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Outline of Development
Colonial National Monument
Yorktown, Virginia

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UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
COLONIAL NATIONAL MONUMENT
YORKTOWN, VIRGINIA

July 12, 1933.

The Director,
National Park Service,
Washington, D. C.

Dear Mr. Director:

I submit herewith, in duplicate, the Outline of
Development for Colonial National Monument.

Sincerely yours,

William M. Robinson, Jr.

William M. Robinson, Jr.,
Superintendent.

WMR/A

CC:

Chief, Eastern Division,
Branch of Plans and Design

Chief, Eastern Division,
Branch of Engineering

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Appendix I - Atlas to accompany Outline of Development
for Colonial National Monument

EXHIBIT A - Map (U.S. Geological Survey quadrangles - Toano, Williamsburg, Mathews, Surry, Yorktown, Hampton) showing Colonial National Monument Parkway.

EXHIBIT B - "Map of JAMESTOWN ISLAND James City County, Virginia Showing General Features, Etc. July 10, 1930 J. Temple Waddill-Inc. Certified Civil Engineer Richmond-Virginia." (Blueprint)

EXHIBIT C - Map No. 1: U.S. Geological Survey Map, 1931, of the Yorktown Battlefield - showing, in yellow, lands acquired by Colonial National Monument.

Map No. 2: "PLAT OF YORKTOWN VILLAGE Traced from a Map Dated Sept. 10, 1909 Drawn by the American Cement Eng. Co." - showing, in red, town lots owned by Colonial National Monument. (Blueprint)

Map No. 3: "Map of SURRENDER FIELD Being a Portion of 'Moore House Tract' of Temple Farm Adjacent to Yorktown-York Co.-Va. Aug. 2, 1924 J. Temple Waddill Civil Engineer & Surveyor Richmond, Va. CHAPIN & CLARK-REALTORS-RICHMOND-Va.- SALES AGENTS" - Traced from a print of the original d'w'g 5/7/31 - Sub-Divisions A to G inclusive - showing, in red, lands owned by Colonial National Monument. (Blueprint)

Map No. 4: "Map of SURRENDER FIELD Section B Being a Portion of 'Moore House Tract' of Temple Farm Adjacent to Yorktown-York County Virginia April 8, 1925 J. Temple Waddill Certified Civil Engineer Richmond - Va." Sub-Divisions H to M inclusive - Traced from a print of the original drawing "CHAPIN & CLARK REALTORS-RICHMOND-VIRGINIA SALES AGENTS" (Blueprint)

Map No. 5: "'YORK RIVER CLIFFS' Yorktown Va Owned by Howard Ferris Trustee Surveyed by H. R. Noel, Civ. Eng. Richmond, Va. Feb. 29, 1924" - showing, cross-hatched in yellow, lands owned by Colonial National Monument (Blueprint)

Map No. 6: "Map of Parcels of Land No's 1-A, 1-B, 2 & 3 - Owned by Mrs. M. G. Laeger - Situated Adjacent to - And South of - Yorktown-York Co.-Virginia. Mar. 26, 1931. J. Temple Waddill-Inc. Certified Civil Engineers C. S. Booth, M'g'r Richmond-Virginia" - showing, cross-hatched in yellow, lands owned by Colonial National Monument. (Blueprint)

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
COLONIAL NATIONAL MONUMENT
YORKTOWN, VIRGINIA

COLONIAL NATIONAL MONUMENT
DEVELOPMENT OUTLINE

I. Introductory

1. Definitive

The Colonial National Monument is a Class I unit in the system of national parks and monuments administered by the National Park Service, a bureau in the Department of the Interior. It is located in Virginia in the Counties of York, Warwick, Gloucester, and James City. The authorized boundaries include Jamestown Island, parts of the City of Williamsburg, and the Yorktown Battlefield (including Gloucester Point), together with a connecting parkway. The primary purpose of the Monument is to commemorate the Colonial and Revolutionary periods in American history.

ii. Brief History of the Area

A. Jamestown

a. Jamestown Island, as the site of the first permanent English colony in America, is the birthplace of the nation. The first colonizing expedition, under the command of Captain Christopher Newport, landed May 13, 1607. The town, officially known as James City, was the seat of Colonial Government in Virginia for ninety-two years. It was several times laid waste by fire; and, after the conflagration of October 31, 1698, the seat of government was removed to



Jamestown
Old State House Foundations

(I,ii,A,a)

I, ii, A, a.

Williamsburg. Of the Colonial buildings, only the Church tower still stands. The foundations of certain houses, supposed to be those of the last State House group, were excavated and exposed to view some twenty-five years ago. The tower and these foundations are located on the reservation of the Association for the Preservation of Virginia Antiquities, which owns and manages about 21-1/4 acres on the western end of the Island.

B. Williamsburg

a. Williamsburg was a palisaded settlement established in 1633 for the protection of the lower peninsula from Indian inroads, and was first known as Middle Plantation. The village grew rapidly, and before the end of the century, it had become, not only the seat of government, but the center of culture and society in Virginia. It was a cradle of liberty. Here Nathaniel Bacon planned his rebellion (1676) against the tyranny of Sir William Berkeley, the Royal Governor; and here a century later (1765-1776), the first steps toward the independence of the Colonies were taken. During the Revolution the capital of Virginia was removed to Richmond.

b. The Colonial part of the city is being restored by Mr. John D. Rockefeller, Jr., acting through the Williamsburg Holding Corporation. This restoration is a private enterprise.

C. Yorktown Battlefield

a. The last area in this triple shrine is Yorktown. The town was laid out in 1691, under the act for the creation of county ports. With its magnificent roadstead, it quickly became the leading seaport of

I, 11, C, a.

Virginia, developing a large export business in tobacco. After the famous Southern Campaign, Cornwallis moved to Yorktown on account of its suitability as a base of supplies for future operations in Virginia; but, while awaiting reinforcement from the British commander-in-chief (Clinton) in New York, he was besieged by an allied force of American and French troops under Washington and Rochambeau and was blockaded by a French fleet under de Grasse. The allies arrived before Yorktown September 28, 1781; and on the 17th of the next month, Cornwallis asked for terms of surrender. The Articles of Capitulation were drawn up the next day at the Moore House; and on the 19th the British troops marched out and stacked their arms near the field on which the Sesquicentennial Celebration was held October 16-19, 1931.

b. Yorktown was raided by British forces during the War of 1812. It was fortified by the Confederates under Major General John B. Magruder in 1861-1862, and was besieged by the United States Army under Major General George B. McClellan in April-May, 1862. Upon its evacuation by the Confederate States Army, May, 1862, it was occupied by United States troops until the end of the War of Secession. During the World War, Yorktown became an operating base for the Atlantic Fleet.

I, ii.

D. Gloucester Point

a. Across the York River from Yorktown is Gloucester Point in Gloucester County, which was formed from York in 1651. Originally known as Tyndall's Point, it was the site of a Colonial fort built in 1667. Nathaniel Bacon crossed the river to the Point with his followers during the Rebellion of 1676. Under the Act for Ports, April, 1691, Tyndall's Point was authorized as the port for Gloucester County. Along with Yorktown, Gloucester Point was occupied by Cornwallis in August, 1781, and defensive fortifications were erected, with Lieutenant Colonel Dundas in command of the troops. In a brisk encounter several miles north of the Point on October 3, 1781, the British were driven into their lines by the Americans and French who fixed their camp on the field of battle.

b. The Point was fortified by the Confederates in 1861-1862, and occupied by Union troops in May, 1862, after the Confederates retired towards Richmond.



Jamestown
Tercentennial Monument

(I,iii,A,a)

I.

iii. History of Commemorative Projects

A. Jamestown

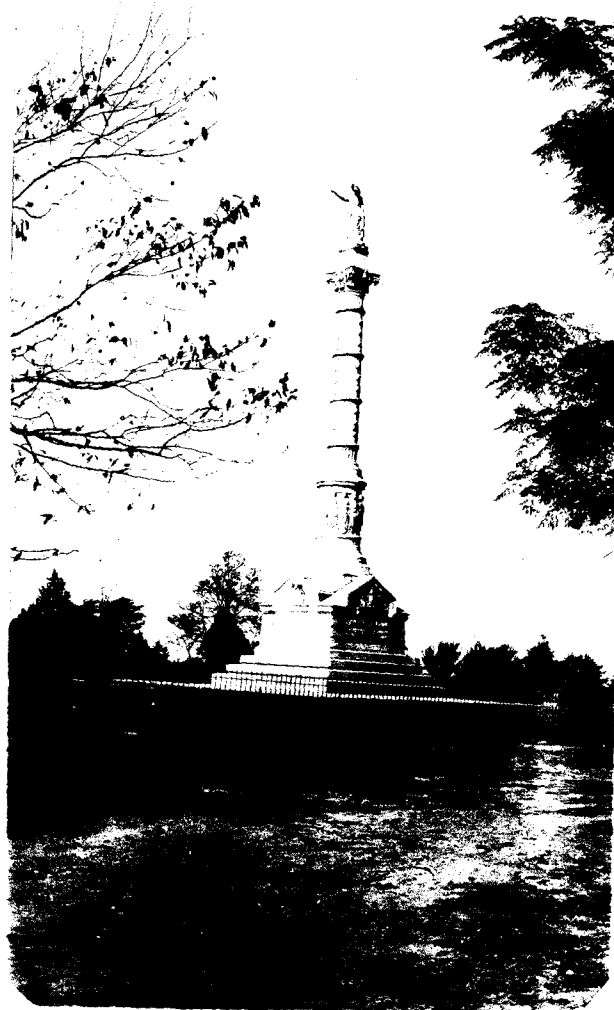
a. By regional preconcert, a large celebration was held at Jamestown, May 13-14, 1807, in commemoration of the Bicentennial of the landing of the first English Colonists to make a permanent settlement in America. The sponsors of this festival considered the fact that, by the change to the Gregorian Calendar made in 1752, the precise anniversary would fall on May 24, but they preferred, for "particular and impressive considerations", to adhere to the original or "old style" date (Report of the Proceedings of the late Jubilee at James-Town, p. 6); and all subsequent celebrations have followed this precedent. A world's fair, known as the Jamestown Exposition, was held at Norfolk, Virginia, in 1907, during which the United States Government dedicated a granite monument on Jamestown Island in commemoration of the Tercentennial of the landing of the colonists. For some years past, annual celebrations have been held at Jamestown on May 13 under the auspices of the Association for the Preservation of Virginia Antiquities. Colonial National Monument participated in the celebration in 1932.

B. Williamsburg

a. The mammoth restoration now being sponsored at Williamsburg by Mr. John D. Rockefeller, Jr., constitutes the major commemorative undertaking in this section of the Monument.

C. Yorktown

a. The news of Cornwallis's surrender was brought to the



Yorktown
Victory Monument

(I,iii,C,a)

I, iii, C, a.

Congress by Washington's Aide-de-Camp, Lieutenant Colonel Trench Tilghman, on October 24, 1781; and five days later, the Congress resolved that it would "cause to be erected at York, in Virginia, a marble column, adorned with emblems of the alliance between the United States and His Most Christian Majesty; and inscribed with a succinct narrative of the surrender of Earl Cornwallis——"

(Journals of the Continental Congress, Vol. XXI, p. 1081). Nothing was done to put this resolution into effect until ninety-nine years later; nor was any other commemorative project undertaken in the meantime. At length, on June 7, 1880, \$100,000 was appropriated by the Congress for the erection of the monument authorized on October 29, 1781. At the same time, the Congress provided for holding a celebration in October, 1881, to commemorate the centennial of the great victory.

b. As an outgrowth of this celebration, a move was initiated to purchase, by private subscription and donate to the United States Government, 500 acres of the Temple Farm, or Moore House tract, for use as a national park to be known as the Lafayette Park. The farm was purchased by the Yorktown Centennial Association, but, as the full amount of the consideration was not raised, the title was lost. The New Jersey Legislature in 1882 instructed its senators and requested its representatives in the Congress to urge upon that body a bill for federal acquisition of the Moore House. Occasional efforts continued to be made by private and public bodies during the ensuing ten years. Thereafter, only sporadic interest was manifested in the

I, iii, C, b.

commemoration of Yorktown, until in 1921, when the Congress enacted a law directing the Secretary of War to investigate the feasibility of establishing a national military park at Yorktown. Sundry measures were fruitlessly before the Congress from 1921 to 1929. In May, 1928, the Congress created The United States Yorktown Sesquicentennial Commission, upon the recommendations of which, legislation was enacted to provide for the participation of the United States in the Sesquicentennial Celebration in October, 1931 (Public Resolution No. 89, 71st Congress, approved June 17, 1930).

c. A State celebration was held October 17-19, 1824, which Lafayette attended. A local celebration was held in 1860, at which time a monument is said to have been erected, only to be destroyed a few years later during the occupation of Yorktown by hostile troops. For many years prior to 1931, local celebrations were held regularly on October 19, such celebrations in later years being under the auspices of the Comte de Grasse Chapter, Daughters of the American Revolution. On October 19, 1932, a celebration was held under the joint auspices of the Colonial National Monument, the citizens of Yorktown, the Comte de Grasse Chapter, Daughters of the American Revolution, the Thomas Nelson, Jr. Chapter, Sons of the American Revolution, and the Virginia George Washington Bicentennial Commission.

I.

iv. Legislative Provisions

A. Establishment of the Monument

a. The Monument was created by an act of the Congress approved July 3, 1930. Its boundaries were established by the Proclamation of the President, December 30, 1930, which stated that, "all lands within said boundaries as may be selected by the Secretary of the Interior pursuant to authority of law, including any and all Government-owned lands within said boundaries necessary in carrying out the objects of said monument as authorized by the act of July 3, 1930, shall be permanently reserved, set apart, and administered as the Colonial National Monument for the preservation of the historical structures and remains thereon and for the benefit and enjoyment of the people". By an act of the Congress approved March 3, 1931, the area of the Yorktown battlefield, authorized for inclusion in said monument, was enlarged from not to exceed 2,500 acres to not to exceed 4,500 acres. This amendatory act also provided that "all Government-owned lands within the boundaries of said monument as established by presidential proclamation, except those determined by the Secretary of the Interior as not necessary in carrying out the objects of said monument, are hereby transferred to the administrative jurisdiction and control of the National Park Service"; and increased the money authorized to be appropriated from \$500,000 to \$2,000,000, "for all expenses incident to the examination and establishment of the said Colonial National Monument and for the acquisition of lands and/or lands and improvement, including the securing of options and other incidental expenses".

I, iv

B. Statutory Limitations

a. The Monument is administered by the National Park Service, a bureau in the Department of the Interior, under the provisions of the Act of August 25, 1916, establishing the National Park Service, as amended; but the Act approved July 3, 1930, creating the Monument, provides, "That any rules and regulations authorized in section 5, and in the Act therein referred to, shall not apply to any property of a public nature in the city of Williamsburg, other than property of the United States".

b. The right of eminent domain may not be invoked by the Department of the Interior to acquire lands belonging to the Association for the Preservation of Virginia Antiquities, a corporation chartered under the laws of Virginia, or to lands in the City of Williamsburg, "except such lands as may be required for a right of way not exceeding two hundred feet in width through the city of Williamsburg to connect with highways or parkways leading from Williamsburg to Jamestown and to Yorktown".

c. The Act approved July 3, 1930, creating the Monument, provides that the boundaries to be established by presidential proclamation, "may be enlarged or diminished by subsequent proclamation or proclamations of the President upon the recommendations of the Secretary of the Interior, any such enlargement only to include lands donated to the United States or purchased by the United States without resort to condemnation".

C. State and Federal Jurisdiction

a. Section 6 of the creating act of July 3, 1930, provides, "That

I, iv, C, a

nothing in this Act shall be held to deprive the State of Virginia, or any political subdivision thereof, of its civil and criminal jurisdiction in and over the areas included in said national monument, nor shall this Act in any way impair or affect the rights of citizenship of any resident therein; and save and except as the consent of the State of Virginia may be hereafter given, the legislative authority of said State in and over all areas included within said national monument shall not be diminished or affected by the creation of said national monument, nor by the terms and provisions of this Act". Concurrent jurisdiction with the State is conceded to the United States under Section 19 of the Virginia Code of 1930 as to lands acquired for general purposes; and exclusive jurisdiction, except the service of all civil and criminal processes of State courts, is conceded to the United States under Section 19a of the Code as to all lands acquired for military or naval purposes. In connection with lands acquired by the United States for military and naval purposes, exclusive jurisdiction is ceded by the Commonwealth to underwater lands adjacent thereto, from the line of low water to the bulkhead or pierhead line.

b. The Virginia Code refers only to the purpose for which the lands are acquired, and it is presumed the jurisdiction of the United States on particular pieces of land remains unaltered by changes in subsequent use. Thus the jurisdiction of the National Park Service appears to differ in different parts of the Monument; concurrent with the Commonwealth on all lands acquired by the Department of the Interior for monument purposes, and exclusive (with above reservation) on all lands

I, iv, C, b

and underwater lands acquired by the War and Navy Departments and since transferred by them to the National Park Service. Concurrent jurisdiction only, it would seem, attaches to the underwater land covered by the Government pier at Jamestown, it having been not a military or naval property, but constructed by the Treasury Department, apparently under the provision of Section 19 of the Virginia Code.

I.

v. History of the Monument

A. Administrative

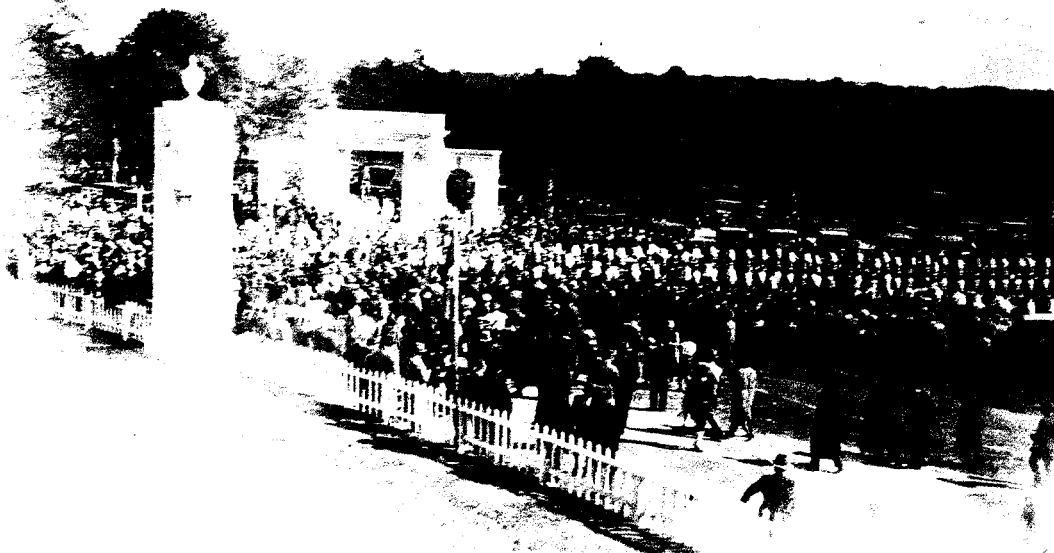
a. Immediately following the approval of the Act of July 3, 1930, creating the Colonial National Monument, the National Park Service held consultations on the terrain with interested private individuals and representatives of the Virginia State Commission on Conservation and Development, for the purpose of preparing a preliminary plan of operations. Engineer Oliver G. Taylor, lately Engineer at Yosemite National Park, and Junior Landscape Architect Charles E. Peterson, lately of the San Francisco office, were assigned to this work, and were assisted by Colonel Bryan Conrad and Mr. J. W. Rader of the Conservation and Development Commission. Shortly, a U. S. Geological Survey party was sent to Yorktown to make an accurate topographical map of the battlefield and to make preliminary surveys for the Parkway. From this survey and the investigations made by Messrs. Taylor, Peterson, Conrad, Rader, and others, a boundary line map was prepared which was the basis of the presidential proclamation of December 30, 1930. The area thus defined included the entire Jamestown Island, parts of the City of Williamsburg, the Yorktown Battlefield (including Gloucester Point), and a parkway right-of-way 500 feet wide, to connect Yorktown, Williamsburg, and Jamestown. The Battlefield boundaries as laid out contained about 4,500 acres, though only 2,500 were authorized for acquisition until after the amendatory act of March 3, 1931.

b. The First Deficiency Act, 1931 (71st Cong. Sess. III, Chap. 111, February 6, 1931) included an appropriation of \$500,000 for the acquisition of lands, and \$135,000 for administration, protection, maintenance,



Sesquicentennial Celebration
View of Grandstand

(I,v,A,b)



Sesquicentennial Celebration
Crowds in rear of Grandstand

(I,v,A,b)

I, v, A, b

and improvement for Colonial National Monument. Immediately after the approval of this legislation, an administrative organization was assembled with Mr. Taylor as Engineer-in-Charge. Preparation for the Sesquicentennial Celebration, October 16-19, 1931, was the dominant note in the plan of operations, and development activities were molded almost entirely to that end. The Celebration proved to be a national success and ranks among the major festivals in the world's history, having attracted approximately a quarter of a million visitors. The Monument was dedicated by the Secretary of the Interior, Dr. Ray Lyman Wilbur, at the opening exercises of the Celebration, in the forenoon of Friday, October 16, 1931.

c. William M. Robinson, Jr., of Augusta, Georgia, was appointed from private life to be first superintendent, June 16, 1931, and entered upon duty on July 8, 1931; but did not assume responsibility of the Monument until October 20, 1931, the day following the conclusion of the Celebration. During this interval, the Superintendent, with the assistance of Assistant Park Historians Elbert Cox and B. Floyd Flickinger (both of Virginia), devoted his time to historical and educational work and museum development. After the transfer of administrative authority, Mr. Taylor remained in charge of the clean-up of the Celebration field. The closing up of Celebration matters required a large part of the time of the Monument staff until about the first of January, 1932. The Monument organization having been built up on a high pressure basis to assure the success of the Celebration, its transition to a normal operating one, has been a task requiring considerable readjustment. There were no precedents in the Service

24
I, v, A, c.

to guide in the operation of an historical park or monument, and the administration and development of the Colonial National Monument has been a pioneering problem. The Superintendent and staff were without Service background, and the task of organizing the project as a functioning whole has been a serious struggle. The frequent necessity of using the historians in administrative and public relations work has considerably retarded the historical research program, upon the results of which depend the detail planning, and, to a very measurable extent, the general conception of the development.

I, v.

B. Acquisition of Lands

a. Jamestown

In July, 1931, the Treasury Department transferred to the Monument 1.26 acres of land adjoining the reservation of the Association for the Preservation of Virginia Antiquities. This transfer included the Percentennial Monument and the Government pier.

b. Williamsburg

No lands have been acquired in Williamsburg.

c. Yorktown Battlefield and the Parkway

Upon the enactment of the Act appropriating \$500,000 for the acquisition of lands (February 6, 1931), definite steps were taken to acquire lands within the Yorktown Battlefield and for the Parkway right-of-way, utilizing the services of Mr. J. W. Rader as real estate agent. The appropriation was exhausted by early February, 1932.

In July, 1931, pursuant to section 4 of the amendatory act approved March 3, 1931, the War Department transferred the Victory Monument and site to the administrative jurisdiction and control of the National Park Service; and, correspondingly, August 13, 1932, the Navy Department transferred lands of the Navy Fuel Oil Station and the Naval Mine Depot. No lands have been acquired at Gloucester Point. The land holdings are summarized as follows:

I, v, B, e.

1. Yorktown Battlefield

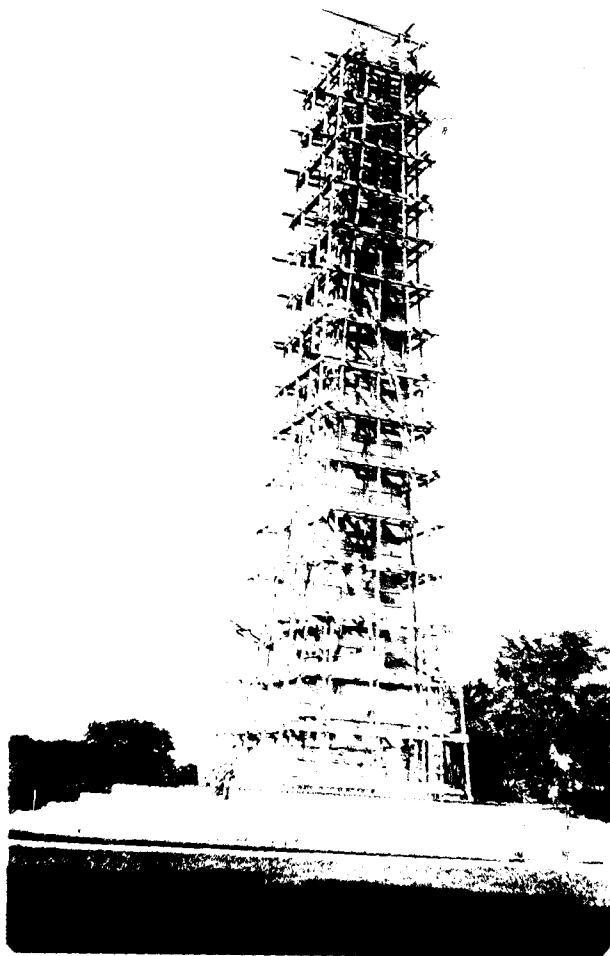
<u>Land</u>	<u>Acres</u>	<u>Acres</u>
Purchased	1793.55	
Donated	42.73	
Transferred by War Department	6.34	
" " Navy Fuel Oil		
Station	71.00	
" " Naval Mine		
Depot	<u>160.00</u>	
		2073.62
<u>Submerged Land</u>		
Transferred by War Department	4.00	
" " Navy Fuel Oil		
Station	34.00	
" " Naval Mine		
Depot	<u>2.00</u>	
		<u>40.00</u>
Total - Yorktown Battlefield		2113.62

2. Parkway

<u>Land</u>		
Purchased	18.00	
Donated	228.00	
Transferred by Naval Mine		
Depot, nominal, 500' right-		
of-way, see footnote	<u>331.00</u>	
Total - Parkway		<u>577.00</u>
Grand Total		2690.62

Note -

Width of right-of-way is contracted at Marine Barracks and Officers' Quarters with loss of 8.6 acres, but Bellfield fencing includes 17.1 acres extra.



Jamestown
Reconditioning Tercentennial Monument, 1932

(I,v,C,a)



Sesquicentennial Celebration
Tents and Marl Walks the day before the Celebration
(All that remains today of this layout is the flagpole)

(I,v,C,o)

Victory Monument Grounds Improvements



Marl walk to Comfort Station and Beach Picnic Grounds,
showing the Washington Elm on the extreme left

(I,v,C,c)



Comfort Station

(I,v,C,c)*

Victory Monument Grounds Improvements



Steps from Comfort Station to Beach, showing a
picnic table

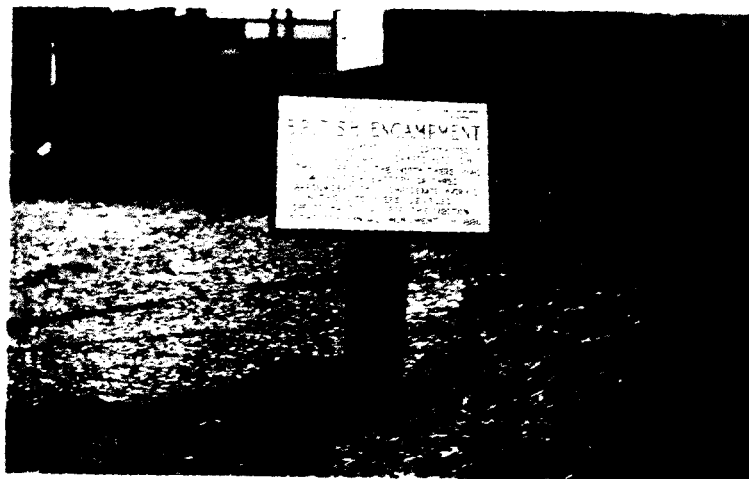
(I,v,C,c)



Yorktown Battlefield Roadside Markers

Thirty-eight markers of this type were erected prior to the Sesquicentennial Celebration, October, 1931

(I,v,C,c)



Yorktown Fortifications Trailside Markers

Seventeen markers of this type were erected prior to the Sesquicentennial Celebration, October, 1931

(I,v,C,c)





Parking Area
Constructed on Moore House Grounds, 1932-1933
(I,v,C,c)



Parking Area
On Beach below the Victory Monument, 1933
(I,v,C,c)

I, v.

C. Development

a. Jamestown

The Tercentennial Monument has been reconditioned at a cost of \$2,307.00.

b. Williamsburg

No work has been done in this area and none is in contemplation.

c. Yorktown

The improvement projects undertaken in 1931 were mostly influenced by the needs of the Sesquicentennial Celebration. They consisted principally of the installation of a water works system, the building of seven comfort stations with four septic tank sewage disposal systems, the laying of marl walks along part of the town fortifications, the sodding of fields for Celebration uses, work on service roads, a partial restoration of the Moore House, some remodeling of the Yorktown Hotel to adapt it for Headquarters uses, and the installation of roadside, fortification, and street markers, bulletin boards, and signs. The cost of these improvements was borne mainly by Park Service appropriations, but was also shared, in limited ways, by The United States Yorktown Sesquicentennial Commission, the State of Virginia, York County, and the Yorktown Sesquicentennial Association, Incorporated.

Since the Celebration the improvement work has consisted of continued repairs and remodeling at Headquarters and the Moore House, /repairs and remodeling of equipment buildings on the Edgehill Farm, the razing of several unsightly and inutile buildings, the improvement of the Moore House and Victory Monument grounds, the reconditioning of the Victory Monument, the transfer of the Naval Mine Depot fence to the new boundary line, additional finishing work in the comfort station,

I, v, C, e.

negro, the erection of additional signs, remodeling of old garages, and the placing of three mooring buoys for small boats. Parking spaces have been completed at the Moore House, Monument Lodge, and on the bench below the Victory Monument. Plans were in course for the Superintendent's residence, a workshop at the Beer Farm, and extensions in the water and sewer systems when the construction funds were impounded for the President's Emergency Conservation Work. The projects as of June 1, 1933, are as follows:

41/2440 Colonial National Monument, 1931-32

	<u>Limitation</u>	<u>Expended</u>	<u>Balance</u>
401-Comfort Station #1, Church Street	\$ 2,680.78	\$ 2,680.78	\$.00
402-Comfort Station #2, Victory Monument	2,701.78	2,701.78	.00
403-Comfort Station #1, Celebration Field	2,693.28	2,693.28	.00
404-Comfort Station #2, Celebration Field	2,693.28	2,693.28	.00
405-Comfort Station #1 & #2, Moore House	2,681.49	2,681.49	.00
406-Comfort Station, Negro, Church Street	1,209.38	1,209.38	.00
407-Equipment Shed, Edgohill Farm	1,475.00	1,475.00	.00
408-Administration Building, Old Yorktown Hotel	1,475.00	1,442.42	32.58
409-Excavations, Swan Tavern Lot	80.00	80.00	.00
481-Water System	42,842.98	42,842.98	.00
482-Sewerage System	4,039.53	4,038.69	.84
483-Reconditioning Victory Monument	1,120.00	1,120.00	.00
484-Sequoia Tablet	200.00	161.49	38.51

I, v, 3, c.

42/3440 Colonial National Monument, 1932-33

	<u>Limitation</u>	<u>Expended and Obligated</u>	<u>Balance</u>
411-Superintendent's Residence	\$ 11,260.00	.00	\$11,260.00 *
414-Headquarters Building	300.00	300.00	.00
415-Comfort Station, Negro	300.00	300.00	.00
416-Naval Mine Depot Fence	500.00	500.00	.00
417-Workshop at Deer Farm	350.00	.00	350.00 *
418-Remodeling Old Garages	250.00	250.00	.00
419-Boat Facilities	100.00	100.00	.00
420-Roadside Museums	500.00	.00	500.00 *
421-Utility Building	1,495.00	.00	1,495.00 *
435-Sewer System Extension	919.00	80.78	838.22 *
436-Razing Structures	450.00	450.00	.00
437-Exploratory Excavations	300.00	300.00	.00
438-Picnic Facilities	200.00	.00	200.00 *
439-Water System Extension	1,106.00	.00	1,106.00 *

4X436 Roads and Trails, National Parks

501-Service Roads, Force Account	3,447.74	3,447.74	.00
502-Fortifications, Footpaths	961.60	961.60	.00
503-Walks on Victory Monument Grounds	325.00	325.00	.00
514-Beach Parking Area	500.00	500.00	.00
515-Moore House Parking Area	300.00	300.00	.00
516-Monument Lodge Parking Area	300.00	300.00	.00

* *Revised*

Parkway



Indian Field Creek Hydraulic Fill, in front of
officers' quarters, looking west

(B.P.R. photograph)

(I,v,C,d)

Parkway



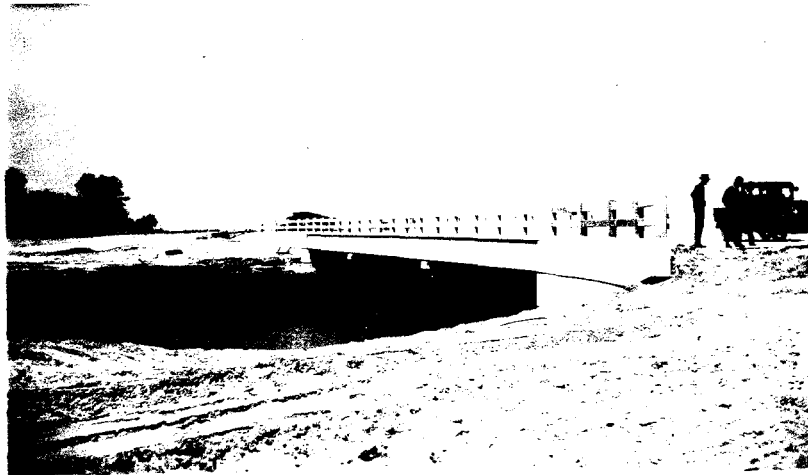
Construction operations at Felgate Creek, looking east

Hydraulic fill in middle ground. The fill in
foreground is common gradework

(B.P.R. photograph)

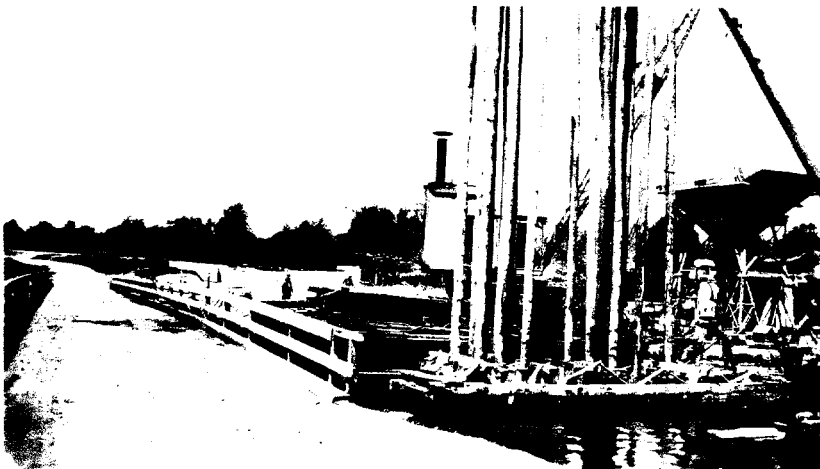
(I,v,C,d)

Parkway



Indian Field Creek Bridge (practically completed)

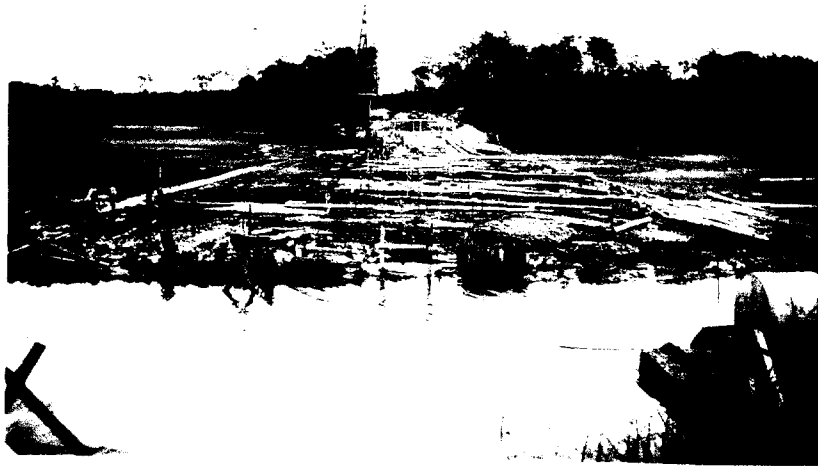
(I,v,C,d)



Felgate Creek Bridge construction, showing
pile driver in operation

(Note Navy bridge, on left, which is to be removed)

Parkway



King Creek Bridge under construction, looking east

(I,v,C,d)



Jones Pond Culvert, looking east

(I,v,C,d)

Parkway



Construction operations at Jones Pond, looking west

(B.P.R. photograph)

(I,v,C,d)

I, v, C.

d. Parkway

The Parkway has been graded from the York Cliffs to Hubbard's Lane near Williamsburg, a distance of approximately ten miles; fencing constructed on the inshore side of the right-of-way through the Naval Mine Depot; and sundry landscaping done. A concrete bridge at Indian Field Creek has been completed, and concrete bridges at Felgate and King Creeks are in course of construction. The projects as of June 1, 1933, are as follows:

	<u>Limitation</u>	<u>Expended and Obligated</u>	<u>Balance</u>
41436.1 Roads & Trails, National Parks, Emergency Construction, 1931			
504-Clearing, Grading, Culverts, Etc., Unit #I	\$213,700.00	\$213,700.00	.00
511-Hydraulic Fills, Unit #II	197,300.49	197,300.49	.00
43436.1 Roads & Trails, National Parks, Emergency Construction, 1933			
502-Bridges	1,500.00	1,500.00	.00
4X436 Roads & Trails, National Parks			
504-Grading, Unit #I	5,545.18	5,545.18	.00
505-Bridges, Unit #IV	125,500.00	110,249.30	15,250.70
506-Fencing Mine Depot, Unit #III	29,000.00	25,986.05	3,013.95
507-Seeding & Topsoiling at Special Sites	4,500.00	1,786.36	2,713.64
508-Swamp Tree Preservation	500.00	409.93	90.07
509-Slashings Clean Up	900.00	229.86	670.14
510-Protection of Construction	11,654.82	3,104.22	8,550.60
511-General Shaping & Grassing	3,822.52	2,979.97	842.55
512-Culvert Construction	777.48	777.48	.00
518-Navy Pier Utility Court	300.00	98.11	201.89

II. Mission of the Monument

1. General Mission

A. Legislative and Executive Mandate

a. The Monument has been established and set apart, according to the language of the creating act and of the President's Proclamation, "for the preservation of the historical structures and remains thereon and for the benefit and enjoyment of the people".

B. Interpretation of the Mandate

a. In reporting the creating bill, the Committee on Public Lands of the House expressed the purposes of the Monument as follows:

"For the commemoration of the colonial period in American History, this bill proposes the establishment of the colonial national monument to include Jamestown Island, colonial Williamsburg, and the battlefield of Yorktown. Through inclusion in this proposed Colonial National Monument, it is intended to preserve for all time these great historic shrines, and through them to extend to this and succeeding generations of Americans a greater knowledge and appreciation of the sacrifices and achievements of heroic figures of the colonial days."

b. The primary purpose of the Monument, therefore, is to commemorate and interpret the Colonial and Revolutionary periods in the development of the nation. This is obviously a very broad mandate, for it not only includes the preservation of surviving structures and other physical features, and the telling of their story, but also the investigation and restoration of such other remains as may be requisite to present to the people of the United States the picture of early Colonial life at Jamestown, middle and late Colonial life at Williamsburg, and Revolutionary life at Yorktown and Gloucester Point. A fully developed terrain will enable the lesson of the persistent pioneers, the cultured colonists, and the heroic revolutionists to be better taught for the benefit of this and succeeding

4
II, 1, B, b.

generations. In affording this visualization of the past, where the completeness of information will permit, strict accuracy will obtain, but, where the records and other data are fragmentary or are altogether lacking, the spirit of the period will govern.

c. While the general policy of physical development will be to recreate in each area the spirit of those times in which the particular area in question acquired significance, the mission of the Monument is also to conserve historical structures and remains pertaining to other periods, and objects of scientific interest, but in a manner subordinated to the primary commemoration. Scenic development will be controlled by historic and scientific considerations.

d. The interpretation of the local history in its relation to the history of the nation will be a matter for an educational program and museum development.

ii. Mission of the Individual Areas

A. Jamestown

a. The mission of Jamestown is to preserve the site of the first permanent English settlement in America and to commemorate the early Colonial period in the history of the nation. The primary commemorative epoch is 1607-1619, which may be called the establishing period. During it, the physical development was probably sufficiently stabilized to permit the working out of restoration plans from an intensive research work which remains to be done. The year 1619 is taken as the closing year of this period because it witnessed the introduction of two



Yorktown Formation
York River Banks between Yorktown and the
Moore House

(II,ii,C,b,1)



Yorktown Formation
York River Banks between Yorktown and the
Moore House

(II,11,C,b,1)

II, 11, A, a.

features which were to determine very largely the course of national history - the principle of representative government and the institution of African slavery.

b. The several municipal developments which terminated with the removal of the seat of government to Williamsburg at the close of the seventeenth century, together with the military operations of 1781 and of 1861-1862, are secondary considerations; and, as far as practicable, should be handled by museum development rather than by physical restoration or improvements.

B. Williamsburg

a. The obvious part of Williamsburg in the trilogy of Colonial National Monument is to portray middle and late Colonial life. This mission is being fulfilled at this time by the restoration of Colonial Williamsburg by Mr. John D. Rockefeller, Jr.

C. Yorktown Battlefield

a. The primary mission of the Yorktown Battlefield is to commemorate the victory of October, 1781, whereby American independence was won.

b. Other periods of secondary importance, but of general interest, which demand consideration in the development of the area, are:

1. Geologic Times. Yorktown Time is a division of the Miocene Epoch of the Tertiary Period, Cenozoic Era. The Yorktown Formation extends from Mathews County, Virginia, southward into North Carolina; and received its name because of the fact that the fossiliferous beds typical of this formation are best exposed in the cliffs of Yorktown.



Yorktown

Colonial foundations excavated on Lots 37 and 38,
east side of South Church Street. It is al-
most impossible to dig anywhere in Yorktown
without striking traces of Colonial culture.

(II,ii,C,b,2)



Old Yorke

The gravestone of Major William Gooch, a British marine officer, on the adjoining Navy Fuel Oil Station, is a relic of the earliest settlement of this section of the county. The protecting grille was placed by the Navy to prevent the chipping of the stone by souvenir hunters.

(II,ii,C,b,2)

IX, 11, C, b, 1.

These cliffs have been a favorite collecting place for Tertiary fossils for more than a hundred years; and it is an important mission of this Monument to preserve the cliffs from erosion and provide facilities for their enjoyment by persons of scientific interests.

2. Colonial Period. The settlement of this region, then a great forest, began about 1630, with the withdrawal of the Indians to the north bank of the York River, at that time called the Charles River, Indian name, Pamaunk (according to Captain John Smith's map). The original settlement in this vicinity, known as "Yorke", was located supposedly in the neighborhood of the Moore House; and was first represented in the Grand Assembly in session held at James City on September 4, 1632. The interests of this community were agricultural until the establishment of Yorktown as a commercial center at the end of the seventeenth century. While in many respects Colonial life at Yorktown paralleled that at Williamsburg and Jamestown, it can be given a fuller depiction here than in either of the companion areas. Williamsburg was purely municipal. The primary mission of Jamestown inhibits the physical development of the later Colonial periods. The Battlefield will not only tell the story of the Siege of 1781; but its broad acres can also be utilized to portray the state of agriculture in the eighteenth century. The town development can portray not only the level of social elegance as at Williamsburg, but also the ways and means of commerce and sea life. In fact the restoration of the general Colonial appearances of the waterfront and Main Street is a project essential to the portrayal of the Siege of 1781. Therefore, the

II, 11, C, 1, 2.

depletion of Colonial life at Yorktown as a secondary mission of the area merges almost imperceptibly into the primary mission; and at points is really a part and parcel of it.

3. Post-Revolutionary History. In a consideration of this period, the siege of 1862 is the only event which now appears to demand the conservation of historic remains. The mission of the Monument in this respect is to preserve the existing Union and Confederate earthworks to the fullest measure consistent with the furtherance of the primary mission.

c. The restoration of the Colonial roads and paths on the Battlefield will, as far as practicable, provide for the conservation and presentation of the flora of the region as an element in the enjoyment by the people.

D. Parkway

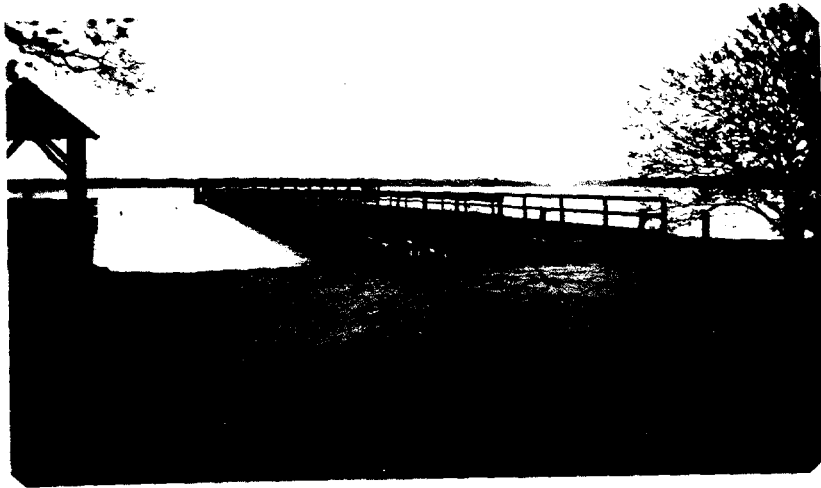
a. The mission of the Parkway is to link the three separate areas of the Monument so as to make of Jamestown, Williamsburg, and the Yorktown Battlefield, a single coherent reservation. Its function as a unifying factor transcends mere considerations of transportation. Its location and design should contribute, as far as practicable, to the general commemorative purposes of the Monument.

II.

iii. Development and Operation

The Monument shall be developed and operated in such way as to avoid appearances of artificiality and fossilization. As far as possible, all commemorative facilities shall also serve functional needs, so that the Monument as a whole may seem to be a dynamic, living reservation rather than to be a static series of antiquarianisms.

Jamestown



Government Pier. Well house on
extreme left

(III,i,A)



Sea Wall and Government Pier

(III,i,A)

Jamestown



Flowing Artesian Well

(III,i,A,b)



A.P.V.A. Toll House

(III,i,A,d)

Jamestown



General View from Government Pier,
showing
Church, Statuary, and Sea
Wall



Church and Graveyard

(III,i,B,a)

55

III. Present Facilities and their Suitability for Permanent Use

1. Jamestown

A. On Government Property

a. Pier. This is an L-shaped structure, and is adapted for steamboat landings and also for small boats. Its condition is very good. Although it meets all of the present needs, and would very likely answer the transportation requirements for the future, its location is inconsistent with the Colonial development of the area and consideration should be given to providing this facility at another location.

b. Flowing Artesian Well. This well was drilled by the Rirdon Floating School which was at Jamestown during the early months of 1931. There is a small rustic well house. The outflow of water is sufficient for all domestic and sanitary needs on the Island.

c. Tercentennial Monument. This monument is classed as a commemorative facility. It is constructed of granite, and is about 100 ft. high.

d. A.P.V.A. Toll House. This is a brick building, owned by the A.P.V.A., and erected under permit from the Treasury Department. It contains one room, which is used as the Caretaker's office, and as Postoffice.

B. A.P.V.A. Property

a. Old Church and Graveyard. The tower of the church is original, and dates from about 1639. The body of the church was built in 1907, by the Colonial Dames of America, on old foundations,

III, 1, B, a.

following the design of St. Luke's Church in Isle of Wight County, on the south side of the James River.

b. Memorials. These consist of a bronze statue of Captain John Smith, a bronze statue of Pocahontas, the Robert Hunt Shrine (a bas-relief), and several other small memorials.

c. Confederate Fort. This earthwork was constructed in 1861, and was occupied by Confederate troops until the Battle of Williamsburg in May, 1862.

d. Souvenir Shop and Public Comfort Station. This is a brick structure, poorly arranged, and not done in Colonial feeling.

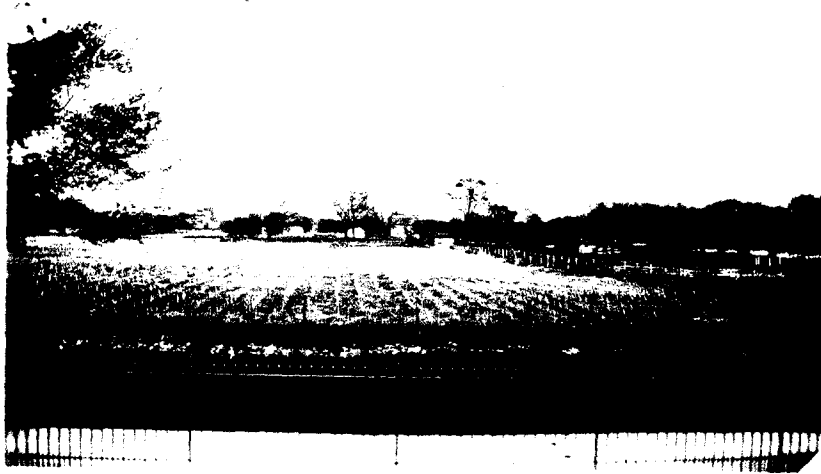
e. Yeardley House. This is a frame structure, modern in appearance, used by the caretaker as a residence.

f. A frame cottage, in Colonial architecture, for colored laborers, is now being constructed.

g. State House group foundations. These foundations belong to the last municipal development. They were exposed at the time of the construction of the sea wall, and have been plastered over as a means of preservation.

h. Sea Wall. A masonry sea wall was constructed by the United States Government in 1901, across the waterfront of the A.P.V.A. reservation, extending about 700 ft. northwardly on the Barney tract. The general position of this wall is about 150 yards inshore of the original waterline as developed by Mr. George C. Gregory of Richmond, a Jamestown expert.

Jamestown



Barney Property, looking east from
Tercentenary Monument. The H-shaped
log cabin, Ambler House ruins, and
other buildings can be seen in the
background.



H-shaped log cabin on Barney
Property.

(III,i,C,e)

Jamestown



Ruins of Ambler House - Very
early 19th Century

(III,1,C,1)

III, 1.

C. Barney Property

This tract is under lease to Mr. B. E. Steele, who uses it for grazing, farming, and trapping. The hunting rights are sub-leased to a hunt club. The facilities on this tract, enumerated below, are not suitable, except as noted, for incorporation in the permanent development of the area:

- a. Very small souvenir stand, log cabin type (Steele, owner)
- b. Small souvenir and lunch stand, brick; about six years old (Steele, owner)
- c. Star-shaped log cabin, one story; in need of repairs (might be adapted to temporary use in educational work)
- d. Bath house, frame, flimsy construction
- e. H-shaped log cabin; used in summer; water supply piped from an artesian well (with repairs, might be used as temporary quarters for a ranger)
- f. Small, one and a-half story, frame dwelling; in bad condition, should be torn down
- g. Small, one and a-half story, frame dwelling (with repairs, might be used as temporary quarters for a ranger)
- h. Wooden barn, medium size (could be reconditioned)
- j. Two small wooden cabins, for summer use, flimsy construction
- k. Two small wooden toilets, unsightly
- l. Ambler House ruins - walls of a nineteenth century, two story brick building on the site and over part of the foundations of a seventeenth century building. These ruins should not form part of the permanent development of the area.
- m. Travis Graveyard. This should be preserved.
- n. Three Confederate Earthworks. These were constructed in 1861, and were evacuated in May, 1862. They should be preserved insofar as may be consistent with the Colonial development of the Island.

Williamsburg



North or Main Entrance

Capitol Building at east end of Duke of Gloucester Street,
Restoration work under way

(III,ii,B)



South or rear view

(III,ii,B)

Williamsburg



Excavated Foundations of the Governor's Palace (1713-1720)
(III,ii,B)



Governor's Palace - Restoration work underway
(III,ii,B)

Williamsburg



**Raleigh Tavern (1740)
Restored**

(III,11,B)

Williamsburg



Wren Building, College of William and Mary (1695)
Restored

(III,11,B)

Williamsburg



Second County Court House (1770) - said
to have been designed by
Sir Christopher Wren

Restored

(III,ii,B)

Williamsburg



St. George Tucker Residence
Restored

(III,ii,B)

Williamsburg



North side, looking west from Henry Street

Duke of Gloucester Street - Business Block

(III,11,B)



South side, looking west from Henry Street

(III,11,B)

III, 1, C.

- c. State Highway No. 510 and Ferry Wharf. State Highway No. 510 extends from a bridge across Back River to the ferry wharf. It would not form part of the permanent circulation system, as it is desired to remove commercial traffic from the area.

ii. Williamsburg

- A. Colonial National Monument owns no property in Williamsburg.
- B. Rockefeller Restoration. This private enterprise includes the rebuilding of the Capitol at the east end of Duke of Gloucester Street, and the Governor's Palace at the north end of Palace Green. Both of these projects are nearing completion. The restoration of the Raleigh Tavern, the Market Square Tavern, numerous residences, and the old Court House; and the building of a new Court House and in Colonial style architecture two blocks of business houses, have been accomplished. The restoration project is not yet completed.

Yorktown



Headquarters Building

Repairing the outside wall of the Superintendent's office, due to the cracks developed by the rotting away of the beam supporting the basement entrance - 1932.

(III,iii,B,a)

Yorktown - Headquarters Building -
Rangers' Reception Room

(III,iii,B,a)



Fireplace, which had been bricked up to permit use of stoves.

Note that the hearth had been knocked out to provide a flue for a heating plant in the basement. This heating plant had long been abandoned and the improvised flue had been closed up in the basement, but the hearth had only been floored over in the room above.

Fireplace after repair work had been completed.



Yorktown



Headquarters Building

Old pantry now used as storage room. Note how the wood block foundation, the floor sills, and the ends of the joists have rotted away. The floor was on the ground. The ground and the rotten wood under the joists have been dug out preparatory to repair work. A chimney flue stood in the corner, resting solely on the decayed floor. It has broken in two at the ceiling line.

(III,iii,B,b)

Yorktown



Headquarters Building

Doorway between back hall and passageway to Geological Museum on passage side - note how sill has given way on the left side, allowing partition to drop down. The door has just been squared up and the studding which has dropped from the ceiling joists above is about to be spliced so as to give bearing again to the second floor.

(III,iii,B,b)

III.

iii. Yorktown - Government Property

A. General

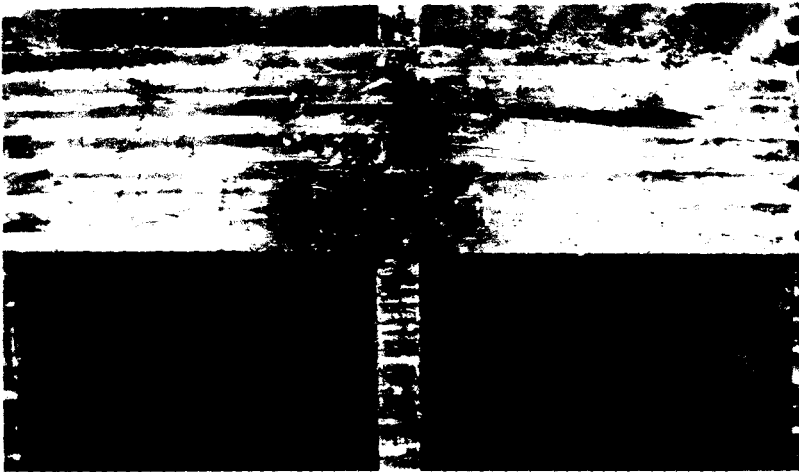
a. With the exception of the comfort stations, all of the following listed houses were acquired with the land and were in very run down condition.

B. Headquarters Building

a. This building is located on the northeast corner of Main and Church Streets, Lot No. 36; and was in operation as a hotel, under the name of "Yorktown Hotel, Ye Olde English Tavern", at the time of its acquisition by the Service in February, 1931. The use of the structure as a hotel is said to have begun about 1866. It consists of a one and a-half story brick part in front and a larger two-story frame part in the rear. The T-shaped brick part, built about 1706 as a residence, consists of two large basement rooms, three rooms and a hall on each the main and dormer floors. The larger basement room is being prepared for a lecture room, and the smaller one, for storage. On the main floor, the east front room is the Superintendent's office, the west front room is occupied by the Superintendent's Clerk-Stenographer, and the rear room is used as a rangers' reception room. The dormer floor is used for bachelors' quarters. Heat is supplied by open fireplaces, burning wood.

b. The frame part is said to have been built originally as a one-story barracks about 1862, and connected with the brick part later. During the past thirty years a second floor has been added, and sundry additions made to the floor plan. The whole frame part is a very

Yorktown



Headquarters Building

West Front Room, first floor; showing timber
charred by defective wiring

(III,iii,b,c)

Yorktown



Headquarters Building

Showing fire hazard from proximity
to frame tenement building
and shop

(III,iii,B,c)

III, iii, B, b.

flimsy, rambling structure. It was built on wood blocks instead of masonry pillars, most of which have rotted, dropping the sills on the ground. In some cases the sills and joists have also completely decayed, leaving the flooring directly on the ground. The result is that there is scarcely a plumb wall or a level floor in the entire wing. The first floor contains the historical museum (old hotel dining room); an archaeological work room (old kitchen); four small offices (formerly bedrooms) used by the Chief Clerk, Assistant Chief Ranger, and the two Assistant Park Historians; a library and map room (formerly servant's quarters); a geological museum (a recent second dining room); a water heater room and a men's bath. A part of the second floor is used for storerooms and bachelor bedrooms. It also contains the women's lavatory and a four-room apartment, ^{until recently} now occupied by the Superintendent as living quarters. All of the downstairs rooms and two of the upstairs rooms are heated by coal stoves. The apartment is heated, after a fashion, from an arcola located below in the men's washroom.

c. The heating arrangements are expensive to keep up and are inadequate to maintain satisfactory living temperatures in cold weather. The large number of open and stove fires constitutes a serious fire hazard. The electrical wiring, as installed a number of years ago, is black wire, poorly insulated. This has been replaced with BX-cable wherever the walls have been opened for structural repairs or remodeling; but much of it still remains. Adjacent to the building, on the east, within ten feet, is located an old barn-like,

Yorktown



Office of Eastern Division, Branch of Plans
and Design

Front View - Main Street

(III,111,C)

18
III, iii, B, c.

(private)
frame tenement. The extent of the fire hazard is shown by the high rate which the insurance underwriters have applied to this building, namely \$37.18 a thousand; whereas, an isolated modern frame structure in Yorktown takes a rate of only \$4.75 a thousand.

d. The maintenance cost of the building has been excessive. The remodeling and reconditioning work done in the brick part will make it usable for several years with normal repairs; but work done to the frame part avails little. That part is no sooner repaired in one spot than it begins to fall apart in another. This serious state of deterioration and the force of the gales that blow across the York River combined, are cause for grave concern for the safety of the staff who have quarters and offices in this part of the building.

e. The building, while it is sufficient in aggregate floor space for the purposes of the Monument, is so ill-arranged and in such poor condition that it should be replaced at the earliest possible moment, as a measure of economy in maintenance and safety for personnel and for priceless records, library, and museum objects. The brick part would be suitable for conversion into an employee's quarters.

C. Office of Eastern Division, Branch of Plans and Designs,
commonly known as Eastern Landscape Division Office

a. This building, located on the southeast corner of Main and Church Streets, Lot No. 37, is a two-story frame residence type of inferior grade. It was built about forty years ago by a negro for a barber shop, but was later enlarged by him as his residence. It had been occupied by white people for sometime before its acquisition

Yorktown



Chandler Building

(III,111,D)

III, iii, C. a.

by the Service in 1931. The first floor is used by the Eastern Division, Branch of Plans and Design, as its headquarters. The second floor, except for the lavatory, is practically unused. Heating is by stoves. Structurally, the building is not as serious a fire trap as the Headquarters building across Main Street, but its greater contiguity to another frame structure makes the insurance rate higher - \$46.86 a thousand. The building could be continued in its present use or adapted for employees' quarters at reasonable maintenance cost for a few years; but its general appearance and condition are below the Service standard, and it should not form a part of the permanent development.

D. Chandler Building

a. This building, located on the southwest corner of Main and Church Streets, Lot No. 31, is a two-story frame store building, said to have been built, during the 1880's, with material salvaged from the temporary structures of the Centennial Celebration. The first floor has been occupied for some years by the Post Office and a drug store, and the back part of the second floor as a Masonic Hall. The front rooms upstairs were formerly used by the Yorktown Hotel as overflow bedrooms. They are now used by the Bureau of Public Roads as offices and drafting rooms for the survey parties operating on the Parkway. Heating is by small stoves. The insurance rate is \$33.66 a thousand. The framework of the building is reasonably solid, but its appearance, inside and out, is quite shabby. It should, therefore, not form a part of the permanent development; but should be razed as soon as its use may be administratively spared.

III, iii.

E. Small Buildings on Church Street

a. Comfort Station, White; Colonial style; on east side of street next south of Landscape Building, on Lot No. 37. One-story, frame, fire resistant imitation wood shingle roofing, built in 1931; condition good: part of permanent development, subject possibly to relocation.

b. Comfort Station, Negro; next south a. on same lot, built in Colonial style as a., in 1931; condition good: part of permanent development, subject possibly to relocation.

c. Four-room, one-story, frame cottage, now occupied by one of the landscape architects, east side of street, Lot No. 39; structurally good, but bad design, and out of keeping with the Colonial picture and Service standard: not a part of permanent development.

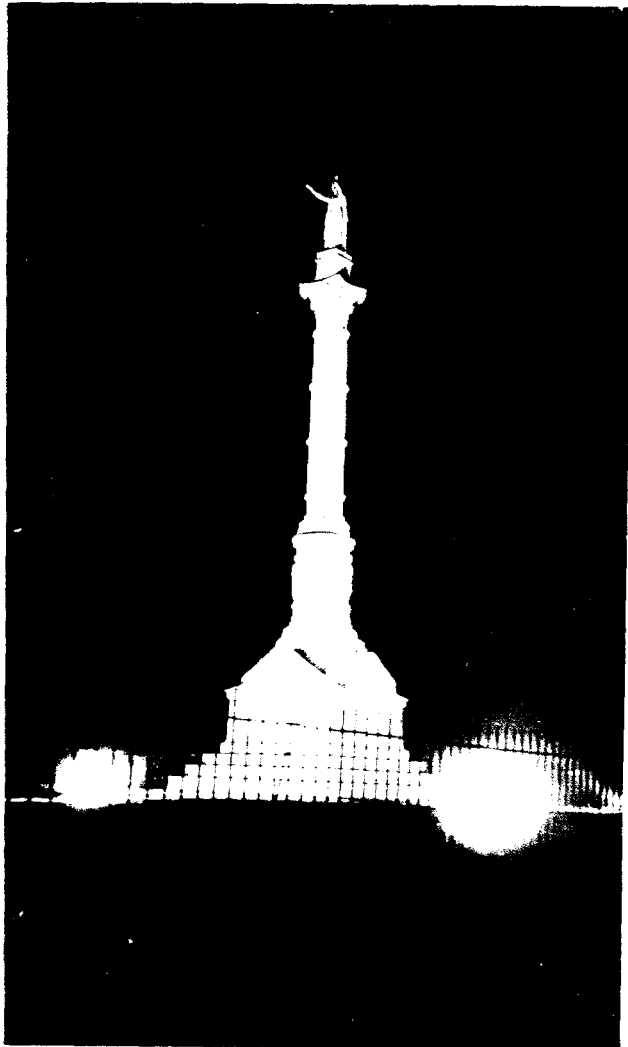
d. Old Blacksmith Shop; one-story, frame, poor condition; located on east side of street, Lot No. V; now used for ^{fire engine house} storage: not a part of permanent development.

e. Four-stall, Frame Garage; composition roofing, poor construction and dilapidated condition; located on west side of street, immediately behind Chandler Building, on Lot No. 31: not a part of permanent development.

f. Two-stall Garage and Oil House; frame, composition roofing; west side of street, next south of garage e., Lot No. 31; better condition than e. : not a part of permanent development.

g. Three-stall, Frame Garage: composition roofing, good condition; next west of f., Lot No. 31; used by Bureau of Public Roads; type and location do not fit into permanent development.

Yorktown



Victory Monument
at night

(III,iii,G)

Yorktown



Victory Monument - from York River

(III,iii,G)



Comfort Station - Victory Monument Grounds

(III,iii,G)

III, iii, E.

h. Four-stall, Frame Garage; tin roofing, condition fair; located west of g., mostly on Lot No. 31, but partly on Lot No. 25; does not form part of permanent development.

j. Four-room, Frame Cottage; ^{recently} now occupied by one of the Bureau of Public Roads engineers; poor construction, fair condition, located on west side of street, Lot No. 33; wood-house, chicken house, and barn-garage. The whole layout is of inferior modern construction and appearance: not part of permanent development.

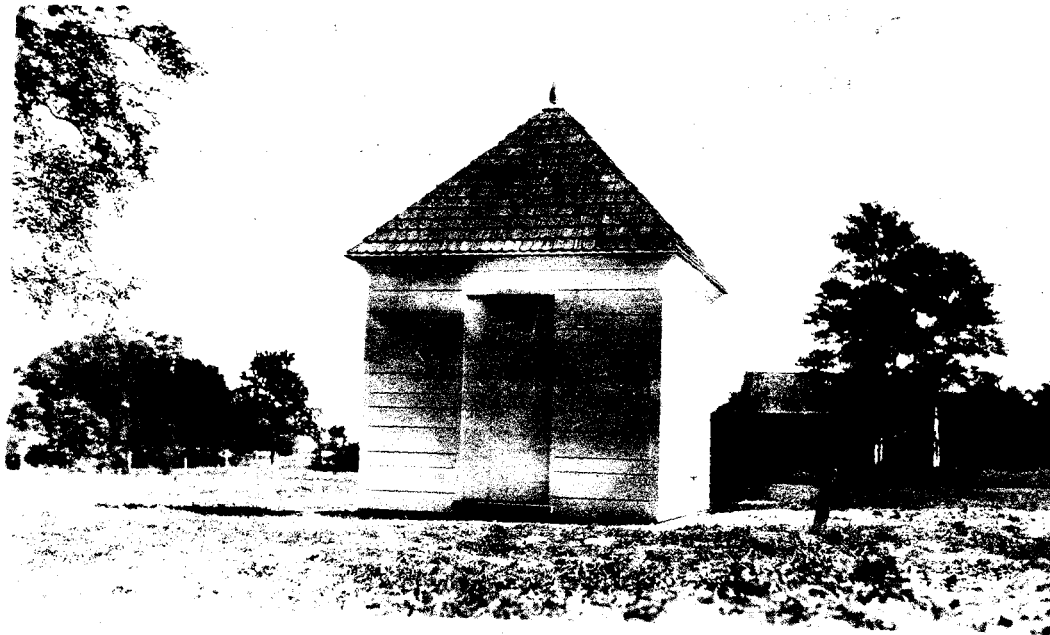
F. Barn, located midway between Ballard and Buckner Streets, on Lot No. 11; not part of permanent development.

G. Victory Monument Grounds, comprising six to seven acres of land, on the northeast corner of Main and Comte de Grasse Streets, constitute a beautiful park and picnic area. The monument, referred to previously (I, iii, C, a.), is the central figure of the plot; it stands on the high point of the bluff, is 95' 6" high, and may be seen for miles around Yorktown. When it is illuminated in the evening, it stands out vividly against the night skies. The comfort station, frame, Colonial style as E, a. above, built in 1931, is located on the eastern slope of the bluff and tones into the foliage admirably; it forms part of the permanent development. The beach below is used at present as picnic grounds.

H. Moore House. This is one of the most historic houses within the Monument area, being the one in which the Articles of Capitulation were drawn up, terminating the siege of 1781, and virtually ending

28

Yorktown



Comfort Station, Moore House
Carriage house and servants'
quarters in background

(III,iii,J,a,b)

III, iii, H.

the Revolution in favor of the Allies; brick basement, frame, two-story, with Dutch roof, shingle roofing; date of construction unknown (possibly 1713); now being structurally restored by the Yorktown Sesquicentennial Association: part of permanent development.

J. Moore House Outbuildings

a. Two comfort stations; Colonial style to simulate smoke houses, built 1931; frame, fire resistant imitation wood shingles: part of permanent development, subject to possible relocation.

b. Carriage house and servants' quarters; frame, two-story, wood shingle roofing; built about forty years ago; not used except as storage for fire hose reel, but could be made usable: type not desirable for permanent development.

c. Garage; frame, two-car: not part of permanent development.

K. Navy Fuel Oil Station water supply buildings on Wormley Pond tract; built about 1917; consisting of brick pump house on dam, concrete reservoir and relay pump house on top of hill, for fire protection; very small pump house and well for potable water supply; and a small picnic pavilion on piles. These improvements were on property when taken over by the Service from the Navy, and the Service is obligated to permit Navy's continued use and upkeep until they are replaced at Service expense: not a part of permanent development.

L. Log Cabin on Walter Cooke tract; probably built in early nineteenth century; not used for many years; in poor state of preservation; located in dense woods without road or path approach; not part of permanent development.

Yorktown



Edgehill Farm

(III,111,N)

Yorktown



Foxwell Residence

(III,111,N,b)



Bear Farm - from the Goosley Road

(III,111,0)

III, iii.

M. Womley Creek Small Boat Pier; remotely located on Walter Cooke tract; poor condition: not part of permanent development.

N. Edgehill Farm Group; very ordinary modern frame construction; no electric lighting; about twenty or thirty years old; probably usable for several years to come: type and location not suitable for permanent development. Itemized, as follows:

- a. Edgehill residence; 8 rooms; acquired in run down, leaky condition; occupied by a permanent laborer.
- b. Foxwell residence; 10 rooms; heating arrangements particularly deficient (only two small flues); occupied by a per diem laborer.
- c. Outhouses; consisting of stable-barn, office (used as store room), two granaries, two implement sheds, and one hay shed.
- d. Four-room cottage; in back field; condition poor and scarcely tenable, though occupied by a laborer of the Naval Mine Depot under Special Use Permit.

O. Beer Farm Group; ordinary modern frame construction; while generally older than Edgehill group, are stouter and more serviceable, and are nearer Headquarters; no electricity available at present; usable for some years to come: not a part of permanent development. Itemized, as follows:

- a. Residence, 8 rooms, two-story; in run down condition when acquired; occupied by a permanent laborer.
- b. Granary and stable; two-story; large and well constructed.
- c. Small corn crib.
- d. Barn, one and a-half story; and two implement sheds in a contiguous group.

10

III, iii, 0.

e. Small, one-car garage.

f. Lumber storage house, detached from main group, one-quarter mile distant.

g. Cottage, one-and-a-half story, detached, near f.; condition very poor; occupied by ^{non-employee} ~~non-employee~~ under Special Use Permit.

h. Hay shed, detached, one-half mile; now used for storage of salvaged material.

P. Celebration Field Comfort Stations, White; two separate buildings; Colonial style, similar to Church Street Comfort Station (E, a.); have not been in use since Sesquicentennial Celebration, but may be used in connection with a small camp ground in an adjacent, fairly well screened field; type suitable for incorporation in permanent development, but present location doubtful.

Q. Water System. This system was installed in 1931, but the supply is inadequate for fire protection, and unsuitable for domestic purposes on account of its undesirable mineral content.

a. Source. Well located near the National Cemetery, drilled, in late summer and early fall of 1931, to depth of about 762 feet before desired quantity of 700 gallons a minute was secured, but the water proved too brackish, and the well was closed up to a point 428 feet below the surface, with the result that the quantity was reduced to 68 gallons a minute, but the quality raised to a usable, though not satisfactory, degree of potability. Well not quite complete in time for the Sesquicentennial Celebration. Electrically driven pump with pumping capacity of 100 gallons a

III, 111, 1, a.

minute installed. Began pumping October 22, 1931. A temporary pump, installed by the Service at an artesian well on the beach below the old uncompleted hotel on private property, by consent of the owner, supplied water for Celebration uses. This temporary pump was housed in a very small frame house, and connected with the water system by a 6-inch main. Its capacity exceeded the normal outflow of the artesian well, and evidences of the structural breakdown of the well soon followed. The pump and connections are still in place; but, after five minutes of pumping, sand in such quantity begins to flow that it cannot be used as an auxiliary supply of water. A new source of water supply should be found.

b. Distribution System. The distribution system consists of an underground storage tank and 4,680 feet of 8-inch main, running from the well to the village and down Main Street to Ballard Street; and 11,000 feet of 6-inch main laterals on Nelson, Read, and Church Streets, and to the Moore House. The storage tank has a capacity of 10,000 gallons. Sufficient pressure for this supply is maintained by compressed air, and a portion of the storage space is necessarily occupied by air, so that in reality there are but 6,500 to 7,000 gallons of water in storage. At the present time the water at the storage tank is under a pressure of approximately 65 pounds. There are ten underground fire hydrant plugs in Yorktown, two at the Moore House, and two standard fire plugs on the Celebration Field. There is a 2-inch main from the Celebration Field to the Beer Farm, where there are two small (2-inch) fire plugs. There is no water line to the Edgahill Farm, the water

III, iii, d. b.

at that point being pumped from two shallow wells, the water from which is agreeable to taste, but not altogether satisfactory biologically. The water system should be extended to the Edgemoor Farm.

R. Sewer System. The sewage disposal from the Monument buildings in Yorktown, the Moore House, and the Celebration Field Comfort Stations is handled by four separate septic tank units. A general disposal system is not considered practicable. New locations should be served by additional units.

S. Stony Point Residence

This is a concrete residence, six rooms, with porch, sun parlor, and partial basement, located about one and one-half miles from Headquarters on the Parkway right-of-way. It was formerly occupied by the Marine Officer of the Naval Mine Depot; but is now occupied by the Superintendent as a temporary residence. It is planned to continue to use this house as an employee's quarters until such time as housing is provided for all permanent members of the Monument staff.

Yorktown



Grace Episcopal Church

(III,1V,B)

Yorktown



York County Court House
and
Swan Tavern Site

The Court House is the brick building
in right center background. In
the middle ground may be seen
the excavations now in progress
on the Swan Tavern site.

(III, iv, C&D)

III.

iv. Historic Houses and Landmarks at Yorktown

A. General

The houses below described are generally in good condition and are sufficiently unaltered (except Headquarters Building) from their Colonial aspects to answer, reasonably, the present requirements of interpretation. A finished restoration of the village would require sundry changes, such as the restoration of basement windows in the Shield House and the removal of the dormer windows from the Nelson House.

B. Grace Episcopal Church

Church Street, east side, between Main and Water Streets,
Lot No. 35.

This church is thought to have been built about 1697. It was originally a T-shape structure, constructed of marl. It was damaged during the siege of 1781 and burned in 1814. The church, less the stem of the T (north leg), is said to have been rebuilt in 1825, using the old walls, and to have been further restored in 1841 and in 1926. The foundations of the abandoned section remain and serve as a coping to a burial section. The most famous person whose tombstone has survived is Thomas Nelson, Jr., Governor of Virginia in 1781 and Commander of the Virginia Militia at the siege of Yorktown.

C. York County Court House

Main and Ballard Streets, northeast corner, Lot No. 24.

The Colonial building was destroyed during the War of 1812, and the rebuilt structure was destroyed in the War of

III,iv, C.

Seceasion by an explosion of munitions while it was being used by United States troops as an arsenal. The present structure is built approximately, if not exactly, on the same spot. The County records date from 1633. Several sketches showing the ground plans of the second house have been obtained from the records of the Mutual Assurance Society of Virginia, which wrote business in Yorktown from 1796 to about 1880. Two photographs (taken in 1862) of the front and west side view are in hand.

D. Swan Tavern Foundations

Main and Ballard Streets, southeast corner, Lot No. 25.
Government owned.

The foundations of the tavern, of the old kitchen, and of the stable have already been excavated. The tavern was constructed between 1719 and 1722; had a brick basement and a one-and-a-half-story frame superstructure, 31 ft. by 51 ft., with a front and a back porch, and two lean-tos; and was destroyed by the Court House explosion in 1863. Complete insurance records exist for the entire tavern layout. Two photographs made in 1862 are in hand.

E. Belvin House Foundations (also known as Reynolds House)

Main and Church Streets, southwest corner, Lot No. 31.
Government owned.

The foundations of this residence (20 ft. by 40 ft.) and of one outhouse (12 ft. by 12 ft.) have recently been excavated. Insurance records and two photographs are in hand for this Colonial house.

Yorktown



Moment Headquarters

(III, iv, F)



III,iv, C.

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York town



Digges House

(III,iv,G)

Yorktown



Custom House

(III,iv,H)

III, iv.

F. Monument Headquarters

Main and Church Streets, northeast corner, part of Lot No. 36.

Government property, previously referred to (III, iii, B).

The brick (front) part of this building was constructed as a private residence by Mungo Somerwell prior to May 21, 1707, probably in 1706. The whole lot was acquired by Philip Lightfoot in 1716, and remained in the Lightfoot family until 1783. The house, therefore, is frequently referred to as the Lightfoot House. It appears to have suffered damage from hostile troops in 1761 and in 1863. From 1866 to 1931, the building, with wooden accretions in the rear, was used as a hotel under the names "Ye Olde Yorktown Hotel" and "Yorktown Hotel, Ye Olde English Tavern". Insurance records for the house are available.

G. Digges House

Main and Read Streets, northwest corner, Lot No. 42.

The house was probably built about 1705. It was bought by Cole Digges in 1713, and remained in the Digges family until 1784. It is an L-shaped, one-and-a-half story, brick structure. It was privately restored in 1925, and is owned by Mrs. Helen C. Paul of Marquette, Michigan. It is occupied by Mrs. George Durbin Chenoweth, Regent of the Comte de Grasse Chapter, Daughters of the American Revolution. It is open to the public, admission 25¢.

H. Custom House

Main and Read Streets, southwest corner, Lot No. 43.

The first building on this lot was erected about 1706. It is

Yorktown



Nelson House

(III,iv,L)

III, iv, H.

thought that the old Custom House was this first building. The property was bought by Richard Ambler, Colonial Collector of Ports, in 1720, and remained in the Ambler family until 1797. The house is a brick, two-story building. In 1924, it was purchased by the Comte de Grasse Chapter, Daughters of the American Revolution, and is now owned by that Chapter. In 1929-1930, it was restored by Letitia Pate Evans (Mrs. Arthur Kelly Evans) of Hot Springs, Virginia, a member of the Comte de Grasse Chapter, D.A.R. It is open to the public, admission 25¢.

J. Bank Building Site

Main and Read Streets, northeast corner, Lot No. 47.

This modern structure is on the site of a Colonial, one-and-a-half story, brick residence, which burned about 1913.

K. Blow Estate River Gardens

Main Street, north side, between Read and Nelson Streets, Lots Nos. 46, 47, 84, and 85.

These gardens are on the site of the large H-shaped residence of Hugh Nelson, the son of the wealthy "Scotch Tom" Nelson. This residence was one of the largest Colonial residences in Yorktown.

L. Nelson House

Main and Nelson Streets, southwest corner, Lot No. 52.

Built in 1740 by William Nelson for his infant son, Thomas, Jr. It was occupied by Cornwallis as his headquarters during the siege of Yorktown, 1781, and was hit by several shells fired from the American guns. Lafayette was entertained here when he returned to visit this country in 1824, and during the War of Secession it was used as a

Yorktown



Blow Estate Cottage

(III,iv,M)

Yorktown



Pearl Hall

(III,iv,N)

Yorktown



Sheild House

(III, iv, 0)

III, iv, L.

hospital by the United States Army. It is now owned by the Blow Estate, by which family it was restored, with some modifications, in recent years. It is a two-and-a-half story, brick structure, and one of the finest examples of Georgian architecture on the Peninsula. For some years it has been open to the public as a museum during the summer months, admission charge, \$1.00 for house and gardens, or 50¢ for the gardens.

M. Blow Estate Cottage

Nelson Street, west side, Lot No. 53.

This is a one-and-a-half story, brick structure, owned by the Blow Estate, and restored by the Blow family at the time that the Nelson House was restored. It is occupied by members of the Blow family when visiting in Yorktown. It was built by Lawrence Smith about 1706, and was owned by David Jameson at the time of the siege of 1781.

N. Pearl Hall

Nelson Street, west side, Lot No. 54.

A frame, one-and-a-half story structure. It is owned by the Blow Estate, and is occupied as a residence by the family of the caretaker (Childrey). It was built about 1706 by Edward Fuller.

O. Sheild House

Main and Nelson Streets, southeast corner, Lot No. 56.

This house, built prior to 1699 by Thomas Sessions, is the oldest residence in Yorktown. It takes its name from the family of the present owner, who occupies it as a residence. It is a one-and-a-half story, brick structure. It is open to the public, admission charge 25¢.

Yorktown



West House

(III, iv, P)

Yorktown



Foundations of Secretary
Nelson's House

(III,iv,Q)

Yorktown



DeNeufville Cottage

(III,iv,B)

Yorktown



Remains of Old Stone Wharf on Water Street
near foot of Read Street, which may
be seen at very low tide.

(III,iv,9)

III, iv.

P. West House

Main Street, north side, between Nelson and Conte de Grasse Streets, Lot No. 77.

Built about 1706. It was occupied by British officers during the siege of Yorktown in 1781, and still bears the marks of cannon balls fired from the Allied trenches. It takes its name from John R. West, who bought it in 1821. It is a one-and-a-half story, frame structure, and is used as a residence. It is open to the public, admission charge 25¢.

Q. Foundations of Secretary Nelson's House

Monument Road, east side, just outside of plotted town.

These foundations are the property of the Association for the Preservation of Virginia Antiquities. The once pretentious mansion of Thomas Nelson, Sr. (Uncle of Governor Thomas Nelson), was occupied by Cornwallis as headquarters at the opening of the siege of Yorktown in 1781. It was practically demolished by shell fire from the Allied batteries. The gardens are said to have been very extensive and formal.

R. De Neufville Cottage

Water and Nelson Streets, Lot No. 119.

This one-and-a-half story, frame dwelling is probably a Colonial building.

S. Stone Wharf

Water Street, between Nelson and Read Streets.

The remains of this massive structure may be seen in the river during the exceptionally low water following certain storms.

Yorktown

Town Fortifications

The Hornwork cut through in recent
years by U.S. Highway No. 17

(III, iv, T)

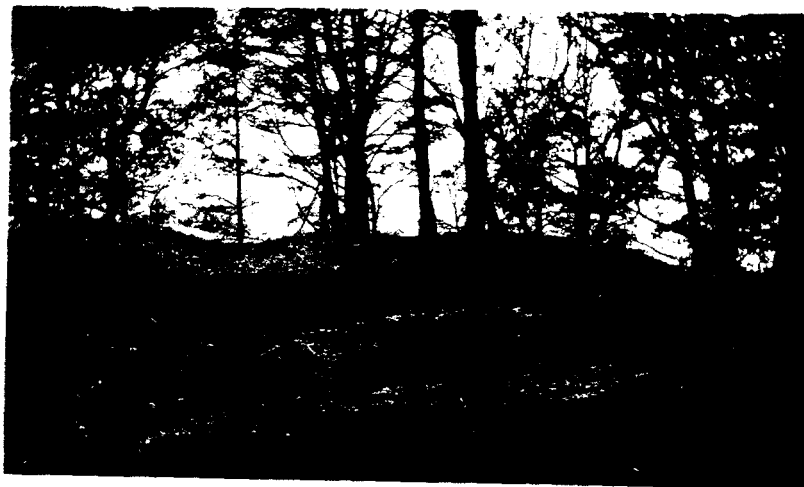


Exterior, looking in, northward



Interior, looking to left, westward

Yorktown



Looking west

British Redan on Windmill Point overlooking
Yorktown Creek

(III,iv,U)



Yarktown



British Redan

Remains of a redan on a wooded hill overlooking Wormley Pond. This was a British outpost established to defend the dam on which a road crossed.

(III,iv,U)

Yorktown



British Redoubt

Remains of a small circular redoubt
in the woods on Turkey Neck

(III,iv,U)

III, iv.

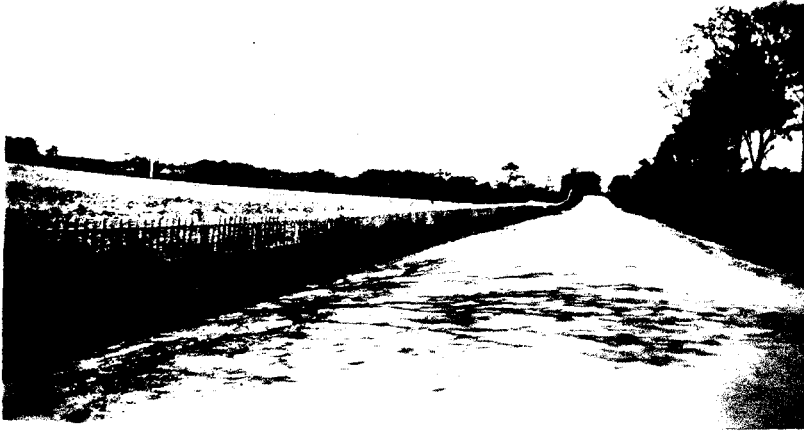
T. Town Fortifications

The town fortifications began with the French and Indian Wars when a fort was built (1711) near the present site of the York Beach Inn. The Americans fortified the town during the Revolutionary War, and were extensively so engaged in 1780. The following year the fortifications were developed to a high state by the British, and in 1861-1862, the line of encircling earthworks was reconditioned and further developed by the Confederates. Thus the town fortifications are the product of many hands and purposes, in indistinguishable measures, and should be sacredly preserved in their present state of genuineness.

U. Revolutionary Trenches outside the Town

The work of levelling the American and French earthworks, begun by details of the Continental Army immediately following the Victory of October 19, 1781, was completed the following summer by details of Virginia Militia. There are a few isolated works which were not so destroyed and which have escaped subsequent destruction in farming operations. Notably among these is a British outpost redan overlooking the dam at Wormalley Pond, a saucer shaped British outpost redoubt on Turkey Point (also called Long Neck), and a French redoubt near Ballard's Creek. It is sometimes difficult to distinguish Revolutionary field works from those of the War of Secession.

Yorktown



Surrender Road, looking north, showing
Celebration Field on left
(III,iv,W)



Surrender Field, on left. Note roadside
marker on the Surrender Road, in
right middle ground
(III,iv,W)

III, iv.

V. Allied Headquarters, Encampments, Depots, Artillery Parks, Hospitals, and Cemeteries

The approximate positions of these, together with the trenches, are shown on the U. S. Geological Survey map of the Yorktown Battlefield. There are little or no physical evidences on the ground of these positions. Their precise location is being studied from the large collection of British, French, and American maps in the Monument library.

W. Surrender Road and Field

The Surrender Road is U. S. Highway No. 17 to a point almost one-quarter mile south of the National Cemetery, and continues straight where the highway curves to the left. Cornwallis's troops marched down this road the afternoon of October 19, 1781, and laid down their arms in the field, on the right, near the intersection with the Warwick Road. The field is not yet owned by the Government.

X. Union and Confederate Field Fortifications

Many of these have survived and are in excellent condition.

Yorktown



National Cemetery

(III,iv,Y)

Yorktown



Moore House in 1931 before acquisition by the
National Park Service. Note Nineteenth
Century wing on left of house.

(III,iv,2)

Yorktown



Moore House, summer, 1932, after partial restoration. Note removal of left wing and installation of Colonial type windows and roofing.

(III,iv,Z)

III, iv.

Y. National Cemetery

U. S. Highway No. 17 and Coosley Road.

Over two thousand Union soldiers who lost their lives near Yorktown during the Peninsula Campaign of 1862 are buried here. The cemetery is maintained by the War Department.

Z. Moore House

Temple Farm, one mile and a half east of Yorktown, on York River. Government owned.

The Moore House is a frame, story-and-a-half, Dutch-roof, Colonial building. At the time of the siege of Yorktown in October, 1781, it was owned and occupied by the family of Augustine Moore. Situated conveniently and back of the American lines, it was selected for the meeting place of the Commissioners chosen to draw up the Articles of Capitulation. The property was acquired by the Government in July, 1931, and sufficient repair-restoration work was done to open it to visitors during the Sesquicentennial Celebration October 16-19, 1931. Following the Celebration, and prior to July 1, 1932, exploratory excavations of the grounds and additional repairs to the house were made. During the summer of 1932, the house was open to visitors from 8:00 A.M. to 6:00 P.M. daily, including Sundays and holidays. In November, 1932, the Trustees of the Yorktown Sesquicentennial Association voted to use the major portion of the Association's balance left over from the Celebration for the restoration of the Moore House, and Perry, Shaw and Hepburn, architects of the Williamsburg Restoration,

III, iv, Z.

offered their services, free of charge, for this work. The house is closed to visitors on account of this work, which is now arrested by reason of the Committee's funds being among the frozen accounts of the American Bank and Trust Company, which failed to open after the famous bank holiday of March 4, 1933.

ASL
Yorktown



Water Street - Looking west from Buckner Street

(III,v,B,a)

Yorktown



Water Street - Looking west from Ballard Street -
showing "shopping district" of modern
Yorktown.

(III,v,B,a)

III.

v. Yorktown - Private Property

A. General

With the exception of the historic structures listed in the preceding section, the buildings and facilities listed below do not form a part of the desired development. A few of the modern structures are built in a modified Colonial type which would not be objectionable; but the vast majority of the improvements are inconsistent with the interpretational picture, and should be replaced as funds may be available (or as private owners may be persuaded).

B. Water Street (West to East)

a. South Side

Between Main Street, extended, and Buckner Street

1. Long, one-story, frame building and lumber shed (Weaver Bros.)
2. One-story, frame filling station (Shell)
3. One-story, frame cottage
4. Two-story, frame dwelling
5. Small, one-story, frame lunch room
6. One-story, frame restaurant
7. Stucco filling station (Standard Oil)
8. Two-story, frame dwelling and restaurant

Between Buckner Street and Ballard Street

9. One-story, frame store building (D. Pender)
10. One-story, frame cottage dwelling (Charles)

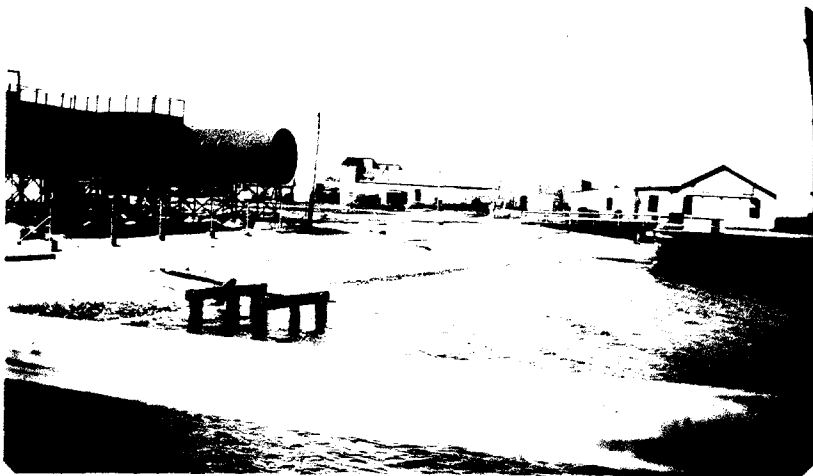
Yorktown



Water Street - Another view, looking west
from Buckner Street

(III,v,B,b)

Yorktown



Commercial Waterfront - Looking west from
small pier at foot of Ballard Street

(III,v,B,b)

III, v, B, a.

Between Ballard Street and Read Street

- 11-16. Six flimsy, frame beach refreshment stands
- 17. Long, two-story, brick bath house and dance hall
- 18. One-story, frame cottage under construction (Litchenstein)

Between Read Street and Comte de Grasse Street

- 19. One-story and dormer story dwelling, probably Colonial
(deNeufville)
- 20. One-story, frame summer cottage

b. North Side

Between Main Street, extended, and Ballard Street

- 1. Stucco filling station - 4 large tanks (Standard Oil)
- 2. One-story, stucco, office building - 2 large tanks (Hornsby, Amoco)
- 3. One frame fish house (Slaight)
- 4. Small, one-story cement-block house (Slaight)
- 5. One small, frame store building (not used)
- 6-7. Two one-story, brick garage buildings (Ferry Filling Station)
- 8. Ferry wharf, wooden
- 9. One-story, brick lunch room (Bray)
- 10. One long, tin-covered frame warehouse
- 11. Tin-covered, frame garage (Yorktown Garage)
- 12-13. Two frame fish houses (Anderson)
- 14. One long, tin-covered frame structure (Ice Plant, Yorktown Ice and Storage Company)
- 15. One-story, brick office building (Office, Yorktown Ice and Storage Company)
- 16. Commercial wharf, timber piles, with frame warehouse and office building

Yorktown



Antique Shop

Shows Landscape Building (Eastern Division,
Branch of Plans and Design) on right,
and colored doctor's office on left.

(III,v,C,a,6)

III, v, B, b.

- 17. One-story, frame barber shop
- 18. One-story, stucco drug store (Eristow)
- 19-21. Three large gas tanks (Shell)
- 22-23. Two small wharves (Sesquicentennial)

C. Main Street (West to East)a. South SideBetween Martian Street and Buckner Street

- 1. Small, one-story, frame cottage (Schmidt)

Between Buckner Street and Ballard Street

- 2. Two-story, brick dwelling (Hogg)
- 3. One-story, frame cottage (Hogg)
- 4. Two-story, Dutch Colonial frame dwelling (Clements)
- 5. Two-story, frame dwelling (Clements)

Between Ballard Street and Church Street

No private property

Between Church Street and Read Street

- 6. Two-story, frame antique shop (Burcher)
- 7-8. Two two-story, frame dwellings (Christian - colored)
- 9. Small, one-story, frame cottage (Morton - colored)
- 10. Custom House, brick, two-story, Colonial (D.A.R.)

Between Read Street and Nelson Street

- 11. Nelson House, two-story, brick residence, Colonial (Blow Estate)

Between Nelson Street (formerly Pearl Street) and Bacon Street

- 12. Sheild House, one and one-half story, brick residence, Colonial (Sheild)

Yorktown



Frame Tenement-Shop Building adjacent to
Mommment Headquarters

(III,v,C,b,11)

III, v, C, a.

13. Two-story, frame dwelling (Templeman)
14. Two-story, frame dwelling, modified Colonial (O'Hara)

b. North Side

1. One-story, frame cottage (Windmill Point)

Between Ambler Street and Martian Street

2. One-story, frame cottage (Anderson, owner; Kendrick, tenant)

Between Martian Street and Buckner Street

3. Two-story, frame dwelling (Holloway)
4. One-story, frame dwelling (Holloway, owner; Sorrill, tenant)
5. One-story, frame dwelling (Tignor)

Between Buckner Street and Ballard Street

6. Large, two-story, frame store building (Curtis)

Between Ballard Street and Church Street

- 7-9. Court House, Clerk's Office, and Jail

10. One-story, frame store (Jones, owner; Tignor, tenant)

Between Church Street and Read Street

11. Large, two-story, frame shop and dwelling (deNeufville, owner;
Dadds, tenant)
12. Large, two-story, frame store and dwelling (deNeufville)
13. Digges House, one and one-half story, brick, Colonial (Paul, owner;
Chenoweth, tenant)

Between Read Street and Nelson Street

14. One-story, stucco, bank building (First National)

Between Nelson Street and Comte de Grasse Street

15. West House, one and one-half story, frame, Colonial (Smith)

III, v.

D. Ambler StreetBetween Main Street and Water Streeta. West Side

None

b. East Side

1. Two-story, brick dwelling

E. Martian StreetBetween Main Street and Water Streeta. West Side

None

b. East Side

- 1-2. Two one-story, frame cottages
3. Two-story, brick dwelling

F. Buckner StreetBetween Main Street and Water Streeta. West Side

- 1-2. Two one-story, frame dwellings

b. East Side

None

G. Ballard StreetBetween Water Street and Main Streeta. West Side

- 1-4. Four two-story, frame dwellings

b. East Side

1. One-story, frame shop and dwelling (Old School House, York County;
Forman, tenant)

III, v, G.

South of Main Streeta. West Side

1. One-story, five-room, brick school house

b. East Side

- 1-2. Two two-story, frame buildings (negro)
- 3-5. Three one-story, frame buildings (negro)

H. Church StreetBetween Water Street and Main Streeta. West Side

1. Three-story, frame hotel (York Beach Inn - Crockett)
2. Two-story, Dutch Colonial, frame dwelling (Crockett, owner;
Miller, tenant)
3. Three-story, frame dwelling (Rogers, owner; Rosseau, tenant)

b. East Side

1. Three-story, frame dwelling (Cooke)
2. Grace Episcopal Church

South of Main Streeta. West Side

- 1-4. Four one-story, frame dwellings (negro)
- 5-8. Four two-story, frame dwellings (negro)

J. Read Streeta. West Side

1. Long frame shed (deNeufville)
2. One and one-half story, frame, modified Colonial type dwelling
(Walthall)
3. Two-story, frame dwelling (Elliot)
4. One-story, brick cottage -, unfinished (Elliot)

III, v, J.

b. East Side

1. Two-story, frame dwelling (Washington, negro)

K. Nelson StreetSouth of Main Streeta. West Side

1. Blow Cottage, one and one-half story, brick, Colonial (Blow Estate)
2. Childrey Cottage, one and one-half story, frame, " (" ")
3. One-story, frame dwelling (Christian)

b. East Side

1. Two-story, frame dwelling, modified Colonial (Curtis, owner;
Fletcher, tenant)
2. One-story, brick cottage (Roosevelt Estate, owner; Farrar, tenant)
3. Two-story, brick dwelling (Wainwright)

L. Smith StreetSouth of Main Streeta. West Side

None

b. East Side

1. Two-story, frame dwelling (Morton, negro)

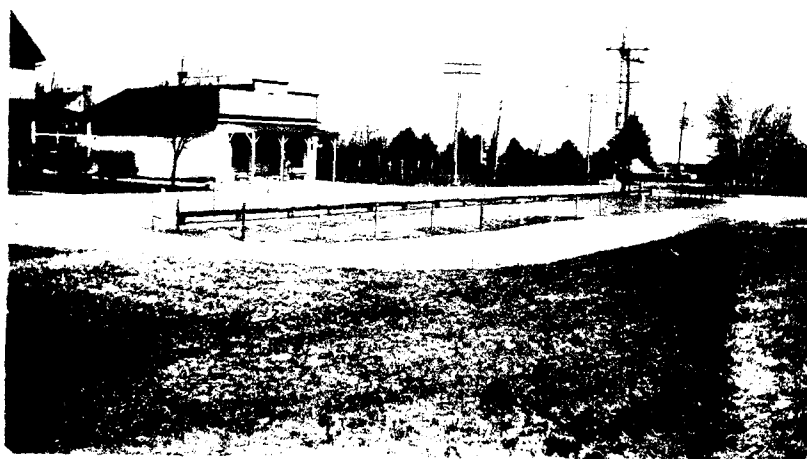
M. Bacon StreetSouth of Main Streeta. West Side

1. Two-story, frame dwelling (Forman)

b. East Side

Reported under Momment Road (N, a)

Yorktown

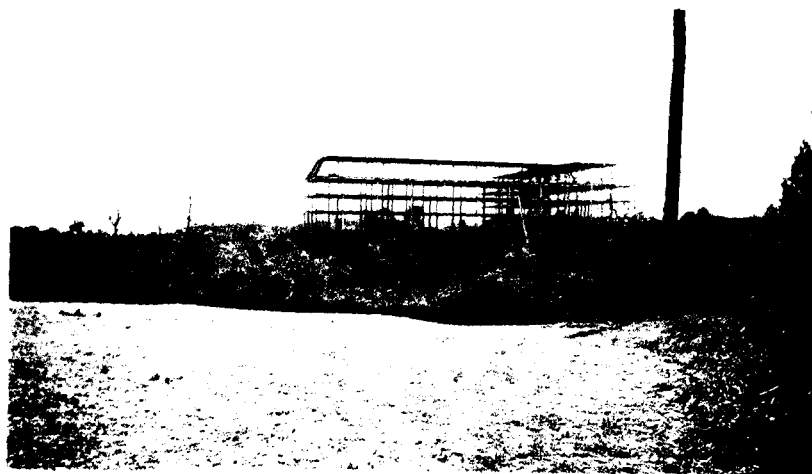


Monument Road

Looking north, showing protrusion of modern store on historical area. Note Victory Monument in right background, and newly sodded parking area in foreground.

(III,v,N,a,1)

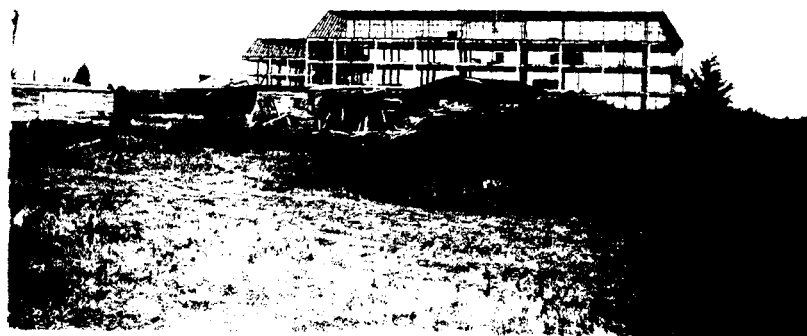
Yorktown



From Monument Grounds, looking east

Steel Frame Work of Uncompleted Yorktown Manor

(III,v,P)



From Golf Course side, looking north

III, v.

N. Monument Roada. West Side

1. One-story, frame store (Renforth, owner; Tignor, tenant)
2. Two-story, frame dwelling (Renforth)
3. One-story, frame church (Methodist Episcopal, South)
4. Two-story, frame dwelling (Chandler, owner; Berkeley, tenant)
5. Two-story, frame dwelling (Chandler)
6. One-story, frame cottage (Renforth, owner; Rambo, tenant)

b. East Side

1. Monument Lodge, large, three-story, brick hotel (Renforth)
2. One-story, frame cottage (Renforth, owner; Ford, tenant)
3. One-story, frame cottage (Renforth, owner; de Neuville, tenant)

O. Williamsburg Road to Western Entrancea. South Side

- 1-2. Two two-story, frame dwellings

b. North Side

1. Two-story, brick dwelling (Maury)
2. One-story, brick cottage (Bowers)

P. Yorktown Country Club

Golf Course (18-hole); one log cabin; one two-story, frame club house; frame work of the uncompleted and abandoned Yorktown Manor (hotel); pile pier; and several old sheds

Q. Moore House Roada. South Side

Reported in Surrender Field Sub-division (R)

III, v, Q.

b. North Side

1-13. Thirteen frame summer cottages

R. Surrender Field Sub-divisiona. All streets except Moore House Road

1-5. Five two-story, frame dwellings (Dozier)

6. One-story, frame club house (abandoned)

Elevated water tank, well, and private distribution system (Dozier)

S. Slabtowna. All streets

1-25. Twenty-five frame houses (negro)

T. U. S. Route No. 17 - Fortifications to Southeast Entrancea. Both Sides

1-12. Twelve frame houses

13. Frame church (negro)

U. Goosley Road and Grove Roada. Both Sides

1. Frame School house (negro)

2-13. Twelve small, frame houses

V. Surrender Road (Old York-Hampton Road)a. Both Sides

1-15. Fifteen Frame Houses

16. Frame church (negro)

III, v.

V. Warwick Roada. South Side

None

b. North Side

1. Two-story, frame house (negro)

X. Private Road on Southeast Boundary Between U.S.No. 17 and Warwick Roada. South Side

None

b. North Side

- 1-5. Five frame houses (negro)

Gloucester Point



Gloucester Point from the ferry boat, showing
commercial wharf, gas tanks, and modern
buildings.

(III,vi,B)



Gloucester Point from ferry dock

(III,vi,B)

III.

vi. Gloucester Point

A. Colonial National Monument owns no property at Gloucester Point.

B. Gloucester Point, a little community of about a dozen dwellings, a bank, a hotel, several lunch rooms and filling stations, a commercial wharf, and several private piers, has lost all Colonial and Revolutionary landmarks. There are earthworks in a good state of preservation, but they belong mainly, if not entirely, to the period of 1861-1862.

Exploratory Excavations

Moore House Grounds



On south side of house, showing the opening up
of the ground on a gridiron pattern

(IV, 1, A, a)



Excavating an old marl cellar pertaining to a
house which probably ante-dated the present
house

(IV, 1, A, a)

Exploratory Excavations

Moore House Grounds



Excavating remains of an old chimney, which was apparently first built of marl and later reduced in size by filling in the fireplace with brick

(IV, 1, A, a)



Brushing off the top of an old wall found only a few inches under the present ground line

(IV, 1, A, a)

IV. Development Projects

i. General

A. Method of Planning

a. Historical studies will be the basis, as far as practicable, of all plans affecting the development of the Monument. Unless otherwise specified, the data in hand at the present time, digested and collated, are not sufficient for the purposes of detail planning. For that reason, the historical research and exploratory excavations (archaeological studies) by the Monument staff will be pursued as expeditiously as possible.

b. In view of the fact that the development will deal with relatively small items, the precise locations of which are important, the master plans should be drawn to as large scale as practicable. The enlargement sheets for the special development areas should be drawn to a scale sufficiently large, say 20 feet to the inch, to be useful in recording the general results of archaeological findings.

c. In working out the details of the development, the closest cooperation should be maintained by the technical branches with the historical section of the Monument staff to insure historic faithfulness in every aspect of the plans.

B. General Design

a. The needs of administration, circulation, and public utility will be met, preferably, by the restoration or reproduction of facilities existent in the primary commemorative epoch; and, secondly, by construction in the spirit of that period or of a secondary commemorative epoch as may be the more suitable in the particular location.

IV, 1, B.

b. The needs of preservation and interpretation will be too individual for generalization.

ii. Jamestown

A. Acquisition of Land

a. Mrs. Louise J. Barney owns the bulk of the Island, her holdings amounting to approximately 1514 acres, of which something more than half is in marsh land. The acquisition of this holding is prerequisite to development. A condemnation process is now in its initial stage.

b. It would be very desirable to secure the A.P.V.A. reservation, which contains approximately 21-1/4 acres of land; also to extinguish the State Highway rights across the Island, in order to eliminate commercial and through traffic from this area.

B. Circulation

a. Entrance

Jamestown Island was originally a peninsula lying between the James River on the south and Powhatan Creek (now Back River) on the north. At the base of the peninsula, the creek swept in so close to the James River that the connection with the mainland amounted to a narrow isthmus. This neck of land was in process of erosion throughout the Colonial period; and, though it was not entirely washed away until well into the nineteenth century, it was practically reduced to a ford by 1781. During the first two

IV, ii, B, a.

centuries of inhabitation there was no other access to the mainland. This isthmus will, therefore, be rebuilt by an hydraulic fill and will constitute the sole Park Service entrance to the area. The Parkway terminal will be located on what is now known as Glass House Point.

b. Main Road

A road will be built from the Parkway terminal across the restored isthmus around the A.P.V.A. enclosure to the site of the original palisaded settlement, and thence to Black Point. It will follow the alignment of the original cart road (some times called cart path), and will conform in feeling as nearly as practicable thereto. The hydraulic isthmus and road are outlined in EXHIBIT B in the accompanying atlas.

c. Secondary Roads or Trails

Secondary roads or trails will be permissible on the alignment of any very early cart road or path; particularly those shown on EXHIBIT B. Other paths that may be necessary for the convenience of the visitors in reaching places of secondary interest may be built in the early Colonial spirit.

d. Elimination of Public Road and Ferry

1. The State has no formal title to the right-of-way for State Highway No. 510, which was constructed in July, 1927, across the Island. A public road existed prior to the present highway for a sufficiently long time to establish a prescriptive title; but when

IV ,ii, B, d, 1.

the new road was built, the old one was abandoned under a letter agreement, dated July 28, 1927, between the State and Mrs. Barney, the land owner. The latter granted permission to the State to occupy the present right-of-way, subject to the following condition:

"...that in the event the United States of America shall acquire all or any part of the land now owned by the undersigned, Louise J. Barney, and abutting on said roadway, the privileges herein granted shall cease and determine, at the option of the United States of America."

2. The wharf of the ferry operator (A. F. Jester, of Smithfield, Virginia), is maintained by virtue of a sub-lease from Mrs. Barney's tenant (B. E. Steele, of James City County, Virginia). It "commenced in November, 1923, and continues for a period of ten years"; but is renewable for "another period of ten years" under the terms of the tenant's lease, which provides that:

"It is further covenanted and agreed between the parties hereto that in case the said party of the first part shall sell to the United States of America, or the said United States of America, shall acquire title to said Island during the term of this lease, or the renewal thereof, that the said party of the second part will surrender possession of said premises; but in which case he is to be paid a market value of all crops seeded or growing upon said land and to be paid a reasonable price for all expenditures made in preparing for crops that have not been seeded, and to pay a fair market price for any building or improvements that may be put upon said property by the said part of the second part. And in case the said parties cannot agree as to the fair value to be paid for same, the same is to be settled by arbitration by each party selecting an arbitrator and the two parties so selected to select a third, and the decision of the majority of said arbitrators to be binding on both parties."

3. Thus it appears that when the United States of America shall have acquired Mrs. Barney's holdings on the Island, it will

IV, ii, B, d, 3.

be in a legal position to eliminate the present through traffic. However, as a matter of public policy, the Service recognizes its moral obligation to cooperate with the State and the ferry operator for the maintenance of through traffic. The Service is also interested in providing a means of entry to the Jamestown vicinity from the south bank of the James River. The Service, therefore, will provide a wharf at its Parkway terminal at Glass House Point, which will be available for use by the ferry as well as other visitors by water to the Monument. This wharf will supplant the present Government pier in front of the Tercentennial Monument as well as the existing ferry dock. This proposal will involve the improvement of an existing public road which runs from Glass House Point to a junction with State Highway No. 510 at a point just south of the Powell Lake crossing, or some alternate arrangement by the State of Virginia.

C. Wilderness and Sacred Areas

a. Wilderness Areas

The whole Island, except special development areas, will constitute a wilderness area for the development of flora and fauna typical of the country in 1607.

b. Sacred Areas

1. The old church tower and graveyard, restored church, memorials and statuary, and exposed foundations on the present A.P.V.A. reservation will constitute a sacred area, subject to

IV, ii, C, b, 1.

circulation projects of convenience only. This area, not discharging a part of the primary mission of Jamestown, will be screened from the Main Road (B, b, above) by reforestation. This proposal is predicated on the assumption that the A.P.V.A. will transfer its holdings to the National Park Service. Should the Association decline to do this, the above plan could be carried out by the shifting of the Main Road slightly northward of its historic alignment, and introducing the screening on the land to be acquired from Mrs. Barney.

2. Other Colonial foundations and graveyards will also be treated as sacred areas, as well as the Confederate earthworks, provided the latter do not encroach upon the presentation of the primary mission.

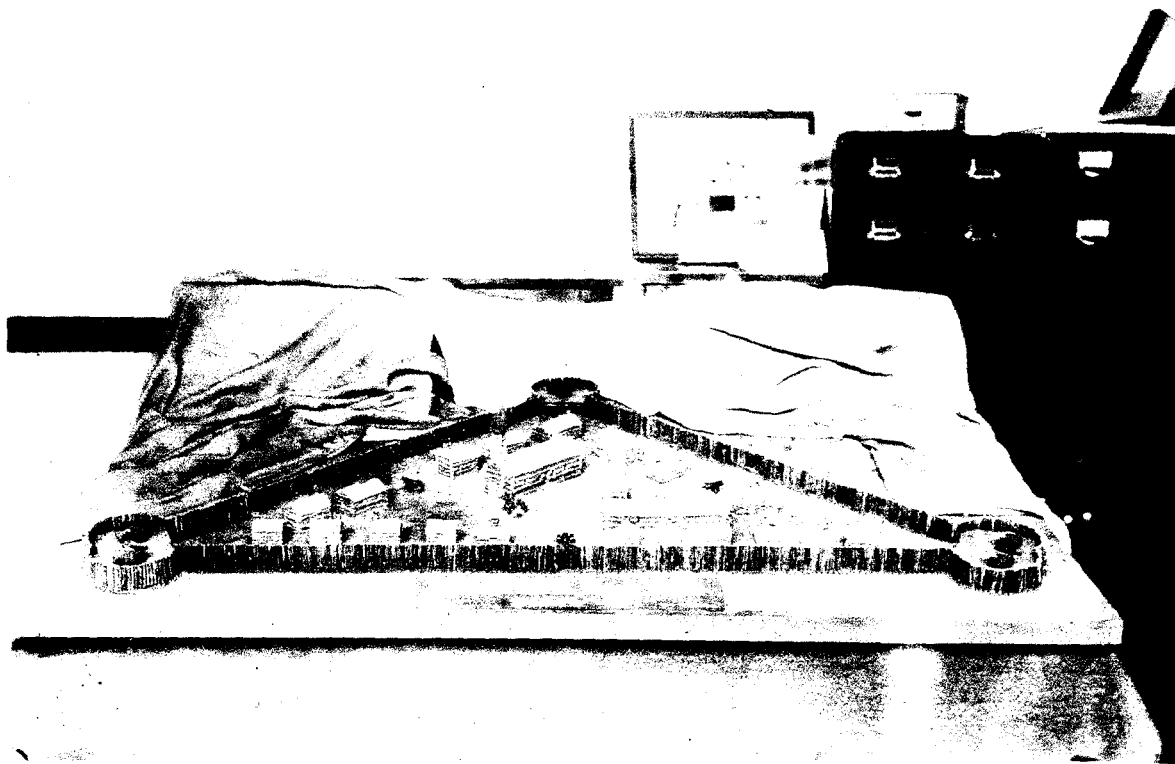
D. Developed Areas

a. At Entrance

1. Government Buildings

The principal Government building will discharge the function of administration, museum, post office, and public comfort rooms; and will be designed as a replica of some famous building that stood at Jamestown subsequent to 1619 but prior to 1698, as, for example, the first brick State House. This building is considered to have been built about 1642 and to have consisted of three contiguous units 20' x 40' each, basement, two stories, and attic. It is said to have been abandoned as the capitol in 1655 and used as an inn

Jamestown



Model of the Original Fort, made by Mr. George
C. Gregory, of Richmond, Virginia, from
original researches

(IV, 11, D, c, 1)

IV, ii, D, a, 1.

until it was burned in 1870. For the housing of administrative, educational, and ranger employees, there will be a residential group consisting of, say, four small residences, with outbuildings, in a type of architecture consonant with the administration building. The utility group will consist of a general storage building; but no laborers' mess and bunkhouses will be included.

2. Tourist Facilities

No hotel or lodge or camp ground is desirable, as visitors will find such accommodations at Williamsburg. Livery stables and a place for the sale of drug sundries and souvenirs will be provided by public utility operators; and automobile parking ground by the Government.

b. At East End of Hydraulic Fill

1. Interpretative Group

A block house was erected at this point about 1609 as a protection against Indian attack. A brick plant and glass furnace is thought to have been located under the protection of this fortification. The block house will be rebuilt, together with such co-existing structures as research and excavations may reveal.

2. Administrative or Utilitarian Structures

None.

c. At Site of Original Fort

1. Interpretative Group

This fort was triangular in form, and was constructed of logs

IV, ii, D, b, 1.

set firmly on the ground. Within these palisades were located the church, public buildings, and cabins of the first settlers, about twenty-three structures in all. This fort will be restored in durable wood and not in some camouflaged material of greater permanency. A certain amount of structural deterioration will add to the interpretational convincingness. The first cost of this group will be comparatively low, and the cost of the gradual replacement by maintenance will be reasonable. It will constitute the chief point of interest in the area.

2. Administrative, Etc., Group

The needs of administration and protection can be met in the utilization of one or more of the log cabins within the fort.

E. Community Farm

A field to commemorate the community farm of the first settlers will be set aside and cultivated in the historic manner.

F. Convenience Systems

Water and sewage disposal systems will be handled locally at each area. Water for drinking and for sanitary purposes on the Island proper may be piped from the artesian well on the Tercentennial Monument lot. Fire protection water may be pumped from the river. Electric and telephone wires will be placed underground. Electric lighting will be employed at the entrance, but there will be no general illumination beyond. Power wires may be carried to the block house and fort in order to provide for the operation of fire pumps.

Jamestown



View of south shore, looking east from the
ferry wharf, showing storm erosion

(IV, ii, G)



Close up view of extreme right of above picture

(IV, ii, G)

Janestown



End of Pier

The sea wall stops just back of the position occupied by the photographer. This picture shows the damage done by a storm in 1932 to the unprotected bank. Note the well house of the artesian well in the left background.

(IV, ii, G)

IV, ii.

G. Shore Protection

The following is quoted from MEMORANDUM ON THE EROSION AT JAMESTOWN ISLAND, prepared August 19, 1932, by Ranger-Naturalist

W. G. Banks:

" Recommendations in the Event of Government Ownership of Property:

It is paramount to the purpose of Colonial National Monument that no historical landmarks within its present area, or within areas which may be acquired, should be destroyed. To this end, the following recommendations are made, for consideration at such time as the Government may acquire property on Jamestown Island.

1) A retaining wall, of permanent construction if possible, should be constructed along the shore at the eastern end of the island opposite the old fort located there. It should extend from the marsh on the north to the marsh on the south (C-D on the sketch)+, a distance of 800-900 feet. The heavy vegetation in the marshes is of inestimable value in protecting the island along those stretches where the marsh extends to the water's edge. Accordingly, it is not recommended here that even a temporary wall be built along the marsh sections of the shore--at least, not until other portions of the island which are in greater jeopardy have been protected.

2) A protecting wall, of semi-permanent or otherwise durable construction, should be built directly against the banks along

IV, 11, G.

the southwestern shore of the island. It should extend from the concrete wall on the west to the edge of the marsh on the east (A-B on the sketch)+, a distance of perhaps one and one-half miles. That part of the wall passing in front of another old fort on this side of the island should be of more permanent construction. "

+ Indicated on EXHIBIT B in the accompanying atlas.

The design of the protectional construction should be such as to protrude upon the beach the least appearance of artificiality possible consistent with sound engineering.

IV.

iii. Parkway - Jamestown to Williamsburg

A. Purpose

The purpose of this section of the Parkway is to provide a road from Jamestown to Williamsburg, the location and design of which will illustrate the Colonial use of the terrain, and thereby contribute to the fulfillment of the mission of the Monument. A direct well-paved highway (State No. 510) connects Jamestown and Williamsburg, which meets all of the present needs of simple transportation; but does not aid the Monument in unfolding the story of Colonial expansion.

B. Surveyed Routes

a. Descriptive

During the preliminary stages in the establishment of the Monument, two general routes for the Parkway between Jamestown and Williamsburg were proposed and surveyed. The first, commonly known as the Peterson or Proclamation Route, would leave Jamestown at some point on the north side of the Island between Black Point and the present highway bridge across Back River. It would proceed along Archer's Hope to the mouth of College Creek, thence across the creek to Kingsmill Neck, thence across Kingsmill Neck and the Eastern Branch of College Creek to the ridge which leads northerly to the eastern limits of Williamsburg near the Colonial capital. The second route, commonly called the Shurcliff Line, would start from the isthmus and swing northeastwardly to the western limits

IV, iii, B, a.

of Williamsburg. Crossing The Chesapeake and Ohio Railway, to the northern edge of the town, it would, in general, parallel the railway to the eastern limits of Williamsburg. This line crosses Powhatan and Mill Creeks above tidewater and College Creek just above Jones Pond (sometimes called College Lake). It intersects several surviving Colonial roads in such manner as, practically, to require their abandonment.

b. Analytical

Either of these routes would provide a very agreeable boulevard; but both fail to make the best utilization of the terrain to further the mission of the Monument, in that they ignore significant historical landmarks which form a logical part of the Monument theme.

Parkway

Jamestown to Williamsburg



Site of Jamestown Isthmus

Glass House Point in foreground, with Jamestown Island seen across the waters which now cover the Seventeenth Century isthmus. Note old cypress tree near horizon to right of island. This tree marks the amount of erosion of the island within the memory of living man.

(IV, iii, C, b, 1, (1))

Parkway

Jamestown to Williamsburg



Glass House Point

Shore line, looking west. The photographer was standing at the approximate point where the reconstructed isthmus would join the mainland.

(IV, iii, C, b, 1, (1))

IV, iii.

C. Proposed Routea. General

The proposed route will originate at the west end of the Jamestown isthmus (Glass House Point) in approximately the same location as the Shureliff Route; and will pass to the east of Williamsburg after the general manner of the Peterson Route.

The intermediate location will follow old roads, or traces thereof, in order to permit the visitor to become acquainted with the points of interest described below, preserving the scenery in, and/or restoring it to, its general condition in Colonial times. The countryside is most picturesque and abounds in beautiful fields, cathedral woodlands, and superb water scenes. The drive will be scenically delightful and historically inspirational.

b. Location1. Jamestown to Green Spring

Leave restored isthmus and go to Green Spring by way of the original alignment and grade (as of 1643-1781). Except for traces in the woods, this road has disappeared for the first mile; but thereafter it has survived and is known as the St. George Road (County Road No. 205). En route there are passed the following points of historic interest:

- (1) An early glass house (probably the second one in the colony)
- (2) The French Encampment. The encampment on the main

IV, iii, C, b, 1, (2).

of the French troops under the command of the Marquis de St. Simon on September 4, 1781. This division was brought up from the West Indies on the fleet of Comte de Grasse, and landed at Jamestown, September 2, 1781. They reached Williamsburg on the 8th and were there united with the American forces of the Marquis de Lafayette.

(3) The British Encampment. The encampment of Lord Cornwallis's army immediately preceding the Battle of Green Spring which took place on July 6, 1781. The situation was—Cornwallis reached Williamsburg on June 25, after having unsuccessfully pursued Lafayette through Virginia for about two months. On the following day, a sharp action took place at Spencer's Ordinary, several miles northwest of Williamsburg, between the Queen's Rangers under Lieutenant Colonel Simcoe and a detachment of the Pennsylvania Line under Colonel Butler. The Rangers were returning from an expedition to the Chickahominy where they had destroyed American boats and stores. The skirmish was terminated by the arrival of British reinforcements when the Americans withdrew to Tyree's Plantation some distance up the Peninsula. While the action was in progress, Cornwallis received dispatches from the British Commander-in-Chief in America, Sir Henry Clinton, at New York, directing him to send a large part of his army to New York. Whereupon he began plans to move to Portsmouth in order to embark the required force; and on July 4, moved out of Williamsburg for Jamestown en route to the port of embarkation. He encamped that night so as to cover the ford across the partially eroded isthmus to Jamestown.

Parkway

Jamestown to Williamsburg



Battlefield of Green Spring

St. George Road leading from Jamestown to
Green Spring. General Wayne and his
troops were on the right of this road
in the Battle of Green Spring,
July 3, 1781.

(IV, iii, c, b, 1, (4))

Parkway
Jamestown to Williamsburg



Green Spring

Partially excavated foundations of the Mansion.
The old race course may be seen in the
middle background.

(IV, iii, C, b, 1, (5), (6))

Parkway

Jamestown to Williamsburg



Green Spring

Old Spring House near Mansion Foundations

(IV,iii,C,b,1,(6))

Parkway
Jamestown to Williamsburg



Green Spring
Ruins of the early Nineteenth Century Lee
House, just in rear of the Mansion
foundations

(IV,iii,C,b,1,(3))

Parkway

Jamestown to Williamsburg



Green Spring

Mansion Foundations

(IV,iii,C,b,1,(6))

IV, iii, C, b, 1.

(4) Field of the Battle of Green Spring, July 6, 1781. While Cornwallis was encamped as above (3), preparatory to ferrying his army to the south bank of the James, he was attacked by Lafayette, who thought that the greater part of the British army had already moved across. The brilliant leadership of Brigadier General Anthony Wayne alone prevented the Americans from being trapped, and it was only after very severe fighting that Lafayette's forces extricated themselves. The movement of Cornwallis's army across the river was continued on July 7. After reaching Portsmouth, additional dispatches from Clinton reseeded the mandatory orders to forward reinforcements to New York; and Cornwallis moved with his entire force to Yorktown where he established a naval base and took up a defensive position.

(5) Berkeley's Race Track. The Colonial road from the battlefield to Green Spring was a straight-a-way used by Sir William Berkeley, Governor of Virginia, 1642-1652 and 1660-1677. The horses could be seen from the mansion terraces. This is said to have been the first race course in America.

(6) Green Spring Mansion Site. Of all the historic sites in the Virginia Peninsula, there is none, with the possible exception of the Governor's Palace and the Colonial Capitol in Williamsburg, that offers as many possibilities for development as Green Spring. In 1643, Sir William Berkeley, who had arrived at Jamestown the previous year as Governor of Virginia, received from the Crown a grant of 984 acres, about two miles northwest of Jamestown. Near the

IV, iii, C, b, 1, (6).

spring from which the plantation received its name, Governor Berkeley built a house about 1646. His estate soon became the center of the social and political life of the Colony. During the period of the Commonwealth, many refugee loyalists were hospitably received there. Berkeley became Governor for the second time in 1660, the year of the Restoration in England. For nearly a quarter of a century, until his marriage to the widow of Francis Stephens in 1670, Berkeley lived a bachelor life at Green Spring. After his marriage the house was enlarged and the estate became one of the largest and most pretentious of Seventeenth Century Virginia plantations. In September, 1676, during Bacon's Rebellion, Bacon and his men occupied Green Spring. Berkeley returned to England in 1677, where he died on July 9. His widow married Philip Ludwell, and the plantation was owned by their descendants for over a hundred years. The mansion fell into disrepair toward the close of the eighteenth century. Efforts were made to have it rebuilt, and B. H. Latrobe, the architect of the Capitol in Washington, drew plans for the building. The only known sketch of Green Spring is a Latrobe drawing, now privately owned in Frederick, Maryland. In 1928, Mr. Jesse Dimmick, Ambler's Plantation, near Jamestown, excavated the foundations of the house, garden walls, and outbuildings. A drawing of his discoveries was published in the William and Mary College Quarterly, 3 series, vol. 9, April, 1929, between pages 128 and 129. Three brick outhouses have survived, one of which is the house over the famous Green Spring itself.

Parkway

Jamestown to Williamsburg



Powhatan Mill Site

Powhatan Creek was the eastern boundary of the Green Spring Tract. The Colonial mill which stood here was also known as Hunt's Mill.

(IV,iii,C,b,2,(1))



Parkway

Jamestown to Williamsburg



Ludwell's Plantation

Outline of an old Road on Ludwell's Plantation

(IV,iii,C,b,2,(2))

Parkway

Jamestown to Williamsburg



College Creek

First view of Creek, coming down the long
tangent through Ludwell's woods,
looking east.

(IV,iii,C,b,2,(3))

Parkway

Jamestown to Williamsburg



College Creek

Near view of Creek, from a bluff just to the
right of the projected Parkway as it
swings down to the Creek below,
looking northeast.

(IV,iii,C,b,2,(3))

Parkway

Jamestown to Williamsburg



College Landing

Proposed crossing from Ludwell's Plantation to
College Landing, looking northward across
marsh and creek to the old port lands
in middle background

(IV,iii,C,b,2,(3))

Parkway

Jamestown to Williamsburg



College Landing)

View looking upstream (northwest) at approximate
point where projected Parkway will cross
the main creek

(17,iii,C,b,2,(3))

Parkway

Jamestown to Williamsburg



College Landing

The crossing of the projected Parkway over the main creek may be seen in the distance in the upper left. On the extreme right may be seen the old road on which the Parkway will swing down to cross the eastern branch. The remains of an old timber abutment may be seen at the foot of this road.

(IV,iii,C,b,2,(3))

Parkway

Jamestown to Williamsburg



College Landing

Bridge site on abandoned road, looking south.
Proposed point of crossing on the eastern
branch on projected Parkway. Note old
timber abutments on both sides.

(IV,111,C,5,2,(3))

IV, iii, C, b.

2. Green Spring to College Landing

The Parkway will take State Highway No. 41 from Green Spring towards Williamsburg as far as the present road follows the Colonial highway, which is to a point fairly near the junction of No. 41 with State Highway No. 510. It will then follow traces of the Colonial highway to Ludwell's Plantation, and thence along the well defined trace of the plantation road to College Landing.

The principal points of historic interest are:

(1) Site of Powhatan Mill, an early Seventeenth Century Grist Mill

(2) Ludwell's Plantation

(3) College Landing. This was an important landing throughout the entire Colonial period. College Creek was originally known as Archer's Hope Creek. The name was changed by an act of the General Assembly in October, 1705, to Princess Creek. A village known as Princess Anne Port was laid out under this act, consisting of nearly 24 acres of land; and a public highway, known as the Princess Road, was constructed to Williamsburg. This road survives today, but the Colonial wharves, warehouses, taverns, etc., have long since disappeared. The landing is still used commercially by small motor boats. The western boundary of the portlands is said to have been coincident with the location of the southern end of the famous Middle Plantation palisade. In September, 1781, a part, if not all, of the field artillery and commissary stores of the Allied Army was landed here, and conveyed by the Princess Road to Williamsburg.

Parkway

Jamestown to Williamsburg



Old Road between College Landing and James
City County Road No. 200, south of
Williamsburg

(IV,iii,C,b,3)

Parkway

Jamestown to Williamsburg



An old Road alongside an ancient property line
ditch between James City County Road No.
200 and the road to Tutter's Neck Pond

(IV,iii,C,b,3)

IV, 111, C. b.

3. College Landing to York Road (present Williamsburg-Yorktown
Road, U.S. Highway No. 60)

At College Landing the Parkway will cross the main creek, touch the old port-lands, and immediately cross the eastern branch. It will then follow the trace of an old road which traverses the high ground south of the branch. This area is beautifully wooded with pines, dogwoods, myrtles, and hollies; and, while it is a part of the Bassett Hall property, it does not form a part of the mansion tract. The Parkway emerges from these woods on a continuation of England Street.

4. Approach to Williamsburg

At this point it picks up a Colonial highway which it follows to the York Road at a point between the location of the Peterson Route and the Penniman crossing with the C. and O. Railway. This piece of high ground was occupied by the American Army while awaiting the march on Yorktown. A nearer approach to Williamsburg might have been made by taking a fork in the Colonial Road across the headwaters of the branch of College Creek just referred to; but this line would have infringed upon the mansion tract of the Bassett Hall Farm. The entry to Williamsburg could be either by the Princess Road from College Landing or on the York Road, or by both routes - both being ancient Colonial roads and both were used in the movement of troops on Yorktown in the memorable September, 1781. However, it would probably be better, from an administrative point of view, to work out the entry to Williamsburg in connection with the proposed State By-Pass. It is understood that the Williamsburg Restoration plans to construct a spur from the By-Pass to a convenient tourist

IV, 111, C, b, 4.

center on the northern edge of the restored area. Thus, if a junction were made between the By-Pass and the Parkway, the Monument visitor would be provided with an easy access to Williamsburg through the channel which the Restoration, it is believed, desires all sightseeing traffic to take. It is possible that the problem of crossing the Chesapeake and Ohio Railway may be solved in the same layout with the crossing and junction of the By-Pass.

c. Design

The gradients, alignment, and road sections of the Colonial roads will, in general, be closely adhered to, as this section of the Parkway is not intended to be a speedway or pleasure boulevard, but rather a convenient way for the visitor to see the historic landmarks that lie along the road and to absorb the Colonial feeling of the landscape. To receive the maximum benefit and enjoyment of a trip through this picturesque and sacred area, the speed of the traveller should not exceed 25 miles an hour. The roadway will, therefore, not require the refinements of low grades and flat curves so characteristic of modern highway practices; and the sharper curves and steeper grades of former days will not be a handicap to the genuine sight-seer. The character of pavement and drainage system will be selected so as best to conserve the Colonial atmosphere.

IV.

iv. Williamsburg

No plans for the acquisition of land or for physical construction are being made for this section of the Monument, on account of the Rockefeller Restoration now in progress. A ranger station and public comfort arrangements may be provided on the Parkway at or near the point of access to Williamsburg.

IV.

V. Parkway - Williamsburg to YorktownA. Preliminary Considerations

This section of the Parkway was laid out and construction commenced before the Monument was organized on a permanent basis and prior to the addition of an historical section to the Service personnel. When the location was under consideration two routes were studied: first, the Colonial highway (then fallen into public disuse but still travelling), which, with minor exceptions, followed the ridge from Williamsburg to Yorktown; and second, a brand new line along the York River. The revival of the old post road would have been a distinct historical asset to the Monument, not only because of its picturesque, Colonial setting, but more because it was the line of march of the Allied Army in its movement from the rendezvous at Williamsburg to the investment of Yorktown in September, 1781. However, as about half of the distance of this road is in the explosive area of the Naval Mine Depot, the route would not have been a safe one even if the right-of-way could have been secured from the Navy Department. Therefore, the out and out new route along the river was adopted.

Parkway
Williamsburg to Yorktown
Confederate Redoubt No. 12
(IV,v,2,b,1)



Northwest Angle



Southwest Angle

IV, v.

B. Evaluation of Line under Constructiona. General

Right-of-way has been acquired and roadway constructed from Hubbard's Lane to Station 58 on the Yorktown Cliffs. This part of the Parkway combines features of outstanding scenic, historic, and scientific interest. The long woodland, the lake views at Jones Pond, and the glimpses of the York River from Felgate's Creek to Yorktown are beautiful scenes not easily to be forgotten. Some of the best specimens of Tertiary fossils to be found along York River lie exposed in the marl banks from Felgate's Creek to Indian Field Creek. Geologists have, for many years, regarded this section as one of the finest collecting beds in the country.

b. Points of Historic Interest

The following points of historic interest are passed:

1. Two Confederate redoubts which were in the line of outer defenses of Williamsburg. They lie on the south side of the Parkway; Redoubt No. 11 between Stations 513 and 514 (about half of this lies within the limits of the Parkway right-of-way), and Redoubt No. 12 at Station 486. The latter stands on the high ground overlooking Cub Creek Dam, and was constructed by the Confederates for the purpose of commanding this crossing.

2. Cub Creek Dam (Jones Pond), Station 480. The Parkway crosses on the line of the old dam, which was, itself, a point of crossing in the Union pursuit of the Confederates retiring from Yorktown to Williamsburg at the beginning of the famous peninsular campaign of 1862.

IV, v, B, b.

3. Ringfield (Stations 338-340--north side). Ringfield is the site of one of the first settlements on York River and of one of the early Colonial homes in York County. First patented by Robert Felgate in the 1630's, it later came into the hands of Joseph Ring, from whom it took its name. In 1772 the Ringfield plantation became the property of Landon Carter of "Sabine Hall". It is sometimes known in more recent times, as "Lansdowne". The tombs of some of the Ring family, and the ruins of an old house which burned in 1920, can still be seen.

4. Bellfield (Stations 248-250--south side). Bellfield was the seat of the Digges family, and particularly of Governor Edward Digges, Colonial Governor of Virginia (1654-1656), and one of the principal exponents of silk culture in the colony. The tombs of four members of the family, together with the ruins of the second Colonial house may still be seen. The tombs are in a very good state of preservation and are excellent specimens of the type used in Colonial times. The tract originally contained 600 acres, and was patented by Captain John West, brother of Lord Delaware, under a court order of October 8, 1630. It was here in 1633 that John West, Jr., founder of West Point, was born, the first white child of English parents to be born in the York River settlements. The property was purchased in 1650 by Edward Digges, and for over a hundred years remained in the Digges family.

5. Indian Field (Stations 180-190--south side). Here was said to have been located (1612) the chief town of the Chiakiack Indians of the Algonquin race, the chief of which was named "Ottahotin" (under Powhatan). This field is now occupied by the officers' quarters of the Naval Mine Depot.

IV, v, B, b.

6. ~~Stony~~ Point (Stations 102-105). The present marine barracks is situated on the site of one of the old homes on the York known as "Stony Point", which was named for Colonel James Gibbons, "Hero of Stony Point", who resided there at one time. It was later owned by John Bracken, President of The College of William and Mary (1812-1814).

7. French Trenches (approximately Station 62). Skirmishing took place in this vicinity between British cavalry and details from the Bourbonnois under the Marquis de Laval on September 28; and again between the British pickets and a reconnoitering detachment from the Brigade de St. Simon on the 30th. On the night of October 6, the Regiment de Bouraine began the construction of trenches and a battery position at this location, under fire from the Fusileers Redoubt about 450 yards distant.

8. Fusileers Redoubt (approximately Station 50, Yorktown Extension).

This large star-shaped redoubt was garrisoned by the 23rd Regiment of British Infantry, better known as the Royal Welsh Fusileers. A feint was made by the French on this redoubt on the night of October 14th to distract attention from the grand assaults of the Allies which were about to be made on Redoubts Nos. 9 and 10 on the opposite end of the British defenses.

9. The York River was one of the most important lines of commerce and communication during Colonial days; and, with its blue waters and superb cliffs, is the most beautiful of the Virginia estuaries.

Parkway
Williamsburg to Yorktown



Vicinity of Jones Pond, showing need for afforesting
grade slopes to give the impression of a simple
Colonial road through a somewhat rugged woodland.

(IV,v,3,c)



Parkway
Williamsburg to Yorktown



Through the Penniman Tract, showing need for
afforesting roadside to cover up scars
of old roads (middle left), and to fill
in woods which have been somewhat deci-
mated by old lumbering operations.

(IV,v,B,c)

IV, v, B.

e. Design

1. The section of the Parkway from Hubbard's Lane to the Yorktown Cliffs was laid out and constructed along the lines of the most modern highway practices and consistent with the best Park Service traditions. The gradients are very low and the curves flat with resultant heavy cuts and fills. At the present time, therefore, the road structure dominates the landscape with an air of modernity which is foreign to the Colonial character of the Monument and is only slightly counteracted by the culverts and roadside structures having been done in Colonial type brick, laid in the traditional Flemish bond. If, in the paving of the road, the alignment is waved or wobbled a bit from the true, straight lines and flat curves, a Colonial alignment may yet be simulated, for the roadbed is amply wide to permit it. Along a river bank one would expect to find fairly easy grades, so the present low gradients need not be considered an embarrassment to the picture. The grades, however, at Ballard's Creek, which, under the speedway principle of design, were considered incomplete, should not be altered, in that the drops on each side of the creek valley are much more in Colonial character as they are. When the grade slopes shall have been afforested and the line of the road relieved of its transit-like direction, the impression of a simple road through a somewhat rugged woodland will be achieved. Along the river the removal of the hogbacks will tend to restore a natural appearance, for a Colonial road builder would never have sunk his road in this

IV, v, 3, c, 1.

manner. The cutting of a few trees on the crest of the highway may be necessary, but in some instances these trees are already in a dying condition due to the cutting and exposure of the roots on the roadside and the break in the water table which was caused by the road cut. It is believed that, in this manner, the picture can be redrawn to a reasonable consistency with the strict Colonial character which it is planned to imprint upon the remainder of the Parkway from the very outset.

2. Always it should be borne in mind that this section of the Parkway, and the Battlefield, was not in a primitive state in 1781, but was in an even more highly developed condition than it is today. Therefore, the picture to be striven for is not a primeval one, but will be made more real by the introduction of evidences of the use and culture of the late Colonial times. The restoration principle, given free rein, would demand a development prohibitively expensive, whereas the commemorative principle would be satisfied with a simpler adaptation of existing circumstances. A reasonable treatment, giving due weight to restorative and commemorative demands, will tax the ingenuity of the historical and landscape artists.

IV, v.

C. Protectional and Educational Structures

This class of structures may include such facilities as a telephone line, ranger station, comfort stations, camping ground (possibly at Ringfield), roadside and trail markers, horseback trails, fortification trails, beach trail and erosion protection at Bellfield, and parking areas.

IV.

vi. Parkway - Yorktown Extension and Terminus

A. Purpose

In addition to being merely an end for the Parkway, the terminus should be designed and located so as to give the visitor a psychological approach to Yorktown, which, during two wars, was a fortified village. A comprehensive view of the fortifications by the visitor before he enters the town is desired in order to impress him with the broad scope of the picture and to stimulate in him an urge to explore more fully the town and the battlefield. The entrance should be through one of the old sally ports in the earthworks. The terminus should be readily accessible to the Headquarters unit and ample parking space should be provided.

B. Location

a. Extension

From Station 58, the point where the Parkway now ends on the Yorktown Cliffs just east of Ballard Creek, it will follow the line of the existing dirt road down the depression to State Highway No. 514. Crossing Yorktown Creek and its marsh on the line of the old fill, the Parkway will skirt along the points of the first two promontories south of Main Street, and then extend in a southeasterly line up the ravine to the high ground within view of the southwestern bastion (large fort near the present school house). Thence the line will, generally, parallel the fortification southeastwardly so that the visitor may see the spread of the fosse or moat and massiveness

Parkway



Yorktown

Old Road Fill across the Yorktown Marsh, which will be widened and used as roadbed for the Parkway Extension. In the middle background may be seen an old road descending from the York Cliffs to the beach level. This road will be utilized by the Parkway. State Highway No. 514 may be seen extending horizontally across the upper middle of picture.

(IV, vi, B)

Parkway



Yorktown Marsh

General View, looking east from edge of State Highway No. 514, approximately the view which will greet the user of the Parkway just after descending the York Cliffs.

(IV, vi, B)

Parkway



View from point on east side of Yorktown Marsh
looking back towards the York River along
the approximate route of the Parkway extension.

(IV, vi, B)

Parkway



Southwestern Bastion of the Town Fortifications

Western face of the bastion. These earthworks were originally British, but were undoubtedly much rebuilt and strengthened by the Confederates in 1861-1862. The Parkway would pass just to the right of this picture.

(IV, vi, B)

Parkway



Moat of the Southwestern Bastion

Fosse or ditch on the southern face of the bastion. The scarp and parapet are to the left and the glacis to the right. The Parkway would overlook this dry moat.

(IV, vi, B)

Parkway



Town Fortifications
South Line

The Parkway would skirt along these earthworks to the Terminus at the Hornwork. Note earl trail in front of the glacis and trailside marker on glacis, left side of picture.

(IV, vi, B)

Parkway



Hornwork

Bounding the terminal field on the east

(IV, vi, B)



Old Sally Port

Now a mass of briars and Scotch broom.
A massive gateway formerly stood here.

(IV, vi, B)

Parkway

Preferred Headquarters Site



Secretary Nelson House foundations in right center.
Buildings shown in the picture should be removed.
Axis of development will pass through Victory
Monument in middle of picture.

(IV, vi, B, b, 1)

Parkway

Preferred Headquarters Site



View from top of parapet, left (west) side of Sally Port, showing site of Secretary Nelson House in center of picture. The commemorative tablet is the white triangular object. Monument Lodge appears in the background.

(IV, vi, B, b, 1)



View of Sally Port, looking south from the inside of the fortifications.

(IV, vi, B, b, 1)

Pathway

Alternate Headquarters Site



Reynolds House site excavations show in the foreground. Just behind them are the Swan Tavern excavations. In the left background may be seen the east parapet of the Southwestern Bastion of the Town Fortifications.

(IV, vi, B, b, c)

Parkway

Alternate Headquarters Site



View from Swan Tavern lot towards the Southwestern Bastion. This field might be used as a parking terminal.

(IV, vi, B, b, 2)



Inside view of the Southwestern Bastion. Note marl walk along parapet, in lower right hand corner.

(IV, vi, B, b, 2)

IV, vi, B, a.

of the scarp and parapet. The Parkway will terminate in the field lying just west of the Hornwork and south of the Victory Monument. The psychological value of this terminus is at once apparent when the impressiveness of the Hornwork and the view of the Victory Monument through the old sally port are recalled.

b. Terminal

1. Preferred Location

A consideration of the location of the terminus of the Parkway is inseparably connected with the question of locating the Administrative Headquarters. There should be sufficient proximity so that the visitor is unconsciously led into the hands of the educational staff. The visitor is willing to do little walking until after he is contacted, and, furthermore, he is easily lost. A motorist arriving on the terminal field will be attracted to the sally port and the towering monument seen through it. It is, therefore, proposed to lay out the administrative center on the line connecting the sally port and the monument. For this purpose the reconstruction of the Secretary Nelson House should be undertaken as the central building in the administrative group. There would be no structures on the terminal field, which would, in effect, be simply a supervised parking area. All terminal personnel would be housed in the administrative building within a hundred yards of the field.

2. Alternate Location of Terminal

In order to carry out the development outlined next above, it would be necessary to acquire sundry properties on the south side

IV, vi, B, b, 2.

of the town and fronting on Monument Road. If money should become available for building construction in advance of funds for land purchases, it would be desirable to alter the plan. The Parkway could terminate in the Government field adjacent to the school house. The visitor would then enter the town on Ballard Street. After a walk of about two hundred yards, he would arrive at the Swan Tavern lot. The reconstruction of the old Tavern and dependencies, together with a residence which existed on the adjoining lot, would provide all of the housing necessary for an administrative headquarters. The advantage of this arrangement is obvious. When later funds may become available for land purchases and additional construction, the Parkway could be extended to the Hornwork terminal and a new administrative unit constructed along the preferred lines. This would leave the Tavern and surrounding houses available for operation, through lease, as a Colonial tavern, which would be a distinct asset to the Monument.

IV.

vii. Yorktown

A. General

a. The development of Yorktown represents a gigantic undertaking. Before it can be accomplished, long study and search for historical information must be made. The passage of years, in itself, has obliterated many of the ancient landmarks and structures of Colonial Yorktown. In addition to the ravages of time, tide, and fire, the destruction has been made greater by successive wars, two of which were prolonged sieges. The latter fact produces the further difficulty of differentiating between that which is a part of the story of 1781 and that which belongs to the story of 1862, and vice versa.

b. The story of Yorktown which is most important in the mission of the Monument is that of the siege of 1781 with its resultant victory of the American and French allies over the British. Consequently, the battlefield is the point of first consideration in telling the story intelligibly. But there is another part of the story, that of Colonial Yorktown, which, in final analysis, becomes not only an immediate antecedent of the siege, but is the setting in which the action of the siege took place. An interpretation or understanding of the siege necessarily includes the presentation of the Colonial houses, waterfront, and countryside as they existed in 1781.

c. The problem of gathering historical information is, therefore, broadened to cover a much wider field than that of actual

IV, VII, A, B.

siege operations. It involves the study of Colonial life - social manners and customs, industry, commerce, politics, and education. A correct and sympathetic interpretation of Yorktown's meaning and significance will depend on the thoroughness of this historical research.

d. While the ideal plan of development for Yorktown would call for the complete restoration of the Colonial village and the battlefield area, the cost of such a project would be prohibitive. The magnificent restoration of Williamsburg, with all its detail and accuracy, amply pictures an outstanding eighteenth Century setting. The problem at Yorktown is one of selecting significant projects which will contribute to the interpretation of its social, economic, and military history during the Colonial and Revolutionary periods, and at the same time provide for the operative functions of the Monument and for the conduct of the business of the town.

e. One further consideration presents a problem in the development and interpretation of Yorktown. The battlefield, as well as the town, is made up of innumerable private holdings, acquisition of which by the Government will require a great deal of purchase money. Until the Government gets these holdings, no complete development or interpretation will be possible of achievement, and the complete acquisition of land within the authorized boundaries will be the objective. In purchasing land, consideration will be given first to the need for the particular piece rather than the

IV, vii, A, c.

ease of acquisition. It now appears that the greatest need on the Battlefield is the acquisition by the Government of the balance of the property on the Surrender Road, which is the natural axis of the Battlefield development. With the development of the terrain within view of the Surrender Road and within the Fauntleroy Tract (now owned by the Government and which lies just west of the Surrender Field), a very much more gripping story can be told and shown to visitors in the field than is now practicable.

B. Circulation

a. Battlefield Roads and Trails

1. A road system on the battlefield will be for the purpose of making accessible to our visitors the various and widely scattered historic locations and structures. Naturally, the several headquarters, encampments, supply depots, hospitals, and field fortifications were accessible at the time of the Revolution by some kind of road or roadway; contemporary maps sustain this fact, and in many cases, evidence on the ground permits the tracing of them.

2. In order to enable the visitor to see these places and, at the same time, to preserve, as far as possible, the true Revolutionary picture, a system of roads and trails will be built providing access to each of the points of historic significance. Roads and trails will be built on the lines of these early roads, and, as far as practicable, will provide a

IV, vii, B, a, 2.

continuous drive to include all of the positions. Where it is not practicable to have the road reach a certain point, proper parking areas will be provided, and trails and footpaths laid out.

3. This system of roads will be for the use of visitors only. Both purpose and character of construction will inhibit commercial traffic. As little cutting as possible will be resorted to in building these roads. The old roads followed ground grades, and the new system will likewise be laid out to take advantage of the contours. The general result was, and will be, reasonably easy gradients. The road designer will always have in mind that obvious grade prisms and artificialities of landscaping are to be rigidly eschewed in favor of the simplicity of appearance which characterized Colonial highway practices.

b. Commercial Roads

1. At present there are two main arteries of commercial travel through the Battlefield. State Highway No. 514 is the historic Williamsburg Road, and U. S. Route No. 17 utilizes considerable portions of the Colonial streets of the village and of the Surrender Road. It is obvious, therefore, that these historic stretches should be relieved from the congestion of commercial traffic and reserved for the benefit of Monument visitors. In addition to these two highways, the Gocaley, Grove, and Warwick Roads (Colonial roads) bear a degree of commercial travel, mostly of a local character, however.

IV, vii, B, b.

2. The travel statistics of the past year have indicated that the entrance and exits of the sight-seeing public have been divided as follows:

Entrance

North (Ferry from Gloucester Point)	12%
West (State Highway No. 514 from Williamsburg)	48%
Southeast (U.S. Route No. 17 from Hampton and Newport News)	40%

Exit

North (Ferry to Gloucester Point)	10%
West (State Highway No. 514 to Williamsburg)	42%
Southeast (U.S. Route No. 17 to Hampton and Newport News)	48%

3. The problem of by-passing the village and the Battlefield is, in large measure, contingent upon the plans of the State Highway Commission. It is understood that the Commission has under consideration the building of a new highway from Seaford (Crab Neck), westward near the southern boundary of the Monument, to a junction with the new road now building from Newport News to Lee Hall. This proposal is a part of a large traffic scheme for the Peninsula. A Chesapeake Bay ferry is being promoted to connect Seaford with Cape Charles. There is also a proposal to extend the Newport News-Lee Hall Boulevard to a point on the present Richmond Road near Bottom's Bridge. It would appear that such a route would become the main Peninsula highway.

4. Thus, it would seem that the solution of the problem would be to build a commercial road from the western terminus of Water Street (which connects readily with the ferry) along the

IV, vii, B, b, 4.

beach at Ballard's Creek; thence up the creek valley to a crossing with State Highway No. 514 (which would give as quick access to Williamsburg as now afforded); and thence following the western boundary of the Monument southwardly to a convenient connection with the proposed Seaford-Lee Hall road, or with the present U. S. Highway No. 17 in the event that the proposed road be not constructed. Either of these connections would provide access to Hampton and Newport News. The distance from Yorktown to Hampton would be increased almost two miles over the present road, which bisects the town and the Battlefield. This increased distance might be slightly decreased by building a by-pass south-eastward from Yorktown to Wormley Creek, and thence southward through Tempico to a junction with U. S. Route No. 17 north of Grafton. Such arrangement would obviate the necessity of carrying the western or Ballard Creek by-pass beyond or south of the junction with State Highway No. 514. However, as the southeastern or Wormley Creek by-pass would have to cross the Navy Fuel Oil Station, as well as a considerable amount of private property beyond the authorized limits of the Monument, it is not recommended; and the western or Ballard Creek by-pass, which has the merit of being almost if not entirely within the authorized limits, is adopted.

Yorktown

Cliff Erosion

(IV,vii,C)



Point of Rocks (looking upstream). The recession of this point has left the site of Redoubt No. 10 in the river. This redoubt was the scene of the severest hand to hand fighting between the American and British forces during the Siege of 1781.



Close up view of the Point

Yorktown

Cliff Erosion

(IV,vii,C)



Large slide about 150 feet below Point of Rocks.
The base has been partially protected by a
wall of bags of concrete, privately placed
there about seven or eight years ago.



Unprotected sand slide about 450 feet below
Point of Rocks

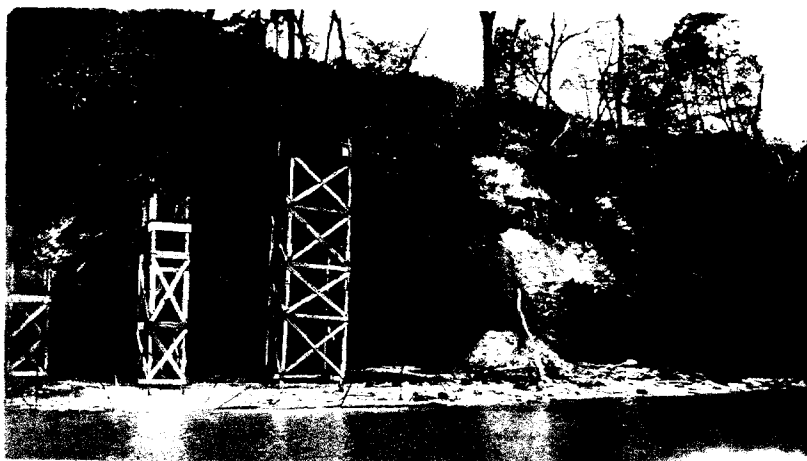
Yorktown

Cliff Erosion

(IT, III, C)



General View



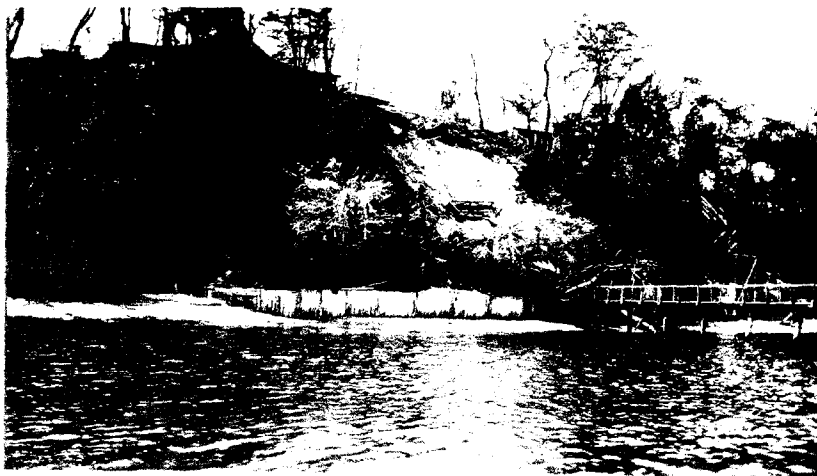
Minor Slide on Coleman property

Yorktown
Cliff Erosion
(IV, vii, c)

Damage done by storm, April 22, 1933, to
property of Miss Katharine Hayes



General View



Close up view, showing collapse of stairs, landings,
and trees, and resultant scar on cliff

Yorktown

Cliff Road

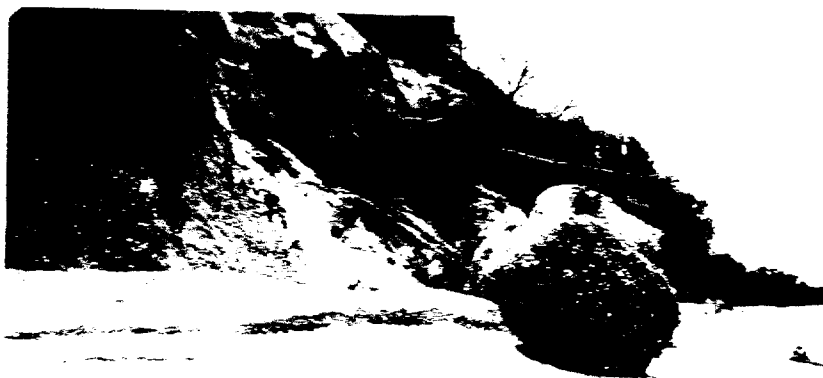
(IV, vii, c)



Nickels Property, just above York H. C.



Yorktown
Cliff Erosion
(IV, VII, C)



Just above Moore House



In front of Moore House

Yorktown
Cliff Erosion
(IV,vii,C)



Bowers Property above Yorktown. Note: Windmill
Point in center background and village
waterfront in left background.



Monument Property above Bowers Lot. The Parkway
is located on top of the cliffs.

220
IV, vii.

C. Prevention of Cliff Erosion

a. Need

The Yorktown Cliffs, with the exception of the Yorktown Creek basin, extend along the entire waterfront of the town and Battlefield. These cliffs range from almost twenty to sixty feet in height and are of fossiliferous formation, which, as previously stated, is of immense scientific interest. The river at high tide washes against the base of the cliffs along most of the Monument frontage, and during northeast and northwest storms the water lashes furiously on the cliffs and undercuts them. It is not unusual for a single storm to take out 10 to 15 feet of cliff in depth, and the average rate of erosion appears to be almost 8 feet. The lines of battle in 1781 and in 1862 extended to the edge of the cliffs both above and below Yorktown. The position of British Redoubt No. 10, which was the scene of the most severe hand to hand fighting between the British and the Americans, was half washed out in 1824 when LaFayette revisited Yorktown, and has long since disappeared in the river. The position of the French battery above the town, from which the first shot of the siege was fired, is also probably now out in the river. A relic of Union Redoubt No. 14 was washed out during the past winter (1933). Thus it is seen that not only scientific but also historic considerations demand that protective measures be taken to prevent the further erosion of the cliffs.

IV, vii, C.

b. Plan

Surveys of this problem have been made by a geologist, by a highway engineer, and by a War Department engineer. The recommended method of protection is to drive a watertight bulkhead of interlocking piles off shore at a distance of about 75 feet from the cliffs, cut off at the elevation of highest known water; then to pump in an hydraulic fill in front and in rear of the bulkhead, creating an artificial beach upon which the fury of the storms would be expended. This method is approved. The work will be divided into two sections; one, between the Yorktown and Ballard Creek basins; and, two, between the golf course and the Moore House.

c. Use of Beaches so Created

The first or upper section will provide a roadway for the commercial by-pass, and the second or lower section will provide a nature trail for the study of the geological formations.

IV, vii.

D. Wilderness and Sacred Areas1. Wilderness Areas

Areas not in sight from the interpretational circulation system will, in a general way, remain undeveloped. Rural areas within sight of the Battlefield roads, and particularly the main roads, may be reforested or cultivated according to the necessities of the commemorative and/or interpretational problem. However, it is realized that it may be neither practicable nor desirable to return to cultivation all the land that was in cultivation in 1781. Fine woodlands may be of more commemorative value than restored fields.

b. Sacred Areas

Existing fortifications and locations of known historical or scientific value will be treated conditionally as sacred areas, subject only to such uses as will not destroy or diminish their capacity for interpretational development. It is not practicable at this time to list fully such areas.

c. Research Reserves

The Yorktown and Ballfield Cliffs constitute geological research reserves. Practically every lot in Yorktown and much of the Battlefield constitute areas for fruitful archaeological research.

E. Public Utilitiesa. Water System

A new water supply, adequate for domestic and fire protection needs should be found; and such extensions made in the

IV, vii, E, a.

distribution system as may be indicated by the spread of activities.

b. Sewerage System

The present method of sewage disposal by the use of local septic tanks will be continued, with new tanks as the spread of activities requires.

c. Garbage Disposal

It would be very desirable to institute a community garbage disposal system. At present, there is no coordinated disposal, and the rangers have considerable difficulty in preventing the private dumping of garbage along the roadsides.

d. Telephone and Power Systems

A private telephone system to cover the town, Parkway, and Battlefield should be installed, and a private power distribution system for the town and the Battlefield in order to secure power service where needed and at better rates. Cooperative plans should be made by the Service with the commercial telephone and power companies for the placing of all wires underground within the areas visible to visitors.

e. Small Boat Basin

1. Yorktown is located on one of the finest rivers in the United States, yet the number of visitors to the Monument by yachts and other small boats has not been large. This fact may be attributed to the hazardous anchorage in the river, which, in turn, is due to the very severe storms which frequently blow from the northeast and the

IV, vii, E, e, 1.

northwest. As Yorktown is situated at the great bend of the river, the full force of these storms is felt by boats lying off the town. A boat basin would relieve this danger and attract many water-minded visitors.

2. On the broad beach located below the abandoned Yorktown Hotel, there was, in Colonial times, a lagoon which was partially filled in about twenty years ago. This lagoon is said to have been used by boating in olden times, and it is certain that portion of the beach was a center of maritime activity. This lagoon will be reopened as a small boat basin.

f. Post Office

A Colonial building will be reconstructed to meet this need. There seems to have been a suitable building located on Lot No. 31, on the southeast corner of Church and Main Streets, the present location of the Post Office, now owned by the Park Service. If further research confirms this supposition, this would be the ideal place to construct this unit. An alternate proposition would be the reconstruction of the store building, one-and-a-half story, frame, 23 feet by 44 feet, which stood in 1781, at the southeast corner of Lot No. 36. The Service now owns the western one-third of this lot and will acquire the remainder at the first opportunity.

IV, vii, E.

g. Yorktown Hotel and Golf Course

The gaunt skeleton of the abandoned hotel should be either removed or completed. It is a mar on the landscape and is a source of bewilderment to the visitor. It is very doubtful if a hotel of its proportions would pay in the present development of Yorktown; but, undoubtedly, such a hotel would tend to promote interest in the area. An active management could secure numerous conventions, and it is believed that the venture would have a reasonable chance of success. Unless the hotel be completed and put in operation, there would seem to be little reason for permitting the continuance of a golf course on the very heart of the Battlefield. Should the hotel be completed and put in operation, the continuance of the golf course would seem to be desirable, though some modifications in the course would probably be necessary in order to permit the outlining of the trenches on the ground. Should the hotel be definitely abandoned, it is doubtful whether the continuance of the golf course would be justifiable.

IV, vii.

F. The Waterfront of Yorktown

a. Introductory. Yorktown, when a Colonial town, was divided, as it is also today, into two fairly distinct sections - the Hill or Main Street, and the Waterfront or Water Street. Main Street lay almost two hundred yards back from the brow of the Cliffs and just at the head of the ravines which extended from the beach to the high ground. This part of town, from its higher elevation, of course, became the street of wealth and position with pretentious residences, the Established Church, the County Court House, the Swan Tavern, the Custom House, and a few commercial or mercantile establishments. Water Street was the main business district with wharves, warehouses, stores, shops, tenements, a granary, a stillhouse, and various other buildings connected with the business of the sea and trade.

b. Historical Situation. The Waterfront was subdivided into apparently three groupings:

1. Lightfoot's Landing, near the foot of Ballard Street, which led up to the Court House and the Swan Tavern.
2. Sessions' Landing, below the present river garden of the Blow Estate. This was probably the point of chief concentration. From it, on the upstream side, Read Street led up a ravine to the Custom House. On the downstream side, a "great valley" led up to Sessions' residence, now known as the Sheild House, and said to be the oldest house in Yorktown. This ravine practically coincided with a street variously called in former times Pearl Street and Keyes

IV, vii, F, b, 2.

Street, but now officially known as Nelson Street. It is probable, however, that it contained only a path for foot travel, or at most, a road for light animal drawn traffic. The ruins of an old stone wharf, probably the "Town Wharf", can be seen today at extreme low tides - large cut stones are visible from the low water line to fairly deep water. One Colonial cottage survives in this group.

3. Another group existed on the beach below the abandoned Yorktown Hotel. Between the old hotel and the Victory Monument grounds, there is a great ravine which contains an old road known as the Tobacco Warehouse Road. A land plat of 1848 shows a large warehouse still existent on the beach. The wall from which most ships filled their water casks was said to have been located in this area. The lagoon referred to above (IV, vii, E, e, Small Boat Basin) is located on the eastern edge of this group.

c. Development

1. The objective is to recreate the general appearance and atmosphere of the close of the Colonial Period. As far as practicable, old foundations and historically verified locations and designs will be utilized; but it is realized, in order to provide for modern commercial needs, that it may be necessary, in some degree, to follow the precedent set by the Restoration in the treatment of the business district of Williamsburg, namely, by the construction of out and out new buildings in typical Colonial architecture, but without regard to anything which may have existed on the particular location. The development should be divided into

Yorktown Beach

(IV,vii,F,c,2)

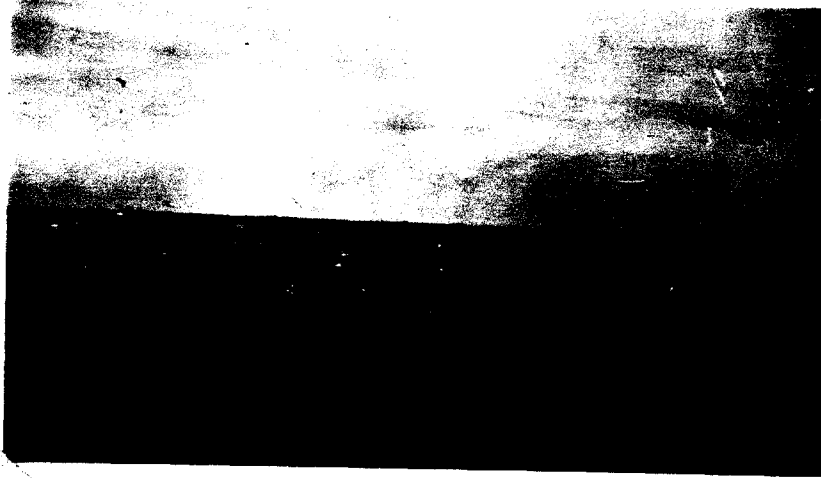


Typical summer crowds - scenes between
Ballard and Read Streets

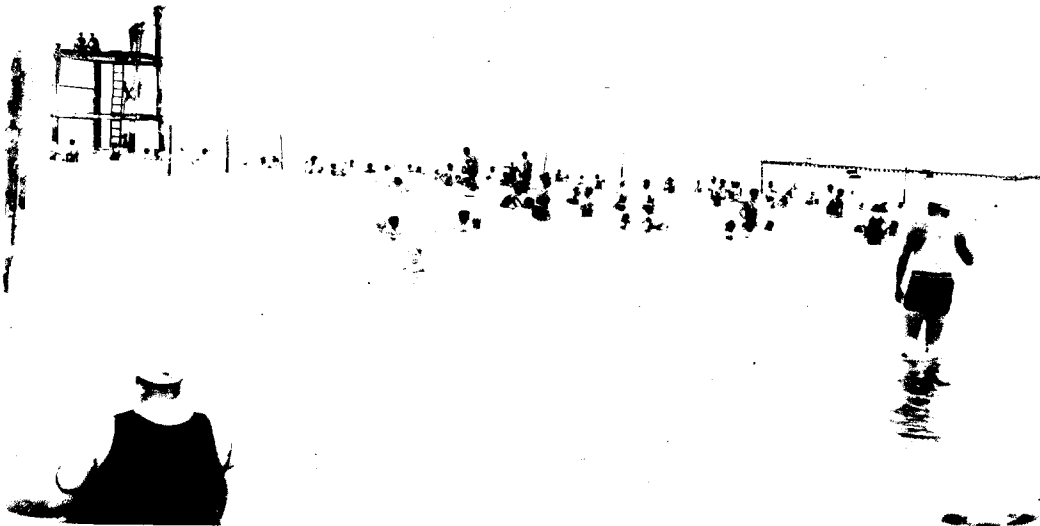


SES
Yorktown Beach

(IV,vii,F,c,2)



Gulls and Girls Bathing



IV, vii, F, c, 1.

two sections; first, from Ballard Street downstream to the proposed small boat basin; and next, from Ballard Street upstream to Yorktown Creek. The development of the first section could be undertaken at any time without deranging the business life of the town. The completion of this district would permit the present commercial concerns, grocery stores, restaurants, automobile garages and filling stations, wholesale oil tanks, fish houses, ice plant, and a public wharf, now located in the second section, in large measure, to be rehoused in restored quarters, while the development of the second section was being undertaken.

2. Not only would the commercial needs of the town be subserved by the above development, but also the comfort of the visitors and the general tidiness of the area. At present the beach from Ballard Street to Read Street is rendered unsightly with hot dog and soft drink stands and a very modern looking bath house. Colonial type warehouses and dwellings could be built for public utility operation which would supply every need of bathers and Momment visitors. One of the warehouses would make an excellent public auditorium. The development would also provide a very fit setting for the Frigate CONSTITUTION. It has been proposed that this fine old ship, which was built just sixteen years after the memorable 1781, be permanently stationed here.

IV, vii.

G. Main Street

a. General

Main Street will be partially restored by the construction of buildings needed in the administration of the Monument, but reconstruction of old houses by patriotic societies and individuals will be encouraged. It is very desirable, however, that this sort of building shall be controlled by Government ownership of the land. Already one property owner on Main Street has begun preparations to build a \$15,000 residence in modified Colonial architecture, which may be just sufficiently near, and yet sufficiently far from, the true picture as to introduce a discordant note in the development of the street.

b. Memorial Hall

An excellent project for a patriotic society to undertake would be the construction of a memorial hall. With the development of the Monument and of similar projects on the Peninsula, Yorktown is becoming a mecca for thousands of visitors. Many civic, patriotic, and professional organizations would, undoubtedly, hold their conventions here if facilities were available. The reconstruction of the Hugh Nelson House (on Lots Nos. 46, 47, 84, 85, directly across the street from the Thomas Nelson, Jr. House) would provide a suitable memorial hall with rooms for group and committee meetings. This house was a handsome two-story brick house, about 50 feet by 75 feet, with numerous outbuildings. Insurance sketches giving a complete

IV, vii, G, b.

layout of this property are in the Momment research files. It is very probable that exploratory excavations would uncover foundations. The property is owned by the Blow Estate. A reconstructed warehouse, which was previously referred to as available for a public auditorium, could be conveniently located on the beach directly below the memorial hall.

c. Court House

The Court House was destroyed in 1863 while used as an arsenal by the occupationary troops of the United States Army and was later rebuilt in modern architecture by the County. It would be very desirable to restore the Colonial layout.

d. Private Buildings

Adjoining the Court House lot to the east was the Corbin Griffin residence (Lot No. 30), a two-story, frame building, about 60 feet by 27 feet, with an apothecary shop between the residence and the Court House. To the north of the Court House stood the Thomas Griffin residence, one-story, brick, about 70 feet by 20 feet, Lot No. 23. These buildings were probably destroyed by the same explosion that destroyed the Court House. Another important Colonial building was the Ambler residence adjoining the Custom House. There were other Colonial residences and stores which might be rebuilt as a contribution to the development of Main Street.

IV, vii.

H. Headquarters Group

a. Alternate Locations

1. As previously indication in Section vi of this Chapter, two locations for the Headquarters Group are adaptable, dependent upon the circumstances which may prevail at the time construction funds become available.

b. Victory Monument or preferred location

1. The axis of this development will pass through the Victory Monument, and the chief building will be the reconstructed home of Thomas Nelson, Sr., the son of Seetah Tom Nelson, and the uncle of Governor Thomas Nelson, Jr. This house was a pretentious residence with formal gardens. It was well battered to pieces by the Allied artillery during the early part of the Siege of 1781 while it was occupied by Cornwallis as his first headquarters. The site of the house is now owned by the Association for the Preservation of Virginia Antiquities, which Association caused the main foundations to be excavated and protected in 1928. The southwestern corner of the foundations protrudes slightly into Monument Road, and the closing of the road would be desirable before the commencement of this project. (The through traffic of Monument Road could easily be diverted to the road which lies just to the south of the town).

2. The reconstruction of the Secretary Nelson House would supply all the educational and museum needs of the Monument, and the administrative requirements could be satisfied by the use of the

IV, vii, H, b, 2.

various dependencies of the establishment. The Headquarters group should include not only the property which formerly constituted the grounds of the Secretary Nelson House, but also the town lots between Monument Road and Smith Street, south of Main Street. These lots did not contain any historically important houses. They would become an open green, with possibly a row of employees quarters laid out in typical Colonial fashion.

c. Swan Tavern or alternate location

1. The foundations of this group have been almost completely excavated, and a wealth of historical data is in hand bearing on this famous Colonial hostelry. The group consisted of the following buildings, to-wit:

- (1) The Tavern - 31 feet by 51 feet, brick basement, frame, story-and-a-half, dormer roof, with two shed rooms, front and back porches
- (2) Kitchen - 36 feet by 20 feet, brick basement or ground floor, and possibly one-and-a-half-story, frame superstructure. It contained a cooking fireplace with a brick oven
- (3) Smoke House, 12 feet by 12 feet, one-story, frame
- (4) Dairy House - 10 feet by 12 feet, one-story, frame
- (5) Stable - 36 feet by 40 feet, one-and-a-half-story, frame, with brick basement under part of structure
- (6) A Brick Residence adjoining the Tavern - 40 feet by 20 feet, one-and-a-half story, with basement

2. This layout should be reconstructed in a manner that will permit of its utilization as an operative tavern, Colonial manner. The administrative and educational needs of the Monument

IV, vii, H, c, 2.

will perforce adapt themselves to this arrangement, pending the construction of the preferred Headquarters layout at the Victory Monument. The operation of the Swan Tavern for the benefit and enjoyment of the Monument visitors would be a unique attraction.

J. Battlefield Development

a. General

When this development is considered in detail, many practical problems at once arise. It is manifestly impracticable to reconstruct in the field the precise scene at the termination of the siege. The commemorative principle rather than the restorative principle must necessarily dominate, yet the motif of October, 1781, will run throughout the treatment. The plan of development will be a gradual evolution.

b. Surrender Road and Field

In general, the fields on both sides of the road will be restored to the state of cultivation existing just prior to the Siege of 1781. Short sections of the parallels and other earthworks, mounted with guns of the type and calibre used therein during the siege, will be constructed on each side of the road. These field fortifications will be reproduced on typical cross sections without attempt to reproduce shot marks and other realistic evidences of combat; but the slopes of the earthworks will be kept neatly grassed and trimmed in best commemorative fashion. The reconstruction of these earthworks will require the removal of the National Cemetery

IV, vii, J, b.

to another location. The Surrender Field will be kept neatly grassed, and will contain a stone marker on which will be placed a bronze plaque depicting in bas-relief the scene of the grounding of the arms.

c. French Hospital

A short distance down the Warwick Road from the Surrender Field was located a plantation house which was used as the French Hospital. This house, with its ancillary layout, will be reconstructed and used as an operations center for the Colonial farming operations along the Surrender Road. A plaque may be placed in the front grounds, depicting a scene in the evacuation of the wounded.

d. Battle Positions of 1781

French and other earth fortifications which are not reproduced may be outlined on the ground by marl walks and low hedges. Encampment positions may be indicated by bas-reliefs depicting significant events of the siege in connection with the particular regiments. The French and American artillery parks may be represented by a few typical cannon on concrete gun carriages. French depots may be simulated by piles of concrete fascines, gabions, etc. Headquarters positions of the several generals may be represented by statues of the generals; bas-reliefs may be used to visualize specific scenes on the combat lines. Great restraint should be exercised in the design and location of the figures and other representative objects, fitting them into the landscape in such way as to avoid a cemeterial effect, but not subordinating them to such degree as to obscure or devalue their commemorative and informative purpose.

Yorktown



Town Fortifications on the Golf Course, showing need for clearing and trail construction in order to make the whole line of earthworks accessible to visitors. The breach in the line shown in this picture was made in 1881 in order to permit Centennial Celebration troops to march from the encampment on Temple Farm to the site of the Victory Monument.

(IV,vii,J,8,1)

IV, vii, J.

e. Battle Positions on Parkway between Ballard Creek and Yorktown Creek

The location of these positions should be indicated by markers rather than by reconstruction of the entrenchments.

f. Orientation Stations

1. A model of the Battlefield on a very large scale should be constructed near Headquarters with a view to providing for the visitor a bird's eye view of the situation before he starts over the area.

2. Orientation stations containing illuminated or relief maps, suitable for popular comprehension, should be placed at strategic places to assist the visitor to gain a clear idea of the relation of the several parts of the battle terrain as he traverses them.

3. The system of roadside and trail markers will be extended as new sites are rendered accessible, in order that the visitor may not lose himself or miss important places.

g. Town Fortifications

1. These should be kept cleaned of underbrush and weeds so that they may be readily accessible to the visitor and, in fact, will stand out clearly when viewed from the highways. It would be very desirable to remount the entire line of works with typical batteries but at least the Hornwork should be so treated. It has been observed that very few visitors are really interested in the earthworks as they now stand with sylvan rather than martial air. It is possible that the battery position on Lots Nos. 84 and 85 should be mounted with Confederate cannon, inasmuch as it appears

Yorktown

Wormley Pond



Main Pond, looking southwest into upper pond.
In Colonial times a road crossed on a
dam or causeway between the two ponds.
Note the line of trees on the old roadway.

(IV,vii,J,j,1)

Yorktown

Wormley Pond

(IV,wii,J,J,1)



British Redan, overlooking the old grist mill
dam on which Washington's troops crossed.



Old Mill Dam

Note Navy Fuel Oil Station pump house in left
foreground. Wormley Creek may be seen on
extreme right.

IV, vii, J, g, 1.

that this position was probably identified more with Confederate troops than with British. An excellent photograph is available showing the calibre and arrangement of the guns.

h. Moore House

1. This house should be restored to its general appearance and condition of 1781. It should be refurnished in period with as many original pieces as possible. The treatment of the grounds should be very simple in order to focus attention upon the house, which possesses more historical value than any other element of the Monument property.

j. Moore's Grist Mill

1. For some two hundred years a grist mill stood on the Wormley Pond Dam near the Moore House. It was designated "Moore's Mill" at the time of the siege, and American troops used the dam as a line of approach from their encampments to the trenches. The mill should be rebuilt with machinery as of 1781, and operated in ancient fashion using grain grown on the Monument lands. It is believed there would be a sentimental demand for the flour and meal so produced. Thus this project would add not only to the Battlefield atmosphere, but would serve as an operative exhibit of Colonial industrial life.

k. Colonial Windmill

1. This mill stood on the high ground just west of Yorktown between the main line and the outer works of the British defenses. A printed copy of a sketch of the old windmill is in the

IV, vii, J, K, L.

Monument research files, and its reconstruction is desirable as an element in the restoration of Colonial appearances. Its machinery should be operative.

K. Employees' Residences and Utility Buildings

a. General

There is a very serious shortage of dwellings in and around Yorktown, and public quarters should be provided for all permanent employees. Where residences are built on non-historic sites, they should partake of the Colonial feeling with ornamentation in Colonial motif, but they should be livable and take into account all modern arrangements for comfort in both winter and summer. In addition to the Superintendent's residence, now authorized, quarters, ranging from eight to four rooms each, for six office employees will be needed; also an equal number of quarters for members of the maintenance force.

b. Lightfoot Residence

This Colonial residence is now owned by the Service. It is located at the northeast corner of Church and Main Streets, on Lot No. 36. It was built about 1706 by Mungo Somerwell, with an addition shortly thereafter; and takes its name from the Lightfoot family who owned it for the greater part of the Eighteenth Century, including the year 1781. At present it forms a part of the Headquarters Building, but, as soon as the new administration group becomes available, it will be released for conversion into a seven or eight room employee's

IV, vii, K, b.

residence by the utilization of the basement. The following out-buildings appear to have been originally attached to this property:

- (1) Dairy - Frame, 12 feet by 12 feet (usable for storage)
- (2) Smoke House - Frame, 10 feet by 10 feet (usable for storage)
- (3) Kitchen - Frame, one-and-a-half story, 18 feet by 24 feet
(usable for employee's cottage of three or four rooms)
- (4) Stable - Frame, 16 feet by 18 feet (usable for two-car garage)
- (5) Store Building, previously referred to as possibility for
Post Office - Frame, one-and-a-half-story, 25 feet by
44 feet, on part of lot not now owned by
Service (usable also as a store for the
convenience of visitors)

c. Another Colonial Residence

A T-shaped residence, probably similar to the Lightfoot House, stood directly across Main Street from the latter, on Lot No. 37. Very little is now known about this building. It was possibly destroyed in the Revolution or shortly thereafter. It does not appear in the records of the insurance company which began to do business in Yorktown in 1796. It is anticipated that future researches will indicate conclusively a Colonial residence suitable for restoration as an employee's quarters of six to eight rooms.

d. Other Town Residence Possibilities

The Service owns land on both sides of Church and Ballard Streets, south of Main Street, on which three small residences could be built. At the present stage of our investigations no particular houses are indicated for restoration; but there appear to have been

IV, vii. K, d.

small residences in this locality, and employees' quarters, four or five rooms, of a type in keeping with the Colonial aspects of the village, could be constructed.

e. Town Utility Group

An equipment house or barn will be provided on South Church Street for the care of passenger-carrying and ranger vehicles; but all heavy work equipment will be cared for on one of the farms. Plans are in course for a fire engine house on Church Street.

f. Colonial Farm Layout

1. The present farm set-up - the Beer Farm and the Edgehill Farm - is adequate to the immediate need, but it is desired to build upon the site of an ancient grange a plantation layout in the style of 1781, which shall be capable of serving the operating needs of the Monument. The Moore House could be used as the center of such establishment, and for a long time serious consideration was given to such development; but it has at length been decided that the Moore House must stand out as a single jewel reflecting solely the brilliancy of that memorable October 18, 1781.

2. After a careful study of the Revolutionary maps in the Monument Library, and an examination on the ground, the farm used as the French Hospital, just to the east of the Warwick Road and near the Surrender Field was considered the most advantageous and suitable location for this message. This property is now Service owned and is adjacent to the Edgehill Farm. A recent plowing of

IV, vii, X, f.

this field disclosed such evidences of a habitation as broken glazed brick, broken pottery and china, ironware, and a U. S. penny of 1808. This plantation was owned by Hudson Allen in 1781. The ancient house was destroyed in 1862, and is recalled by persons still living. The outillage of the proposed establishment will include "the big house", to be occupied by laborers; stables, carriage house, and wagon sheds (garages); granary; equipment sheds; shops (repairs); storage sheds or barns; and kindred appurtenances.

Gloucester Point



Confederate Fort, northwest parapet, exterior
view

(IV,viii,B,c)



Confederate Fort, center bastion on north face,
exterior view

Note: The inside of this fort is now used
as a turkey farm

(IV,viii,B,c)

IV.

viii. Gloucester PointA. Boundary Revision

In the Proclamation, December 30, 1930, the Gloucester Point boundary included only the ground occupied by the British earthworks and encampments. Unfortunately, the positions of the American and French troops and the site of the engagement on October 3, 1781, near Hayes' Store, two miles north of the Point, were not included. Since these positions constitute an important sector in the Yorktown Battlefield, a boundary revision should be effected to include them.

B. Interpretative Plansa. Battlefield Markers

The whole Battlefield area, including the British, French, and American encampments and earthworks and ground of the engagement should be marked with the type of roadside and trailside markers used around Yorktown.

b. Orientation Map

U. S. Highway No. 17 from Fredericksburg is the northern approach to the Monument. At the Monument entrance, an orientation station containing a map of the battlefield should be erected.

c. Existing Fortifications

The Confederate earthworks, at present on private property, should be cleared and made accessible to visitors.