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Notes on Virginia

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Cover: The maps of Alexandria and Falmouth are excerpted from an atlas of campsites Rochambeau had prepared during his army's northward march after the Yorktown Campaign. The atlas is available online at website of the Library of Congress, *The Rochambeau Map Collection.* Center image: *French Royal Deux Ponts Regiment, 1780*. Collection of The New-York Historical Society.

Notes from the Director

Kathleen S. Kilpatrick

I write during Thanksgiving week 2007, when families and communities gather to acknowledge their blessings. This year Virginians have much to be thankful for when it comes to protecting our historic legacy. When surveying what this department and its partners—public and private, sitting at the same table—have achieved in historic preservation, I am heartened. The program accomplishments described herein, like a bountiful holiday buffet, are the result of careful planning and preparation involving many people, and they revolve around our shared history and stories.

As we publish this issue of *Notes on Virginia*, we bid farewell to a remarkable 400th anniversary for Jamestown, a guiding theme of preservation activities involving organizations and communities around the state for a few years past, as this issue reflects. Several new listings on the Virginia Landmarks Register (p. 5) are notable for their Jamestown-era significance, such as Chesterfield County's Bermuda Hundred and Dale's Pale Archaeological historic districts, sites also rich in Native American prehistoric and contact-era resources; three new easement donations—Four Mile Tree in Surry County, Shirley Plantation in Charles City County, and Windsor Castle in Isle of Wight County—also involve early 17th-century colonial sites.

Shirley Plantation emerged out of Shirley Hundred, another of Virginia's early English settlements, located across the James River from Bermuda Hundred. Shirley Hundred is the historical background connecting two articles. In "Curator's Corner" (p. 40) archaeologist Taft Kiser discusses this department's magnificent Aston Collection, recovered in 1984 from the colonial-era Walter Aston homestead. That site is near, physically and historically, to Shirley Plantation. Recent exemplary restoration work at Shirley is featured in an article (p. 47) by Mike Pulice, an architectural historian with the department, who traveled from our Roanoke Regional Preservation Office to witness brickmaking on the grounds at Shirley.

In December 2006, on behalf of the department, I signed the preservation easement on Shirley's core historic buildings and grounds. Not only is this historic gem a crown jewel among Virginia's landmarks, it's a superb example of how private stewardship at its best plus public partnering through the preservation easement program (p. 62) secures Virginia's historic legacy for future generations. In February 2007, Governor Timothy M. Kaine, Secretary of Natural Resources L. Preston Bryant III, invited guests, and staff of the Department of Historic Resources and I celebrated the donation of the easement for Shirley during a gathering hosted by 11th-generation steward Charles Hill Carter III and his family.

Meanwhile, as Jamestown's 400th anniversary closes, another not too distant year-of-commemoration is in the offing with the sesquicentennial in 2011 marking the outbreak of the Civil War. Similarly to the Jamestown anniversary, the sesquicentennial will draw hundreds of thousands of visitors to the Commonwealth and remind people across the United States and around the world of Virginia's singular role in the founding and shaping of this nation.

In preparation for the sesquicentennial, the department is partnering on many fronts with groups such as the Civil War Preservation Trust, Shenandoah Valley Battlefields Foundation, and other kindred organizations and citizens to preserve open lands associated with Virginia's important battlefield sites, nearly all of which are threatened by encroaching development. Preservation easements are vital to protecting these irreplaceable landmarks. As welcome proof, new easement donations include 208 acres on Slaughter Pen Farm, the most significant previously unprotected part of the Battle of Fredericksburg; 59-plus acres in Hanover County covering a core area of the Battle of Cold Harbor; and 18-plus acres on Fleetwood Heights, a central area to the Battle of Brandy Station in Culpeper County, the largest all-cavalry engagement ever fought on American soil.

The department will continue working with private and public organizations and individuals to protect our most significant battlefield lands as the sesquicentennial advances. Governor Kaine's goal to preserve 400,000 new acres of open space in Virginia by 2010 gives particular emphasis to this endeavor.

The renewed interest among Virginia's citizens and communities in our colonial era, spurred by Jamestown, extends quite naturally to the Revolutionary War. Our cover story (p. 47), by historian Dr. Bob Selig, discusses the efforts of more than a dozen localities in Virginia, partnering with the Department of Historic Resources through the cost share program (p. 56), to trace the land and water routes and identify the camps, taverns, homes, and other sites used by the Continental, French, and British armies during the Yorktown Campaign of 1781–82. Historic properties and people affiliated with the Revolutionary War–era are cited as well in these pages that report on the state landmarks register, highway markers, easement, and cost share programs.

While the American Revolution threads through this issue's contents, Virginia's revolutionary approach to historic preservation is revealed in each of the programs profiled, showing why they are models to the nation for effective and cost-efficient preservation. Their success underscores a fundamental precept: Preservation begins with individuals and communities. They drive the process. Thus, while the state may provide leadership and innovative grants or incentives—such as tax credits for rehabilitation projects or easement donations—it is public consensus and private initiative that propels viable historic preservation. In this way, public-private partnering is a hallmark of preservation in the Commonwealth.

For instance, Virginia's rehabilitation state tax credit incentives, among the most progressive in the country, have leveraged $952 million in the renovation of more than 1,200 historic properties, and generated nearly $1.6 billion in *total* economic impact in Virginia since legislation for the credits was enacted by the General Assembly in 1997. This revolution in historic rehabilitation has brought new advocates to preservation including realtors, developers, and business people of all stripes. In addition to the economic benefits, revitalizing our historic communities boosts Virginians' quality-of-life, community pride, and social cohesion.

Recycling buildings and infrastructure through rehabilitation also promotes "green" principals such as reducing energy consumption (represented by the embodied energy in existing structures and materials), using locally or regionally harvested and manufactured construction materials, and cutting landfill waste (by avoiding demolition debris). Historic neighborhoods and downtowns, many pre-dating the advent of automobiles, tend to be pedestrian-friendly communities with established schools, and retail and community centers, often featuring mixed housing stock. As such, these historic communities represent many green attributes of present-day sustainable community design. In this way historic preservation is a natural ally of the green revolution.

In recognition of this alliance, this past year the Department of Historic Resources launched a partnership with Sweet Briar College to develop the Tusculum Institute, which will be housed in the historic Tusculum House—threatened with demolition but recently dismantled for reconstruction on the neighboring Sweet Briar campus. The institute—to be featured in the next issue of *Notes*—will develop educational and community outreach programs and serve as a critical facilitator in the conversation among practitioners in both preservation and sustainability.

Preserving our historic resources remains an ever-pressing challenge, as we consider and provide for our legacy in the context of Virginia's rapidly expanding population. While historic preservation surveys the past, its goals look toward the future. Stewardship is an ongoing process, engaging public and private organizations, business and community leaders, and government officials and citizens in determining what we esteem from our past and desire to pass forward. And from this process, we derive the continuity of community, shared stories, and, above all, sustenance.

Virginia Landmarks Register: 89 New Listings

As the state's official list of sites important to understanding Virginia's culture and history, the Virginia Landmarks Register, established by legislation of the General Assembly in 1966, has recognized more than 2,500 places to date, focusing public attention on Virginia's spectacular historic legacy. The state register covers the full range of Virginia's historic resources—from prehistoric times to, most recently, the 1950s. The VLR features a broad assortment of individually listed buildings, houses, bridges—even boats and a railroad car—and archaeological sites, as well as more than 400 rural and urban historic districts that include any number, variety, or combination of buildings and other resources. This wonderful range of landmarks is evidenced in the recent VLR listings profiled in the pages that follow.

During the state fiscal year 2006-07, the Department of Historic Resources—or technically, its two boards: the Board of Historic Resources and the State Review Board—approved the addition of 89 new properties to the Virginia Landmarks Register. Nearly all VLRs are eventually forwarded to the National Park Service for nomination to the National Register of Historic Places as well. (State and national register nomination forms and criteria are identical.) This represents an impressive pace of activity for the state and national registers, especially when measured against similar activities in other states. The high number of historic resources that the department lists annually explains why Virginia consistently ranks among the top five states nationally for individual properties and historic districts listed on the National Register.

Despite a common misperception that listing a site or building on the register "protects" it, a register listing at the state and national level is strictly an honorary designation; it places no restrictions on what a property owner does with his or her property. For this reason, the program effectively blends public history with the private rights of property owners. The honor conferred to a listed historic property brings it distinction, while leaving the owner unencumbered. Thus, honorary designation attracts owners, or a group of owners in the case of a historic district, and expands register listings through voluntary commitments.

Listing a property draws attention to what is of historic value in a community and increases public awareness about local, state, and national history. Through this means, the register program serves historic preservation by boosting knowledge and discussion among a community's residents, and its business and political leaders about historic resources and about the community's shared historic legacies, as these are embodied in its landscapes and built environments. Cumulatively, register listings inform a community of its irreplaceable historic resources while it moves ahead with planning decisions that will ultimately affect those resources.

The register program also encourages historic preservation through incentives such as the historic rehabilitation tax credits available to owners of properties listed individually or as a "contributing" resource on the VLR and the National Register. In these cases some restrictions—in order to preserve the property's historic integrity—are placed on what the owner may do to the property, according to the requirements of the tax credit program. In recent years, there has been a growing desire among Virginia's communities and individual property owners to list historic districts and individual properties on the registers to open the way for potential tax credit rehabilitations. The register program therefore dovetails with the department's other preservation programs. In addition to historic rehabilitation tax credits (p. 72), for example, the Survey and Cost Share Program (p. 56) supports the register program by assisting communities in identifying eligible properties within a proposed historic district, the first step toward nominating a district to the state and national registers.

Of particular note among recent additions to the VLR reported on herein is the 83,000-acre Southern Albemarle Rural Historic District (p. 15), now the largest historic district in Virginia, and among the largest in the east coast listed on the National Register; Dale's Pale Historic District (p. 9), in Chesterfield County, which captures Virginia's prehistoric Native American and colonial-era history, and the Bermuda Hundred Historic District (p. 7), with prehistoric and colonial-era resources, as well as resources from the Civil War through to the 1940s; and in Frederick County, there is Fort Colvin (p. 19), a landmark associated with the earliest European settlers to the Shenandoah Valley.

Among the listings touching on African-American history, there is in Rockingham County Long's Chapel (p. 23), built for and by a community of freed blacks in 1870; in Norfolk, West Point Cemetery (p. 37), which contains the graves of African-American soldiers who fought in the Civil War and Spanish American War; and in Martinsville, the Fayette Street Historic District (p. 29) represents the city's once-bustling African-American residential and commercial center.

Turning to new 20th-century listings, the role Presbyterianism played in many isolated Blue Ridge Mountain communities is represented by the unique "rock churches" the Reverend Robert Childress built in Carroll, Floyd, and Patrick counties (p. 28). From the mid-20th century, listings reveal the impact of the automobile on American culture; for instance, there is the Holmes Run Historic District in Fairfax County (p. 20), an early but distinct suburb of Washington, D.C., and in Washington County, near Abingdon, the Moonlite Drive-In Theatre (p. 30), one of the few drive-ins still operating in Virginia.

As part of the department's initiative to encourage recognition and stewardship of state-owned properties through listing such sites on the registers, there is the Robert E. Lee Memorial (p. 13) along Richmond's Monument Avenue, one of America's most beautiful urban thoroughfares; also the University of Virginia President's House, on Carr's Hill (p. 17), built in 1909 and designed by architect Stanford White.

VLR profiles are listed alphabetically by each site's name within the region served by the department's corresponding regional office in either Richmond (the Capitol Regional Preservation Office), Stephen's City (the Northern Regional Preservation Office), Roanoke (the Roanoke Regional Preservation Office), or Newport News (the Tidewater Regional Preservation Office). The profiles were compiled and drafted by Dr. Kelly Spradley-Kurowski, a historian in the department's register program. Each profile is based on information taken directly or in paraphrase from its respective nomination form. The nominations are prepared by staff of this department, property owners, local officials, or paid consultants. Each nomination form is available in a PDF format on the department's website (*www.dhr.virginia.gov*), and each one is filled with in-depth architectural or archaeological information and history about its particular resource. The nominations, it should be noted, are wonderful resources for learning more about Virginia's extraordinary history.

Capital Region

Bel Aire

Built around 1825 by James Michie, **Bel Aire** (Albemarle Co.) is a brick Federal-style house on a raised basement, with small additions dating from circa 1860 and 1980. The house is slightly smaller than many of Albemarle's fine country houses, but it displays a unique regional variation of the Federal style, featuring German influences in its façade and a floor plan combining two common styles, a hall-parlor plan in the front and a central-passage plan in the rear. The Michie family, whose original immigrant "Scotch" John Michie was deported to Virginia from Scotland for political insurrection in 1716, became important socially and politically in the county during the 18th century. James Michie, John's grandson, continued the family tradition, serving as county magistrate for 27 years and amassing nearly 1,300 acres, on which he farmed tobacco and other crops, and raised livestock. Michie remained at Bel Aire until his death in 1850, though his children retained the property until 1900, when it was sold to the Dickerson family. The property, currently at 15-plus acres, also contains a family cemetery, and several agricultural buildings.

● The advantageous site along the James River in Chesterfield County where the **Bermuda Hundred Historic District** is situated today appealed both to the Appomattox Indians, who used the location for a principal town during the early 17th century, and to the English, who established Bermuda Hundred as one of their earliest settlements after Jamestown. It became the largest Virginia settlement between 1613 and 1617, as well as the location of the first incorporated English town, where private land tenure was allowed for the first time under the Virginia Company, largely through the efforts of Sir Thomas Dale, Virginia's Lieutenant Governor. Bermuda Hundred was also the home of Pocahontas and her husband John Rolfe for a time, and may have been where Rolfe experimented with the tobacco variety that became the backbone of the Virginia economy for 300 years. The town became an important location for mercantile activity and an official port of the colony in 1691. It flourished in this capacity until 1940—when the last store, post office, and ferry shut down—and even competed with Richmond for serving as the state capital in the 18th century. Today it is a quiet village off the major routes of transportation, retaining much of its historic appearance in a small collection of buildings.

The current appearance of the **Boxley Place** (Louisa Co.) is that of a brick Colonial Revival–style house, dominated by a monumental entrance portico with Ionic and Tuscan columns, and featuring large side and rear additions. However, this is its second incarnation. The original house, built in 1860, was a frame Italianate/Greek Revival–style dwelling with a modest one-story porch, built for a local dentist, Dr. Edwin Lee Smith. In 1918 Richmond architect D. Wiley Anderson remodeled it into the popular Colonial Revival style for Bruce and Ethel Boxley. The elaborate Boxley Place is one of Anderson's three designs in

Boxley Place

Louisa, joining the Louisa County Courthouse, and a smaller and less ornate residence, and is in the style for which he is most well known. It showcases elements typical of his Colonial Revival designs, such as the large portico and dominant dormers. Presumably, the Boxleys became familiar with Anderson's work after he received recognition for his 1905 design of the courthouse, and commissioned him shortly thereafter to redesign their home. The house, with its outbuildings, is being restored by the great-granddaughter of Ethel Boxley.

The **Broad Street Commercial Historic District (boundary increase)** is located in Richmond's central business district, encompassing what was the hub of the city's late 19th- and early 20th-century retail development. Though the buildings date from 1852 to 1970, the majority were built between 1880 and 1930. This boundary increase includes two half-blocks of similarly dated buildings, exhibiting late 19th- and early 20th-century revival and vernacular commercial styles. Collectively, they help to illustrate the pattern of urban development experienced in the city, when late 19th-century residential areas were given over to commercial development.

● The **Brook Road Jefferson Davis Highway Marker** is one of 16 markers in Virginia erected along the Jefferson Davis Highway between 1927 and 1947 as a memorial to Jefferson F. Davis, first and only president of the Confederate States of America. The markers were paid for and erected by the United Daughters of the Confederacy, an action replicated in other former Confederate states to designate a cross-country route from Arlington to San Diego as the Jefferson Davis Highway. The Davis highway in Virginia follows U.S. 1, running from the Potomac River Bridge in Arlington through Fredericksburg, Richmond, Petersburg, and to the North Carolina border, a total of 235 miles. The Brook Road marker was dedicated on June 3, 1927; only days before—on May 27—the Jefferson Davis Highway had been officially opened. The marker is placed near the location of the northernmost outer defenses of the city, erected during the Civil War.

Richmond's **Carver Residential Historic District (boundary increase)** is composed primarily of late 19th- to early 20th-century residential, commercial, and public buildings. Although the Carver area experienced its first residential development in the 1840s and 1850s, the majority of buildings in the district were constructed during a period of rapid economic growth that took place in Richmond between the 1880s and early 1900s. The boundary increase includes one building, the T&E Laundry Company Building, which represents the industrialization of land that occurred at the southwestern corner of the district in the early decades of the 20th century. By constructing an additional laundry facility in the working-class Carver neighborhood, the T&E Laundry Company was well positioned to attract employees. The building is composed of five distinct sections, embodying five building campaigns beginning in 1915, and nearly a century of utilitarian construction.

Apartments at Chamberlayne Gardens

Richmond's **Chamberlayne Gardens** is an apartment complex constructed 1945-46 by Norfolk architect Bernard Betzig Spigel. It is the oldest apartment complex built in Richmond through the assistance of the Federal Housing Administration in its drive to provide affordable housing after World War II for the rapidly expanding urban middle class. Chamberlayne Gardens is a particularly good example of garden apartment design, which became more popular in the late 1930s and 1940s. The complex showcases many distinctive characteristics of garden apartment design, including central courtyards and the use of abundant natural lighting indoors. Of the FHA-funded apartment complexes constructed in Richmond, Chamberlayne Gardens was the largest, covering two full city blocks, and it retains much of its late 1940s fixtures and character. It is now one of Richmond's few remaining testaments to the important and influential demographic changes that occurred following World War II.

Located on the old road between the Hanover Courthouse and Mechanicsville, **Cool Well** is a small, Tidewater-style house that effectively evokes this part of Hanover County's historic connection to the Tidewater region. The house was constructed for Benjamin Hazelgrove in 1834-35, a former militiaman and tavern operator from 1827 to 1838. Though it cannot be proven that he operated his tavern at Cool Well between the time

of its construction and the issuance of his last tavern operator's license in 1838, the house's location on a main road would have lent itself to that use. Its most significant feature is its collection of mantels, which link it stylistically with five nearby houses, suggesting that they were made by the same builder. This once-common type and period of house is now rare in Hanover County, having fallen to the increasing development pressure. Cool Well thus endures as a rare survivor of Hanover's rich historical past.

Typical of many Virginia courthouse towns, the resources of the **Cumberland County Courthouse Historic District** reflect the slow growth of the courthouse village as it gained importance as a regional commercial center for a rural area. It developed from a small hamlet after its establishment as the county seat in 1777, to a thriving community by the mid-20th century. Development centered on U.S 60, the main transportation route through the village. The construction of a new courthouse accompanied the village's status as county seat, though this courthouse burned soon after, in 1783. It was replaced by the current brick courthouse between 1818 and 1821. Notably, the county records are complete back to its formation in 1749. A variety of architectural styles can currently be found throughout the village, including Federal, Greek Revival, Queen Anne, and Jefferson-influenced Roman Revival styles. The oldest building in the district was built in the late 18th century. The early 19th century saw steady development, with a more intense period occurring in the late 19th to early 20th centuries following the construction of part of the Farmville and Powhatan Railroad.

● The **Dale's Pale Archaeological District**, in Chesterfield County, is a collection of four county-owned archaeological sites, constituting a vitally important area in our nation's early history. The district's name alludes to one of those sites, the location of a defensive palisade built by Sir Thomas Dale in 1613 around the original settlement at Bermuda Hundred, which he founded. This berm-and-ditch feature is two miles in length, running between the high banks overlooking the James and Appomattox Rivers; it accords with Ralph Hamor's 1614 account of the palisade, also called a pale. The pale was periodically reused during the colonial period as a boundary ditch, and is still used today as a property boundary in some areas. The other sites within the district include a Middle Woodland Period (500 BC–AD 200) settlement, and a late 17th- or early 18th-century house with its associated dump. Taken together, the district's sites present an extraordinarily rich collection of material with the potential to provide information about defense, community organization, and subsistence in some of the earliest periods of Virginia's history.

Cumberland County Courthouse

DeJarnette's Tavern

DeJarnette's Tavern (Halifax Co.) is considered to be the most unchanged 18th-century tavern in Virginia. Built in the late 1700s, it was named for Daniel DeJarnette, the son of James Pemberton DeJarnette, whose Huguenot family had fled France in 1685. According to legend, Daniel won the tavern in an arm wrestling match. In addition to a tavern, the building has served as a stage-coach station, mustering place for Civil War soldiers, and the meeting site for an aborted 1802 slave revolt. The wood-frame building features a distinctive recessed entry porch, and the first floor is arranged in a typical tavern floor plan with large communal spaces. The second floor is arranged more appropriately for a living space, suggesting that the DeJarnettes lived in the building while it served its community functions. The property also has two tobacco barns, a chicken coop, and a log granary. The tavern remained in the DeJarnette family for six generations, and was occupied until 1978, when Lawrence DeJarnette died. Despite no longer operating as a tavern, in later years, the DeJarnettes still used it as a community gathering place for Saturday dances with local musicians.

As the City of Richmond expanded and the demand for gas and water service grew in the early 20th century, the **Department of Public Utilities Howard Road Facility** was constructed to meet that need. It is representative of Richmond's rapid development at this time but is also significant for its distinctive architecture. Built in 1927, the design of the main meter repair building points to that era's development of a new aesthetic in industrial architecture for utilitarian buildings. Its striking, visible concrete structural grid and brick curtain walls were designed by engineer Kenneth M. Adelstein, an employee of the Department of Public Utilities. The combination of the expressed concrete frame and brick curtain walls with a gable roof is unique among Richmond's industrial architecture. There are six additional historic buildings on the property, the earliest built in 1925, and though none display the same design as the meter repair building, two

Dept. of Public Utilities, meter repair building

Elk Hill

others were built of brick. The complex was sold in 2007 to Seven Hills School, and it will be used for educational purposes.

The **Duke House**, in rural Louisa County, is a fine example of a well-built, late 18th-century rural dwelling that is now rare. Built about 1792, the one-and-a-half story house features handsome interior woodwork, including a full-height paneled chimney piece in the parlor, as well as built-in corner cupboards. The house was once part of the vast landholdings of Cleavers Duke Sr., whose family remained on the property until 1825. Under the Duke family and the immediate subsequent owners, the property was used for general farming purposes, though under the mid-19th-century owners, it was transformed into a tobacco plantation, worked at one point by more than 30 slaves. A one-story kitchen wing was likely added in the early 20th century. The property also contains a former workshop and a small cemetery, containing one historic grave marker, though other unmarked graves may be present.

The original portion of Nelson County's **Elk Hill** was built between 1790 and 1810, but what appears today as a two-story house with a central hall is the result of a series of 19th-century additions and a major 1902 remodeling. The exact appearance of the original house is unknown, but it was probably one-story with end chimneys and an asymmetrical hall-parlor plan. A major Greek Revival renovation took place circa 1825, but the current appearance, including the grand entrance portico, was introduced in 1902. The architectural evolution of the house, reflecting increasing prosperity and changing trends in design and technology, is mirrored by the rich agricultural resources on the 138 acres, including an 18th-century smoke house and tobacco barn, 19th-century chicken house, outhouse, and crib barn, and early 20th-century garages. There are also ruins and foundations of other 18th-and 19th-century buildings, lending potential archaeological significance. One of the earliest extant farms in Nelson County, Elk Hill is an excellent example of regional agricultural and architectural evolution, for which it is currently being developed for education in conservation and environmental stewardship.

At first glance, **Eubank Hall** (Lunenburg Co.) appears to consist of two buildings: an 18th-century building with a later and larger mid-19th-century addition. Upon closer inspection, however, the house and its development are more complex. The origins of Eubank Hall were humble. Built sometime during the 1790s, the original structure is a simple square dwelling, with a two-story addition in the early 19th century, and a more substantial

Eubank Hall

two-story addition in 1846, giving the house its current L-shaped plan and appearance. It stands as an interesting example of period craftsmanship of the late 18th and 19th centuries, with features such as the multiple Jacobean chimney stacks. The builder of the original structure was John Eubank, an English immigrant who fought with the rebel forces in the Revolutionary War, and became a successful farmer after the war's completion. The house and property have remained in the Eubank family since then. Eubank Hall serves as an important example of vernacular, or "folk" architecture, displaying some high-style elements adapted to the particular needs and tastes of the owners.

Forest Hill

Like many houses in Virginia, **Forest Hill** (Amherst Co.) began its existence as a small vernacular house, but was enlarged to its present size and given stylistic details, in this case Federal Style characteristics such as the graining on the interior woodwork and the fanlight above the front door. The original 1803 section was enlarged in 1816 by then owner William Macon Waller, a prominent county resident, who held the positions of justice of the peace, school commissioner, sheriff, and delegate to the Virginia legislature. Waller, who gave the property its name, amassed approximately 1,200 acres during his lifetime, worked by approximately 45 slaves. He had 12 children by two wives; the first wife, Elizabeth Mutter, died not long after they moved to Forest Hill, but his second wife, Sarah Armistead Garland, lived on the property after Waller's death in 1849. After her death, the Waller family retained the property until 1921. The current 200 acres contain numerous dependencies, including 19th-century agricultural buildings, early 20th-century storage buildings, and possible archaeological remains of a family cemetery as well as slave quarters. Together with the house, they effectively convey their association with a prominent 19th-century Amherst County landholder and citizen.

● The **Kippax Plantation Archaeological Site** is located just below the fall line of the Appomattox River in Hopewell. This location has made it appealing for settlement from the Archaic period to the present, providing valuable information about several periods and cultures. Many Archaic and Woodland period (8000 B.C.–A.D. 1600) artifacts have been found, though no structures have yet been identified. The site is best known for its

colonial-period occupants, the Bolling and Bland families, and its connection to Jane Rolfe, the granddaughter of Pocahontas, who may be buried on the site. Archaeologists have found the remains of at least four colonial-period structures: a late 17th-century house; a late 17th- or early 18th-century slave quarter; an 18th-century brick house, and another 18th-century outbuilding. They may contain information about colonial trade and mercantilism through the activities of Robert Bolling, a major early land owner, planter, and trader, who married Jane Rolfe, and about the early history of slavery in Virginia. Overall, artifacts have been found ranging from these early trade goods right up to the mid-20th-century dairy operations of the Heretick family.

■ Richmond's grand Monument Avenue began with the unveiling of the **Robert E. Lee Monument** on May 29, 1890. The equestrian statue by French sculptor Marius Jean Antonin Mercié was intended to memorialize Lee's military accomplishments but came also to portend the emergence of the South from the difficulty of Reconstruction. Mercié's design is of outstanding artistic quality, a masterpiece of French academic sculpture. Its site west of the city was also intended to encourage the growth of a prestigious neighborhood in a previously underdeveloped area. The erection of the statue followed a nearly two-decade long series of campaigns to raise funds and select a design, but its presentation to the public resulted in the largest gathering in Richmond up to that time since the inauguration of Jefferson Davis as president of the Confederacy in 1862, with as many as 150,000 participants. The monument provided a physical icon for the cult of the "Lost Cause," and has come to symbolize the changing image of Lee in the American mind, as well as the development of Monument Avenue as a cultural landscape of national significance.

The **boundary increase** of Richmond's **Manchester Residential and Commercial Historic District** includes 12 residential buildings constructed between 1900 and 1929 that illustrate the area's growth in the late 19th and early 20th centuries. The entire district demonstrates the development of this community from the late 18th century to the mid-20th century. These new additions highlight exceptionally well the later period of the development, when the area of Manchester was incorporated into the City of Richmond. Architectural styles represented include Craftsman, Colonial Revival, Italianate, and Queen Anne.

The main house at **Mechum River Farm** (Albemarle Co.) is an excellent example of an early 19th-century simple hall-parlor, or two-room dwelling, stylistically updated and enlarged to a

Lee Monument

Mechum River Farm house

Gothic Revival house in the mid-19th century. The original section was probably built about 1820 by an unknown owner but renovated in 1850 by John Burch, a professional brick mason. Altered to the then-popular Gothic Revival style, featuring typical characteristics such as the central cross-gabled roof and pointed-arch windows, the house provides evidence of the pervasiveness of architectural pattern books and how they were used to stylistically update simpler dwellings. Though there is no definitive evidence that Burch had access to pattern books such as those by architect Alexander Jackson Downing, the house represents many of the simple and efficient theories presented in his books. The picturesque style was thought to blend particularly well with small, rural houses like Mechum River Farm. The house was altered further in 1920, when a single-story addition was built on the rear. Various dependencies exist, including an 1820 summer kitchen and smokehouse, and an 1850 barn, as well as other agricultural outbuildings and the Burch family cemetery.

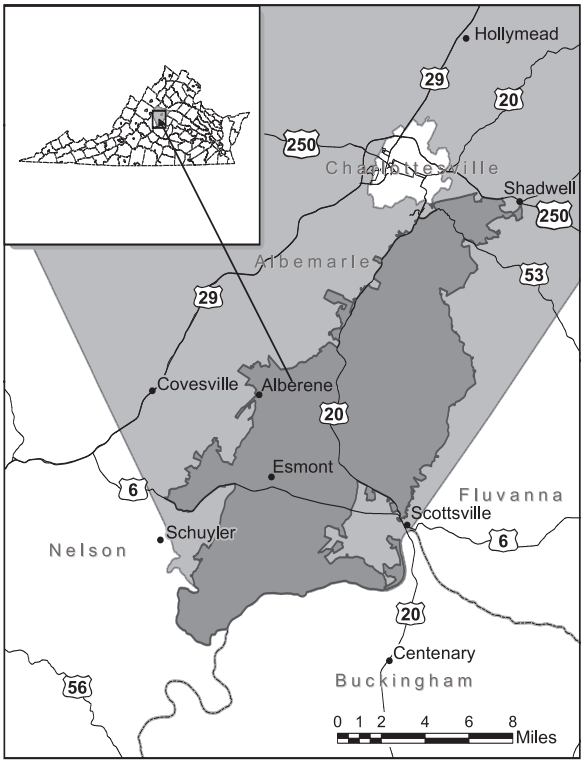
Pocahontas Island HD, Jarrett House

● The **Pocahontas Island Historic District**, located on the north side of the Appomattox River in Petersburg, is an African-American community dating from the mid-18th century with evidence of earlier Indian occupation. The street grid is virtually identical to the one laid out about 1749. Pocahontas Island's buildings demonstrate the evolution from a typical white-dominated river town to a largely African-American residential and commercial neighborhood during the first half of the 19th century. Petersburg had the largest free-black population of Virginia's cities, and more free blacks lived in Pocahontas than in any other part of Petersburg. At least two dwellings survive from the antebellum period to reflect that story. The district also contains an abundance of archaeological sites that illustrate the scope of Pocahontas Island's history from prehistoric times through the 20th century. Today, a quiet residential neighborhood where many of the residents are descendants of the earlier free blacks, Pocahontas Island continues as a representative of the African-American community in Petersburg and their long involvement in the history of this city.

Tredegar Iron Works was the predecessor of **Richmond Locomotive and Machine Works**, which grew to become a nationally known manufacturer of steam locomotive engines and an integral part of the industrial landscape of the City of Richmond. The plant produced hundreds of steam engines, which were then shipped out to meet the demands of public and private interests across America as well as several countries in Europe, Asia, and the South Pacific. Following its 1901 merger into what became the American Locomotive Company (ALCO), the Richmond Works continued to manufacture cutting-edge machines, including some of the biggest locomotives ever constructed, for distribution and use around the world. Although less than three decades would pass before the invention of the diesel engine signaled the end of the steam industry, the Richmond Works continued to produce specialty parts under contract to ALCO for many years. The site remained in use until late 2006, most recently as a specialty steel fabrication plant, maintaining its industrial character.

● **Saint Catherine's School** (Richmond), Virginia's oldest school for girls, was developed in 1890 by leading educator Virginia Randolph Ellett, and was first known as the Virginia Randolph Ellett School for Girls. Ellett, the school's first headmistress, stayed on to teach English after she left her original post in 1917. She is credited with having a larger influence on the education of women than anyone in Virginia. The school moved to its current location in 1917, and was architecturally complete in 1953. It was incorporated into the system of Church Schools in the Episcopalian Diocese of Virginia in 1920, so Ellett renamed it Saint Catherine's in honor of the patron saint of philosophers, scholars, and young women. The campus was laid out by Hobart Upjohn in 1921, though its earliest buildings were designed by architect Duncan Lee in a Tudor Revival style. These have now been demolished, and the remaining campus is an exceptional collection of Georgian Revival buildings. Landscape architect Charles Gillette collaborated with Upjohn to design the green space in 1937. Saint Catherine's School continues to fulfill its educational mission today, while maintaining a clear sense of its history through its architecture and landscaping.

Saint Catherine's School, Bacot Hall



Southern Albemarle RHD (Map: C. Wright, DHR)

● Settled largely by wealthy Tidewater Virginians as they pushed into the colony's western frontier in the 1720s, the 83,000-plus acres of the **Southern Albemarle Rural Historic District** initially developed slowly. Large land patents, fertile soil, and a primarily slave-driven agricultural economy based on tobacco production inspired initial European settlement in the region. Settlement patterns were strongly tied to transportation routes including waterways, early roads, canals and turnpikes, creating an intricate system that remains primarily intact and continues to affect modern circulation and growth patterns. The resulting settlement patterns included distinct plantations and farmsteads as well as scattered rural villages, tied to both river trade and overland travel. The district's history, associated with Thomas Jefferson, James Monroe, descendants of

both Robert "King" Carter and John Coles, and Lottie Moon, among others, and its architecture, ranging from high-style mansions to small farm buildings, represent the gradual shift from agricultural dominance to a diversified, broad-based economy. The district includes properties such as Monticello, Ash Lawn, and many important Colonial Revival–period houses, as well as archaeological sites illuminating colonial as well as Native American history. Southern Albemarle is the largest historic district in Virginia.

Speed the Plough's nearly 300 acres in Amherst County, with an 1850 brick house and collection of farm buildings, is an excellent example of the progression of Virginia's agricultural economy from the later 18th to the mid-20th century. The farm originally grew tobacco and grains, and as many as 14 slaves worked there in 1860. In the early 20th century, the Dearing family, for whom the Greek Revival–style main house was built, switched to fruit production, and eventually raised cattle. The Dearing family cemetery and two African-American cemeteries are on the property, and buildings formerly used for agricultural purposes include a springhouse, barn, and chicken house. Some of these buildings are now used as residences. The farm's name derives from a 15th-century English phrase that wished one prosperity or success; it was used by 1850 when William Alexander Dearing purchased the property. The Dearing family retained the property until 1915, when it was purchased by the Montrose Fruit Company.

Spring Bank (Lunenburg Co.), known also as Ravenscroft and Magnolia Grove, was built in 1793 for John Stark Ravenscroft and his wife, Anne, a member of the Burwell and Carter families, Tidewater Virginia gentry. It has a five-part, or Palladian plan—the only such example in Lunenburg County—featuring a two-story central block and flanking one-story wings. It was the work of two well-known Lunenburg craftsmen: carpenter John Inge and mason Jacob Shelor. The property had been part of the vast landholdings of Colonel Lewis Burwell, Anne's father, and represents early settlement in the area by one of Virginia's oldest and most widely connected colonial families. Armistead Burwell, Anne's grandfather, originally patented over 3,000 acres when the county was formed in 1746, 610 of which were sold to Ravenscroft for the building of the house. Ravenscroft, born in 1772 in Prince George County, attended schools in Scotland and England, and later enrolled at William and Mary, where he earned the nickname "Mad Jack." His family had strong ties to the Anglican Church, and he would later become the first Episcopal Bishop of North Carolina, serving from 1823-30.

Spring Bank

Sydnor Log Cabin

● The **Patrick Robert "Parker" Sydnor Log Cabin** was built probably in the third quarter of the 19th century. A simple structure, it achieved great significance to several generations of African Americans in Mecklenburg County. Originally on land that was part of Prestwould Plantation, the cabin was sold out of the Skipwith family in 1884, and then to Lovice "Vicey" Skipwith in 1888, a former slave at Prestwould. It subsequently became a homeplace for several African-American families, and became representative of those formerly enslaved families who, when freed, established themselves as tenant farmers on or near their former plantations. Broadly, it is tangible evidence of the post-slavery economic progress experienced by former slaves, and specifically of the newfound financial and personal freedom African-American women experienced during Reconstruction. During the 1930s and 1940s, the cabin was also the home of Parker Sydnor, a well-known African-American tomb-

UVA President's House, Carr's Hill

stone carver, whose business thrived through the extensive network of African-American churches and funeral parlors in the area.

Tinsley Tavern has long been known as a drover's tavern, situated along the major road through Goochland County over which herds of cattle and sheep were driven in the 1800s. Drovers' taverns could accommodate pens for livestock being driven to market, and often provided social diversions for the drovers as well. The extent to which drovers used Tinsley Tavern is unknown, though the 1820 John Wood map of Goochland County shows three taverns along the Charlottesville-to-Richmond stage road, and Tinsley Tavern is one of them, located west of the county courthouse. The two-story building was constructed in 1802, with a 1902 kitchen addition. Strategically located on an important cross-county route, its size and form suggest that it was used as both a dwelling by the Tinsley family and a tavern. Following common practice, the tavern was operated by John Tinsley's widow, Ann, until her death in 1836, when it passed to Ann's daughter Eliza Pryor Royster. It passed out of the Tinsley family in 1857.

Tinsley Tavern

■ The striking, Colonial Revival–style **University of Virginia President's House** (Albemarle Co.), located atop **Carr's Hill**, was completed in 1909, and embodies the 1905 shift in university administration from Thomas Jefferson's original vision of governance by collective faculty members to that by a university-wide president. The house was begun by architect Stanford White, of the firm McKim, Mead, and White, who had also been commissioned to design and implement the first campus master plan after the Rotunda fire of 1895. After White's unexpected death in 1906, the house was completed by the firm, primarily under William M. Kendall, with design suggestions from the first university president, Edwin Alderman, and his wife. The building has housed seven university presidents, who have collectively overseen the university's academic, architectural, and social incarnations. There are four associated historic buildings on the property, including three used for student housing before the construction of the President's House and the carriage house, completed in 1908. The landscape, including the visually prominent position atop a large hill just north of the Rotunda and President Colgate Darden's 1930s azalea garden, also contribute to the property's historic character.

Northern Region

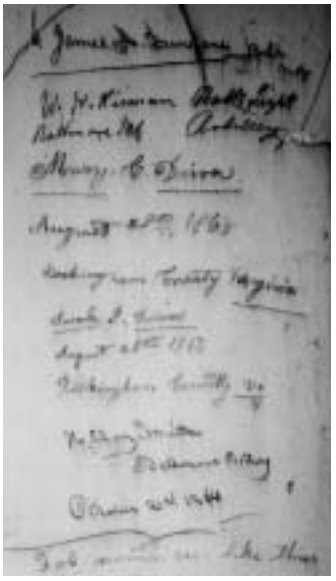
Bon Air (Rockingham Co.), also known as Bear Lithia, was built around 1870 for Adam and Susan Bear. The house is a combination of Italianate and Greek Revival styles, and sits next to Bear Lithia Springs, a water source acquired by the Bear family in 1791 but currently owned by the Town of Elkton. Adam and Susan Bear hosted guests who partook of the spring water, but also leased the spring to parties who shipped water out via a specially constructed rail spur. Besides the main house, the property contains a 19th-century meat house, though there were likely other outbuildings, especially as Bear was known to be a slaveholder. In addition to marketing his spring water and providing lodging for those who wished to imbibe it, Adam Bear was also a farmer, and after the Civil War, he expanded his business even further with the purchase or construction of at least three grist and saw mills. The Keiser family, who bought Bon Air from the Bears' grandchildren, continued to provide lodging for those visiting the spring possibly as late as the 1950s. The spring was covered by a concrete enclosure in the 1960s and now supplies water to Elkton, as well as directly to Bon Air.

Bon Air

The **George Chrisman House** (Rockingham Co.), a 1787 Federal-style dwelling, is an outstanding example of Shenandoah Valley vernacular architecture with characteristics of both late 18th- and 19th-century design and fashion. The development and cultivation of the original grant of 376 acres of land by his father allowed George Chrisman to begin a life for his family in the fertile Shenandoah Valley. On this land, he was able to cultivate a variety of crops and livestock on a small scale in the beginning, while growing toward a more complex agricultural system that relied on as many as 15 slaves. Future Chrisman generations enhanced the agricultural output of their farm with the introduction of new livestock breeds. The Shaver family, who bought the property in 1829, constructed a gristmill on the property in 1830, which exists in ruins today. While the property has been reduced in size over the years, it still reveals much about the agricultural settlement patterns, agricultural evolution, and architectural traditions of an Upper Shenandoah Valley farm of the late 18th, through the 19th and 20th centuries.

George Chrisman House

The main house of the David and Catherine **Driver Farm**, located near Timberville in Rockingham County, was built circa 1845 in the Greek Revival style. It was updated in 1880, with the remodeling of the front portion of the T-shaped plan to reflect Victorian architectural details popular at the time, such as the central front gable with bull's-eye window and bay windows flanking the entrance. The rear portion of the house remains virtually unchanged from the original style. The Drivers were successful farmers, as evidenced by an impressive collection of outbuildings, including several agricultural buildings and a tenant house that may have been used for visiting family members



Signatures, including several of Civil War soldiers, on a bedroom wall at Driver Farm house.

Side view of house at Driver Farm

rather than laborers. Its most significant outbuilding is an 1839 barn, a rare survivor of Union General Sheridan's Shenandoah Valley Campaign of 1864, when most barns were burned. That this one was not may testify to the success of the Driver family at persuading Union troops to spare their barn. Driver family economic success can also be seen at the main house, with its 1880s indoor plumbing that relies on a gravity-fed and wind-powered system, the only such known system in the county.

Since its construction in 1835, the **Edom Store and Post Office** has stood at the center of life in the village of Edom in Rockingham County. The brick building was erected for merchant and mill owner John Chrisman, who also lived with his family in part of the building. Chrisman bought the land for his store in 1822, and the original building is thought to have stood north of the current building. He also operated the Edom Mill, which along with the store and post office building, constituted the heart of the tiny village. Even after the Civil War, the village did not experience much growth; in fact, the village's current form is nearly identical to that noted on an 1885 map, which shows only the store, mill, a blacksmith shop, doctor's office, and a handful of other buildings. Edom Post Office, a name in use by the 1850s, was the successor to the Linville Creek Post Office established in 1826, of which John Chrisman had been postmaster. Chrisman died in

Edom Store and Post Office

1846, but the store and post office continued under subsequent owners, until the post office ceased operation in the 1930s.

● **Fort Colvin** (Frederick Co.), built circa 1750 on the banks of the Opequon Creek, is a rare surviving example of 18th-century colonial architecture in the Lower Shenandoah Valley. A representative of architecture commonly found in the Ulster region of northern Ireland, it is believed to have been built by some of the first European settlers in this area of Virginia. Local legend holds that the house was built as a settler's fort by Gen. Joseph Colvill. The settlement to which the house belonged was the first multi-ethnic settlement established west of the Blue Ridge in Virginia, containing 22 households of Scots-Irish and German settlers, and may have served as the

basis for settlement in the remainder of the Lower Shenandoah Valley. Though other houses of this period survive, Fort Colvin is unique in that it retains characteristic form and architecture, such as the small, one-and-a-half story rectangular design, with a central stone chimney. Fort Colvin thus presents the opportunity for further study into the early European settlement of this area, both through the traceable influences on its architecture and the archaeological potential of its surrounding land to inform historians about early farmstead life in the Valley. In June 2007, a preservation easement was placed on the property (p. 63).

The result of a complicated construction history, the main house at **Green Garden** (Loudoun Co.) began as a brick mill manager's house about 1833. This section now serves as the rear portion of a later addition and houses the kitchen. The main block was built about 1846, as a Greek Revival–style house. The rear addition connected to the original house was built in 1856, and in 1921 another addition was built on the end of the original house, and a two-story porch was added to the 1856 addition. The current main house from 1846 displays fine detailing, notably the striking Chinese-Chippendale-style balustrade on the flat roof of the entry porch. The builder of the original house was Jesse Richards, operator of the Green Garden mill. The property saw several skirmishes during the Civil War, and served as a hospital and safe house for Mosby's Rangers, two of whom were Richards's sons. The main house is supported by several 19th- and 20th-century outbuildings, and the 34-acre property retains its historic view and setting, perpetually protected by a conservation easement.

Green Garden

Planter John Gunnell built his Greek Revival–style house in 1851–52 on land acquired by his father, William Gunnell III, in 1791. The property remained in the ownership of descendants until

John Gunnell House

1946. The two-story, T-shaped house, covered with weatherboards and built on a brick raised—or English—basement, is one of the last surviving dwellings of this form and style in Fairfax County. The interior of the **John Gunnell House** boasts a notable central dogleg staircase, paneled doors, fine woodwork, heart-of-pine floors, and plaster, many of the materials being original to the house. One 1920s outbuilding, built over an icehouse believed to be contemporary with the house, exists on the property. Gunnell's ancestors, among the earliest European settlers in what is now Fairfax County, rose from indentured servitude to positions of wealth and power. The John Gunnell House exemplifies, through this long tenure by a single prominent family, the transition of agriculture in the Upper Potomac area of Fairfax County, from frontier subsistence to large plantations worked by slaves, to small family farms.

The **Holmes Run Acres Historic District**, a suburban housing development constructed between 1951 and 1958 in Fairfax County, was dramatically different from most other housing developments of the 1950s in Northern Virginia. The modern-style dwellings and the design of the neighborhood in Holmes Run Acres marked a departure from the more prevalent colonial-style postwar subdivisions. The developers, brothers Gerald and Eli Luria, created a subdivision with affordable houses that took advantage of the natural terrain by blending into the surroundings. The Lurias hired architects Nicholas Satterlee and Donald Lethbridge to design small, inexpensive, houses consisting of standardized features and modules that made the buildings adaptable to fit the needs of the architects and the homeowners, as well as the landscape and building codes. Influenced by the principles of Frank Lloyd Wright's Usonian dwellings, the architects designed the houses in a modern style, featuring

Holmes Run Acres HD

open plans, plywood panels, fixed glass, and sliding windows. The dwellings, staggered along heavily wooded lots to give maximum privacy, embody a new modernism during a time when the Ranch and Colonial Revival styles were much more popular in most suburban communities nearby.

Home Farm (Loudoun Co.) is a well-preserved farmhouse, which has evolved over several periods of construction. Originally a two-story, L-shaped, log-and-stone "patent house," it was built in the mid-18th century in fulfillment of the Land Patent granted by Lord Fairfax to ensure settlement of this area of Virginia. It was probably built by Quaker businessman and surveyor John Hough, a contemporary of George Washington, but it would see several changes over the next 100 years. In 1810, George Nixon, another Quaker, added a two-story fieldstone section on the north end of the log house; in 1830, owner Peter Cost built a two-story frame section; and in 1930, owner Milton Robinson built another frame addition to house a kitchen. Its numerous changes have created a uniquely evolved building that demonstrates several methods of construction and represents the historical circumstances of the various construction periods. The original log and stone section is one of very few houses in Loudoun County still remaining from the Land Patent period. Now only on eight acres, the property also contains 19th- and 20th-century outbuildings, and its historic setting.

Home Farm

The **Homestead Dairy Barns** (Bath Co.) complex was built by the Virginia Hot Springs Company in 1928 just outside of the village of Warm Springs to support the operations of the nearby Homestead resort. The seven buildings of the complex display elements of both the Colonial Revival and Craftsman styles in appearance and detail, and are arranged in a manner reflective of dairying practices in the second quarter of the 20th century. The complex is anchored by the Main Barn, with its attached, tiled double silos. Radiating outward are a Bottling Building, Milking Barn, Calving Barn, and Ham House. A Herdsman's Cottage and Bull Barn are located on the other side of the main farm road. All of the buildings are predominantly clad in stucco, and

Main Barn Homestead Dairy Barns

the trim on each building is painted dark green, producing a visually striking and cohesive grouping. The Homestead resort catered primarily to Europeans who came to "take the waters," or imbibe the spring water commonly thought to have curative properties. The dairy ceased operation in the 1970s, when government regulations and operating costs became prohibitive. While in operation, the complex's appearance contributed to the idealized landscape created by the resort's owners.

Kite Mansion

The visually prominent **Kite Mansion** is the finest example of the mid-20th century Colonial Revival style in the Elkton area in eastern Rockingham County. Deeply set back from U.S. 33 by a terraced lawn and framed by evergreen shrubs and trees, the two-story brick Kite Mansion dominates its site. The house is the work of a studied amateur architect, William Edgar Kite, a pharmacist by profession, whose ancestors were among the original settlers in Elkton. The most notable exterior feature of the 1948 Kite Mansion is its two-story portico, reminiscent of the Early Classical Revival style based on Roman precedents, as interpreted by Thomas Jefferson at the University of Virginia. The Kite Mansion also features intact original interior finishes, including the woodwork, bathrooms and kitchen, as well as period wallpaper throughout the house. However, Kite did not seek to create a pure copy of Jefferson's work, so he blended the Classical style with 20th-century forms, such as the main block of the house with its flanking attached garages.

■ Interest at the turn of the 19th century in improving Virginia's transportation infrastructure prompted the General Assembly to charter dozens of private companies to construct and maintain turnpikes, canals, and railroads. The **Little River Turnpike Bridge** (Loudoun Co.) was begun in 1826 by the Little River Turnpike Company (LRTC), which was chartered in 1802 to establish "a Turnpike Road from the intersection of Duke Street in the Town of Alexandria with the south west line of the District of Columbia to the ford of Little River," a distance of approximately 34 miles. The LRTC completed the road by 1811, and in 1817 stated its objective to spend surplus funds on "the reducing of the Hills and erecting permanent Bridges over the streams of water crossing said Road". The Little River Turnpike's crossing of the Little River in Loudoun County with the 108-foot-long, two-arch fieldstone bridge was an essential part of its function and identity. While the assets of the LRTC ultimately were

Little River Turnpike Bridge

transferred to county administration and finally to the state as U.S. 50, the Little River Turnpike Bridge at Aldie today constitutes the most prominent surviving element of the turnpike.

Located on three acres of land in Loudoun County, **Locust Grove** is an evolved farmhouse of native fieldstone primarily built in two periods, 1817 and 1837. The house and collection of outbuildings exemplify the rural development of the county during the 19th century and well into the 20th century. The property was in the possession of just two Loudoun Quaker families, the Taylors and the Nicholses, for over 150 years. Each generation altered the house to make it livable and comfortable, while preserving much of its original architectural quality and character. The property is also closely associated with the development of farming practices during its lifespan. Livestock farming and grain cultivation were the main activities in the 19th century, though dairy farming continues to this day. In the surrounding fields, the Loudoun System of farming was practiced, which involved the application of locally ground plaster to the fields. Its remaining outbuildings include a barn, a springhouse, an early garage, a stone watering trough, and a stone chimney, once part of a domestic building.

Locust Grove

● **Longs Chapel** is an 1871 church and schoolhouse that served the former African-American community of Zenda and the surrounding countryside in Rockingham County. The simple frame building features a small belfry and an apse addition. Originally affiliated with the Church of the United Brethren, the chapel was built under the direction of a white farmer and Brethren named Jacob Long. The chapel also served as the Athens Colored School during its early years, and it was here that celebrated Harrisonburg educator Lucy F. Simms first taught beginning in the 1870s. It is the only known extant building where Simms taught. By 1882, the chapel had ceased its educational use, as a purpose-built school had been constructed nearby. However, it contributed to the important period of African-American education

Longs Chapel

in the early years after Reconstruction. Behind the chapel lies a cemetery that contains gravemarkers ranging in sophistication from uninscribed fieldstones to stylish marble obelisks carved by professional stonecutters. After a long period of abandonment, the chapel and cemetery are now in the early stages of rehabilitation by the Longs Chapel Preservation Society, which has also published a book about the community's history, entitled *Zenda, 1869–1930, An African-American Community of Hope*.

● The **Marshall Historic District** (Fauquier Co.) is significant as a remarkably intact and thriving community with resources dating from the late 18th century to the mid-20th century. Established as the town of Salem by the Virginia General Assembly in 1796, Marshall lies at the heart of some of the richest farming land in Virginia, with access to two primary roads traversing the Blue Ridge Mountains, today's Route 55 and U.S. 17. Marshall's earliest structure is the historic Old Salem Meeting House, which served variously as a church, a school, and a community gathering

place. The town retains a rich collection of antebellum structures, with a large number of buildings constructed between 1870 and 1930. It also includes the African-American Salem Baptist Church, surrounded by a small black community that arose shortly after the Civil War. Marshall's location at the intersection of two main roads in Fauquier accounts for its importance as a center for transportation, commerce, and trade in the county.

Prominently sited next to downtown in Fredericksburg, the **Matthew Fontaine Maury School**, named for the 19th-century scientist and oceanographer, served as the city's first purpose-built high school from its construction in 1919–20, until 1980. The school was built within the bounds of Liberty Town, an African-American settlement created in the immediate aftermath of the Civil War. In addition to being an educational institution, the Maury School served important community functions as well, such as the Dog Mart, an annual dog show that drew as many as 15,000 attendees. The Dog Mart, rooted in a trading

Maury School

settlement between the settlement that became Fredericksburg and the Pamunkey Indian tribe of King William County, was an important social event that drew together the community. The school building is representative of the work of well-known architect Phillip Nathaniel Stern, who designed many Fredericksburg buildings. It stands as a classic example of early 20th-century public school architecture, featuring distinctive details such as the commanding entrance porticoes.

● The significance of **Merrybrook** (Fairfax Co.) stems from both its representation of an evolved farmhouse, with architectural elements ranging from the early 19th to the mid-20th century, and its association with noted Civil War spy Laura Ratcliffe, who lived in the house from 1869 until her death in 1923. Confederate Col. John S.

Merrybrook

Mosby credited Ratcliffe for saving his life in 1863, and she was also known for providing information to Mosby on Union troop movements, and hiding men and money for the Confederates. Her actions also earned the admiration of Gen. J.E.B. Stuart, who wrote a poem dedicated to her. Merrybrook was built in at least five periods, displaying elements of Early Republic and Greek Revival styles, among others. The house also retains its immediate agricultural setting and three late 19th- or early 20th-century outbuildings, despite the encroachment of modern development nearby. It is one of the last remaining early 19th-century properties in the rapidly developing area of Fairfax County.

Built by Samuel B. Gardner in 1847, **Mountain Home** is one of Warren County's best-preserved examples of the Greek Revival style in brick, and one of a very few extant buildings of this style in the region to have borrowed directly from popular pattern books of the period, such as Asher Benjamin's 1833 *The Practice of Architecture*. Written records about the house and its residents provide unusually detailed and revealing documentation of the lifestyle of a wealthy landowner and his family, whose holdings were little diminished by Civil War activities in the area. The property was well situated to observe the movement of both Confederate and Federal forces, activity that is vividly described in the diary of one of Samuel B. Gardner's daughters, Anne Gardner. Fifteen-years old when she wrote her diary in 1862, Gardner provided a rare glimpse of the Civil War in one of Virginia's most fought-over regions. Although well placed amidst troop movements, Mountain Home miraculously escaped significant damage and survived relatively intact. Remaining outbuildings include a 19th-century slave quarter and several early 20th-century agricultural and livestock buildings.

Mountain Home

Oakley Farm is a property of considerable architectural and historical interest located on the edge of Warm Springs in Bath County. The main house, known as Oakley, is a Federal and Greek Revival–style brick residence built for plantation owner and second Bath County clerk of court Charles L. Francisco in the mid-1830s. Land for the present Bath County Courthouse, and much of the south end of the village of Warm Springs, was carved out of Oakley Farm. The property was acquired in 1905 by Tate Sterrett, livery manager for the nearby nationally famous resort The Homestead. Sterrett operated Oakley as a country dining establishment and recreational destination for guests at the county's resorts. The house passed to Sterrett's son, Tate Boys Sterrett, who, with his wife Hazel Marshall Sterrett, completed a Colonial Revival remodeling in 1921–22, according to a design apparently conceived by the Staunton architectural firm T. J. Collins and Sons. Numerous 19th- and early 20th-century supporting buildings, of both agricultural and residential nature, survive on the property, with a portion of the 1830s Jackson River Turnpike.

House at Oakley Farm

For the modern day traveler, the **Paris Historic District** (Fauquier Co.) is unique in both its beauty of setting and its ambience, effectively recalling the antebellum period in Virginia. Located at the eastern end of Ashby Gap, one of the best-known and most historic passages through the Blue Ridge Mountains, the tiny village of Paris displays a well-preserved 19th-century architectural fabric and a pristine rural and agricultural setting. The town was laid out into lots some two decades before the Virginia General Assembly officially established it in 1810. Because of its strategic location and its proximity to some of the richest agricultural areas of the state, Paris seemed destined to become an important economic and transportation point. During the first half of the 19th century, the village offered the transportation services of blacksmiths, wheelwrights, harness makers, and taverns. Bypassed by the mid-19th-century Manassas Gap Railroad traversing the mountains in this area and later by U. S. 50, Paris languished and retained only a few of the services

travelers needed. However, in so doing it became a time capsule of life from the first half of the 19th century in northwestern Virginia.

The collection of buildings within the **Purcellville Historic District** represents a range of architectural styles popular during the 19th and 20th centuries in rural Loudoun County. The town of Purcellville stands near the foothills of the Blue Ridge Mountains, and maintains a diverse mix of residential, commercial, religious, and institutional properties that characterized it during its historic period, from 1830 to 1957. Though a handful of buildings remain from its earliest period of development, most were built during the town's late 19th- and early 20th-century boom period, when it eclipsed neighboring towns to become the commercial center of western Loudoun County. With the completion of the Leesburg and Snicker's Gap Turnpike, Purcellville's business activity was able to expand quickly, and it was aided later by the acceptance of such modern innovations as a dedicated town water supply, a town-wide building code, and improvement of local roads for use by motor vehicles. The majority of residential buildings in the district exhibit simple, traditional building forms with limited stylistic detail, though there are several examples of high-style architecture, such as the complex Queen Anne–style Walter Hirst house on East Main Street. Together, these buildings represent nearly two centuries of change and continuity.

Lying in the shadow of Kittoctin Mountain, the main building of **Sleepy Hollow Farm** (Loudoun Co.) is an evolved two-story stone dwelling, built by Quaker Jacob Janney in 1769, with additions in 1820 and 1890. Janney's relocation from Pennsylvania in the mid-18th century is representative of the broader movement of Quakers into the Waterford and Leesburg areas, bringing with them important farming traditions and social tenets that had profound importance for this area of Virginia. The form and plan of the main house is representative of common forms seen in Maryland and Virginia. Its fine interior exhibits the diffusion of stylistic treatments from urban to rural areas that accompanied the accumulation of wealth and prosperous agricultural practices, through details such as mantel and trim motifs. The property also contains a stone springhouse, which still supplies water to the house and one of the barns. Sleepy Hollow, today on 14 acres, is an excellent example of Loudoun County architectural development associated with the migration of an important social and religious movement in Virginia's history.

Sleepy Hollow Farm

Located just north of Leesburg, **Temple Hall** (Loudoun Co.) was established as a plantation by 1810 by the Mason family. Temple Mason, nephew of statesman George Mason, built the Federal-style main house, which could not be easily equaled in size or design by other Loudoun County homes. The Masons produced grain crops and livestock for much of the first half of the 19th century, but the property was rented to a series of tenant farmers from shortly after the Civil War until 1940. At that point, it was bought by the Symington family, who renovated the house and guided the farming toward more specialized production. Notable features of the main house include paneled front doors framed by pilasters and a fanlight, and what appears to be an original cistern under a late 19th-century porch on the east side of the house. The 286 acres contain numerous outbuildings, including secondary houses, a smokehouse, an icehouse, various barns, and animal quarters.

The buildings included in the **Western State Hospital Boundary Increase** (Staunton) span nearly a century (1855-1939) beyond the dates of construction for the original complex, listed on the Virginia Landmarks Register in 1969 and updated in 1987. The additional 13 brick buildings form a cohesive complex of interrelated, classically inspired structures. They also represent a variety of adaptations of the classical idiom by well-known 19th-century architect J. Crawford Neilson and early to mid-20th-century hospital director, Dr. Joseph DeJarnette. Their construction and placement reflect changing attitudes toward the care of the Commonwealth's mentally challenged citizens well into the 20th century. These buildings—patient wards, employee residences, and utilitarian structures—reflect the shift from "moral treatment" focusing on environmental change, popular in the first half of the 19th century, to "mental hygiene," combining environmental change and medical intervention in the late 19th and early 20th centuries. The expansion also reflects the ever-growing number of patients and the need to economically accommodate them all, some over long periods of time.

The Yard

The Yard (Bath Co.) was the home of the Ingalls family, who developed The Homestead resort and the Hot Springs area into a world-renowned resort through their leadership of the Virginia Hot Springs Company. The extension of the Chesapeake and Ohio Railroad to the area in the 1890s made travel to The Homestead available for more people. The company capitalized on this influx of visitors by selling lots for summer cottages near the resort. The Yard, built in 1925, is a Tudor Revival house that represents this new period of affluence in Bath County, and also represents a break from the traditional Virginia resort architecture. Designed by C.W. Short, Jr. of the prominent Cincinnati architectural firm of Matthews and Denison, the house and its style, often associated with genteel country living, were masterfully adapted to suit the informal sporting lifestyle of the owners as well as the climate of Bath County. The site also retains original gateposts at the entrance, a foxhound kennel, and a chauffeur's shed, all of which contributed to a grand property from which to entertain wealthy neighbors and business associates.

Reverend Robert Childress Presbyterian Rock Churches Multi-Property Listing:

The six rock-faced churches associated with the Rev. Robert W. Childress are located in Floyd, Carroll, and Patrick counties. Built between 1919 and the early 1950s by Childress, a Presbyterian minister, the six churches embody Appalachian patterns of Presbyterian religious worship and social activism in the relatively isolated Blue Ridge Mountains of western Virginia. The six churches also tell the story of the remarkable ministry of the Rev. Childress, who brought spiritual faith and social awakening to the people of the central portion of Virginia's Blue Ridge Mountains. A former hard drinking and fighting man of little education, Childress returned to school at the age of 30 and received his ordination 11 years later. He moved to Buffalo Mountain, Carroll County, in 1926, where he led the construction of the Buffalo Mountain Church, which inspired the establishment of the five other churches. In addition to spiritual leadership, the Rev. Childress spearheaded social improvements in the three counties, including transportation projects financed by Works Progress Administration funds during the Great Depression, bringing women into active church leadership, and the encouragement of higher education for local children. All six churches are still places of worship: five of them are still Presbyterian, while one has become Baptist.

Mayberry Presbyterian Church

Dinwiddie Presbyterian Church

Bluemont Presbyterian Church and Cemetery, in Patrick County, was built in 1919, and rock-faced in 1946, shortly after the Rev. Childress began his pastorate there. It was here that he employed what was probably the first use in the area of church buses to transport children to Sunday school.

Buffalo Mountain Church and Cemetery is located on the border of Carroll and Floyd counties. This was the Rev. Childress' first church after his graduation from Union Theological Seminary in Richmond, and served as the mother church for the other five. He originally preached at the Buffalo Mission School, and the rock-faced church was built in 1929, three years after Childress arrived.

Dinwiddie Presbyterian Church and Seminary, in Carroll County, stands the farthest distance from the original Buffalo Mountain church, 13 miles northwest. It was built of local fieldstone in 1948, with Childress and local citizen Richard Slate directing the construction without architects or plans. The associated cemetery is bounded by fieldstone pillars matching the church.

Mayberry Presbyterian Church, in Patrick County, was constructed as a simple wood-frame structure in 1925, during the Rev. Childress' tenure there while still a student at Union Theological Seminary. It was rock faced in 1948.

Slate Mountain Presbyterian Church and Cemetery began as a mission of Buffalo Mountain Church in 1930, operating in a one-room school in Floyd County. In 1932, the fieldstone church was built, after the Rev. Childress' success with the local population. It was organized as an independent Presbyterian church in 1939.

Willis Presbyterian Church and Cemetery, the last of the rock-faced churches to be built, was constructed in Floyd County in 1954, just two years before the Rev. Childress' death. The congregation had operated independently, however, since 1939. Its cemetery predates the church building by several decades, with fine examples of mid-19th- through mid-20th-century gravestone carving. Willis Presbyterian Church became the Interfaith Church of Willis in 1967, and was sold to Grace Baptist Church in 2003.

Twin Chimneys

■ Two large stone chimneys are all that remain of the **Gwin Dudley Home Site**, one of the earliest known historic sites in Franklin County. Gwin Dudley was rewarded with a land grant for service and loyalty to the United States during the Revolutionary War, and settled in central Franklin County where he prospered as a farmer. Commonly known as the **Twin Chimneys**, the site now sits at the end of a neighborhood cul-de-sac. The colloquial name is slightly misleading, for though the chimneys are of a similar height and both constructed of stone, they could hardly be more different. The south chimney, marked with a stone tablet inscribed by its builder, Gwin Dudley, in 1795, exhibits masonry features that appear to be unique in the region and possibly far beyond, while the north chimney is of less, though still substantial, architectural interest. The stonemasonry of the south chimney itself is so outstanding that it is considered the primary resource, for its quality of design and construction. The property is highly significant as a representative of the manmade expression of culture and technology, possessing high artistic values and being the work of a master craftsman.

Stone tablet initialed by Gwin Dudley, 1795

Edgewood (Henry Co.) is an imposing 1830s manor house constructed for John Redd, on Old Stage Road in Stanleytown. During the 19th century, Old Stage Road was known as the Great Wagon Road and the Carolina Stage Road, used for travel from Salem, Virginia, to Salem, North Carolina. Travelers forded the Smith River near Edgewood on their way south to North Carolina. Edgewood's architectural type is most unusual in the area, with its Palladian three-part form, or "temple-wing" plan. Classically-inspired architecture was historically unknown to most residents of Henry County and many nearby areas, and brick houses of Edgewood's vintage, scale, and grandeur are today rare in the region. The interior shows an impressive level of sophistication, visible in the six different Greek Revival–style fireplace surrounds and mantels for the six fireplaces, all based on the works of prominent 19th-century architect Asher Benjamin. Redd, who had fought at Yorktown when Cornwallis surrendered, became a prominent businessman, but only owned Edgewood until circa 1840. The house had several subsequent owners, and is a fine example of a wealthy landowner's mid-19th-century house.

● An outgrowth of segregation, **Fayette Street Historic District** became the heart of the black community in Martinsville from 1900 until the mid-20th century, when the civil rights movement led to the end of racially segregated public facilities. African Americans established public schools, churches, businesses, and centers for recreation and entertainment along the 16-block stretch of the street. The community's success made it a regional attraction for African Americans, particularly for its business and entertainment facilities. However, as political and educational integration slowly took hold in Virginia and Martinsville in the 1960s, Fayette Street was no longer viable as a self-sustaining neighborhood. The new, outward-looking perspective of the community brought to an end distinctive neighborhood traditions such as the annual June German Ball, and urban renewal projects of the 1970s led to the loss of several well-known buildings and businesses. Recently, however, there has been renewed interest in the African-American heritage of Fayette Street, with the highlighting of its history on a state highway marker, and economic revitalization.

Located less than a mile from the Kentucky state line in Lee County, the Keokee Commissary was built in 1910 by the Stonega Coke and Coal Company (formerly the Keokee Coal and Coke Company). Known thereafter as **Keokee Store No. 1**, the store was repaired in 1930, and then closed by Stonega in 1932. It was constructed of local stone, with structural walls over a foot thick. The distinctive large dormers on each side were at one time complemented by a large fan window and colonnaded entry porch. The commissary's

Former Keokee Store No. 1, now Keokee Gymnasium

community importance was dual: as both the central focal point, and as a symbol of the company's dominance. In 1938, the Lee County School Board acquired the commissary, and in 1939 applied for Works Progress Administration funds to convert the store into Keokee Gymnasium. At this time, the fan window was covered and the porch removed. After 1939, the building was part of a strong educational emphasis that influenced the lives of many students. It is a rare surviving coal mining-camp commissary from the earliest period of mining in the area; it remains a public school gymnasium today.

Once a common roadside feature across the U.S. during the mid-20th century, the drive-in theater has become increasingly rare in recent decades. Though they occupy an important place in American popular culture, drive-ins such as the **Moonlite Theatre** (Washington Co.) have been generally overlooked as places of historic significance. The Moonlite is an exceptional example, retaining its original 65-foot tall screen, ticket booth, concession stand, and neon attraction board by the highway. Originally owned and operated by local businessman T. D. Fields, it is one of only eight drive-in theatres currently operating in Virginia. It is among the earliest survivings, constructed just 16 years after the first drive-in was introduced in New Jersey in 1933. The Moonlite opened early in the summer of 1949, and has operated continuously since. It is famous among drive-ins, as the subject of at least two country-western songs, which are played before each show, with the audience often chiming in. The best-known song, from the 1970s, is entitled "Moonlite Drive-in." In the Abingdon-Bristol area, the Moonlite is a venerated landmark, still providing entertainment and a place for social interaction to thousands of families.

● The congregation of the **Olive Branch Missionary Baptist Church** (Bedford Co.) was formed in 1881, though the current building dates to circa 1896. Sitting atop the charming frame T-shaped building is its original bell tower, topped by an unusual tin fixture resembling a *fleur-de-lis* with a spire reaching skyward. The original four

Moonlite Theatre

Olive Branch Missionary Baptist Church

African-American trustees, from the Pullen and Broad families, all born before Emancipation, received the land from the Meads, the former white owners of the land. The church's original membership was drawn from the farming families of the surrounding area. It is evocative of the Black Baptist Missionary movement, known in Virginia from about 1815, which held as its most important traditions home missionary activity and Sunday school instruction. Olive Branch is the home church of the Reverend Noel C. Taylor, Roanoke's first and only African-American mayor, and is where he delivered his first trial sermon in 1955. A small cemetery is on the church grounds, containing six post-1960 graves, as well as several other unmarked fieldstones no longer in their original positions.

The heart of the historic farm known as **Pleasant View** is the elegant brick manor house erected circa 1840, located between the cities of Bedford and Lynchburg in northwestern Bedford County. The house is best described as Classical Revival in style but possessing many features associated with the popular Greek Revival style of the time. Distinguishing features include front doors on both the first and second floors, and paneled interior doors and jambs. It is very similar to nearby Terrace View, which is believed to have been built by close relatives of Pleasant View's owners. Together, the houses represent the height of the domestic Classical Revival style in provincial Bedford County during the mid-19th century. Pleasant View is today the better preserved of the two houses and is one of the best-preserved historic homes in the region. The landscape surrounding the house also remains well intact. Several domestic structures survive from the 19th century, including a servant's quarters, smokehouse, and brick cistern. One of the early owners, Dr. Granville Brown, is buried in the stonewalled cemetery.

Pleasant View

● The **Margaret E. Poague House** (Rockbridge Co.) is a Greek Revival–style farmhouse of considerable architectural interest constructed circa 1847. The house was apparently built for Margaret E. Poague (1816–84), the widow of merchant John A. Poague. The two-story brick house, built into a bank so that it rises a full three stories on the rear, contains mantels and other features modeled on designs in architect Asher Benjamin's *The Practical House Carpenter* (1830), most of exceptional quality. A second-floor room contains extensive 19th-century graining and marbling. The Poague family, originally from Ireland, is thought to have first arrived in Rockbridge County in the 1750s, and acquired the land on which the Margaret E. Poague House stands in the early 19th century. James Poague, Margaret's husband, began a mercantile firm, which he operated until his death in 1842. Margaret retained a life interest in the property, and oversaw farming operations until her death in 1884. At that point, litigation among surviving family members resulted in the house being sold. The house, later owned by the Reed and Moses families, was recently rehabilitated.

Developed by the Clinch Valley Coal and Iron Company in 1888 in anticipation of the arrival of the Norfolk and Western Railroad in 1889, Richlands, in Tazewell County, was envisioned by its founders as the "Pittsburgh of the South" with significant iron, coal, steel, and glass manufacturing. The **Richlands Historic District** contains the residential and commercial buildings associated with this period of the town's development, including Late Victorian, Craftsman, Gothic Revival, Colonial Revival, and Commercial styles. One of the earliest and architecturally impressive buildings is the Georgian Revival Clinch Valley Coal and Iron Company Office Building. This, and other high- style commercial buildings in the town, reflected the urban background of the developers, and their expectations for the town's success. However, many residential buildings were reflective of the more modest styles of the late 19th and early 20th century, illustrating the economic dichotomy that existed in the town. Richlands grew steadily until the mid-1940s, and began its economic decline slowly, though this was hastened by a decline in mining activity in the 1980s. Today, it remains a small town of approximately 5,600 people.

The **Roanoke Downtown Historic District** is located in the historic center of Roanoke, a commercial and transportation center that developed in the late 1800s with the location of the Norfolk & Western Railway headquarters. The **boundary increase** expands the boundaries of the district to encompass four commercial buildings on Salem Avenue constructed between the years 1906–1938. The buildings are typical in style and detail of small-scale commercial and industrial buildings in the downtown area in the early 20th century. The historic uses of these buildings—which include an electric motor shop, a sheet metal shop, a candy factory, and an upholstery repair shop— relate to the commercial and retail business of the downtown area, as well as the shipping and industrial activities of the railroad and its related industries. These buildings help to illustrate the commercial, shipping and industrial development and architecture of Roanoke from the late 19th century to the mid-20th century.

Built in 1899, the **W. N. Seay House** (Rockbridge Co.) occupies a prominent position atop a small ridge that is possibly the highest elevation in the city of Buena Vista. It is a handsome, large, Victorian house, with architectural features such as pointed shingles surrounding the house, a carved stair rail, and original stained glass in the entry door. W.N. Seay helped found Buena Vista in Rockbridge County, where he established a planing mill in the late 1880s, and subsequently operated a funeral business and furniture store. Funerary records and account books survive, documenting his business activities between 1907 and 1915. Seay also served on the town council for 22 years following the town's establishment, and belonged to several local fraternal orders. Upon his death in 1939, the *Buena Vista News* recognized him for 50 years of civic leadership. The house is now surrounded by the buildings of Southern Virginia University.

W. N. Seay House

Tidewater Region

Chamberlin Hotel

The **Chamberlin Hotel**, in Hampton, completed in 1928, is the work primarily of prominent Richmond architect Marcellus Wright, Sr. The Chamberlin combines the English colonial heritage of the Hampton Roads area with its Georgian-style characteristics, and the Beaux Arts–style influence of the project's consulting architectural firm of Warren and Wetmore. The Chamberlin not only served as the only resort hotel on the Chesapeake Bay for many years, but also served as housing for military officers and their families during World War II. The replacement of the pair of ornate Neo-Georgian cupolas on the Chamberlin's towers with anti-aircraft batteries in 1942 provided for the air defense of Fort Monroe during WWII, on whose property the hotel now stands. The hotel is a landmark building that provided guest facilities, as well as banquet rooms and office space for those visiting and working at Fort Monroe for three quarters of the 20th century. The building is now being rehabilitated to provide housing for senior citizens.

● The **Fort Nelson Chapter of the Daughters of the American Revolution Chapter House** was constructed in 1935 in Portsmouth. The building appears as a typical Tidewater-style house, with its one-and-a-half stories, prominent external chimney, and symmetrical façade, and exemplifies the Colonial Revival architectural trends of the 1930s. It stands as an important representative of women's history in Virginia. The Daughters of the American Revolution is a women's institution focusing on historic, educational, and patriotic objectives in American culture, founded in 1890 as a response to the exclusion of women from the Sons of the American Revolution. The Fort Nelson Chapter of the DAR was founded May 9, 1896, and was the tenth Virginia chapter formed. Though other chapters had acquired existing buildings for their meetings, the Fort Nelson chapter house is the first purpose-built house for a DAR chapter in Virginia, and it is still operational today. Its style was influenced by many sources, but draws heavily on the architecture indigenous to its location, and it was named Fort Nelson in honor of Thomas Nelson, signer of the Declaration of Independence.

Constructed in 1938–39, the Art Deco–style **Hampton City Hall** served as the city hall until 1962, when it was converted for use as a juvenile courts and probation office. The building was designed by the Newport News architectural firm of Williams, Coile, and Pipino, and was built with funding from the Public Works Administration (PWA), as part of the New Deal program instituted by President Franklin Roosevelt during the Great Depression. Hampton won funding from the PWA due to its great need for an appropriate facility, technical concerns for construction, and its ability to provide work for the unemployed. Most PWA projects in states founded by English settlers were designed in a Colonial-inspired style, and this building, with its Art Deco styling, was seen by many locals as inappropriate for a city with such deep colonial roots. The local newspaper even called the design "an unforgivable crime." Despite the overall modern style, however, the building's details include raised panels with images paying tribute to Hampton's colonial history and economic connection to the water. The building is currently undergoing renovations for use as condominiums.

Hampton City Hall

Ivy Hill Cemetery was created in 1886 as a private cemetery to serve the residents of Smithfield and Isle of Wight County. The land was originally part of the T.B. Wright farm until it was laid out as a cemetery along the slopes of a small peninsula of land overlooking the Pagan River. It has been, and continues to be, the burial ground for many of the area's prominent citizens. Within a few years of its establishment, many locally prominent families moved their family members' remains from small nearby cemeteries to Ivy Hill. Some of its prominent residents include Pembroke Decatur Gwaltney, founder of the Gwaltney ham and peanut business; Joel Holleman, Speaker of the Virginia House of Delegates in the early 1830s and 1841–44, and member of the U.S. House of Representatives in 1839; and Richard Randolph Turner, second in command of Libby Prison in Richmond during the Civil War. The cemetery is an example of the "rural" cemetery movement, characterized by a landscape design that follows the natural contours of the land, with wooded sites and rolling hills sited well away from urban development.

● ■ **The Knotts Creek/Belleville Archaeological Site** contains highly valuable information for Native American and early English settlement in this area of present-day Suffolk. Well-preserved archaeological deposits dating to the Middle and Late Woodland periods (ca. 500 B.C–A.D. 1600) likely represent a seasonally occupied base camp. This could yield significant information about Native American life ways, including the origin of sedentism in coastal Virginia and the rise of the Nansemond chiefdom, part of the Powhatan paramount chiefdom and among the last Indians in the James River area to be dominated by the English. The site also contains deposits associated with an extremely rare English enclosed settlement of the second quarter of the 17th century, one of the earliest expansions out of Jamestown into Nansemond territory. English settlement on the site apparently preceded the erection of the palisade enclosure, which was likely built later for defensive purposes. The settlement may have been enclosed in response to hostilities that broke out between the English and the Powhatans in 1644, making the site, through its various deposits, representative of both the rise of the powerful Nansemond chiefdom and its gradual decline under the English.

Makemie Monument Park (Accomack Co.) is located on a tributary of Pokomoke Sound, on over five acres of grassy parkland, trees, and marsh. It was named for the most dominating feature in it, a 17-foot high statue of Francis Makemie, the founder of organized American Presbyterianism. The park also contains a graveyard with the graves of Makemie and his wife Naomi; a plaque to Makemie's daughter, Anne Makemie Holden, of Revolutionary War fame; and the archaeological remains of what may have been Makemie's 17th-century house and other colonial-period features. Born in Ireland in 1658, Francis Makemie came to America after his education and was preaching on the Eastern Shore of Virginia by 1685. His 1707 jailing for preaching "pernicious doctrine" and his subsequent acquittal had early and important effects on the struggle for religious freedom. Makemie's influence on Presbyterianism was profound, as he founded numerous churches up and down the East Coast, and wrote a highly praised and popular catechism that unfortunately no longer survives. The park was first dedicated in 1908, at an event with over 2,500 attendees from as far away as Philadelphia.

The Francis Makemie Monument

● Created in response to the revised Virginia Constitution of 1902, the **Marriott School** (King and Queen Co.) tells the story of rural, segregated public education in Virginia, as well as responses to segregation and the ultimate integration of

Marriott School

Mount Sinai Baptist Church

Virginia's public education system. The first school on the site, built in 1909, was a direct result of the public high-school mandate of the revised Virginia Constitution of 1902, which stipulated that Virginia children should be educated in segregated public schools. The Marriott School was constructed as the white high school, and served this function until 1937, when it burned. The present school building was constructed in 1938, and became a combined elementary and high school in the early 1960s. It was closed in 1969, after the county's "freedom of choice" plans, which allowed black children to attend either elementary school in the county, were declared unconstitutional. The closing met considerable opposition in the white community, but the school was re-opened as an integrated school, which it remained until 1992, when it was closed again. From 1994 until late 2001, the Marriott School operated as a branch of the Pamunkey Regional Library, but it has been vacant since 2002.

● **Mount Sinai Baptist Church** (Suffolk) is primarily a Gothic Revival brick building, featuring the characteristic pointed-arch windows and towers as well as some elements of the Victorian style. It was built in 1921 for an African-American congregation formed in 1867 by the Rev. Israel Cross, a former slave in Suffolk, known then as Nansemond County. The current church, which has additions from 1964 and 2000, was constructed by members of the congregation who were local brick masons, and designed by German-born architect Richard Herman Riedel. Mount Sinai would have been an impressive statement on the landscape, as most rural churches erected in Nansemond County at this time were made of wood. It reflects the relative prosperity of its members, who belonged to a trade, as opposed to the more common farmhands often making up a rural church's congregation. A cemetery sits to the south of the church, containing 758 graves dating from 1920 to the present.

The **Old Thomas James Store** (Mathews Co.) is an excellent example of an early 19th-century commercial building now long absent from the rural Virginia landscape. Researchers have identified this 1810 building as being one of a few surviving antebellum commercial buildings in the South today, and a rare example of a basic commercial establishment. Thomas James appears to have been a prominent citizen in Mathews County, serving as both Justice of the Peace and Postmaster at various times. He held retail licenses from 1815 until at least 1820, when he operated what would have been an important part of community life, not only economically, but socially as well. Early rural stores such as the James Store provided a place for the exchange of crops for goods, and a place for socializing with rarely seen neighbors. By the end of the 18th century, such stores probably represented the most common non-domestic building in the landscape. The store

Roseville house, showing double chimney

was moved from its original location on Thomas James' property sometime in the 19th century, and then moved again in 1899 to be come a secondary building to the Sibley's Store.

Hampton's **Phoebus Historic District** has its roots in a 17th-century settlement along the waterway of Mill Creek, but it was not formally incorporated until 1874 when it was named Chesapeake City. In 1900 the name was changed to Phoebus, in honor of Harrison Phoebus, who developed the well-known Hygeia Hotel as a resort adjacent to the town and Fort Monroe. The settlement originally developed as a stopover between Hampton and Norfolk, as it was perfectly situated adjacent to Old Point Comfort and the ferry crossing for the Hampton Roads waterway. The railroad constructed through Phoebus during the Reconstruction period hastened the town's growth; therefore, the vast majority of the existing buildings date from this period onward. In 1952, Phoebus was annexed by the City of Hampton. The Hampton Roads Bridge Tunnel, which opened in 1957, created a natural bypass around Phoebus and led to a decided downturn in the local economy and construction that lasted into the early part of the 21st century. This permanently changed the commercial and residential character of the community, leaving Phoebus' architecture, a mix of styles from the Late Victorian to the modern, little changed in the last 50 years.

Roseville (King William Co.) includes the 1807 main house, a 19th-century kitchen, school building, granary, and office, as well as early 20th-century agricultural buildings, and two cemeteries. The main house was built by John Fox, a prominent farmer, though after his death in 1814 it passed to the Ryland family, who maintained the property and its agriculture for nearly 100 years. The house features a prominent double chimney on one side, and it has a common central-passage interior plan, though two features indicate some architectural experimentation. The non-traditional placement of the stair in a rear room rising along an exterior wall, instead of more typically in the central passage, indicates that the builders were addressing current housing trends, such as the desire for more privacy. Additionally, the asymmetrical façade, unusual for a central-passage house, makes possible a larger room on one side. These unusual characteristics suggest that accommodation to common house forms was

Roseville Plantation School, ca. 1830-40

made to suit the owners' needs, presenting a unique example of individual variability. The house and its collection of resources make the property a valuable illustration of a successful family and the important agricultural heritage of King William County.

This large brick building was erected for the **Southern Bagging Company**, which manufactured jute bags and ties for the shipping of cotton and other agricultural products from southern to northern markets through Norfolk. Begun in 1905, the company was one of a number of similar manufacturing businesses owned by brothers Benjamin and David Margolius. Members of the Margolius family operated a number of bagging facilities in Norfolk through the immediate post-World War II period. This building was erected in 1918 and served as the primary location of Southern Bagging Company until 1923, when it was relocated two blocks north. The growth and decline of the bagging industry occurred from the late 1890s through the 1950s, when factories were relocated from the north to the south to be closer to the available raw cotton. The building was subsequently used as a Building Supplies Corporation from 1924 to 1964, taking advantage of the building boom of the 1920s and World War II. This is the only building remaining in Norfolk associated with the bagging industry. The building also successively housed two restaurants in the more recent past.

● Constructed in 1750, the **Robert Tynes House** (Isle of Wight Co.) is typical of the 18th-century Tidewater house forms found in the Chesapeake Bay regions of Virginia and Maryland. However, most such houses were constructed of wood and did not survive, so the brick Tynes house stands as a rare intact survivor of this type. Upon Robert's death, the property passed to his son, Timothy, who amassed over 4,000 acres of land before his death in 1802. Timothy Tynes is most well known, however, for the manumission of 81 slaves at his death. A bachelor with no direct heirs, Timothy also stipulated in his will that his land was to be divided primarily among his former slaves, rather than his nieces and nephews. This act dramatically altered the demography of many African-American communities in Isle of Wight County. Enclaves of African-American communities can be found in the area of the plantations originally willed to Tynes' former slaves, and as many former slaves took Tynes' name, there are numerous African-American Tynes descendants in the county today. The house thus stands as a rare architectural survivor, and the location of one of the most significant social actions in pre-Civil War Isle of Wight County.

● Under pressure from the black community, in 1873 the City of Norfolk designated an area of the city specifically for African-American burials. Black city councilman and Union war veteran

Southern Bagging Company

West Point Cemetery

James E. Fuller proposed it be named **West Point Cemetery** in 1885, and asked the city council to dedicate a section of the cemetery to his fellow black Civil War veterans. This resulted in the cemetery's most distinguished feature, as well as a prominent example of African Americans exercising newfound political power during Reconstruction: A grouping of 58 headstones of African-American Union Civil War soldiers and sailors, and a monument dedicated to their service. It took over 30 years for the money to be raised for the monument, which was completed in 1920, one of only a few similar known monuments in the South. The model for the soldier featured atop it was Norfolk native Sgt. William H. Carney. The 14-acre cemetery also contains a Potter's Field, or burying ground for the indigent, of 55 headstones that predate the formal establishment of West Point by 30 years; an 1876 mausoleum for a local mason; and several family plots.

Built for William Geddy in 1805–06, **Whitehall** (James City Co.) and its collection of outbuildings represent over 200 years of nearly continuous occupation by the Geddy family. After initial construction, the main house remained unaltered until the early 20th century, and embodies the lifestyles of an upper middle-class planter. The rearward orientation of the main stair and the full-sized second story and chambers, for instance, reflect the growing desire for more domestic privacy. Alterations made in 1915 and 1935 reflect changing architectural needs and tastes, such as the 1935 two-story wing which provided space for an attached kitchen and heated living space. The Geddy family was well known in Williamsburg, William for his blacksmith business, and his son James as a silversmith. William Geddy also purchased a license to run an ordinary in 1804–05, though this was not renewed, and it is not known that Whitehall ever served that purpose. From 1833 to 1846, Whitehall was in the possession of Allen Lindsey, another middle-class planter, though it returned to the Geddy family upon his death, with whom it remains to this day.

Whitehall

Willowdale (Accomack Co.) represents one of the few remaining early dwellings of a colonial settler and farmer on the Eastern Shore. The Smith family has held the property continuously since 1666, with construction of the present house beginning around 1728. Its architecture represents several phases of building, with its current form—the "big house, little house, colonnade, kitchen" type—particularly known from the Eastern Shore. The kitchen was built probably between 1837 and 1839, and the colonnade connecting the kitchen with the main house between 1879 and 1900. Throughout the Smith family ownership, Willowdale has evolved from an early colonial homestead to a plantation worked by slave labor, and to a family farm. Its continuous one-family ownership provides the opportunity to supplement architectural evidence with family records and oral history, providing information about some of the earliest European settlement on the Eastern Shore and the development of a working farmstead's architecture during more than 250 years.

Woodhouse House was erected circa 1810 in Princess Anne County, now known as Virginia Beach. The dwelling, one of the few remaining buildings of this general form in Virginia Beach, was built in an area of the former county, south of its courthouse, which typically saw a more primitive development of domestic architecture due to the topography of the land and the high water table. The northern half of the county was developed in the 17th century and evolved a higher style of architecture consistent with overall developmental styles of the period. Woodhouse House, of a higher style than many of its geographical counterparts in southern Princess Anne County, exemplifies the transition of architecture from Colonial to Federal style. The property was bought by Captain Thomas Woodhouse in 1811, and it remained in the Woodhouse family until 1849, when it passed to Andrew Simmons, who used it as a spur for amassing a relatively large landholding. The property also contains an early 20th-century kitchen and smoke house, as well as the Woodhouse and Simmons family cemeteries. A rare survivor of this period in Virginia Beach's history, the Woodhouse House is currently under threat by increasing suburban development.

Woodhouse House, side elevation

Zion Methodist Church

An example of the Late Victorian Romanesque Revival style with its rounded towers and round-topped arched windows, **Zion Methodist Church** was built in 1896–97 in what was then rural agricultural land north of the City of Norfolk. The present church building was at least the third for a congregation that grew out of late 18th-century meetings, one of the earliest Methodist congregations in Norfolk. In the late 19th and early 20th centuries, land surrounding the church building was bought for suburban development, eventually developing into the Lambert's Point neighborhood of the city. In location, style, and form Zion Methodist Church is reflective of a rural church, despite its current urban setting. However, its construction in brick and its Romanesque details are more unusual for rural churches of this period and region, which were often frame buildings of Gothic Revival Style, including the building the present church replaced. In 1916, the congregation had grown enough that a new annex was designed and built by Norfolk native Wickam Custis Taylor. The building has recently undergone rehabilitation, to restore its plaster and other original features.

The Walter Aston Site

By Robert Taft Kiser

In 1984, a mining road ran through the partially-excavated holes tracing Aston's first home. It was a classic early Virginia house, consisting of wooden posts set in the ground to serve as the structural skeleton for a single-story building, sheathed in clapboard, plastered with clay, and shingled with wood. Servants would have slept in the loft, under the rafters. A wood-and-clay chimney stood in the gable end (just above the wheelbarrow pictured). A brick addition (left) dated to about 1645, and remains one of the earliest brick buildings ever found in North America. As the archaeologists raced to record details, it slowly collapsed into the gravel pit below.

One of the Department of Historic Resources' largest collections—with artifacts dating back about 1634 to 1667—comes from the home site of Walter Aston. It is rare to be able to tie a name to a site from Virginia's first century of European settlement. Tens of thousands of people sailed into the James and left no further traces, save unidentified skeletons in lost graveyards. Walter Aston was an exception in almost every way, including modern ties with two U.S. presidents, George Bush and George W. Bush.

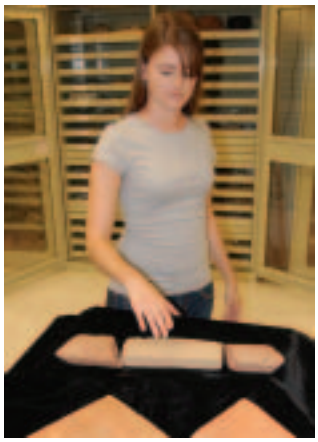
Aston came from a Staffordshire family known to Queen Elizabeth I. His great-grandfather was given custody of Elizabeth's rival, Mary, Queen of Scots, and trusted to hold the doomed woman in his home, Tixhall, before her trial and beheading. That commission promised ill when Mary's son, James, inherited Elizabeth's throne, but King James I forgave the Astons. Between 1611 and 1638, both James and his son Charles I used Walter Aston's cousin, Sir Walter (after 1627, Lord) Aston, as a Spanish ambassador. When Charles, then Prince of Wales, slipped into Madrid in his 1623 bid to marry a Spanish princess, the future Lord Aston guarded his future king.

Born in 1607, Walter Aston immigrated to Virginia in 1628, apparently settling in what became Charles City County. The county was named for Lord Aston's former charge, King Charles I, and that type of connection landed Walter Aston among Virginia's elite. Within a year—at age 22—he entered the House of Burgesses, representing Shirley Hundred Island. At 25, he became a justice of the local court.

Aston bought land in 1634, on the eastern end of Shirley. Marriage apparently led him to sink roots, but the records give us only his bride's name, Warbowe. She died before 1638, leaving a daughter, Susanna. Warbowe also may have been Walter Junior's mother, although he stated that his mother was his father's second wife, known only as Hannah. (Walter Junior may have been, by custom, naming the woman who raised him.) Two of Hannah's daughters survived, Mary and Elizabeth. Mary's descendents link to the two U.S. presidents.

Aston purchased adjoining tracts until he owned roughly two square miles. The family's house was finished about 1635, and measured 40-by-25 feet. It would have been a clapboard structure standing on poles, with a clay and wooden-frame chimney, possibly erected without a single brick. Though Virginia's earliest documented brick house was built in 1639, bricks remained uncommon until after 1700.

The Astons thrived during the 1640s, and enlarged their house with a wing constructed of brick—its scarcity a testament to their prosperity. The house included another feature new in Virginia, a full-sized cellar. Most colonists used small storage pits, but after 1640, some houses stood on extra-long foundation posts, over cellars. Planks nailed to the pilings made the walls, and sometimes—Aston did this—the floor was paved with red clay tiles. Rare "common" brick and even pavers were not sufficient for the Aston addition. Cut-and-rubbed brick decorated the exterior, and the cellar—lit by windows—even had a tiled brick fireplace. A truly ostentatious display of New World success, this grand new wing measured about the size of a modern camping trailer, 20-by-12 feet.



In the DHR study collection, curatorial assistant Leah Cooper adjusts brick fragments of the circa-1645 Aston addition. At a time when most Virginia houses did not contain a single brick, the Astons added a brick wing with cut-and-rubbed decoration, tiled hearths, and a paved cellar. (Photo: Author)

The records say little about Aston's workforce, but it is known to have included indentured Irish servants and Africans. Very possibly there were American Indians as well—Aston had a license to explore the Appomattox River and trade in the backcountry. Most workers were probably indentured servants, and their labors ranged from logging to growing tobacco. It is likely no coincidence that Lord Aston acquired permission to retail the weed in England.

The Astons got a new neighbor after 1638—Edward Hill, the first American ancestor of Robert E. Lee. Hill's appearance beside the Astons may have been a coincidence—or not. Lord Aston leased an English estate to an Edward Hill in 1612, suggesting that the families may have been connected for centuries.

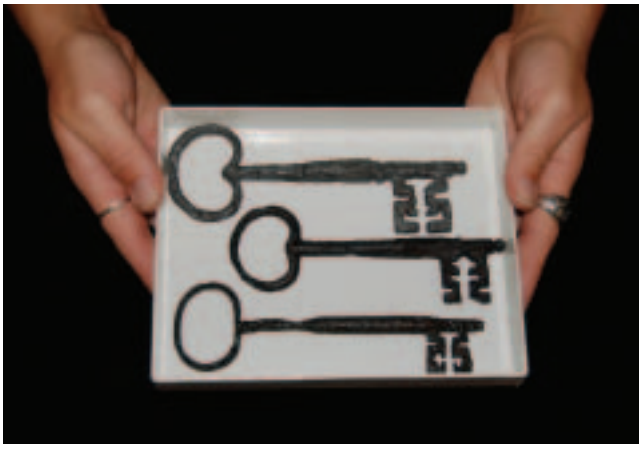
The Astons and Hills of Virginia were almost certainly friends and business partners. Hill bought up the old divisions of the Shirley settlement, and within about a decade, the individual holdings of the two men totaled roughly four square miles. Hill became the colonel of the local militia, and Aston was his lieutenant colonel.

Walter Aston's luck ran out in 1656, and he died of unknown causes. Edward Hill won Hannah's hand, and she moved to Shirley with

The tip of an iceberg—cemeteries often have three to ten unmarked burials for every stone. At the site of the first Westover Church, physical anthropologist Laura Powell photographs the slab over Walter Aston. Probably less than 50 marked graves survive from 17th-century Virginia. (Photo: Author)

Colonial pits sometimes contain fossils or American Indian artifacts; the stone knife (top center) was at least 2,000 years old when it was carried to Walter Aston's house. The iron knives were used by the Astons and had sharp points for spearing food, the way forks are used today. The bone and ivory handle fragments probably came from similar knives—spoons had metal handles, and forks were still rare at British settlements. (Photo: Author)

Virginia's first industries included the manufacture of clay tobacco pipes. Aston or Edward Hill had a group of pipe makers, and the bowl with the initials WA (left), presumably inscribed for Walter Aston, was found at Aston's house site in 1984. The "DK" pipe, by the same maker, was recovered during archaeological excavations at Sir David Kirke's house in Newfoundland, and represents a lost connection recovered from the ground. Kirke's associates included several Hills, and a William Hill traveled to Newfoundland with Kirke in 1638, the same year Edward Hill appeared in Virginia. (Photos: James Tuck, Barry Gaulton, and author)



As the old joke goes, these are "the keys to the site." More than a dozen examples, of different shapes and sizes, were found around Aston's house site. It seems almost certain he had a small box of treasures, but the two most important keys probably secured a store room holding barrels of alcohol, and a smokehouse of bacon and ham. (Photo: Author)

her daughters. After the death of Walter Junior in 1667, the Aston site fell into ruin and was scavenged for bricks. The Aston assets helped create a dynasty at Edward Hill's Shirley Plantation. Today, Hill's 11th-generation descendents still live on the land and reside in the manor house. The existing Shirley complex only dates to the 1730s, but some of those buildings may incorporate bricks from Aston's circa-1640 addition. (In 2006, Charles Hill Carter III, Shirley's current owner, placed a preservation easement on the plantation's historic house and buildings; see p. 66.)

Aston's site survived beneath the grass until 1984, when it was mined for gravel. Archaeologists David Hazzard and Nick Luccketti, from the Department of Historic Resources, mounted a salvage effort with volunteers, including the author. Three major structures were found and recorded, and 34,218 artifacts were recovered before the land was pulled down into the quarry. As one of America's best 17th-century collections, objects from the Aston plantation are on permanent display at the Virginia Historical Society, and go out on loan for exhibits around the world.

The main source for this article is the unpublished history of the Walter Aston tract, written by historian Martha McCartney. The author would like to thank Martha McCartney, Paul Courtney, and Willie Graham for sharing their insight and analysis.

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Photographed just before its destruction in 1984, this cobblestone structure has been interpreted as a grain drying kiln, a malting kiln, or other brewing-related structure; but after re-examining the data, the author proposes it may have been the heart of a smithy. A smith must strike while the iron is hot, and these shops are models of efficiency. The yardstick (center) lies where the smith stood tending the forge; the anvil would have been at the same location as the tree stump in this photo. The smith pulled his iron out of the fire and pivoted to the anvil to work the metal.

When It's Not Just Another Brick in the Wall: Historic Restoration at Shirley Plantation

By Michael Pulice

Shirley Plantation, a National Historic Landmark located on the James River in Charles City County, boasts many areas of historical significance. Home to two of Virginia's most prominent families, the Hills and the Carters, since 1638, it was the colony's first plantation, where tobacco crops were cultivated as early as 1615. Today it is the oldest family business in the United States according to the Institute for Family Enterprise, Bryant University. General Robert E. Lee's mother, Anne Hill Carter, was born at Shirley and married "Light-Horse" Harry Lee in the mansion's parlor in 1793. Young Robert E. Lee received part of his education in one of the outbuildings that still stands near the mansion. The list of famous individuals who were guests at Shirley is a long one, indeed. And, in terms of military history, the plantation served as a supply depot for the Continental Army during the Revolution and as a field hospital for Union forces during the Civil War. Union General George McClellan spared Shirley from destruction in return for the care provided to wounded soldiers by the Carter family.

No less a part of its importance, however, is Shirley Plantation's stylish domestic architecture and inherent early-American craftsmanship. Today, the house and grounds are opened to the public daily. The lavish interior of the house, completed in 1738 and updated somewhat in the 1770s, remains largely in its original state, and in excellent condition. As such, the interior has been examined and heralded by generations of scholars and depicted in countless publications. The three-story "flying" staircase alone draws a great deal of attention.

Perhaps because of these splendid interior finishes, the superb craftsmanship exhibited in the mansion's exterior brickwork as well as in its associated buildings has often been overlooked. Exemplary for its period, the mansion's brickwork features Flemish bond with glazed headers and tooled mortar joints, gauged and rubbed window and door headers, a projecting water table and a molded brick stringcourse. Such elaborate brickwork required durable bricks, with straight edges and smooth surfaces, which had to be produced on the plantation.

The north façade of the highly distinctive mansion at Shirley Plantation, constructed between 1723 and 1738 for John Carter. The James River is visible in the background. (Photo: Author)

Yet, no matter how well made originally, all bricks are subject to deterioration—especially after more than two centuries of exposure to Virginia weather sweeping off the James River. At Shirley, whose historic core complex was placed under a preservation easement with the Department of Historic Resources in late 2006 (p. 66), restoration and repair work are guided today by a principal concern for employing historically compatible materials and craftsmanship. This means, when it comes to exterior repairs, replacing the manor's deteriorated historic bricks poses a unique challenge.

Brickmaking in Colonial Virginia

During the 18th century, it was common practice to make bricks as close as possible to a building site, as was the case at Shirley, in order to avoid transporting them. Proximity to adequate supplies of clay and water were also important considerations. After excavating local clay, it was thoroughly mixed with water and then molded into bricks that were left to air-dry during a few weeks in summer. A kiln was then constructed of the unfired bricks, with several vaulted arches built into its base for burning wood fires. Fuel for firing the kiln had to be brought from nearby forests, with a preference given to hardwoods, such as hickory and oak, which burned hottest. Such crudely constructed kilns burned inefficiently and consumed great quantities of firewood. Indeed, the amount of wood required to manufacture the bricks at Shirley could have supplied lumber for a number of comparably-sized frame houses, a fact that attests to the Hill and Carter family's wealth and the prestige associated with brick buildings at the time.

The number of bricks produced to build the mansion at Shirley as well as its large flanking buildings and brick outbuildings easily exceeded one million—and possibly reached upwards of two million. This demand entailed constructing numerous kilns, in which perhaps 40-to-50-thousand bricks could be fired at once. Historical accounts for this method of production suggest that typically 15 to 20 percent of the bricks were ruined during the firing process and discarded, increasing the number that had to be made.

Finding the Right Bricks Today

Armed with this knowledge of colonial-era brickmaking and the ardent desire to find historically compatible new bricks for repairs, Shirley's current owner, Charles Hill Carter III, turned to a brick mason with expertise in historical restoration, Bill Payne, of Chincoteague, Virginia. Payne

Two of the 18th-century outbuildings near the mansion at Shirley Plantation, and the brick wall and entrance gate. The scale, design, materials, and craftsmanship of the outbuildings and wall reflect the enormous wealth possessed by the Carter family during the period of Shirley's construction. The estate also included two, now vanished, circa-1738, three-story bedroom houses. (Photo: Author)

has had many years' experience at historic sites across the Tidewater region, including Merchant's Walk at Colonial Williamsburg, Dixon Hall in King and Queen County, and, most recently, Mount Pleasant in Surry County. At Shirley, his work completed to date includes repair and, in some cases, reconstruction of the brick *jack arches* of the manor house window openings. Payne uses only traditional lime-and-sand mortars, and spends considerable time finding the right natural materials to match the color and texture of a building's original mortar. He is also careful to match the tooling or *striking* of the original mortar joints, using traditional mason's tools.

Because there is no available cache of original 18th-century bricks from the Shirley property, Payne's restoration work necessitates custom manufacture of a relatively small number of new bricks. Some brick manufacturers in the U.S., well-known for their custom reproduction bricks, claim the ability to match existing bricks at any given site in dimensions, color, texture, and overall appearance. After consulting with many of these companies, Payne was dissatisfied with the sample bricks they made for him. The problems with the factory reproduction bricks invariably stemmed from the raw material used—crushed shale rather than actual clay. The bricks proved friable beneath their hard-baked surfaces and thus unsuitable for cutting or rubbing. Moreover, their color was inconsistent through their interiors.

Consistent color is important. Arch bricks (see photograph p.46) were cut or sawn into a number of different wedge shapes, fitting compactly to form a structural arch above a window or door opening. These are called gauged bricks, which were often *rubbed*. Such bricks started as slightly soft, under-fired and were often referred to as

rubbers. Their outer surfaces were rubbed with another piece of brick or sanded to expose the lighter color beneath the hard-baked surface and were used to outline arches, windows, and doors in decorative fashion. The practice of rubbing was popular for upscale brick buildings during the colonial period. Once a brick is cut or the surface is rubbed off, a consistent color and texture is desirable—but unfortunately, that's not to be had with shale bricks.

Payne next turned to pottery clays purchased from a Richmond-based distributor. He used the company's selection of pigments to make three slightly different shades of bricks. Though the original 18th-century bricks in the walls of Shirley's buildings are remarkably consistent in color given the limited brick-firing technology of the time, they do vary somewhat, ranging from pinkish red to brownish orange. Instead of firing his bricks the traditional way, with a wood fire, Payne baked them, about 40 bricks at a time, in an electric potter's kiln on the premises at Shirley. Unlike the factory shale bricks, Payne's bricks could be gauged, and rubbed or sanded.

This basement window header, called a jack arch *or* flat arch*, clearly shown in the diagonal row of bricks above the window, was recently reconstructed by mason Bill Payne with bricks he made on the premises of Shirley. The extremely thin joints between the bricks have no mortar; instead, the sides of the bricks are* buttered *with a thin coat of lime putty. After the bricks were set in place, their surfaces were gently sanded to give them the same smooth appearance as the original 18th-century rubbed bricks. (Photo: Author)*

While the bricks Payne produced from the store-bought clays worked very well for arches, he wasn't quite satisfied. So he searched the plantation grounds for shallow surface clay deposits, the traditional source material for brickmaking. For this, he dug a shallow trench on the plantation and soon found yellowish clay that he mixed with water and molded into a few sample bricks. He air-dried these under a roof for a month, and then baked them in the potter's kiln. As the bricks baked, they turned reddish orange. Payne's finished bricks matched, nearly perfectly, Shirley's 18th-century bricks they were to replace; they also were sturdy enough for cutting and rubbing. With a stockpile of his latest bricks made from Shirley clays, Payne has recently turned his attention to the mansion's stringcourse, which is in need of repair in a few locations.

Bill Payne shows off a batch of some 60 bricks he molded from clay excavated on the plantation's grounds. Payne set the bricks out to air-dry under shelter for about 30 days before firing them in an electric kiln for 8 hours at temperatures reaching 2,000 degrees Fahrenheit. The brownish-yellow clay used to make the bricks burns to a bright reddish orange when fired. Firing also shrinks the bricks considerably, but does so uniformly in an electric kiln. (Photo: Courtesy of Shirley Plantation)

Retaining the services of an experienced and talented restoration brick mason—who justifiably rejected factory-produced bricks and modern cement mortars—for this extraordinary historic landmark, and hand-crafting bricks on the premises using native clay, all testify to the spirit of the conscientious restoration ongoing at Shirley. It is a highly commendable approach, worthy of one of this nation's most impressive and significant domestic historic sites.

The stringcourse that encircles the mansion between the first and second stories is formed using three types of uniquely shaped, cut-and-rubbed bricks. The section of the stringcourse shown here was severely damaged when a downspout was installed decades ago. It was repaired improperly when the downspouts were removed but is now being properly restored by Bill Payne, using bricks made with clay from the plantation. (Photo: Author)

Michael Pulice *is an architectural historian with the Department of Historic Resources, based in the Roanoke Regional Preservation Office.* *To learn more about the colonial history of Shirley Plantation and the prestige of brick construction, see* *"Curator's Corner," p. 40.*

Tracing the Yorktown Campaign of 1781–82

Part I: The Revolutionary War Road and Transportation Survey in Virginia

By Robert A. Selig

During the Yorktown Campaign of the Revolutionary War, when American and French armies marched down the East Coast toward ultimate victory, General George Washington coming from Baltimore arrived in Virginia on September 9, 1781, crossing the Potomac River on Joshua George's ferry. It took about 20 minutes for Washington to make the crossing, at a location overshadowed today by the Francis Scott Key Bridge between Georgetown, in D.C., and Rosslyn, in Arlington. Late that afternoon, Washington rode on to his home at Mt. Vernon. The next day, Jean Baptiste Donatien de Vimeur, comte de Rochambeau, the commanding officer of French forces on the American mainland, joined Washington there. One day later, on September 11, the chevalier de Chastellux arrived with his retinue at Mt. Vernon as well. And on September 12 the three generals continued their journey, which took them to Williamsburg on September 14.

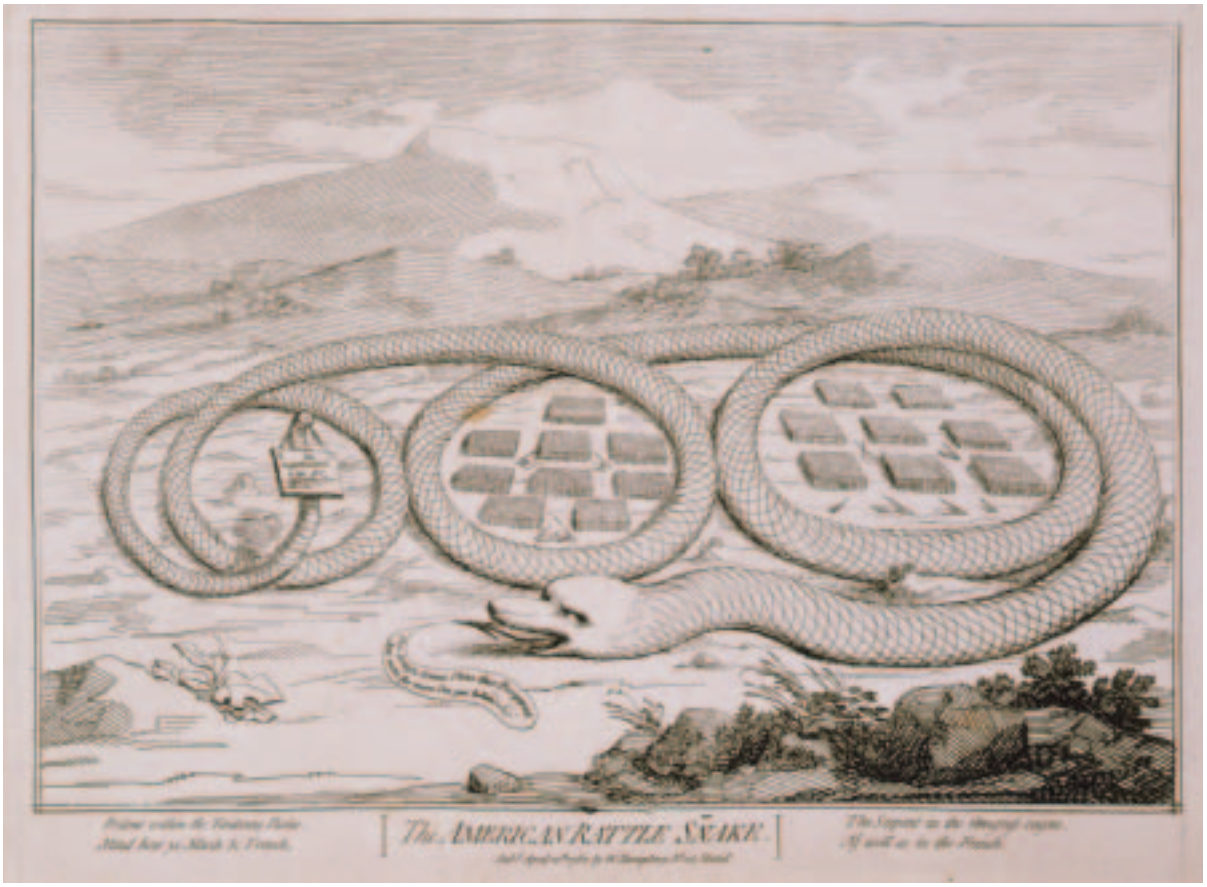
Comte de Rochambeau (1725–1807) commanded 5,800 French troops during the Yorktown Campaign. He was a professional soldier with 37 years of service and more comfortable in camp than in Versailles ballrooms. Rochambeau enjoyed a reputation of being level-headed, able to compromise for the sake of mission, and willing to work with fellow officers—all characteristics that were crucial for cooperation with the Americans. (Library of Congress)

Washington, Rochambeau, and Chastellux were but the vanguard of thousands more men and beasts that followed, making September 1781 a busy month for ferry operator Joshua George. On the evening of September 15, for instance, almost 300 hussars of Lauzun's Legion, with about 1,000 horses and 175 wagons, reached Georgetown after a 21-mile ride from Snowden's Iron Works in Maryland and crossed the Potomac.

This historical highway marker, erected in 1998, near the intersection of Oronoco and Washington Streets in Alexandria commemorates the supply trains' encampment and the Washington–Rochambeau Route. The sign states: *Most of the American and French armies set sail from three ports in Maryland—Annapolis, Baltimore, and Head of Elk—in mid-Sept. 1781 to besiege the British army in Yorktown. The allied supply-wagon train proceeded overland to Yorktown, its itinerary divided into segments called "Marches." Its "Fourth March" was from Georgetown to Alexandria; the wagons took two days, 24-25 Sept., to cross the Potomac and reunite in Virginia. The Alexandria camp was roughly a half-mile in area, located north of Oronoco Street and bisected by Washington Street. The train left Alexandria on 26 Sept. (Photo: Author)*

On September 19, almost 100 wagons of the American wagon train crossed the Potomac and rolled to a camp three miles short of Alexandria. Five days later, on September 24, 110 more wagons of the French, drawn by 660 oxen and accompanied by about 30 Continental soldiers, also began traversing the Potomac at Joshua George's Georgetown ferry. It was already late in the afternoon of September 25 when the last wagons rolled eight miles to their camp in Alexandria.

Meanwhile, more than one hundred small vessels carrying Washington's approximately 2,700 troops and about 1,000 French grenadiers and chasseurs made their way down the Chesapeake Bay, followed by 15 French vessels carrying the remainder of Rochambeau's army, some 4,000 officers and men. By September 26, Washington's and Rochambeau's forces had joined up with the approximately 2,700 Continental officers and men



A cartoon by the English cartoonist James Gillray published in London in April 1782. The rattlesnake, symbol of victorious American forces (the American flag featured a snake before adopting the stars and stripes), is coiled around the British forces of Burgoyne and Cornwallis at Yorktown. The verse below it reads, "Britons in Yankeean Plains / Mind how ye March & Trench, / The Serpent in the Congress reigns, / As well as in the French." (Library of Congress)

under the French general marquis de Lafayette. Since late April, General Lafayette's men had been harassing British forces under General Lord Cornwallis who, coming from North Carolina, had entered Virginia that same month. By early August, however, Cornwallis was entrenching his army in Yorktown and Gloucester.

On September 28, the combined forces of close to 6,000 Continental Army troops, 3,300 Virginia militia, 4,900 French officers and soldiers under Rochambeau, as well as 3,300 men under the marquis de St. Simon who had come to Virginia on the fleet of Admiral de Grasse, marched from their staging areas in Williamsburg and around Gloucester Court House to Yorktown and Gloucester Point. There they laid siege to some 4,300 British regulars, 2,000 German auxiliaries, and 700 Loyalists supporters of King George III. What followed is well known: On 19 October, General Lord Cornwallis' forces marched out of Yorktown and on toward prisoner-of-war camps in Maryland and Pennsylvania.

The War of Independence on the American mainland was over.

The Siege of Yorktown was the final phase of a combined American and French military campaign that had begun in the spring of 1781 in New England, when Washington met with Rochambeau in Wethersfield, Connecticut, in May to plan a concerted strategy against the British. In July, Washington received word while in White Plains, New York, from General Lafayette in Virginia that General Cornwallis was entrenching his army along the York River in Yorktown and Gloucester. Washington saw an opportunity. In conference with Rochambeau, he wrote, "I am of Opinion, that under these Circumstances, we ought to throw a sufficient Garrison into W[est] Point [New York]; leave some Continental Troops and Militia to cover the Country contiguous to New York, and transport the Remainder (both French and American) to Virginia, should the Enemy still keep a Force there; the Season and other Circumstances will admit of late Operations in that Quarter."

The march of American and French forces along the East Coast—starting in Rhode Island—and into Virginia between June and September 1781 was an enormous logistical undertaking that

succeeded only because of the contributions made by thousands of patriots along the way. In Virginia, winning the war in 1781 spurred a colony-wide effort that directly involved more than half of the state's present-day counties. The siege of Yorktown by Franco-American forces in October, and the winter quarters of French forces in the Commonwealth until their departure in July 1782 constitute singular events in the history of Virginia and the U.S. Never before or after have *friendly* forces, be they French or those of any other (non-Native American) nation, marched, fought, and died on American soil. And never before—and not again until the Civil War 80 years later—did such large numbers of men and animals travel the roads of Virginia.

Yet while there are numerous books on the victory at Yorktown—Henry P. Johnston's *The Yorktown Campaign and the Surrender of Cornwallis* (1881); Thomas Fleming's *Beat the Last Drum: The Siege of Yorktown, 1781* (1963); Burke Davis' *The Campaign That Won America, The Story of Yorktown* (1970); William H. Hallahan's *The Day the Revolution Ended: 19 October 1781* (2003); Richard Ketchum's *Victory at Yorktown: The Campaign that won the Revolution* (2004); Jerome A. Greene's *The Guns of Independence: The Siege of Yorktown, 1781* (2005); and most recently, Herman O. Benninghoff's *The Brilliance of Yorktown: A March of History*, *1781 Command and Control, Allied Style* (2006)—there is virtually nothing available that tells the story of how these thousands of men and their animals got to Yorktown. This void of information about such an important phase in the history of the Revolutionary War has helped lead in Virginia to the current "Revolutionary War Road and Transportation Survey," a project sponsored by the Department of Historic Resources in cooperation with (currently) 17 jurisdictions and funded through the department's Cost Share and Survey Program, which matches state to local funding (see p. 56 for more information about the program).

Virginia's Revolutionary War survey comes at the eleventh hour: for the very roads that American and French armies traveled, the locations where they camped, the sites of fords and ferries they used to cross rivers, and the mansions and huts that they visited—these places that still remain—are now either disappearing or at risk of being lost under the immense development pressure that characterizes the Commonwealth 225 years after the war's end. The survey thus offers Virginia a wonderful opportunity. As a survey of 18th-century roads, generated in part by the public

Taken in 2007, this photograph shows an old "trace" or road used by the supply wagons of American and French forces. It also would have been used by Rochambeau's army on their return north in 1782. (Photo: Author)

interest in the Jamestown 2007 commemoration, the project will provide historical and factual data aimed at supporting local preservation planning efforts and statewide heritage-stewardship. The preservation and interpretation of newly identified resources connected with the Yorktown Campaign also presents, as was the case with Jamestown, many educational and economic development prospects within the context of statewide heritage tourism.

The project has two basic components. One is field work to locate and identify campsites, roads, taverns, and other resources, and to correct errors in the placement of decades-old markers and other commemorative tablets, and inaccurate information. The field-work phase of the survey benefits enormously from the participation of, and contributions by, well-informed citizens interested in history and by historic preservation planners. As the historian contracted by the Department of Historic Resources to oversee the road and transportation survey statewide, I welcome such contacts.*

The project's other component is to raise awareness of the communal nature of the Revolutionary War, in general, and of the route to and from Yorktown, in particular. Tens of thousands of people contributed to the war's success; it was waged and won in the houses, farms, and fields of Virginia as troops marched along roads that still are traveled by thousands of Virginians each and every day. When we look at the number of officers and their servants, the soldiers, drivers, horses, oxen and wagons involved, it becomes obvious very quickly that no single community along the way would have been able to feed them all by itself. In 1780, Virginia had a population of about 540,000, including roughly 220,000 enslaved Africans/African-Americans. Before the siege, Yorktown with its 250 to 300 houses had a population of not quite 2,000, and was only marginally smaller than Williamsburg. The next largest community was Fredericksburg, which had 191 taxable whites in 1784, making a total of maybe 1,400 whites and about 350 blacks. Newcastle was described by a French officer as having about 60 houses or 450 to 500 people, while fewer than 10,000 people lived in all of Fairfax County.

Of necessity, supplies came from miles around. Archival sources—such as the papers of Jeremiah Wadsworth, the commissary for Rochambeau, in the Connecticut Historical Society in Hartford or those among the Public Service Claims in the Library of Virginia—provide ample evidence for community involvement even beyond the boundaries of the counties crossed during the march. Archival receipts show

A marker, erected in 1947, commemorates Peyton's Ordinary along U.S. 1 in Stafford County. The sign notes that Rochambeau's army camped at the site on its northward march from Williamsburg in 1782. (Photo: Author)

The camp map "Peyton's Tavern" is from an atlas in the Library of Congress. Rochambeau had French army engineers draft the maps, which he collected as mementos of his time in America. (Library of Congress)

* Thus far I've had the pleasure of working with many people, including Albert D. McJoynt, of Alexandria; Brendan Hannafin, of Prince William County; Gerald Lyons, of Fairfax County; Herbert Collins, of Caroline County; Lewis H. Burrus and Carol Steele of Gloucester County; Carl Fischer, of King William County; Kaye Lucado and Stuart B. Fallen of Charlotte County; David J. Meredith and Amy M. Parker of York County; and especially James Harris, of New Kent County. These individuals know of, and have shared, the locations of surviving 18th-century road sections and campsites, thereby greatly facilitating the on-site portion of the survey.

how both the wealthiest and the poorest Virginians contributed to the success of the marches and the siege. To cite just a few examples from 1781: on September 27, Wadsworth bought of Muscoe Livingstone in Essex County 402 "beeves" (beef cattle) for the enormous amount of £2,255, as well as sheep and calves; on November 27, Burwell Basset of Eltham (New Kent Co.) sold 934 bushels of corn for £107 and 8 shillings, while James Sheilds of Williamsburg sold 2,500 pounds of corn "blades" (the green leaves on the stalk, which were stripped off and used for fodder) for £5; on December 31, Carter Braxton, a signer of the Declaration of Independence, sold 4,195 bushels corn for £587, 6 shillings, 8 pence, another 40,402 pounds fodder for £101 and 1 penny, and 15,003 pounds of straw for £22 and 10 shillings. Many vendors remain anonymous—identified only as "Negro" or because they could not write their names on a receipt. On the other hand, many signatures give clues to the ethnic background of the signer, especially those German immigrants who signed in the easily recognizable Gothic script they used.

Though the Washington-Rochambeau survey of roads to Yorktown has proceeded as anticipated, it has also become obvious to me as the historian-consultant overseeing the project statewide (with prior experience conducting related surveys in other states), that despite the participation of 17 counties and cities who are partnering with the Department of Historic Resources, the survey will leave untold vast portions of the story of the Yorktown Campaign. Most importantly, the water routes to and from Yorktown remain outside the survey's current bounds. Consider, for example, that most of the Continental Army as well as French grenadiers and chasseurs embarked on more than 100 vessels (dubbed the "Mosquito Fleet" by a participant) at Head of Elk (now Elkton, Maryland) and that the majority of French infantry and artillery sailed from Annapolis in the afternoon of September 21 on 15 vessels supplied by de Grasse. They reached James City County near Archer's Hope, only 24 hours later from whence they marched to Williamsburg. The other jurisdictions at which various vessels are know to have anchored on the way to and from Yorktown are Northumberland, Lancaster, Middlesex, Mathews, Poquoson, Hampton, and Newport News. Yet only Gloucester, York, and James City are part of the project.

Of even more urgency are the omissions in the cases of roads taken by Cornwallis and Lafayette. Before Cornwallis started to entrench in Yorktown, British and American forces used roads in the counties of Amelia, Appomattox, Bedford, Caroline, Charles City, Chesterfield, Cumberland, Fluvanna, Gloucester, Goochland, Greenville, Hanover, Henrico, Isle of Wight, James City, King George, King William, Lancaster, Louisa, Lunenburg, Middlesex, Nansemond, New Kent, Northumberland, Orange, Powhatan, Prince George, Southampton, Spotsylvania, Surry, and Sussex; and the independent cities Charlottesville, Chesapeake, Chesterfield, Colonial Heights, Cumberland, Fredericksburg, Hampton, Hopewell, Newport News, Norfolk, Petersburg, Portsmouth, Richmond, Virginia Beach (formerly Princess Anne Co.), Warwick (in Chesterfield Co.), and Williamsburg.

Of these 45 counties and independent cities crossed by military forces even prior to the siege of Yorktown, only 10 are included in the survey at this writing. Even so, the survey project thus far represents a notable achievement as it unites in cooperation 17 jurisdictions that collectively stretch the length of the Commonwealth. They cover most of the land roads taken by Franco-American forces in 1781–82. More importantly, together they could form the basis for a highly desirable statewide 18th-century transportation survey. If it were to include all other counties crossed by military forces in 1781—including but not limited to those traversed by American General Nathanael Greene in April 1781; by General Anthony Wayne on his way south to join Lafayette, and by the Continental Army, as well as by militia forces accompanying British prisoners of war on their march from Yorktown—such a survey would cover a minimum of 69 counties and independent cities.

An expansion such as that would turn the current "Revolutionary War Road and Transportation Survey" into a true transportation survey of the war as these 69 jurisdictions represent two-thirds of all major jurisdictions in Virginia today. Their integration into a survey would be a concrete manifestation of the statewide nature of the victorious campaign of 1781; it could also present a foundation for the preservation and interpretation of resources connected with the Yorktown Campaign across Virginia, thereby extending enormous educational possibilities and economic development opportunities offered in the context of heritage-based tourism for visitors interested in the American War of Independence.

Part II: Designating a National and Virginia Washington–Rochambeau Trail

The current effort to commemorate the role of France and to identify the routes and historic resources associated with the campaigns to and from Yorktown is but the last in a series of prior efforts. As early as the spring of 1951 Virginia native Charles Parmer took it upon himself to identify the route taken by French troops; he also prodded Virginia state officials and patriotic societies for funds. In 1952, the Colonial Dames of Virginia endorsed his idea of marking the Revolutionary War route, and on 16 January 1953 Governor John S. Battle appointed Parmer to head a Rochambeau Commission. At a meeting at Mount Vernon on April 16, 1953, Parmer was elected General Chairman of the *Interstate Rochambeau Commission of the United States*. But interest in the project waned as fast as it had arisen. Parmer's Commission continued until 1958, the year he died—shortly after an October ceremony dedicating the 14th Street Bridge in Washington D.C. as the "Rochambeau Memorial Bridge." Parmer's project passed away with him.

Seventeen years later, during the run-up to the U.S. Bicentennial of 1976, Congressman Hamilton Fish of New York introduced on April 16, 1975, Concurrent Resolution 225 in the U.S. House of Representatives. It called upon federal, state, county, and local governments to recognize the route taken by Washington's and Rochambeau's forces as *The Washington–Rochambeau National Historic Route*. The resolution passed in August 1976 but failed to appropriate funds to conduct research or even to pay for signs beyond the boundaries of Colonial National Historical Park in Virginia. Concurrently the French government established a *Committee of the Bicentennial 1776–1976*. One of its tasks was the erection of markers along the "Washington-Rochambeau Route" between Mt. Vernon and Yorktown such as at Hanover Court House. Unfortunately the effort was marred by poor research since neither Washington nor Rochambeau took the route thus marked in some places. (Washington and Rochambeau, for instance, traveled the route to Yorktown *not* by way of Hanover Court House in September 1781; instead, they crossed from Caroline into King and Queen and King William counties and into New Kent County via Ruffin's Ferry, near West Point.) Finally, in March 1980, in anticipation of the 200th anniversary of the march to Yorktown, Virginia's General Assembly approved a bill (H 93) designating a "Washington–Rochambeau Highway" from Mt. Vernon to the state-run Victory Center in Yorktown. Green highway markers still denote the route thus identified, but the research underlying this designation appears to have been lost.

On 16 December 1999, about 50 historically interested individuals from New York, New Jersey, and Connecticut met at Washington's Headquarters in Newburgh, New York, to organize a Washington–Rochambeau Revolutionary Route (W3R) committee to identify and preserve the route and to work for the creation of a National Historic Trail. The committee was successful in its lobbying efforts when President Bill Clinton on November 9, 2000, signed the *Washington–Rochambeau Revolutionary Route National Heritage Act of 2000*. President Clinton's signature created Public Law No. 106-473, which requires "the Secretary of the Interior to complete a resource study of the 600-mile route through Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, and Virginia, used by George Washington and General Rochambeau during the American Revolutionary War." Unlike previous legislation, this bill allocated federal funds to the National Park Service to carry out a feasibility study that began in late 2001. That study was completed in time for the 225th anniversary of the victory at Yorktown in 2006.

In February 2007, Senators Joseph Liebermann of Connecticut and John Warner of Virginia introduced Senate Resolution 686, "To amend the National Trails System Act to designate the Washington–Rochambeau Revolutionary Route National Historic Trail." The next month Congressmen Maurice Hinchey of New York and James P. Moran of Virginia introduced an identical bill (House Resolution 1286) into the U.S. House of Representatives. As of December 2007, only the Senate resolution emerged from committee and was placed on the legislative calendar; no other legislative action has as yet been taken.

(Map: Cathy Wright for DHR, 2007)

This map shows the primary water / land routes taken through Virginia by (1) Generals George Washington and the comte de Rochambeau, (2) their armies and (3) supply wagons, and (4) Lauzun's Legion to Yorktown and Gloucester in 1781. The return northward route of all four—a single trudge, with British, Hessian, and American Loyalists prisoners-of-war—in 1782 is shown as well (5).

1 *Coming from Georgetown via Mount Vernon, Washington and Rochambeau traveled to Yorktown by way of Fredericksburg and Bowling Green, thence into King & Queen County on Sparta Road (now Route 721) past Hubbard's Tavern to Park Church and Newtown, thence to Dunkirk where they crossed the Mattaponi River over Todd's Bridge into King William County. They rode past King William Court House to Ruffin's Ferry, where they crossed the Pamunkey River into New Kent County and continued to Williamsburg. Many sections of the original roads still exist today.*

2 *The French Expeditionary Force marched from Newport, Rhode Island, to meet the Continental Army near Westchester, New York. The combined armies under the command of Washington and Rochambeau marched south to Head of Elk (Elkton, Maryland) where most of the Continental Army boarded nearly 100 small vessels (dubbed the Mosquito Fleet by a participant). They were joined on board by some 1,000 French grenadiers and chasseurs and the infantry of Lauzun's Legion. The remaining Continental forces sailed on some 60 vessels from Baltimore, while the last of the French marched to Annapolis to board 14 French warships and transports sent up the Chesapeake Bay by French Admiral de Grasse. All sailed for the James River and Archer's Hope Creek off Williamsburg.*

3 *The American and French supply wagons drove from Head of Elk to Baltimore and Annapolis where more tents, ammunition, and food were unloaded on waiting ships. The empty wagons, along with officer's mounts and artillery horses, crossed the Potomac above Georgetown and headed south for Fredericksburg and Bowling Green. They crossed into Hanover County at Littlepage Bridge, passed through Hanover Court House, Hanovertown, and Newcastle, entered New Kent County at Matadequin Creek and continued via New Kent Court House to Drinking Springs (today's Norge) in James City County and drove on to Williamsburg.*

4 *Having ridden from Head of Elk, the 300 cavalrymen (hussars) of Lauzun's Legion rested at Newmarket Plantation south of Bowling Green. They turned east onto Sparta Road, passed Todd's Bridge without crossing and continued past St. Stephen's Church. They rode the length of King & Queen County (on what is now Route 14) past King & Queen Court House to Gloucester County. The Legion was the only combat unit that followed a land route to the siege.*

5 *After victory at Yorktown, most of the Continental Army with prisoners in tow used the wagon route to head north. The French forces followed the same route in July of 1782.*

(The author is grateful for the assistance of James M. H. Harris, of New Kent County, and J. David Zimmerman, of Hanover County, in preparing this map.)

Current W3R in Virginia:

As efforts to designate a W3R continue at the national level, architectural and historical site surveys and resource inventories are being conducted in states along the route. Such is the case in Virginia. In response to grassroots lobbying led by J. David Zimmerman, of Ashland, on behalf of localities in central Virginia, and Kevin Vincent, of Arlington, for localities in northern Virginia, the General Assembly in October 2006 appropriated funds to conduct a broad-based "Revolutionary War Road and Transportation Survey" of the land and water routes, and roads taken by the Franco-American armies to and from Yorktown. In January 2007, the Department of Historic Resources made the survey part of its Survey and Planning Cost Share Program, which matches state funds to county and city contributions.

With the Department of Historic Resources as the principal state partner, in April 2007 the first phase of the survey was launched in two main regions, one focusing on central and the other on northern Virginia. The lead local partner for central Virginia is New Kent County, which received Cost Share funds on behalf of local governments, historical organizations, and agencies, including the counties of Caroline and King William, the New Kent County Historical Commission, Historic Polegreen Church Foundation of Hanover County, Hanover Tavern Foundation, King and Queen Historical Society, and Richmond Chapter of the Virginia Society, Sons of the American Revolution. The lead partner for northern Virginia is Arlington County, which received Cost Share funds on behalf of itself as well as the counties of Fairfax, Prince William, Spotsylvania, and Stafford, and the cities of Alexandria and Fredericksburg. A second regional phase of the project began in August 2007, with the addition of new Cost Share partners in Tidewater and south-central Virginia. As a result, Gloucester County is the lead partner for itself and the counties of James City and York, and the City of Williamsburg, and in south-central, Charlotte County, which received Cost Share support through the Charlotte County Branch of the Association for the Preservation of Virginia Antiquities.

"The Revolutionary War Road and Transportation Survey" in Virginia was conceived from the very beginning to extend a wider geographical and chronological framework than similar resource inventories in other states, which all narrowly focused on the routes taken by Washington's and Rochambeau's forces. Reflecting Virginia's pivotal role in the final

This marriage license for Jean Louis Pont and Nancy Rady is from record books in the Charlotte County Courthouse. On May 16, 1782, Jean Louis Pont and Culverine Ford posted a bond of £50 Virginia state money required by law for permission to marry. That same day, Pont, a chasseur, or light infantryman, in Lauzun's Legion, had secured permission from his commanding officer, Captain Jean-Jacques de Trentinian, to enter into the marriage—under condition he return to his unit for evening roll call. While nothing is known about the bride Nancy Rady, French records show that the groom was born in 1759 in Rancourt sur Ornain (Département de la Meuse) in north-western France. He signed for eight-year's service in Lauzun's Legion on February 21, 1780. By June 1780, he was in America, where he participated in the October 1781 siege and victory at Yorktown. Following his winter quarters at Charlotte Court House in 1782, and his return to France in June 1783, he entered the Regiment of Lauzun Hussars, serving until his discharge in February 1788. There is no mention concerning his wife Nancy in any French records, yet she most likely accompanied him to France. (Source: Charlotte Co., Virginia Circuit Court: Marriage Bonds Book 1, p. 51; special thanks to A. Crystal Scruggs for scanning the certificate.)

phases of the Yorktown Campaign and its aftermath, the very nature of the conflict in the Commonwealth determined the survey's broadened objectives, which are as follows: "To identify the land and water routes, campsites and related resources traveled and occupied by"—

- Continental Army forces under the marquis de Lafayette and British forces under Lord Cornwallis;
- Lt. General George Washington and Lt. General Rochambeau, in September 1781, as well as those traveled and occupied by the Continental Army and the French Expeditionary Force on their way to Yorktown in August and September 1781;
- Continental Army Forces and their prisoners on their return march north in October, November, and December of 1781; and
- French forces on their return march to the north in July 1782.

Though it is one of the functions of the survey to support the designation of the nine-state Washington–Rochambeau Revolutionary Route as a National Historic Trail, it is and has to be conducted parallel to, and independent of, efforts on the federal level, where the National Park Service was tasked (Public Law No. 106-473) only to conduct a "resource study of the 600-mile route… used by George Washington and General Rochambeau."

Robert A. Selig *received his Ph.D. in history from the Universität Würzburg in Germany in 1988. A specialist on the role of French forces under the comte de Rochambeau during the American War of Independence, he currently serves as project historian to the National Park Service for the Washington–Rochambeau Revolutionary Route National Historic Trail Project. As part of the national project, he has researched and written historical and architectural site surveys and resource inventories for the States of Rhode Island and Providence Plantations, Connecticut, New York, New Jersey, Pennsylvania, and Delaware. In addition, he is conducting a revolutionary road and transportation survey in the Commonwealth of Virginia. He lives with his wife, Barbara, and his three children in Holland, Michigan.*

Left: A rare contemporary illustration of a hussar in Lauzun's Legion, from a 1780 manuscript. Right: Jean-Baptiste-Antoine de Verger drew these images of two American foot soldiers during the Yorktown Campaign; one depicts a black Light Infantryman of the Rhode Island Regiment; the other is a musketeer of the Second Canadian Regiment (Congress' own). De Verger served as a sub-lieutenant in the Royal Deux Ponts Regiment of Infantry. (Courtesy Anne S. K. Brown Military Collection, Brown University)

Survey and Planning Cost Share Program

Since its inception in 1991, the Survey and Planning Cost Share Program of the Department of Historic Resources has proved vital to fostering sustainable community-driven historic preservation activities. Cost Share also has made possible the foundational planning and resource surveys on which other programs of this department are built—programs such as the state and national registers or preservation tax incentives through tax-credit rehabilitations or easement donations.

The Cost Share program, during its 16 years, has assisted more than 100 communities statewide in undertaking planning and preservation activities. During the state fiscal year (1 July 2006 – 30 June 2007) covered by this issue of *Notes on Virginia*, Cost Share grants supported 15 projects serving 38 jurisdictions across the state. Yet, although the program has boosted preservation and planning in communities all around the Commonwealth, its growth and success has proceeded quietly.

But it is time the Cost Share Program receive recognition. What follows is a brief overview of the program and a summary of each of the projects funded during fiscal year 2007. Future issues of *Notes on Virginia* also will highlight recent Cost Share award activities.

Cost Share: What it is

The Cost Share Program is unique and solely dependent on state funding. Designed to develop a database of historic resources for Virginia's local governments and regional planning commissions, it also serves to enrich the department's statewide GIS-based database, totaling more than 144,400 architectural and 38,000 archaeological resources. Cost Share projects typically entail such activities as documenting or surveying buildings in proposed commercial or residential historic districts, and preparing nomination forms for the Virginia Landmarks Register and the National Register of Historic Places (the same form serves both registers). Cost Share projects may also assist in the development of local preservation plans through archaeological assessments of areas considered for development.

The key feature of the Cost Share Program is that funding for a project is shared—as its name implies—by a local government agency or combination of agencies and the Department of Historic Resources. Generally, the costs are borne equally; however, in addition to funding, the department also lends administrative support, which includes hiring a consultant to carry-out the work as well as closely monitoring a project to ensure the work meets the needs and expectations of both the locality and this department.

How it assists local governments

Cost Share projects contribute significantly to the development of the comprehensive five-year plan that every jurisdiction in Virginia is required by law to develop and periodically update. Moreover, Cost Share projects can assist localities in fulfilling the mandate that they incorporate cultural resources into their comprehensive plans. As mentioned, surveys conducted under Cost Share help to establish, or build upon, a usable cultural-resources database.

An accurate historic resources database and/or survey report can benefit localities in other ways too. They can be used for expanding heritage tourism; creating and nominating districts that attract economic revitalization through historic rehabilitation tax-credits to upgrade and repair properties; facilitating environmental-review activities required on federally-funded projects, which helps avoid costly delays for state and federal agencies and for developers. Cost Share survey reports also offer written and visual information that usually leads to the creation of a scripted slide presentation, an excellent way to inform residents as well as teachers and students about historic properties in their community and to engender broader interest in local history.

How it works

Cost Share operates over a two-year cycle that opens with the new state fiscal year on July 1, after the General Assembly has allocated funding for the program. The cycle starts with the department issuing a Request for Proposal Applications, inviting applications for funding from communities.

The RFA is typically issued in the spring. A locality's project proposal must meet local and state program objectives through such activities as those mentioned previously (e.g. surveying historic resources, preparing a state and national register nomination, or developing a historic preservation plan), among other possible initiatives. Soon after the deadline for proposals, the department's staff evaluates and ranks all the projects, determining which ones will receive funding and how much. Cost Share awards are highly competitive, as proposal requests always collectively exceed available funding. When evaluating proposals, the department looks at the need or urgency for survey and other preservation activities in a particular area; department staff also considers the comprehensiveness and responsiveness of the proposal, and how well its objectives align with those of the particular Cost Share Program cycle in which it is being evaluated.

Once the evaluation process is completed, the department works closely with the selected local governments to develop a scope of work for each project, and advertises for consultants to carry out the projects. The typical scope of work requires at least one meeting with local government staff and one local public meeting. The process also involves the department in an on-going dialogue with the appropriate local government officials, and in reviewing the proposals of consultants interested in securing a contract for a project, and in negotiating and awarding the contract. The general time frame for completing each project is 15 months from the time a consultant is hired.

Communities are encouraged to consider potential Cost Share Program projects well in advance of the application period, and to consult with staff of the Department of Historic Resources about a project idea and a potential scope of work. For more information, visit the department's web site (*www.dhr.virginia.gov*) and click on the link for "Survey and Planning."

Recent Cost Share Projects

During state fiscal year 2007, available Cost Share funding from the Department of Historic Resources totaled nearly $220,000. The department received 18 application requests for funding totaling $321,550 for projects with a proposed total cost of $623,100.

The final Cost Share awards went to projects representing a mix of activities, including 13 survey and register projects that will yield documentation of an estimated 4,150 properties. This group of projects will cover multi-jurisdictional investigation of the Washington–Rochambeau Revolutionary War Route in the northern and central regions of Virginia (see p. 47); a county architectural history publication for the public as well as for research and planning officials (Halifax Co.); a nomination and preservation plan for a slave quarters (Arcola Slave Quarters, Loudoun Co.); the second phase of a Civil War sites study (City of Fairfax); and an information technology initiative to prepare a GIS database, integrating all cultural resource information for planning use in 16 localities in the Hampton Roads area.

Overall the projects signal a strong commitment to informed preservation planning on the part of the localities: information resulting from these projects in nearly all cases will become part of community comprehensive plans, will be used for informing citizens about historic preservation, and will assist those communities expressly interest in using historic rehabilitation tax credits for revitalization. Most the projects deal with the matter of land use and will provide data to support well-informed decision making about growth in the respective locales.

Summary of Projects Funded:

Albemarle Co.

Village of Crozet Historic District Survey

Project: The county is conducting an architectural survey of between 270 and 300 properties within the Crozet historic district. The survey results will be entered into the statewide historic resources database maintained by the Department of Historic Resources and will also be used to prepare a Preliminary Information Form, the first step

A business in Crozet's commercial historic district. Originally known as Wayland's Crossing, the village was renamed in 1870 in honor of Claudius Crozet, a French civil engineer who routed and oversaw construction of the famed Blue Ridge Tunnel, a series of four railroad tunnels through Rockfish Gap at nearby Afton Mountain.

toward a state and national register nomination. Survey results will also be used to create a scripted slide presentation for the district and to develop strategies for coordinating development within the Crozet Growth Area that are compatible with the goals of historic preservation for the significant historic resources in Crozet.

Culpeper (Town)

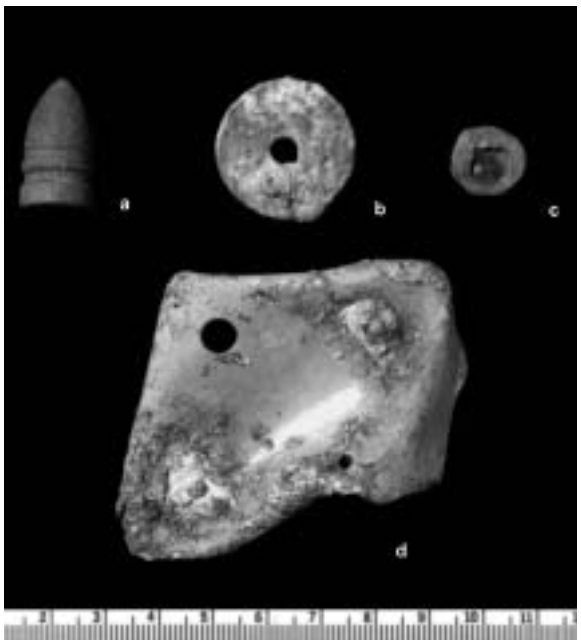
South East Street Historic District

Project: The town is preparing a National Register of Historic Places and Virginia Landmarks Register nomination on the South East Street Historic District for preservation planning purposes and to allow use of the historic rehabilitation tax credits and encourage good stewardship of the historic buildings in the district.

Fairfax (City)

Civil War Sites Survey, Phase 2

Project: The city is surveying, documenting, and preparing an inventory on a minimum of 15 Civil War sites. The project extends a prior Cost Share assessment completed in 1994, and continues Phase 1 of this project, conducted during the 2005–06 Cost Share Program cycle. The city will use the results to expand its cultural resources inventory for planning and heritage tourism.



Civil War-era artifacts recovered at the Barker House Site, City of Fairfax, during a previous Cost Share project: (a) .52 caliber Sharps carbine bullet; (b) homemade brass button; (c) nipple protector; and (d) white metal box lid (likely) with soldier's marks.

The National Bank of Fredericksburg is located in the Fredericksburg Historic District. It was constructed in 1819–20 as the Farmers' Bank of Virginia. During the occupation of the city by Union troops during the Civil War, the bank served as a military headquarters and President Lincoln addressed troops and citizens from its steps on April 22, 1862. It was listed on the state and national registers in 1983.

Fredericksburg

Fredericksburg Historic District Survey, Phase 2

Project: The city is surveying/resurveying and documenting a minimum of 500 properties in and adjacent to the existing Fredericksburg Historic District. Results from the survey will be used in the city's long-range planning, to guide continuing revitalization of the central business district, for heritage tourism, and for guiding appropriate infill development, and for proposed expansion of the historic district. The city is partnering in the project with Historic Fredericksburg, which is providing funding and assistance with research tasks. This project continues Phase 1 involving survey of 500 properties during the 2005–06 cycle of the Cost Share program.

Halifax Co.

Architectural History of Halifax County, Manuscript Preparation

Project: Building on data gathered from a prior Cost Share survey project, the county is researching and completing an illustrated manuscript for publication on the architectural history of Halifax County and the Town of Halifax. The manuscript will cover African-American heritage, various historic themes, and also highlight important historic resources in the county that have been lost. The project supports and encourages heritage education and tourism. The Halifax County Historical Society is organizing the project with support from the county government.

Brandon Plantation in Halifax Co. was originally the homestead of the Brandon family who settled the site in the mid-18th century. The house (ca. 1800; enlarged ca. 1842) has mantels and a stair attributed to Thomas Day, a well-known African-American cabinetmaker of the era, whose shop produced a wealth of furniture and architectural trim. The property was listed on the state and national registers in 1995 and 1996, respectively.

Halifax (Town)

Halifax Courthouse Historic District Survey and Nomination

Project: Halifax is surveying and documenting 170 to 200 properties to update its comprehensive plan and boost economic development through creation of a state and national register historic district, which will allow property owners to pursue historic rehabilitation tax credits. The survey will assist as well in heritage tourism initiatives such as the "Tobacco Heritage Trail," "Crossing the Dan," and the "Civil Rights Heritage Education Trail." The survey will also expedite federally required cultural resource review analyses on projects receiving federal funds. In addition, the town will work with the county on preparation of the county's architectural history book project.

Hampton (City)

Survey and Nomination for Master Plan Historic Resources Analysis

Project: The city is surveying properties in the proposed Old Wythe and the Pasture Point historic districts, and preparing National Register of Historic Places and Virginia Landmarks Register nominations on these districts. Additionally, a survey is to be conducted in the proposed Buckroe, Coliseum Center, and North King Street historic districts, and preparation of Preliminary Information Forms (PIFs) on these areas is planned, the first step toward nominating a district to the state and national registers. The information gleaned from this study will inform the city's Master Plan historic resources analysis of buildings and neighborhoods in the city's older sections and will support ongoing local preservation planning efforts.

Hampton Roads Planning District Commission

GIS and DHR Database Enhancement Project

Project: The HRPDC is developing a GIS database that integrates all available information on local, state, and federal historic resources for the 16 Hampton Roads localities that the office serves. This will include re-digitizing approximately 5,300 cultural resource records on prehistoric and historic archaeological resources; digitizing approximately 1,560 records on historic architectural resources for which locations are known but have yet to be entered into the Department of Historic Resources' or HRPDC GIS-based databases; correcting locations and boundaries for historic architectural resources in the DHR GIS database; and locating unmapped architectural resources.

Loudoun Co.

Arcola Slave Quarters, Survey Update, Nomination, and Treatment Plan

Project: The county is preparing a state and National Register nomination for the county-owned Arcola Slave Quarters and developing a preservation plan for the site, which is to be open to the public for the interpretation of African-American history in Loudoun County.

Orange (Town)

Courthouse Sector Survey (part of listed Orange Commercial Historic District)

Project: Orange is surveying/resurveying between 150 and 200 buildings in or adjacent to the existing Orange Commercial Historic District. The results will assist in the town's comprehensive plan, in economic revitalization through the potential use of historic rehabilitation tax credits and heritage tourism, for new zoning decisions, and possible expansion of the existing historic district.

The Orange Commercial Historic District has been the county seat of Orange County since 1749. The district has a diverse collection of commercial buildings covering a range of architectural styles that were popular from the 1830s through the 1940s and that reflect the town's development from its earliest days as a courthouse town and railroad stop, to its era of rebuilding after the devastating fire of 1908, to the transformation of the town during the automobile era. The district was listed on the state and national registers in 1998 and 1999, respectively.

Roanoke (City)

Survey to Complete Inventory of Roanoke Historic Properties

Project: In this second phase of an ongoing project, the city is surveying 50 buildings throughout the city, to assist the city with completing a comprehensive architectural survey. The survey results will be used to promote preservation, especially through the use of historic rehabilitation tax credits.

Rocky Mount

Bald Knob Historic District Survey

Project: The town is conducting an architectural survey of as many as 150 properties in the Bald Knob historic district and preparing a Preliminary Information Form, the first step toward a state and national register nomination. The project will assist in community planning especially in regard to the historic preservation components for its revised comprehensive plan. It will also support development of heritage tourism, especially for the "Crooked Road" music trail, for which Rocky

The South Boston Historic District retains tangible reminders of the community's industrial, commercial, and residential development from after the Civil War to the 1930s. Beginning as a railroad depot in 1854, the town became the country's second-largest bright-leaf tobacco market by the early 1900s. The town contains many historic tobacco warehouses and factories from its golden age of tobacco trading. Recently one of those tobacco buildings, The Prizery, was renovated using tax-credits and converted to a community arts center. The district was listed on the state and national registers in 1986.

Mount is the easternmost gateway. This project is the second phase of a prior Cost Share project partly funded during the 2005–06 cycle, which documented the Pigg River Heritage Area.

South Boston

Survey Areas Adjoining South Boston Historic District; Amend Nomination

Project: The town is resurveying and documenting between 140 and 175 properties in neighborhoods, and buildings and sites adjoining the existing South Boston Historic District, and resurveying approximately 49 properties within the existing district in order to update and amend the National Register of Historic Places nomination form for the South Boston Historic District. The results will assist the town in economic revitalization through the use of historic rehabilitation tax credits, in developing heritage tourism spotlighting tobacco-related resources and supporting the "Crossing the Dan" initiative, and will help expedite environmental review requirements tied to federal funding from Community Development Block Grants.

Statewide

Study of Washington–Rochambeau Revolutionary Route (W3R)

Northern Virginia: Arlington County, as the lead partner with the counties of Fairfax, Prince William, Spotsylvania, and Stafford; and the cities of Alexandria and Fredericksburg:

Central Virginia: New Kent County, as the lead partner with the counties of Caroline, Hanover, King and Queen, and King William:

Project: This regionally-based study and survey in northern and central Virginia is locating, identifying, photographing, and mapping the roads, waterways, houses, taverns, ordinaries, towns, camps and bivouacs—those still existing and those that have disappeared—that were used by all armed forces during the Yorktown Campaign of 1781. The survey will also identify the resources,

Map of Rochambeau's military camp at Dumfries, Prince William Co., drafted in 1782. (Library of Congress)

as identified above, that were used or occupied by the same forces during their return north during November of 1781 and July 1782. The effort will imitate on a smaller scale the Revolutionary Road Site Survey and Resource Inventories produced by the National Park Service for seven states. It is the mutual hope and expectation of the participating localities and DHR that the "Revolutionary War Road and Transportation Survey" will encourage the identification, recognition, and protection of a whole range of historic resources within the study area; support the designation of the national Washington–Rochambeau Revolutionary Route as a National Historic Trail; serve as a demonstration project that might be expanded statewide; will support continuing educational and heritage stewardship benefits in the area, and lead toward nominations to the National Register of Historic Places; support local preservation planning efforts, and lead to production of a guidebook.

New Preservation Easements Protect 23 Historic Properties

Since publication of the previous issue of *Notes on Virginia* (2006, No. 50), the Board of Historic Resources accepted preservation easements on 23 historic properties between July 1, 2006 and June 30, 2007. The easements cover a diverse range of property types including colonial plantations, Civil War battlefields, and 19th-century houses. Two of the easements protect well-known National Historic Landmarks: Shirley Plantation and Upper Bremo. These two easements as well as the easement on Four Mile Tree are co-held with the Virginia Outdoors Foundation. The various Civil War battlefield easements have come as a condition of state and federal grants awarded for the purchase of the properties associated with specific battles. Two other easements, Pilgrim's Rest and Tuckahoe, add more acreage to their respective prior easements.

About Preservation Easements

Virginia's preservation easement program relies on a cost-effective partnership between private property owners and the Department of Historic Resources, among other public agencies. In essence the arrangement permits historic properties to remain in private ownership while providing permanent legal protection against demolition and inappropriate architectural changes to historically character-defining features of a property's buildings or site, meaning easements also prohibit or limit commercial development or subdivision of a landmark's historic setting.

In order to receive easement protection, a property must be listed on the Virginia Landmarks Register (p. 5) or be a contributing property in a registered historic district. In return for an easement donation, a property owner may receive state tax credits. In addition, tax assessors must acknowledge easement restrictions entailed by preservation donations when calculating local property tax assessments. A preservation easement transfers and applies to all future owners of a property, another essential aspect of Virginia's program.

Preservation easements through the Department of Historic Resources are flexible and tailored to each specific property and the needs of each owner. This means, in keeping with the idea that the best stewards of historic properties are owners, preservation easements allow for the present-day use of a historic building different from that for which it was originally constructed.

The staff of the Department of Historic Resources now administers preservation easements for the Board of Historic Resources on more than 425 properties, many jointly held with the Virginia Outdoors Foundation. Administration obligates the staff of the department to regularly inspect easement properties, provide technical assistance to property owners as needed, and educate new owners when title to an easement property transfers.

Information on the easement program or about donating an easement may be obtained from the department's web site at *www.dhr.virginia.gov*, or by contacting the department's easement program coordinator, Wendy Musumeci at (804) 637-2323, ext. 136, or by e-mail at *Wendy.Musumeci@dhr.virginia.gov.*

Burgh Westra, Gloucester County
Donor: Mr. and Mrs. Thomas Marshall Boyd
Land included: 38.92 acres
Easement recorded: December 4, 2006

Following a design from Andrew Jackson Downing's *Cottage Residences* (1842), Burgh Westra was constructed in 1851 for Dr. Philip Alexander Taliaferro on a point overlooking Gloucester's North River. Although a 1983 fire gutted the interior, the exterior walls survived. The interior is currently undergoing restoration based on historic documentation. The property has remained in the ownership of the builder's family to the present.

Burgh Westra

Fleetwood Heights, Brandy Station Battlefield, Culpeper County
Donor: Brandy Station Foundation
Land included: 18.9 acres
Easement recorded: May 2, 2007

Also known as Fleetwood Hill, this property was the scene of heavy fighting during the Civil War Battle of Brandy Station on June 9, 1863. Fleetwood Heights is a ridge located in the northwestern section of the battlefield. The Brandy Station Foundation purchased the property from Golden Oaks Construction, Inc. The easement is a requirement of a grant from the American Battlefield Protection Program that assisted with the purchase.

Fleetwood Heights

Fort Colvin, Frederick County
Donor: APVA-Preservation Virginia
Land included: 2.027 acres
Easement recorded: June 18, 2007

Fort Colvin, built circa 1750, is a rare surviving example of colonial Virginia frontier construction rooted in Irish vernacular architecture. The simple frame building is unusual for having retained its original 18th-century size and much original fabric. The French and Indian War Foundation entered into a contract with APVA-Preservation Virginia to purchase the property to use as a venue for interpreting the era of the French and Indian War on the Virginia frontier.

Fort Colvin

Four Mile Tree

Four Mile Tree, Surry County
Donor: The Reverend Merrill Orne Young
Land included: 307.5 acres
Co-grantee: Virginia Outdoors Foundation
Easement recorded: August 4, 2006

Named for a tree marking the water distance from Jamestown, this property has been an identifiable James River plantation since the early 17th century. The present house, with its distinctive jerkinhead roof, was built in the mid-18th century for the Browne family. The interior preserves much original woodwork, including a fine Georgian stair. Also remaining are impressive original garden terraces with a central ramp. The family cemetery preserves what may be Virginia's oldest legible tombstone, dated 1650.

Hanger Mill, Augusta County
Donor: J. B. Hanger, Jr.
Land included:
7.5 acres
Easement recorded:
February 7, 2007

Hanger Mill

Built in 1860 for Jacob Hanger on the site of an earlier mill, Hanger Mill is a well-preserved survivor of the many grist mills that once dotted Augusta County. It was one of the few early mills to have escaped the wanton burning of mills and barns in the Shenandoah Valley by Union Gen. Philip Sheridan during the Civil War. The mill operated until 1940. Much of its early machinery is intact. The current owner, a descendant of Jacob Hanger, has carefully maintained the building and has restored the mill wheel to working order.

Harmony Hall

Harmony Hall (Fort Bowman), Shenandoah County
Donor: Belle Grove, Inc.
Land included: 96.36 acres
Co-grantee: Virginia Outdoors Foundation
Easement recorded: December 27, 2006

This venerable dwelling illustrates the Pennsylvania German influence on early Shenandoah Valley architecture. German characteristics include the sturdy limestone construction, the dressed ceiling joists, and the principal purlin roof framing. The house was completed circa 1753 for George Bowman and his wife Mary, daughter of Jost Hite, the region's first white settler. The property was donated in 1990 by the O'Connell family to Belle Grove, Inc., which maintains nearby Belle Grove Plantation in Frederick County.

Hill Property, Cold Harbor Battlefield

Hill Property, Cold Harbor Battlefield, Hanover County
Donor: Historic Polegreen Church Foundation, Inc.
Land included: 59.8 acres
Easement recorded: August 11, 2006

The Historic Polegreen Church Foundation has received National Park Service funding for purchase of the Hill property, a core area of the Cold Harbor Battlefield as identified by the Civil War Sites Advisory Commission. The battle, fought in June, 1864, thwarted Gen. Grant's idea of a direct attack on Richmond. The Cold Harbor Battlefield remains among the most threatened in the Richmond area. Many of the areas of action are already covered with residential development.

Hutchinson Lot, South Parcel, Waterford Historic District, Loudoun County
Donor: Waterford Foundation, Inc.
Land included: 25 acres
Easement recorded: May 24, 2007

Using a grant from the Virginia Land Conservation Fund, the Waterford Foundation purchased this open-space parcel within the National Historic Landmark District of Waterford. The acquisition is a part of the foundation's ongoing effort to preserve the historic rural vistas surrounding Waterford. Formerly zoned for three-acre subdivision, the easement restricts development to one single-family residence, with the building envelope proscribed by the Waterford Foundation and the Department of Historic Resources.

Hutchinson Lot, South Parcel, Waterford HD

Kelly's Ford Battlefield Overlook Park, Brandy Station Battlefield, Culpeper County
Donor: Brandy Station Battlefield Foundation, Inc.
Land included: 8.52 acres
Easement recorded: May 2, 2007

The Kelly's Ford property, situated along the Rappahannock, a state scenic river, has long been an important river crossing. First used by Native Americans, the ford later became one of the most important river crossings during the Civil War. It was the scene of heavy fighting on June 9, 1863, when it was instrumental in the progress of approximately 5,500 Federal troops during the Battle of Brandy Station. The Brandy Station Foundation has purchased the property with funding from the Virginia Land Conservation Fund.

Kelly's Ford Battlefield Overlook Park, Brandy Station Battlefield

The Meadows, Washington HD

The Meadows, Washington Historic District, Rappahannock County
Donors: Mr. and Mrs. John F. Sullivan
Land Included: 21 acres
Easement recorded: December 15, 2006

The Meadows is a contributing property in the Washington Historic District, the picturesque county seat of Rappahannock County. Encased within the house is a simple log structure dating from the 18th century. A large, center-hall plan dwelling was added in the 1830s. A rear addition was constructed in the 1990s. On the grounds are several 18th-century outbuildings. The surrounding 21 acres maintains an important scenic backdrop for the west side of the village.

Mount Pleasant, Westmoreland County
Donors: Mr. and Mrs. William T. Carden
Land Included: 46.255 acres
Easement recorded: December 27, 2006

This arresting work of late Victorian architecture was erected in 1887 for John E.R. Crabbe, owner of a Baltimore Dry Goods company. Constructed of prefabricated parts incorporating highly decorative detailing, the house is a rare example for Virginia of a high-style late 19th-century country mansion. The house stood neglected for nearly 30 years but has been meticulously restored by its present owners. The interior preserves its original walnut woodwork, slate mantels, and many original light fixtures.

Mount Pleasant

Old Brick House, Conjuror's Neck Archaeological District, Colonial Heights
Donor: Old Brick House Foundation
Land included: approximately one-half acre
Easement recorded: November 27, 2006

On a bluff overlooking the Appomattox River, the Brick House, also known as Kennons, incorporates portions of the brick walls of a large and sophisticated mansion built in the second quarter of the 18th century for the Kennon family. The house burned in 1879 and was rebuilt within the somewhat truncated sections of the walls with simplified trim. The house has been rehabilitated with the assistance of a General Assembly grant. It serves as the headquarters of the neighborhood

Old Brick House, Conjuror's Neck Archaeological District

Old Rectory, Bedford County
Donors: Robert B. Lambeth, Jr. and Lynn Beebe Lambeth
Land included: 14.36 acres
Easement recorded: December 21, 2006

Set in a commanding location in the rolling countryside of western Bedford County, this circa-1787 dwelling was the home of Waddy Cobbs, member of the local gentry. As originally built, the T-shaped house had one-story wings. The second stories of the wings were added in the mid-19th century when the house served as the rectory for St. Stephen's Episcopal Church. The portico is an early 20th-century addition.

Old Rectory

Pilgrim's Rest, Prince William County (additional acreage)
Donor: Dr. and Mrs. Rodney J. Klima
Land included: 23.9 acres
Easement recorded: December 13, 2006

The original easement on this Prince William County landmark was donated in 1994 and incorporated 100 acres. The additional acreage in this latest easement further secures the pastoral character of the property against the region's suburban sprawl. The focal point of Pilgrim's Rest is a circa 1790 frame plantation house distinguished by a massive end chimney structure.

Reed Square, St. John's Church HD

Reed Square, St. John's Church Historic District, Richmond
Donor: Reed Square Foundation
Land included: Four city lots
Easement recorded: January 5, 2007

Reed Square is a privately maintained amenity green space at 110 N. 26th Street, on Richmond's Church Hill. The 80-by-70-foot garden was created by preservationist Mary Ross Reed in the late 1950s as a garden setting for the adjacent Anthony Turner house, which Mrs. Reed purchased for preservation. The Reed Square Foundation makes the property available for special events.

Shield Property

Shield Property, Hanover County
Donor: Historic Polegreen Church Foundation
Land included: 5.8 acres
Easement recorded: August 22, 2006

Located in the core area of the Totopotomoy Creek Battlefield, the Shield property is directly across the road from the site of the Polegreen Church, which was destroyed during the battle of Cold Harbor on June 1, 1864. The property was acquired for preservation using funds from the Land and Water Conservation Fund made available to the foundation by the National Park Service's American Battlefield Protection Program.

Shirley Plantation, Charles City County
Donor: Shirley Plantation, LLC
Land Included: Approximately 121.36 acres
Co-grantee: Virginia Outdoors Foundation
Easement recorded: December 27, 2006

A National Historic Landmark, Shirley Plantation, on the banks of the James River, was patented in the 17th century by Edward Hill, ancestor of the current residents. The existing mansion was originally constructed in 1738, with significant modifications in 1770 and 1831. The mansion, forecourt dependencies, barn, and other outbuildings form one of the nation's most complete and sophisticated colonial plantation complexes. The Carter family continues to operate the property as a working plantation. Shirley has long been a popular visitor attraction.

Shirley Plantation

Slaughter Pen Farm, Spotsylvania County
Donor: Civil War Preservation Trust
Land included: 208 acres
Easement recorded: December 8, 2006

The Civil War Preservation Trust acquired for preservation this 208-acre tract, which has been described as the most significant part of the Fredericksburg battlefield remaining unprotected. The property was the site of a major lost Federal opportunity during the Battle of Fredericksburg on December 13, 1862. A post-Civil War house and small farm complex is located on the property; otherwise the property remains much as it existed in 1862.

Slaughter Pen Farm

Tuckahoe Plantation, Goochland County (additional acreage)
Donor: Tuckahoe Plantation owners, LLC
Land included: 30 acres
Easement recorded: December 28, 2006

This 30-acre parcel is the most recent of several easements donated on this National Historic Landmark colonial plantation, established in the early 1700s by William Randolph. The initial easement of 240 acres was donated in 1986 and included the plantation house and outbuildings. An additional 40-acre easement was donated in 2004 to protect open-space to the north of the house. An easement donated in June, 2006 covers the cedar lane to the River Road entrance. The current 30-acre easement protects fields to the west of the cedar lane.

Anthony Turner House, St. John's Church Historic District, Richmond
Donor: Historic Richmond Foundation and Betty J. Moore, holder of life estate
Land included: city lot
Easement recorded: January 5, 2007

The Anthony Turner house is prominently situated at the corner of East Franklin Street and North 26th Street in the St. John's Church Historic District, popularly known as Church Hill. The two-story brick structure, erected circa 1800, is perhaps the oldest extant dwelling in the historic district. The property was acquired in the late 1950s by preservationist Mary Ross Reed and sold by her in 1972 to Betty Joyce Moore. Ms. Moore donated the property to the Historic Richmond Foundation in 1989 but maintained a life estate.

Anthony Turner House, St. John's Church HD

Upper Bremo, Bremo Historic District, Fluvanna County
Donor: The Bremo Trust
Land Included: 1,563.58 acres
Co-grantee: Virginia Outdoors Foundation
Easement recorded: December 21, 2006

This easement on the extensive Upper Bremo portion of this National Historic Landmark plantation protects almost a dozen supporting structures along with the famous Jeffersonian-Palladian mansion completed in 1820 for Gen. John Hartwell Cocke. The five-part structure was designed by Gen. Cocke in collaboration with John Neilson, a talented builder/architect who was employed by Thomas Jefferson at both Monticello and the University of Virginia. Other resources include the stone "Palladian" barn, stable, pisé slave quarters, and Temperance Temple, designed by Alexander Jackson Davis. The property remains in the ownership of Gen. Cocke's descendants.

Upper Bremo, Bremo HD

Williston

Williston, Orange County
Donors: Mr. and Mrs. Joseph F. Vilga
Land included: 29.9 acres
Easement recorded: May 11, 2007

Williston is a finely appointed Italianate farmhouse erected around 1867 for Joseph Hiden, a local businessman and property landowner. The property takes its name from the Willis family, who purchased the place in 1914. The interior is distinguished by its elaborate stenciled and painted decoration, discovered under layers of wallpaper by the present owner. Such stenciled work is extremely rare in Virginia. On the grounds are several early outbuildings.

Windsor Castle

Windsor Castle, Smithfield, Isle of Wight County
Donors: Anne Betts Hooper and Charles S. Betts III
Land included: 42.09 acres
Easement recorded: March 12, 2007

On Cypress Creek, a tributary of the Pagan River, Windsor Castle farm is the remnant of a 1,450-acre parcel patented in 1637 by Arthur Smith. The present dwelling house was probably built before 1750 by Arthur Smith IV, who laid out the adjacent town of Smithfield. The house was largely remodeled in the Greek Revival style around 1840 although some colonial woodwork remains. The property retains an important collection of early outbuildings and farm buildings.

39 New Historical Markers for Virginia's Roadways

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

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

At the dedication in September 2007 of the "Waller's Ford" marker in Fieldale, Henry County (L to R): George Byer, member of the George Waller Chapter, Sons of the American Revolution; Cheryl Bullard Kellogg, a former resident of Fieldale; John Wesley Martin and Ken Patterson, of North Carolina; Beatrice Bullard, author of the marker's text and a member of Fieldale Heritage Festival Committee, which co-sponsored the marker; John Kern, director of DHR's Roanoke Regional Preservation Office; Frances Shackleford Leavitt, of Martinsville, a direct descendant of Col. George Waller. (Photo: Courtesy of Southern Field Office, National Trust for Historic Preservation)

WALLER'S FORD

George Waller (1734–1814) and his wife, Anne Winston Waller (1735–1839), established their plantation at Waller's Ford on the Smith River near here about 1770. George Waller helped establish Henry County, serving as one of its first justices and as an early tax commissioner and sheriff, and he was one of Martinsville's first trustees. Waller was an officer in the local militia, which mustered on his plantation. In 1781, Major Waller marched 21 militia companies to North Carolina, where they fought in the Battle of Guilford Court House. They were present at Yorktown for the surrender of British forces on 19 Oct. 1781.

Between July 1, 2006 and June 30, 2007, the state fiscal year covered by this issue of *Notes*, a total of 39 new markers were approved; most have now been installed. Of these 39 markers, 18 resulted from the department's ongoing effort to create markers that recognize the full diversity of Virginia's rich historic legacy through topics that deal with people, places, and events in the history of African Americans, Virginia Indians, and women, among other minorities (a similar initiative is underway for resources listed on the state and national registers).

BEAR MOUNTAIN INDIAN MISSION SCHOOL

Bear Mountain is the spiritual center of the Monacan community. The Bear Mountain Indian Mission School, ca. 1868, was originally built for church services and is listed on the National Register of Historic Places. Virginia's racial segregation laws excluded Monacan children from public schools. The school provided a seventh-grade education until 1964, when high school first became available to Monacan students. In 1908, an Episcopal mission was established on this site, which included a frame extension to the schoolhouse. A fire in 1930 left only the schoolhouse intact. The building now belongs to the Monacan Indian Nation.

THE COURAGE OF FRANK PADGET

Heavy rains early in 1854 left the James River and the treacherous Balcony Falls, south of this site, in full flood. On 21 January the towrope of the canal boat, *Clinton*, snapped. Washed over the Mountain Dam and through successive falls, its passengers became stranded in the raging waters. Braving the dangerous river, Frank Padget, an enslaved boatman, skillfully led a crew of five rescuers who successfully saved dozens of the stranded passengers. While he was attempting to rescue the last passenger, Padget's craft was broken on the rocks. Unable to fight the rushing current, Padget drowned.

In early 2007, in association with the University of Virginia Press, the department released an updated and revised edition of *A Guidebook to Virginia's Historical Markers*, to commemorate the 80th anniversary of the marker program. The book is a handy traveling companion for Virginia residents and visitors. It also offers engaging reading for armchair travelers as well.

In addition to the book, in 2007 the department launched a new component on its website (*www.dhr.virginia.gov*) that allows visitors to search the database of state highway markers and locate individual markers on a highway map. The new feature was developed by James Madison University's Department of Integrated Science and Technology in collaboration with this agency. It's a wonderful resource for teachers, students, as well as for travelers who like to map marker trip routes based on specific historic themes; the database search site can be accessed at: *www.dhr.virginia.gov/hiway_markers/hwmarker_search.htm.*

For more information on how to sponsor a new marker or for further details about the program, please visit the department's website or contact Francine Archer at the Department of Historic Resources, by e-mail at *Francine.Archer@dhr.virginia.gov* or by phone at 804-367-2323, ext. 120.

New Markers

Sponsored by Private Organizations, Individuals, and Localities:

Emporia	Fearnought	UM-54
Hampton	Bunch of Grapes Tavern	WY-1
Hanover County	Reuben Ford and Hopeful Baptist Church	EA-7
Henry County	Martinsville Speedway	A-108
	Waller's Ford	A-109
King and Queen Co.	Lower King and Queen Baptist Church	OB-13
King William County	Lt. Gen. Lewis Burwell "Chesty" Puller	OC-16
Loudoun County	Charles Fenton Mercer	T-24
	Loudoun Heights Clash	T-25

Lynchburg	Point of Honor	L-23
Middlesex County	Middlesex County Courthouse	N-41
	Stingray Point	N-76
Richmond (City)	Cavalry Action at Cold Harbor	O-68
	Shockoe Hill Cemetery	SA-4
Richmond County	Saint John's Church	O-2
Roanoke (City)	Dr. William Fleming	K-94
Rockbridge County	Oxford Church	I-25
Shenandoah County	Andrew Zirkle Mill	AB-3
Virginia Beach	Adam Thorowgood	KV-14
Winchester	First Battle of Winchester	A-7
Wise County	Pound, Virginia	Z-90

New Markers Recognizing Virginia's Diverse Historic Legacy:

Sponsored by Dept. of Historic Resources & Virginia Historical Society, unless otherwise indicated:

Amherst County	Bear Mountain Indian Mission School	R-52
	*The Courage of Frank Padget	R-23
Arlington County	Dr. Charles R. Drew	C-71
Charles City County	*Pvt. Benjamin B. Levy	V-51
Fairfax County	*Laura Ratcliffe	C-24
Goochland County	Second Union School	SA-12
Loudoun County	Douglass Community School	F-35
Louisa County	Flora Molton	W-212-A
Mecklenburg County	Mecklenburg County Training School	Z-159
Newport News	Ella Fitzgerald	W-80
Portsmouth	Matilda Sisseietta Jones	Q-8-j
	Ruth Brown	Q-8-u
Richmond (City)	Charles Sidney Gilpin	SA-77
	Fourth Baptist Church	SA-7
	Freedmen's Bureau, Freedman's Bank	SA-6
	Giles Beecher Jackson	SA-76
Roanoke (City)	Oscar Micheaux	K-90
	Indian Treaty of 1646	(to be determined)

*Sponsored by private individual or organization.

Replacement Markers

Paid by Sponsor:

Clarke County	Carter Hall	T-1
Danville	Dix's Ferry	U-39
Gloucester County	Ware Church	NA-2

Historic Rehabilitation Tax Credit Program

Among the most effective tools for encouraging preservation of historic properties are federal and state rehabilitation tax credit incentives. Virginia's state rehabilitation tax credit program was established in 1997 by an act of the General Assembly. The program places Virginia consistently among the top five states across the nation for the number of federal tax credit projects proposed and completed; more importantly, the state tax credit program has proved to be an engine for driving revitalization of urban neighborhoods and downtowns, and engendering economic growth statewide.

The proof is in a 2007 report issued by Virginia Commonwealth University's Center for Public Policy, which conducted a study of the program in partnership with the Department of Historic Resources. The study analyzed the impact of the state tax credit program on the economy of Virginia from 1997 through 2006.

For its study VCU's Center for Public Policy surveyed all the property owners—developers, businesses, and homeowners—who received state tax credits for rehabilitation projects completed and approved by the Department of Historic Resources in 2005 and 2006:

- *93 percent* of the respondents indicated that state tax-credits were *essential* to their decision to undertake an historic rehabilitation project;
- *65.5 percent* of the respondents indicated that they *would not have* rehabilitated their historic property *without* state tax credit assistance.[1]

These survey results were applied to the analysis of a 10-year total of $1.454 billion[2] in private expenditures for rehabilitation tax credit projects. In VCU's analysis, it was thus determined that $952 million (65.5 percent of $1.454 billion) is the amount leveraged by state tax credits. That dollar amount represents projects *for which state tax credits were an essential driving force*.

Among the study's conclusions, expenditures of $952 million created an estimated—

- *$1.595 billion* in total economic impact to Virginia;
- *10,769 full- and part-time jobs* from direct employment as well as indirect employment in other sectors of the economy;
- *$444 million* in labor income (meaning wages and salaries);

There are, in addition to these economic factors, myriad intangible benefits derived from the state tax credit program. There is the spirit of renewal that people feel in reviving historic districts as they reclaim the physical expressions of Virginia's heritage, character, and sense of place. There is also the enhanced quality of life and social capital that accrues through the preservation and restoration of community fabric; the increase in a more diverse range of housing stock; the promotion of local heritage and educational resources; and the support of smart-growth and sustainable development through the efficient re-use of existing buildings and infrastructure.

The state tax credit program contributes significantly to making Virginia a desirable and vibrant place in which to live, work, and play. That's why the Commonwealth continues to attract new businesses, residents, and visitors each year. *(cont. on page 74)*

[1] 58% of the survey respondents said they would not have rehabilitated the property without state tax credit assistance. These are the projects for which the tax credits were essential because these expenditures would not have occurred without the Tax Credit Program. In addition, 15% of the respondents said that they were unsure whether they would have gone ahead with the rehabilitation project without state tax credits. Regarding this latter group, the assumption is that half of the respondents would not have undertaken the project without tax assistance, resulting in a total of 65.5% (58% plus 7.5%, half of 15%) of respondents who relied upon the Tax Credit Program to undertake the rehabilitation work.

[2] Inflation adjustments made using the "Consumer Price Index for All Urban Consumers" (CPI-U) from the U.S. Bureau of Labor Statistics.

Atlantic Motor Company, Richmond

To anyone driving through Richmond during the 1990s, the building at 1840 West Broad appeared to be simply another vacant building, if it was noticed at all.

Not to Brad Sauer.

To Sauer, vice president of the Sauer Property Group of Richmond, the Atlantic Motor Company building conjured up an image of the bustling commerce once so common to this area of the city.

Constructed for use as an automobile showroom and service station in 1919, and used since for such myriad purposes as a commercial laundry establishment, an appliance dealership, and then again for auto sales, the Atlantic Motor Company building was abandoned in the mid-1980s and remained vacant for nearly two decades. In 2004, Mr. Sauer and the Richmond architectural firm Commonwealth Architects began restoring the building—keeping in mind its historic functions—for adaptive reuse through the federal and state rehabilitation tax credit program, a program that "works incredibly well," according to Mr. Saur.

The building is now home to a variety of retail stores and business offices. With over $3 million invested (and nearly $800,000 in tax credit earned), this project demonstrates the full potential of adaptive rehabilitation in a commercial building.

"Nobody would take the risk in these old buildings" without the tax credit program, said Mr. Sauer, adding that the adaptive rehabilitation made feasible by the program is "a huge social and quality of life benefit."

Commonwealth Architects put a large amount of effort into their attention to the historical features of the building. Some of these elements were still viable, such as the terra-cotta floor, but others, such as the plaster ceiling panels which had suffered from extensive water damage, required complete replication and reinstallation in order to more completely realize the building's historic character.

The rehabilitation of the Atlantic Motor Company building was so successful that Commonwealth Architects received a Palladio Award in March 2007 for Adaptive Reuse of a historic building. Presented by *Traditional Building* and *Period Homes* magazines and the Traditional Building Exhibition and Conference, this award recognizes projects that display outstanding achievement in the interpretation and adaptation of existing architectural resources. While no longer functioning as an automobile showroom, the Atlantic Motor Company building nevertheless continues to represent the evolution of Richmond's growing economy.

Arthur Striker, Assistant Historian
Department of Historic Resources

Historic Rehabilitation Tax Credit Program

(cont. from page 72)

Federal and state tax credits are available for most work associated with the rehabilitation of a historic building, including certain "soft costs" such as architects' and consultants' fees. The federal tax credit is 20 percent of qualified expenditures; the state tax credit, 25 percent. Thus, when the state and federal credits are combined for approved projects, the total tax credit allowed on eligible expenses is 45 percent. One significant difference between the two programs is that only income-producing properties are eligible for the federal program, whereas the state program is available for both owner-occupied (i.e. residential) and income-producing properties. In either case, completed projects must meet the Secretary of Interior's *Standards for Rehabilitation* (or simply "the Standards").

To be eligible for rehabilitation tax incentives, a property must be listed on the state and national registers either individually or as a contributing building in a listed historic district. The attraction of rehabilitation tax credit incentives among property owners and business and civic leaders has led to an increased interest in two other programs of the Department of Historic Resources—the Cost Share Program (p. 56), which assists communities in surveying historic resources, and the historic register program (p. 5).

For more information on pursuing a tax credit rehabilitation project, contact Chris Novelli at the Department of Historic Resources at (804) 367-2323, ext. 100 or at *Chris.Novelli@dhr.virginia.gov.*

Rehabilitation Tax Credit Projects: Making a Difference in Virginia's Communities

During the 2007 state fiscal year (July 1, 2006 to June 30, 2007), there were 262 tax credit rehabilitation projects certified by the Department of Historic Resources, with a total expenditure of $309,900,070. In addition, there were 275 projects proposed, with an estimated expenditure of $327,198,175. The examples below indicate the range of project types certified during FY 07 throughout Virginia.

F.X. Burton and Company

Arlington

The Mattucci House: The $94,000-plus rehabilitation of this 1939 residence included updating the kitchen and bathrooms as well as installing new heating/cooling systems and historically appropriate windows.

Danville

F.X. Burton and Company: Rehabilitated at a cost of over $4.7 million, this circa–1880 former tobacco factory was converted into 27 condominiums while retaining the building's 19th-century industrial character.

Harrisonburg

Lucy F. Simms School: Following a $6 million-plus rehabilitation, this former 1939 elementary school building has been returned to use as an educational facility with a new gymnasium.

720 Graydon Avenue

Norfolk

The Aberdeen: This $1.3-plus million rehabilitation project has given new life to the Aberdeen's residential units while retaining the building's historic character and architectural elements.

720 Graydon Avenue: The $2.3-plus million rehabilitation of this 1917 apartment building resulted in a 6-unit condominium after the west half of the building had been completely gutted by fire.

Richmond

Nolde Brothers Bakery: Rehabilitated at a cost of over $2.9 million, this former early 20th-century bakery was converted into commercial space on the first floor and apartments on the second, while retaining its original Art Deco detailing and industrial character.

Nolde Brothers Bakery

The Buggy Factory

The Buggy Factory: Built in the 1890s, this former headquarters of the Richmond Buggy and Wagon Company was converted into commercial space on the first floor and apartments on the upper floors, following a $1.1 million-plus rehabilitation which retained the building's industrial character.

Staunton

Hoy Brothers Feed Mill: Rehabilitated at a cost of over $700,000, this former 1920s warehouse building was successfully converted into commercial office space on the first floor and residential units on the second and third floors.

Spahr Residence: The $800,000-plus rehabilitation of this 1890s Queen Anne–style residence transformed it from subdivided apartments back into a single-family dwelling, restoring its original Victorian splendor.

Spahr Residence

116 Brewer Avenue

Suffolk

116 Brewer Avenue: This 1914 Craftsman-style bungalow was rehabilitated for $525,000, restoring its fine interior wood finishes and expanding the kitchen.

Compiled by Chris Novelli
Architectural historian / tax credit specialist
Department of Historic Resources

History begins in Virginia

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Notes on Virginia

An aerial view of Shirley Plantation, along the James River in Charles City Co., shows this National Historic Landmark's colonial-era core, now under a preservation easement with the Department of Historic Resources. The artifacts pictured, housed in DHR's Curation Facility in Richmond, are from the Aston Collection. Walter Aston settled in Virginia in 1628 and was a lieutenant colonel in the militia. His plantation, near present-day Shirley, served as an armory and muster ground. Among the thousands of artifacts recovered during a 1984 archaeological rescue excavation from Aston's homesite are the sword hilt, cannon ball, musket lock, and pistol barrel shown. To learn about the connection between Shirley Plantation and Walter Aston, see p. 40; to read about recent restoration work at Shirley, see p. 44. (Top photo: Courtesy of Shirley Plantation. Bottom: R. Taft Kiser)

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