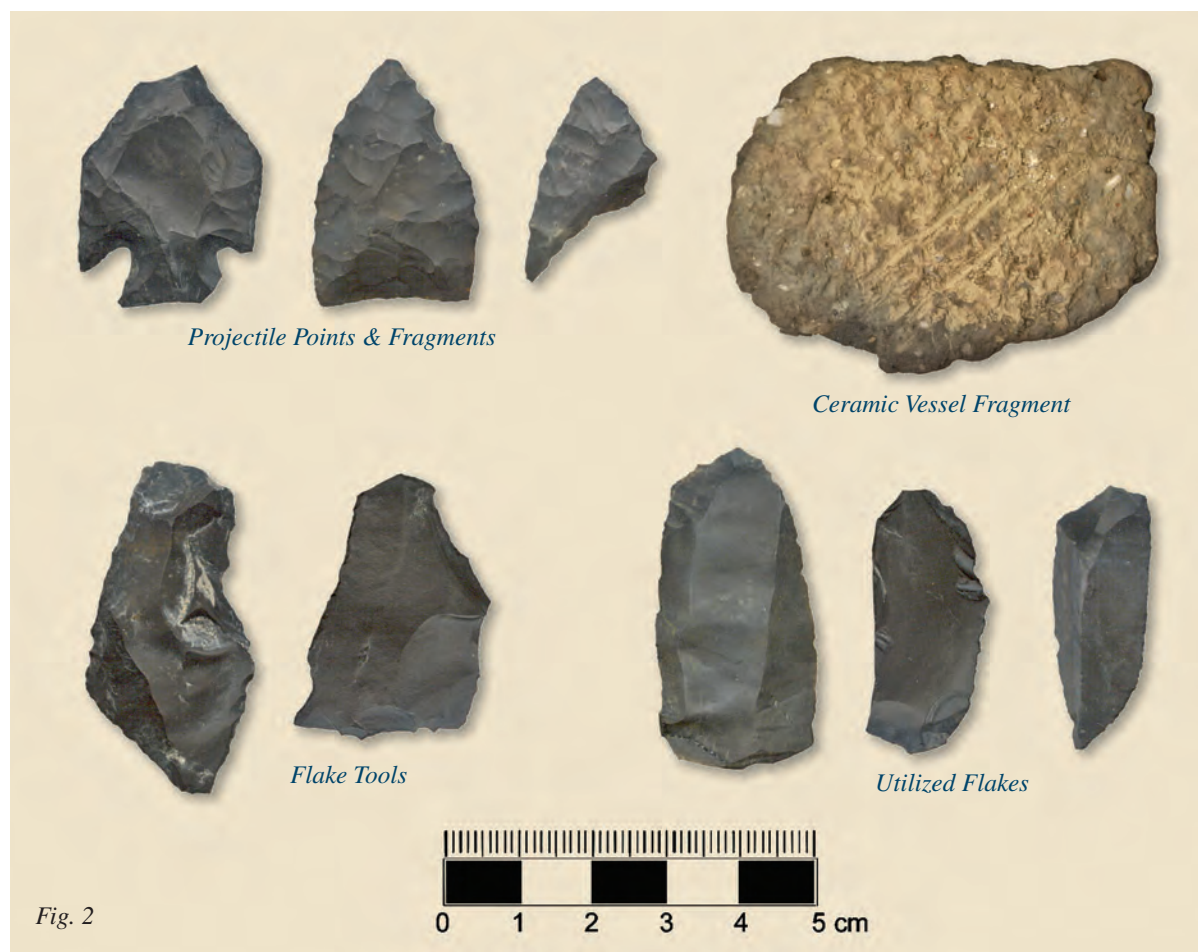


Fig. 2

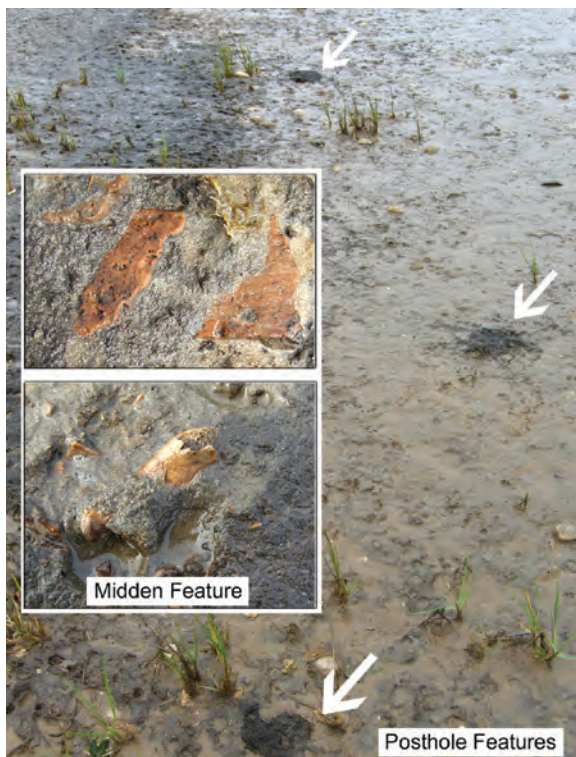


Fig. 3

site. Natural processes impacting drowned sites, as indicated above, include biological disturbance, chemical alterations to the surface of artifacts, the erosion of intact archaeological features, and the re-deposition of artifacts.

Slow vs. Rapid Inundation

Geologic processes such as *eustatic* and *isostatic* sea level change are also important factors to understanding long-term variables affecting ancient coastal archaeological sites. During the past 2,000 years alone, sea level in coastal Virginia has risen approximately 1.75 meters. Given the gentle and low slope of Virginia's coastal plain, a vast quantity of once-forested upland landscape is either drowned or buried beneath thick deposits of tidal marsh peat. Some small portion of these currently drowned landscapes likely contained archaeological deposits. Trying to locate and excavate sites now buried beneath thick tidal

marsh deposits represents a logistical nightmare for the archaeologist. Also, given the relatively slow rates of sea level rise during this 2,000-year period, many sites have been completely eroded and destroyed by natural wave-related erosion.

Contrast the slow-rising sea levels described above to an estimated 20-meter sea rise event that occurred over a short 500-year period. This happened between 14,700- and 14,200-years ago. That rise can be linked to one of the major meltwater pulses associated with the waning ice sheets. Given that the sea rose four meters per century during this era, large sections of Virginia's coastline were inundated quickly. If ancient humans were in the region and plied the landscapes along the coast, their archaeological record would have been drowned rapidly and completely preserved offshore.

Being able to assess rates of regional sea level rise and understand long-term environmental change offer some of the rewards that await those who attempt to document Virginia's drowned prehistoric archaeological record. With respect to the region's prehistory, the daunting chore for underwater archaeologists will be untethering themselves from the conventional methods used in locating shipwrecks and applying traditional terrestrial methods to offshore landscapes in an attempt to locate drowned prehistoric sites.

Darrin Lowery has degrees in anthropology/archaeology and a Ph.D. in geology from the University of Delaware. He has recorded over 1,800 archaeological sites in the Middle Atlantic, primarily on the Delmarva Peninsula. His research interests include geoarchaeology, prehistoric archaeology, landscape formation processes, Quaternary geology, and coastal geomorphology. He has conducted many broad scale regional archaeological surveys via the Chesapeake Watershed Archaeological Research Foundation, and is currently working with the Smithsonian Institution's Paleoindian and Paleoecology Program in the Department of Anthropology.

Recent DHR Efforts to Archive Virginia's Submerged Cultural Resources

Since 2008, DHR staff members have been working hard to pull together information related to submerged cultural resources in Virginia. These underwater archaeological sites include shipwrecks as well as historic sites and prehistoric Native American sites that have been covered with water in lakes, rivers, bays, and the Atlantic Ocean since their occupation.

In the 1990s, DHR's underwater archaeology initiatives produced a wealth of information about historic shipwrecks throughout Virginia. We are currently integrating this information plus more from other organizations like the Maryland Historical Trust and the Institute for Maritime Heritage into DHR's digital record collections and GIS (Geographic Information System) mapping.

With a great deal of help from Virginia Commonwealth University history interns Sarah Hornberger and Brenna McHenry, DHR Archives staff revisited archaeologist John Broadwater's collection at the Library of Virginia, including data from the Virginia Shipwreck Inventory as well as extensive information related to the archaeology of shipwrecks at Yorktown. Hornberger thoroughly cataloged all of this material and enabled DHR staff to transfer it back to our Richmond headquarters.* McHenry input several hundred potential locations for historic wrecks collected by Robert Fleming in the 1990s into our GIS.

Archives staff members have also improved the way we record submerged sites. Sara Leonard (previous DHR Archaeology

Inventory Manager) did the legwork to determine what kind of underwater-specific information we should collect. We have since incorporated this information into newly recorded underwater site records in order to make them more accurate, informative, and useful.

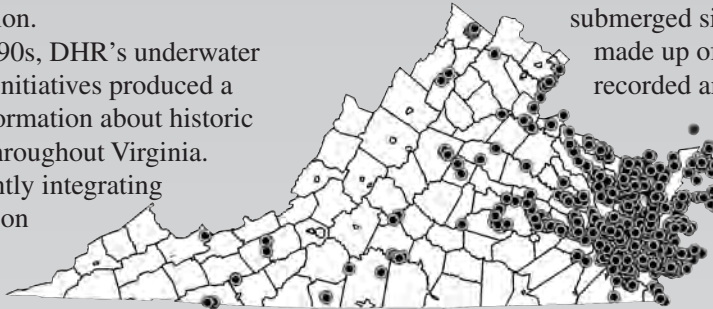
Before this project, DHR's submerged sites inventory was made up of just over 600 recorded archaeological sites.

Our efforts since 2008 have added more than 2,000 additional locations for possible historic shipwrecks. With continued work, Archives staff and archaeologists will be able to refine this data

and add many more recorded submerged sites to DHR's inventory.

Identifying Virginia's underwater cultural resources allows DHR to more effectively provide stewardship of these archaeological sites. In light of recent interest in offshore energy development as well as other projects in Virginia waters, this information can aid in compliance with historic preservation laws, while also preventing costly project delays when submerged historic resources are unexpectedly encountered. Additionally, the data and information we've recovered will be of great research value to underwater archaeologists working in Virginia and further enrich our understanding of our history through investigation of these shipwrecks and other archaeological sites.

Jolene Smith
Archaeology Inventory Manager, DHR Archives



Map shows the range and concentration of known submerged archaeological resources in Virginia waters. (Map by Jolene Smith, DHR)

* The Broadwater material had been stored at the Library of Virginia since the mid-1990s when DHR relocated from our old offices at Morson's Row in downtown Richmond to our current headquarters adjacent to the Virginia Historical Society. See pages 42-43 and page 48 for more information about the work of Broadwater, who is currently Chief Archaeologist for the Office of National Marine Sanctuaries, National Oceanic and Atmospheric Administration.

36 New Historical Markers for Virginia's Roadways

Since Virginia's first historical markers were erected in 1927 along U.S. Route 1, more than 2,200 have been placed along the Commonwealth's roadways and public spaces. Today the highway marker program remains as popular as ever, even as the cost of creating a new marker must be covered by a sponsor (a requirement since 1976, when the General Assembly ceased funding markers).

Each year the Department of Historic Resources receives dozens of applications for new markers from private organizations, individuals, historical societies, professional organizations, local government officials, and other groups. Each marker request is reviewed internally by the department, outside historians, and other scholars to determine if the proposed topic warrants a state marker and to ensure its accuracy. Department staff who oversee the program work with the sponsor to fine-tune a sign's proposed text, which ideally is limited to about 100 words or less. Once this internal process is complete, the proposed marker is formally presented to the Board of Historic Resources for approval at one of its quarterly meetings. After board approval, the sponsor and the Virginia Department of Transportation, which erects and maintains most state markers, confer in selecting an appropriate site for the marker, and this department places an order for the marker from the manufacturer, Sewah Studios, a foundry in Marietta, Ohio.

Between July 1, 2008 and June 30, 2009, the state fiscal year covered by this issue of *Notes on Virginia*, a total of 36



Marker dedication ceremony for the sign "First Confederate Officer Killed in Fairfax." Many sign sponsors celebrate a marker with a formal unveiling and dedication ceremony.

new markers were approved, and most are now installed. Of these 36 markers, 22 resulted from the department's ongoing effort to create markers that recognize the full diversity of Virginia's rich historic legacy through topics that deal with people, places, and events in the history of African Americans, Virginia Indians, and women, among other minorities (a similar initiative is underway for resources listed on the state and national registers).

The full texts for 36 markers are reproduced here to give readers a representative sampling of the range of topics highlighted in the newer signs. Readers who enjoy perusing marker texts may wish to purchase the 2007 edition of *A Guidebook to Virginia's Historical Markers* (University of Virginia Press, in partnership with DHR). The book is also a handy traveling companion for Virginia residents and visitors.

For more information on how to sponsor a new marker or for further details about the program, please visit the department's website (www.dhr.virginia.gov) or contact Kelly Spradley-Kurowski at the Department of Historic Resources, by e-mail at Kelly.Spradley-Kurowski@dhr.virginia.gov or by phone at 804-367-2323, ext. 103. Also, to search an online database of highway markers (with maps and photos for most signs), visit www.dhr.virginia.gov/hiway_markers/hwmarker_search.htm.

THE 1939 ALEXANDRIA LIBRARY SIT-IN

In 1939, sixteen years before the 1955 Montgomery bus boycott, five men, tutored and defended by attorney Samuel Tucker, were denied the right to use the Alexandria Public Library because of racial segregation policies. After entering the library, William Evans, Otto Tucker, Edward Gaddis, Morris Murray, and Clarence Strange each selected a book, sat at separate tables and began to read. They refused to leave when the librarian reminded them of the “whites-only” policy. The men were arrested for trespassing. The charge was later changed to disorderly conduct. Subsequently, the city paid for the construction of the Robinson Library to serve black residents.

ACCOMACK INDIANS
(Northampton Co.)

Prior to European contact, the indigenous inhabitants of this area were the Accomack Indians, who reportedly paid tribute to the paramount chief, Powhatan. Their chief, Esmey Shichans, refused to participate in the 1622 attacks against the English organized by Powhatan’s war chief, Opechancanough. Despite the tribe’s neutrality, it lost its lands and many tribe members were enslaved. In 1640, a reservation was established for the Accomack in Northampton County, after which the tribe was called the Gingaskin. A Gingaskin reservation existed until 1813, when the Virginia General Assembly dissolved it. Today Gingaskin descendants still live in Accomack and Northampton counties and in Maryland.

GRACE EVELYN ARENTS
(Henrico Co.)

Grace Arents was a visionary social reformer and philanthropist whose quiet determination and generosity transformed Richmond. Her passions were children, nature, books, architecture, and her church. To aid the poor, “Miss Grace” established the city’s first public housing and visiting nurse system; built schools, a gym, a playground, a kindergarten, and churches, introducing a sweeping array of health, educational, and vocational reforms. She also built Richmond’s first free circulating-library. Arents converted her Henrico estate, Bloemendaal Farm into a children’s convalescent home and later a model farm. Ultimately she bequeathed it to the city to become the Lewis Ginter Botanical Garden honoring her beloved uncle, entrepreneur Lewis Ginter.

PEARL MAE BAILEY, 1918 – 1990
(Southampton Co.)

Pearl Mae Bailey was an American singer and actress who was born in Southampton County and raised in Newport News near this site. She began her singing career which spanned more than 50 years at the age of 15. Bailey made her Broadway debut in 1946 in *St. Louis Woman* and took secondary roles in several films, among them *Carmen Jones* (1954), *Porgy and Bess* (1959), and *All the Fine Young Cannibals* (1960). In 1967 she and Cab Calloway headlined an all-black-cast version of *Hello, Dolly!* that returned to Broadway in 1975. Bailey won a Tony award in 1968 for her performance.

ELLA JOSEPHINE BAKER, 1903 – 1986
(Norfolk)

Born here in Norfolk near this site, Ella Josephine Baker became one of the most prominent figures in the Civil Rights movement. In 1941, she was hired as secretary of the National Association for the Advancement of Colored People. She traveled the South recruiting members, raising money, and organizing local campaigns. Baker later worked with the Southern Christian Leadership Conference organizing voter registration campaigns and working primarily with the youth. Highly respected as an adult advisor, she played a significant role in the founding of the Student Non-Violent Coordinating Committee through which she coordinated the region-wide freedom rides of 1961.

THE BATTLE OF CRANEY ISLAND
(Portsmouth)

On the morning of 22 June 1813, during the War of 1812, British naval and marine forces under the Command of Admiral Sir John Borlase Warren landed here at Hoffer Creek. American armed militia under the command of Gen. Robert B. Taylor blocked the British advance, brought them under heavy artillery fire, and caused them to retreat. Approximately 200 British soldiers were killed, four to five barges were sunk, and the “Centipede” was taken along with 22 prisoners. Norfolk, Portsmouth, and the Gosport Navy Yard, now the Norfolk Naval Yard, were saved from capture.

THE BOYD TAVERN
(Boydton, Mecklenburg Co.)

The presence of the Boyd Tavern, built in the eighteenth-century, greatly influenced the selection of Boydton as the Mecklenburg County seat. A major mid-nineteenth century renovation expanded the original tavern into a 35-room structure that included fancy porches and ornamentation showcasing the craft of regional builder-architect Jacob W. Holt. A Virginia native, Holt established a reputation locally by reshaping the architectural character of the town and outlying county. The tavern closed in the late 19th century and in 1922 was converted into apartments. In 1988, the tavern was deeded to the Boyd Tavern Foundation and restored.

**THE CAMPAIGN OF 1781 –
LAFAYETTE’S MANEUVERS**
(Orange Co.)

In the campaign of 1781, the Marquis de Lafayette marched through the Wilderness to rendezvous with Brig. Gen. “Mad Anthony” Wayne. On 3 June 1781, Lafayette’s army camped south of the Wilderness Bridge across Wilderness Run from Ellwood. The next day, Lafayette reconnoitered Ely’s Ford while the army crossed Germanna Ford to reach Culpeper Church. Afterward Lafayette marching south, recrossed the Rapidan River. During his Grand American Tour, Lafayette retraced his campaign and visited the Wilderness twice. In November 1824, Lafayette attended a reception at the Wilderness Tavern, and in August 1825 he breakfasted at Ellwood.

CIVIL WAR ACTION AT MATHIAS POINT
(King George Co.)

In May 1861, Confederate forces commanded by Brig. Gen. Daniel Ruggles and Maj. Robert Mayo began constructing gun emplacements at Mathias Point, which is located 2.5 miles northwest on the Potomac River close to the Virginia shore. This battery, as well as others, interfered with Union forces shipping troops and supplies to Washington, D.C. On 27 June 1861, the gunboat, USS Thomas Freeborn, commanded by Comdr. James H. Ward, shelled the batteries held by the Confederate forces. While sighting the bow gun, Ward was mortally wounded, the first U.S. Navy officer killed in action in the Civil War.

CROSSROAD TO WAR
(City of Fairfax)

During the Civil War, this junction of Hunter Mill Road and the Alexandria, Loudoun & Hampshire Railroad was a vital crossroads as Union and Confederate troops moved along the tracks between Vienna and Leesburg. In Sept. 1862, the Confederate Brig. Gen. Wade Hampton’s cavalry brigade passed here on route to Maryland during the Antietam campaign. Traveling on the way to Pennsylvania on 17 June 1863, part of the Union’s Army of the Potomac bivouacked just north of here, followed by the army’s commander, Maj. Gen. Joseph Hooker, on 26 June. The next day, Confederate Maj. Gen. J.E.B. Stuart also passed here en route to Gettysburg.

EARLY QUAKERS IN RICHMOND
(Richmond)

Near this site a meetinghouse was built in 1797 to 1798 by members of the Religious Society of Friends. Called Quakers, the earliest had arrived in Virginia from England in 1655. The building was the second house of worship in Richmond after St. John’s Church. Richmond Quakers advocated religious freedom, worked to make the prison system more humane and, as pacifists, usually refused to bear arms. They also joined with the Virginia Society of Friends to pressure the General Assembly for passage of the Manumission Act of 1782. Because they opposed slavery, many Quakers migrated west early in the 19th century.

FIRST CONFEDERATE OFFICER KILLED
(Fairfax Co.)

In the early morning hours of 1 June 1861, a detachment of Co. B, Second Cavalry, entered the Town of Fairfax Court House and engaged the Warrenton Rifles in the first land conflict of organized military units in the Civil War. The skirmish resulted in the death of Capt. John Quincy Marr, who was struck by a stray bullet, the first Confederate officer killed in the Civil War. Marr’s body was found at daybreak near this location.

FREE BLACKS OF ISRAEL HILL

(Farmville, Prince Edward Co.)

To the west lies Israel Hill, settled in 1810–1811 by approximately ninety formerly enslaved persons who received freedom and 350 acres from Judith Randolph under the will of her husband, Richard Randolph, cousin of Thomas Jefferson. These “Israelites” and other free African Americans worked as farmers, craftspeople, and Appomattox River boatmen; some labored alongside whites for equal wages and defended their rights in court. The family of early settler Hercules White bought and sold real estate in Farmville and joined with white citizens to found the town’s first Baptist church in 1836. Israel Hill remained a vigorous black community into the twentieth century.

HARGRAVE MILITARY ACADEMY

(Chatham, Pittsylvania Co.)

One of the few private military academies in Virginia, Hargrave Military Academy was founded in 1909 by John Hunt Hargrave and the Rev. T. Ryland Sanford as Chatham Training School. It was chartered in 1911 and became affiliated with the Baptist General Association of Virginia in 1913. Chatham Training School provided a general education for boys. During World War One, military training was permanently added as an integral part of the school’s curriculum. The school was renamed Hargrave Military Academy in 1925 in honor of the founder.

HEBREW CEMETERY

(Richmond)

Richmond’s Hebrew Cemetery was established in the early 19th century by Congregation Beth Shalome, which was formed by 1789 and merged with Congregation Beth Ahabah in 1898. The cemetery was listed on the Virginia Landmarks Register and National Register of Historic Places in 2006. It is the oldest active Jewish cemetery in the South. Many leading Richmond merchants, civic leaders, and rabbis are interred here. Hebrew Cemetery displays traditional Jewish burial ground characteristics in its overall simplicity of plan and marker decoration, yet also contains more decorative elements. A rare military burial ground section contains the graves of thirty Jewish Confederate soldiers.

OLIVER WHITE HILL SR.

(Richmond)

African American attorney Oliver White Hill Sr. helped end racial segregation in American public schools as a plaintiff lawyer in the U.S. Supreme Court decision *Brown v. Board of Education*. He began practicing law in Richmond, his hometown, in 1939 and won his first civil rights case, *Alston v. School Board of Norfolk, Va.*, in 1940. In 1948, Hill became the first black elected to the Richmond City Council in the 20th century. He later received many awards and honors, culminating with the Presidential Medal of Freedom in 1999. The Virginia Finance Building in Capitol Square was renamed for him in 2005.

OLIVER WHITE HILL, SR.

(Roanoke)

African American attorney Oliver White Hill Sr. helped end racial segregation in American schools as a plaintiff lawyer in the U.S. Supreme Court decision *Brown v. Board of Education*. Hill’s family moved to Roanoke when he was a child. He lived as a student with Lelia and Bradford Pentecost here at 401 Gilmer Avenue. After graduation from law school, Hill returned to the Pentecost’s house in 1934 and began practicing law. He moved to Richmond in 1939 and opened a law office there. Hill later received numerous awards and honors, culminating with the Presidential Medal of Freedom in 1999.

OLIVER WHITE HILL SR.

(Prince Edward Co.)

African American attorney Oliver White Hill Sr. helped end racial segregation in American public schools. Near here, he and fellow attorney Spottswood Robinson III met with parents and students to plan litigation over the deplorable conditions at R. R. Moton High School, the segregated black school. Rather than sue for equalization of facilities, the NAACP instead challenged the “separate but equal” doctrine itself in *Davis v. School Board of Prince Edward County*. After the Virginia Supreme Court decided against the plaintiffs, Davis was consolidated with other cases as U.S. Supreme Court case *Brown v. Board of Education*. This 1954 case found segregation to be unconstitutional in public schools.

OLIVER WHITE HILL SR.
(Norfolk)

African American attorney Oliver White Hill Sr. helped end racial segregation in American public schools. In 1940, Hill won his first federal civil rights case, *Alston v. School Board of Norfolk, Va.* This case challenged the pay scale of public school teachers in Norfolk. The Fourth Circuit Court of Appeals ruled that discriminatory salary rates were in violation of the Equal Protection Clause of the 14th Amendment. In January 1957 a team of lawyers, including Hill, successfully argued *Leola Beckett v. Norfolk School Board*, a case in which Judge Walter E. Hoffman ordered the school board to integrate public schools by September.

HISTORIC GREEN SPRING
(Fairfax Co.)

A 1784 brick house, a spring house, and a designed landscape showcase the unique 1942 collaboration of two American masters of design, Walter Macomber and Beatrix Farrand. Green Spring is the only known place where both designers' work is extant. Macomber, restoration architect for Colonial Williamsburg and Mount Vernon, completed a Colonial Revival rehabilitation of the buildings that reflected the growing popularity of the style for domestic architecture. Farrand, the sole female member of the American Society of Landscape Architects at its founding in 1899, designed the gardens around the brick house with her trademark clarity of outline and transition from formal to informal landscapes.

**INDIAN PRISONERS ABANDONED
AT TANGIER ISLAND**
(Northumberland Co.)

The island was visited in 1608 by Captain John Smith, who gave it the name. A part was patented by Ambrose White in 1670. It was settled in 1686 by John Crockett and his sons' families. In 1814, it was the headquarters of a British fleet ravaging the Chesapeake Bay. From here the fleet sailed to attack Fort McHenry near Baltimore. The Rev. Joshua Thomas, in a prayer, predicted the failure of the expedition. It was in this attack that the Star-Spangled Banner was written.

KING WILLIAM TRAINING SCHOOL
(King William Co.)

King William Training School was erected here in 1922–23 on the site of the King William Academy (1903–22). The Rosenwald Foundation, which built more than 5,300 black schools in the South, the African American community, and the county funded this school. Constructed as a Rosenwald Foundation Plan 4A building, it has natural lighting, four classrooms with a fifth added in 1927, and an auditorium, library, and office. The school provided a formal education in grades one through twelve. It served as a high school until 1952 and an elementary school until 1961. The Pamunkey Baptist Association bought the King William Training School in 1962.

WILLIAM HENRY LEWIS
(Norfolk)

William Henry Lewis, a lawyer and football player, was the first African American named as an All-American in football. Born near here in Berkley, Virginia, he first attended college at Virginia Normal Institute (now Virginia State University). Lewis transferred to Amherst College and after graduation attended Harvard Law where he played football for two years, and became an assistant coach for the Harvard team, maintaining that role for 12 seasons. Lewis authored two books and several articles on sports. In 1930, Lewis became the first African American to argue a case before the U.S. Supreme Court alone and win.

MORGAN JONES KILN
(Mount Holly, Westmoreland Co.)

The Morgan Jones Kiln, located 5.2 miles north of here, operated for a short time in 1677. According to Westmoreland County records, Morgan Jones and Dennis White entered into a partnership for the "making and selling of Earthen warre," which provided utilitarian pottery to settlers in the Chesapeake Bay area. An archaeological excavation in 1973 uncovered Jones's kiln and fragments of his pottery, making available a valuable dating tool for other archaeological sites in the Delmarva area. Since that time, many examples of his wares have been found in archaeological sites across the Tidewater region.

MOWHEMCHO - MANAKIN TOWN
(Powhatan Co.)

Near here stood the Monacan Indian town of Mowhemcho, noted on John Smith's map of 1612. The Monacan homeland encompassed much of Virginia's Piedmont. In 1670, Indian townspeople welcomed explorer John Lederer's party with celebratory "volleys of shot." Colonists destroyed the town and most of the Indian people were killed. French Huguenots settled here in 1700, and Monacan survivors visited them at the site, then called Manakin Town, to trade. By 1722, the Monacan had moved west, along the James River. Today, the Monacan Indian headquarters is just north of the James, near Lynchburg.

MR. PEANUT—WORLD ICON
(Suffolk)

In 1913, a peanut factory, known as Planter's Nut and Chocolate Factory, moved from Wilkes-Barre, Pennsylvania, to Suffolk. Amedeo Obici, owner of the factory, sponsored a contest to develop a "mascot" for the company in 1916. The winning drawing submitted by twelve year old and fellow Italian American Antonio Gentile, who lived with his family in their home in this Hall Place neighborhood, was a peanut with arms and legs labeled "Mr. Peanut." Mr. Peanut made his world debut in 1918 in the Saturday Evening Post and is now ranked as one of the best-known advertizing icons in the world.

MARY-COOKE BRANCH MUNFORD
(1865-1938)
(Richmond)

Mary-Cooke Branch Munford received her primary and secondary education in Richmond and New York. Prevented from attending college by her mother, Munford became an avid reader and developed an active social conscience. She served as the first woman on the Richmond School Board, helped organize the Virginia Inter-Racial Committee, advocated equal educational opportunities, and worked to improve rural high schools. Through her efforts, women were admitted to the College of William and Mary in 1918. She also served as a trustee of the National Child Labor Committee. Munford's work exemplifies the public activism countless women pursued during the Progressive era.

OPPOSUNOQUONUSKE
(Chesterfield Co.)

In 1607, Opposunoquonuske, sister of the Appamattuck Indian chief Coquonasum, headed an Appamattuck town on the James River at the mouth of the Appomattox. On 24 May 1607, Opposunoquonuske received a party of Englishmen in a stately fashion, greatly impressing them. After the August 1610 destruction of a Paspahugh Indian town by Lord de la Warr's forces, Opposunoquonuske's men ambushed English soldiers whom she had invited into her town. The English retaliated that winter by burning her town, killing several Indians, shooting and wounding Opposunoquonuske. By 1613 Bermuda Hundred had been established at the town site.

ORAPAX INDIANS
(New Kent Co.)

Powhatan, the paramount chief of many Virginia Algonquian tribes when the English first landed at Jamestown, lived near here at the town of Orapax, having moved from Werowocomoco in 1609 following conflicts with the English. The English boy Henry Spelman lived with Powhatan at Orapax for several months during 1609. By 1614, Powhatan had moved again to Matchcot on the Pamunkey River. In Captain John Smith's 1624 writings, Smith recounted that he had been taken to Orapax after being captured near the Chickahominy River in 1607 by men of several tribes who were under the leadership of Opechancanough, Powhatan's military leader.

PARKER-GRAY HIGH SCHOOL
(Alexandria)

On this site stood the Parker-Gray High School, the first high school for African American students in Alexandria. Before the school was built, African Americans students had to attend school in the District of Columbia. The noted civil rights attorney Charles Houston and other local activists persuaded the City of Alexandria to appropriate funds to build the school, and it opened in 1950. Because of the 1954 U.S. Supreme Court's *Brown v. the Board of Education* decision, court ordered desegregation began in 1959. Parker-Gray closed in 1979 as a middle school. The Parker-Gray Historic District bears the school's name.

PEABODY HIGH SCHOOL (1870-1970)
(Petersburg)

Peabody High School, originally the Colored High School, was established in 1870 in the old First Baptist Church located on Harrison Street. The second school was built here on this site facing Filmore Street. The current site of the school is on Wesley Street. Peabody is one of the earliest publicly funded high schools for African Americans in Virginia. The City of Petersburg had begun to develop a public school system as early as 1868 and provided the funding needed to build city schools and pay teacher salaries. Alfred Pryor became the school's first African American principal in 1882.

ROADS WEST
(Pulaski Co.)

During the 1770s, Samuel Pepper established a ferry crossing nearby which opened a transportation route during the late colonial and early national periods linking the resources of the West with the population centers in the East. A century later, the Norfolk & Western Railroad designed a route through this part of the New River Valley, thereby providing access to the vast coalfields near Flat Top Mountain. In 1899, the Pepper's Ferry Bridge and Tunnel were completed to circumvent a bend in the New River. Now known as the Cowan Tunnel, it retains the original stone-faced portal on the west side.

SPOTTSWOOD W. ROBINSON III
(Richmond)

Born in Richmond, 26 July 1916, Spottswood W. Robinson III fought against the Jim Crow laws that made African Americans second-class citizens. A skilled trial attorney, he worked for the NAACP Legal Defense and Education Fund and helped to argue the U.S. Supreme Court case, *Brown v. Board of Education*. Robinson was the first African American to serve in a number of judicial capacities: U.S. District Court for the District of Columbia (1964-66), U.S. Court of Appeals for the District of Columbia (1966-89), and Chief Judge of the U.S. Court of Appeals for the District of Columbia (1981-89). He died in Richmond on 11 Oct. 1998.

SANDSTON VILLAGE
(Henrico Co.)

In 1918 as World War I ended, the Seven Pines Bag Loading Plant #3, used for gun powder packing, was dismantled. The federal government sold 600 acres of land, the electric car line, remaining plant buildings, and 230 Aladdin houses, that were erected for plant workers, to the Richmond-Fairfield Railway Company, organized by Oliver J. Sands. The Aladdin Company of Bay City, Michigan was the first company to offer in the United States kit houses with precut, numbered pieces. In 1921 Sands announced the houses were for sale in Fairfield Village. In Sand's honor the residents petitioned to change the name to Sandston.

**SOUTHERN ALBEMARLE RURAL
HISTORIC DISTRICT**
(Albemarle Co.)

Bounded by the James River to the south and the Rivanna River to the north, this nationally significant district encompasses 83,627 acres. Listed on the National Register of Historic Places in 2007, it includes buildings influenced by Jefferson's Classical Revival ideals. The beauty of the Piedmont landscape is revealed in the panoramic vistas, farmlands, and vineyards. The district reflects the architectural and cultural influences of former residents Thomas Jefferson and James Monroe. The landscape remains predominantly agricultural with large farm complexes, historic villages, and an early transportation network of roads and waterways.

DR. MARY EDWARDS WALKER
(Richmond)

On April 10, 1864, wearing her uniform, Union Dr. Mary Edwards Walker, the only female ever awarded the Medal of Honor, walked into a band of Confederate soldiers just south of the Georgia-Tennessee border and was taken hostage. For four months, Walker was imprisoned at Castle Thunder, near Richmond, Virginia. After she complained about the lack of grain and vegetables for prisoners, the Confederates added wheat bread and cabbage to the rations. On 12 Aug. 1864, she was exchanged, along with 24 other Union doctors, for 17 Confederate doctors. She was proud that her exchange was for a Confederate surgeon of the rank of major.

New Markers

The 1939 Alexandria Library Sit-In (E-88)

Sponsor: DHR

Location: Alexandria

Accomack Indians (WY-71)

Sponsor: DHR

Location: Northampton Co.

Grace Evelyn Arents (SA-80)

Sponsor: DHR

Location: Henrico Co.

Pearl Mae Bailey

Sponsor: DHR

Location: Southampton Co.

Ella Josephine Baker

Sponsor: DHR

Location: Norfolk

The Battle of Craney Island (K-268)

Sponsor: City of Portsmouth

Location: Portsmouth

The Boyd Tavern

Sponsor: Boyd Tavern Foundation

Location: Boydton, Mecklenburg Co.

The Campaign of 1781 – Lafayette’s Maneuvers

Sponsor: Virginia Society of the Sons of the American Revolution

Location: Orange Co.

Civil War Action at Mathias Point (EP-6)

Sponsor: King George Historical Society

Location: King George Co.

Crossroads to War

Sponsor: Hunter Mill Defense League

Location: City of Fairfax

Early Quakers in Richmond (SA-46-a)

Sponsor: Richmond Religious Society of Friends

Location: Richmond

First Confederate Officer Killed (B-262)

Sponsor: Historic Fairfax City Inc.

Location: Fairfax Co.

Free Blacks of Israel Hill (I-14-a)

Sponsor: Farmville-Prince Edward Historical Society

Location: Farmville, Prince Edward Co.

Hargrave Military Academy (L-51)

Sponsor: Hargrave Military Academy

Location: Chatham, Pittsylvania Co.

Hebrew Cemetery (SA-2)

Sponsor: DHR

Location: Richmond

Oliver White Hill, Sr. (K-91)

Sponsor: DHR

Location: Roanoke

Oliver White Hill Sr. (SA-8)

Sponsor: DHR

Location: Richmond

Title: Oliver White Hill Sr.

Sponsor: DHR

Location: Prince Edward Co.

Oliver White Hill Sr.

Sponsor: DHR

Location: Norfolk

Historic Green Spring (B-260)

Sponsor: Friends of Green Spring

Location: Fairfax Co.

Indian Prisoners Abandoned on Tangier island

Sponsor: DHR

Location: Northumberland Co.

King William Training School

Sponsor: Pamunkey Baptist Association

Location: King William Co.

William Henry Lewis

Sponsor: DHR

Location: Norfolk

Morgan Jones Kiln (JT-14)

Sponsor: The Northern Neck of VA Historical Society

Location: Mount Holly, Westmoreland Co.

Mowhemcho - Manakin Town

Sponsor: DHR

Location: Powhatan Co.

Mr. Peanut—World Icon (K-269)

Sponsor: Hall Place Civic League, Inc.

Location: Suffolk

Mary Cooke Branch Munford (SA-3)

Sponsor: DHR/Brownie Troop 411 Mary Munford Elementary School

Location: Richmond

Opposunoquonuske (K-202-a)

Sponsor: DHR

Location: Chesterfield Co.

Orapax Indians (W-19-a)

Sponsor: DHR

Location: New Kent Co.

Parker-Gray High School (E-100)

Sponsor: Trammell Crow Co.

Location: Alexandria

Peabody High School (1870-1970) (QA-27)

Sponsor: DHR

Location: Petersburg

Roads West (K-44)

Sponsor: Federal Highway Administration

Location: Pulaski Co.

Spottswood W. Robinson III (SA-1)

Sponsor: DHR

Location: Richmond

Sandston Village

Sponsor: Founders Club of Sandston, Highland Springs Henrico Co.

Southern Albemarle Rural Historic District (GA-46)

Sponsor: Jennifer Hallock

Location: Albemarle Co.

Dr. Mary Edwards Walker

Sponsor: DHR

Location: Richmond

New Preservation Easements Protect 27 Historic Properties

(including portions of 8 Civil War Battlefields)

This issue of *Notes on Virginia* highlights the 27 easement donations—including ten properties on eight different Civil War battlefields—that the Board of Historic Resources accepted between July 1, 2008 and June 30, 2009. In addition to battlefield tracts, these easements cover a range of property types including colonial plantations, prehistoric and early historic Native American archaeological sites (Camden Farm, Caroline Co.), a 19th-century building associated with the slave trade in Alexandria (Franklin & Armfield Office), a stone grist mill (Glass Mill, Frederick Co.), a 19th-century rural school building (Mason-Dorton School, Russell Co.), and the home (now in ruins) of Francis “Lightfoot” Lee (Menokin, Richmond Co.).

Most of the battlefield easements listed herein are the result of partnerships between private property owners, various battlefield preservation organizations such as the Civil War Preservation Trust, the National Park Service’s American Battlefield Protection Program (ABPP), and the Department of Historic Resources. Funding for the acquisition of these easements derives, in large measure, from federal grants provided by the ABPP and through Virginia’s Civil War Preservation Trust Fund, administered by DHR. Through the crucial support of these grant programs, and the combined efforts of willing private land owners, partner organizations, and the department, we are proud to report that once-threatened lands associated with the Civil War battles of Aldie, Appomattox Court House, Brandy Station, Cedar Creek, Fisher’s Hill, Rappahannock Station, Reams’ Station, and Trevilian Station are now protected in perpetuity through donations of historic preservation and open-space easements now held by DHR’s Board of Historic Resources.

Turning to non-battlefield easements, the Camden Farm easement, which protects 500 acres of agricultural and open-space land, is particularly noteworthy for its roots in an innovative initiative, the Army Compatible Use Buffer (ACUB) program. ACUB allows the Army to purchase and protect lands adjacent to its military reservations for the purpose of minimizing the effect of Army activities on adjacent landowners and communities

by conserving and protecting open space. Through ACUB, and in cooperation with DHR, the Virginia Outdoors Foundation, the Conservation Fund, and others, the Army was able to mitigate the destruction of Civil War-related archaeological resources that resulted from construction activity at Fort A.P. Hill by securing an easement on the privately owned Camden Farm, located adjacent to the post. This now-protected land includes significant frontage along the Rappahannock River, as well as multiple highly significant Native American archaeological sites. What makes this agreement so innovative is that the Army mitigated the adverse impact to *on-base* archaeological properties through actions that protect *off-base* properties, an idea initially proposed by the Department of Historic Resources. This form of mitigation can now serve as a model for similar situations at other military installations in Virginia and the U.S.

Three easements—the Woodrow Wilson Birthplace (Staunton), the 1753 Carlyle House (Alexandria), and the Franklin & Armfield Office (also in Alexandria)—were donated as a condition of grants awarded through Save America’s Treasures, a National Park Service program. The easement for the Dr. Tucker House, in Buckingham County, was donated by Preservation Virginia, as part of that organization’s revolving fund program which secures a threatened historic property until an owner can be found to purchase it. The easement for Endview Plantation was a condition of a state grant awarded to the City of Newport News by the General Assembly.

Otherwise, the easements highlighted below were donated to the Department of Historic Resources by private land owners, as is the case with most of the easement donations this department receives. It is this reliance on preserving historic resources through voluntary public-private partnerships that makes Virginia’s easement program so outstanding.

The Easement Program

Virginia’s preservation easement program relies on a cost-effective partnership between private property owners and the Department of

Historic Resources, among other public agencies. In essence the arrangement permits historic properties to remain in private ownership and use while providing permanent legal protection against damage or destruction of the characteristics of the property that make it historic. Protective measures may include, among other things, prohibiting demolition of significant historic properties, inappropriate architectural changes to the historically character-defining features of a property's buildings or site, limitation of commercial use, and restrictions on subdivision of a landmark's historic setting.

In order to be eligible for the easement program, a property must meet one of the following criteria: (a) be listed on the Virginia Landmarks Register (see p. 6); or (b) be designated a "contributing" property in a listed historic district; or (c) be located within the boundaries of a battlefield recognized by the Civil War Sites Advisory Commission. In return for an easement donation, a property owner *may* receive state tax credits. In addition, tax assessors must acknowledge easement restrictions entailed by preservation donations when calculating local property tax assessments. A preservation easement transfers and applies to all future owners of a property, another essential aspect of Virginia's program.

DHR believes that the best stewards of historic properties are the owners themselves. In keeping with this idea, preservation easements held by the Department of Historic Resources are flexible and tailored to each specific property and the needs of each owner. In this way, preservation easements allow for the use of a historic building or property to meet the needs of modern property owners.

The staff of the Department of Historic Resources now administers preservation easements for the Board of Historic Resources on more than 500 properties, many jointly held with other organizations such as the Virginia Outdoors Foundation, the Shenandoah Valley Battlefields Foundation, and the Piedmont Environmental Council. Administration obligates the staff of the department to regularly inspect easement properties, provide technical assistance to property owners as needed, and educate new owners when title to an easement property transfers.

Information on the easement program or about donating an easement may be obtained from the department's website at www.dhr.virginia.gov, or by contacting the department's easement program coordinator, Wendy Musumeci, at (804) 367-2323, ext. 136, or by e-mail at Wendy.Musumeci@dhr.virginia.gov.

EASEMENTS RECORDED BETWEEN JULY 1, 2008 AND JUNE 30, 2009

Battlefield Easements:

Editor's Note: To learn more about the Civil War Sites Advisory Commission (CWSAC) ratings cited below for each battlefield easement, visit the website of the National Park Service, American Battlefield Protection Program (www.nps.gov/history/hps/abpp/). The ratings are explained in the "Civil War Sites Advisory Commission Report On Civil War Battlefields" (available through that website), originally issued in 1993 and subsequently updated. Also, for a compendium of detailed information about the military campaigns and battles fought in Virginia during the Civil War, including those discussed below, DHR recommends *The Official Virginia Civil War Battlefield Guide* by John S. Salmon, a former staff historian with DHR.

2nd Battle of Reams' Station

Baird Tract, Dinwiddie Co.

Donor: Civil War Preservation Trust

Land included: 13.65 acres

Easement recorded: December 15, 2008

CWSAC rating: Priority II.2, Class B

The Baird Tract falls within the core of the 2nd Battle of Ream's Station battlefield. In order to protect their supply lines into Petersburg-Richmond, Confederate forces engaged those of the Union at Ream's Station in August 1864. The action occurred on August 25 when Confederate Maj. Gen. Henry Heth's troops overran and nearly routed the Union position before Union Maj. Gen. Winfield Scott Hancock could organize a counterattack and a subsequent orderly retreat to the main Union line near Jerusalem Plank Road (U.S. Rte. 301) south of Petersburg. Confederate forces captured 9 guns and 12 colors, and took about 2,000 Union men prisoner during the battle. Heth's actions shattered Union confidence for some time. The easement on this mixed open-space and softwood forest property, which lies adjacent to land owned by the National Park



Baird Tract

Service/Petersburg National Battlefield, will preserve additional acreage and the battlefield's viewshed.

Battle of Aldie

Furr Farm (Leslie Property), Loudoun Co.

Donor: Mrs. Mary Leith Leslie

Land included: 96.692 acres

Easement recorded: December 22, 2008

CWSAC Rating: Priority III.3

The Furr Farm, located within the core of the Aldie battlefield, lays in western Loudoun County, on the eastern side the Blue Ridge. The mill village of Aldie was strategically located at the junction of three roads: Little River Turnpike (Rte. 612), Snicker's Gap Turnpike (Rte. 734/ Snickersville



Furr Farm House

Turnpike), and Ashby's Gap Turnpike (U.S. 50). The battle resulted from a Union attempt to pierce the screen of the Confederate cavalry led by Maj. Gen. J. E. B. Stuart and to determine the whereabouts of Gen. Robert E. Lee's forces. During a significant phase of the June 17, 1863 battle, Virginia cavalry under Col. Thomas T. Munford engaged Federal forces under Brig. Gen. H. Judson Kilpatrick on the Snicker's Gap Road running alongside the Furr Farm. Confederate sharpshooters took cover behind a stone wall, near the farmhouse, along a sharp bend in the road, resulting in fierce fighting on the property. Today, the Leslie Property features rolling open farm fields and adjoins land protected under a conservation easement with the Virginia Outdoors Foundation. The dry-stacked fieldstone wall that figured so prominently in the battle still stands, bisecting the Furr Farm/Leslie Property in a north-south direction. The Furr Farm dwelling is a two-story, wood frame, central-passage farmhouse. The property also features a Civil War monument erected in 1889 to commemorate members of the 1st Regiment Massachusetts cavalry who were killed on the farm during the battle. The monument and its descriptive plaque are fully accessible to the public.

Battle of Appomattox Court House:

Inge and Bumgardner Tracts, Appomattox Co.

Donor: Civil War Preservation Trust

Land included: 5.81 acres (Inge) and 6.09 acres (Bumgardner)

Easement recorded: March 5, 2009

CWSAC rating: Priority III.1, Class A

Lying within the core of the battlefield, the Inge and Bumgardner Tracts are part of the landscape encompassing the Battle of Appomattox Court House, as both tracts also abut Appomattox Court House National Historical Park. The Battle of Appomattox Court House was the final engagement of the Civil War. On the night of April 8, 1865, Gen. Robert E. Lee met with his commanding officers and decided to make a final attempt to elude the Union forces and reach much-needed supplies in Lynchburg. At dawn the following day, the remnants of Confederate Maj. Gen. John Broun Gordon's infantry corps and Maj. Gen. Fitzhugh Lee's cavalry formed a battle line at Appomattox Court House that crossed the present-day Inge and Bumgardner Tracts. Using the element of surprise, the Confederate army initially gained ground against Union Brig. Gen. Charles H. Smith's cavalry. This advantage was lost, however, upon the arrival of fresh Union infantry. Surrounded by Federal troops, Gen. Lee's forces were brought to a standstill, and he surrendered to Gen. Ulysses S. Grant that day. This final battle cost 164 Union and about 500 Confederate lives. The Inge Tract contains the remnants of a road depicted on the 1867 War Department battlefield map created by cartographer Nathaniel Michler. Both properties are visible and accessible from Rte. 631 (Oakleigh Avenue). Protecting land that today is mostly covered in open hardwood, these easement properties were purchased with the help of the state's Civil War Battlefield Preservation grants. Due to significant development in the immediate Appomattox area, these tracts were at high risk for residential development.

Battle of Brandy Station

Louis Pound Tract & Whitney Pound Tract,

Culpeper Co.

Donor: Civil War Preservation Trust

Land included: 23.237 acres (Louis) and 26.18 acres (Whitney)

Easements recorded: December 31, 2008

CWSAC rating: Priority I.3, Class B

The Louis and Whitney Pound Tracts fall within the core of the Brandy Station Battlefield, site of the largest cavalry engagement of the Civil War



Whitney Pound tract

and the opening engagement of the Gettysburg Campaign. At dawn on June 9, 1863, Union forces under the command of Brig. Gen. John Buford surprised Maj. Gen. J. E. B. Stuart's Confederate cavalry by fording the Rappahannock River under cover of darkness. As the Union cavalry attempted to find and strike Gen. Robert E. Lee's Army of Northern Virginia, known to have camped nearby, the Confederate horse met and attempted to push them back. The cavalry battle lasted all day, with 21 separate engagements centering on both sides' attempts to obtain and hold artillery positions at Fleetwood Hill. Although the Federal forces finally withdrew, having never achieved their primary goal, the Union cavalry gained valuable experience and confidence which would later be used against the Confederate army. Casualties are estimated at 1,400 (900 Federal, 500 Confederate). The two tracts, which abut one another, are located along U.S. Rte. 15/29 just north of the village of Brandy Station, and both are highly visible from that public thoroughfare. This portion of Culpeper County is under increasing development pressure, and placement of these parcels under historic preservation and open-space easement helps to protect the viewshed of this pivotal Civil War battle. The Louis Pound Tract was purchased by the Civil War Preservation Trust with a Virginia Battlefields Grant. CWPT also received a Battlefields Grant for purchase of the Whitney Pound Tract.

Battle of Cedar Creek

Cooley Farm, Warren Co.

Donor: Shenandoah Valley Battlefields Foundation
Land included: 189.179 acres
Easement recorded: May 9, 2008
CWSAC rating: Priority I.1, Class A

Also known as the Goldie Hudson Tract and VIII Corps Property, the Cooley Farm is within the core of the Cedar Creek Battlefield and within the administrative boundaries of the Cedar Creek and Belle Grove National Historical Park in Warren

County. The Battle of Cedar Creek, fought on October 18, 1864, was a focal point of Union Gen. Philip H. Sheridan's Shenandoah Valley campaign. Following a night march along the base of Massanutten Mountain and across Cedar Creek, Confederate troops under the command of Lt. Gen. Jubal A. Early began a surprise attack. Sheridan's pickets were overrun and his troops roused from their tents, the sudden Confederate attack sending the center and right flanks of the Union army into full and disorganized retreat. Later that morning, the Union regrouped and made its stand near Middletown, where the VI Corps and remainder of Sheridan's troops mounted an effective counterattack. Early's once-victorious army dissolved into full retreat, losing all of its artillery and most of its wagons in the collapse of a turnpike bridge. The Battle of Cedar Creek resulted in 3,000 Confederate and 5,700 Union casualties, and sealed Sheridan's victory over the Shenandoah Valley. Located along the intersection of Interstates 81 and 66 near the nexus of Warren, Frederick, and Shenandoah counties, the Cooley Farm is the largest remaining parcel on which occurred events of the early-morning portion of the Battle of Cedar Creek. The property was purchased by the Shenandoah Valley Battlefields Foundation with a grant from the Virginia Land Conservation Foundation and the Land and Water Conservation Fund.

Battle of Fisher's Hill

Brill Property, Shenandoah Co.

Donors: Mr. and Mrs. Pearlle C. Brill
Land included: 53.872 acres
Easement recorded: December 1, 2008
CWSAC Rating: Priority I.3, Class B

The Brill Property is located within the core battlefield area associated with Fisher's Hill, a ridge that spanned the Valley Turnpike, thereby providing a natural military stronghold. After his forces were defeated at Third Winchester, Confederate Lt. Gen. Jubal A. Early retreated to Fisher's Hill to try to halt the progress of Union Gen. Philip H. Sheridan. The two armies fought the Battle of Fisher's Hill during September 21–22, 1864. The Brill Property was the scene of significant combat when Union regimental elements of the VI US Corps connected with the VIII US Corps along the present-day parcel in a surprise flanking maneuver that led to the eventual retreat of the Confederate lines, thus opening the Shenandoah Valley to Sheridan's army. The easement will protect historic, archaeological, open-space, and agricultural resources as well as provide a public access point that can offer future



Brill Property

interpretation of the battlefield. The property is in the vicinity of land under protective easement with the Virginia Outdoors Foundation. Acquisition of this easement was funded in part by a grant from the American Battlefield Protection Program, as well as funds contributed by the Civil War Preservation Trust and the Shenandoah Valley Battlefields Foundation.

Battle of Rappahannock Station I and II

Currier Farm, Culpeper Co.

Donor: Robert Currier, executor for the estate of Margo Gai Currier

Land included: 187.79 acres

Easement recorded: November 25, 2008

CWSAC rating: Priority I.V, Class B

The Currier Farm property falls within the boundaries of the Rappahannock Station I and II battlefields, which encompass the sites of several engagements between Confederate forces led by Generals R. E. Lee, James Longstreet, and “Stonewall” Jackson, and Union forces led by Maj. Gen. John Pope and Maj. Gen. George G. Meade during separate campaigns in August 1862 and November 1863, respectively. Landscape features include a mix of open uncultivated fields, frontage along the Rappahannock River, and trenches and remnants of defensive works associated with the battles. The property also contains masonry bridge abutments which date to circa 1876 and one recorded Late Archaic Native American site.



Currier Farm

Battle of Trevilian Station

Dunn Farm, Louisa Co.

Donor: Trevilian Station Battlefield Foundation

Land included: 170 acres

Easement recorded: August 7, 2008

CWSAC rating: Priority II.2, Class B

The Dunn Farm is situated adjacent to the Gordonsville Road, today’s U.S. 33, as well as the Civil War-era Virginia Central Railroad (CSX today), along which much of the Battle of Trevilian Station was fought on June 11 and 12, 1864—the bloodiest all-cavalry battle of the war. After the Union defeat at Cold Harbor, Gen. Ulysses S. Grant ordered Maj. Gen. Philip H. Sheridan, leading two cavalry divisions, westward to destroy the Valley Central Railroad tracks.



Dunn Farm

Sheridan’s movement siphoned away from the Richmond area Confederate cavalry under Maj. Gen. Wade Hampton and Maj. Gen. Fitzhugh Lee, ultimately resulting in the bloody encounter at Trevilian Station. The Dunn Farm is located within the core battlefield area and adjoins land already protected or preserved through conservation easements with the Virginia Outdoors Foundation. Remains of the Dunn farmhouse, used as a field hospital during the battle, are still located on the property as well as a cemetery. Plans for the site include turning the land back into a productive farm, with the possibility of future interpretation of the area as a battlefield.

Other Easements

Camden Farm, Caroline Co.

Donor: Camden Farm LLC

Land included: 500 acres

Easement recorded: October 3, 2008

Camden Farm is a residential and agricultural property situated on the banks of the Rappahannock River, located east of the town of Port Royal and across the river from Fort A.P. Hill. Camden was designated a National Historic Landmark in 1971. The easement, co-held with the Virginia Outdoors Foundation, protects 500 acres, including a 55-acre area known as “Middletown.” This former island is now surrounded by a silted-in backchannel and contains a number of important prehistoric archaeological deposits. As most similar sites have been subjected to intensive deep plowing or have been disturbed or destroyed by development, the Middletown site presents a unique and important survival of



Camden Farm

an extremely significant archaeological resource. Archaeological sites from late-18th and early-19th century domestic occupations are also located on the property. This easement is the result of actions taken by the United States Army in partial fulfillment of its responsibility under the Defense Base Closure and Realignment Act of 1990 (10 USC 2687), pursuant to its goals under the Army Compatible Use Buffer Partnership (ACUPB), and as partial mitigation for adverse effects to historic properties located on Fort A.P. Hill. The easement represents a unique partnership between a private landowner, a federal agency, and state conservation agencies.

Carlyle House, Alexandria

Donor: Northern Virginia Regional Park Authority

Land included: 0.64 acres

Easement recorded: July 18, 2008

Completed in 1753 for Scottish merchant John Carlyle and his bride Sarah Fairfax, the Carlyle House is distinguished by its smooth ashlar stone



Carlyle House

construction in the Georgian-Palladian style. This impressive urban home is also notable for its symmetrical façade with projecting pavilion, stone quoins, and arched entrance. British General Edward Braddock made the mansion his headquarters in 1755 to plan the early campaigns of the French and Indian War. Located in the heart of Alexandria, the Carlyle House was hidden for a long time by a hotel built across its front. Demolition of the hotel and restoration of the house were undertaken by the Northern Virginia Regional Park Authority as a Bicentennial project. Today, the house and grounds are operated as a museum open to the public. The easement was donated as the result of a Save America’s Treasures grant.

Claughton-Wright House, Northumberland Co.

Donor: Thomas A. Wolf

Land included: 5.34 acres

Easement recorded: January 7, 2009

Located on Wright’s Cove, a tributary of Glebe Creek, the Claughton-Wright House is a rare surviving example of a diminutive dwelling type that was once a common element of the Tidewater cultural landscape. Nearly all such small, well-built dwellings of prosperous but unpretentious planters have either disappeared or have been engulfed in later enlargements. The house was constructed in 1787 by William Claughton, owner of some 422 acres and an officer in the local militia. A striking feature is the massive brick chimney with its glazed-header Flemish bond and tiled weatherings. The house long stood neglected but has undergone a careful restoration by its current owner.



Claughton-Wright House

Edmondson Hall, Washington Co.

Donor: Mr. Robert Salyer

Land included: 2.5 acres

Easement recorded: June 4, 2009

Edmondson Hall, in the village of Meadowview, is a fine Greek Revival house erected in 1857 for local businessman and farmer William C. Edmondson. The two-story brick dwelling survives with few exterior changes, and the interior preserves nearly all of its original trim, including mantels, stair, flooring, and other features. The house illustrates the high architectural standards of prosperous citizens of Southwest Virginia on the eve of the Civil War.



Edmondson Hall

Endview, Newport News

Donor: City of Newport News

Land included: 24.68 acres

Easement recorded: March 11, 2009

Constructed for William Harwood circa 1769, Endview Plantation is one of the last remaining colonial-era buildings in Newport News. Harwood’s family owned a 1,500-acre plantation and family members served in the House of Burgesses until the early 19th century. Located only four miles from Yorktown, the Georgian-style house witnessed the progression of the Continental Army and Virginia State Militia on their advance to the 1781 Siege of Yorktown, the battle that ended the Revolutionary War. In 1861, during the early phase of the Civil War, Dr. Humphrey Harwood Curtis Jr., a great-grandson of William who acquired the property in 1858, organized a volunteer Confederate infantry company known as the “Warwick Beauregards” on Endview’s grounds. During the Peninsula Campaign of 1862, Confederate generals Lafayette McLaws and Robert Toombs headquartered on the plantation. The property remained in the Harwood family until 1985 and is now owned by the City of Newport News, which acquired it in 1995 and now uses the easement portion of the property as a living history museum focusing on the Civil War. The easement donation was made as a condition of a General Assembly grant. Endview Plantation was

listed on the Virginia Landmarks Register and the National Register of Historic Places in 2008.

Franklin & Armfield Office, Alexandria

Donor: Northern Virginia Urban League

Land included: 0.0673 acres (city lot)

Easement recorded: March 11, 2009

This National Historic Landmark, a three-story building, erected originally as a residence in 1812 on Duke Street, subsequently housed one of the largest slave trading operations in the South, beginning with the formation of the Franklin & Armfield partnership in 1828. At its peak the firm had agents in almost every southern city, owned a fleet of ships, and trafficked in thousands of enslaved persons annually. The building accommodated slave trade operations, with slave pens erected in the yard, until the Civil War when it was converted to a Union prison. In 1870, the slave pens were removed and the house was remodeled with the addition of a mansard roof. The building now serves as the headquarters of the Northern Virginia Urban League, which provides services to the region’s minorities, youth, elderly, and low-income citizens. The building displays little hint of its notorious past, with the exception of a museum focusing on the Alexandria slave trade that is housed in the basement. The easement was donated as the result of a Save America’s Treasures grant.



Franklin & Armfield Office

Glass Mill, Frederick Co.

Donors: Dr. I. William Zartman and Marie Daniele Zartman

Land included: 0.879 acre

Easement recorded: December 9, 2008

Also known as the Glass-Rinker-Cooper Mill, the three-story Glass Mill is located in the Opequon Historic District, southwest of Winchester. Constructed in 1812 as part of the Samuel Glass Homestead, the stone grist mill was the second built in the Opequon community. A signature stone dated 1822 of James M. Glass, who received the mill from his father Joseph in that year, is located on the mill’s exterior. Constructed of limestone, with three-foot thick walls at the base tapering to 18 inches at the top, the mill features interior millworks that include a husk frame with some axles and wooden gears, and two pair of millstones



Glass Mill

with their cranes. The first, second, and third floors are laid in chestnut oak planks supported by single chestnut oak beams 45 feet in length. Attached to the mill is a late 19th-century two-story frame residence which also incorporates the mill office and miller's house. (The chimney flue, following an unusual design, rises from the office within the gable wall of the mill and incorporates two diagonal doglegs to avoid windows.) Opequon today retains its integrity as a rural farming community and crossroads village.

Hurstville and Cress Field, Northumberland Co.

Donor: William T. Thompson III, Jessie T. Krusen, and Addison B. Thompson

Land included: 17.7 acres (Hurstville) and 18.98 acres (Cress Field)

Easement recorded: April 24, 2009

Hurstville is a small Northern Neck plantation distinguished by a 1776 two-and-one-half story wood dwelling erected for Thomas Hurst and restored in the 1940s by Jessie Ball duPont as a residence for her sisters. The house is notable for its unusual floor plan as well as the distinctive brickwork of its large exterior end chimney. The easement property also incorporates a portion of Cress Field, the former Ball family (kinsmen to Mary Ball Washington) plantation. The archaeological site of the Cress Field dwelling (burned in the 1920s), the colonial home of the Ball family, and the Ball family cemetery are located on the property. In addition, roughly 300 acres of adjacent land are under easement with The Nature Conservancy.



Hurstville and Cress Field

Marmion, King George Co.

Donors: David Newhall III and Larry J. Tomayko

Land included: 318 acres

Easement recorded: December 22, 2008

Constructed in 1755, Marmion is a remarkably preserved example of timber-frame colonial architecture with an important formal complex of outbuildings (a kitchen, plantation store/office, dairy, and smokehouse) all arranged to form a quadrangle around the house. Although the house exterior is plain, its parlor paneling once comprised one of America's most elegant colonial rooms and is now displayed in the Metropolitan Museum of Art, which purchased it in the 1920s. Marmion's remaining woodwork is outstanding mid-18th-century joinery, and its south chimney stack is Virginia's only known use of all-glazed-header bond. Marmion was originally the home of the Fitzhugh family and was sold in 1785 to George Lewis, nephew of George Washington.



Marmion, circa 1983

The property remained in Lewis family ownership until it was acquired by the current owners in 1977, who have since restored it. Marmion was listed on the Virginia Landmarks Register in 1969 and on the National Register of Historic Places in 1970. DHR, which co-holds this easement with the Virginia Outdoors Foundation, will administer the portion of the easement covering the historic curtilage.

Mason-Dorton School, Russell Co.

Donor: Henry Harold Dorton

Land included: 5.5 acres

Easement recorded: May 26, 2009

Constructed in 1885, the Mason-Dorton School, a traditional, unornamented, one-story, two-room school, sits on property that has been owned by the Dorton Family for over 200 years, near to an area historically known as Mason's Store located about a half-mile southwest of the school (hence, it was originally called Mason's Store School). Since the school's closure in 1958, the building has served



Mason-Dorton School

as a community center and storage facility. The Dorton family is restoring the building, and in 2000 the owners created an association whose charter requires the ongoing maintenance and preservation of the building as a historic landmark. The Mason-Dorton School represents the first easement held by the Board of Historic Resources in Russell County.

Menokin, Richmond Co.

Donor: Menokin Foundation

Land included: 172 acres

Easement recorded: November 13, 2008

Menokin was the home of Francis “Lightfoot” Lee, a signer of the Declaration of Independence (along with his brother Richard Henry Lee, the father of “Light Horse” Harry Lee) and his wife Rebecca Tayloe Lee. The house was built circa 1769 on land along the Rappahannock River as a marriage gift to Francis and Rebecca. During the 19th and 20th centuries the estate passed through various owners, although the house began to decline around 1935, eventually falling into ruins. In 1971, Menokin was designated a National Historic Landmark. The Menokin Foundation purchased the property in 1995 and now uses it for educational exhibits and activities in the fields of architecture, archaeology, preservation, conservation, and ecology. In 1997 the foundation donated an easement on the house’s ruins to the Board of Historic Resources. This 2009 easement donation covers the plantation’s historic terraced gardens and significant archaeological sites. All of Menokin’s 500 acres are now protected with various organizations, including 325 acres which are part of the Rappahannock River Valley National Wildlife Refuge.

Pilgrim’s Rest, Prince William and Fauquier Cos.

Donor: Dr. and Mrs. Rodney J. Klima

Land included: 10.99 acres

Easement recorded: December 29, 2008

Pilgrim’s Rest is a stately side-hall-plan farmhouse noted for its massive exterior end chimney structure, a regional architectural feature. The

house was built in 1790 for Henry Dade Hooe and his bride, Jane Fitzhugh. Preserved interior features include original paneled wainscoting, a molded chair rail, and crown molding. Located in the rural southeastern section of Prince William County, the original historic preservation and open-space easement for this property was executed on December 12, 1994 and protected 100 acres. A second deed of amendment, recorded in December 2006, added 23.9 acres to the easement. This 2008 amendment incorporates an additional 10.99 acres into the existing easement and also includes protections for the Kinsley Granary, moved to the site in 1998 from the Buckland area.

Springdale and Foxwood Farm, Goochland Co.

Donor: Faye H. Kilpatrick

Land included: 499 acres

Easement recorded: November 26, 2008

The brick core of the Springdale House is a two-and-one-half story Federal-period residence built during the first quarter of the 19th century for a Quaker family. As one of the few examples of Quaker residential architecture from that era remaining in the county, it is a valuable link to Goochland’s Quaker history. Springdale was purchased and renovated in 1960 by Richard Reynolds Jr., then-president of Reynolds Aluminum. At that time, a new frame addition, by noted Richmond designer Andrew Kidwell, was constructed on the east side of the original Federal-style house. The easement, co-held with the Virginia Outdoors Foundation, protects the property’s pastoral open space, the agricultural landscape, and established hardwood forest, as well as architectural and archaeological resources. Of the 499 acres, the designated “historic area” covers 47 acres, which includes Springdale House.



Springdale and Foxwood Farm

Dr. Tucker House, Buckingham Co.

Donor: Preservation Virginia (formerly APVA)

Land included: 2.301 acres

Easement recorded: November 19, 2008

Contributing to the historic character of the Buckingham Court House Historic District where



Dr. Tucker House

it is located, the Dr. Tucker House, notable for its Flemish bond brickwork, is an excellent example of early 19th-century Federal architecture in Buckingham County. A three-part Jeffersonian/Palladian-style house, the two-story building has a main portion with front gable roof and fan light above the second story with a pedimented gable. The house also features two, two-story side wings with flat roofs: one has a metal standing seam treatment, while the other has a peak-and-valley construction attributed to Jefferson's design. Built in the second decade of the 19th century, the Dr. Tucker House was acquired by Preservation Virginia (formerly APVA) to secure its protection and preserve the viewshed of the historic district, the historic house, and surrounding lot.

Windsor Castle, Isle of Wight Co.

Donor: Windsor Castle LLC

Land included: 4 acres

Easement recorded: July 24, 2008

Windsor Castle is an early plantation complex near the town of Smithfield. The main dwelling is believed to have been built around 1750 by Arthur Smith IV, founder of Smithfield. The house was extensively remodeled in the Greek-Revival style in the 1840s. On the property is an important complex of 18th- and 19th-century outbuildings and farm buildings. These outbuildings lie in roughly two parallel rows along the southeast of the house. Some of these include a smokehouse, granary, corn crib, and stable. The Virginia Board of Historic Resources holds a 42.09-acre easement



Windsor Castle

on the Windsor Castle property, recorded in July 2007. This 2008 easement protects an additional four acres of open-space land that will help to preserve the viewshed and setting of the historic house and outbuildings.

Windsor Shades, King William Co.

Donors: Carl and Lynn Fischer

Land included: 13.4 acres

Easement recorded: January 13, 2009

Situated on the Pamunkey River near West Point, Windsor Shades was constructed circa 1745 for Augustine Claiborne. Also known as Ruffin's Ferry, its location on the river at a point close to both New Kent Court House and Williamsburg made it a heavily traveled 18th-century ferry site. George Washington made numerous ferry crossings here, even spending one night here. Ruffin's Ferry will be a marked point on the completed Virginia section of the national Washington-Rochambeau Trail. The main house is a one-and-one-half story, five bay, gambrel-



Windsor Shades

roofed building. Windsor Shades is renowned for its massive Flemish-bond brick chimney stacks located at either end of the building, a famous example of colonial masonry. In 1999, two wings designed by architect Alan Morledge were added on either side of the main block. Notable interior architectural features include 18th-century raised-panel wainscoting, two early 19th-century mantels and a basement tavern room with intact original hearth. The property and historic house are visible from the Pamunkey River and Waterville Cove Road.

Woodrow Wilson Birthplace, Staunton

Donor: Woodrow Wilson Birthplace Foundation

Land included: 0.677 acres

Easement recorded: April 23, 2009

This easement protects the Woodrow Wilson Birthplace (also known as the Manse) and historic gardens situated on the site of the Woodrow Wilson Presidential Library. The Manse, designated a National Historic Landmark in 1964, was built in 1846 as the rectory of the First

Presbyterian Church in Staunton and was where Woodrow Wilson was born in 1856. The house is a two-story Greek Revival building that sits atop a hill in Staunton's downtown Gospel Hill Historic District. Its location permits a ground level first floor with two stories above, each level consisting of four rooms. The foundation, which acquired the home in 1933, currently operates the building as a museum focusing on Wilson's life and presidency. Historic gardens designed by landscape architect Charles Gillette in 1933 flank the building. The easement was donated as the result of a Save America's Treasures grant.



Woodrow Wilson Birthplace

Archaeology Under Virginia Waters

(cont. from page 49)

- ¹ Sands, John O. "Gunboats and Warships of the American Revolution." Published in *Ships and Shipwrecks of the Americas*, George F. Bass, ed. (Thames and Hudson, 1988). Pg. 163.
- ² The effort was initiated in 1973 by John O. Sands, Ivor Noël Hume, Norman Scott, and the Landmarks Commission.
- ³ Watts, Gordon P., John D. Broadwater and John O. Sands. "Archaeological Survey of Several Shipwreck Sites Near Yorktown, Virginia." 1975. Unpublished report on file at Tidewater Atlantic Research, Washington, NC.
- ⁴ DHR number (44YO12)
- ⁵ Their file numbers with DHR are, respectively, 44YO12, 44YO85, 44YO86, 44YO88, 44YO89, 44YO94, 44YO222, 44GL106, and 44GL136; also see: Sands, John O. *Yorktown's Captive Fleet*. 1983. Pages 153-73. Published for The Mariners' Museum by the University Press of Virginia, Charlottesville.
- ⁶ *Ibid*, Sands (171-172)
- ⁷ DHR file number 44YO88. To facilitate extensive excavation, the collier's remains were surrounded with a cofferdam to isolate it from the harsh riverine environment. Once investigation of the *Betsy* was completed, the cofferdam was dismantled and placed over the backfilled wreck to further protect the site. See: Morris III, John W. "Site 44YO88: The Archaeological Assessment of the Hull Remains at Yorktown, Virginia." 1991. Unpublished MA thesis, East Carolina University. Copy on file at Tidewater Atlantic Research, Washington, NC.
- ⁸ Tidewater Atlantic Research. "Underwater Archaeological Survey of a Shipwreck in the Navigation Channel at Lynnhaven Inlet, Virginia." 1995. Unpublished report submitted to the U.S. Army Corps of Engineers, Norfolk District. Copy on file at Tidewater Atlantic Research, Washington, NC.
- ⁹ Morris, Jeffrey D. "A Historical and Archaeological Investigation of the Chickahominy Shipyard Site." 2000. Unpublished MA thesis, East Carolina University. Copy on file at Tidewater Atlantic Research, Washington, NC.
- ¹⁰ In order to better manage the submerged cultural resources of the James River and Hampton Roads, the USACE-N and U.S. Army Corps of Engineers-Wilmington District contracted jointly with TAR to create a Geographic Information System (GIS) that identifies areas of historical and archaeological sensitivity, known resources and contains data from previous investigations. See "Historic Properties Treatment Plan and Geographic Information System for the James River Navigation Project," 1998, Tidewater Atlantic Research.
- ¹¹ Watts, Gordon P. "The Civil War at Sea: Dawn of an Age of Iron and Engineering." Published in *Ships and Shipwrecks of the Americas*, George F. Bass, ed. (Thames and Hudson, 1988).
- ¹² Underwater Archaeological Joint Ventures. "N.U.M.A. and U. A. J. V. James River Survey: The Last of the Confederate Navy." 1982. Unpublished report on file at Tidewater Atlantic Research, Washington, NC.
- ¹³ Tidewater Atlantic Research. "Underwater Archaeological Site Survey in the Vicinity of Chaffins Bluff, James River, Virginia." 1993. Unpublished report submitted to the United States Army Corps of Engineers, Norfolk District. Copy on file at Tidewater Atlantic Research, Washington, NC.
- ¹⁴ Tidewater Atlantic Research. "Underwater Archaeological Survey at Drewrys Bluff, James River, Virginia." 1999. Unpublished report submitted to the U.S. Army Corps of Engineers, Norfolk District. Copy on file at Tidewater Atlantic Research, Washington, NC.
- ¹⁵ DHR site numbers 44CF587, 44CF588 and 44HE956
- ¹⁶ DHR site numbers 44HE954, 44HE955 and 44HE957
- ¹⁷ Tidewater Atlantic Research. "Underwater Archaeological Survey at Drewrys Bluff, James River, Virginia." 1999. Three other anomalies were produced by modern debris, including one wreck, and another was the result of a geologic change associated with the toe of the channel.
- ¹⁸ Tidewater Atlantic Research. "Underwater Archaeological Survey, George P. Coleman Bridge Project, Yorktown and Gloucester, Virginia." 1995. Unpublished report on file at Tidewater Atlantic Research, Washington, NC.
- ¹⁹ DHR site number 44VB239.
- ²⁰ *Ibid*.
- ²¹ No effort was made to rebury the exposed wreckage as highly dynamic sediment covered virtually all exposed structural material during each tidal cycle.
- ²² Tidewater Atlantic Research. "Underwater Archaeological Data Recovery at 44VB239 Lynnhaven Inlet, Virginia." 2005. Unpublished report submitted to the U.S. Army Corps of Engineers, Norfolk and Wilmington District. Copy on file at TAR, Washington, NC.
- ²³ Tidewater Atlantic Research. "An Historical and Archaeological Assessment of the Remains of Derelict Vessel SB-77 Abandoned in the Southern Branch of the Elizabeth River in the City of Chesapeake, Virginia." 2000. Unpublished report submitted to the City of Chesapeake, Virginia. Copy on file at Tidewater Atlantic Research, Washington, NC.
- ²⁴ Virginia Department of Historic Resources. *Portsmouth Shipwreck (44PM52)*. Technical Report Series No. 6. 2006
- ²⁵ Terrell, Bruce G. "The James River Bateau: Tobacco Transport in Upland Virginia, 1745-1840." 1992: p.143. ECU Research Report No. 7. Published by the Program in Maritime History and Underwater Research, East Carolina University.
- ²⁶ Bruce Terrell later developed historical research and data from the Richmond site into an MA thesis at East Carolina University; see Terrell, Bruce G. "The James River Bateau: Tobacco Transport in Upland Virginia, 1745-1840." 1988: pp.148-49. Unpublished MA thesis, East Carolina University.
- ²⁷ Additional information can be found at www.bateau.org
- ²⁸ Carried out by the VHLC (Research Center for Archaeology), the project was funded by the Colonial Williamsburg Foundation. See David Hazzard and Sam Margolin, "Wolstenholme Towne Offshore Survey," 1979. Ms. JC#19 on file, Virginia Department of Historic Resources.
- ²⁹ Lowery, D. L. "Archaeological Survey of the Chesapeake Bay Shorelines Associated with Accomack County and Northampton County, Virginia." Survey and Planning Report Series, No. 6 (2001) and No. 7 (2003), Virginia Department of Historic Resources.

Addendum: VLR Listings

Sept. 2009 through June 2010

Look for the following historic landmarks to be highlighted by photos and expanded summaries in the next issue of *Notes on Virginia* (No. 54), planned for release in January of 2011.

Capital Regional Preservation Office District:

The **Altavista Downtown Historic District** encompasses the commercial core of this Campbell County town, chartered in 1912. Altavista arose soon after the regional Virginian Railway extended an east-west line to intersect with the Southern Railway, a major east coast line.

Constructed in 1858 in Charlotte County, **Annefield** is an Italianate villa house, a popular style in the mid-19th century, as interpreted by a master builder in the region.

Albemarle County's **Boyd Tavern** served travelers along Three Chopt Road from circa 1825 to 1937. The current building likely was constructed between 1825 and 1840 on the site of an earlier circa-1750 tavern.

Embedded in the Appomattox-Buckingham State Forest, **Camp Holiday 4-H Educational Center**, located in Appomattox County, was originally created to house Works Progress Administration workers in 1937 who built the adjacent Holliday Lake State Park, including the lake itself, and planted trees in the then-depleted surrounding farmland. In 1941 the 4-H Club acquired the camp under a 99-years lease with the state.

Caryswood, in Campbell County, is an early example of the Italianate architectural residential style that was just becoming popular in the U.S. prior to the Civil War. The house was constructed in 1855 for military officer and politician Robert Chancellor Saunders and his wife Caryetta Davis.

Cedar Grove, in Mecklenburg County, is a Greek Revival-style house built circa 1838. Its design is unusual for a Virginia plantation house, consisting of a hip-roof main block on a raised basement with a large, hip-roof clerestory. Cedar Grove's other existing buildings include tobacco barns, slave quarters, and tenant houses that recall its former days as an antebellum tobacco plantation.

As part of the **Central State Hospital**, which opened in 1885 in Dinwiddie County as a segregated facility for mentally ill African Americans, the hospital's **Chapel and Amusement Hall** was built in 1904. The building was used for social activities as well as daily and Sunday worship services.

Richmond's **Crenshaw House** is significant for its association with the founding of the Equal Suffrage League of Virginia in 1909. Built in 1891, the building is now owned by Virginia Commonwealth University. The ESL eventually became the League of Women Voters.

Curles Neck Farm, in Henrico County, is situated at the heart of the James River's Curles Neck peninsula, one of the earliest European-settled sites in Virginia. The farm's legacy extends back to the Curles Neck Plantation, among the oldest, largest and most productive of the James River plantations.

The **Daughters of Zion Cemetery** is named for the African-American mutual aid society that purchased the land and established the cemetery in 1873 as an alternative burying ground for blacks to Charlottesville's segregated, mostly white municipal Oakwood Cemetery.

Constructed in 1895 in Richmond's Jackson Ward neighborhood, the **First Battalion Virginia Volunteers Armory** was built for an African-American militia unit and is now the oldest of three identified black-affiliated armories in the U.S.

Four Locust Farm, formerly the Pettus Dairy Farm, in Charlotte County near Keysville, represents a well-preserved example of a 20th-century large-scale Richmond market dairy farm.

Located on Capitol Square in Richmond, the **George Washington Building** is a fine example of early 20th century high-style Beaux Arts-Renaissance skyscraper design. Completed in 1923 and recently renovated, the 12-story building was the Commonwealth's first dedicated state office building. Also included as part of the building's register listing is an early 20th-century water fountain that offers a focal point to the building's main entrance.

The expanded and amended **Grace Street Commercial Historic District** (originally listed in 1998) in Richmond extends the district's period of historical significance to 1956 and incorporates 19 additional historic buildings.

The **John Rolfe Apartments** are a rare and early example of International Style residential architecture in Richmond and the surrounding region. Designed and built in 1940, the apartments are the most sophisticated of George Edward Hoppe Jr.'s buildings and best illustrate his interpretation of the International Style of architecture.

Lewis Mountain, in Albemarle County, refers both to the stately mansion and the mountain directly west of the University of Virginia that it crowns. Designed by Charlottesville architect Eugene Bradbury, the house was completed by 1911.

The **MacCallum More and Hudgins House Historic District**, located in Chase City, Mecklenburg County, features a museum and gardens created by the Hudgins family. The Colonial Revival-style Hudgins House was built in 1910 for Virginia Supreme Court Chief Justice Edward Wren Hudgins and his wife; in 1929, they built MacCallum More.

The **William H. McGuffey Primary School** in Charlottesville, built 1915–16, was named for the author of the first standard U.S. reader series and staunch advocate of public education. It was Charlottesville's first primary school constructed for that purpose.

Millbrook is a well-preserved example of the style of farmsteads that were settled in Nottoway County and the Southside region during the 19th century.

Established in 1898, Petersburg's **Virginia Trunk & Bag Company** evokes the city's heyday as the self-proclaimed world's leading manufacturer of trunks and valises.

A multiple property document recognizes the work of architect **Marshall Swain Wells**, noted primarily for his upscale residential designs in Charlottesville and Albemarle County. Wells used his skills in mostly Colonial Revival design to offer a balanced and thoughtful approach to the expansion, rehabilitation, and restoration of historic houses.

The **Woolen Mills Historic District** encompasses a village central to Charlottesville's history since a mill opened there in 1829. Located at the foot of Monticello Mountain, along the Rivanna River, Woolen Mills developed into one of the city's most noteworthy industries.

Worsham School is significant for its association with the struggle to desegregate Prince Edward County's public schools. After the county closed its schools rather than integrate them in the 1960s, Worsham was one of four county schools leased by the Prince Edward Free School system.

Northern Regional Preservation Office District:

Historically known as Warrenton Junction, the **Calverton Historic District**, in Fauquier County, arose circa 1852 as a rural village strategically located on a spur branch of the Orange and Alexandria Railroad that connected to Warrenton.

The **Flint Hill Historic District**, in northern Rappahannock County, arose as a crossroads community beginning in the 1740s. Established in 1843 by an act of the General Assembly, it grew into a thriving regional village.

A reminder of Fairfax County's once-thriving dairy industry, the **Floris Historic District** arose as a village to serve the local dairy farming community from the late 19th through the mid-20th century.

Hibbs Bridge is one of a dwindling number of stone arch "turnpike" bridges remaining in Virginia today and the third oldest bridge in Loudoun County. Constructed in 1829 along one of the earliest turnpikes in the state, Snickers Gap Turnpike, the fieldstone bridge is now owned and maintained by the Virginia Department of Transportation.

The original 1979 boundaries of Loudoun County's **Hillsboro Historic District** for the most part followed the town's established legal limits. A boundary increase extends the district to incorporate buildings and structures that more fully represent the village's history and development.

Maple Front Farm, constructed around 1900 in Augusta County, features a well-preserved cluster of domestic and agricultural buildings that were once part of the larger original farm. The farmstead is representative of small-scale diversified farming trends that occurred during the late 19th and early 20th centuries in the Shenandoah Valley.

The **Purcellville Tabernacle/Fireman's Field**, built in 1903, traces its history back to 1878 with the formation of the Prohibition and Evangelical Association of Loudoun County. The tabernacle, a one-story, eight-sided, 3,000-seat auditorium, is one of the few remaining historic structures in Virginia built to accommodate summertime religious and reform revivals.

In addition to providing passenger service, Loudoun County's **Purcellville Train Station**, constructed in 1904, was a significant shipping point for the region's farm products when rail was extended to Purcellville in the latter 19th century.

Built in 1948, the **Triangle Diner**, located in Winchester on its original lot, has preserved most the Moderne architectural features that are representative of the stainless steel prefabricated diners of the post-War II era.

The **George Washington Hotel**, built in 1924, served a steady stream of guests who arrived to Winchester by passenger train during the hotel's early decades of operation. The Washington was the first southern hotel in the chain of "Colonial Hotels" managed by the American Hotel Corporation.

The **Western State Hospital Dairy Barn and Milk House**, in Staunton, was constructed in the 1930s to serve the hospital and to provide patients at the facility meaningful farm labor—part of a therapeutic mental health treatment during the era.

Roanoke Regional Preservation Office District:

A rare survivor of the passenger train era in Virginia's southwestern region, **Dungannon Depot** was constructed circa 1910 in **Scott County** on the Carolina, Clinchfield and Ohio Railway line.

Located within New River Trail State Park, the 16-acre **Foster Falls Historic District**, in Wythe County, recalls southwest Virginia's iron ore industry during the late 19th and early 20th centuries.

The **Gala Archaeological Site** in Botetourt County was occupied by Native Americans from circa 3000–1000 B.C. to circa 900–1607. Archaeological resources at the site include intact remains ranging in function from mortuary, to architectural, to subsistence, as well as community refuse.

The **Gate City Historic District**, in Scott County, is a five-block district that emerged as a vital commercial hub for the surrounding countryside beginning in the 19th century. The town was laid out in 1815 on the Wilderness Road and later became Gate City, so-named for its gateway-to-the-west location.

Greenfield, in Botetourt County, is the site of a plantation established in the mid-18th century by Colonel William Preston. He served under George Washington during a 1756 survey of the frontier, and also became a Revolutionary War officer and a member of Virginia House of Burgesses. The Greenfield site contains the remains of the plantation's house, which burned in 1959, a detached circa-1832 kitchen-dwelling, and a separate circa-1840s slave dwelling, both of log construction.

The **Honaker Commercial Historic District**, in Russell County, encompasses the core of this "boom town" that arose circa 1889 in a small valley at the juncture of a major rail line and highway, providing good access to timber, coal and other mineral reserves in the Alleghany Mountains.

Constructed in 1929, the **Martinsville Novelty Corporation Factory**, which operated until 1995, is one of only a handful of early 20th-century furniture factories still standing within Martinsville's city limits, recalling this significant sector of its industrial history.

Mill No. 8, built in 1920 by Dan River Inc, recalls Danville's former role as a world textile-manufacturing powerhouse. The Gothic Revival-style, five-story mill operated from 1921 through to the 1990s.

Oakdale, an 80-acre farm in Floyd County, features a circa-1890 Queen Anne house, a large barn, and general store, and an early 20th-century granary and garage.

Russell County's **Pucketts Hole Bridge**, constructed in 1889, is an unusually old example of a steel Pratt through-truss bridge. At one time spanning the Clinch River, the bridge has survived with its original design and materials intact.

The 2,737-acre **Saltville Battlefields Historic District** in Saltville, and including portions of both Smyth and Washington counties, comprises two Civil War battlefields and the remains of a significant saltworks operation.

Tazewell Avenue Historic District, in Richlands (Tazewell Co.), arose primarily as a residential area, with some attendant commercial development, along the western side of the Clinch River during the first half of the 20th century, when Richlands grew into an important trading center.

Located in Rockbridge County, the **Willson House** is a refined and well-preserved plantation residence that was built in 1812 for Robert and Elizabeth Willson, along the Lexington and Covington Turnpike.

Roanoke's **Windsor Avenue Apartments** embody a distinctive and well-crafted Tudor Revival design. Designed in 1928, the apartment building features a slate roof, half timbering and stucco, a stone foundation, and pronounced entryways, as well as notable landscape elements such as a center courtyard with stone sidewalks, wrought iron railings, ornamental ponds, and a water fall.

Tidewater Regional Preservation Office District:

Accomack County's **Central High School** is an imposing brick two-story building, constructed between 1932–35, in the Art Deco style, a common design for American schools in the 1930s.

Donk's Theatre, in Mathews County, built 1946–47, operated as a motion picture theatre until 1970. It reopened in 1975 as a live country music theatre and continues as such today, hosting many well known stars.

The Chapel of the Centurion, at **Fort Monroe**, is the Army's oldest wooden structure in continuous use for religious services. Consecrated May 3, 1858, the building is an adaptation of a small mission church designed by Richard Upjohn and published in his book *Rural Architecture*. The chapel features stained-glass windows designed by famous artisans such as Louis C. Tiffany, J.& R. Lamb Studios, R. Geissler, and the John Bolton School. The windows memorialize both individuals and events in U.S. military history as well as showcase a nearly 100-year history of stained-glass practice and design.

The Old Stone Fort of **Fort Monroe** is one of Virginia's many nationally significant and irreplaceable historic sites. Located in Hampton, Fort Monroe was constructed, starting in 1819, by the U.S. to protect the fledgling nation and its capital of Washington D.C. One of many forts constructed along the eastern seaboard during the first half of the 19th century to bolster coastal defenses, Fort Monroe, named after President James Monroe, was the largest stone fort ever built in the U.S. when completed in 1834.

Quarters 1, at **Fort Monroe**, was built in 1819 before the completion of the fortification walls, making it the first permanent structure erected by the Army at the fort. The Federal-style building was originally the home and office of Col. Charles Gratiot, the chief engineer in charge of the fort's construction. For many years it was the post's largest residence and home to the highest-ranking officer on post. Among the many important decisions made by military leaders who have resided there, the most significant may have been Union Gen. Benjamin F. Butler's 1861 declaration that runaway slaves were "contrabands" of war. The list of important leaders who have either resided or stayed at Quarters 1 includes Revolutionary War hero the Marquis de Lafayette, President Abraham Lincoln, and Gen. Ulysses S. Grant.

Quarters 17, representative of only a few surviving antebellum buildings remaining at **Fort Monroe**, was built in 1823. The quarters is a two-story brick dwelling on a full raised brick foundation. A young Robert E. Lee resided at Quarters 17 with his wife from 1831 to 1834, while he was an officer in the U.S. Army Corps of Engineers.

Located on the Ware River in Gloucester County, **Hockley** is a 41-plus acre property that contains the core of an 1840s estate, as well as significant archaeological resources of Native American prehistory and early 18th- through mid-20th-century plantation history.

Lee Hall Depot, in Newport News, was erected circa 1881 on the Chesapeake & Ohio rail line. The depot gave rise to the village of Lee Hall. A wood Stick-style building consisting of a two-story central section flanked by single-story wings, the depot also served communities in lower James City County. It is the only remaining station of five on the Lower Virginia Peninsula that resulted from the railroad's expansion into Warwick County (present-day Newport News).

Newington, the birthplace and boyhood home of Carter Braxton, a signer of the Declaration of Independence, contains a rare combination of archaeological and surviving landscape features derived from this former 18th-century plantation in King and Queen County.

The **Noland Company Building** in Newport News is significant for its association with the region's commercial history. Built in 1920, the building originally housed the Granby Phonograph Corporation.

Panorama, in Westmoreland County, is an outstanding example of a Colonial Revival-style home designed by the nationally known architect Joseph Evans Sperry and built in 1932.

The **Portsmouth Community Library**, built in 1945, served Portsmouth's African-American citizens, who comprised about half of the city's population. It was the first freestanding building in Portsmouth to provide library services for blacks using African-American staff.

Built in 1886, **St. Peter's Episcopal Church** in Norfolk embodies many of the architectural, utilitarian, and aesthetic principles found in Richard Upjohn's popular 19th-century pattern book for designing and constructing Gothic Revival-styled churches and houses.

The **Sibley's and James Store Historic District**, in Mathews County, features three store buildings—two of which were connected at some point—that played a role in the development of the county between circa 1810 and 1959.

The **Village of Hobson** in Suffolk has been recognized with a "multiple property document" that will streamline future listings of individual buildings in the district. Hobson was settled in 1865 by a group of African Americans who mostly earned their livelihood as farmers and watermen.

During an era when Norfolk was one of the largest producers and distributors of oysters and fish in the country, the **Virginia Ice & Freezing Corporation** was established in 1920. The facility was among the largest ice and cold storage operations in the city.

The **T.C. Walker House**, in Gloucester County, was lawyer Thomas Calhoun Walker's residence during 53 of his 72 years of service to enhance the lives of fellow African Americans through establishing schools and a program for blacks to purchase land.

