



DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue, Richmond, Virginia 23221

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PRELIMINARY INFORMATION FORM

HISTORIC DISTRICT

An historic district is defined as a significant concentration of buildings, structures, or sites that are united historically and aesthetically by plan or physical development. The following constitutes an application for preliminary consideration of eligibility for the nomination potential of a historic district for listing in the Virginia Landmarks Register and the National Register of Historic Places. This does **not** mean that the district is being nominated to the registers at this time. Rather, it is being evaluated to determine if it qualifies for such listings. Applicants will be notified of the staff's and the State Review Board's recommendations.

Contact the Virginia Department of Historic Resources Archivist to determine if previous survey material for this proposed district is on file, and if the district has been previously evaluated by DHR. Obtaining previously recorded information could save a significant amount of time in preparing this Preliminary Information Form (PIF). The archivist may be reached by phone at (804) 482-6102, or by email at Quatro.Hubbard@dhr.virginia.gov. The archivist will also give you the address of the regional office to which you should send your completed PIF materials.

Please type this form and, if additional space is needed, use 8½" x 11" paper. If an electronic version of this PIF is available, it would be helpful if it could be submitted on a disc, or via email to the archivist. Note: All submitted materials become the property of the Virginia Department of Historic Resources and will not be returned.

Photographs: Please provide at least four (4) **color or** black-and-white (B&W) photographs of general streetscapes and four (4) color or B&W photographs showing a sample of individual buildings within the proposed district. The inclusion of photographs is essential to the completion of this application. **Without photographs, the application cannot be evaluated.** Photographs should be labeled on the reverse side in soft pencil or china marker (not with adhesive labels), and are not to be mounted or affixed in any way.

Digital Images: In addition to the images printed on photographic paper, digital images, if available, should be submitted in TIF or JPEG format and can be included on the same disc as the PIF.

Maps: Please include two (2) maps showing the location of the proposed district:

- A copy of a USGS Quad map with name of county/city printed on the map and with the name of the proposed district indicating its location (sections of USGS Quadrangle maps can be printed free of charge from <http://store.usgs.gov> and hand-labeled to mark property boundaries or location), and
- A map showing a closer picture of the proposed boundaries with street names and/or routes and possible building footprints would also be helpful. Please include a "North" arrow, date, and "Not to Scale" on this map.

Before submitting this form, please make sure that you have included the following:

- Section of labeled USGS Quadrangle map
- Proposed district boundary map
- 4 labeled color or B&W general photos
- 4 labeled color or B&W individual building photos
- Completed Resource Information Sheet, including
 - Applicant contact information and signature
 - City or county official's contact information

Thank you for taking the time to submit this Preliminary Information Form. Your interest in Virginia's historic resources is helping to provide better stewardship of our cultural past.

Virginia Department of Historic Resources PIF Resource Information Sheet

This information sheet is designed to provide the Virginia Department of Historic Resources with the necessary data to be able to evaluate the significance of the proposed district for possible listing in the Virginia Landmarks Register and the National Register of Historic Places. This is not a formal nomination, but a necessary step in determining whether or not the district could be considered eligible for listing. Please take the time to fill in as many fields as possible. A greater number of completed fields will result in a more timely and accurate assessment. Staff assistance is available to answer any questions you have in regards to this form.

General Property Information	For Staff Use Only DHR ID #:
District Name(s): <u>Northwest River Basin Rural Historic District</u>	
District or Selected Building Date(s): <u>1762</u> <input checked="" type="checkbox"/> Circa <input type="checkbox"/> Pre <input type="checkbox"/> Post Open to the Public? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Main District Streets and/or Routes: <u>George Washington Hwy, Benefit Road, Ballahack Road, Battlefield Blvd S, Indian Creek Rd, Head of River Rd</u> City: <u>Chesapeake</u> Zip: <u>23322</u>	
County or Ind. City: <u>Chesapeake</u> USGS Quad(s): <u>Lake Drummond, Deep Creek, Lake Drummond SE, Fentress, Moyock</u>	

Physical Character of General Surroundings	
Acreage: <u>40000</u> Setting (choose one): <input type="checkbox"/> City <input type="checkbox"/> Urban <input type="checkbox"/> Town <input type="checkbox"/> Suburban <input checked="" type="checkbox"/> Rural <input type="checkbox"/> Transportation Corridor	
Site Description Notes/Notable Landscape Features/Streetscapes: The Northwest River flows from the eastern end of the Dismal Swamp southeast through Chesapeake before entering North Carolina and continuing to the Atlantic Ocean. Both sides of the river remain largely undeveloped woods and wetlands. Two roads parallel the river for much of its path through Chesapeake: Benefit to the North and Ballahack to the south. All of the roads within the area are sparsely developed with individual dwellings and a few small neighborhoods. Only a handful of short road spans have any sidewalks, street lights, or formal landscaping. The overall landscape is flat with small variations in elevation. The North West Canal runs from the Dismal Swamp for approximately six miles until it connects with the navigable portion of the Northwest River. Most land is still used for farming or is undeveloped.	
Ownership Categories: <input checked="" type="checkbox"/> Private <input checked="" type="checkbox"/> Public-Local <input checked="" type="checkbox"/> Public-State <input checked="" type="checkbox"/> Public-Federal	

General District Information	
What were the historical uses of the resources within the proposed district? Examples include: Dwelling, Store, Barn, etc...	
<u>Dwelling, General Store, School, Church, Cemetery, Marker, Monument, Barn, Farm Outbuildings, Canal, Park, Swamp, River</u>	
What are the current uses? (if other than the historical use) _____	
Architectural styles or elements of buildings within the proposed district:	<u>Colonial, Greek Revival, Queen Anne, Colonial Revival, Gothic Revival, Bungalow/Craftsman, Ranch</u>
Architects, builders, or original owners of buildings within the proposed district:	<u>T.B. Tuttle</u>

Are there any known threats to this district? Vacant, neglect, development

General Description of District: (Please describe building patterns, types, features, and the general architectural quality of the proposed district. Include prominent materials and noteworthy building details within the district and a general setting and/or streetscape description.)

The proposed Northwest River Basin Rural Historic District comprises an area of approximately 40,000 acres of primarily wetlands, woods, and agricultural fields with sporadic historic and more recent residential construction, as well as limited commercial development. The district encompasses roughly the portion of the southern third of the City of Chesapeake which does not lie within the Dismal Swamp. It is a largely flat area with only small variations in elevation. The district is bounded by the Dismal Swamp to the west, North Carolina to the south, the City of Virginia Beach to the east, and the more developed portion of the City of Chesapeake to the north.

Should the decision be made to pursue a National Register nomination for the Northwest River Basin, several large areas along the perimeter would need to be more carefully examined to determine whether or not inclusion is warranted. The area consisting of the Naval Support Activity Station Northwest Annex, which straddles the border with North Carolina, contains several architectural and archaeological resources, as well as several hundred acres of undeveloped land, but also a significant number of newer noncontributing resources. Additionally, there is at least one noncontributing neighborhood between the Annex and Ballahack Road which would likely have to be within the district if the Annex were included. The Annex has not been included within the boundaries of this evaluation. Another question to consider for a final nomination is whether some, all, or none of the Dismal Swamp Canal is included in the district boundary. It played an incredibly important role in the economy of this section of Chesapeake for more than a century. It also was directly connected to the North West River Canal and they functioned together as a primary route for transportation and commerce while the North West River Canal still functioned. However, the canal is individually listed on the National Register and its role and boundaries extended far beyond that of the Northwest River basin. For this evaluation the Dismal Swamp Canal is not included, but its eastern bank forms the western boundary of the proposed district on its western end. Finally, the area east of Battlefield Boulevard South and north of Indian Creek Road to Head of River Road would need to be more closely surveyed to see if an acceptable balance of newer noncontributing resources could be excluded while still including a significant number of contributing resources found within this largely undeveloped area of Chesapeake. This area was included within this evaluation. Finally, while further analysis from a complete survey of all parcels is needed, a number of newer developments were excluded along the boundary of this evaluation.

The district is bisected by the Northwest River which runs southwest from the Dismal Swamp to the North Carolina border at the corner of Chesapeake. Both sides of the river remain largely undeveloped woods and wetlands. Two roads parallel the river for much of its path through Chesapeake: Benefit Road to the north and Ballahack Road to the south. George Washington Highway runs along the western end of the district and is the only section of four lane highway except for a portion of the Chesapeake Expressway which runs through the eastern half of the district. Every other road is two lanes through mostly undeveloped or agricultural land with a few small neighborhoods established in the second half of the twentieth century before zoning limitations were imposed. Possibly the most important constructed resource in the district is the North West Canal which runs east from the Dismal Swamp for more than six miles to the navigable section of the Northwest River. This canal is the most prominent of several large, and numerous small canals which date from the early nineteenth into the twentieth century. In many ways the North West River Canal defines this district historically as much as the Northwest River defines the landscape.

There are over three thousand properties and well over a thousand resources within the district, the vast majority of which are dwellings or linked to agricultural production. Hundreds of dwellings, canals,

markers, agricultural buildings, cemeteries, and archaeological sites are contributing resources with an as yet undetermined number of noncontributing resources comprised largely of more recent residential construction. The final boundaries and a resource count will have to be determined in conjunction with a full district survey which allows for careful parcel by parcel analysis to exclude the denser areas of development from the last half century. The Period of Significance for the district stretches from 1762 (the earliest known resource) to the 1960s as the area has continued to evolve as a rural and agricultural region.

Dwellings and agricultural resources can be found close to the road, far back at the end of long driveways, or within larger agricultural settings. The primary industry is farming, including livestock, but there are a limited number of tourist related endeavors related to hiking and boating as well as small independent services such as garages, farm supply, groceries. There is also a Northwest River Park and the large Cavalier Wildlife Management due east of the Dismal Swamp on the North Carolina border. Historically there were several saw mills as well as resources related to the shipping industry which utilized the Dismal Swamp and North West canals. Many of these canals were created for irrigation and are still in use. Besides the North West Canal, there are several larger canals originally created to drain sections of the Dismal Swamp and these often have large intact sections remaining. The best known of these are the parallel Number One, Number Two, Number Three and Number Four Ditches which run west to east and span nearly a third of the southern boundary of the district with several hundred yards between each.

Previous surveys which covered parts of this proposed district (1987 survey of the entire city, African American survey in 2010, 2013 survey of the city rural overlay district) as well as Section 106 surveys and individual efforts have resulted in approximately three hundred historic resources being documented within the proposed boundaries of the proposed Northwest River Basin historic district. The current survey will result in more than a hundred additional resources being surveyed. The historic dwellings in the district represent a variety of architectural styles including a handful of eighteenth and early nineteenth century dwellings consisting of Colonial and Greek Revival examples. Somewhat more common nineteenth century examples include Colonial Revival, Greek Revival, Queen Anne, simple Italianate, and a few Gothic Revival churches. Twentieth century dwellings are comprised largely of Colonial Revival/Cape Cod dwellings along with numerous Bungalow/Craftsmen cottages and Ranch houses. A majority of the dwellings are one or two story frame construction with a few historic brick masonry homes. Common earlier forms include side hall, center hall, I-House, and hall-and-parlor with front and side gables or hipped roofs. A handful of earlier homes have gambrel roofs and there are a few four-square dwellings. Many homes have single-bay porches with shed or hipped roofs with a few larger multi-bay examples. More recent homes are often single-story, front gable or hipped roof. There are also a handful of tenant houses, some of them identified as African American resources, scattered around the district. There were likely many more in the past (several are documented as being demolished) and those remaining are generally in fair to poor condition. There are also a handful of historic schools and churches within the proposed district. Finally, there are several dozen cemeteries of varying sizes documented though out the Northwest River Basin region and likely others on farms and abandoned home sites that are yet to be discovered. Additionally there are numerous historic and later agricultural resources including barns, sheds, chicken coops, small warehouses, grain elevators, garages, fenced pastures, irrigation canals, well houses, and green houses.

More recent, noncontributing homes are predominantly either Colonial Revival or follow common suburban eclectic examples pulling design elements from various revival styles.

While there are dozens of typical nineteenth and twentieth century dwellings of various well known types, as well as numerous conventional historic agricultural resources, a handful of resources stand out within the proposed Northwest River Basin Historic District. A few of the earlier homes, as well as a handful of churches, schools and commercial buildings, represent a rarity of either resource or style within the

district, or relate part of the history and evolution of the area. Though not comprehensive, these resources highlight the architectural and cultural development of the region.

The Happer House (#131-0003) is located at 3162 Ballahack Road and is the best known and most historically significant dwelling in the district. The Flemish bond brick, two-story Dutch Colonial dwelling was constructed after 1768 on land which was originally granted in 1691. The original section of the house is a side hall plan with a gambrel roof and two interior brick chimneys on the western end. The house features six-over-nine and nine-over-nine double-hung wood sash with three dormers matching the three bays of the house. In 1950 the house was extensively renovated with many historic features rehabilitated while other deteriorated sections were replaced in kind. The small wing to the west was completely replaced at this time. A two-story addition was added in 2006 with many details designed to blend with the historic sections of the house. This home retains numerous historic features and has been documented extensively. It is one of only five surviving examples of eighteenth century gambrel-roofed dwellings in the area and retains substantial acreage and its historic setting. This house type would have been fairly common for larger plantations during the eighteenth century, and more examples exist in neighboring Virginia Beach, former Princess Anne County.

The Powers House (131-0005) at 3248 Battlefield Boulevard South is another rare late eighteenth century gambrel-roofed dwellings in the area. This house is also two-stories and three bays. While the end walls are brick, the façade and rear of the house are frame but currently covered with a late twentieth century brick veneer. There are two brick end chimneys as well laid in Flemish bond. Also similar to the Happer House are three shed roof dormers. There is a two-story rear ell.

Beechwood (131-0008) at 3728 Belle Haven Street is a two-story, five-bay, frame construction center hall house on a raised brick foundation. Two single-story ells project from each of the rear corners in a rare arrangement. There is a metal seamed hipped roof and an Italianate cornice as well as four interior end brick chimneys, two on the house and one on for each ell. Stretching between the two rear ells is a raised single-story shed-roofed porch. All of the house is clad in weatherboard. This house is deteriorated, but is one of the stronger candidates for individual listing on the National Register with the district.

The Sanderson House (131-0018) at 4676 Battlefield Boulevard South is another of the rare ca 1800 gambrel-roofed dwellings in the district. The frame construction house is one-and-a-half stories with a brick foundation and weatherboard siding. There are two brick exterior end chimneys, one Flemish bond and one seven course American bond suggesting that one is a later addition or a replacement. As with the other similar dwellings, there are three shed-roofed dormers, one over each bay of the house. There is also a distinctive modillion block patterned cornice. The house features double-hung wood sash with four-over-four, six-over-six, and twelve-over-twelve window fenestration and historic molded surrounds. There is a single-story, full width shed-roofed ell on the rear of the house.

The Hollstead-Butts House (131-0034) at 1200 Taft Road is yet another late eighteenth century gambrel-roofed Dutch Colonial House. Like the Powers House, this house has Flemish bond brick ends but weatherboard clad frame construction façade and rear. It is also central hall and features the predictable three shed-roofed dormers. There are two interior brick end chimneys and a raised brick basement. There is a ca 2000 single-story rear ell with garage and screened porch. The windows are vinyl replacements.

Eason House/Greenbrier Farms (131-0149) at 225 Sign Pine Road is a large intact Queen Anne style house with multiple bays and a one-story wrap around porch on a raised brick foundation. The house has been clad in aluminum siding but architectural details remain intact including one-over-one double hung wood sash and wood shingles in the gables. The roof is hipped with a large hipped roof dormer and a cross gable at the rear. There are four intact interior brick chimneys. Given the rarity of this resource type in the area and the level of architectural integrity, this is a good candidate for individual listing.

Cornland School (131-0111) at 2309 Benefit Road is a 1903 Colonial Revival one-room school house, the oldest extant example in the City of Chesapeake, with strong exterior and interior architectural integrity. This school is significant for its link to African American social history and its role as a physical example of the Plessy v. Ferguson ruling only a few years earlier. The building is wood frame construction with a single front bay and three side bays clad in weatherboard siding and features six-over-six double hung wood sash windows. The front gable roof is clad in standing seam metal while the foundation consists of brick piers. There is an internal brick chimney. The building is accessed via a single leaf wood door under a small shed roof. The building was constructed by T.B. Tuttle.

Gertie School (131-0068) at 4032 Bunch Walnuts Road was constructed ca 1924 and served as a school until 1954. The single-story brick masonry rectangular building features five course American bond and a brick water table. The roof is a cross gable with asphalt shingle and weatherboard in the gables. The paired double leaf wood entry doors flank the front gable and are covered by a small gable porch roof. There is a group of four six-over-six double hung wood sash windows on the projecting front gable with paired groups of four similar windows on either side adorning the main school building; matching groups of windows are on the sides of the rear elevation. The two ends of the building are solid brick masonry. The rear of the building has a hipped roof extension with a large brick interior chimney which features four-over-four double hung wood sash windows with brick arches. This intact early twentieth century one-room school house is a good candidate for individual listing for both its architectural significance and its social history.

The Northwest Baptist Church (131-0061) at 848 Ballahack Road, was constructed in 1896 and represents a common front gabled single-room church with an entry vestibule and central front steeple and Gothic Revival style windows. The foundation is parged brick and the building is clad in aluminum siding. There are paired gable roofed rear wings. The Good Hope United Methodist Church (131-0107) at 1633 Benefit Road, constructed ca 1871, is a simple Gothic Revival style building. The original single-room front gabled church had a large steeple and gabled vestibule added to the front in 1902. Several alterations to windows and doors along with a rear addition were completed in the 1950s. The building is clad in aluminum siding with the historic weatherboard below. The paired wood sash windows along the sides retain their historic glass.

Dozens of small historic commercial buildings used to dot the roadsides in southern Chesapeake, but many have been demolished. The Southern Packing Corp (131-5617), located at 4004 Battlefield Blvd South, is a mid-twentieth century commercial building directly related to local agriculture. This large concrete block building has a brick veneer façade pierced by multiple loading bays and a parapet of varying heights. Lewis' Garage, located at 3029 Battlefield Boulevard South, is a front gable concrete block purpose built automobile service garage building constructed ca 1950. It has two garage openings with glass and aluminum roll up doors as well as historic eight light steel sash windows along the sides and a glass and metal historic side entry door. There is an interior concrete block chimney. Smith's Grocery (131-0117), located at 2801 Benefit Road, is a rare surviving ca 1910 early frame construction rural store at a crossroads of a former small village. The front gabled building has an historic standing seam metal roof with exposed drafter tails and weatherboard siding. There is a full width wood frame front porch with a hipped roof. There is also a rear shed roof addition and a side shed roofed extension. The main building has a central interior brick chimney. St. Brides Feed & Farm Supply, located at 356 St. Brides Road East, is a business which directly services the local farming industry. The historic section of the building is a single-story side gable stucco building with a large garage door sized central front entry flanked by large storefront windows. There is a full width hipped roof extension along the front to cover customers and goods. There is a more recent front gable addition appended to the rear of the original store.

The Dismal Swamp Canal (131-0035) is a defining large scale constructed feature of this rural area of southern Chesapeake. The Dismal Swamp Canal was completed in 1805 and forms the western boundary of the Northwest River Basin district. The Dismal Swamp Canal is independently listed on the National Register and well documented. The section which abuts the Northwest River basin contributes to that potential district functionally as it fed into the North West River Canal for transportation, and at one time may well have connected with the large drainage ditches along the North Carolina border. It is also an integral part of this district because of the historic role it played in the construction of business and residential architectural resources along its eastern side which played an important role in the nineteenth and early twentieth century local rural community.

The North West River Canal and Locks (131-0036) were completed in 1830 and were constructed to allow small flat bottom boats to move primarily timber related products from the Dismal Swamp to the navigable portion of the Northwest River. The canal runs from Wallaceton at the Dismal Swamp approximately seven miles east and, depending on the survival of embankments, varies in width from a few feet up to nearly the twenty four feet width it reportedly had when in use; it was generally four feet deep. There were three wood locks and a culvert completed as part of the original canal “(at least two locks have been located) elements of which are believed to remain underground. The easternmost lock turning basin is also still evident. There are also several mile posts and a former mill site along the canal.

Wallace House/Wallaceton (131-0379) at 3509 George Washington Highway used to be a company store for the Wallace Company constructed ca 1853 at the junction of the Dismal Swamp Canal and the North West River Canal. The vertical hand hewn juniper log frame store served employees of the company as well as residents of the small community of Wallaceton which used to exist on the site. After the Civil War the building was converted into a one-and-a-half story dwelling and a dining wing was added. The house was moved in the early twentieth century after an 1899 widening of the canal and a new dining wing was added with the old dining room converted to a kitchen. There are two separate contributing resources: a dairy and a kitchen building. Collectively these resources are a link to a now vanished lumber and milling community and industry along the Dismal Swamp and the Northwest River.

Superintendent’s House (131-0380) on the George Washington Highway, near Wallaceton and the beginning of the North West Canal, was constructed ca 1870. The building was originally a two-story single-pile building with two bays facing the road while the three bay façade and central entry faced the canal. The side gable building, supported by brick piers, has a standing seam metal roof, deteriorated weatherboard siding, and a large exterior brick side chimney. The door and window openings are boarded up. On the canal side is a single-story frame porch with shed roof. There is a ca 1930s shed roof addition on the north side which served as a kitchen. It was built as a toll house for the Dismal Swamp Canal. By 1867 the North West Canal was no longer in use and sometime after that this building served as a store and possibly a post office for Wallaceton, with its store converted to a house. In the early-to-mid twentieth century the house served as a tea room stop along the Dismal Swamp Canal and later a tenant house until the 1950s. It has been vacant since.

Significance Statement: Briefly note any significant events, personages, and/or families associated with the proposed district. It is not necessary to attach lengthy articles or genealogies to this form. Please list all sources of information. Normally, only information contained on this form is forwarded to the State Review Board.

The current city of Chesapeake was initially part of the large English colony of Elizabeth City which encompassed modern day Hampton Roads and beyond. In 1636, in response to a growing population in the southern region, the colony was split at the James River into Elizabeth City to the north and New Norfolk County to the south. The next year New Norfolk County was divided into Upper and Lower Norfolk Counties. Soon after, in 1642, Lower Norfolk County was further subdivided into Princess Anne and Norfolk Counties, with Chesapeake eventually being formed from part of Norfolk County. In 1736 the City of Norfolk was separated from Norfolk County as a distinct borough. In 1761 the area was split into three parishes with most of modern day Chesapeake falling into St. Brides Parish, particularly the southern more rural area which is the focus of this report.

Early settlement in this region largely avoided the Dismal Swamp (which included a large portion of southern Chesapeake at the time) and its environs and there are no resources linked to European settlers in Chesapeake dating from the seventeenth century. Additionally, most economic activity in the 1600s was tobacco based which does not encourage dense settlements. By the early 1700s Norfolk County overall was home to numerous plantations with a few landholders owning most of the land. For water and transportation, most eighteenth century development in the area of Chesapeake focused around the Elizabeth and Northwest Rivers. One of the earliest settlements was the village of Great Bridge along the Elizabeth River which was firmly established by 1729.

The tobacco dominated economy of the seventeenth century eventually expanded to include lumber and people began to establish small settlements to take advantage of the huge timber supplies in the Dismal Swamp. Settlers also began to construct drainage ditches and turn swamp into farmland, eventually pushing the swamp back to its considerably smaller modern boundaries. Additionally, the need to collect and transport tobacco to the port in Norfolk via government declared waypoints resulted in villages being established in rural Chesapeake with names still recognized today: St. Brides, Benefit, Cornland, Hickory, and Fentress. Eventually the need to expand and enhance the transportation of goods led to the construction of the Dismal Swamp Canal, the North West River Canal and eventually, in 1859, the Albemarle & Chesapeake Canal connecting the Dismal Swamp with the Elizabeth River. In the first half of the nineteenth century many farmers moved from tobacco production to food crops or livestock.

The Dismal Swamp Canal construction was begun in 1793 and is the oldest artificial waterway still in use in the United States. The canal spans 22.5 miles with a distinct turn in the middle to move around the Northwest River, which had to be later reached by a separate canal. Each mile was marked by a granite marker, most of which were lost but have been found and repaired through dedicated local efforts. Original wood locks have rotted, but several granite replacement locks remain today. The route eventually connected the Elizabeth River with the Pasquotank River in North Carolina. In 1805 a road was built parallel to the Dismal Canal to facilitate construction. After the Civil War the canal went into a period of decline and underwent a major renovation and expansion to handle larger boats ending in 1899. It has been maintained ever since and is still an active waterway.

The North West River Canal and Locks started out as a waste ditch from the Dismal Canal in 1820. By 1830 the current canal was constructed to allow small flat bottom boats to move primarily timber related products from the Dismal Swamp to the navigable portion of the Northwest River and eventually to the Currituck Sound and on to the Atlantic. The canal runs from Wallaceton at the Dismal Swamp approximately seven miles east where it meets the beginning of the more navigable portion of the Northwest River. An 1833 report for the Dismal Swamp Canal Company reported a huge amount and variety of goods transported on the North West Canal some of which included over 168,000 cubic feet of

timber, 737,333 hogshead staves, 2, 512, 099 shingles of various types, and 32,470 bushels of corn. In addition to carrying goods, the North West Canal served to drain water from the Dismal Swamp Canal if it needed repairs. By 1867 the North West River Canal was no longer in use as other more viable transportation routes were embraced. Part of the reason for its failure was the silting up of the Currituck Sound, which might have been caused by the Northwest Canal itself. The establishment of the larger and more reliable Albemarle and Chesapeake Canal was another cause of the North West Canal's decline.

Along with canals, roads were developed early in rural Chesapeake with many familiar current names derived from the major plantations nearby including Bunch Walnuts, St. Brides, Ballahack, and Shillelagh. A few railroad lines ran through this area as well and, though all of the tracks have now been removed, some railroad beds are still discernable. As the economy and transportation routes expanded and became more reliable, other signs of more long term communities emerged such as churches. The Northwest Baptist Church was established in 1782.

While few if any resources related to African Americans survive from the Colonial era in Chesapeake, however their presence on plantations and in the construction of the canals is documented. In that context the Dismal Canal and North West River Canal should be viewed as resources directly related to African American history as would a surviving plantation. With the phasing out of indentured servants largely accomplished by the Revolutionary War, most plantation labor and large scale construction labor, such as the grueling digging of the canals, would have been completed by African slave labor. These slaves would have been hired from local plantations. Ironically, the Dismal Swamp later became a hiding place for runaway slaves, who in turn were sometimes hired to work on lumber and shingle contracts. Accounts of runaway slaves in the Dismal Swamp were mentioned repeatedly in written accounts including *Harper's Weekly*, Harriet Beecher Stowe's book *Dred: A Tale of the Great Dismal Swamp*, and Henry Wadsworth Longfellow's poem "The Slave in the Dismal Swamp."

African American labor was also the primary component in the lumbering of timber and the making of shingles from the Dismal Swamp. Additionally, four plantations from before the antebellum period have been identified as likely locations of African American archaeological remains: Happer, Holstead-Butts, Glencoe (the house is demolished) and West. There have also been a significant number of pre-Civil War farmsteads within southern Chesapeake which would warrant archaeological investigation. As communities became larger and more permanently established, we begin to see still extant African American resources such as the highly intact Cornland School. There are also several cemeteries which are linked to African Americans such as the Deford Family Cemetery located at the current Triple R Ranch on Bunch Walnuts Road. While the graves are separated, there appear to be both white and African American graves within the same cemetery, which is rare. However, the majority of still extant resources related to African American history are located further north in the more developed areas of Chesapeake.

The Civil War was a major setback for the economy in rural Chesapeake, as it was for most of the South. Timber and shipping industries essentially ceased functioning and the Dismal Swamp Canal was in multiple areas. Though no battles were actually fought within what is now Chesapeake, some communities disappeared and transportation, settlement, and economic patterns were altered. White males joined the Confederate army with many never returning. Some of this story is related in the diary of local resident Elizabeth Curtis Wallace (*Glencoe Diary*) whose son William died in the war. She lived at the now lost plantation house of Glencoe and interacted regularly with the residents of Wallaceton and Beechwood. Slave labor obviously disappeared, with many African Americans joining the Union war effort either as labor or in military units. The result was a long term economic depression in the area with citizens of all backgrounds facing a difficult long term economic situation. However, this violent change to community also allowed for the first time the beginnings of long term African American communities with their own schools and churches. Certain businesses, such as the running of small transportation boats called "The Mosquito Fleet," also ended up in the hands of African Americans.

Railroads, the Dismal Swamp and Albemarle and Chesapeake Canals, truck farming, and the continued economic resources of the Dismal Swamp itself helped this area rebuild its economy and reestablish its agricultural roots. The late nineteenth and early twentieth century period saw what is now Chesapeake reemerge as a leading timber and agricultural exporting region. The large plantations were now replaced with family farms and the housing stock changed from plantation houses to central and side hall, I-houses and later bungalows, and eventually the Ranch house. In fact, as the saw mills and other processing facilities began moving to South Norfolk and Norfolk beginning in the late nineteenth century, the area became even more rural. The eventual closing of the Dismal Swamp to commercial endeavors also greatly contributed to this trend. Until even the early post-World War II period, the majority of people employed in rural southern Chesapeake were involved in farming in some capacity. Automobiles and the explosive growth of the City of Chesapeake after its establishment in 1963 brought in new types of business and certainly changed the lifestyles of local residents. However, even today the agricultural and rural character of the area has been largely maintained.

With its largely intact rural landscape, agricultural fields and resources, the North West River Canal, multiple important African American sites The Northwest River Basin Rural Historic District is eligible for listing on the National Register of Historic Places under Criterion A in the areas of Agriculture, African American social history, and Transportation. It is also eligible under Criterion C for Architecture with resources tracing the architectural history of this part of the City of Chesapeake from the mid-eighteenth century until the modern era.

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Sponsor (Individual and/or organization, with contact information. For more than one sponsor, please use a separate sheet.)

Mr. <input type="checkbox"/> Ms. <input type="checkbox"/>	Chesapeake Planning Dept		
	(Name)		
306 Cedar Road, Second Floor	Chesapeake	VA	23322
(Address)	(City)	(State)	(Zip Code)
arBaker@cityofchesapeake.net	757-382-6176		
(Email Address)	(Daytime telephone including area code)		

In the event of organization sponsorship, you must provide the name and title of the appropriate contact person.

Contact person: Alexis Baker, Senior Planner

Daytime Telephone: (757) 382-6176

Applicant Information (Individual completing form)

Mr. <input checked="" type="checkbox"/> Mrs. <input type="checkbox"/>	Marcus R Pollard			Commonwealth Preservation
Ms. <input type="checkbox"/> Miss <input type="checkbox"/>				Group
	(Name)			(Firm)
PO Box 110083	Norfolk	VA	23517	
(Address)	(City)	(State)	(Zip Code)	
marcus@commonwealthpreservationgroup.com	757-651-0494			
(Email Address)	(Daytime telephone including area code)			

Applicant's Signature:

Date: 4/22/2015

Notification

In some circumstances, it may be necessary for DHR to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator or City Manager.

Mr. <input checked="" type="checkbox"/> Mrs. <input type="checkbox"/> Dr. <input type="checkbox"/>	James E Baker			City Manager
Miss <input type="checkbox"/> Ms. <input type="checkbox"/> Hon. <input type="checkbox"/>				(Position)
City of Chesapeake	306 Cedar Road, Sixth Floor			
(Locality)	(Address)			
Chesapeake	VA	23322	757-382-6166	
(City)	(State)	(Zip Code)	(Daytime telephone including area code)	

Please use the following space to explain why you are seeking an evaluation of this district.

The City of Chesapeake and local residents would like to highlight the important local history of this area as well as the notable rural landscape and resources which still remain in the areas to the north and south of the Northwest River and North West River Canal.

Would you be interested in the State and/or the Federal Rehabilitation Tax Credits? Yes No

Would you be interested in the easement program? Yes No

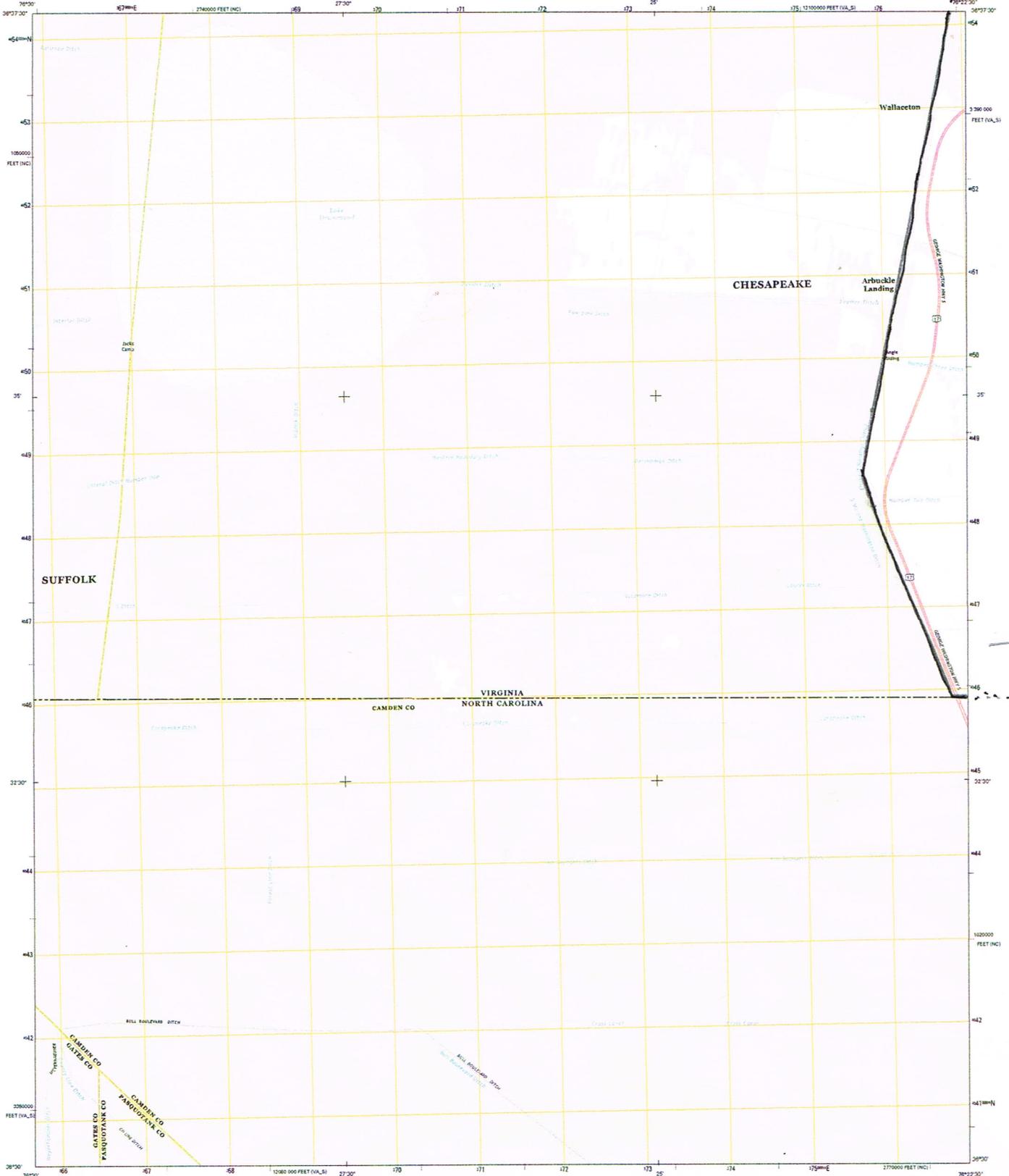
B



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U. S. GEOLOGICAL SURVEY

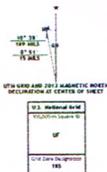
The National Map
US Topo

LAKE DRUMMOND QUADRANGLE
VIRGINIA-NORTH CAROLINA
7.5-MINUTE SERIES



C

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North American Datum of 1983 (NAD83)
North American Datum of 1983 (NAD83) Projection and
1000-meter grid. Universal Transverse Mercator, Zone 18S
10 000-foot UTM. Meters Coordinate System of 1983 (South
Zone). North Carolina Coordinate System of 1983



SCALE 1:24 000
CONTOUR INTERVAL 10 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988
This map was produced to conform with the
National Geospatial Program US Topo Product Standard, 2011.
A metadata file associated with this product is available at version 0.6.11



QUADRANGLE LOCATION

Suffolk	Lake Drummond	Deep Creek
Chesapeake	Lake Drummond	Lake Drummond
Roanoke	Lake Drummond	Roanoke

ROAD CLASSIFICATION

Expressway	Local Connector
Secondary Hwy	Local Road
Ramp	GAO
Interstate Route	US Route
	State Route

PROPERTY: 6/27, June 2012
Roads: 6/2006-2012 TomTom
Names: 6/2006-2012 TomTom
Hydrography: National Hydrography Dataset, 2012
Contours: National Elevation Dataset, 2012
Boundaries: Census, IBC, USGS, 1977-2012

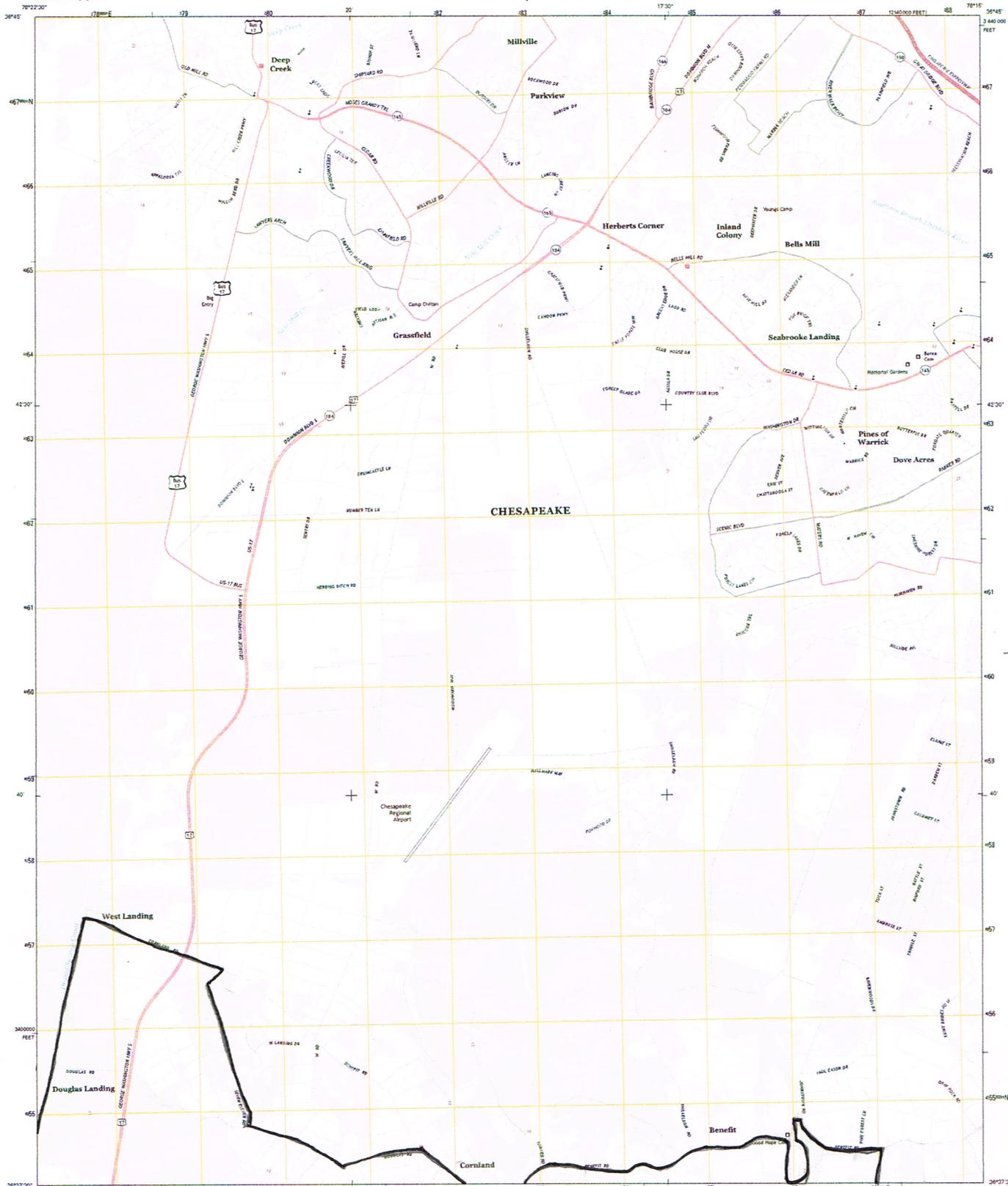
LAKE DRUMMOND, VA-NC
2013



U.S. DEPARTMENT OF THE INTERIOR
U. S. GEOLOGICAL SURVEY



DEEP CREEK QUADRANGLE
VIRGINIA-CHESAPEAKE CITY
7.5-MINUTE SERIES



→ D

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North American Datum of 1983 (NAD83)
North Geobase System of 1983 (NAG83)
1:50,000 scale projection
10 000-foot GCS: Virginia Coordinate System of 1983 (VCS83)

Map: HSP, June 2012
Scale: 1:24,000
Projection: UTM
Datum: NAD83
Contour: 10-foot
Boundary: Census, BLM, USGS, 1972-2012



SCALE 1:24 000
CONTOUR INTERVAL 10 FEET
NORTH AMERICAN VERTICAL DATUM OF 1983
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DEEP CREEK LOCATION

Severn	Roanoke	Roanoke
Lee	Deep Creek	Federal
Lake	Lake	Roanoke

ROAD CLASSIFICATION
Expressway
Secondary Hwy
Ramp
Interstate Route
Local Connector
Local Road
ATD
US Route
State Road

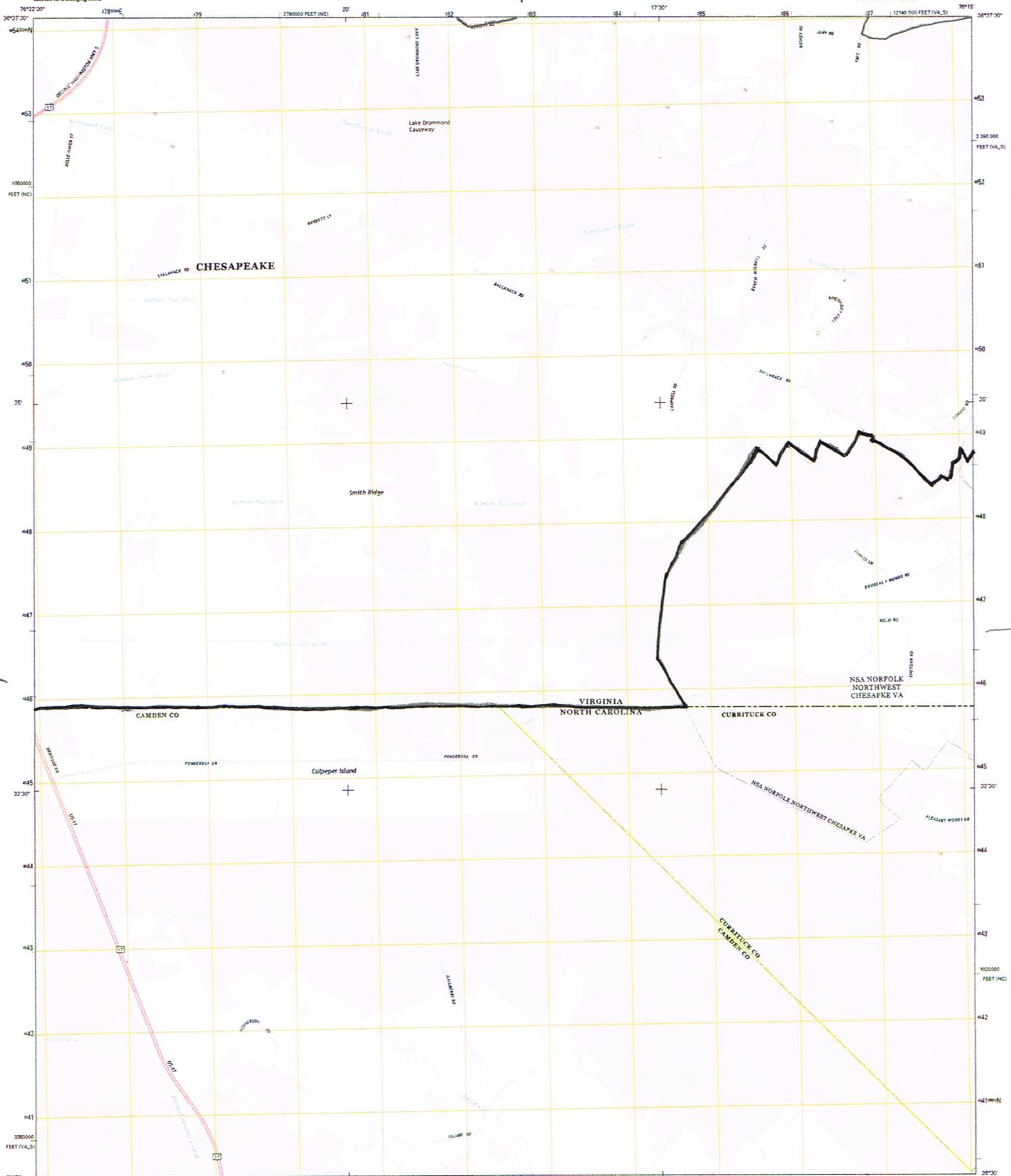
DEEP CREEK, VA
2013



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LAKE DRUMMOND SE QUADRANGLE
VIRGINIA-NORTH CAROLINA
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North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84) Projection and
100-meter grid. Geoid Height Transverse Mercator. Zone 18E
10 000-foot offset. Virginia Coordinate System of 1983 (south
zone), North Carolina Coordinate System of 1983



ROAD CLASSIFICATION

Extramural	Local Connector
Secondary Hwy	Local Road
Ramp	AWG
Interstate Route	US Route
	State Route

Water	Deep Creek	Freshwater
Water	Shallow Creek	Marine
Water	Shallow	Marine
Water	Shallow	Marine
Water	Shallow	Marine

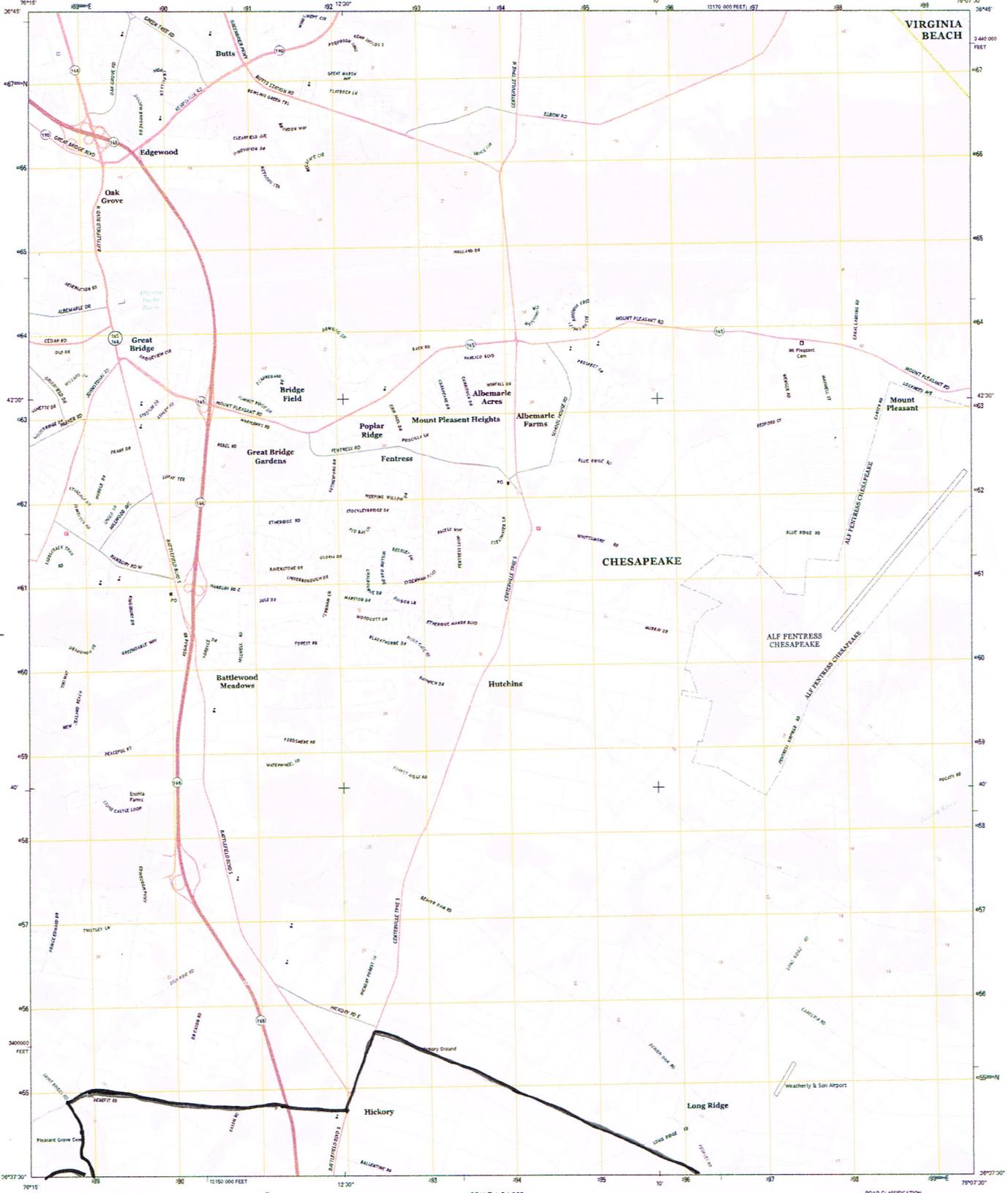
LAKE DRUMMOND SE, VA-NC
2013



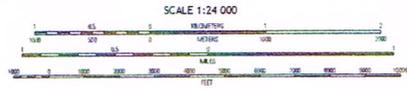
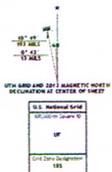
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FENTRESS QUADRANGLE
VIRGINIA
7.5-MINUTE SERIES



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North American Datum of 1983 (NAD83)
North Geoid System of 1985 (NGS85) - Projection and
1000-meter grid. Universal Transverse Mercator, Zone 18T
10 000-foot Contour. Virginia Coordinate System of 1983 (south
zone)



ROAD CLASSIFICATION

Expressway	Local Connector	Scale Road
Secondary Hwy	Local Road	
Ramp	and	
Interstate Route	US Route	

QUADRANGLE LOCATION

Franklin	Empire	Prince
Deep	Endless	Prince
Lin	Maple	Orde

ADJACENT 7.5 QUADRANGLES

CONTOUR INTERVAL 10 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

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A replacement for the previous edition of this product (1:24,000, version 2.1.1)

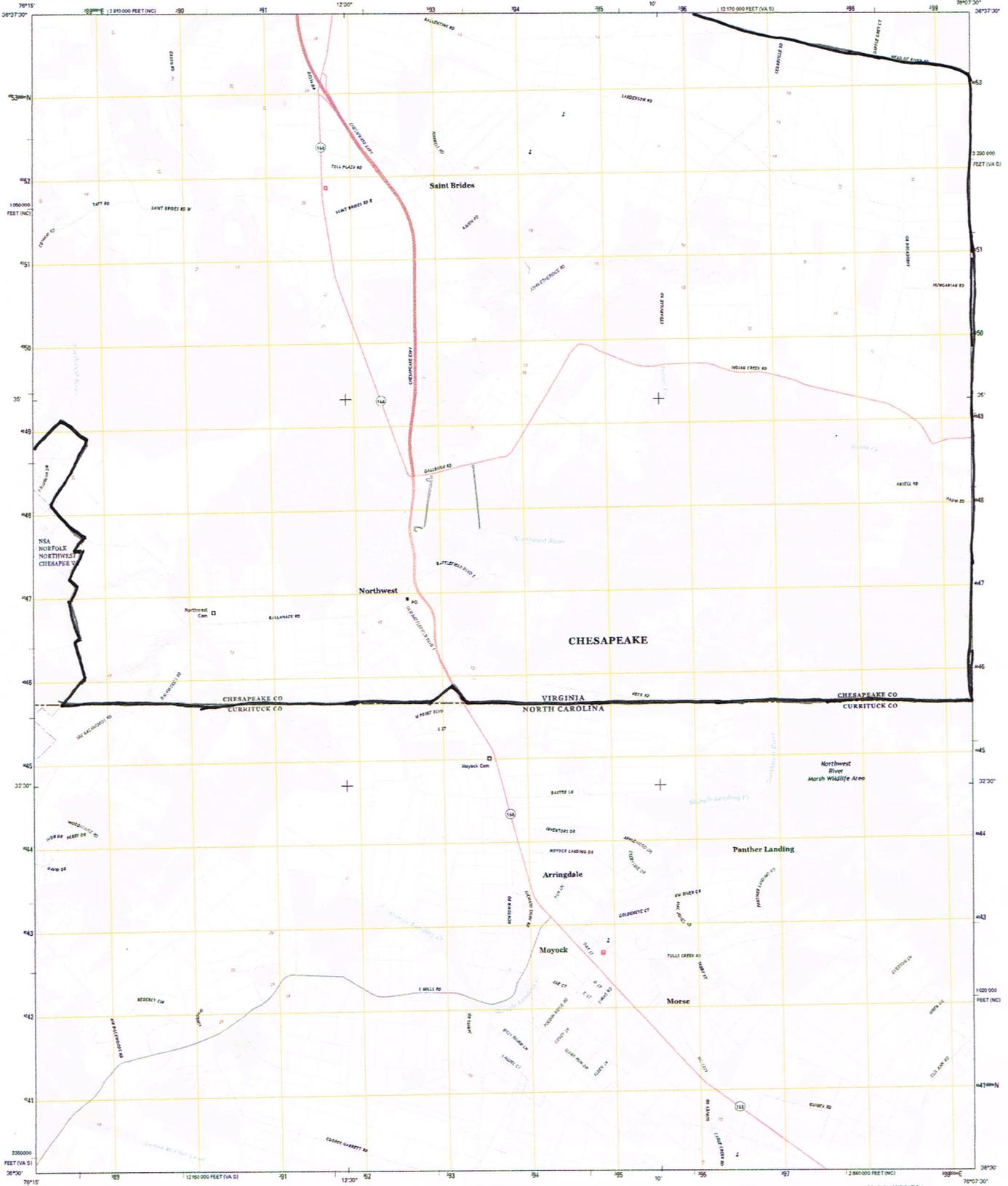
FENTRESS, VA
2013



U.S. DEPARTMENT OF THE INTERIOR
U. S. GEOLOGICAL SURVEY



MOYOCK QUADRANGLE
NORTH CAROLINA-VIRGINIA
7.5-MINUTE SERIES

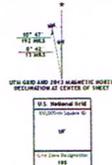


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1:250,000-scale grid; Universal Transverse Mercator; Zone 18E
10 000-foot scale; Virginia Coordinate System of 1983 (south
zone), North Carolina Coordinate System of 1983



ROAD CLASSIFICATION	
Expressway	Local Connector
Secondary Hwy	Local Road
Ramp	AWP
Interstate Route	US Route
	State Route

Property:.....MAP, June 2011
 Base:.....C2004-0212, TomTom
 MAPS:.....GSI, 2010
 Hydrography:.....National Hydrography Dataset, 2012
 Contours:.....National Elevation Dataset, 2010
 Boundaries:.....Census, STAC, NC, 1990, 1972, 2012

CONTOUR INTERVAL: 10 FEET
 NORTH AMERICAN VERTICAL DATUM OF 1988
 This map was produced to conform with the
 National Geospatial Program US Topo Product Standard, 2011.
 A metadata file associated with this product is available on the internet.

QUADRANGLE LOCATION		
Deep Creek	Fairfax	Princess Anne
Lin.	Moyock	Onslow
South Windsor	Lenoir Fulton	Currituck

MOYOCK, NC-VA
2013



Received By

JUN 29 2015

Chesapeake Planning
Department

COMMONWEALTH of VIRGINIA

Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Molly Joseph Ward
Secretary of Natural Resources

Julie V. Langan
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

June 22, 2015

Alexis Baker, Senior Planner
Chesapeake Planning Department
306 Cedar Road, 2nd Floor
Chesapeake, VA 23322

Re: Northwest River Basin Rural Historic District, City of Chesapeake

Dear Ms. Baker:

We are pleased to inform you that at its **June 18, 2015**, meeting, the State Review Board concurred with the Department of Historic Resources (DHR) that the **Northwest River Basin Rural Historic District** is recommended eligible for nomination to the national and state registers, assuming that a more substantially documented nomination fully supports the arguments presented in the PIF and/or raised in the staff and board discussions. Approval at the Preliminary Information Form level is not the formal listing stage and not a guarantee that the nomination will succeed if the documentation and argument made in the final formal nomination do not fully support the property's eligibility.

We caution you that if the staff or boards do not feel that a sufficient argument has been made for a resource, we may ask for more information or make the recommendation that the resource no longer appears to meet the criteria for eligibility. We strongly encourage you to work closely with the DHR staff as you work through the nomination process. Please feel free to contact the **Eastern Region Preservation Office** at 804-482-6099 for any assistance.

The recommendation of eligibility is also subject to re-evaluation if the architectural and/or archaeological resource is significantly altered, remodeled, or partially demolished, or if further research reveals that the resource is less significant than originally proposed.

Before making a final recommendation on the resource, the DHR staff, the State Review Board, and the Historic Resources Board will need to see a fully developed nomination. The National Register of Historic Places form is used for nominating resources both to the Virginia Landmarks Register and the National Register. You may prepare the nomination yourself or hire a consultant.

Should the preparation of a nomination go forward, you will be notified prior to any formal action by the Department. Thank you for your interest in the register program.

Sincerely,

James Hare

Director, Survey and Register Division

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