

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

City Point Historic District 2019 Update
Name of Property
City of Hopewell, VA
County and State
79000248
Name of multiple listing (if applicable)

Section number Additional Documentation Page 1

State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X additional documentation \_\_\_ move \_\_\_ removal  
\_\_\_ name change (additional documentation) \_\_\_ other

meets the documentation standards for registering properties in the National Register of  
Historic Places and meets the procedural and professional requirements set forth in 36 CFR  
Part 60.

  
Signature of Certifying Official/Title:

9-30-2020  
Date of Action

State Historic Preservation Officer, Virginia Department of Historic Resources

National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- additional documentation accepted
- other (explain:) \_\_\_\_\_

\_\_\_\_\_  
Signature of the Keeper Date of Action

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**Introduction**

The following Continuation Sheets provide additional documentation for the City Point Historic District [Virginia Department of Historic Resources (VDHR) Architectural Inventory Number 116-0006], located in the independent City of Hopewell, Virginia. When originally listed in the Virginia Landmarks Register (VLR) in 1978 and the National Register of Historic Places (NRHP) in 1979, the City Point Historic District included approximately 88 properties. No specific end date for the period of significance is given in the nomination, so it is assumed to be 50 years prior to listing – 1928. In the 40+ years since the district was originally listed both new construction and demolition have impacted the area, and historians now recognize areas of significance that were under-recognized in the 1970s. The inventory included with the original nomination also omitted secondary resources.

The update of the City Point Historic District was sponsored by both the City and VDHR with the goal of increasing awareness of the City’s resources and assisting the City with their long-range historic preservation planning efforts. A comprehensive survey of all of the resources within the district boundaries was undertaken in order to produce a full, updated inventory of every building, site, structure, and object within the boundaries. Current counts of contributing and noncontributing resources for Section 5 were also updated. In addition, Sections 7 and 8 were expanded to provide additional description and context for the district. In order to acknowledge the significance of the mid-20<sup>th</sup> century growth and development in the district, the period of significance was expanded to 1950; some resources originally surveyed and identified as noncontributing have therefore had their status changed to contributing. The boundaries of the district remain unchanged and were not evaluated for possible expansion as part of this project. All content is keyed to the section headers on the current edition of the NRHP nomination form; for reference, the 1980 edition section numbers are in parentheses.

- 1. **Name of Property (Section 1)**  
Historic Name: City Point Historic District (Update 2019)

5. **Classification (Section 3)**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

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Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Number of Resources Within Property

(does not include the 14 resources listed individually as part of the Appomattox Manor estate in 1969)

Contributing	Non-Contributing	
<u>90</u>	<u>18</u>	Buildings
<u>2</u>	<u>0</u>	Sites
<u>1</u>	<u>5</u>	Structures
<u>1</u>	<u>1</u>	Objects
<b><u>94</u></b>	<b><u>24</u></b>	<b>Total</b>

Number of contributing resources previously listed in the National Register 14  
(all previously listed resources are associated with Appomattox Manor)

Section 6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC: Multiple Dwelling, Single Dwelling, Secondary Structure

COMMERCE/TRADE: Business, Financial Institution, Specialty Store

SOCIAL: Meeting Hall

RELIGION: Religious Facility; Church-related Residence

FUNERARY: Cemetery

HEALTH CARE: Medical Business/Office

DEFENSE: Fortification

TRANSPORTATION: Rail-Related, Water-Related

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**Current Functions**

(Enter categories from instructions.)

DOMESTIC: Multiple Dwelling, Single Dwelling, Secondary Structure

SOCIAL: Meeting Hall

RELIGION: Religious Facility

FUNERARY: Cemetery

LANDSCAPE: Park

VACANT/NOT IN USE

**Section 7. Description**

**Architectural Classification**

(Enter categories from instructions.)

COLONIAL

EARLY REPUBLIC: Federal

MID-19<sup>th</sup> CENTURY: Greek Revival, Gothic Revival

LATE VICTORIAN: Italianate

LATE 19<sup>th</sup> and 20<sup>th</sup> CENTURY REVIVALS: Colonial Revival; Classical Revival; Neo-Classical Revival; Tudor Revival

LATE 19<sup>th</sup> and EARLY 20<sup>th</sup> CENTURY AMERICAN MOVEMENTS: Bungalow/Craftsman

MIXED

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: WOOD: Weatherboard; BRICK; STONE: Slate; METAL: Aluminum; CONCRETE; ASPHALT; SYNTHETICS: Vinyl

**Narrative Description**

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

**Summary Paragraph**

The City Point Historic District, located in the City of Hopewell, encompasses approximately 40 acres at the northern end of a peninsula at the confluence of the Appomattox and James rivers. The NRHP-listed historic estate of Appomattox Manor, which was constructed for the Eppes family in 1763 and is currently the City Point Unit of the Petersburg National Battlefield run by the National Park Service, stands prominently at the tip of the peninsula, and the former City Point Wharf, now Old City Point Waterfront Park, extends along the eastern side of the district. Pecan Street, to the north, and Maplewood Avenue, to the south, are the primary east/west streets, while Cedar Lane, Brown Avenue, Prince Henry Avenue, and Water Street run north/south. Although the majority of the district is residential in character, the district also includes several commercial buildings that have been converted for residential use, and two churches. The development of various early- to mid-twentieth-century waterfront industries, located outside of the district boundaries, played a significant role in the

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development of resources in the City Point Historic District of that period. The railroad tracks now terminate near the southeastern corner of the district boundary, but formerly extended alongside what is now Water Street to the mid-nineteenth-century depot, which was located near the intersection with Pecan Avenue. An extensive system of wharves was located all along the eastern district boundary, where the waterfront park is now located, parallel with the tracks. The architectural resources in the historic district exhibit a wide variety of styles with the majority dating from the early nineteenth century through the mid-twentieth century. The district includes examples of Colonial, Colonial Revival, Federal, Greek Revival, Gothic Revival, Italianate, Bungalow, and Commercial styles, and examples of vernacular architecture. Most dwellings are detached single family, although there is one block of apartments and one block of rowhouses. As expected for a community exhibiting more than 250 years of development, the landscape reflects a variety of approaches to city planning/community design, from the plantation-like setting of Appomattox Manor to something more typical of an early 20<sup>th</sup> century streetcar suburb along Cedar Lane and Brown Avenue. Most of the district is characterized by paved sidewalks, mature trees, and neat residential lawns. The topography is a notable landscape element and includes the steep embankments along the river shores, natural ravines, and flat terraces. The present survey did not include archaeological investigations; however, three archaeological sites (44PG0102, 44PG0431 and 44PG0468) are located within the district boundaries and contain prehistoric and historic elements. The historic district likely possesses a high potential for additional intact archaeological deposits. The 132 surveyed resources within the district include 94 contributing resources and 24 non-contributing resources; 14 additional resources associated with the Appomattox Manor property, were listed in the NRHP in 1969. Resources are keyed to the attached Sketch Map using the last 4 digits of the resource’s 10-digit district inventory number (e.g., 116-0006-0001) and are identified parenthetically by this inventory number in the following narrative description.

**Narrative Description & Statement of Integrity**

*Location and Setting*

City Point is located on a peninsula at the confluence of the Appomattox and the James rivers in the northeastern corner of the City of Hopewell. The City of Petersburg and the north-south corridor of Interstate-95 are located about 10 miles to the southwest and west, respectively. State Route 10 provides the primary means of vehicular access from the west, while the Norfolk and Western railroad tracks from Petersburg serve a large area of heavy industry located along the James River southeast of City Point. Downtown Hopewell is located approximately one mile southwest of City Point.

The presence of the rivers and river transportation were central to the founding and early growth of City Point, while the arrival of the railroad ensured its continued growth and development in the 19<sup>th</sup> and early 20<sup>th</sup> centuries. In 1607, Captain Christopher Newport, commander of the ships Susan Constant, Godspeed, and Discovery, led a small landing party up the James River in search of a promising location for a new settlement. He selected City Point for the site of the first permanent English settlement in the New World, but when he returned to his ships, he discovered that the settlers had disembarked at Jamestown Island instead. It was six years later when the settlement at City Point was actually established and by the 1630s it was the major port of entry for the region due to its prime location. The City Point Railroad Company was established in 1836, connecting City Point with Petersburg. A new wharf and a new brick depot were built in 1855 and this accessibility by both rail and water made City

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Point the ideal location for U.S. General Ulysses Grant to establish his military headquarters during the Siege of Petersburg in 1864-1865.

This historic setting remains largely intact. The district is bounded on the north, east, and west by the rivers, and the railroad tracks now terminate at the southeastern corner of the District (the depot was demolished in the 1950s). The area along the eastern edge of the district where the wharf was located is now Old City Point Waterfront Park, an open green space stretching from the edge of present-day Water Street to the riverbank where it offers prime river viewing. The Appomattox Manor property (NRHP 1969; 116-0006-0084) is under federal government ownership and is preserved and operated by the National Park Service. The railroad tracks are still in use by the industrial properties located at the intersection of present day Church and Water Streets.

With industry and commerce centered on the rivers and the railroad tracks, the residential development in City Point took place on top of the bluff to the west of the tracks. The available area was circumscribed by the Appomattox Manor property on the north and west, which remained in the Eppes family and totaled over 1,000 acres into the early 20<sup>th</sup> century, the natural bluff overlooking the James River (and the railroad tracks) to the east, and a deep ravine that runs along present day Church Street and defines a portion of the southern boundary of the district. Generally speaking, the older resources are located closer to the water on the north and east; the Appomattox Manor property encompassed most of the western half of the district until the early 20<sup>th</sup> century, delaying the development of that area.

The landscape of the district reflects the range of development periods. The ca. 1763 Appomattox Manor encompasses the north end of the district and the western edge and has the appearance of an eighteenth-century plantation with expansive natural areas with mown grass and taller fields around the buildings and above-ground resources, and mature trees and woods closer to the water, while the collection of early 20<sup>th</sup> century bungalows and cottages along Cedar Lane and Brown Avenue reflect a grid plan of parallel streets with an alley in between and houses on equally sized rectangular lots. Most of the district is served by concrete sidewalks, and, with the exception of Appomattox Manor, setbacks are relatively consistent between 10 and 20 feet. Along the south end of Prince Henry Street and Pelham Street the setbacks are deeper and inconsistent. The vegetation in the district is characterized by mature trees and typical residential landscape plantings with a couple of larger open fields along Prince Henry Avenue and in the park properties along Water Street and to the west of Cedar Lane.

*Early Development*

City Point was established as a permanent settlement in 1613, though the exact location remains a matter of some debate; it may have been a mile or two west of the current location. Historic documents indicate that by 1622 the settlement consisted of only six dwellings, but by the 1630s it had become a major port for the region due to its strategic location on the rivers (NRHP). By the 1770s, historic accounts paint a picture of a busy port serving both British and foreign ships with cargos of tobacco, lumber, and grain (NRHP). The earliest surviving resource in City Point is Appomattox Manor (NRHP 1969; 116-0006-0084), which was constructed in 1763 by Richard Eppes. The property was granted to the Eppes family as early as 1635 and Appomattox Manor is thought to be built on the foundation of an earlier dwelling. The Appomattox Manor house is a result of a number of building campaigns. At

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present, it is a one-and-a-half-story, U-shaped, frame dwelling measuring approximately 50 feet by 90 feet. The house stands on a brick foundation (painted), is covered by intersecting gable roofs of wooden shake shingles, and is clad with beaded weatherboards. Three interior brick chimneys and one exterior end chimney (partially painted) are present on the house. The southernmost chimneys are part of the original house. Windows have six-over-nine wooden sash and are flanked by louvered shutters. Eighteen pedimented gable-roofed dormers with six-over-six window sash pierce the gable roof of the house. The gable roofs of the western wing of the house are detailed with decorative sawnwork bargeboards. The earliest section of the house was a five-room dwelling that today comprises the southern part of the building. The east wing was added in 1840-1841. It included a library and parlor that flanked a center hallway. Three bedrooms and a hall were located on the second floor. A decade later in 1850, a changing room and indoor privy were added to the west end of the house along with a storeroom and passageway. In 1907, steam heat was installed with radiators placed throughout the house. A major construction phase began in 1914, which was financed through the sale of the Eppes' Hopewell Farm to the DuPont Company. A new kitchen formed the west wing of the house and the basement space was expanded. New stairs were added to provide access to the new second-floor rooms in the west wing. In 1950, a slate roof replaced the wood-shake roof. The weight of this roof created structural problems and in 1988 and 1989 the slate was replaced with wooden shingles that replicated the last type of shingles that had been on the house. Also at that time, the large dormer addition at the front of the house was removed and the original roofline was restored. The current property totals 14 acres and includes four domestic outbuildings constructed between ca. 1790 and 1837, a reconstruction of General Grant's cabin from 1864, a garage from the 1910s, and various landscape features which date, for the most part, to the late 19<sup>th</sup> or early 20<sup>th</sup> centuries. Now owned and operated by the National Park Service, Appomattox Manor is in good condition and provides the visual context for the early history of City Point.

*First Half of the Nineteenth Century*

By 1801, City Point was home to a bustling port, the importance of which is underscored by the establishment of offices of the U.S. Customs Service and a branch of the U.S. Post Office. The town of City Point was incorporated in 1826 by the General Assembly, with 50 acres laid off into streets and lots. But sources from the 1830s suggest that the town remained small; Joseph Martin's *A New and Comprehensive Gazetteer of Virginia and the District of Columbia* from 1836 lists 25 houses, three taverns, three groceries, a school, and a hospital in City Point. The City Point Railroad, connecting City Point with Petersburg to the west, opened in 1838 but failed soon after. Another attempt in 1855 included construction of a brick depot and a new wharf, and was more successful. The existing lines of the Norfolk and Western Railroad were established as part of this early effort, though they no longer extend all the way into City Point. The line used to run along present day Water Street to the depot, which stood near the intersection of present day Water Street and Pecan Avenue until it was demolished in the mid-twentieth century. Extensive wharves stretched along the river east of the tracks and this confluence of river and rail provided prosperity and strategic importance for property owners in City Point.

Aside from Appomattox Manor, the oldest two residences in the historic district are the Porter House at 617 Brown Avenue (116-0006-0033) and the Christopher Proctor House at 608 Prince Henry Avenue

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(116-0006-0025). Both are two-story frame dwellings with side gabled roofs; the Porter House has an English bond brick foundation, while the Proctor House has two Flemish bond exterior end chimneys. The Porter House is the only documented example of English bond brickwork in the district, a feature that suggests a pre-1800 construction date. The Federal-style early porches and Flemish bond brickwork on the Proctor House support a ca. 1800 date of construction. The Proctor House property also includes a large frame, pyramidal-roofed smokehouse which also dates to the early 19<sup>th</sup> century and is one of the most notable early outbuildings in the district. Both the Porter House and the Proctor House were later used as officers' quarters during the Union encampment at City Point during the Civil War.



Christopher Proctor House, 608 Prince Henry Avenue, view looking NW

Prince Henry Avenue preserves the most intact antebellum streetscape in the district. In addition to the Proctor House mentioned above, City Point House (116-0006-0014), Bishop House (116-0006-0013), Belch House (116-0006-0011), St. John's Rectory (116-0006-0023), Richard Brookins House (116-0006-0012), and the Cook House (116-0006-0022) are located along Prince Henry Avenue and all were built between 1820 and 1860. City Point House is a two-story, five-bay Federal-style frame dwelling on a raised brick foundation. It has a side gabled roof with one exterior end chimney and one interior chimney. Architectural evidence suggests a construction date in the first quarter of the nineteenth century, though it has previously been said to have been built in the 1730s.<sup>1</sup> A one-story wing that was removed from the north end of the house in the 1960s may have been the earlier dwelling. This resource has had many uses over the years, with documented use as a tavern in the early 19<sup>th</sup> century, occupation by the Union Army during the Civil War, and purchase by an African-American masonic lodge in the late 19<sup>th</sup> century. Today it is the home of Shiloh Lodge No. 33 F. & A.M., a Prince Hall masonic organization.

St. John's Rectory (116-0006-0023) is a two-story, three-bay frame dwelling with a low-pitched hipped roof. It rests on a brick foundation and has two exterior end brick chimneys. The Greek Revival-style house was built for the pastor of St. John's Episcopal Church (located on Cedar Lane and discussed below) ca. 1848. It was occupied by the Union Army from 1864-1865, and has several 20<sup>th</sup> century modifications, including a 1½-story side addition, but retains its historic character and is a good



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representative example of the mid-19<sup>th</sup> century dwellings erected in City Point.

The Cook House (116-0006-0022) is another good example of a mid-nineteenth-century dwelling that reflects influence of the Greek Revival style. The building retains much of its original material, with only minor alterations and additions. Constructed in 1858, this was the home of Samuel Nelson Cook, a riverboat captain. During the Civil War, the house was used as quarters by commissary officer Brevet Major W.P. Martin. Some histories state that the house also was used as a hospital during the war. The dwelling was returned to Cook following the end of hostilities and remained in the Cook family until 1943. Cook's son, Joseph, made additions to the house in 1890 (rear hip-roofed wings). The two-story, frame dwelling stands on a brick foundation, is clad with weatherboards, and is covered by a metal-clad hipped roof with hip-roofed ells to the back. Tall interior end brick chimneys are located on the north and south roof slopes. The three-bay front (east) elevation holds a centrally located entrance that is flanked by six-over-six wooden windows. The hip-roofed entrance porch is detailed with square column supports, a double row of dentils on the cornice, and is raised on a brick piers. The entrance door retains its multi-light transom.

There are two antebellum dwellings in City Point that are not located on Prince Henry Avenue – Bonaccord (116-0006-0085) and the Dr. Peter Eppes House (116-0006-0028). Bonaccord was the original rectory for St. John's Church and it is located on the north side of Pecan Avenue, which is now part of the National Park Service property. Bonaccord was built ca. 1844 as a residence for Reverend Malcolm Macfarland, who oversaw the construction of St. John's Church several years earlier. Like the church, Bonaccord was built in the Greek Revival style and is of brick construction. The two-story house has a low-pitched gabled roof and an L-shaped plan. It has good integrity, retaining penciling on the brickwork, wooden sash windows, a slate roof, an original wooden transom and sidelights at the front entrance, and an L-shaped porch. Like the other surviving antebellum houses in City Point, Bonaccord was used as officers' quarters during the Union encampment, but was also damaged by Union gunboat fire in 1862.

The Dr. Peter Eppes House (116-0006-0028) is located on Brown Avenue and historic photographs indicate that it has been heavily modified. Named for Dr. Peter Eppes, who owned it before and after the Civil War, it was actually built by Thomas and Martha Williams in 1859. The one-story frame Greek Revival cottage was originally oriented with its long side facing the road and historic photographs show a typical Greek Revival-style front entrance with a wide door with a transom and sidelights centered on this long elevation. The ghost of this opening is visible today and is infilled with a pair of windows. A sign in front of the house says it was turned on its lot to make an original side elevation the new front. Union Brigadier General Charles H.T. Collis acquired the house for his headquarters when he became commander of the post in October 1864 and lived there with his family. In spite of its change in orientation, the house retains the character of a Greek Revival cottage, with wood siding, wood windows, a low-pitched hipped roof, and a wide, plain frieze.

St. John's Episcopal Church (116-0006-0042) is located on the western edge of the district along Cedar Lane and is the earliest building in this portion of the district. The church was originally built in 1840 and rebuilt in 1894. During the Civil War, the church served as a signal station for both the Confederacy

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and the Union and was also used as a prison for a short time. The Parish House was added and connected to the original chapel by a hyphen in 1933 and a separate building to house the education center was completed in 1962. The original church is brick with a mix of 5:1 and 6:1 common bond and brick buttresses on the side walls. The front gabled roof is covered with slate and has a cross gable at the rear of the building and smaller cross gables over each window bay. Windows are Gothic arched and stained glass. The front gabled entry bay has a double-leaf entrance with wood doors hung on decorative iron strap hinges. The original chapel is connected to the 1933 parish house with a hyphen at the rear resulting in an H-shaped plan. A small cemetery is located to the south of the original chapel and the cemetery, chapel, and parish house are enclosed by a brick wall.

*Civil War*

When Union soldiers occupied Hopewell at the tail end of the Civil War, the physical impact at the time is hard to overstate. Historic photos show row upon row upon row of tents and temporary structures in the fields along Pecan Avenue. A large prison, the Bull Pen, was built just south of the existing district boundary. There was an enormous bakery that provided the daily bread for the soldiers fighting at Petersburg; it was sent to the front lines each day via the railroad. Warehouses containing supplies for the Union Army lined Water Street. Nearly all of the antebellum houses still standing today were occupied as officers' quarters. The Appomattox Manor house (116-0006-0084) was used by General Ulysses S. Grant as his headquarters during late 1864 and early 1865, when Petersburg was under siege. Along with building 42 cabins on the grounds to accommodate staff, the U.S. military also placed cannons along the point and fortified the house. A two-room log cabin was constructed for the use of General Grant about 100 yards east of the main house. That log cabin is largely reconstructed today, but it remains the only surviving purpose-built building associated with the Federal occupation of City Point. The one-story, two-room log cabin has a front gabled roof and walls of vertical logs placed in a shallow foundation trench. A brick chimney at the ridge of the roof is centered on the partition wall between the two rooms, one of which was an office while the other served as sleeping quarters. President Abraham Lincoln visited Grant at Appomattox Manor several times during 1864-1865.

*Reconstruction*

Following the end of the war, nearly all of the temporary structures built by Federal troops were deconstructed and removed. Grant's Cabin was deconstructed in August 1865 and reconstructed at Fairmount Park in Philadelphia where it stood until 1982 when it returned to City Point. Very little construction took place in City Point during the end of the 19<sup>th</sup> century. Like many southern cities, Hopewell struggled to recover from the effects of the war. Only three surviving resources in the District date between 1865 and 1899, the most notable of which is St. Dennis Chapel (116-0006-0030) on Brown Avenue. The Chapel was built by Union soldiers while encamped at City Point during the Civil War.<sup>2</sup>

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Brown Avenue Looking Southeast.

The St. Dennis Chapel (116-0006-0030) stands at the left and the Dr. Peter Eppes House (116-0006-0028) is third from left.

The soldiers were Catholic but the closest Catholic church at the time was in Petersburg so they sought permission from the bishop in Richmond to build St. Dennis. Following the war, the building was sold to a local family who used it as a dwelling for decades. It was eventually willed to the Historic Hopewell Foundation and now serves as a museum. The small frame church is one story tall with a front gabled metal roof. A square cupola with a pyramidal roof and a vent on each side sits on the ridge at the very front of the roof. The building has wood weatherboard siding and a boxed cornice. The façade is three bays wide with a centered entrance. The wood, four-panel door has a three-light transom. The windows on either side have six-over-six wood sash with functioning louvered wooden shutters held back with shutter dogs. The door and windows all have triangular peaked lintels which give the building a hint of the Gothic Revival style that was so popular in small, vernacular churches constructed during the late 19<sup>th</sup> century. There is a round stained-glass window in the gable. The building is three bays deep with three more six-over-six windows with shutters along each side elevation. A porch hyphen connects the chapel to a one-room wing behind it. This section of the building is also frame with wood siding and a front gabled metal roof and it rests on old brick piers. It has two-over-two wood windows on the side elevations.

The Wiseman House at 1003 Maplewood Avenue (116-0006-0054) is an example of a vernacular I-house, a form common to the area in the late 19<sup>th</sup> century. Constructed ca. 1898, the two-story, three-bay frame house has a low-pitched hipped roof with interior brick chimneys on the ends. The central entrance is sheltered by a three-bay porch with a hipped roof supported by turned posts with sawn brackets and turned balusters.

*Early 20<sup>th</sup> Century*

With the turn of the 20th century, stability and prosperity returned to City Point. There were two main commercial areas in town, one along the waterfront and the other along Prince Henry Avenue, known at

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the time as Main Street. An historic photo from ca. 1912 shows Prince Henry lined with houses and small commercial structures; a sign for the City Point Pharmacy is visible. The Bank of City Point (116-0006-0071) was established in 1914 at the corner of Prince Henry and Maplewood, alongside a row of commercial storefronts that fronted onto Maplewood. The former bank is a handsome brick (five-course American bond) building with notable classical-inspired details. The two-story, six-by-three-bay building is covered by a shed roof with a parapets on the north, east, and south sides. The bank originally faced east onto Prince Henry Avenue; the center bay on the east elevation, which now holds a window opening, exhibits alterations in the brickwork. The present entrance is located on the north side of the building. Windows on the building are six-over-one, one-over-one, and replacement one-over-one wooden sash. The openings are detailed with jack arches and cast stone keystones. The building is elaborately detailed with a full Doric cornice, modillion blocks, brick quoins, decorative parapet, and a cast stone stringcourse. The brick on the rear and west side elevations has been painted. The bank was established to cater to the neighborhood residents, but it failed by the late 1920s, due in part to the rise in commercial opportunities that came with the formal annexation of City Point by the City of Hopewell in 1923. City Point was no longer the insular, self-sufficient community that it had been for more than two centuries. Following the failure of the bank, and due to the rise in demand for affordable housing, the bank building and the adjacent commercial buildings along Maplewood Avenue were all converted into apartments in 1930, but their original use and identity are still discernible.



View Looking South along Prince Henry Avenue, ca. 1912

The beginning of the 20<sup>th</sup> century witnessed the construction of many single-family dwellings in City Point. The south side of Pecan Avenue was built out in the first two decades of the new century. Houses at 1000, 1006, 1012 and 1014 Pecan Avenue were all built ca. 1910. The small one-story house at 1000 Pecan Avenue (116-0006-0074) was supposedly constructed by the Eppes family as a residence for the overseer of the farming operations at Appomattox Manor. The two-story, two-bay frame house with the hipped roof and hipped dormer at 1014 Pecan Avenue (116-0006-0080) retains good integrity with wooden windows and wooden weatherboards and large scroll-shaped eave brackets.

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The most distinctive house in this row along Pecan Avenue is the large dwelling at 1010 Pecan Avenue (116-0006-0078). Known locally as the Temple House, this large frame house was built ca. 1916 and is comprised of two main sections. The section to the right is two stories tall and three bays wide with a low pitched hipped roof, a hipped dormer, and a full width porch with Tuscan columns and turned balusters. The section to the left is narrower with a pull-through porte cochere in the far left bay and a door and window abutting the other section of the house on the first story. The second story, which extends over the porte cochere, is a large bay window with a pair of two-over-two windows in the center and single two-over-two windows in the clipped corners. The clipped corners of the bay are also accented by sawtooth trim and pendants at the overhanging corners. The entire house has wooden siding and most of the roof is clad with standing seam metal. The house shows stylistic influences from both the Colonial Revival – in the Tuscan columns and turned balusters – and the Victorian – in the porte cochere, bay window, and sawtooth trim. According to materials published by the Hopewell Visitor’s Center, this house was built by the Treasurer of Prince George County to serve as both his office and his dwelling. The porte cochere accommodated his customers. The building was converted first to a single family home, then into apartments, before being restored as a private residence in 1989.



Temple House (116-0006-0078), 1010 Pecan Avenue

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Hunter House (116-0006-0040), 510 Cedar Lane

The two most impressive dwellings from the first two decades of the 20<sup>th</sup> century are located on distinctive lots. The Hunter House (116-0006-0040) and Miami Lodge (116-0006-0082) both have river views, but of different rivers. The Hunter House was built ca. 1908 in the Dutch Colonial Revival style. It is a large house with one-and-a-half stories beneath a gambrel roof and one-bay wings on each end. There are large shed dormers across both the front and rear slopes of the roof. The central front door is accented by a transom and sidelights and sheltered by an entry porch with a flat roof supported by large square brick columns with corbeled tops and a dentiled cornice. The rear of the house overlooks the Appomattox River. This house was built on the western edge of the district about 20 years before other development occurred in the area because the land was all owned by the Eppes family. The size of the house and the waterfront location on what would have been Eppes land suggests that it was built by someone with connections to the Eppes family.

Miami Lodge (116-0006-0082) was built near the other edge of the district, overlooking the James River on a bluff near the east end of Pecan Avenue. It was constructed in 1912 for Dr. and Mrs. Aurelius R. Shands. Mrs. Agnes Eppes Shands was the daughter of Dr. Richard Eppes, owner of Appomattox Plantation, who gifted them the land on which Miami Lodge sits. Dr. Shands was a physician at Johns Hopkins and they lived in Washington D.C. and built Miami Lodge as a summer home. Dr. Shands had a small office on Prince Henry Street (116-0006-0016) that he practiced in when he was in town. The Shands spent only a couple of summers in the house (1912-1914); shortly after the DuPont plant opened the company needed housing for their executives and Shands' sister and brother-in-law came from Petersburg to be caretakers and run the Lodge (they lived in Dr. Shands' office on Prince Henry Avenue). In 1915, eight young bachelor executives boarded there. In the 1920s and 1930s, Tubize executives B.G. Slaughter and George Juer and their families lived in the house. A small article in *The Hopewell Progressive* newspaper dated June 19, 1923, notes that Mr. and Mrs. Benjamin Slaughter "are having Miami Lodge remodeled and will live there." The current owner says that there was no interior kitchen prior to this remodeling. The grand two-story Neoclassical Revival brick house has a square footprint with a hipped roof covered with slate and brick walls laid in stretcher bond with brick jack arches above the windows and doors. A full height pedimented entry porch is bracketed by a lower full-



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width porch on the east-facing facade. Porch supports are unpainted square brick posts with full capitals and bases executed in cast stone or wood and painted white. There is a full entablature on the portico and a fan-shaped vent in the tympanum. The symmetrical facade is three bays wide with central entrances on both stories. On the first story, the double-leaf entrance consists of a pair of glazed and paneled French doors topped by a transom, which are also found in the end bays, so that the first floor can be opened completely to the porch for summer entertaining.

*DuPont and Tubize Period, 1912-1934*

At the same time that Dr. Shands was finishing his summer house overlooking the James River, the E.I. DuPont de Nemours Chemical Company was building a dynamite plant on 800 acres southwest of City Point that they bought from the Eppes family. The company named its plant Hopewell at the family's request. Following the beginning of World War I in 1914, DuPont purchased 1,600 additional acres from the Eppes and converted the dynamite plant to a guncotton production facility that became the largest in the world. Such a massive industrial undertaking required thousands of workers and, because DuPont intentionally sited its dangerous production facilities away from large population centers, they needed to attract workers from outside the area and provide them with housing and other amenities. In 1914 they planned and began construction on three villages of worker housing, which included houses, dormitories, schools, a hotel, churches, clubs, streets and sidewalks, and water and sewer lines. "A" Village was designated for company officers and management and was built adjacent to the southern edge of the existing community of City Point.<sup>3</sup> Following the end of World War I, DuPont shut down operations and, in 1920, sold the plant and the bulk of the villages to the Tubize Chatillon Corporation, makers of artificial silk. Tubize continued the "company town" approach started by DuPont and continued to draw workers to Hopewell and City Point.

The Tubize period, from 1920-1934, was one of massive growth for City Point. At its peak, the Tubize plant employed approximately 4,200 people, many more than could reside in the company housing offered in the villages first built by DuPont.<sup>4</sup> The Eppes family recognized an economic opportunity and they worked through their agent, Mr. Robert Craighill Potts, to develop both rental housing and speculative housing for sale. Around 1920 they built two double houses on Prince Henry Avenue (116-0006-0017 and 116-0006-0018) and in the late 1920s they developed new cottages and bungalows on former Eppes land along Cedar Lane and Brown Avenue. A May 21, 1929, article in the *Hopewell News* informs readers that Mr. R.C. Potts, "agent for the Eppes Estate," is planning "immediate" construction of 20 to 25 "elegant residences." The article noted that work had commenced on the first five houses, "which will cost between \$5,000 and \$6,000 and will be architecturally attractive and 'different': that is to say, there are to be no 'rows,' no sameness, each home having a distinct identity." The houses "will be the last word in modern home equipment" and were to be located on Brown Avenue and Cedar Lane on lots measuring 50 feet by 125 feet. The article concludes by noting that "this program will add importantly to the solution of the housing problem...." This sentence provides a clue about the housing pressures felt in City Point during the 1920s.

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Bungalows along West Side of Brown Avenue

A couple of weeks later another article notes that building permits were issued to Potts for four “modern residences” of frame construction to be built according to plans prepared by architect C.K. Baylis of Hopewell. Finally, on October 29, 1929, the *Hopewell News* reported that Potts had completed three bungalows on Brown Avenue, each containing five bedrooms. It seems highly likely that these three bungalows are the three houses located at 600, 602 and 604 Brown Avenue. The three frame 1½-story dwellings (116-0006-0034, -0035, and -0036) all have side gabled roofs with central dormers, but the porches are different on all three, as are the rooflines on the dormers. These three houses are pictured under construction in a historic photograph. A notable difference between the houses then and now is that the front porches of all three appeared to be screened in originally.<sup>5</sup> Several of the houses on Cedar Lane are also assumed to be the work of Potts on behalf of the Eppes Estate – the houses at 509 Cedar Lane (116-0006-0019), 601 Cedar Lane (116-0006-0043), 611 Cedar Lane (116-0006-0045), and 619 Cedar Lane (116-0006-0046) are all brick bungalows or Colonial Revival dwellings with fine architectural detailing built right around 1930.

Other efforts in City Point were geared towards providing a greater density of housing. As noted above, it was during this same time period that the Bank of City Point and the adjacent brick commercial buildings on Maplewood Avenue (116-0006-0071 and 116-0006-67 and -0069, respectively) were converted into apartments. Today they are the Appomattox Court Apartments. The Brown Construction Company (also referred to as the Brown Supply and Building Company in some primary sources) took a different approach to respond to the demand for housing. In January 1928 an article in the *Tri-County News* explained, “The Brown Construction Co. announces a new type of building...They propose to build what is known as the ‘Baltimore’ type of residential brick tenements.” The plan called for a total of 25 dwellings along Bank Street, with one row of 13 “tenements” on the north side of the street and 12 on the south side. According to the article, the original plans included basement garages for each house, but physical evidence suggests that this plan was changed prior to the beginning of construction. Instead, a block of garages was constructed at the end of Bank Street.



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The block of 13 rowhouses known as “Baltimore Row” (116-0006-0053, 116-0006-0092 through -0100 and 116-0006-0102 through -0104) is of brick construction on a raised rusticated concrete block foundation. The block has a low-pitched shed roof with parapets across the front and at both end walls. Read as a whole, the block is heavily symmetrical with a central five-unit section that has a shaped parapet, flanked on both sides by a two-unit section with low-pitched front-facing shed roofs, and terminating on the ends of the block with a two-unit section with a pair of peaked, or triangular, parapets. The parapets are detailed with cast stone decorations consisting of diamond-shaped stones arranged in groups of four around larger diamond shapes. Every unit has an identical entry porch with brick posts supporting a half-hipped roof, and every unit is two bays wide. The brick walls are laid in a variation of common bond with nine rows of stretchers to a single row of Flemish bond. All windows are double-hung sash with soldier course brick lintels and rowlock brick sills. All the front doors feature a single-leaf door flanked by tall sidelights, most with original Prairie-style muntins. There are small, hopper- or awning-style windows in some of the basements that are capped with segmental brick arches. The rear elevation of the block is utilitarian in nature and lacks the decorative touches found on the front in the porches and parapets. On the rear, each pair of units shares a concrete stoop that is inset slightly. Otherwise, rear details mimic the front. The row of dwellings on the south side of the street was never constructed. In lieu of the basement garages, stand-alone garages or sheds were built at the end of Bank Street on a separate parcel (116-0006-0090). The rowhouses were completed in late 1928; rooms within them were being advertised for rent in the local newspaper by the spring of 1929. This is the only example of rowhouse construction in City Point.

With the onset of the Great Depression, the Tubize plant slowed production until it ultimately closed in 1934. Only minimal residential construction took place between then and 1950. Large industrial facilities continued to provide the economic backbone of Hopewell, but the scale was never as large as DuPont and Tubize and the “company town” era came to a close. The rapid construction of speculative housing also came to a stop and only seven dwellings were built between ca. 1940 and 1950. All were modest dwellings filling in previously undeveloped lots. By 1950, City Point had largely achieved its current appearance. Several more individual residences were built around the community in the 1970s and 1980s, but these tended to follow the established trends of lot size, set back, and architectural scale and character.

*Integrity*

The City Point Historic District retains good overall integrity and continues to convey its historical appearance and historical character. The survival of Appomattox Manor and the preservation of the larger property associated with it provides a glimpse into life in City Point in the 18<sup>th</sup> century. The Proctor and Porter Houses, along with the other antebellum dwellings along Prince Henry Avenue, accurately reflect the modest town that developed in the early 19<sup>th</sup> century. While the wharf and railroad depot are no longer standing, the riverfront and the railroad corridor preserved within the Old City Point Waterfront Park provide a visual connection between the town and the transportation corridors that inspired its inception and provide context for the historic significance of the district. The early 20<sup>th</sup> century development within the town is evidence of the prosperity and optimism associated with the years of DuPont and Tubize. While some demolitions have occurred since the district was originally

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listed in 1978, all of the significant early buildings mentioned in the original nomination remain. The district retains good integrity of location, setting, design, workmanship, feeling, and association and moderate integrity of materials, as the application of substitute materials is the most common change to the resources in the district. This nomination update did not include redrawing the boundaries of the district and they remain as originally listed in 1978. Of the 132 resources in the historic district, only 24 are non-contributing, which includes 16 secondary resources (sheds, gazebos, etc.).

*Demolitions, Open Space, and Archaeological Potential*

The inventory below is a complete list of all resources currently within the district boundaries. At the end of the inventory is a list of the 11 resources that were included in the original district inventory that have since been demolished. Four of these resources were located along Water Street, where much demolition had already occurred even before the district was originally listed. The lack of resources today belies the bustling commercial corridor that occupied the area in the mid-late 19<sup>th</sup> century and into the early 20<sup>th</sup> century. Sanborn Fire Insurance Co. maps from the late 1920s also suggest that this area was the location of multiple dwellings for the African-American population of City Point (they are noted on the 1927 Sanborn map as “SHACKS (Colored)”), along with a school for African-American Children (labeled “City Point Public School (Colored)” and “1st Baptist Church (Colored).” The school is no longer standing, though the site of it is very close to the historic district boundaries. The historic church building was replaced with a new building in the late 20<sup>th</sup> century; it is located just south of the district boundaries. In addition to the demolitions along Water Street, several early 20<sup>th</sup> century dwellings were demolished along Pelham Street and Maplewood Avenue, and one 19<sup>th</sup>-century dwelling was demolished along Prince Henry Avenue. An early 20<sup>th</sup>-century apartment building was removed from the corner of Water Street and Pecan Avenue; the site is now a parking lot for the Old City Point Waterfront Park.

The original inventory also listed vacant lots, possibly in an effort to emphasize the archaeological potential of the district; these have been removed from the current inventory as it is no longer accepted practice to list vacant lots as resources within districts. The three identified archaeological sites within the district are listed at the end of the inventory. While only these three sites have been identified within the district through formal archaeological survey, it is fully expected that numerous additional sites exist. Given the long documented history of settlement and occupation, open space in City Point is likely to contain intact, multi-component archaeological sites. Prior to the settlement by the English, the landform that became City Point was undoubtedly home to Native Americans, so prehistoric sites are just as likely as those from the historic period. The open space around Appomattox Manor may contain sites related to the 17<sup>th</sup> and 18<sup>th</sup> century Anglo settlement of the peninsula, along with sites related to the lives of enslaved African workers, and sites related to the occupation of the property by the Union Army during the final year of the Civil War. Open space along Water Street should be recognized as having high potential for sites related to the industrial and transportation history of City Point, along with the African American population of the early 20<sup>th</sup> century. The research potential in City Point, for both architectural and archaeological resources, is extensive.

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**INVENTORY**

The following is a list of resources located within the City Point Historic District boundaries. The resources are listed alphabetically by street name and numerically by address number. DHR historic district numbers are listed for each resource, as are numbers previously assigned to individual resources. In the following inventory all resources, both primary and secondary, have been considered either contributing or non-contributing based upon the areas of significance identified under Criterion A, Community Planning and Development; Ethnic Heritage: African American; Exploration and Settlement; Military; and Transportation, and under Criterion C, Architecture; during the period of significance identified as ca. 1607-1950; and on whether the resource retains sufficient integrity to convey its historic association. All non-contributing resources have therefore been so noted for being built after 1950 or for lacking integrity to represent the period and areas of significance. Resources are keyed to the attached Sketch Map using the last four digits of the resource's 10-digit inventory number (i.e., for resource #116-0006-0051, the resource location is identified as -0051 on the map).

**BANK STREET**

- |   |                      |                       |
|---|----------------------|-----------------------|
| <b>1000 Bank Street</b>   | <b>116-0006-0051</b> | <i>Other DHR Id#:</i> |
| <i>Primary Resource: Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1925</i> |                      |                       |
|   | <b>Contributing</b>  | <i>Total: 1</i>       |
| <b>1001 Bank Street</b>   | <b>116-0006-0053</b> | <i>Other DHR Id#:</i> |
| <i>Primary Resource: Single Dwelling (Building), Stories 2, Style: Other, 1928</i>        |                      |                       |
|   | <b>Contributing</b>  | <i>Total: 1</i>       |
| <b>1003 Bank Street</b>   | <b>116-0006-0092</b> | <i>Other DHR Id#:</i> |
| <i>Primary Resource: Single Dwelling (Building), Stories 2, Style: Other, 1928</i>        |                      |                       |
|   | <b>Contributing</b>  | <i>Total: 1</i>       |
| <b>1005 Bank Street</b>   | <b>116-0006-0093</b> | <i>Other DHR Id#:</i> |
| <i>Primary Resource: Single Dwelling (Building), Stories 2, Style: Other, 1928</i>        |                      |                       |
|   | <b>Contributing</b>  | <i>Total: 1</i>       |
| <b>1007 Bank Street</b>   | <b>116-0006-0094</b> | <i>Other DHR Id#:</i> |
| <i>Primary Resource: Single Dwelling (Building), Stories 2, Style: Other, 1928</i>        |                      |                       |
|   | <b>Contributing</b>  | <i>Total: 1</i>       |
| <b>1009 Bank Street</b>   | <b>116-0006-0095</b> | <i>Other DHR Id#:</i> |
| <i>Primary Resource: Single Dwelling (Building), Stories 2, Style: Other, 1928</i>        |                      |                       |
|   | <b>Contributing</b>  | <i>Total: 1</i>       |
| <b>1011 Bank Street</b>   | <b>116-0006-0096</b> | <i>Other DHR Id#:</i> |
| <i>Primary Resource: Single Dwelling (Building), Stories 2, Style: Other, 1928</i>        |                      |                       |
|   | <b>Contributing</b>  | <i>Total: 1</i>       |



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- Secondary Resource: Garage (Building)* **Contributing** *Total: 1*
- 601 Brown Avenue** **116-0006-0027** *Other DHR Id#:*  
*Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, Ca 1950*  
**Contributing** *Total: 1*
- 602 Brown Avenue** **116-0006-0035** *Other DHR Id#:*  
*Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1929*  
**Contributing** *Total: 1*  
*Secondary Resource: Shed (Building)* **Contributing** *Total: 1*
- 603 Brown Avenue** **116-0006-0028** *Other DHR Id#:*  
 Dr. Peter Eppes House  
*Primary Resource: Single Dwelling (Building), Stories 1, Style: Greek Revival, Ca 1859*  
**Contributing** *Total: 1*  
*Secondary Resource: Shed (Building)* **Contributing** *Total: 1*
- 604 Brown Avenue** **116-0006-0036** *Other DHR Id#:*  
*Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1929*  
**Contributing** *Total: 1*  
*Secondary Resource: Garage (Building)* **Contributing** *Total: 1*
- 605 Brown Avenue** **116-0006-0029** *Other DHR Id#:*  
*Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1930*  
**Contributing** *Total: 1*
- 609 Brown Avenue** **116-0006-0030** *Other DHR Id#:*  
 St. Dennis Chapel  
*Primary Resource: Church/Chapel (Building), Stories 1, Style: Vernacular, Ca 1887*  
**Contributing** *Total: 1*  
*Secondary Resource: Outbuilding, Domestic (Building)* **Non-contributing** *Total: 1*
- 611 Brown Avenue** **116-0006-0031** *Other DHR Id#:*  
*Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1916*  
**Contributing** *Total: 1*  
*Secondary Resource: Garage (Building)* **Contributing** *Total: 1*
- 615 Brown Avenue** **116-0006-0032** *Other DHR Id#:*  
*Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1940*  
**Contributing** *Total: 1*  
*Secondary Resource: Shed (Building)* **Contributing** *Total: 1*





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**Contributing** Total: 1

**1016 Maplewood Avenue** 116-0006-0066 Other DHR Id#:

James House

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, 1880**

**Contributing** Total: 1

**1018 Maplewood Avenue** 116-0006-0067 Other DHR Id#:

Primary Resource: **Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1914**

**Contributing** Total: 1

**1020 Maplewood Avenue** 116-0006-0069 Other DHR Id#:

Primary Resource: **Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1914**

**Contributing** Total: 1

**1022 Maplewood Avenue** 116-0006-0071 Other DHR Id#:

Bank of City Point

Primary Resource: **Bank (Building), Stories 2, Style: Classical Revival, 1915**

**Contributing** Total: 1

**1100 Maplewood Avenue** 116-0006-0091 Other DHR Id#:

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Colonial Revival, 1983**

Non-contributing Total: 1

**1101 Maplewood Avenue** 116-0006-0059 Other DHR Id#:

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, 1916**

**Contributing** Total: 1

**1102 Maplewood Avenue** 116-0006-0072 Other DHR Id#:

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Vernacular, Ca 1950**

**Contributing** Total: 1

**1103 Maplewood Avenue** 116-0006-0060 Other DHR Id#:

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1940**

**Contributing** Total: 1

**1105 Maplewood Avenue** 116-0006-0061 Other DHR Id#:

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1950**

**Contributing** Total: 1

**1108 Maplewood Avenue** 116-0006-0073 Other DHR Id#:





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- 1014 Pecan Avenue**                      **116-0006-0080**                      *Other DHR Id#:*  
*Primary Resource: Single Dwelling (Building), Stories 2.5, Style: Vernacular, Ca 1910*  
**Contributing**      *Total: 1*  
*Secondary Resource: Shed (Building)*      **Non-contributing**      *Total: 1*
- 1015 Pecan Avenue**                      **116-0006-0085**                      *Other DHR Id#: 123-0071-0065*  
Bonnacord  
*Primary Resource: Single Dwelling (Building), Stories 2.5, Style: Greek Revival, Ca 1844*  
**Contributing**      *Total: 1*
- 1016 Pecan Avenue**                      **116-0006-0081**                      *Other DHR Id#:*  
*Primary Resource: Single Dwelling (Building), Stories 2.5, Style: Vernacular, Ca 1920*  
**Contributing**      *Total: 1*
- 1100 Pecan Avenue**                      **116-0006-0082**                      *Other DHR Id#:*  
Miami Lodge  
*Primary Resource: Single Dwelling (Building), Stories 2.5, Style: Neo-Classical Revival, 1912*  
**Contributing**      *Total: 1*  
*Secondary Resource: Garage (Building)*      **Contributing**      *Total: 1*  
*Secondary Resource: Gateposts/Entry (Object)*      **Contributing**      *Total: 1*  
*Secondary Resource: Outbuilding, Domestic (Building)*      **Contributing**      *Total: 1*  
*Secondary Resource: Wall (Object)*      **Non-contributing**      *Total: 1*
- 1107 Pecan Avenue**                      **116-0006-0087**                      *Other DHR Id#: 123-0071-0066*  
*Primary Resource: Single Dwelling (Building), Stories 2.5, Style: Colonial Revival, Ca 1912*  
**Contributing**      *Total: 1*

**PELHAM AVENUE**

- 1010 Pelham Avenue**                      **116-0006-0048**                      *Other DHR Id#:*  
*Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, 1973*  
**Non-contributing**      *Total: 1*  
*Secondary Resource: Shed (Building)*      **Non-contributing**      *Total: 1*

**PRINCE HENRY AVENUE**

- 449 Prince Henry Avenue**                      **116-0006-0009**                      *Other DHR Id#:*  
Henry Sherman House  
*Primary Resource: Single Dwelling (Building), Stories 2, Style: Italianate, Ca 1912*  
**Contributing**      *Total: 1*  
*Secondary Resource: Shed (Building)*      **Non-contributing**      *Total: 1*

- 451 Prince Henry Avenue**                      **116-0006-0010**                      *Other DHR Id#:*



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Christopher Proctor House

*Primary Resource: Single Dwelling (Building), Stories 2.5, Style: Federal/Adamesque, Ca 1800*

**Contributing** Total: 1

*Secondary Resource: Shed (Building)*

**Contributing** Total: 1

*Secondary Resource: Smoke/Meat House (Building)*

**Contributing** Total: 1

**609 Prince Henry Avenue 116-0006-0016**

*Other DHR Id#:*

Dr. Aurelius Shands Office

*Primary Resource: Office/Office Building (Building), Stories 1, Style: Colonial Revival, 1912*

**Contributing** Total: 1

**613 Prince Henry Avenue 116-0006-0017**

*Other DHR Id#:*

*Primary Resource: Double House (Building), Stories 2.5, Style: Georgian Revival, Ca 1920*

**Contributing** Total: 1

**615-617 Prince Henry Avenue 116-0006-0018**

*Other DHR Id#:*

*Primary Resource: Double House (Building), Stories 2, Style: Georgian Revival, Ca 1920*

**Contributing** Total: 1

**WATER STREET**

**516 Water Street 116-0006-0002**

*Other DHR Id#:*

*Primary Resource: Apartment Building (Building), Stories 1, Style: Vernacular, Ca 1940*

**Contributing** Total: 1

**531 Water Street 116-0006-0088**

*Other DHR Id#:*

*Primary Resource: Garage (Building), Stories 2, Style: No Discernable Style, Ca 1960*

Non-Contributing Total: 1

**Water Street 116-0006-0001**

*Other DHR Id#:*

*Primary Resource: Dock (Structure), Stories, Style: No discernible style, Ca 2003*

Non-Contributing Total: 1

*Secondary Resource: Pier/Boat Ramp (Structure)*

**Contributing** Total: 1

*Secondary Resource: Restroom Facility (Building)*

Non-contributing Total: 1

*Secondary Resource: Shelter (Building)*

Non-contributing Total: 1

*Secondary Resource: Park (Site)*

**Contributing** Total: 1

**PREVIOUSLY SURVEYED RESOURCES DEMOLISHED SINCE 1978**

**MAPLEWOOD AVENUE**

**1107 Maplewood Avenue 116-0006-0062**

*Other DHR Id#:*

*Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Other, Ca 1925*

Total: 1

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**1311 Maplewood Avenue**                      **116-0006-0063**                      *Other DHR Id#:*  
*Primary Resource: Single Dwelling (Building), Stories 2, Style: Other, Ca 1925*  
*Total: 1*

**PECAN AVENUE**

**1130 Pecan Avenue**                      **116-0006-0083**                      *Other DHR Id#:*  
*Primary Resource: Apartment Building (Building), Stories 2, Style: Vernacular, Ca 1915*  
*Total: 1*

**PELHAM AVENUE**

**1002 Pelham Avenue**                      **116-0006-0047**                      *Other DHR Id#:*  
*Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1900*  
*Total: 1*

**1005 Pelham Avenue**                      **116-0006-0049**                      *Other DHR Id#:*  
*Primary Resource: Single Dwelling (Building), Stories 2, Style: Colonial Revival, Ca 1900*  
*Total: 1*

**1007 Pelham Avenue**                      **116-0006-0050**                      *Other DHR Id#:*  
*Primary Resource: Single Dwelling (Building), Stories 2, Style: Other, Ca 1920*  
*Total: 1*

**PRINCE HENRY AVENUE**

**500 Prince Henry Avenue**                      **116-0006-0020**                      *Other DHR Id#:*  
*Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Greek Revival, Ca 1840*  
*Total: 1*

**WATER STREET**

**526 Water Street**                      **116-0006-0004**                      *Other DHR Id#:*  
*Primary Resource: Single Dwelling (Building), Stories 2, Style: Greek Revival, Post 1850*  
*Total: 1*

**528-530 Water Street**                      **116-0006-0005**                      *Other DHR Id#:*  
*Primary Resource: Single Dwelling (Building), Stories 1, Style: Other, Pre 1925*  
*Total: 1*

**532-534 Water Street**                      **116-0006-0006**                      *Other DHR Id#:*  
*Primary Resource: Single Dwelling (Building), Stories , Style: Other, Pre 1925*  
*Total: 1*

**536 Water Street**                      **116-0006-0007**                      *Other DHR Id#:*

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*Primary Resource: Single Dwelling (Building), Stories 2, Style: Colonial Revival, Ca 1900*  
*Total: 1*

**IDENTIFIED ARCHAEOLOGICAL SITES WITHIN THE DISTRICT (exact location protected)**

Archaeological survey work within the boundaries of the district has resulted in the identification and documentation of three archaeological sites. Due to the long history of occupation and the extensive Civil War encampment, the entire district is considered to have high potential for additional archaeological sites. For their protection, only the numbers and temporal affiliation of the known sites are listed below and their locations are not shown on the map.

- 44PG0102, Prehistoric and Historic
- 44PG0431, Historic
- 44PG0468, Prehistoric and Historic

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Section 8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions.)

- ARCHITECTURE
- COMMERCE
- COMMUNITY PLANNING AND DEVELOPMENT
- ETHNIC HERITAGE: AFRICAN AMERICAN
- EXPLORATION/SETTLEMENT
- MILITARY
- TRANSPORTATION

Period of Significance

Ca.1607-1950

Significant Dates

- Ca.1607
- 1613
- 1864-1865
- 1912
- 1923

Cultural Affiliation

N/A

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**Architect/Builder**

Baylis, C.K.

Brown Construction Co.

Karlstromer, Curt

**Summary Statement of Significance**

(Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The original City Point Historic District, listed in the Virginia Landmarks Register in 1978 and in the National Register of Historic Places in 1979, identified the Areas of Significance related to the district as Architecture, Commerce, Exploration/Settlement, Military, and Politics/Government. The present nomination update contains information related to the district's significance under Criterion A in the additional Areas of Significance of Community Planning and Development, Ethnic Heritage: African American, and Transportation. Additional information also is included pertaining to the district's significance in the area of Architecture.

The original district nomination broadly defined the Period of Significance for the district as 1600-1900-. This update refines the Period of Significance to extend from ca. 1607, when Christopher Newport designated City Point as England's first permanent settlement in the New World, to 1950, by which time the district largely attained its current appearance. The district's historical significance is derived from its association as the site of an important eighteenth-century port, as the location of the U.S. military headquarters during the ten-month siege of Petersburg during the American Civil War, and as a collection of buildings and sites that reflect the historic development of the area. City Point historically served as the location of an early colonial settlement, a nineteenth century hub for rail- and water-related transportation, an early twentieth century commercial center serving the local community, and as housing for managers and workers in Hopewell's twentieth-century industrial operations. This locally significant area developed separately from the City of Hopewell and remained an unincorporated town in Prince George County until its annexation by the City in 1923.

The City Point Historic District, located in the City of Hopewell, encompasses approximately 40 acres at the northern end of a peninsula at the confluence of the Appomattox and James rivers. The NRHP-listed historic estate of Appomattox Manor (116-0006-0084), which was constructed for the Eppes family in 1763 and is currently a National Park Service property, stands prominently at the tip of the peninsula and the City Point Wharf extends along the eastern side of the district. Although the majority of the district is residential in character, the district also includes several commercial buildings that have been converted for residential use, and two churches. The development of various early- to mid-twentieth-century waterfront industries, located outside of the district boundaries, played a significant role in the development of resources in the City Point Historic District of that period. The architectural resources in the historic district exhibit a wide variety of architectural styles with the majority dating from the early nineteenth century through the mid-twentieth century and include locally significant



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residential buildings, two churches, and former commercial buildings now used as residences. The district includes examples of Colonial, Colonial Revival, Federal, Greek Revival, Gothic Revival, Italianate, Bungalow, and Commercial styles, and examples of vernacular architecture. The semi-gridded street plan is enhanced by the presence of mature trees, paved sidewalks, and landscaped yards. The topography is a notable landscape element and includes a high flat terrace (approximately 45 feet amsl) surrounded by steep embankments leading to the tidal river shores, and natural ravines.

**Narrative Statement of Significance**

(Provide at least one paragraph for each area of significance.)

*Criterion A: Exploration/Settlement and Military*

The original nomination for the City Point Historic District detailed the district’s significance in the area of Exploration/Settlement for its association with the seventeenth- and eighteenth-century English settlement at City Point. The nomination also included information related to the district’s significance in the area of Military for its pivotal role as a strategic supply point and the headquarters for Federal troops during the last year of the American Civil War (June 1864-April 1865). Information included in that documentation is not fully repeated within this update, but is used in discussions supporting new areas of significance (such as, Ethnic Heritage and Transportation).

**Justification of Criteria**

*Criterion A: Community Planning and Development*

The City Point Historic District is locally significant under Criterion A in the area of Community Planning and Development as an example of a small community that exhibits hallmarks of more than 150 years of community planning, from southern plantation to streetcar suburb. City Point developed from a seventeenth-century port of entry for English colonists, became the mid-nineteenth century military center of the Federal troops engaged in a 10-month-long siege with Confederate forces entrenched near Petersburg, and then evolved into an area of early twentieth-century housing stock for the industrial “boom town” of Hopewell. The settlement’s strategic location at the confluence of the Appomattox and James rivers directly influenced the establishment of this site as a transportation center for both rail- and water-related traffic and made it a significant supply point for military troops. The Eppes family’s ownership of much of the peninsula, which began with a 1,700-acre land grant to Capt. Francis Eppes in 1635, influenced the slow pace at which the area developed. An 1826 Act by the General Assembly establishing “The Town of City Point,” did not have an immediate impact on the area. The most significant antebellum influences on City Point’s development were the presence of a rail connection to Petersburg (the 1838 City Point Rail-Road) and a deep port with an active wharf, both of which increased the waterfront development and commercial activities in the area, including at least one tavern. In the mid-nineteenth century, the population of City Point temporarily skyrocketed with the occupation of 150,000 Federal troops who set up camp at Appomattox Manor estate at the northern end of the peninsula. In 1912, the Eppes family sold its property, known as the Hopewell Farm, to the DuPont Company for industrial development. With increased industrial development along the James River in the first decades of the twentieth century, the area population once again

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increased rapidly, resulting in a significant demand for housing. The demand was satisfied, in part, by the construction of apartments, duplexes, and additional single-family houses in City Point. The City Point settlement remained part of Prince George County until 1923, when it merged with the City of Hopewell (incorporated in 1916).

*Criterion A: Ethnic Heritage: African American*

The City Point Historic District is locally significant under Criterion A in the area of Ethnic Heritage as an area that reflects the presence and activities of African American residents from the colonial period through the twentieth century. The first African Americans to live at City Point were likely among Capt. Francis Eppes' enslaved labor force, and may have been among the headrights he claimed in 1635.<sup>6</sup> By 1763, Richard Eppes constructed the house known as Appomattox Manor (116-0006-0084) at the north end of the City Point peninsula. In 1860, Dr. Richard Eppes, then head of the family estate, owned over 3,200 acres on four area farms and held almost 130 enslaved persons.<sup>7</sup> Eppes closely controlled where and how the enslaved workers lived on the property; his diaries and account books, as well as archaeological evidence, also provide information on their activities and lifeways. Following the end of the Civil War, many freedmen remained in (or returned to) City Point and were employed by Eppes to continue work on the Appomattox Manor farm. Through the late nineteenth and early twentieth century, the African-American population at City Point established their homes (mostly along Water Street), businesses, churches, social halls, and schools in the area around the former plantation.<sup>8</sup> Although many of these architectural resources are no longer extant, the district contains one resource that is significantly associated with this area, the Shiloh Lodge No. 33, F. & A.M. As has been proven by recent investigations, the district contains a wealth of potential archaeological evidence that reflects nearly 400 years of African American history from the colonial period through the twentieth century.

*Criterion A: Transportation*

The City Point Historic District is locally significant under Criterion A in the area of Transportation for its role as a significant port of entry beginning in the colonial period and as a railroad hub beginning in the antebellum period. As noted in the original nomination, by the 1630s, "City Point had become the major port of entry for this region" and by the turn of the nineteenth century, it was the location of U.S. Customs Service offices and a U.S. Post Office, both of which had been transferred from Bermuda Hundred.<sup>9</sup> The poor roads and shallow Appomattox River basin prompted the 1837 construction of a nine-mile-long railroad from the City Point riverfront to Petersburg. Known as the City Point Rail-Road, the line was purchased by the South Side Railroad in 1854, and later became the first section of the Norfolk & Western Railroad. The City Point Rail-Road provided freight and daily passenger service and connected travelers to steamships at City Point that continued on to Norfolk and Baltimore. The railroad and wharf also were the most important components of the Federal encampment at City Point, and were prominent components in the supply line that maintained the Union troops during the Petersburg siege.<sup>10</sup> Although not prominently represented by the extant resources in the district, the historical presence and influence of these transportation-related resources is supportive of this area of significance, provide continuity with regard to physical integrity, and significantly relate to City Point's historic development.

*Criterion C: Architecture*

The City Point Historic District is locally significant under Criterion C in the area of Architecture as a

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significant concentration of buildings that are united by physical and historical development and visual continuity. The architectural resources in the historic district exhibit a wide variety of styles with the majority dating from the early nineteenth century through the mid-twentieth century. The district includes examples of Colonial, Colonial Revival, Federal, Greek Revival, Gothic Revival, Italianate, Bungalow, and Commercial styles, and examples of vernacular architecture. Most dwellings are detached single family, although there is one block of apartments and one block of rowhouses dating from the early twentieth century. As expected for a community exhibiting more than 250 years of development, the landscape reflects a variety of approaches to city planning/community design, from the plantation-like setting of Appomattox Manor to something more typical of an early-twentieth-century streetcar suburb along Cedar Lane and Brown Avenue. The district reflects a semi-gridded streetplan that has remained intact for nearly 200 years. Most of the district is characterized by paved sidewalks, mature trees, and neat residential lawns.

#### *Archaeological Potential*

The City Point Historic District has potential to yield intact archaeological deposits that relate to prehistoric and historic uses and occupations of the land within the district boundaries. Past professional archaeological investigations have resulted in the location of isolated finds and archaeological sites that include artifacts dating as far back as the early Archaic period. Collectively, the body of prehistoric artifacts gathered from the area “[exhibit] a pattern of intensive occupation through time”—that is from the Archaic, Woodland, and Contact periods.<sup>11</sup> Historic archaeological material discovered in City Point relates to the domestic and agricultural activities at Appomattox Manor, the operation of a waterfront tavern, and to Civil War-era activities.

Three archaeological sites have been recorded within the boundaries of the City Point Historic District (44PG0102, 44PG0431, and 44PG0468); however, past investigations state there is a high potential for additional intact archaeological deposits on the Appomattox Manor property (116-0006-0084).<sup>12</sup> Although later construction activities may have disturbed some areas, there may be potential for additional sites within the district that are related to prehistoric activities and historic domestic, commercial, and industrial activities by both Euro-American and African American inhabitants. The riverfronts, especially along the James River, also are deemed to possess high potential for extant above- and underwater archaeological resources pertaining to the Civil War period, as well as antebellum and postbellum industrial and shipping activities in that area.<sup>13</sup>

#### **Historic Context**

Although an important port of entry during the Colonial period, City Point remained a small settlement into the first quarter of the nineteenth century. The Eppes family owned a large portion of the peninsula that stands at the confluence of the James and Appomattox rivers. This location, providing access to the two important commercial centers of Petersburg and Richmond, has historically influenced the development and use of the land within the historic district.

#### *First Half of the Nineteenth Century*

In 1826, the General Assembly passed an Act creating “The Town of City Point,” which laid off 50-foot-wide streets and individual lots on 50 acres of the peninsula. Benjamin Cocke, then married to

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Mary Eppes, daughter and heir of Richard Eppes, and owner of the Appomattox Manor (116-0006-0084) estate, was named among the trustees for the new town. Trustees were given authority to levy taxes on all “houses, lots, slaves, and horses” located within the town boundaries.<sup>14</sup>

Cocke was also one of the founders of the City Point Rail-Road, chartered in 1836, which provided a much-needed rail connection between the wharf of City Point and the City of Petersburg. Previous connections to the city were by poor roads or a shallow channel up the Appomattox River. The new railroad established freight and passenger service and greatly enhanced the activity at City Point. Newspapers of the period list the numerous ships in port, and also provide lists of steamships that connected City Point to the prominent points of Norfolk, Virginia, and Baltimore, Maryland. A map of the railroad route, completed by John Couty, an engineer for the Board of Public Works, depicts a hotel, and numerous houses and warehouses along the City Point waterfront, along with the wharves that served them. Cocke’s name is applied to several of the lots in the town, as well as the manor estate.

By 1840, the population of City Point had grown to about 100 residents. An 1836 gazetteer described the City Point waterfront as having

4 or 5 wharves, projecting a short distance into the river, within 30 yards of which is a sufficient depth of water to swim the largest ship that ever floated. Not only is a large foreign shipping business done here, but the white sails of domestic commerce daily gladden the eye... Exclusive of the ordinary shipping, there are steam, freight, tow and passage boats, which make this a stopping place in their passage up and down the river. In short City Point, though small in itself is a considerable out port to the City of Richmond and the town of Petersburg.<sup>15</sup>

At that time, the town consisted of about 25 dwellings, three taverns, three groceries, a school and a hospital (with a resident doctor); at least one church and a post office also stood in the village.<sup>16</sup> Two of the major commodities that passed through City Point during this time were coffee (import) and wheat (export). In 1847, the City Point Rail-Road, which was not profitable despite having acquired the competitive water-transport Petersburg Towing Company, was purchased by a corporation from Petersburg that renamed the line, the Appomattox Railroad. In 1854, the Southside Railroad purchased the line, which in 1896 became the first section of the Norfolk & Western Railroad.

An 1856 plat of the northernmost tip of the peninsula provides a snapshot of the areas just prior to the onset of the Civil War.<sup>17</sup> At the time, Richard Eppes, son of Benjamin and Mary Eppes Cocke, was owner of the Appomattox Manor estate. The plat shows the estate with its surrounding ornamental gardens, as well as streets and lots to the south. Wharves and an office are depicted on the eastern hillside of the manor land, and the Southside Railroad (former City Point Rail-Road) terminus is located along the riverfront. Christopher Proctor’s lots extended westward from the Proctor house (116-0006-0025) at the corner of present-day Pecan Avenue and Main Street (present-day Prince Henry Street) to present-day Brown Avenue, and Mrs. Rudder’s (the site of the St. John’s Episcopal Church’s rectory, known as “Bonaccord” [123-0071-0065]) extended along the north side of Pecan Avenue. One lot on the west side of present-day Prince Henry Street is identified as a “Tavern Lot.” The remaining land is identified as “vacant lot” or “open land” with the majority under Eppes’ ownership.

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*Civil War*

In 1860, the population of City Point was 290, nearly evenly divided between white residents and free and enslaved African American residents. At that time, the Eppes family owned real estate valued at \$75,000 that included the City Point Plantation and the adjoining farm to the south, Hopewell Farm, the 800-acre Eppes Island Plantation on the east side of the James River and the Bermuda Hundred Plantation of 787 acres on the west side of the river (and north of City Point). At City Point, many of the 130 African Americans enslaved by Eppes worked the farms' wheat crops, tended livestock, and served in the Appomattox Manor household; enslaved workers also likely built the wharves and warehouses along the riverfront and served as stevedores to the ships in harbor. The 1860 census lists several black and "mulatto"<sup>18</sup> residents in City Point as "sailor," "mariner," "ship hand," and "seaman." Several black and "mulatto" men, including Robert M. Gilliam and J.W. Woodten, are also listed as "farmers" owning both real estate and personal property. The largest estate belonged to Charles Gilliam ("mulatto") who is listed with \$1,500 worth of real estate and \$200 worth of personal property. The census also lists "mulatto" and "black" women engaged as "seamstress" and "washerwoman."<sup>19</sup>

In 1864, the small settlement of City Point became the center of the United States military's headquarters and was the largest and most important part of General Ulysses S. Grant's supply network for the forces entrenched outside of Petersburg.<sup>20</sup> Dr. Richard Eppes enlisted in the Prince George Cavalry and served as a civilian surgeon with the Confederate hospitals in City Point and Petersburg. City Point wharves were utilized as exchange points for prisoners of war. Prior to the occupation of City Point by Federal forces, Eppes moved his family to the relative safety of Petersburg in 1862 and in 1864, the family moved to his wife's hometown of Philadelphia, while Dr. Eppes remained in Petersburg. The Union troops and officers commandeered not only Appomattox Manor and its surrounding acreage, but also utilized the numerous spacious residences then standing in City Point, including the Proctor House (116-0006-002), the Cook House (116-0006-0022), the Porter House (116-0006-0033), Dr. Peter Eppes' House (116-0006-0028), the Bishop House (116-0006-0013), the City Point House (116-0006-0014), the Belch House (116-0006-0011), the Richard Eppes house known as "Bonaccord" (116-0006-0085), and the St. John's Episcopal Church (116-0006-0042).

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Row of Military Cabins Constructed in front of Appomattox Manor, City Point, Virginia, 1865.  
Source: Library of Congress, <https://www.loc.gov/item/2018671156/>.



Union Soldiers in front of the Porter House, ca. 1864.  
Source: Calos, et al.

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As the center of the Army's military activity, City Point was soon transformed into a bustling, crowded city. As described in *Old City Point and Hopewell: The First 370 Years*:

The 3,000-member United States Railroad Construction Corps quickly erected extensive wharves and warehouses for supplies and equipments needed for the 100,000 soldiers in the Army of the Potomac and the Army of the James. Railroad cars ferried men and supplies to the front lines and returned with casualties for the hospitals.... Telegraph wires stretched across lawns and gardens...<sup>21</sup>

This transformation extended throughout the streets and lots on the high terrace of City Point, as well as along the James River waterfront. Numerous period photographs and illustrations show the transformation of these areas and foreshadow the industrial development that would occur at this site in the twentieth century. Although several of the major buildings associated with this occupation, such as the bakery and hospital, were located outside of the historic district boundaries, historical photographs show the lines of tents established east of the Eppes' manor house. Period maps showing the location of the Army's buildings also depict an area of "contraband quarters," which were occupied by African Americans who were either free persons of color or self-emancipated persons who had escaped slavery and travelled to Union-held territory in City Point. These individuals worked on the wharves for the Army and women who found employment in the kitchens and laundries of the Army hospital and other facilities, or worked as housekeepers for some of the white northern women who had moved to City Point to accompany their officer husbands or other family members.<sup>22</sup>

Following the surrender of the Confederate troops at Appomattox Court House (April 9, 1865), Federal soldiers remained at City Point for several months and the town served to house prisoners captured during the Confederate retreat, and became a military center for the First Military District. Dr. Eppes notes in his diary that the final detachment of infantry was removed on November 4, 1867. Many of the nearly 300 buildings erected during the war were removed as salvage, lost to fire, or were sold to local civilians. The military spur lines of the railroad had been taken up, but the Southside Railroad resumed ownership of its former line after the war. Although most of what was erected at City Point during this period has disappeared, the earthen gun emplacement, which faced north from the estate overlooking the river confluence, remains intact on the present lawn of the Appomattox Manor house (116-0006-0084). A reconstructed vertical-log (stockade) cabin, known as Grant's Cabin, also remains on the property.<sup>23</sup> The Catholic Chapel, St. Dennis (116-0006-0030), constructed in 1864 by the United States Military Railroad Construction Corps, also still stands on Brown Avenue and is presently used as a museum by the Historic Hopewell Foundation.<sup>24</sup>

In 1979, the Eppes family transferred ownership of the house and remaining acreage of Appomattox Manor to the National Park Service, which maintains the site as a unit of the Petersburg Battlefield National Park. The conveyance of this property to the federal government has provided access to this important property for archaeological and historical investigations. Archaeological investigations in City Point have produced much material that relates to the Army encampment and Civil War-era activities. Site 44PG468, located near the southern end of the historic district, included a feature that represents a "cellar or storage area within a shelter utilized during the Union occupation of City Point."<sup>25</sup> City

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Point's historic landscape during the Civil War period also has been extensively studied and inventoried by the National Park Service and most recently has been documented in the 2009 report *Civil War City Point: 1864-1865 Period of Significance Landscape Documentation*, which built on previous cultural landscape inventories and studies at the site.<sup>26</sup>

*Reconstruction and Early Twentieth Century*

Residents returning to City Point found their homes and lands damaged from the military occupations; Dr. Eppes wrote to Francis Harrison Pierpont, then Governor of Virginia, that, returning to his home in May 1865, he found it in "perfect desolation; barns, stables, hay houses, dwellings and fences had, with scarcely an exception, disappeared."<sup>27</sup> Some of the Army's temporary buildings remained along the riverfront, and some of Eppes' ornamental trees remained. The house and outbuildings, which had been heavily used, were in good condition, since they served as headquarters buildings. In addition to the physical changes, the end of slavery brought significant changes to the social and economic relationships among City Point's black and white residents. Dr. Eppes noted in his diary that of the 127 slaves under his ownership prior to the war (not all of whom lived at City Point), all but 12 had left following the war.<sup>28</sup> George Bolling, the Eppes' former house servant, remained with the family and assisted with the postwar return; Madison Ruffin, another longtime family slave, also returned to the family.<sup>29</sup>

Like other planters in the region, Eppes turned to employing freedmen as laborers on his farms. Some of these workers lived in the hutments that had been left on the Eppes' property that he had purchased as surplus. In an effort to control competition for the very limited labor pool, Eppes and other prominent regional farmers formed the "James River Farmers" who drafted a list of rules and wage agreements that would govern the hiring of laborers and would present the employers' expectations.<sup>30</sup> Such actions by the white establishment demonstrated their reluctance to treat African Americans as free persons entitled to equal rights, as well as efforts by employers of that era to limit workers' rights to negotiate pay and working conditions. Destitute white residents also sought employment at the former plantations, but resisted being seen as part of the same class of workers as African Americans.<sup>31</sup> African American workers also were recruited by the U.S. Burial Corps to assist with burials of soldiers from the Petersburg battlefield.<sup>32</sup>

The Bureau of Refugees, Freedmen, and Abandoned Lands (popularly known as the Freedmen's Bureau), established by the federal government in 1865 to assist newly emancipated African Americans with transition to freedom, operated a school at City Point.<sup>33</sup> Civil War signage erected by the City of Hopewell in City Point indicates that the Freedmen's school site is presently occupied by the Sherman House (449 Prince Henry Avenue; 116-0006-0009), which was constructed around 1912. A later school depicted on the 1921 Sanborn Fire Insurance Company map as the "City Point Public School (Colored)" stood southeast of the Sherman House, on the south side of Church Street (south of the historic district boundaries) near a line of dwellings (labeled on the map as "Negro Shacks"). Similar dwellings were depicted on the west side of Water Street (within the historic district boundaries) and several remained extant at the time of the original NRHP nomination (524-598 Water Street). The present survey found that all of the historic dwellings along Water Street (except one 1950 concrete block apartment building) have been demolished and no aboveground evidence was visible at the school site.



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Dr. Richard Eppes noted in his diaries that some of the enslaved African Americans he held attended St. John's Episcopal Church (116-0006-0042) in City Point along with his family, while others were allowed to attend the Methodist Church, which was then located on Pierce Street (outside of the historic district).<sup>34</sup> In 1867, freedmen and -women organized the City Point Baptist Church, also depicted on the Sanborn maps, which was located south of Church Street and west of Water Street (former Railroad Avenue) and outside of the present historic district. The early sanctuary stood until the late twentieth century when it was razed and a new sanctuary was erected at the site. This eastern and southeastern section of the historic district, which is located along Water Street at the bottom of the hillside and within a deep, wooded ravine, appears to have been the area in which African American residents of City Point established their homes and commercial enterprises during the late nineteenth and early twentieth century.<sup>35</sup>

It does not appear that the Freedmen's Bureau was very active in City Point during the Reconstruction period, but slowly African American residents began to secure jobs and settle their families into the small waterfront community. In addition to churches and schools, the community also established social and charitable organizations. The Most Worshipful Prince Hall Grand Lodge of Virginia, Free and Accepted Masons, organized in Petersburg in 1875, as an affiliate of the black masons who originally organized in Massachusetts in 1775. In 1888, the Shiloh Lodge No. 33, F. & A.M., Prince Hall, purchased the former tavern known as the City Point House (603 Prince Henry Avenue; 116-0006-0014), establishing an important fraternal organization in the City Point community.

In the 1870s and 1880s, City Point's population had quickly fallen from its artificial Civil War-era peak to pre-war levels of about 300 residents. The waterfront and transportation connections once again revived City Point and 1870s newspaper accounts announced "Business at City Point Lively: Many Vessels at Wharfs."<sup>36</sup> Merchant schooner vessels and passenger steamships arrived from England, France, the West Indies, and other distant locales. Passenger service was provided by such lines as the Old Dominion Steamship Company and the Virginia Navigation Company with steamers *Pocahontas*, *Weyanoke*, *Westover*, *Shirley*, *Isaac Bell*, and *Edward C. Biddle* providing weekly transport from City Point to Richmond, Norfolk, Baltimore, Philadelphia, and New York. In 1872, the Southside Railroad merged with the Atlantic, Mississippi, and Ohio, and by 1896, the Norfolk & Western (N&W) Railway was formed and took over the line. The large N&W Depot occupied a prominent location on the James River waterfront until it was demolished in the 1960s.

Article VIII of the Virginia Constitution of 1869 (ratified in 1872) established a statewide system of free public schools for all children; however, the system was decentralized, unsystematic, and segregated by race.<sup>37</sup> Prior to the statewide system, City Point schools were a private matter. The Bishop House (505 Prince Henry Street; 116-0006-0013), built around 1850, is locally recognized as serving as an early schoolhouse in City Point. The Eppes family retained one of the U.S. Army cabins left on its property and used it as a schoolhouse until 1916. In City Point, a school was constructed at the corner of present-day Brown Avenue and Maplewood Avenue. The school, for white students only, operated with about 30 students and remained in place until 1916 when the DuPont company built a new public school at the corner of Pierce Street and Spruance Avenue (outside of the historic district, and razed in 1937).<sup>38</sup>

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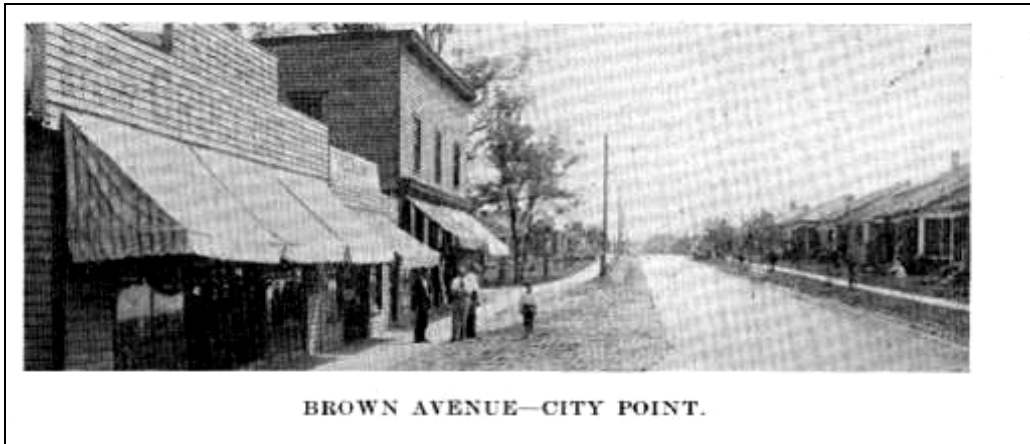
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Commercial enterprises returned to City Point in the late-nineteenth century and included dry goods stores, grocery stores, butchers, and other retail operations. Most of these stores were located along the riverfront near the railroad tracks, but in the early 1900s, commercial development also began to line the sides of Main Street (present-day Prince Henry Avenue). This area, located on the terrace above the railroad tracks and away from the noise and grit of the waterfront, stood close to City Point residences. Although streets remained unpaved, there were areas of sidewalks (both plank and concrete).

Most of City Point’s merchants and shopkeepers lived in the town. In the early 1900s, Gracie Pierce served as postmistress and operated the post office from her home at 500 Prince Henry Avenue (formerly Main Street) (now demolished; originally recorded as 116-0006-0020). By 1915, the post office relocated to the southeast corner of present-day Prince Henry Avenue and Maplewood Avenue. Henry Munt served as the postmaster and lived above the post office. A general goods and clothing store also was attached to the post office. In 1915, Dr. J. H. Hume, who lived at 23 Main Street, operated the City Point Drug Company, which adjoined the post office building. The Bank of City Point (116-0006-0071), established in 1914, stands at the southwest corner of the intersection of Prince Henry Avenue and Maplewood Avenue (1022 Maplewood Avenue). The three-story, brick bank building was a prominent building among the small, frame stores that lined the street. The bank, headed by T.H. Heath as president, and Henry Sherman as vice-president, served the local community; in the late 1920s, the bank closed, but would find a new use as apartments. Another commercial area developed at the corner of Brown and Maple avenues during the late 1910s. Sherman’s grocery store and meat market stood along the east side of Brown Avenue, as did William H. Frey’s Drug Store, and Preston C. Tench’s ready-to-wear clothing and shoe store.<sup>39</sup>



View of Commercial Businesses on Brown Avenue, ca. 1915.  
 Houses to right are part of DuPont’s “A” Village development. Source: Weaver.

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The Eppes family continued to own much of the peninsula, although the family sold off lots and parcels for residential development and to extended family members. The James House (1016 Maplewood Avenue; 116-0006-0066) and the Cook House Annex (1013 Maplewood Avenue; 116-0006-0058) are two extant City Point dwellings that date from the nineteenth century. The James House is a two-story, three-bay-wide dwelling with an L-shaped porch that originally featured square wooden supports and Italianate-style eave brackets. The Cook House Annex is a restrained Queen Anne-style house with a three-sided projecting bay at the front and a full-width front porch supported by round wooden columns.

In the 1910s, additional dwellings appeared on City Point’s streets, including the two-story, hip-roofed dwelling at 1006 Pecan Avenue (116-0006-0076), which features Colonial Revival-style detailing, and the more robust Temple House (116-0006-0078) at 1010 Pecan Avenue, which is distinguished by its porte cochere and projecting wing with cutaway corners. The two-story, frame dwelling at 1105 Maplewood Avenue (116-0006-0061) exhibits the vernacular form of a front, pedimented-gable house and is built on a narrow lot. Around 1912, Henry Sherman built his Italianate-inspired house at the south end of present-day Prince Henry Avenue (449 Prince Henry; 116-0006-0009). Local histories state that this house was erected at the site of the former Freedman’s school. Sherman was a City Point businessman who operated several stores including a general mercantile store on Water Street and a grocery and meat market on Brown Avenue, owned the City Point Oil Company, and also served as Vice President of the Bank of City Point.<sup>40</sup>

The most prominent City Point dwelling erected in the early 1900s was that of Agnes Eppes, daughter of Richard Eppes, who married Aurelius R. Shands, a native of Petersburg who became a doctor in Washington, D.C. The Shands built their handsome brick house at the breast of the hillside overlooking the former City Point wharf and the James River. The house, known as “Miami Lodge” (116-0006-0082) served as a summer home for the family. Dr. Shands also built an office (116-0006-0016) on the west side of the property, facing onto Prince Henry Avenue (609). Shands is known to have worked for industrial concerns as a “company surgeon” in Washington, D.C., and may have served in a similar position while in City Point.<sup>41</sup>

In 1912, the quiet enclave of City Point once again felt the impact of world events that resulted in a major influx of population. In 1912, the Eppes family sold its 800-acre Hopewell Farm to the E.I. DuPont de Nemours Company, which planned to establish a dynamite plant at the site. With the onset of World War I in Europe, the company altered its plans and manufactured guncotton at the plant, which formally opened on October 27, 1914. The industrial growth that followed, raising the area population to 40,000, altered the region in ways that are still evident today. In 1916, Hopewell became an incorporated city, although City Point remained a separate town.<sup>42</sup>

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DuPont Company Houses Being erected on Brown Avenue on the Former Hopewell Farm, ca. 1913. The steeple of St. John's Episcopal Church can be seen in the background. Source: Hagley Museum.

Newspapers from Virginia Beach to Petersburg spread excitement concerning the construction of the DuPont plant, and brought many people to the region seeking employment. The investment by the company, and the economic activity it generated, resulted in new buildings and roads. Cars “for hire” traveled between Petersburg and Hopewell, and an electric trolley was installed that carried sightseers, as well as employees, between the two cities. Streetcars also serviced City Point with a turning point at the intersection of Brown and Maplewood avenues—the location of several of the town’s shops.<sup>43</sup> By the 1930s, the trolley line was replaced by a bus line.

The industrialized area was located southeast of the City Point peninsula (and outside of the historic district boundaries), but it joined the southern border of the small town. DuPont provided some housing for the newly arrived employees and their families in an area known as “A” Village, which adjoins the southern end of the City Point Historic District; however, additional housing was needed and residential development, much of which was speculative, spread to City Point. Existing houses, including the Shands’ “Miami Lodge” (116-0006-0082) were rented to the company’s managerial staff.

City Point’s African-American residents also benefitted from the arrival of the new industry, but not in equal measure. Some black residents worked at the DuPont plant, but they were restricted to mostly manual-labor, support positions in the laboratories, as cooks and housekeeping staff at the company hotel, or on construction crews building the company’s new plant buildings and houses or paving roads. Black employees who came to the Hopewell plant from other areas could live in two areas – Davisville and Dreamland – both areas located well away from the other housing areas established for white workers.

The City of Hopewell, like other cities in Virginia and the South, passed a residential segregation ordinance with its original (1916) charter that excluded African Americans from living in certain areas. It is unlikely that this ordinance, which, like others of its kind, was voided by a decision of the U.S.

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Supreme Court in 1917, would have applied to City Point when it was annexed in 1923. One history notes “...future annexation of property by Hopewell of Prince George Country territory does not produce a specific segregation ordinance as did the original city charter. Nevertheless, property settlement in Hopewell continued along segregation lines.”<sup>44</sup>

The 1915 city directory for Hopewell and City Point shows that some of City Point’s black residents also worked in or owned retail and service establishments on Main Street and Railroad Avenue. Paulina Eppes, whose family lived at 2 Main Street was the proprietor of the Star Cleaning & Pressing Shop at Main and Pelham Street. Her son Robert also worked at the shop. Other family members worked as domestic help and at the DuPont laboratory. Another son, Arthur, was a driver for the Powder City Supply Company, located on Railroad Avenue near Church Street. James Alexander and Charles W. Campbell were black barbers who had their shops on Maple Avenue and Main Street, respectively.

Other black City Point residents continued to work on the waterfront in restaurants and stores, with the fishing industry, or with the steamship companies. George Washington Gilliam was a ship pilot for the *Pocahontas* steamer that ran from City Point to Richmond, and down to Norfolk. According to his granddaughter, Patrice Gilliam, “...if you didn’t have a general store to operate, then from what I understand they made their living from fishing, and I imagine the river was their work ethic, their occupation dealt with working around the waterfront and fishing and whatnot.” Ms. Gilliam’s mother, Joy Gilliam, also noted that the Gilliam family members were free blacks and were an interracial family that benefitted from “patronage ties” and family relationships with white Gilliams in the area. Their family benefitted from this familial network and were generally more “affluent,” which may have provided George Washington Gilliam the opportunity to captain a boat. The Gilliams, who lived at 1108 Maplewood Avenue (116-0006-0073) in City Point, also noted that Arthur Jackson was a black resident who operated a general store “down the hill on the waterfront.”<sup>45</sup>

Although the DuPont plant ceased operations in 1917, with the end of the war, the plant was sold to the Tubize Company, a Belgian company that manufactured artificial silk (rayon) and remained in operation until 1934. With the arrival of other large manufacturing interests to the City of Hopewell, a new housing shortage developed and spurred additional construction for industrial workers, as well as those who arrived in Hopewell to work in ancillary support jobs. By 1929, in addition to Tubize, the industrial interests in Hopewell included the Atmospheric Nitrogen Corporation (ANCO/Allied Signal); the Hopewell China Corporation (later, the Simon Slobodkin Pottery); the Hummell-Ross Fibre Corporation; Virginia Cellulose Company (formerly the Stamsocott Company); and the Woods Products Corporation.

Two notable properties erected in City Point during this time include the Baltimore Row (Bank Street) and a row of mixed-use buildings on Maplewood Avenue. Built by local construction firms, these two residential types (the adjoined rowhouse and apartments) were new to City Point and are a direct reflection of the need for small-scale, affordable housing. In 1927, the local Brown Construction Company built the 13 adjoining three-story rowhouses of the Baltimore Row (116-0006-0053, 116-0006-0092 through -0100 and 116-0006-0102 through -0104) on the land it acquired from the failed “Wonder City Realty Corporation.” The houses, estimated to sell for \$7,500 each, were described as

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“modern, brick and fireproof” Although plans were to construct a mirror-row of 12 houses on the south side of Bank Street, the addition was likely a casualty of the financial crisis of the Great Depression and was never built.<sup>46</sup>

Around 1914, the two-story, brick buildings at 1018-1020 Maplewood Avenue (116-0006-0067 and -0069) were built to house commercial shops with large metal-framed storefronts on the first floor and apartments above. The 1921 Sanborn Fire Insurance Co. map notes that a dairy was located in one of the buildings and the 1917 city directory shows that the City Point Shoe Repairing, Cleaning and Pressing Company occupied another of the buildings. Smith’s Restaurant, operated by Mrs. L.E. Ferguson, also was located in the Maplewood buildings. By the late 1920s, however, builder Curt Karlstromer and his wife had converted the buildings entirely into apartments, removing the storefronts and erecting brick-arched openings on the first floor. Originally, apartments may have been included on the upper floors, but this has not been confirmed. The apartments were first known as the “Olde Tavern Apartments” and later as “Appomattox Manor Court Apartments.” Karlstromer also converted the former Bank of City Point (116-0006-0071) into apartment use in 1930, and built additional residences in the City Point area.<sup>47</sup>



Emily James in front of the New Commercial Buildings on Maplewood Avenue, ca. 1928.  
 Note storefront entrances on buildings.  
 Photograph Courtesy of Mary Calos.

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Advertisement for Apartments on Maplewood Avenue, 1939.

Storefronts have been modified for residential entrances.

Source: *The Hopewell News*.

The Eppes family also engaged in speculative and rental housing on its property during the 1920s and into the 1930s. Houses along Cedar Lane, Brown Avenue, and Prince Henry Avenue were built by the family's real estate agent Robert Craighill Potts. In the 1929 City Directory, R.C. Potts advertised the Eppes Estate, the home of the "Founders of Hopewell," as including "all kinds of property adjoining both river and railroad for sale." The ad stated:

The Eppes Estate has at the present time approximately fifty acres of beautiful residential property facing both the James and Appomattox Rivers which is ideally located for homes within walking distance of the business section and street cars run at frequent intervals.<sup>48</sup>

City Point retained its town status from 1826 until 1923 when the City of Hopewell annexed the area. At that time, several City Point street names were changed since they duplicated names of existing streets in the city, or were seen as extensions of city streets. "Main Street" became Prince Henry Avenue, Maple Street became Maplewood Avenue, Railroad Avenue became Riverview Avenue (and, later, Water Street), and Prince George Avenue became Brown Avenue.

The United States' entry into World War II in 1941 once again spurred industrial activity at Hopewell, but not as marked an expansion as the 1910s era. The reopening of Camp Lee, just three miles from Hopewell, also brought more residents to the area including soldiers on leave. Within the City Point Historic District, several new houses were constructed in the 1940s – a Craftsman-style bungalow at 602 Brown Avenue, a Colonial Revival-style house at 506 Cedar Lane, and several modest one-story dwellings on Brown Avenue.

*Late Twentieth Century*

By 1950, the area encompassed by the City Point Historic District was generally built out. Commercial

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businesses had moved further south to Downtown Hopewell, leaving the area predominantly residential. The St. John's Episcopal Church remained active and added a school wing in 1962; the Methodist Church, formerly located on Pierce Street, had burned in 1937 and the congregation moved to churches located in Hopewell. With water and rail travel superseded by vehicular travel, the waterfront no longer was a transportation hub, and in the early 1980s was repurposed as a city park.<sup>49</sup> At present, the waterfront is equipped with a fishing pier, picnic shelter, and restrooms. During the last decades of the twentieth century, a few dwellings also were constructed on the remaining open lots on City Point streets.

With the annexation into the City of Hopewell, City Point's students began attending city schools. In 1958, the new Carter G. Woodson School opened as a segregated school. Some black residents saw this as an attempt to placate local African Americans with a "separate but equal" policy.<sup>50</sup> The new school, built on land purchased by the city from the Tubize Company, was a one-story, 10-room building that housed 1<sup>st</sup> through 12<sup>th</sup> grades. In 1963, City Point residents Patrice Gilliam and her brother, Reuben, were among the first seven black students to attend the all-white Patrick Copeland Elementary School in the City of Hopewell. Until that time, the Gilliams and other black City Point students attended the segregated Henry E. James Elementary School, which was located near Davisville over a mile away. There were no buses for the children, so they walked along Railroad Avenue/Water Street to get to the school. Ms. Gilliam recalls that federal marshals escorted the children into the desegregated schools and also followed her home to make sure she was not harmed during this time.<sup>51</sup> By the late 1960s, all of Hopewell's schools were desegregated.

Although City Point's African American community benefitted from access to education and local jobs, inequality in these positions led to tensions. In 1918, two racially fueled incidents at the DuPont plant erupted into a riot. Although quickly dispelled, rumors, heightened by mistrust on both sides, mounted concerning the cause and the number of injured or killed individuals. As one local history explained, "[t]he riot at Hopewell that erupted on October 5, 1918, was not an organized rebellion against the white community, but a delayed response to years of stressful race relations."<sup>52</sup> Events related to the mid-twentieth century Civil Rights Movement included sit-ins at the local Woolworth's lunch counter (1961), speeches by prominent rights leaders, and encounters between local African Americans and the local members of the Ku Klux Klan. Changes, however, took place and "as time progressed, the racial climate in the area evolved."<sup>53</sup>

In 1979, the National Park Service purchased Appomattox Manor (116-0006-0084) from the Eppes family. Dedication of the estate on June 26, 1983, as the "City Point Unit" of the Petersburg National Battlefield Park opened the property to visitors. To commemorate the opening, the Historic City Point Square Association re-planted Eastern red cedar trees along both sides of Cedar Lane, which leads directly to the granite gates of Appomattox Manor.<sup>54</sup> At present, the National Park Service owns riverfront land on the west and north sides of the historic district, and the City of Hopewell owns the park property fronting onto the James River on the east side of the district.

The most notable impact to the historic district in the late twentieth century was the loss of historic buildings, often by demolition. Since the original NRHP nomination, 11 buildings have been torn down in the historic district (these are listed on p. 27-28). These demolitions, while negatively impacting the



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district, have not significantly altered the character of the historic district which still retains good overall integrity and a substantial number of early architectural resources.

Since the approval of the original NRHP nomination for the City Point Historic District in 1979, the City of Hopewell has demonstrated its commitment to encourage preservation of City Point's historic character. In 1979, shortly after the NHRP listing, the city established the local City Point Historic District in an effort to preserve and protect the historic resources in the area. The boundaries of the local district are coterminous with the NRHP boundaries. In 1997 Hopewell rezoned the City Point Historic District to create an attractive surrounding that reflects the role of City Point as a commercial and residential town with a historic past. The area has benefitted from the ongoing restoration of the Appomattox Manor Plantation by the National Park Service, the Walking Tour of City Point, and the St. Dennis Chapel Museum.<sup>55</sup> Interpretive panels, placed throughout City Point by the City of Hopewell and the National Park Service, provide visitors with information on the history of the area, its historic buildings, and its previous inhabitants. Additional enhancements are planned to guide visitors to the area, and the most recent Comprehensive Plan identifies City Point as one of the city's "Priority Planning Areas."

Although City Point officially became a part of the City of Hopewell in 1923, the area has retained its distinctive character and feeling and remains a well-known historical area in the region. The waterfront park that extends along the eastern side of the historic district is widely used by residents and visitors and offers spectacular views of the James River, but also retains intimations of its historical industrial character and use. The historical buildings in City Point also retain much of their architectural character and appearance and represent a significant collection of architectural examples dating from the eighteenth through the twentieth century. Together, the landscape, architectural resources, and collected archaeological material within the City Point Historic District tell the story of City Point from Colonial times through the boom years of the early twentieth century.

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**Personal Communication**

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Mary Mitchell Calos, City Point Resident and Historian  
Jean L. Langford, Assistant Librarian & Archivist, Appomattox Regional Library System and Hopewell resident

Section 10. Geographical Data

Acreeage of Property approx. 40 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: \_\_\_\_\_  
(enter coordinates to 6 decimal places)

- 1. Latitude: 37.317480                      Longitude: 77.278010
- 2. Latitude: 37.316460                      Longitude: 77.273240
- 3. Latitude: 37.314110                      Longitude: 77.271270
- 4. Latitude: 37.312640                      Longitude: 77.276370
- 5. Latitude: 37.313160                      Longitude: 77.278410

Or

UTM References

Datum (indicated on USGS map):

NAD 1927    or     NAD 1983

- 1. Zone:                      Easting:                      Northing:
- 2. Zone:                      Easting:                      Northing:
- 3. Zone:                      Easting:                      Northing:
- 4. Zone:                      Easting :                      Northing:

Section 11. Update Prepared By

name/title: Debra A. McClane/Kristin H. Kirchen  
organization: Debra A. McClane, Architectural Historian/Iron Dog Preservation, LLC  
street & number: 4711 Devonshire Road  
city or town: Richmond state: VA zip code: 23225  
e-mail: dmcclane1@verizon.net/irondogpreservation@gmail.com  
telephone: 804-233-3890/804-516-8200

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date: May 31, 2019

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1. Detail of a Map of Land for Dr. Richard Eppes, August 1856. Source: Brook Blades, in the collection of Virginia Museum of Culture and History, Richmond, VA. 1Ep734b47.
2. Military Railroad Map of City Point, VA. Principal Terminus of the City Point and Army Railroad Line and Base of Armies Operating against Richmond. Source: National Archives and Records Administration, RG77 Rds197.
3. Painting Showing Wartime Build-up on City Point Peninsula. *City Point*, Edward Lamson Henry, 1873. Source: Addison Gallery of American Art, Andover MA.
4. African Americans unloading vessels at landing. City Point, VA [Between 1860 and 1865]. Source: Library of Congress, <https://www.loc.gov/item/2018666645/>. Collection: Civil War Photographs (Anthony-Taylor-Rand-Ordway-Eaton Collection and Selected Civil War Photographs) Control Number 2018666645.
5. National Park Service Historical Base Map, City Point 1864-1865. Source: Willis 1982.
6. National Park Service Historical Base Map, City Point 1865-1980. Source: Willis 1982.
7. Sanborn Fire Insurance Company, "Hopewell, Virginia," 1921. Showing approximate boundaries of City Point Historic District.
8. Sanborn Fire Insurance Company, "Hopewell, Virginia," 1930-44. Showing approximate boundaries of City Point Historic District.

**Photographs**

Name of Property: City Point Historic District  
 City or Vicinity: City of Hopewell, Prince George County, Virginia  
 Photographer: Debra A. McClane and Kristin H. Kirchen  
 Date Photographed: Dec 2018/ Feb 2019

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 19 View VA\_PrinceGeorgeCounty\_City PointHistoricDistrictUpdate\_0001  
Apptomattox Manor (116-0006-0084), Looking Northwest
- 2 of 19 View VA\_PrinceGeorgeCounty\_City PointHistoricDistrictUpdate\_0002  
Porter House (116-0006-0033), Looking Southeast
- 3 of 19 View VA\_PrinceGeorgeCounty\_City PointHistoricDistrictUpdate\_0003  
City Point House (116-0006-0014), Shiloh Lodge No. 33, F. & A.M.
- 4 of 19 View VA\_PrinceGeorgeCounty\_City PointHistoricDistrictUpdate\_0004  
Cook House (116-0006-0022), Looking Northwest
- 5 of 19 View VA\_PrinceGeorgeCounty\_City PointHistoricDistrictUpdate\_0005  
Bonnaccord (116-0006-0085), Looking North

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- 6 of 19 VA\_PrinceGeorgeCounty\_City PointHistoricDistrictUpdate\_0006  
View St. John's Episcopal Church (116-0006-0042), Entry Detail
- 7 of 19 VA\_PrinceGeorgeCounty\_City PointHistoricDistrictUpdate\_0007  
View General Grant's Cabin (Reconstructed), Looking Northwest
- 8 of 19 VA\_PrinceGeorgeCounty\_City PointHistoricDistrictUpdate\_0008  
View Sherman House at City Point NPS Unit, Looking Southeast
- 9 of 19 VA\_PrinceGeorgeCounty\_City PointHistoricDistrictUpdate\_0009  
View Wiseman House (116-0006-0054), Looking Northeast
- 10 of 19 VA\_PrinceGeorgeCounty\_City PointHistoricDistrictUpdate\_0010  
View Miami Lodge (116-0006-0082), Looking Northwest
- 11 of 19 VA\_PrinceGeorgeCounty\_City PointHistoricDistrictUpdate\_0011  
View Dr. A.R. Shands' Office (116-0006-0016), Looking East
- 12 of 19 VA\_PrinceGeorgeCounty\_City PointHistoricDistrictUpdate\_0012  
View Apartment Buildings on Maplewood Avenue, Looking Southeast
- 13 of 19 VA\_PrinceGeorgeCounty\_City PointHistoricDistrictUpdate\_0013  
View Duplexes on Prince Henry Street, Looking Northeast
- 14 of 19 VA\_PrinceGeorgeCounty\_City PointHistoricDistrictUpdate\_0014  
View Former Bank of City Point, Looking Southwest
- 15 of 19 VA\_PrinceGeorgeCounty\_City PointHistoricDistrictUpdate\_0015  
View Baltimore Row (116-0006-0053, 116-0006-0092 through -0100 and 116-0006-0102 through -0104), Looking North
- 16 of 19 VA\_PrinceGeorgeCounty\_City PointHistoricDistrictUpdate\_0016  
View Prince Henry Avenue, Looking South Towards Sherman House
- 17 of 19 VA\_PrinceGeorgeCounty\_City PointHistoricDistrictUpdate\_0017  
View Cedar Lane, Looking North Towards Appomattox Manor
- 18 of 19 VA\_PrinceGeorgeCounty\_City PointHistoricDistrictUpdate\_0018  
View Pecan Avenue, Looking East
- 19 of 19 VA\_PrinceGeorgeCounty\_City PointHistoricDistrictUpdate\_0019  
View Remains of Piers along James River at Waterfront Park

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IMAGES IN NOMINATION

- Christopher Proctor House, 608 Prince Henry Avenue, view looking NW
- Brown Avenue Looking Southeast. The Catholic Chapel stands at the left and the Dr. Peter Eppes House is third from left.
- View Looking South along Prince Henry Avenue, ca. 1912
- Temple House, 1010 Pecan Avenue
- Hunter House, 510 Cedar Lane
- Bungalows along West Side of Brown Avenue
- Row of Military Cabins Constructed in front of Appomattox Manor, City Point, Virginia, 1865. Source: Library of Congress, <https://www.loc.gov/item/2018671156/>.
- Union Soldiers in front of the Porter House, ca. 1864. Source: Calos, et al.
- View of Commercial Businesses on Brown Avenue, ca. 1915. Houses to right are part of DuPont's "A" Village development. Source: Weaver.
- DuPont Company Houses Being erected on Brown Avenue on the Former Hopewell Farm, ca. 1913. The steeple of St. John's Episcopal Church can be seen in the background. Source: Hagley Museum.
- Emily James in front of the New Commercial Buildings on Maplewood Avenue, ca. 1928. Note storefront entrances on buildings. Photograph Courtesy of Mary Calos.
- Advertisement for Apartments on Maplewood Avenue, 1939. Storefronts have been modified for residential entrances. Source: The Hopewell News.

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1. Detail of a Map of Land for Dr. Richard Eppes, August 1856.

Source: Brook Blades, in the collection of Virginia Museum of Culture and History, Richmond, VA. 1Ep734b47.



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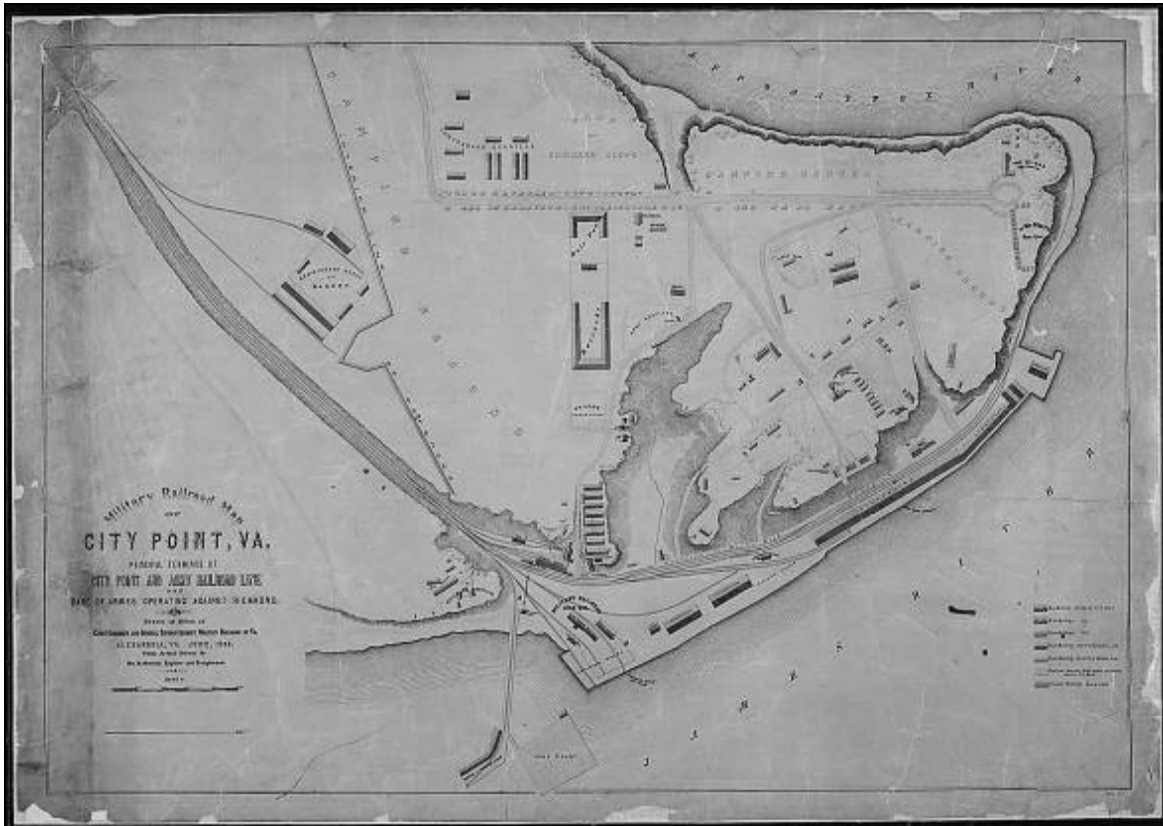
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2. Military Railroad Map of City Point, VA. Principal Terminus of the City Point and Army Railroad Line and Base of Armies Operating against Richmond. Source: National Archives and Records Administration, RG77 Rds197.



3. Painting Showing Wartime Build-up on City Point Peninsula. *City Point*, Edward Lamson Henry, 1873. Source: Addison Gallery of American Art, Andover MA.

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4. African Americans unloading vessels at landing. City Point, VA [Between 1860 and 1865].

Source: Library of Congress, <https://www.loc.gov/item/2018666645/>. Collection: Civil War Photographs (Anthony-Taylor-Rand-Ordway-Eaton Collection and Selected Civil War Photographs) Control Number 2018666645.

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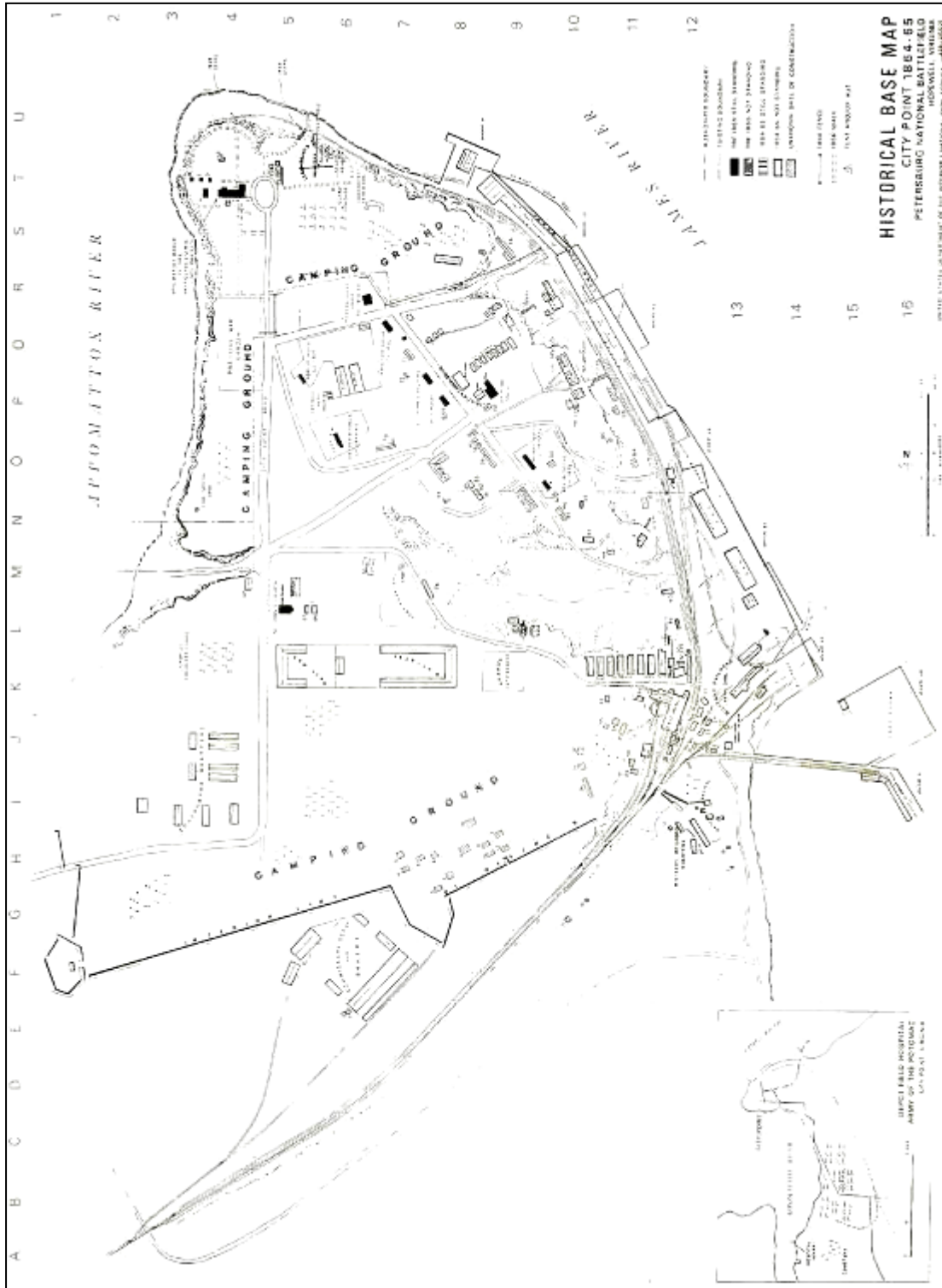
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5. National Park Service Historical Base Map, City Point 1864-1865. Source: Willis 1982.





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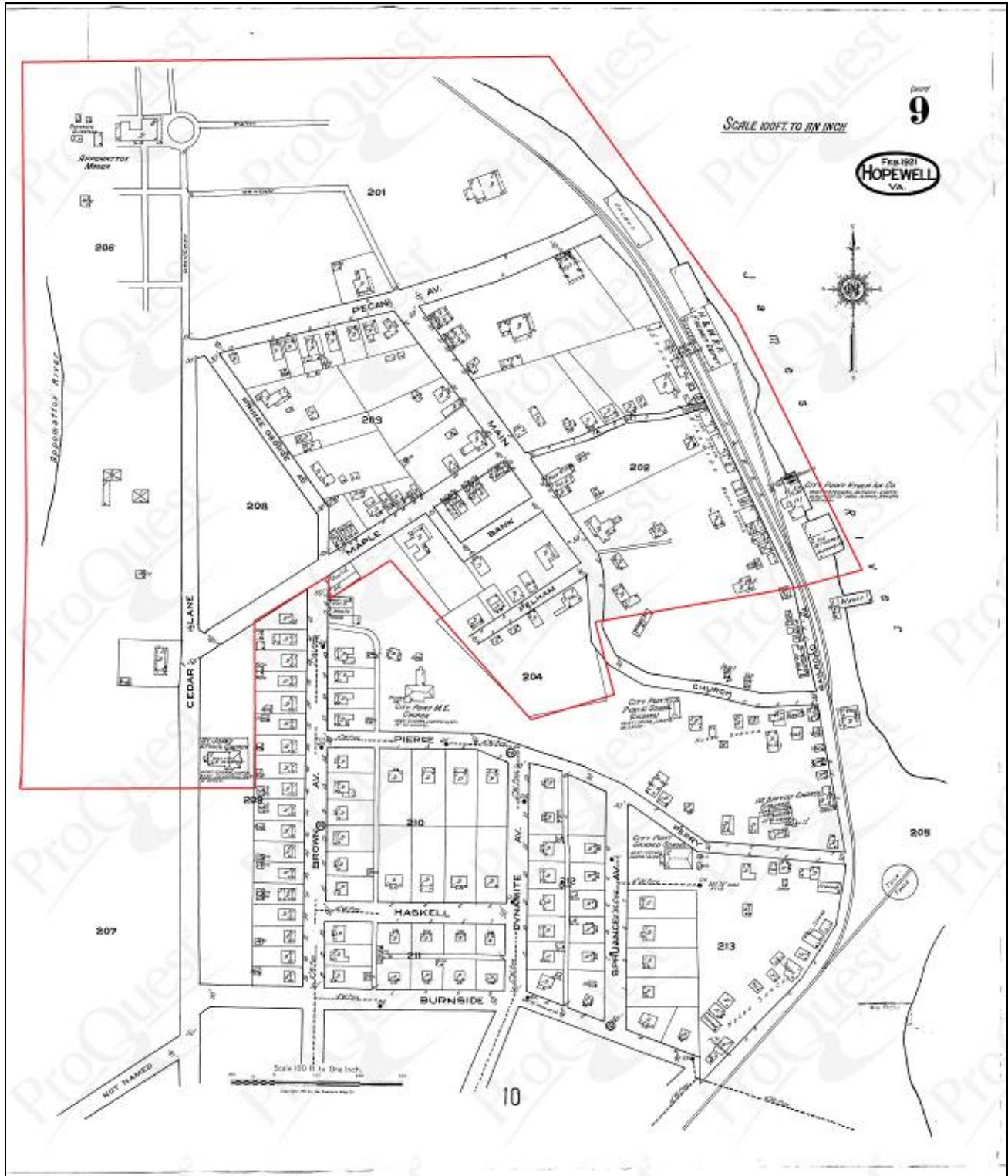
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7. Sanborn Fire Insurance Company, "Hopewell, Virginia," 1921. Showing approximate boundaries of City Point Historic District.

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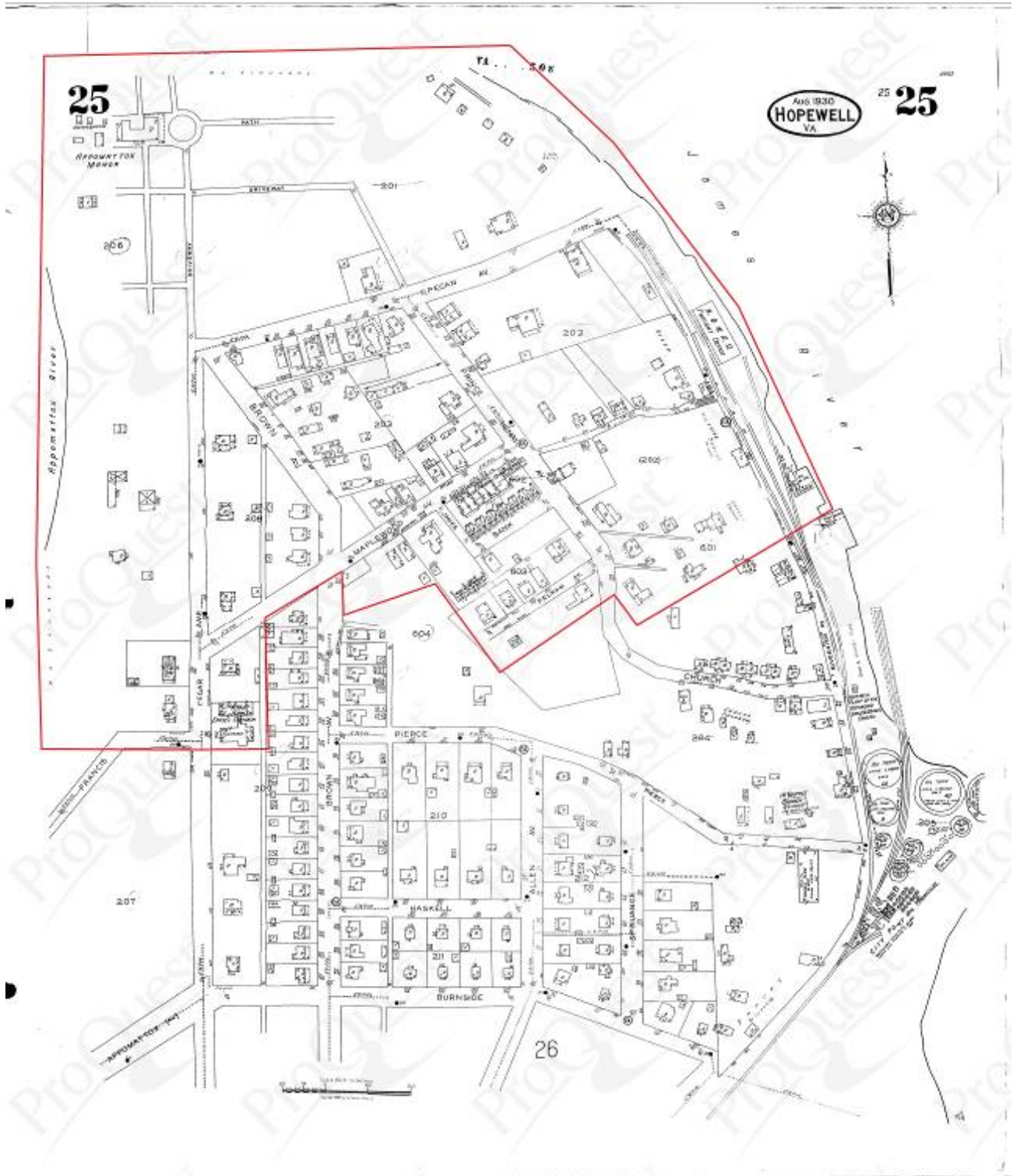
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8. Sanborn Fire Insurance Company, "Hopewell, Virginia," 1930-44. Showing approximate boundaries of City Point Historic District.



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### ENDNOTES

<sup>1</sup> The ca. 1730 construction date is cited in an undated walking tour brochure titled “The Old Town of City Point, A Unique Open Air Museum Walking Tour” published by the Hopewell Visitor Center.

<sup>2</sup> Conflicting construction dates are reported for the chapel. Several local histories, including the Historic Hopewell Foundation’s account, date the chapel to the 1880s and state that U.S. sailors built the building when they were stationed at City Point to repair ships after the war. Documentation from the National Service dating to 1982, and the Virginia Landmarks Register, states that the chapel was built during the war, 1864-1865.

<sup>3</sup> The fascinating history of “A” Village is discussed in detail in a management summary report titled “Reconnaissance Architectural Survey of ‘A’ Village, Hopewell, Virginia” prepared in April 2019 for the City of Hopewell and the Department of Historic Resources by the authors of this nomination. “A” Village is believed to be a stand-alone eligible historic district. Copy on file, Archives, Department of Historic Resources, Richmond.

<sup>4</sup> Mary Mitchell Calos, Charlotte Easterling, and Ella Sue Rayburn, *Old City Point and Hopewell: The First 370 Years* (Norfolk, VA: The Donning Company/Publishers, 1983), 95.

<sup>5</sup> Calos et al., 115. This book notes that screen porches were not uncommon due to the climate of the area.

<sup>6</sup> Audrey J. Horning and Marley R. Brown III, *Cultural Overview of City Point, Petersburg National Battlefield, Hopewell, Virginia*. Submitted to Petersburg National Battlefield, Petersburg, VA. Submitted by The Colonial Williamsburg Foundation, Department of Archaeological Research, Williamsburg, VA. Supplemental Agreement #23, under Cooperative Agreement #CA4000-2-1017. December 2004:3, 49-51. Historical research indicates that Francis Eppes did not live at City Point, but more likely lived on the nearby Eppes Island (in the James River), where he owned an additional 547 acres. Archaeological evidence suggests, however, that some occupation occurred at City Point during the first two decades of the seventeenth century, perhaps related to a tenant occupant.

<sup>7</sup> Harry Butowsky, PhD., *Appomattox Manor—City Point: A History*, National Park Service, Middle Atlantic Region, 1978:33-39. Available online at: [http://npshistory.com/park\\_histories.htm#c](http://npshistory.com/park_histories.htm#c). This chapter in Butowsky provides a good discussion of the historical ownership of Appomattox Manor through the various generations of the Eppes family.

<sup>8</sup> This observation is confirmed by oral history from Patrice Gilliam transcribed in Laurant L. Lee, *Making the American Dream Work: A Cultural History of African Americans in Hopewell, Virginia* (Hampton, VA: Morgan James Publishing, 2008). Ms. Gilliam states that African Americans were “relegated to this end of town,” referencing the waterfront and the southeastern corner of City Point. Additional research in Prince George County land and deed books could provide more information regarding landownership in City Point by free blacks both before and after the Civil War. Dr. Luther P. Jackson’s *Free Negro Labor and Property Holders in Virginia, 1830-1860* (New York: Russell & Russell, 1942. Reprint 1972) provides an in-depth review of primary sources on landownership (both rural and urban) for all Virginia regions. See also Dr. Jackson’s, “The Free Negro Farm and Property Owner, 1830-1860” in *The Journal of Negro History*, Vol. 24 No. 4 (Oct 1939), which is an abbreviated essay covering the same topic. Dr. Jackson was an important Civil Rights activist, and professor and chairman of the Department of History at Virginia State Normal and Industrial Institute (now Virginia State University) in nearby Petersburg from 1922-1950. Dr. Jackson also was a founder of the Negro Voters League of Virginia (1941).

<sup>9</sup> Virginia Historic Landmarks Commission Staff, “City Point Historic District,” National Register of Historic Places Inventory and Nomination Form, 1978; Calos et al., 12.

<sup>10</sup> “The City Point Rail-Road,” in *Norfolk & Western Magazine*, vol. 16, no. 9 (Sept 1938):364, 402.

<sup>11</sup> Horning and Brown, 4-6. Archaeological investigations in City Point have largely focused on the Appomattox estate; however recent studies have also investigated city-owned properties within the boundaries of the historic district. See David W. Lewes, John R. Underwood, Todd L. Jensen, and Dennis B. Blanton, *Windows into the Past: Archaeological Assessment of Three City Point Lots, City of Hopewell, Virginia*. Prepared for the City of Hopewell, Virginia. Prepared by William and Mary Center for Archaeological Research, Williamsburg, 2003.

<sup>12</sup> Horning and Brown, 7.

<sup>13</sup> Some of the recent archaeological investigations that have taken place in the City Point Historic District include: Horning and Brown, 2004; Lewes et al. 2003; Kathryn Sikes, “An Archaeological Survey and Assessment of Appomattox Manor’s North Yard (Draft),” 2010; Julia Steele, “Appomattox Manor Repair and Rehabilitation Project Phase II Archeological Testing, Waterfront Parking Lot Phase III Archeological Testing, City Point Unit Archeological Determination of

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Eligibility," 2005. Broader studies of Chesapeake culture also are applicable to City Point and are useful for placing the settlement within the larger historic context of Colonial and Early Republic Virginia.

<sup>14</sup> *Acts Passed at a General Assembly of the Commonwealth of Virginia*, (Richmond, VA: s.n., 1826), 88-89. Act passed February 17, 1826. Other trustees appointed for the new town were Horatio Moore, John H. Peterson, Thomas P. Cocke, Robert Battle, Nathaniel Friend, Thomas B. Bryant, Ricard Marks, and Walter R. Johnson.

<sup>15</sup> Joseph Martin's *A New and Comprehensive Gazetteer of Virginia and the District of Columbia*. 1835 (Westminster, MD: Willow Bend Books, 2000).

<sup>16</sup> Calos et al., 12.

<sup>17</sup> E.A. and B.J. Pillow, "A Map of Land for Dr. Richard Eppes," August 1856. On file, Virginia Center for History and Culture, in Eppes Papers (b). Item Mss1 EP734 b 47. Dr. Eppes was a prodigious record keeper and provides much insight into the activities at Appomattox Manor and City Point through his journals and diaries. In 1840, after the death of his father Benjamin Cocke, Richard's mother urged him to legally change his surname to "Eppes," thus restoring the family name to the property. Butowsky 1978:33.

<sup>18</sup> The archaic term "mulatto" refers to a racial category created by whites to account for persons with mixed racial heritage, typically African American and white.

<sup>19</sup> Lewes, 19; Horning and Brown, 91. Previous investigations have not located the sites of slave quarters, but there is speculation that some quarters stood south/east of the manor house (see Horning and Brown, 101-102). Quarters likely stood on other City Point properties since many residents also are listed as slaveholders. U.S. Federal Population Census, Prince George County (Post Office: City Point), VA, 1860, pages 38-46; U.S. Federal Population Census-Slave Schedule, Prince George County, VA, 1860.

<sup>20</sup> "The City Point Rail-Road," 402; Calos et al., 17-19.

<sup>21</sup> Calos et al., 19.

<sup>22</sup> Horning and Brown, 123. See also "African-American at City Point, 1864-1865," a brief paper by the National Park Service, Petersburg Battlefield that details the lives of African Americans who sought refuge within the Union complex at City Point. Accessed online at: <https://www.nps.gov/pete/learn/historyculture/upload/African-Americans-at-City-Point-for-web-3.pdf>.

<sup>23</sup> Calos et al., 19. Following the end of hostilities, this cabin, occupied by Gen. Grant who preferred to be in the field with his men, was disassembled and moved to Fairmount Park in Philadelphia in August 1865. In 1994, the cabin was returned to City Point and reconstructed for interpretation.

<sup>24</sup> G. Frank Williss, *Historical Base Maps Appomattox Manor - City Point, Petersburg National Battlefield, Virginia*. Prepared by Denver Service Center, Mid-Atlantic/North Atlantic Team, Branch of Historic Preservation, National Park Service, United States Department of the Interior, Denver, Colorado, 1982. This study provides information on the location of pre-war and wartime buildings at City Point and includes photographs and other illustrations now in the collection of the National Archives and Records Administration, Washington, D.C.

<sup>25</sup> Lewes et al., 55.

<sup>26</sup> James Blankenship and Julia Steele, *Civil War City Point: 1864-1865 Period of Significance Landscape Documentation*, July 2009. Accessed online at: [http://npshistory.com/park\\_histories.htm#](http://npshistory.com/park_histories.htm#). Also, see Williss, *Historical Base Maps Appomattox Manor - City Point, Petersburg National Battlefield, Virginia*, 1982.

<sup>27</sup> Butowsky, 57. Letter from Richard Eppes to F.H. Pierpont, June 24, 1865. Eppes and his family did not receive clear title and control of their property again until March 24, 1866.

<sup>28</sup> Butowsky, 51. This count was taken in 1863, so it is possible that additional slaves left the family in the later years of the war. Some former slaves likely left with the Union Army.

<sup>29</sup> Several former Eppes slaves who returned to City Point, including Richard Slaughter and Paulina Ruffin Eppes, were interviewed as part of a 1930s Works Projects Administration effort. A significant study related to slavery at City Point is the National Park Service's Special History Study: *Slavery and the Underground Railroad at the Eppes Plantations, Petersburg National Battlefield* (Mary Tyler-McGraw), 2005. The report summarizes a study of slavery and runaways at four Eppes plantations near City Point and Petersburg and includes valuable personal information on slaves held by Richard Eppes just prior to the Civil War. The study includes a chronological historic context for understanding the history of African



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Americans on the upper James and the Appomattox Rivers, narratives about the lives of enslaved and free blacks, and information on the operations of the Underground Railroad in the Petersburg area. Also includes a list of “Enslaved Families on the Eppes Plantations” (Appendix II). Available online at: [http://npshistory.com/park\\_histories.htm#c](http://npshistory.com/park_histories.htm#c).

<sup>30</sup> This “code” was similar to one that Eppes had enacted at his properties during the antebellum period that outlined the expected conduct of his enslaved workers and a list of draconian punishments for the breaking of any regulation. See Michael L. Nicholls, “‘In Light of Human Beings’: Richard Eppes and his Island Plantation Code of Laws” in *Virginia Magazine of History and Biography* 89(1981): 67-78.

<sup>31</sup> For example, see Matt Wray and Annalee Newitz, eds., *White Trash: Race and Class in America* (New York: Routledge, 1997) and Wayne Flynt, *Dixie’s Forgotten People: The South’s Poor Whites* (Bloomington: Indiana University Press, 2004 [new edition]).

<sup>32</sup> The City Point National Cemetery is located about two miles southwest of the City Point peninsula in the City of Hopewell.

<sup>33</sup> Calos et al., 19. The Freedmen’s Bureau had a more robust presence in nearby Petersburg, where the Peabody Education Fund assisted with opening several public schools. Elementary Public School No. 1 is cited as Virginia’s first public school for black students. W. B. Obrochta and the *Dictionary of Virginia Biography*, “Giles Buckner Cooke (1838–1937),” in *Encyclopedia Virginia*. Accessed online at: [http://www.EncyclopediaVirginia.org/Cooke\\_Giles\\_Buckner\\_1838-1937](http://www.EncyclopediaVirginia.org/Cooke_Giles_Buckner_1838-1937).

<sup>34</sup> Horning and Brown, 104.

<sup>35</sup> “Church Street” was formerly the southeastern extension of Prince Henry Avenue (formerly Main Street). Prince Henry Avenue now ends at its intersection with Pelham Avenue and no longer connects through to the waterfront. The 1921 and 1927 Sanborn maps depict the line of “Negro Shacks” on the west side of Railroad Avenue/Water Street as extending from just south of Pecan Avenue (across from the N&W Railroad Depot) south to Burnside Street. Calos et al. 1983:40.

<sup>36</sup> “Business at City Point Lively: Many Vessels at Wharfs,” in *Rural Messenger* (Petersburg, VA), March 21, 1874, p. 91, col. 3.

<sup>37</sup> Virginia Museum of History and Culture, “Education in Virginia.” Accessed online at: <https://www.virginiahistory.org/collections-and-resources/virginia-history-explorer/education-virginia>. The 1872 Constitution was later amended (1902) and a system of “separate but equal” schools was in force until the late twentieth century.

<sup>38</sup> Calos et al., 37; Williss, 40.

<sup>39</sup> C.E. Weaver, compiler, *Sketches of Hopewell—The Wonder City*, (Richmond, VA: Central Publishing Company, Inc., [between 1917 and 1922]), 38.

<sup>40</sup> Weaver, 38.

<sup>41</sup> Dr. Lawrence J. Fleenor, Jr., “The Wreck of the 4013,” in *Appalachia Anthology* (Big Stone Gap, VA: By Author, 2005). Fleenor states that Dr. Shands treated one of the engineers from this runaway train wreck for “traumatic neurosis.” Shands is identified as a “company surgeon” for the Stonega Coke and Coal Company.

<sup>42</sup> Francis Earle Lutz, *The Prince George-Hopewell Story* (Richmond: The William Byrd Press, Inc., 1957), 226. At the request of Agnes Eppes Shands, DuPont retained the name “Hopewell” for its new plant. The farm had been named for the ship that brought Capt. Francis Eppes to the colonies in the seventeenth century. The name “City Point” generally applies to the area located north of Downtown Hopewell on the peninsula.

<sup>43</sup> Calos et al., 115; “Wonderful Growth of City Point, VA,” in *The Princess Anne Times* (Virginia Beach, VA), June 18, 1915.

<sup>44</sup> Edward E. Dent, *Race Relations in Hopewell, Virginia, 1635-1932* (Lawrenceville, VA: Brunswick Publishing Corporation, 1991), 34.

<sup>45</sup> *Hopewell Business Directory* (Petersburg, VA: Virginia Printing & Manufacturing Co., 1915); *Hill’s Hopewell (Prince George County, VA) City Directory* (Richmond, VA: Hill Directory Co., 1917); Lee, 110. The Gilliams said that there were other interracial families in City Point who did not “acknowledge” their familial ties. The Gilliam family historically owned land in the Broadway area on the Appomattox River.

<sup>46</sup> “To Build 25 Baltimore Type Heated Houses with Garages in City Point at Early Date,” in *City and Tri-County News* (Hopewell, VA), January 6, 1928.

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<sup>47</sup> "Spring Building Activity Begun on Large Scale," in *The Hopewell News* (Hopewell, VA), February 17, 1931.

<sup>48</sup> Hopewell and City Point City Directory (Richmond, VA: Hill Directory Co., Inc., 1929/1930).

<sup>49</sup> Beginning in the 1930s, ferries, at first privately then state-operated, shuttled vehicles across the James River and up the Appomattox River. At least one map also shows a ferry landing at the old City Point waterfront during this period. In 1967, the Benjamin Harrison V Bridge opened at Jordan's Point providing vehicular access between Prince George County and Charles City County.

<sup>50</sup> Lee, 56, 70.

<sup>51</sup> Lee, 33-34, 112-113.

<sup>52</sup> Dent, 26.

<sup>53</sup> Lee, 34, 41, 234.

<sup>54</sup> Calos et al., 200-201.

<sup>55</sup> City of Hopewell, *City Point Historic District Design Guidelines* (January 2013), 2-2.



**LOCATION MAP**

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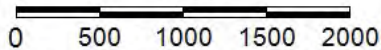
DHR No. 116-0006

**LATITUDE/LONGITUDE COORDINATES**

- 1. Latitude: 37.317480  
Longitude: 77.278010
- 2. Latitude: 37.316460  
Longitude: 77.273240
- 3. Latitude: 37.314110  
Longitude: 77.271270
- 4. Latitude: 37.312640  
Longitude: 77.276370
- 5. Latitude: 37.313160  
Longitude: 77.278410



Feet



1:18,056 / 1"=1,505 Feet



**Title:**

**Date: 9/20/2019**

*DISCLAIMER: Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.*

*Notice if AE sites: Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.*



## AERIAL VIEW

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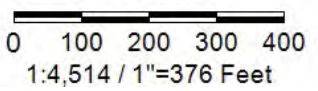
DHR No. 116-0006



Historic Boundary



Feet



**Title:**

**Date: 9/20/2019**

*DISCLAIMER: Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.*

*Notice if AE sites: Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.*












**PHOTO KEY**  
**City Point Historic District 2019 Update**  
**City of Hopewell, VA**  
**DHR No. 116-0006**

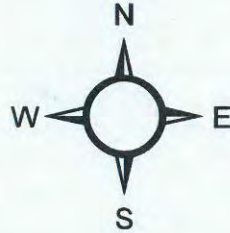
**Legend**

-  Contributing Resources
-  Non-Contributing Resources
-  Historic Boundary
-  Streets

001 DHR Number (116-0006-0\_\_\_)  
 Alternate Numbers included for previously surveyed resources

07/2019

 Photo Locations



0 175 350  
 Feet  
 1 inch = 175 feet

