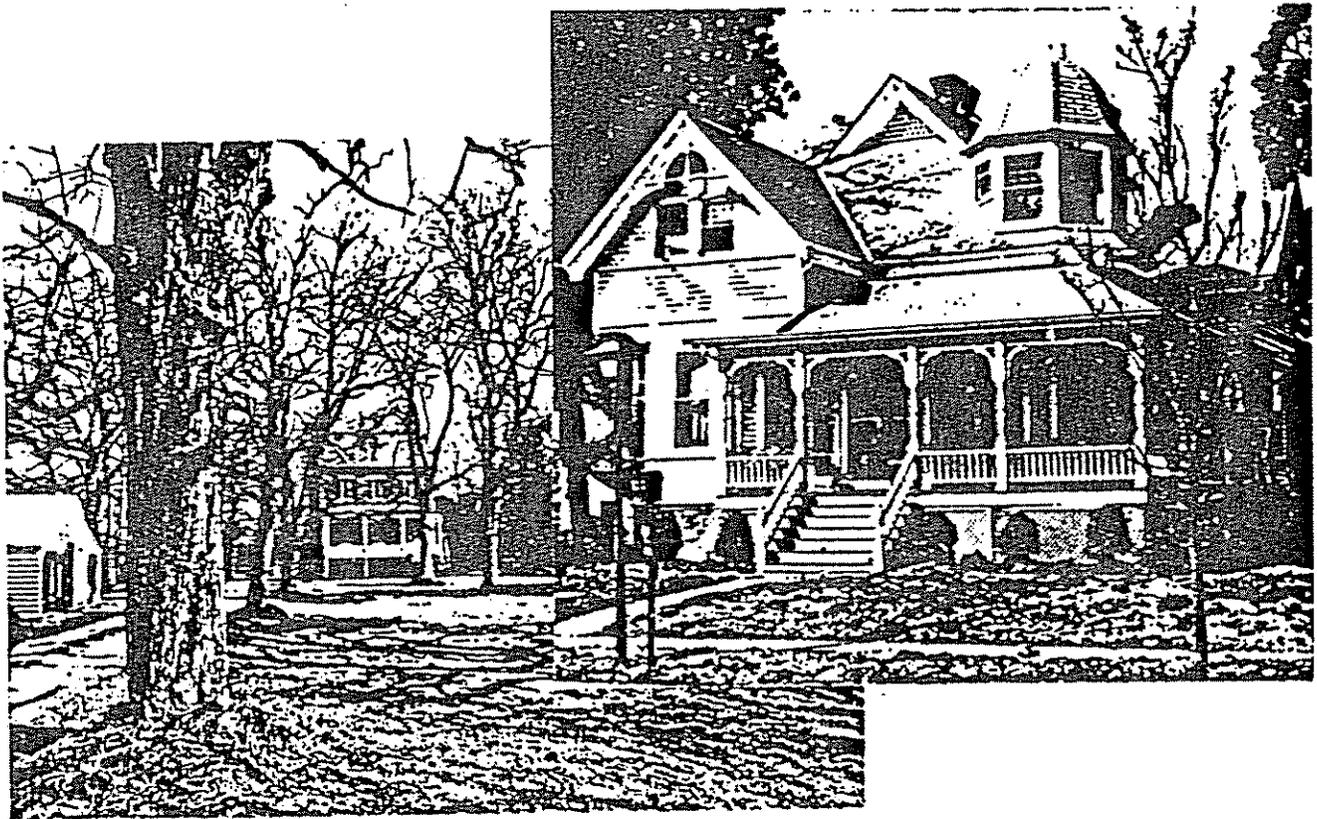


RECONNAISSANCE SURVEY
of the
CITY OF CHESAPEAKE, VIRGINIA

Prepared By
THE HISTORY STORE

July, 1987



Reconnaissance Survey of the City of Chesapeake
Prepared by The History Store

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Maps and photographs used in the text have notes indicating their source if it was other than the History Store's photograph. The basic survey is public information because it was publicly funded. However, material such as maps, that were produced elsewhere than through the efforts of the surveyors, may not be published without permission. Funding agencies and authors should be credited for any other materials used.

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The Reconnaissance Survey of the City of Chesapeake was partially funded by a grant from the Virginia Division of Historic Landmarks and partially by the City of Chesapeake. The Office of Intergovernmental Affairs under the Direction of Robert L. Copeland was responsible for overseeing the project. Mary B. Norman of that office was the coordinator who worked with The History Store throughout the project. Mrs. Norman's coordinating work could serve as a model for other government agencies who are contemplating having an independent contractor survey historic sites. She helped the survey work run smoothly by gathering information, arranging for the surveyors to visit the interiors of houses, and coordinating public meetings. She was always available by telephone or for a meeting when there were questions or problems. James Kirby of the city's Planning Department assisted the project by arranging for the surveyors to have a complete set of Chesapeake's planimetric maps for field work.

Jeff O'Dell of the Virginia Division of Historic Landmarks was the project coordinator for that agency. Mr. O'Dell was also always available by telephone and could quickly answer questions or advise the surveyors. He also spent three days in the field with the surveyors. Throughout the project he solved problems on historic district boundaries as well as matters of procedure. Mr. O'Dell also shared the facilities and collections of his agency with us and advised us on materials that might be available elsewhere.

The Norfolk County Historical Society's collection in the Wallace Room of the Chesapeake Public Library was useful throughout the project. The writings of Charles B. Cross, Jr., who is the President of the Society, and his wife, Eleanor Phillips Cross,

have been useful. In addition to the Chesapeake Library, the Virginia State Library, the Norfolk Public Library, the University of Delaware Library, and the library division of the Hagley Library and Museum had useful information . The Hagley Library's permanent collection which concentrates on early American industry included many pamphlets and other materials specific to the survey area. Hagley also borrowed publications for us from other libraries and Marjorie McNinch of Hagley's manuscript division secured nearly all of the Norfolk County census records for us.

The History Store wishes to thank all the residents of the City of Chesapeake who allowed us to photograph and take notes on their houses. Some individuals took several hours of their time to talk with us about their houses and the history of the area, and we are especially grateful to them.

SURVEY METHOD

On February 10, 1987 the History Store signed a contract with the City of Chesapeake, Virginia to undertake a survey of the entire City of Chesapeake to reconnaissance level, a survey of South Norfolk that would result in preparation of a National Register Nomination Report, and a survey of the historical background on the area in general. Terms of the contract required that the project be completed in slightly less than five months. Work commenced immediately through a meeting with Mary Norman of the Department of Intergovernmental Affairs in the City of Chesapeake and with Jeff O'Dell, coordinator of the project for the Virginia Division of Historic Landmarks.

As per the requirements of the Division of Historic Landmarks, the Request for Proposal issued by the City of Chesapeake, and the Proposal submitted by The History Store, our task was to survey and prepare DHL brief survey forms for :

All pre-Civil War buildings and structures

Late Nineteenth century cultural resources that fall
within the DHL's historic themes:

- Government/Law/Welfare
- Education
- Military
- Religious
- Social/cultural
- Transportation
- Commercial
- Industry/Manufacturing/Craft
- Dwellings
- Agricultural

Selected examples of twentieth century buildings that fall into the same themes

Man-made areas and sites such as cemeteries, canals, and locks, and natural areas

The basic plan for conducting the field work was to drive through every road and street in the survey area using USGS maps and City of Chesapeake planning maps to assist us in locating sites not visible from public roads. We covered hundreds of miles, starting in the rural area near the North Carolina border and ending in the more urban areas in the northern section of the City of Chesapeake. The contract included an estimate of 600 buildings in the South Norfolk Historic District and a larger number outside the district. The actual number of buildings surveyed in the South Norfolk Historic District was over 800 and the total outside the district exceeded 700, making a total of more than 1500 buildings surveyed.

After making a trip through the survey area for a general overview, we found that the most efficient way to work was in a team of two using a mini-van. One person drove, took photographs and recorded the site on large planning maps for which we had a table arrangement in the front of the van. The second person recorded information on the DHL brief survey form and supplemented this check-off form with information recorded on a small portable computer. Experienced full time staff conducted the field work and selected the buildings to record. We generally spent two to four days at a time in the field, returning to our offices after each field trip to organize photographs and field notes and to conduct research.

On April 2, after more than half of the field work outside South Norfolk was complete, we met with Mary Norman to discuss the project and to present her with a list of the sites we had surveyed. In May when all the field work was complete we again met with both Mary Norman and Jeff O'Dell to give them the list of sites

surveyed and to go over some of the survey material. We discussed our progress to that point. By that time we had selected a group of buildings whose interiors we wished to see.

An important part of the survey was the excellent coordination by the City of Chesapeake and the Virginia Division of Historic Landmarks. Mary Norman of the City of Chesapeake was in close contact with us throughout the survey, was always happy to speak with us when we telephoned her, and was most helpful in arranging for us to meet people, visit houses, and find information. She always advised the Chesapeake Police when we were working so that local citizens who might have wondered what we were doing could be informed. She also worked with the press to secure as much publicity as possible for the project; this inspired many residents to telephone her office with information about buildings they thought we should record. Mrs. Norman's work in coordinating the survey could be used as a model for other similar projects.

The Virginia Division of Historic Landmarks also did an excellent job in coordinating the project. This agency is extremely well organized and managed; consequently, they were able to give us specific instructions right from the start of the survey. Jeff O'Dell, who was assigned to coordinate our project, took the time to go over the information to be recorded on all forms, to describe the handling of photographs, and to outline the use of other materials. He also met with us in Richmond several times so we could check on our progress periodically and confirm that our work was moving in accordance with the agency's expectations. In addition, he spent three days in Chesapeake with us so that we could ask questions about specific properties, finalize district boundaries, and show him some of the buildings we were recording. Mr. O'Dell also made excellent presentations at two public meetings arranged by the City of Chesapeake.

Our office started research while still engaged in the field work. The Division of Historic Landmark's own library provided much information. We also spent time at the State Library in Richmond, the library of the Norfolk County Historical Society in the Chesapeake Library, and the Norfolk Public Library. Because our office is in Delaware, we also did extensive work in the collections of the University of Delaware Library and the library of the Hagley Museum and Library. The latter was particularly helpful in securing census records and inter-library loan materials.

By June 1 we had completed our drafts of material for the National Register Nomination Report for South Norfolk, and we proceeded with the final phase of the survey. We visited twenty buildings to record and photograph their interiors. These interiors, as well as ones we had seen during the earlier phase of field work, are recorded on the DHL long form which is generally used for intensive surveys.

The final weeks of the project, scheduled to conclude on July 2, were devoted to the final printing of forms, narratives, and the National Register Nomination Report. The report which follows is the result of the survey conducted between February and July. The purpose of the survey is to identify properties that may be eligible for listing in the National Register of Historic Places, or that are worthy of some other form of protection.

In suggesting that properties or districts are eligible for listing in the National Register of Historic Places we used the National Register Criteria as outlined by the National Park Service:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

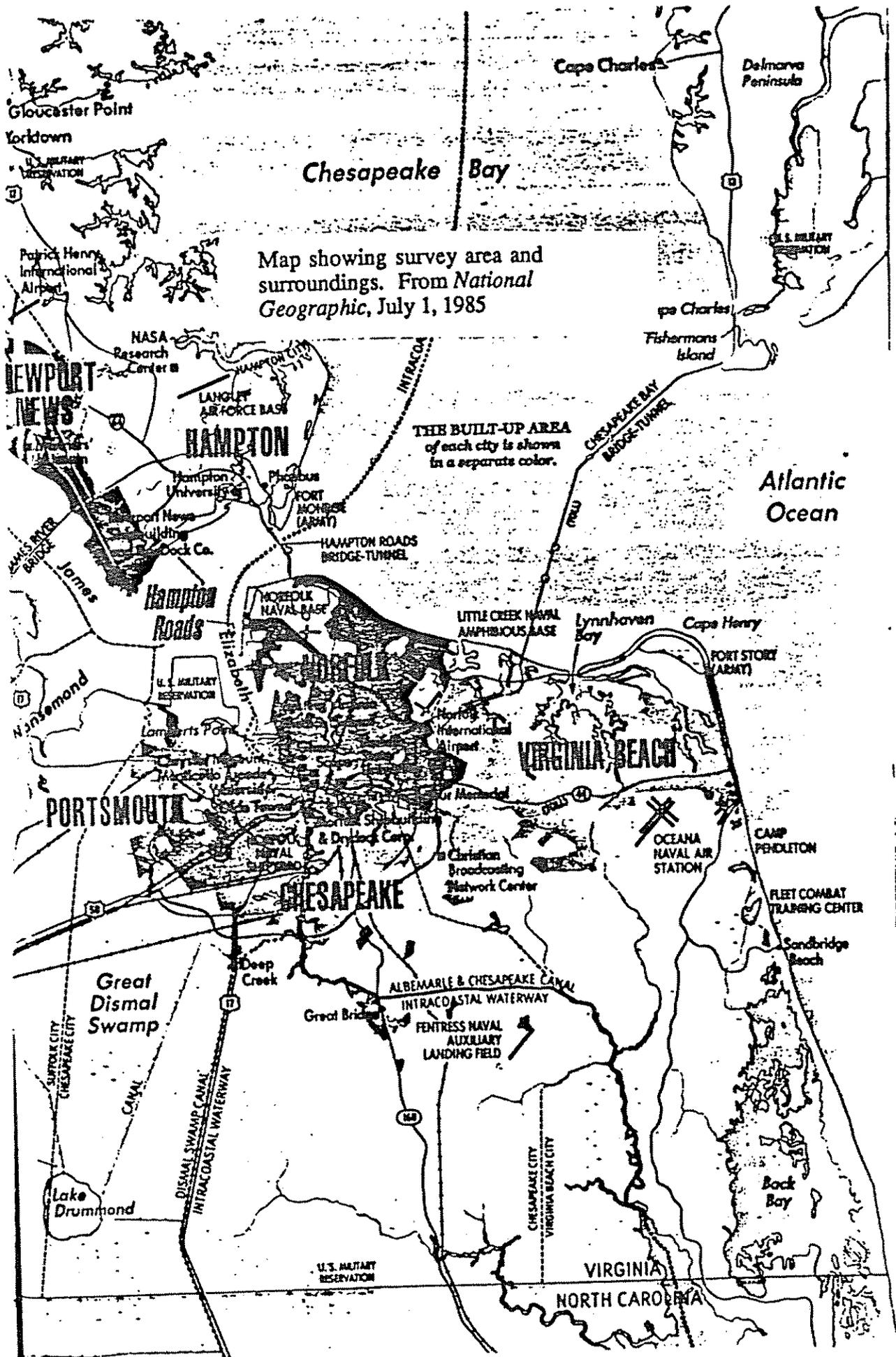
A. That are associated with events that have made a significant contribution to the broad patterns of our history: or

B. That are associated with the lives of persons significant in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction:

The History Store did no further evaluation of sites that may have significance under Criterion D: that have yielded, or may be likely to yield, information important in prehistory or history.

We hope that the survey will accomplish its purpose and will serve as a viable planning tool. It is evident that both Robert Copeland and Mary Norman of the Division of Intergovernmental Affairs wish to preserve the tangible evidence of the past as it exists in the City of Chesapeake, and that they are also sensitive to the wishes of the community. As the survey report indicates, there is much in Chesapeake that is worthy of preservation.



Chesapeake Bay

Map showing survey area and surroundings. From *National Geographic*, July 1, 1985

THE BUILT-UP AREA of each city is shown in a separate color.

Atlantic Ocean

NEWPORT NEWS

HAMPTON

VIRGINIA BEACH

PORTSMOUTH

CHESAPEAKE

VIRGINIA
NORTH CAROLINA

Gloucester Point

Yorktown

U.S. MILITARY RESERVATION

Patrick Henry International Airport

NASA Research Center

LANGLEY AIR FORCE BASE

Hampton University

Port News Building

Rock Co.

Hampton Roads Bridge-Tunnel

James River Bridge

Hampton Roads

Elizabeth River

U.S. MILITARY RESERVATION

Lambert's Point

Portsmouth Naval Shipyard

Portsmouth & Drydock Corp.

Christian Broadcasting Network Center

Deep Creek

Great Bridge

ALBEMARLE & CHESAPEAKE CANAL

INTRACASTAL WATERWAY

FENTRESS NAVAL AUXILIARY LANDING FIELD

U.S. MILITARY RESERVATION

Lake Drummond

DISMAL SWAMP CANAL

INTRACASTAL WATERWAY

SUFFOLK CITY CHESAPEAKE CITY

CHESAPEAKE CITY VIRGINIA BEACH CITY

Cape Charles

Delmarva Peninsula

Cape Charles

Fishermans Island

Chesapeake Bay Bridge-Tunnel

Hampton Roads Bridge-Tunnel

INTRACOASTAL

James River

Elizabeth River

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HOW TO USE THIS SURVEY

The table of contents at the beginning of the survey is somewhat self-explanatory and will guide the user to the appropriate section. The various sections explain how the History Store carried out the survey, the historical background of the survey area, and general information about the architecture of the survey area as it fits into the themes outlined by the Virginia Division of Historic Landmarks. These sections contain some illustrations, maps, and references to specific properties for which there are inventory forms. The inventory forms are in a separate file and include a photograph of the building or other feature, some description of it, and a map showing its location.

The inventory forms are in numerical order according to the sequence in which the surveyors recorded data. The surveyors started near the North Carolina line and, in general, worked toward the north completing one street or road at a time. Therefore the lowest numbers typically will be in the southern part of Chesapeake and the highest numbers in the northern part.

There are two ways of locating a property for which there is an inventory form. As the Division of Historic Landmarks requires, all inventory numbers are noted on USGS Quad maps. The Quad maps, or sections of them, are included with the survey forms. When the user locates a number on a Quad map, he or she can turn to the inventory or file of that number. Note that the number 131 prefaces all file or inventory numbers in order to specify to the Division of Historic Landmarks that this site is in the City of Chesapeake.

The survey also includes an annotated street index. Here all streets are in alphabetical order and the inventoried properties are listed numerically within the street with their inventory number noted. For example, the user looking for 105 Alice Street need only turn to the street index, look up Alice Street, and see that 105 Alice

is Inventory #533. When a property has a common name such as Pleasant Grove Baptist Church, this will be listed in the street index and can be located by scanning the index. The street index includes notations about most streets indicating their approximate location and in some cases their historical importance. This information is included because many of the buildings on the survey are more important because they are part of an historically significant area than for their individual history or architecture. Because this is basically a reconnaissance survey, it does not include detailed histories of a large number of buildings. Within the South Norfolk Historic District, all properties are listed in a separate file by streets under the number 131-55.

The inventory forms themselves include a photograph of the building. A sketch of the site plan giving the nearest street is on the back of the form. Included with the form is a copy of a section of the USGS Quad map on which the building is located. A map number shown within parentheses prefaced by the letter M refers to the City of Chesapeake planning department map on which the property appears.

HISTORICAL BACKGROUND OF THE SURVEY AREA

The City of Chesapeake, Virginia, is a new city. Unlike Reston and other modern planned communities, however, Chesapeake is new only as a political unit. Its landmarks and communities have a long, varied, and interesting history that reaches back to the early days of the colony of Virginia. Today Chesapeake is made up of six boroughs whose names give some clue to the city's past. These are the boroughs of Bowers Hill, Deep Creek, South Norfolk, Washington, Pleasant Grove, and Butts Road. Two of the boroughs, South Norfolk and Deep Creek, were separate communities long before they became a part of Chesapeake. The others contain rural, village, and suburban areas that add to the diversity of the new City of Chesapeake.

COLONIAL PERIOD

In the early seventeenth century the present City of Chesapeake was entirely within the boundaries of New Norfolk County, which was divided into Upper Norfolk County and Lower Norfolk County in 1637. In 1642, Upper Norfolk County became Nansemond County, and in 1691 Lower Norfolk County was divided into Princess Anne and Norfolk counties. By 1736 the town of Norfolk was large enough to become a separate town, and the King of England granted it a charter so that it could become a borough distinct from Norfolk County.

The newly incorporated borough of Norfolk, Norfolk County, had some political power, yet the Church of England, by law the established church, exercised powers of its own through the local parish. A self-perpetuating vestry had the power to levy taxes and to attend to many local needs, including almshouses and some schools. In the early eighteenth century all of the city of Norfolk, Norfolk County, and much of the surrounding area were in Elizabeth River Parish. A division of this large parish in 1761 created three parishes. One of these, St. Bride's, with its boundaries extending from the Southern Branch and the Eastern Branch of the Elizabeth River on the north

VIRGINIA



A Scale of English Miles



Map of Virginia and Maryland by F. Lamb. 1676

to the North Carolina border on the south, included most of the present day City of Chesapeake.

While most of the present City of Chesapeake retained its rural atmosphere through the early twentieth century, the northern section near the growing city of Norfolk began to develop as the suburb of South Norfolk. When Norfolk annexed the suburb of Berkley in 1906, South Norfolk remained a part of the larger Norfolk County. South Norfolk became an independent town in 1919, a city of the second class (a formal designation for cities with less than 10,000 population) in 1922, and in 1950 after annexing the village of Portlock and the industrial area of Money Point, South Norfolk became a city of the first class. In 1963 South Norfolk joined Norfolk County to become the new City of Chesapeake. Thus the young City of Chesapeake is a combination of an old county, a city, and many villages and settlements.¹

The tobacco culture that was the economic base in seventeenth century Virginia was not conducive to the formation of towns. Realizing that towns would not prosper as long as each planter established his own wharf for the shipment of tobacco, King Charles II encouraged the passage of a law establishing specific points for shipment of tobacco. Assuming that those shipping sites would be the natural places to grow into the communities the King considered necessary in any successful colony, he required Governor Culpeper to purchase land for a town in each county. In 1680 land in the present city of Norfolk became the town and political center for Lower Norfolk County, in which today's Chesapeake is located. This action determined at an early date where the primary city of the area would be.² With its natural port as another advantage, Norfolk was destined to become the urban center of Lower Norfolk County as well as the most important port in Virginia.

¹. Although there is some difference of opinion on precise dates, most published sources outline the division and consolidation of counties, cities, and parishes in this way. Among these sources are: Thomas Jefferson Wertenbaker. *Norfolk, Historic Southern Port*. (Durham, 1962) Second Edition. and Charles B. Cross and Eleanor Phillips Cross. *Chesapeake, A Pictorial History*. (Norfolk, 1985).

². Wertenbaker. *Norfolk*. p. 4

Seventeenth century maps of the area show Lower Norfolk County containing no major communities but having a considerable expanse of "black waters," presumably the area that is the Great Dismal Swamp.³ Despite the political and economic importance of early Virginia as a whole, the swamp and the lack of an ocean port retarded growth of the area that is today known as the City of Chesapeake. The swamp itself helped create the unhealthful conditions that existed in much of the Chesapeake Bay area where life expectancy was lower than in the northern colonies. Although there is some disagreement among modern historians on which diseases took the greatest toll, there is no question that dysentery slowed population growth.⁴ A predominately male population also contributed to low population growth. It is not surprising, therefore, that in the modern City of Chesapeake, as elsewhere in Virginia, there are virtually no remains of seventeenth-century man-made structures.

In the eighteenth century development began to move into communities that are today a part of the City of Chesapeake. Early settlers discovered the value of the timber growing in the Dismal Swamp and began cutting it for shingles and lumber. Drainage and canal construction has reduced the size of the swamp to about two-thirds of its original size, but for decades it yielded a bountiful harvest of juniper and cedar. William Drummond, the first governor of North Carolina (1663-1667), reputedly discovered in the middle of the swamp the large lake that still bears his name.⁵ Colonel William Byrd travelled through the area when he was surveying the North Carolina-Virginia boundary line and observed the swamp and its surroundings. Travelling north of the boundary line Byrd named a large area of green cane "The Green Sea." The cane grew as high as fifteen feet, with stalks as large as an inch and

³. F. Lamb. *A Map of Virginia and Maryland*. 1676

⁴. Dr. George Frick, lectures, with reference to recent studies by other historians.

⁵. Alexander Crosby Brown. *The Dismal Swamp Canal*. (Chesapeake, 1970) p. 17

a half in diameter. As late as 1887 "The Green Sea" covered a large portion of central Chesapeake.⁶

Despite its forbidding nature, the Dismal Swamp has attracted many famous visitors over the years. In 1763 the Royal Council of the Virginia Colony granted 40,000 acres in the "Great Dismal" to George Washington and eleven others. Three years later Washington and Fielding Lewis acquired an additional 1,100 acres in the swamp. After the Revolutionary War the new government of the Commonwealth of Virginia legitimized the transfer of land by again granting the 40,000 acres to Washington and others, who by that time had created the Dismal Swamp Land Company. After Washington's death in 1799, his executors purchased his holdings. They remained in the possession of Judge Bushrod Washington and his heirs for about one hundred years, until William N. Camp of Camp Manufacturing purchased them, and they became a part of Union Bag-Camp Manufacturing Company.⁷

The town of Great Bridge came into existence in 1729, but the original town records no longer exist. It was a small commercial town that shipped tobacco and lumber. Six trustees made laws and regulations for the town regarding construction and taxes.⁸ An early-twentieth-century historian's references to a house built in Deep Creek in 1744 and other reports of an Anglican chapel existing in the mid eighteenth century indicate that there was a small community in Deep Creek at about the same time.⁹ No structures remain from those early days in Deep Creek or Great Bridge.

⁶ Brown. *The Dismal Swamp Canal*. p. 17, and Hubert J. Davis. *The Great Dismal Swamp*. (Richmond, 1962) p. 79

⁷ John C. Parker. "Condensed Narrative of George Washington's Interest in the Dismal Swamp" Unpublished manuscript. 1961. In Sargeant Memorial Room, Norfolk Public Library.

⁸ Col. William Stewart. *History of Norfolk County, Virginia and Representative Citizens*. (Chicago, 1902) p. 401.

⁹ Stewart. *History of Norfolk County*. p. 405. and letter from Patsy M. Neal, Deep Creek Women's Club. March 30, 1987.

As colonial America came closer to the Revolutionary War, Great Bridge and the southern portion of present day Chesapeake had literally made the map. In his map of North Carolina of 1770, Captain John Collet showed the community of Great Bridge and its church on the road from Norfolk to North Carolina at the point where it crossed the Southern Branch of the Elizabeth River.¹⁰

Only a few years later Great Bridge reached the high point in its history when it became the site of Revolutionary War action. Today little remains as a reminder of the Battle of Great Bridge except an open meadow and an historic marker. The village stood at the end of a causeway over the marshes along the southern side of the Southern Branch. The British set up a stockade fort on an island on the north side of the river. Virginia troops established themselves at the southern end of the causeway and waited for reinforcements. In the meantime, the British attacked from their position on the north side but retreated when the colonials returned their fire. The British returned briefly to Norfolk before fleeing the area.¹¹ In 1781 when the famous traitor Benedict Arnold made his headquarters in Portsmouth, he sent Lieutenant Colonel Simcoe to Great Bridge to dismantle and burn houses in an effort to prevent traffic between Virginia and North Carolina. Simcoe's maps show the fortifications he established on the lands along the river.¹² The colonials eventually triumphed, and the post-Revolutionary period brought more people, agriculture, and commerce to this corner of southeastern Virginia.

EARLY FEDERAL PERIOD

By the time of the Revolutionary War it was evident that Great Bridge was a strategic point on transportation and trade routes. The city of Norfolk's position as a

¹⁰. Capt. John Collet. *North Carolina*. 1770

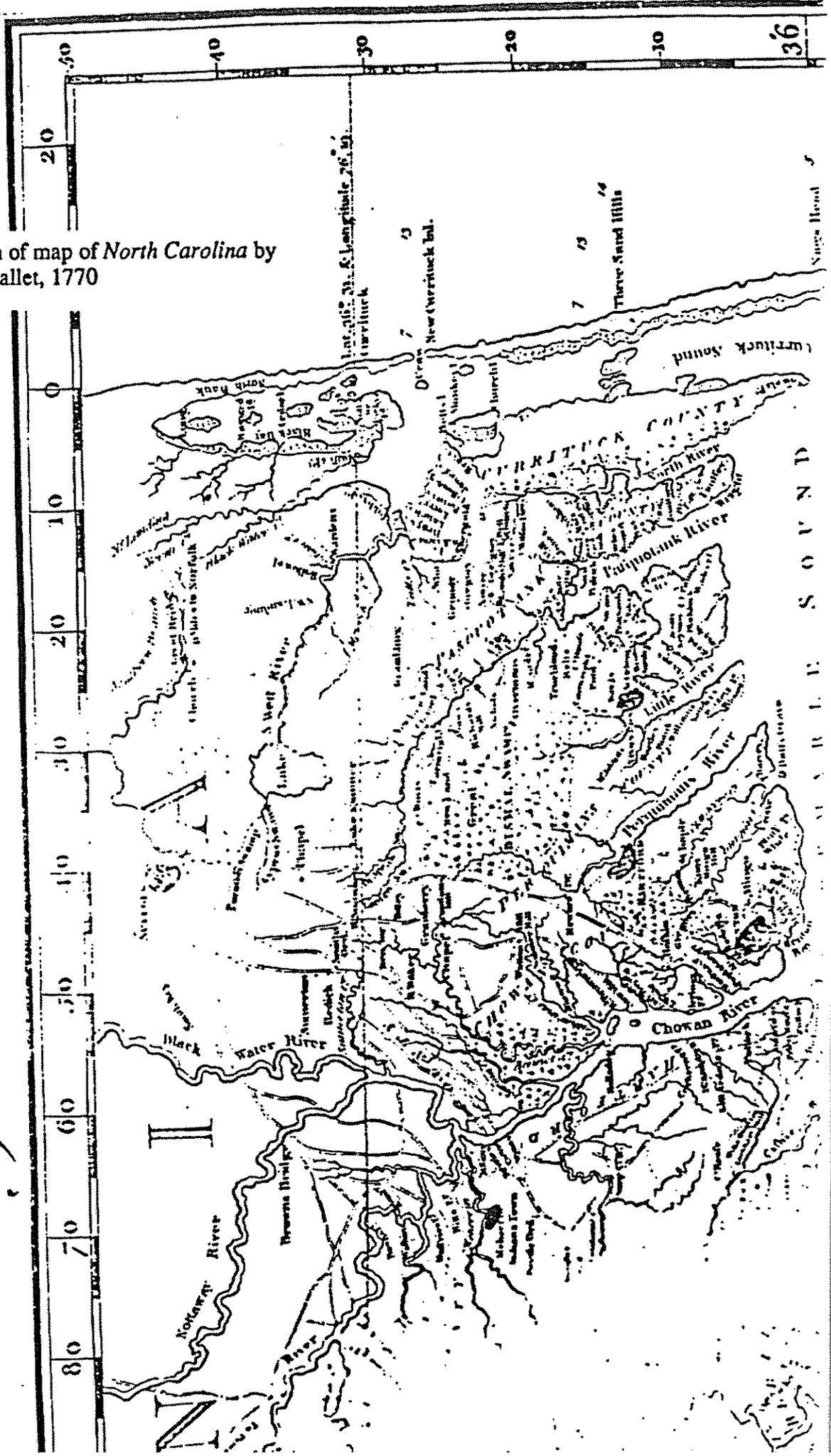
¹¹. Wertenbaker. *Norfolk, Historic Southern Port*. p. 56-59

¹². Cross and Cross. *Chesapeake*. p. 37. *Maps of Great Bridge and Great Bridge on Elizabeth River* by Simcoe, 1781.

De Milly

By Capt. Collet Governor of Fort Johnston. — Engraved by I. Dayly.

Section of map of North Carolina by John Callet, 1770



port and entrepot was to become more and more important as the young United States moved from a colonial economy to a national one. As Norfolk's hinterland, old Norfolk County and northeastern North Carolina produced timber and agricultural crops that had to be transported to Norfolk for transshipment to a larger market. The shoals, islands, and bays of the outer banks prohibited easy coastwise transport, forcing farmers and lumbermen to use overland routes. Even though the road from Norfolk to North Carolina was important enough to inspire a military defense of Great Bridge during the Revolution, it takes little imagination to picture how long and tedious the trip would have been by wagon or horse in the eighteenth century. In a day when water travel far surpassed land travel in speed and comfort, it is not surprising that enterprising minds turned their attention to devising a water route through Chesapeake.

The search for the best canal routes and the construction of canals became priorities in the area that is now the City of Chesapeake during the late eighteenth century. In fact, the search for transportation has been a dominant theme in the history of the area for more than two centuries. The waterways continued to be important, and even in the present time when super highways cross the area they are only part of a transportation network that still includes canals, railroads, and highways.

Although William Byrd first proposed the Dismal Swamp Canal early in the eighteenth century, actual work did not start until 1793. It is undoubtedly the oldest operating artificial waterway in the United States.¹³ (The Washington Ditch, constructed earlier, is mostly in the neighboring town of Suffolk and was primarily a means of taking lumber out of Dismal Swamp.) It is a major piece of tangible evidence of the importance of transportation in the history of the City of Chesapeake. It became a very early link in the internal improvements that would eventually connect

¹³ Brown. *The Dismal Swamp Canal*. p. 17

all major points in the United States. Although there have been numerous changes and improvements in the canal over the years, it still follows its original route, which includes a large angle within the present city of Chesapeake. The angle allows the canal to go around the North West River.¹⁴

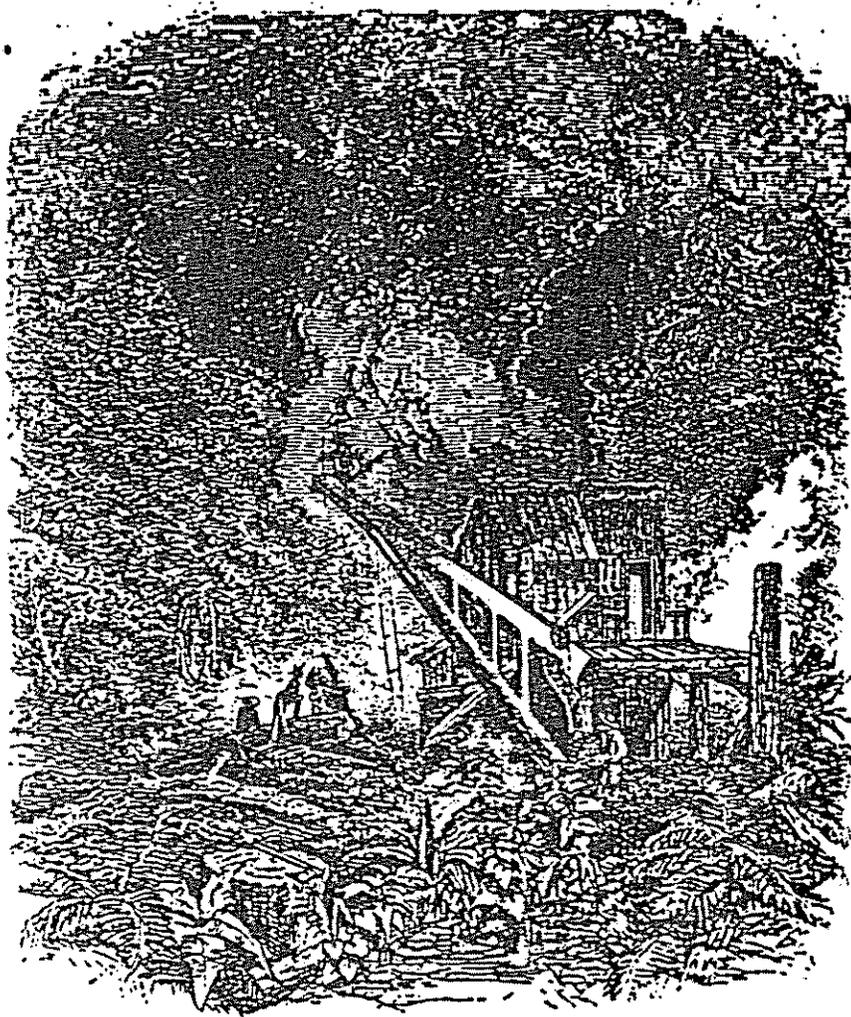
Work went slowly on the Dismal Swamp Canal. Authorized by the Virginia legislature in 1787 and by North Carolina in 1790, digging started at both ends three years later. There were no steam shovels, no dynamite, and no heavy machinery. This meant that the canal was built by hand.

No one was more upset with the slow pace of work on the canal than the merchants of Norfolk, who anticipated a boom when the lumber, corn, tobacco, fish, and other products of eastern Carolina would arrive in Norfolk via the new waterway. The Dismal Swamp Canal Company had failed to hire a competent engineer, so it lacked an accurate survey and estimate of expenses. The company soon found that it would be necessary to construct a second canal from Lake Drummond in order to provide sufficient water supply for the main canal. With expenses well beyond their original estimate, the company decided to build a road to connect the north and south ends of the canal as far as they had been dug.¹⁵ In 1802, when the road was complete, a stage coach route went into service to handle passenger traffic, and freight went by boat to one end of the canal, then by wagon to the other end, where it was transferred to boats again.

Whereas later canals in the United States were often built by newly arrived immigrants from Europe, the Dismal Swamp Canal appears to have been created primarily by slave labor. Although the land in the area did not support the large plantations like those of the James River and other parts of Virginia, there were a substantial number of slave-holders. The early census records do not give adequate

¹⁴. Brown. *The Dismal Swamp Canal*. p. 35

¹⁵. Wertenbaker. *Norfolk, Historic Southern Port*. p. 159.



ALEXANDRIA AND CHESAPEAKE CANAL

Illustrations from *Harper's New Monthly Magazine* story "Loungings in the Footsteps of the Pioneers", May, 1858.



DISTANT SWAMP CANAL

addresses, so it is impossible to make precise comparisons with the present City of Chesapeake. However, in 1810, the census counted 5,611 slaves in Norfolk County, not including Norfolk Borough. The number for St. Bride's Parish, which comprised a large part of the present City of Chesapeake, was approximately 2500. The largest number of slaves owned by any one person was 45. A number of people owned 5 to 20 slaves, and some owned one or two.¹⁶ Owners frequently "hired-out" their slaves for various types of work, which is evidently what happened in the case of the construction of the Dismal Swamp Canal. Familiarity with the Dismal Swamp would eventually make it a legendary haven for runaways.¹⁷

Dissatisfaction with the progress of the canal surfaced early. Farmers and timber cutters were as anxious to ship their products as the Norfolk merchants were to receive them. It became evident after the Revolutionary War that an efficient waterway would also be an aid in any future military action. A map of 1807 listed the Dismal Swamp Canal as being of only local importance. It also indicated that another canal, the Great Bridge Canal, should be located south of the village of Great Bridge.¹⁸ In time another canal would materialize, but during the early Federal period internal improvements in Norfolk County focused on the Dismal Swamp Canal.

Life in Norfolk County, as this area was then called, was greatly influenced by the state of affairs in the city of Norfolk to its north. Norfolk, being a port city, suffered an economic decline during President Thomas Jefferson's embargo and the War of 1812, and the county must have experienced similar woes. In Norfolk County, as well as in the rest of the nation, a large majority of the residents were farmers, just as they

¹⁶. Manuscript Census for Virginia, 1810.

¹⁷. Renting slaves for their labor was a common practise, particularly in the upper south as noted in: Kenneth M. Stampp. *The Peculiar Institution*. (New York, 1956) p. 67-69 and Eugene D. Genovese. *Roll Jordan Roll*. p. 9, 391. The very small number of free blacks as early as 1810 (240, including women and children in St. Bride's Parish, for example) indicates there would not have been enough in the surrounding area for the prodigious task of digging the canal. There is no indication in the census record that the canal company itself owned slaves, although some companies did own slaves.

¹⁸. William Latham. *Hydrographic Map of Eastern Virginia and North Carolina*. 1807.

had been during the Colonial era. The census of 1812 reveals that of the white and free-black population 2,807 people were engaged in agriculture, 61 in commerce, and 261 in manufacture. The total population of the county was 15,478, divided as follows:

Free white males: 4550 (1305 under the age of 10)
 Free white females: 4092 (1234 under age 10)
 Free Black males: 417 (165 under age 10)
 Free Black females: 476 (150 under age 10)
 Slave males: 3227 (1263 under age 14)
 Slave females: 2707 (1205 under age 14)¹⁹

Although the census area is not identical to the present city of Chesapeake, it does include the entire area, and similar proportions probably applied to the entire county.

In addition to the Dismal Swamp Canal there are houses and other structures remaining from the Federal period that give some indication as to how and where people lived. A few houses built in the style described by the mid nineteenth century historian William S. Forrest still stand in Chesapeake. Forrest looked with some disdain upon these houses which he said were "often built with a Dutch roof, a chimney at each end, or in the middle with very spacious fire-places." He went on to explain that they usually had two rooms and a passage on the first floor and several smaller rooms on the second floor. Some houses, he said, had a gable roof, but most had what he considered the "unsightly" gambrel roof.²⁰ Forrest said that a number of those early houses still stood in Norfolk County. He could have been referring to such houses as the Happer House (Inventory #3), the Murray House (Inventory #2), the Powers House (Inventory #5), Chimney Corners (Inventory #10), the Holstead House (Inventory #34), the Nicholas Farm (Inventory #62), the Old Portlock House (Inventory #603), and the Hathaway House (Inventory #311). All have the steep gambrel roof that Forrest considered to be so "unsightly" as well as the other

¹⁹. 1820 Manuscript Census, Virginia

²⁰. William S. Forrest. *Historical and Descriptive Sketches of Norfolk and Vicinity*. (Philadelphia, 1853) p. 58

characteristics he mentioned. Poplar Hill (Inventory #414), built in about 1807, might have been more to Forrest's liking. A gable roof tops this spacious two-and-a-half-story brick house with raised basement and carefully executed interior trim. There were some clusters of houses, but the entire area was predominantly rural.

As elsewhere in Virginia, social life must have followed the rather isolated self-sustaining plantation pattern. However, another type of social contact was promoted as a variety of churches began to form after the Revolution when Anglicanism was no longer the prescribed religion. Local tradition says that Methodists started meeting in the Cutherell house near Great Bridge in the 1770s . An early meetinghouse was moved to the site of the present Oak Grove Church (Inventory #354), which eventually replaced it.²¹ The most famous Methodist of the time, Francis Asbury (who seems to have visited nearly as many places as George Washington) also visited the Joliff Meetinghouse, which was served by circuit riders and was the forerunner of the present Jolliff United Methodist Church (Inventory #401).²²

The Baptists established themselves in the southern part of the county near the North Carolina border. Baptist preachers travelling a circuit, much as the Methodists did, preached in private houses near the Northwest River. Out of these meetings the Northwest Baptist Church developed in 1782. Its first meetinghouse burned in 1818. The second meetinghouse was replaced by the present Northwest Baptist Church (Inventory #61) in 1895.²³ After the Revolution the Protestant Episcopal church replaced the Anglican church, and its membership began to decline as the parish vestries were stripped of their former political power. Many members probably then joined the new Methodist Episcopal Church which had started as a

²¹. Cross and Cross. *Chesapeake*. p. 36, 62. Also Chesapeake Fine Arts Commission. *Chesapeake Historic Structures*. n.d. unpagged.

²². Conversation with Rev. Rigg, current pastor of Jolliff United Methodist Church, and Fine Arts Commission Booklet.

²³. Stewart. *History of Norfolk County*. p. 241.

movement within the Church of England but became an independent church in America.

Canal building continued with work on the Dismal Swamp Canal and other small canals for lumber transportation out of the swamp. Before 1820 the main canal had eight wooden locks, built of juniper from the swamp. The canal owners gradually replaced the wooden locks with six larger stone locks during the 1820s. Despite the continuing work on the canal and the fact that it could still not accommodate larger ships, it did permit passage of American ships during the war of 1812 as an alternative to exposing them to British ships in the Atlantic Ocean.²⁴ This increase in canal traffic made Deep Creek, located near the canal entrance, busier than most villages in southeastern Virginia.

In 1818 another canal connected the North West River to the main Dismal Swamp Canal. It entered the main canal near Wallaceston and is clearly visible on maps of the nineteenth century.²⁵ This canal no longer exists.

In 1828 the Dismal Swamp Canal was finally able to accommodate the larger ships that could use the Albemarle and Pamlico sounds to the south. With government loans the canal company had been able to enlarge the 22-1/2-mile-long canal so that it was forty feet wide and could accommodate vessels drawing up to 5 1/2 feet passing through its five stone locks. Norfolk merchants prospered as shipments of tobacco, cotton, flour, fish, corn, staves, shingles, and turpentine from the Roanoke Valley and North Carolina increasingly arrived at their wharves and warehouses. Despite a lock break down in 1835 and continual complaints about the condition of the canal, traffic increased.²⁶ The towns, villages, and farms, as well as

²⁴. Dr. William E. Trout III. "The Gilmerton Lock" *An Historical Review*. Norfolk County Historical Society of Chesapeake, VA. 1966. p.23. and Phillip Morrison Rice. "Internal Improvements in Virginia 1775-1860" Ph.D. Dissertation, University of North Carolina, 1948. p. 113.

²⁵. This canal is shown on the *1887 Map of Norfolk County* made for the Board of Supervisors and parts of the canal are visible on modern USGS maps

²⁶. Wertenbaker. *Norfolk, Historic Southern Port*. p. 162-163.

the individuals shipping timber and produce, could not help but prosper along with the merchants of Norfolk.

In 1827 the United States Navy constructed a dry dock at Gosport, just north of Chesapeake. Two years later when President Andrew Jackson visited the dry dock he travelled down the canal on a navy barge. In the same year the Virginia and North Carolina Transportation Company purchased boats that could sail through the canal, making it unnecessary to use barges except for a small portion of the trip. Steamers soon followed, and The Lake Drummond Hotel opened beside the canal on the state border. Built half in Virginia and half in North Carolina, the hotel reputedly became a haven for those escaping the law in one state since they needed only to walk to the other end of the building to be out of reach of state authorities. Many duels and marriages also took place there.²⁷

The government of Virginia took an early lead in the establishment of internal improvements in the new nation, particularly in the Tidewater area. While the merchants of Norfolk and Portsmouth had a particular interest in establishing roads through the area that is now the City of Chesapeake, there was sufficient water transportation to make them reluctant to build bridges that would restrict navigation. It is not surprising that both the state and private interests soon concentrated on building yet another canal to connect Norfolk with the Albemarle Sound.²⁸

ANTEBELLUM AND THE CIVIL WAR ERA

In the few decades before and after the Civil War Norfolk County, like most of Virginia and the southern United States, experienced profound and permanent change. The 1840 census for St. Bride's Parish (the name was still used despite the fact that it

²⁷. Brown. *The Dismal Swamp Canal*, p. 64, 66, 70. Also Jesse F. Pugh and Frank T. Williams. *The Hotel in the Great Dismal Swamp*. (Old Trap, North Carolina, 1964). The latter book is entirely devoted to the hotel.

²⁸. Rice. *Internal Improvements in Virginia*. p. 16, 58

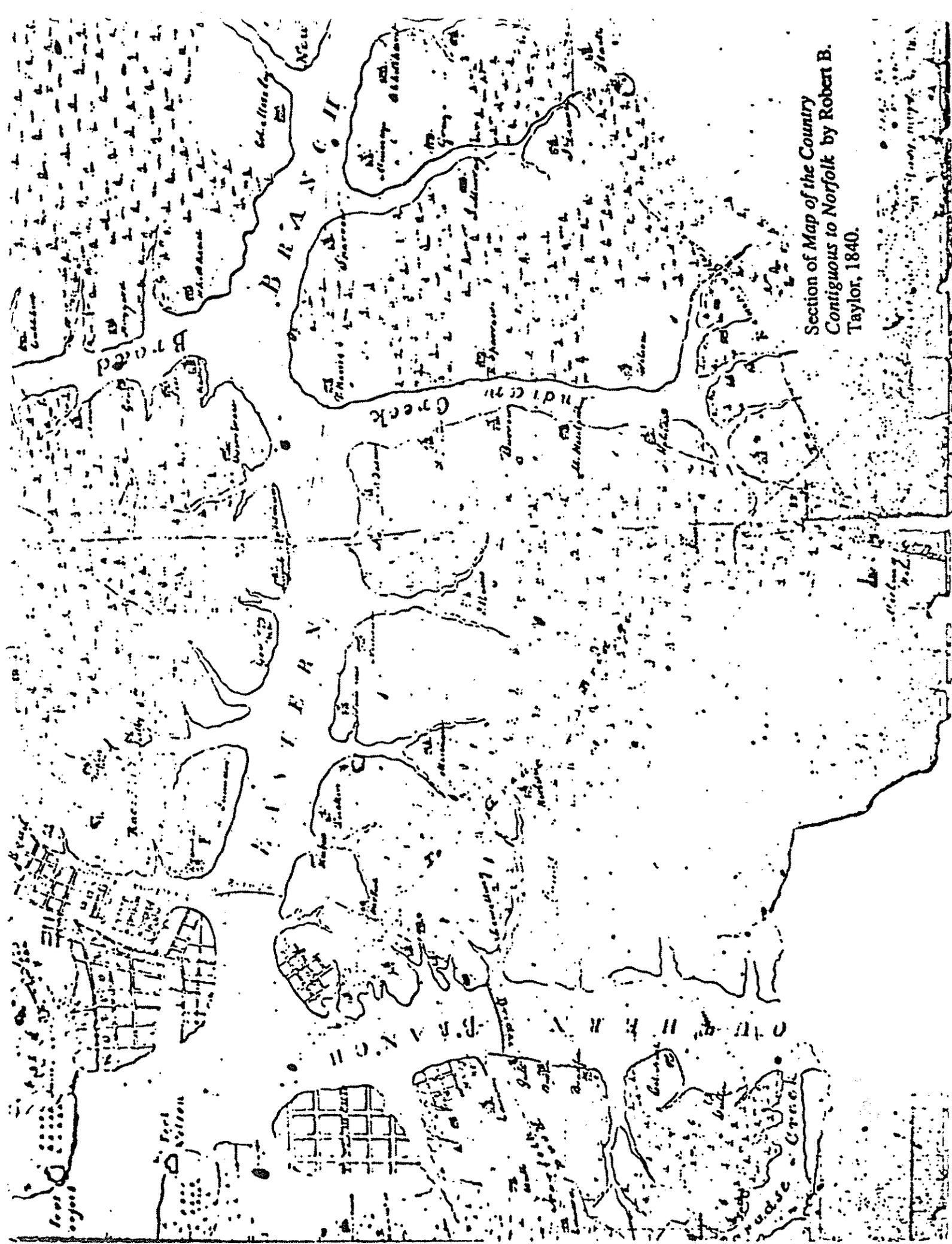
no longer connoted a political or ecclesiastical entity in the old sense) makes it clear that the majority of the residents were, as in the past, engaged in agriculture. The census also makes it evident that more than half of the white heads of households had slaves, and while some held larger numbers, many households had only one or two slaves. There were also some free blacks in St. Bride's. Eleven households of free blacks with the last names of Cuffee, Smith, and Weaver apparently lived close together. They too worked on the land.

Many white families were fairly large and held a number of slaves. I.A. Hodges, for example, had a family of six and owned thirteen male slaves and thirteen female slaves. John Wilkins' household consisted of himself, his three sons, nine male slaves, and six female slaves. Although the census listed no names for slaves, it did group both whites and slaves together when listing occupations. Six people in the Wilkins household worked in agriculture. Although this census gives no addresses, William Wilson apparently lived near Wilkins because he is listed next. Wilson lived with his wife, three children, and eighteen slaves. Ten members of that household worked in agriculture.

Among the few people who did not work in agriculture was Dr. Balfour, who lived with five adult white men and had three male and three female slaves. Eight members of this household were "engaged in navigation of the ocean," indicating that the male slaves did some work aboard ships.²⁹

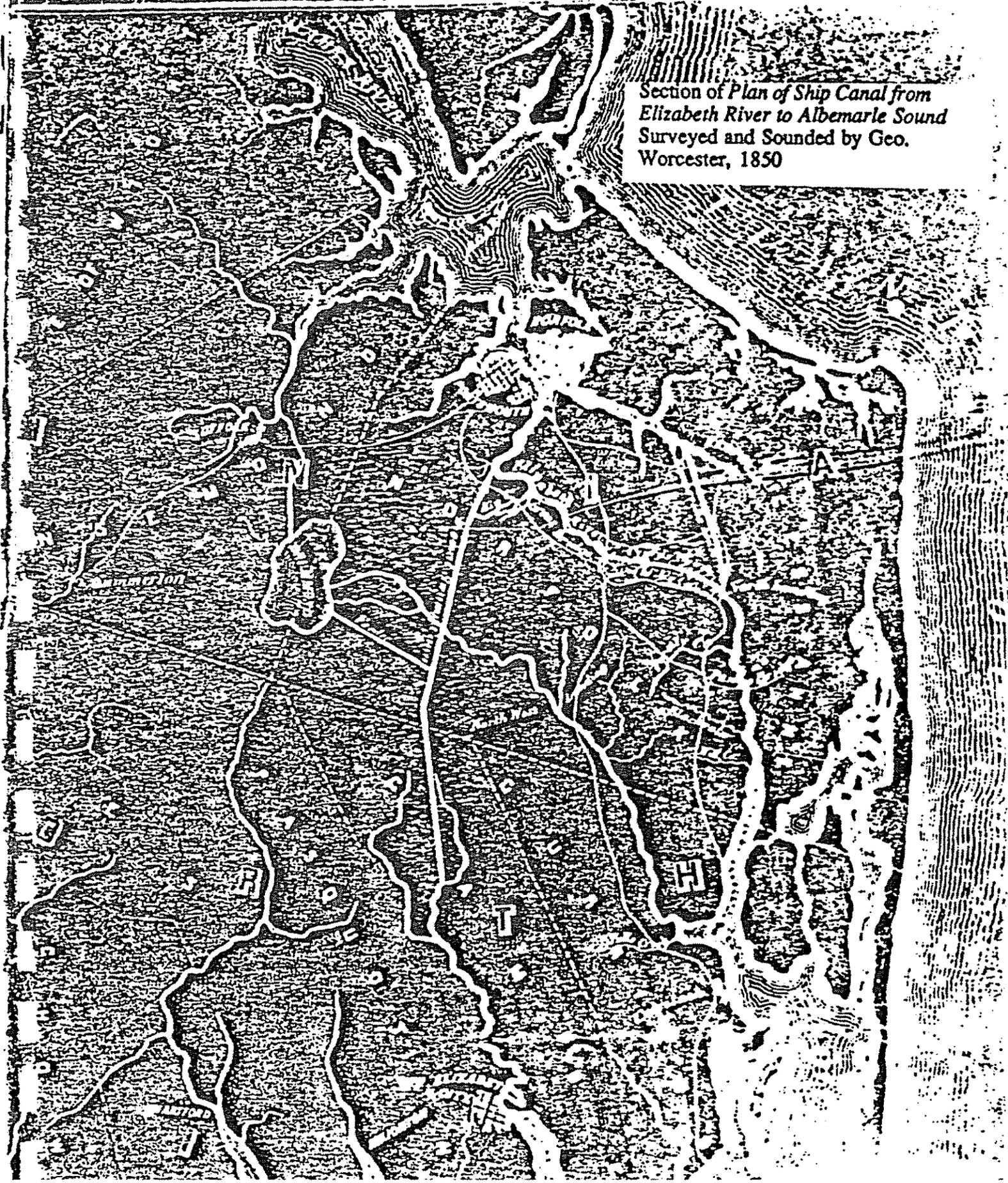
Maps of 1840 and 1850 show that the nearby cities of Norfolk and Portsmouth had grown considerably and that there was increasing settlement in the villages and rural area of the county. Great Bridge had not grown to become a large town, but several roads converged there, indicating that the bridge continued to be of some importance despite the enlargement of the Dismal Swamp Canal. The old idea of

²⁹. 1840 Manuscript Census for Virginia. Although other sources state that slave ownership was less for other sections of Virginia, these are the figures for St. Bride's Parish in 1840. Many of the slaves were children.



Section of Map of the Country
Contiguous to Norfolk by Robert B.
Taylor, 1840.

Section of Plan of Ship Canal from
Elizabeth River to Albemarle Sound
Surveyed and Sounded by Geo.
Worcester, 1850



building an additional canal that would connect the Southern Branch of the Elizabeth River to the North Landing River, providing access to Currituck Sound, persisted. This route, which eventually materialized as the Albemarle and Chesapeake Canal, provided two water routes between Norfolk and North Carolina. The old Northwest Canal near Wallaceeton served to connect the Dismal Swamp Canal to Currituck Sound for a few years. Ironically, the canal itself apparently helped to create the silting that closed the Currituck inlet and destroyed its own usefulness.³⁰

A tourist map of 1848 showing transportation routes and points of interest to tourists included Deep Creek, Great Bridge, North West Landing, Dismal Swamp, and the Dismal Swamp Canal. It also showed that steamboat routes went from Norfolk to Baltimore and Washington, but not south. The principal stage route in the area included a route from Norfolk via Suffolk to North Carolina, a trip of 132 miles, with departures three times a week. Another route also left Norfolk three times a week and covered 76 miles via Deep Creek, New Lebanon, and Elizabeth City to Edenton.³¹

Transportation routes continued to be the most important concern and enterprise in this southeastern corner of Virginia. Increasing steamboat transportation emphasized the inadequacies of the Dismal Swamp Canal, and in 1840 work started on the Gilmerton Cut, a new entrance at the north end of the main canal. It went into service three years later. This 2 1/2 mile section was forty feet wide and eight feet deep. It did not solve all the Dismal Swamp Canal's problems and was eventually abandoned when the old passage was dredged and improved.³² Of greater importance was The Albemarle and Chesapeake Canal, for it compensated for the

³⁰. Robert B. Taylor. *Map of the Country Contiguous to Norfolk*. 1840. George B. Worcester. *Plan of Ship Canal from Elizabeth River to Albemarle Sound*. 1850. Brown. *Dismal Swamp Canal*. p. 60, 61.

³¹. John Hamilton Young, published by S. Augustus Mitchel. *The Tourist's Pocket Map of the State of Virginia exhibiting its internal improvements*. 1848.

³². Trout. "The Gilmerton Lock". p. 23-26

weaknesses of the older waterway. The new canal ran from Great Bridge to North Landing, and with the use of machinery the work went much faster than it had on the Dismal Swamp Canal. The new canal was wider and deeper than the old one and had the great advantage of containing only one lock, the largest in the United States. This route opened in January 1859.³³

By that date, however, the railroads had brought an entirely new mode of transportation to America. A number of railroads were already in place in Virginia in 1851 when the state authorized a charter for an 80 mile line connecting the cities of Norfolk and Petersburg. To be one of the directors for the new line the stockholders chose William Mahone, a 27-year-old-graduate of Virginia Military Institute and a construction engineer. Mahone proved to be a brilliant choice, for he planned and built the line in a broad curve through the Dismal Swamp to Suffolk and then made a straight track to Petersburg. The line was completed by the autumn of 1858 and this gave Norfolk another means of access to the west.³⁴ Two canals, one railroad, and several roads now crossed the county.

Unfortunately, war and its aftermath were close at hand. The census of 1850 gives some idea of the population of the present-day City of Chesapeake and how those people lived. As with the other census records, it is probably the listing for St. Bride's Parish that comes closest to typifying the area of Chesapeake. Most people were farmers, although there was more diversity than in the past. The farmers seem to have had the largest net worths, a situation found in other sections of the United States at the time, undoubtedly because they held more land than others. Their widows usually inherited their estates. Mary Tatem was a widow who at the age of 62 had a net worth of \$12,000, one of the largest amounts in the parish. John

³³. Alexander Crosby Brown. *Juniper Waterway, a History of the Albemarle and Chesapeake Canal*. (Charlottesville, 1981) This entire book is a definitive history of the canal. Also Wertenbaker. *Norfolk, Historic Southern Port*. p. 185.

³⁴. Robert H. Smith. *General William Mahone, Frederick J. Kimball and others - A short History of the Norfolk and Western Railway*. (Newcomen Society, 1949) p. 12.

Foreman, a 34-year-old farmer, had a worth of \$6,800; George Happer, a 37-year-old farmer, was worth \$6,400 in real estate; and Josiah Jolliff, a 76-year-old farmer, was worth \$1,200. George Wilson and Stephen B. Tatem were both farmers with net worths of \$15,000, among the highest in the parish.

The people who followed occupations other than farming provide some indication of the growth of communities. T.O. Peck, William E. Edmonds, and J.N. Hall were among several tavernkeepers; Simon Butt was a storekeeper; William Roberts was a miller; and John McPherson was an agent for the canal company. There were also several teachers, physicians, and cabinetmakers as well as a number of people in the maritime trades.

In 1850 a small number of free black families lived in St. Brides Parish and at least two of them, Arthur Cuffee and Cornelius Smith, had become property owners. The slave population was similar to that of previous years. In this census they were listed separately by name of their owners. The census did not record any names whatsoever for the slaves themselves. As in the past, many white households owned slaves. The 1850 census shows that many slaves belonged to women and that within a household several individuals often owned slaves. The census recorded no manumissions among the slave owners of 1850.³⁵

The lack of written records makes it doubtful that precise and complete details on the daily lives or conditions of slaves or their owners will ever become available. However, there is no question that slavery in the area of the Dismal Swamp became a focus for abolitionists. When the artist David Strother, using the pen name Porte Crayon, visited the Dismal Swamp for *Harper's Weekly* he reported that there were large colonies of runaway slaves in some sections of the swamp. He made a sketch of Osman, who supposedly was the leader in the swamp. Harriet Beecher Stowe then used Osman as the model for the main character in her novel *Dred: A Tale of the*

³⁵. 1850 Manuscript Census for Virginia.

Great Dismal Swamp. Henry Wadsworth Longfellow then apparently based his poem "The Slave in the Dismal Swamp" on Stowe's character.³⁶ Frederick Law Olmsted, who was to become America's foremost landscape architect, also visited the Dismal Swamp and wrote of the runaway slaves there and the slave hunters who followed them.

Although the abolitionists are often held responsible for the intensified repression of slaves and their consequent resistance, the increasing practice of "hiring-out" slaves to work in industry and other pursuits was undoubtedly both a symptom and a result of changes in the old society.³⁷ By 1850 Deep Creek had become a village of about fifty houses with trade in shingles, staves, and firewood.³⁸ A resident who remembered it at that time later recalled Deep Creek as the main depot for the lumber taken from the Great Dismal Swamp. The shingle captains brought their product to Deep Creek, where lighters carried it out to vessels too large to enter the canal. The lumber companies owned or hired slaves to work the juniper that came into town by the boatload for shipment to other places. In both Deep Creek and Great Bridge owners offered their slaves to the highest bidders at "hiring days" usually held at the end of the year. The highest bidder "hired" the slave, generally for a year at a time, making agreement on price, food, shelter, and other matters with the owner.³⁹ This created an entirely different situation than that of the plantation culture of an earlier day.

On the eve of the Civil War the village of Great Bridge still contained only a handful of houses, and many of its residents were associated with the Albemarle and Chesapeake Canal. According to the census of 1860 George Lowe was the landlord of

³⁶. Davis. *The Great Dismal Swamp*. p. 59-62.

³⁷. R. Green. "Urban Industry, Black Resistance and Racial Restriction in the Antebellum South". Ph. D Dissertation. American University. 1980.

³⁸. Forrest. *Historical and Descriptive Sketches of Norfolk and Vicinity*. p. 486.

³⁹. Stewart. *History of Norfolk County*. p. 406-407.

a hotel that housed some Irish and English canal laborers. Solomon Smith was a physician, and Cary Woodward was the constable. Norman Cartwright, a native of New York, was a superintendent of the canal. James Lyons, one of the canal's general superintendents, and Cornelius Mahoney, its engineer, lived in the same house with Cartwright. In another house outside Great Bridge lived Miles Boyles, another canal superintendent, with his assistant, the dredge engineer, and several others who worked on the dredge. The census indicates farming remained the leading occupation, but it also indicates that net worth had increased substantially for many residents. As in the past, nearly everyone was native born. Also as in the past, there were a few free blacks, a large number of slaves, and no manumissions. In 1860 slaves made up 27 percent of the total population of Norfolk County, a percentage that placed the county midway between the counties that owned the most slaves (Amelia and Nottoway with over 70 percent) and the counties that owned the fewest (counties in what would soon become West Virginia).⁴⁰

The approaching Civil War created a schism of sorts in the Methodist and Baptist churches in America, with both splitting into southern and northern branches. Both churches continued to expand in Norfolk County. Pleasant Grove Baptist Church (Inventory #325) started in 1845 and later moved to its present location. Lake Drummond Baptist Church (Inventory #479) started in 1850, and the Deep Creek Methodist Episcopal Church, originally called Rehoboth, started at about the same time.⁴¹

With the outbreak of the Civil War in 1861, Norfolk and Norfolk County were busy as Confederate troops travelled over the Seaboard and Petersburg Railroad to

⁴⁰. 1860 Manuscript Census and map of Slave Population prepared by Joseph Kennedy, Supt. of the Census Office in 1861 to be sold for the benefit of the sick and wounded of the U.S. Army.

⁴¹. Stewart. *History of Norfolk County*. p. 239 & 249. Also Cross and Cross. *Chesapeake, A Pictorial History*. p. 72. Stewart gives the date of the Deep Creek Church as "Prior to the Confederate War", Cross gives it as 1876.

protect those two cities.⁴² A federal blockade of Hampton Roads almost immediately cut off all trade to and from Norfolk. In January, 1862 federal ships moved to close the passage through Albemarle Bay. Both Union and Confederate strategists realized that the Dismal Swamp Canal and the new Albemarle and Chesapeake Canal were important thoroughfares and tried to shut the canals to each other. From the early days of the war Union troops occupied Norfolk County. While no major battles took place in what is now Chesapeake City, it suffered the hardship of occupation. Many men of the area served in the Confederate forces. Colonel William H. Stewart organized the "Jackson Grays" early in the war, and a monument to them still stands (Inventory #101). Hundreds of other local men served, and some, including William Wallace, first lieutenant of the Jackson Grays, were killed.⁴³ His mother, Elizabeth Curtis Wallace, one of the county's most prominent citizens, kept a diary of her experiences during the the war, which has now been published as *Glencoe Diary*. The diary records the anxiety and pain that the Wallaces and many others suffered during the occupation.⁴⁴ Glencoe (Inventory #7), the home of Mrs. Wallace, stood until recently near the Dismal Swamp Canal in the area generally called Wallaceton near the North Carolina border. Here Mrs. Wallace lived with her husband, George T. Wallace, whom the census of 1860 listed as a timber-getter and the individual with the highest net worth in St. Bride's Parish.⁴⁵ Near the Wallaces lived another prominent family, the Stewarts, in their house, "Beechwood" (Inventory #8). This house is one of a few large antebellum houses still standing in Chesapeake.

LATE NINETEENTH AND EARLY TWENTIETH CENTURIES

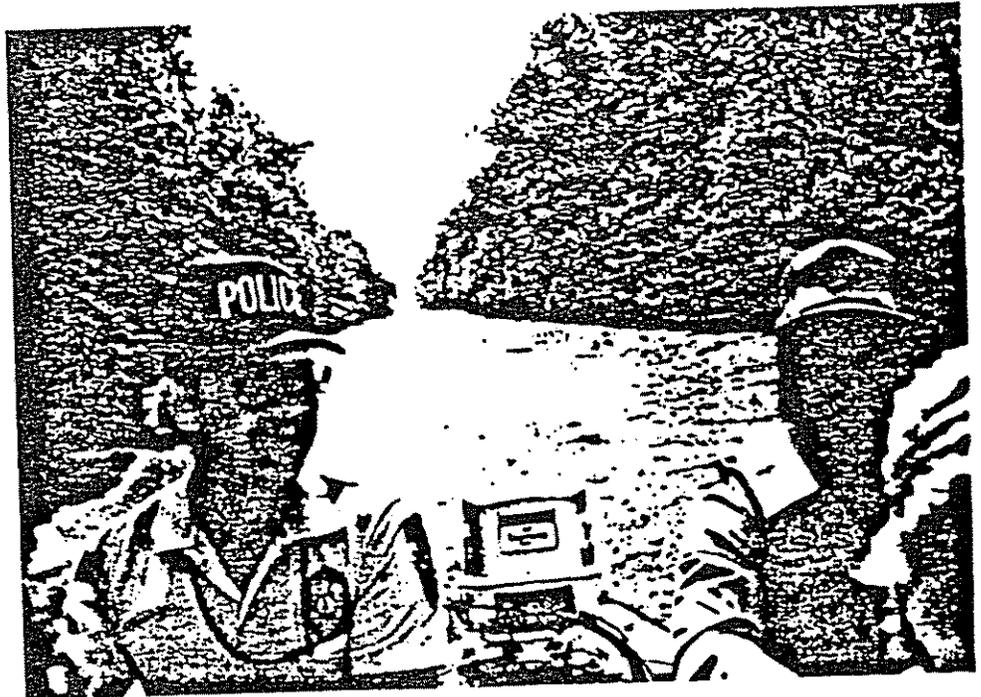
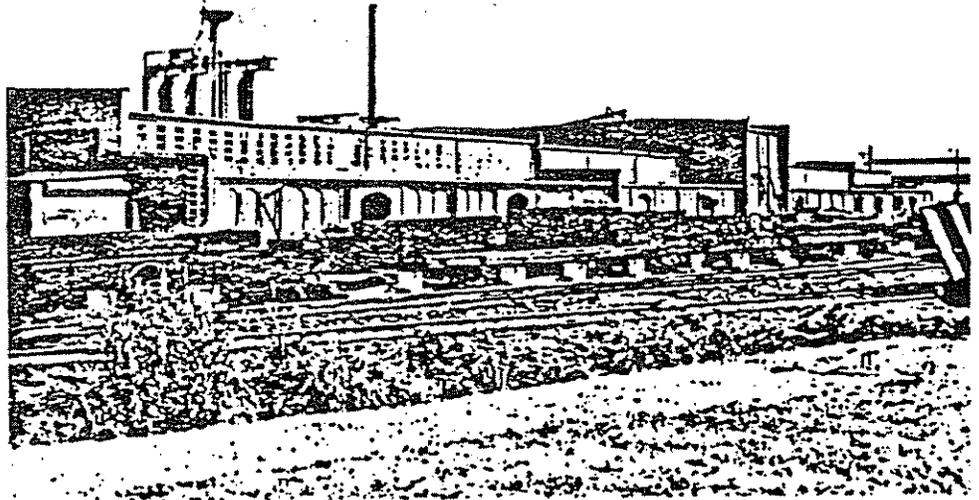
⁴². Wertenbaker. *Norfolk, Historic Southern Port*. p. 209.

⁴³. Cross and Cross. *Chesapeake, A Pictorial History*. p. 63-64-65.

⁴⁴. Charles B. Cross, Jr. and Eleanor P. Cross. Eds. *Glencoe Diary*. (Chesapeake, 1968)

⁴⁵. 1860 Manuscript Census.

Royster Plant, now just outside city limits, but once the employer of many South Norfolk Residents



Feeder Ditch between Lake Drummond and the Dismal Swamp Canal.

Despite the fact that it was not the scene of major battles, Norfolk County and the area that is now Chesapeake suffered during the Civil War. The occupation troops of the Union Army destroyed houses, crops, churches, and schools. The ultimate defeat of the Confederacy meant that there would never be a return to the life of former days. The devastation of war combined with a complete economic and cultural change created a depression from which there was to be no quick recovery.

However, Norfolk County already contained the beginnings of its future rebirth. In its embryonic stage, the Norfolk and Petersburg Railroad had carried people and goods for a brief period before the war. In 1870, it consolidated with the Virginia and Tennessee and the Southside Railroad and eventually reconsolidated to become the great Norfolk and Western. Through its eventual connection to the Pocahontas region in Southwest Virginia, it brought coal to Norfolk and development to the area along the line just south of Norfolk.⁴⁶

In 1870 another railroad, the Norfolk and Southern, was chartered to operate between Norfolk and Elizabeth City, North Carolina. The road opened in 1881 and, despite some financial problems during its first decade, carried the crops of eastern North Carolina including corn, peanuts, and cotton, through Hickory, Centerville, and other points in the present City of Chesapeake to Berkely, just south of Norfolk.⁴⁷ This line provided transportation for the newly developing truck farming business.

According to William Stewart, the early twentieth-century historian, the first successful truck farmer to come into Norfolk County was Richard Cox, who came from New Jersey to establish his farm at the mouth of the Western Branch in 1844 just outside the present City of Chesapeake. Although Cox was known as the "Father of the Truckers" it was not until several decades later that railroads and canals began to carry substantial amounts of produce to market from southern Norfolk County.

⁴⁶. Joseph T. Lambie. *From Mine to Market*. (New York, 1954). p. 1, 41

⁴⁷. Wertenbaker. *Norfolk, Historic Southn Port*. p. 278

Frederick Law Olmsted also observed in the 1850s that the market gardens of Norfolk profitably supplied New York with early vegetables. Olmsted also noted that farmers from New Jersey who had brought many white laborers with them operated vegetable farms many miles from the city.⁴⁸

In the decades of economic recovery after the Civil War the Dismal Swamp continued to be an asset. Lumbermen continued to take juniper, and there were sawmills scattered through the swamp. Near the turn of the century, other mills such as Bell's Mill were located at sites outside the swamp. Larger lumber operations such as the mills of the John L. Rober Lumber Company in Gilmerton and the Cohu Lumber Company at Money Point soon sprang up nearby. The swamp also developed into an attraction popular with hunters who found an ample supply of game and with excursionists who entered the swamp by boat.

When the Dismal Swamp Canal fell into disrepair in the 1860s, the Lake Drummond Canal and Water Company did away with the Gilmerton section and reconstructed the main canal in 1896-99.⁴⁹ In 1929 the canal became a part of the Inland Waterway connecting Florida with the Northeast, and it has been owned by the United States Government ever since.

Norfolk was the shipping center for the peanut trade as well as for the produce of "the rich lowlands to the southward, about the margin of the Dismal Swamp and down along the Currituck and Roanoke Sounds that produced a variety of early vegetables and fruits."⁵⁰ As the years passed, this type of farming increased. Near the turn of the century Polish immigrants established their own community by draining wet land and developing farms in the area called Sunray. There were some predictions in the early twentieth century that the entire area would eventually be

⁴⁸. Stewart. *History of Norfolk County*. p. 156. Frederick Law Olmsted. *The Cotton Kingdom*. Edited by Arthur M. Schlesinger. (New York, 1953) p. 120

⁴⁹. Brown. *The Dismal Swamp Canal*. p. 137

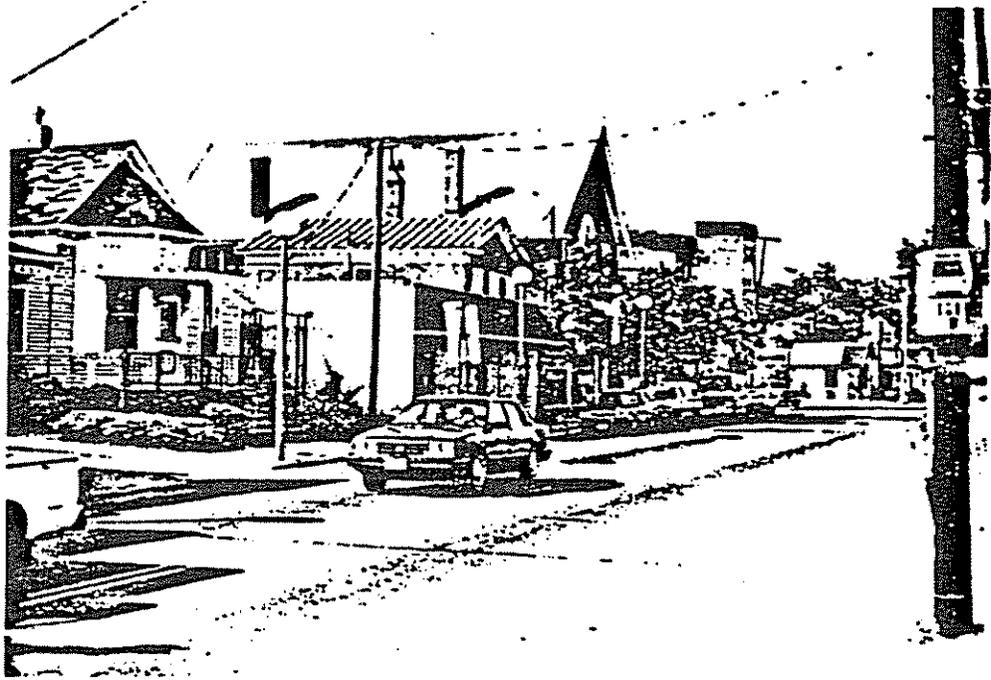
⁵⁰. *Reference Book of the Norfolk and Western Railroad Co.* 1889. p. 7



Trim Detail in South Norfolk Historic District



Decatur Street in South Norfolk Historic District



The commercial section of Poindexter Street in the South Norfolk Historic District



South Norfolk Baptist Church

drained for truck farms. While that never happened, today simple farmhouses of the late nineteenth century and early twentieth century bungalows and Foursquare houses dot the rural area of the City of Chesapeake.

Stops along the Norfolk and Southern Railroad at Centerville, Hickory, Indian Creek, and other places encouraged the growth of villages as well as truck farms. The most influential railroad development, however, was certainly the emphasis on coal trade. Starting in 1895 when it gained access to the coal fields of the Pocahontas region, the Norfolk and Western concentrated on carrying highly efficient, semi-bituminous coal to Norfolk. Shortly after the turn of the century another line, The Virginian, also started to bring coal from West Virginia to Norfolk. This railroad was a gravity road that allowed the loaded cars to go downhill for nearly the entire trip to Norfolk.⁵¹ These two lines were not only the major forces making Norfolk the world's greatest coal port, they also helped to bring development to South Norfolk, which is today the northernmost section of the City of Chesapeake.

South Norfolk was in one sense a natural suburban development and expansion of the City of Norfolk. It was a rural area until near the turn of the century, but developers began to divide it into housing lots by 1889. City directories of a few years after that time included South Norfolk with Berkley, another Norfolk suburb. However, its ideal location on the southern branch of the Elizabeth River, and the fact that two railroad lines went through it made South Norfolk a fine industrial location and gave it an identity and economy separate from Norfolk.

It is not surprising that lumber mills and creosote plants were among the first industries to locate along the waterfront in the South Norfolk area. Guano (fertilizer) plants also moved in at an early date. American farmers had known since the mid-nineteenth century that seabird manure made a good fertilizer, and American ships

⁵¹. Wertenbaker. *Norfolk, Historic Southern Port*. p. 283 and Lambie. *From Mine to Market*. p. 41, 264

went to collect the large concentrated deposits of it left on islands off the coast of South America. This was then processed into fertilizer. Bones of fish and animals were also often used in the processing.

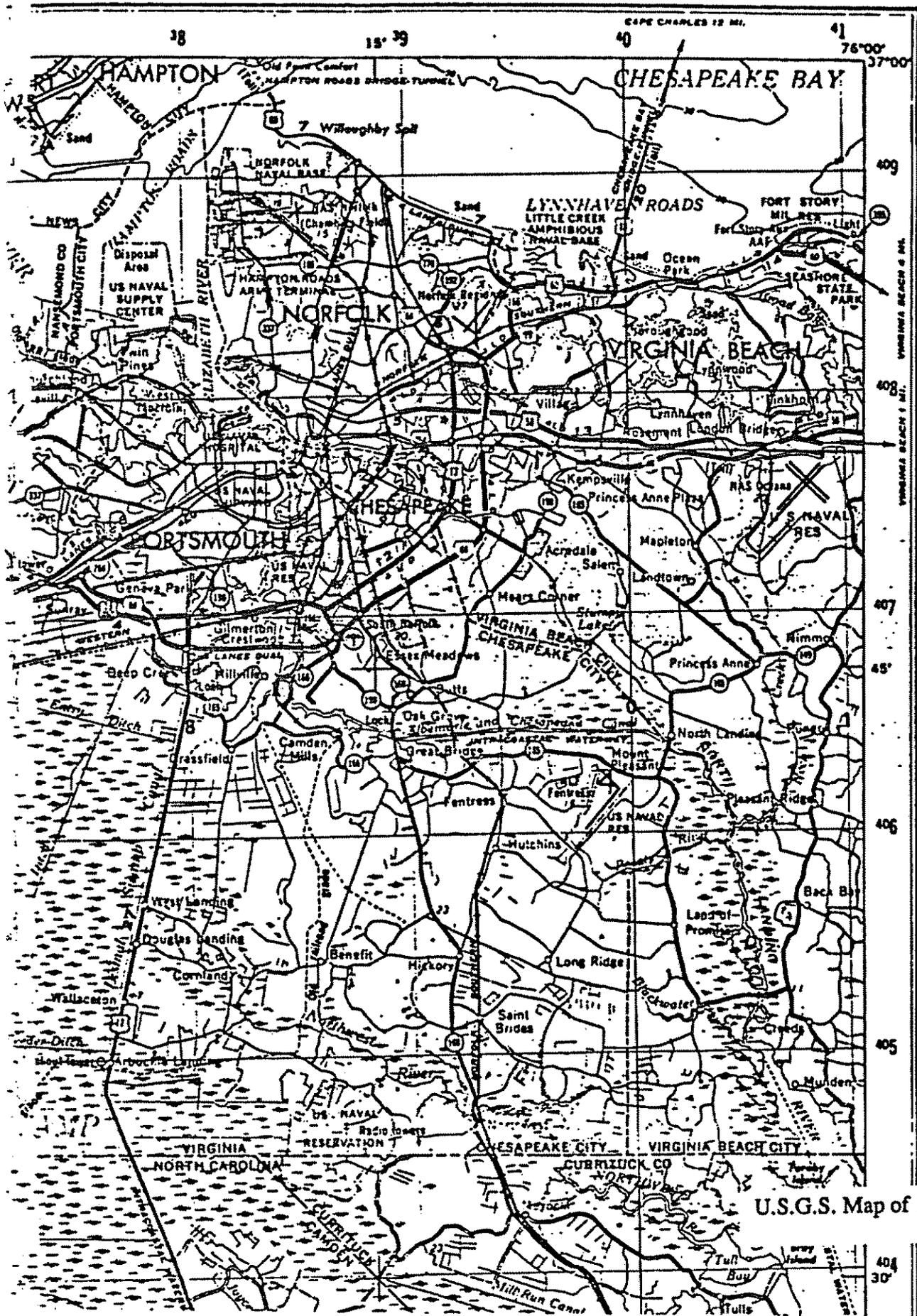
The industrial area along the riverfront was set off from the section that was to become residential and seems to have had no deleterious effect upon it. Some of the developers in South Norfolk were also directors of the streetcar line that passed through it. However, unlike the residents of many such suburbs, the people who lived in South Norfolk did not commute to Norfolk to work. The census of 1910 indicates that most of the inhabitants worked in their local industries or for the railroad or in such trades as house painting or carpentry.⁵² Judging from the section where the largest number of original houses remain, there was a high degree of owner occupancy in South Norfolk, and the community also had its own churches and schools.

In 1906 Norfolk annexed Berkley, leaving South Norfolk as the closest suburb to the south. South Norfolk residents wished to become independent, and the town was incorporated in 1919. Three years later its population had grown to the point where it could become a city of the second class in accordance with the Virginia Constitution. In 1950 South Norfolk annexed Portlock and Money Point, which made it large enough to become a city of the first class. Since 1963 it has been a part of the City of Chesapeake.⁵³

South Norfolk grew steadily through the early years of the twentieth century. It has a more urban atmosphere than the rest of Chesapeake and its houses reflect the styles popular at the times they were built. The house of Edward M. Tilley, who was in the lumber business and was a promoter of South Norfolk, still stands on Chesapeake Avenue (Inventory #55). Nearby is the house of John W. Jones (Inventory #55) the contractor who built many houses in South Norfolk. Bungalows,

⁵². 1910 Manuscript Census.

⁵³. Rogers Dey Whichard. *The History of Lower Tidewater Virginia*. (New York, 1959)



U.S.G.S. Map of 1953

LS

cottages, and Foursquare houses of the early decades of the twentieth century stand as evidence of the continued growth of South Norfolk.

Although it was among the last sections of the present City of Chesapeake to develop, South Norfolk is today the most urban section. Deep Creek is still a quiet village at the head of the Dismal Swamp Canal, and the old village of Great Bridge has become the government center for the new City of Chesapeake. There are still many old houses and farms in the rural areas, but there are also new housing developments and modern farmettes with several horses on a few acres.

The Dismal Swamp Canal and the Albemarle and Chesapeake Canal are still operating waterways and an important part of the City of Chesapeake. The railroad still traverses South Norfolk at low speed with its seemingly endless carloads of coal. New highways traverse Chesapeake linking its rural areas, villages, and heavily populated neighborhoods. Many diverse communities with different histories now function as one City of Chesapeake.

ARCHITECTURE OF THE AREA AS RELATED TO THE VIRGINIA DIVISION OF HISTORIC LANDMARKS THEMES

As in any area, the architecture or the man-made landscape of the City of Chesapeake combines with the natural landscape to present a view of the past, present, and future of the area. Extant structures and the landscape with its present alterations express today, a fleeting moment that was different yesterday and will change again by tomorrow. Within every feature of the man-made and natural landscape are evidence of the past and projections of the future. The tangible evidence of the past as it exists in structures and buildings in the City of Chesapeake helps to explain that past and can be a guide to planning for the future.

Because the City of Chesapeake is very young as a political unit and is made up of villages and areas that were previously parts of other political units, its political and social history did not develop in one continuous pattern. However, looking at the themes outlined by the Division of Historic Landmarks, it is possible to see how various aspects of Chesapeake's history developed and which buildings remain to aid our understanding of that history.

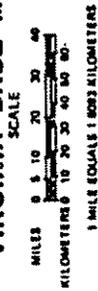
The City of Chesapeake is in the Lower Tidewater Area. Some tangible evidence remains from the eighteenth century, and larger numbers of buildings and structures remain from the nineteenth through the early twentieth centuries. With its location in a somewhat isolated corner of Virginia, cut off from a direct route to the ocean and from western trade, the search for good transportation routes, and subsequent construction and use of those routes has been a focus throughout the history of the area that is now within the City of Chesapeake. Although agriculture was the predominant occupation of most of the area's residents until modern times, the Dismal Swamp and its natural supply of lumber and game has had more influence

SEVEN GEOGRAPHICAL AND CULTURAL

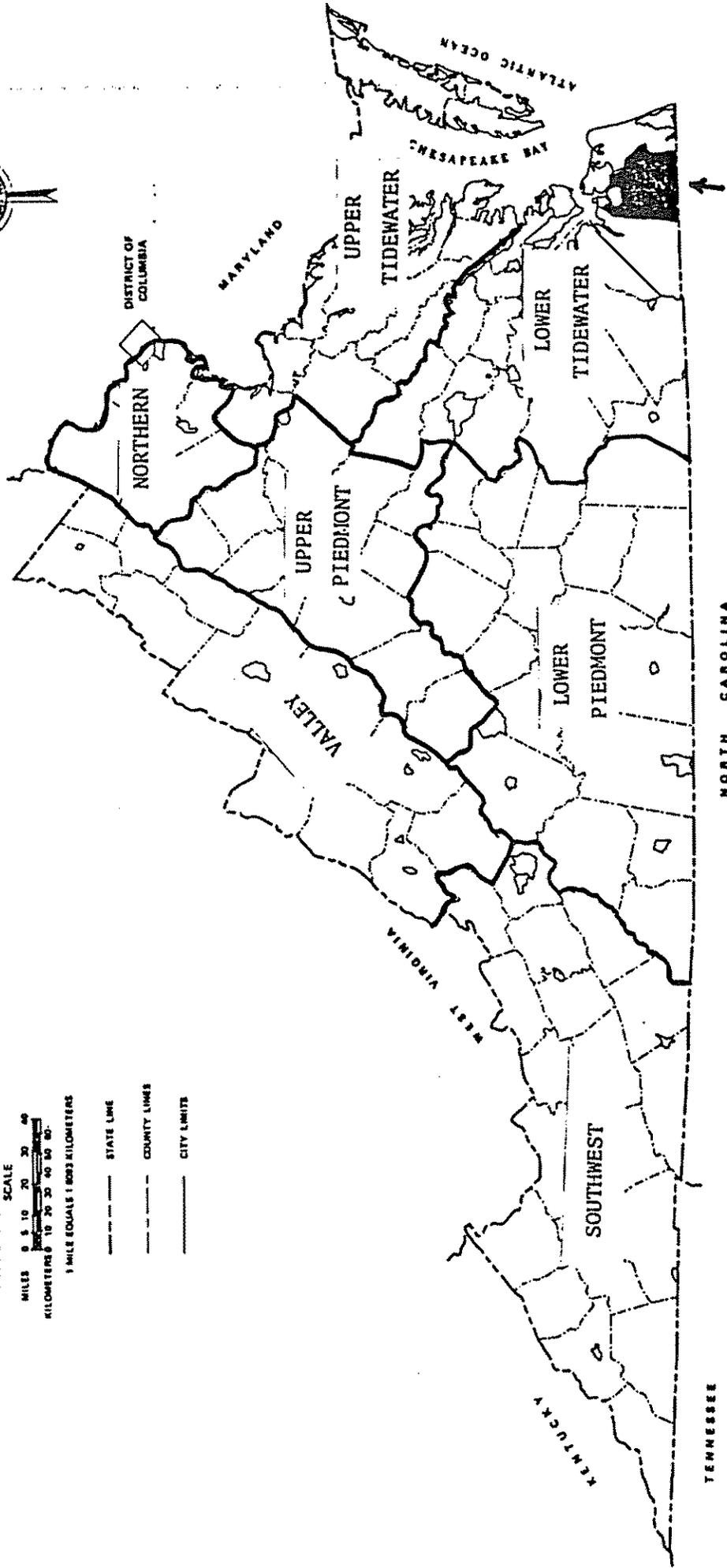
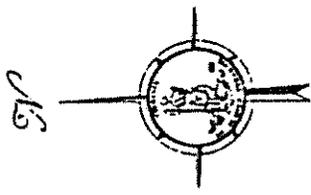
REGIONS OF VIRGINIA

Virginia Division of Historic Landmarks
1985

VIRGINIA BASE MAP



- STATE LINE
- COUNTY LINES
- CITY LIMITS



Virginia Division of Historic
Landmarks' geographic study areas
showing Chesapeake within Lower
Tidewater.

on the area than any other natural phenomenon. The swamp has been both an advantage and disadvantage in the search for transportation.

The history of the area that is now the City of Chesapeake seems to fall naturally into our time divisions: The Colonial Era including the Revolutionary War; the Early Federal Era including the war of 1812 and the first three decades of the nineteenth century; the Civil War Era including the two decades before and the two decades after the Civil War; and the Late Nineteenth and Early Twentieth Century Era from 1880 to the 1930s. The various themes organized by the Division of Historic Landmarks developed unevenly through these time periods, and the material evidence varies.

HISTORICAL THEME: Government/Law/Welfare

This theme relates to governmental systems, political activities and events, legal systems, important political governmental events in history, and political leaders; human services; and welfare and charitable organizations.

During the colonial era the area which is now within the City of Chesapeake was within New Norfolk County which was divided into Upper Norfolk County and Lower Norfolk County in 1637. The survey area was within Lower Norfolk County which was divided into Princess Anne and Norfolk Counties in 1691. Most of the survey area remained within Norfolk County until 1963 when it combined with the city of South Norfolk, which had become independent, to form the City of Chesapeake.

Because the City of Chesapeake is a new political entity that developed within the past twenty-five years, there are no historic court houses, city halls, prisons, post offices or other buildings related to this theme. Most of the area within the present City of Chesapeake was at one time within Norfolk County which had its government buildings elsewhere. One section, South Norfolk, was an independent town, but it has no historic government buildings remaining.

HISTORICAL THEME: MILITARY

The military and its attendant industries are a constant presence in the City of Chesapeake and the surrounding area today, and historically the navy has always been a major influence in the Hampton Roads area. Today the U.S. Naval Airfield Fentress Station, the U.S. Navy Northwest Radio Station, and the St. Julian Naval Depot are all within the City of Chesapeake.

During the Colonial era Great Bridge was the scene of a battle in 1775, early in the Revolutionary War, primarily to gain possession of the bridge. The same bridge was also the target of British forces under the turncoat Benedict Arnold later in the war. There is nothing remaining in Great Bridge from the time of the battle, but an historic marker identifies the site. (Inventory #23)

Although the War of 1812 depressed trade and created other hardships in the area that is now the City of Chesapeake, it had its main impact in Norfolk, Portsmouth, and the Chesapeake Bay. However, it was probably the experience of this war that helped to influence the decision to continue with the Dismal Swamp Canal. (Inventory #35)

The Civil War era was a difficult one for the the area because, although no major battles were fought here, the Union forces occupied the territory for most of the war. The Dismal Swamp Canal and the newer Albemarle and Chesapeake Canal were strategic transportation routes which both the Union and Confederate forces wished to use while denying access to the opposition. (Inventory # 35 and #44). Some earthworks still remain in the Joliff area (Inventory #45), but otherwise today there is little evidence of military action. Many men from the area served in the Confederate forces, and some of their homes still stand. One house closely associated with the Civil War was "Glencoe" (which is no longer standing)(Inventory

#7) in the southwest corner of Chesapeake. This was the home of the Wallaces, one of whom was Elizabeth Curtis Wallace. Her diary kept during the War has now been published as "Glencoe Diary".

Many houses and other buildings were destroyed by Union troops for firewood and other uses during the war; others, such as the Hendren-Creekmur House in Deep Creek (Inventory #1), were requisitioned for barracks and hospitals. A monument to the "Jackson Grays" honors the regiment that formed on the grounds of the Pleasant Grove Baptist Church in 1861.

In the late nineteenth century, naval installations that had previously been limited to the surrounding areas expanded into the area that is now Chesapeake City. In 1897 the navy opened the St. Julian's Creek Naval Magazine on the Southern Branch of the Elizabeth River. In the twentieth century the navy loaded mines here.

HISTORICAL THEME: EDUCATION

Just as there are no historic buildings to reflect other governmental services, there are no historic schools associated with the present City of Chesapeake.

In the colonial era the traditional educational system in the southern colonies was through tutors and a few private schools for people who could afford them; there was a system of apprenticeship for the poor.

After the Revolutionary War Virginia law called for schools in each county to provide three years of free education for all free people. Nothing remains of the early schools in the area that is now the City of Chesapeake but there was one, St. Bride's Academy, near the present village of Hickory.

The public school system developed gradually and by about 1850 Norfolk County had established a school system that enrolled over a thousand children. As far as is known, no ante-bellum schools survive in the City of Chesapeake, and the county built new schools after the Civil War.

There is one late nineteenth century brick school building in Great Bridge that is known as the Annex (Inventory #343). This is a one and a half story building with gable roof and large cross gables, and appears to be the oldest extant masonry school building in the survey area. Probably the only wooden school building still in use, although not as a school, is The Oak Grove School (Inventory #353), a simple wooden building that has been moved and has seen duty as a community center, little theatre and American Legion hall. Three early twentieth century brick schools have also been put to adaptive re-use. One of these is the Old Portlock School on Bainbridge Boulevard (Inventory #626) which was built in about 1906 to serve the village of Portlock. The others are the Sunray School (Inventory #388) and the Gertie School (Inventory #68) which were both built as modern schools to serve their local communities.

Other early twentieth century schools that are still used for their original purpose are the Deep Creek Intermediate School dating from 1923 (Inventory #494), the main building of the Great Bridge Intermediate School built in 1936 (Inventory #343), the Hickory Elementary School built in 1922 (Inventory #331), the main building of the Norfolk Highlands Elementary School built in 1920 (Inventory #565), and the Truit Jr. High School built as the high school in South Norfolk in 1929 (Inventory #55). The only institution of higher learning in the City of Chesapeake is the Community College which is a modern building.

HISTORICAL THEME: TRANSPORTATION

Transportation and the search for trade routes through the area has historically been a consuming interest of the people in the area of the City of Chesapeake . Because the area is cut off from direct access to the nearby Atlantic Ocean, agricultural goods, timber, and other products from this section of southeastern Virginia and from North Carolina have traditionally passed through the port of Norfolk.

The short trip from the point of production to the port was a difficult one in pre-railroad days. Overland travel was always slower and harder than water travel, but here the Dismal Swamp and numerous small creeks made wagon trips particularly difficult. The Great Bridge in the village of Great Bridge was a strategic point on the road from Norfolk to North Carolina. Although the route is still a busy one, neither the bridge nor the road resemble their original condition.

As a part of the search for a water route to Norfolk, work started on the Dismal Swamp Canal early in the nineteenth century. The Canal (Inventory #35) is probably the oldest operating canal in the nation, and although the locks, bridges, and other features have changed slightly in order to keep the canal in operation, its route and character are essentially as they were when it was first built. The Gilmerton Cut, an early alteration in the canal, is still clearly visible, as are many other features. Hand labor built the Dismal Swamp Canal and many of the smaller ditches or canals connecting to it. It provided the first interior water route and was a valuable asset to Norfolk County, despite various problems through the years. The Northwest Canal and Herrings Canal also made connections from natural waterways to the Dismal Swamp Canal. The larger Chesapeake and Albemarle Canal opened just before the start of the Civil War and in the post-war years became an important waterway serving many of the same purposes as the Dismal Swamp Canal.

The commercial interests of Norfolk were the main promoters of transportation routes, including railroads. The Norfolk and Petersburg Railroad which had started operation in 1858 consolidated with the Virginia and Tennessee and the Southside Railroad in 1870 to form the Norfolk and Western (Inventory #479). The railroad still operates today carrying millions of tons of coal through the City of Chesapeake. The Norfolk and Southern Railroad started operation in 1881 carrying the crops of North Carolina and what was then Norfolk County to the city of Norfolk (Inventory #48). It too, is still in operation and many of the houses and stores that

grew up along its tracks remain, although the rural post offices are gone. A third railroad line, the Virginian (Inventory#601) started carrying coal from West Virginia to Norfolk in the first years of the twentieth century. It, too, still operates as the Norfolk and Southern.

The natural waterways of the area, primarily the Eastern, Western, and Southern Branches of the Elizabeth River combined with the canals and smaller streams to provide direct access to the sea as well as to the port of Norfolk. In a large part of the northern section of the City of Chesapeake tide water is a part of the natural landscape, and modern streets wind around creeks and inlets. In the days before modern construction and road building created silting and changed their courses, these waterways permitted sailing ships to reach into neighborhoods that are now high and dry. Also, in the late nineteenth and early twentieth centuries ships came directly to the wharves of the guano plants and other industries along the banks of the Southern Branch of the Elizabeth River. Modern tank farms and feed businesses have replaced most of the old industries, and modern commercial and military shipping now plies the Elizabeth River.

Although the canals and the railroad tracks are still in place, only a few buildings directly associated with them remain. One is the building of the superintendent of the Northwest Canal (Inventory #36) which at one time also housed an early telegraph office. There are a number of lock tender's and bridge tender's buildings on the Dismal Swamp Canal and Albermarle and Chesapeake Canal which, although they are not the original ones, have been in use for many years and are an integral part of the canals themselves.

HISTORICAL THEME: RELIGION

The first churches in the area that is now the City of Chesapeake were Anglican, but no early church building remains. After the Revolutionary War, the

Protestant Episcopal Church replaced the Anglican Church or Church of England. Political independence from England also meant religious independence, and many residents chose to affiliate with other denominations. Apparently a number of former Anglicans joined the Methodist Episcopal Church which had started as a movement within the Church of England but became an independent church in the newly formed United States.

Both Baptists and Methodists established circuits with ministers who served small congregations in the outlying areas of Norfolk County. As the population grew they were able to build churches and eventually support full-time ministers. In both the rural and more densely populated areas of Chesapeake, these became the dominant religions, and it appears that they still have the largest number of churches. Both denominations divided into northern and southern branches shortly before the Civil War and almost none of the ante-bellum churches remain.

One exception is the Joliff United Methodist Church on Joliff Road (Inventory #401). It traces its history back to colonial days when Methodist missionaries held meetings in the home of James Joliff. A log building probably served as the first permanent home for the congregation, and the present building replaced it in about 1850. There have been many renovations and alterations over the years, but fortunately, most of the original fabric remains sandwiched between exterior siding and interior panelling. The Oak Grove United Methodist Church traces its roots to meetings in the Cutherell house near Great Bridge in the 1770s. In the nineteenth century this group replaced a very early meeting house with the present 1852 building (Inventory #354). Lake Drummond Baptist Church (Inventory# 126) on Ballahack Road was built in 1851, but alterations have left little trace of the original building.

The Good Hope Methodist Church (Inventory #107) started in 1848, and its present building dates from 1871, after the Civil War. It is one of the area churches built shortly after the Civil War that still retains much of its original interior and

exterior architectural fabric. Like most Methodist churches in the area, it is a simple rectangular wooden building with a central aisle plan. Little Zion Baptist Church (Inventory #50) on Oak Court was built after the Civil War, in 1886. There was also a Mt. Pleasant Methodist Church at about the same time, but the present Mt. Pleasant Church (Inventory #181) is either a new or much-altered building. The present Northwest Baptist Church building (Inventory# 61) was built in 1895 for a congregation that was established one hundred years earlier.

Many of the other churches in the area were built in the early twentieth century, although their congregations are much older. St. Mary's Catholic Church, (Inventory #391) a simple wooden meeting house not unlike many of the Protestant churches in the area, was built in 1916. Its earliest parisioners were Polish immigrants who moved into the Sunray area and became farmers. It is the oldest Catholic Church in Chesapeake.

Pleasant Grove Baptist Church (Inventory #325), built in 1930, is a relatively new building for a church that was founded in 1845. Another church that started about the same time is Indiana Union Methodist Church (Inventory #386) on Indiana Avenue; however, its present building dates from 1924. Another simple wooden church similar in style to many others is the Geneva Park Baptist Church (Inventory #519) on Gilmerton Avenue. The date of its construction is uncertain, but it appears to date from the 1920s. Cedonia Baptist Church (Inventory #441) on Shipyard Road and Mt. Lebanon Baptist Church (Inventory #281) are other wooden churches that appear to date from the early decades of the twentieth century.

Centerville Baptist Church (Inventory #214), an imposing brick Colonial Revival building on Centreville Turnpike, dates from 1925. Although its exterior is intact, radical alterations have taken place on the interior which is no longer the church sanctuary. Hickory Ground Methodist Church (Inventory #330) traces its founding to the immediate post-Revolutionary War years, but its present church building is a

wooden structure dating from the early twentieth century and now covered with brick facing. Other brick churches from about the same period are the Deep Creek Baptist Church (Inventory #495) and Rosemont Christian Church (Inventory #681). There is also one concrete block church ,the African Methodist Episcopal Church (Inventory #271) on Bells Mill Road.

Mennonites moved into the area shortly after the turn of the century and built a church on Mt. Pleasant Road in 1910. There may be some remnant of that original church within the present building beside the Mennonite cemetery (Inventory #179).

Scattered through the area are several small wooden buildings that appear to have been used as churches in the past, or that appear to be still used as churches but have no denominational indication. These include the small wooden buildings at 2213 Benefit Road(Inventory #111), 941 Bells Mill Road (Inventory #276) and 161 Great Bridge Road (Inventory 363), and 2501 Cedar Road (Inventory #260) which is definitely an unused church.

There are several buildings that belong in the religious theme although they are not churches. St. Mary's Parish House (Inventory #392) and St. Mary's Rectory (Inventory #393) both belong to St. Mary's Church, and, like the church, were built by the parishioners. The house at 2516 Centreville Turnpike South (Inventory #227) was built in about 1880 and was originally used as a Methodist parsonage.

Within the South Norfolk Historic District (Inventory #55) are two of the largest churches in Chesapeake. These are the South Norfolk Baptist Church and the South Norfolk Congregational Christian Church. Both are Colonial Revival in style, and the Baptist Church, which was built in 1915, is an unusual design with its pews in an amphitheater arrangement.

Chesapeake's numerous churches reflect the importance of religious life to its residents over the years. There are conflicting local traditions regarding the establishment of black and white churches. One tradition holds that slaves attended

church with their masters prior to the Civil War, although they were relegated to balconies. Most historians of slavery agree that slaves did not attend church and were denied most religious sacraments. Future research will undoubtedly reveal the religious practices of both slaves and free blacks in the colonial and early federal eras. In any case, blacks began to form their own churches at least as early as the mid-nineteenth century; in Chesapeake they adhered primarily to the same Protestant denominations as whites. Separate black and white churches exist to this day, and, unfortunately, little research has been done on these churches. However, the architectural evidence that exists today indicates that the architecture of black churches is similar to that of white churches - generally a simple building with perhaps a small tower or a few Gothic elements to proclaim its religious nature.

HISTORICAL THEME: COMMERCE

Trade and commerce have been an important part of the history of the area that is now the City of Chesapeake, because it was a center for canal traffic, truck farming, and lumbering. However, these topics are, for the most part, covered under other themes. Because Chesapeake is a new city, it does not have an historic commercial center outside the small business section in South Norfolk. Even that small commercial center dates from the early twentieth century and was separate from the older and larger commercial centers of Norfolk and Portsmouth. In South Norfolk there are several older commercial buildings along Poindexter and Liberty Streets that are a part of the South Norfolk Historic District (Inventory #55). Just outside the historic district, but still in the former city of South Norfolk, are a number of houses that have been converted to commercial use. One small store at 1420 Bainbridge (Inventory # 592) is a miniature version of many of the houses in the neighborhood. It is a one story building with gable roof that has heavy cornice returns and its end to the

street. Brown wood shingles cover the exterior and its central entrance has show windows on either side.

Most of the area was rural; farming and lumbering were the major occupations until fairly recently. There are no remaining banks, offices, or other buildings generally associated with urban commerce in this area, but there are a number of stores, most of which date from the early twentieth century. Many are still in operation as stores. Probably the oldest extant building that, according to local sources, was a store or commercial building is the large Greek Revival building at 2140 Cedar Road (Inventory #252). This does show on the 1887 map and appears to date from the mid-nineteenth century. It is uncertain whether its original use was commercial.

Another building that definitely contains a store area and that dates from mid-nineteenth century is the Wallace House at 3509 George Washington Highway (Inventory #379). The home of the locally prominent Wallace family, this gable roofed building houses a store in one corner. The present resident, John Wallace, says that it has not been used as a store for many decades. The house stands beside the Dismal Swamp Canal from which the Wallace family harvested lumber, and it appears that the store was intended to serve either travellers or workmen on the canal and its adjacent road.

The majority of the older commercial buildings in the survey area are small rural general stores dating from the early twentieth century. Most carried general merchandise including feed and farm supplies. Some are still in operation today. Typically, they have a gable roof with its end facing the street; there is a simple hip-roofed porch. They are one story high and usually have their main entrance in the center of a three bay wide facade. Show windows usually flank a double entrance door. These stores are usually located at a crossroads or near the railroad line, and many served the small communities that sprang up along the Norfolk and Southern Railroad.

Smith's Grocery (Inventory #177), a store of this type, is at 2801 Benefit Road and is still in operation in the community of Cornland. Another store of this type is now the Blue Bucket Antiques (Inventory #199) at 1429 Fentress Road. In earlier days it was a general store and feed store serving the small community around Centreville Station or Fentress. Unfortunately, it is slated for demolition for a new highway. Twine's Grocery (Inventory #278) at 925 Bell's Mill Road is also still in operation and probably originally served the community that developed around Bell's Mill and the Richmond Cedar Works. Another store served the community of Sunray, and two stores of similar design are still standing but are no longer in operation. One is the R. Miller Store (Inventory #184) at 2241 Lockheed, which, although it has deteriorated while vacant, still contains its original diagonally boarded double doors and other trim elements. The Eddie Hudgins store (Inventory#158) at 2201 Fentress Airfield Road has the same basic rectangular, gable roofed shape, but it has an unusual two story section at the rear. Hudgins operated a large farm that produced seed for agricultural supply companies; he also operated his general store. The store, according to local sources, was a gathering place where local farmers discussed and settled many political issues.

Northwest Grocery (Inventory #317) at 4445 Battlefield Boulevard is also still in operation and is of a slightly different design. It has a gable roof, but its ridgeline is parallel to the street and the roof sweeps over a recessed porch at the front. It continues to serve the community of Northwest. The present Great Dismal Swamp Gallery (Inventory #478) at 358A George Washington Highway in Deep Creek is the one old store still in operation in that community which was once a commercial center for the Dismal Swamp Canal trade.

The L. A. Old Store (Inventory #96) is a larger building that has served as both post office and general store for the community of St. Bride's. Located beside the Norfolk and Southern Railroad, this is a two story building with a clerestory on its

gable roof. Another older two story commercial building is the store at 101 Battlefield Boulevard North (Inventory #349) which is in operation today.

Although the survey area never contained a commercial center of the urban kind, the stores scattered throughout the rural area represent a definite type and explain much about the daily commerce of the residents of the area in an earlier day.

HISTORICAL THEME: INDUSTRY/MANUFACTURING/CRAFTS

Historically, the most important industry in the area that is now the City of Chesapeake was lumbering. The Dismal Swamp yielded an abundant supply of cedar wood which local mills made into shingles, weatherboards, and other products. Small sawmills and camps for workers within the swamp were temporary installations which long ago disappeared. Larger mills, wharves, and other support facilities also developed but no longer exist. The Dismal Swamp Canal which was important to the lumber trade is covered under another theme.

Other industries developed along the banks of the Southern Branch of the Elizabeth River in the late nineteenth and early twentieth centuries. These include guano plants, and other manufacturers that employed many of the residents of South Norfolk. Today oil tank farms and other industries have replaced them. Little remains except some of the housing where industrial workers lived.

HISTORICAL THEME: SOCIAL/CULTURAL

Chesapeake has historically been a rural area and therefore lacks the social and cultural institutions of urban areas. Much of the area's social life has revolved around its churches or the activities taking place in large, somewhat isolated houses like Beechwood and Glencoe. Therefore, there are no theatres, concert halls, amusement parks, and similar buildings included in the survey. The South Norfolk

Historic District (Inventory #55) does contain two small fraternal lodges, but they are not outstanding architecturally or historically.

Little in the way of planning or community design has been necessary in the rural areas of Chesapeake. South Norfolk, the more densely populated section of the survey area, was planned by developers who selected the old familiar grid plan. The South Norfolk Historic District (Inventory #55) does contain Lakeside Park, a pleasant open space that incorporates water and plantings. It is, however, a simple rectangular park, and does not represent unusual landscape architecture.

There are numerous cemeteries in the area, but most are small family plots or simple churchyard cemeteries. Many of these cemeteries appear in the inventory, but the Norfolk County Historical Society has published a complete list of all cemeteries and tombstones in Chesapeake.

One unusual recreational feature is the houseboat at 3346 Seneca Avenue (Inventory #553). Built in the 1920s as a hunting lodge, it has been in its present position since 1935.

HISTORICAL THEME: AGRICULTURE

As the census records reveal, until the recent past more people in Norfolk County, the area that is now Chesapeake, were farmers than were of any other occupation. In the colonial and early federal periods a number of people owned large tracts of land and slaves. However, there is no evidence of large plantations, and large areas of swampland could not be used for agriculture of any kind. The swamps produced more timber than cotton, tobacco, or other cash crops. Long term efforts to drain the swamps fortunately were not a complete success, so that the timber business continued for many decades. There was certainly farming for local consumption in the early years, but there are no known surviving agricultural buildings

from that time. There are a number of houses from the late eighteenth and early nineteenth centuries, but the few barns that surround them are from a much later date.

In the mid-nineteenth century, perhaps partly encouraged by improved transportation to urban markets, commercial production of vegetables, fruits, and livestock began. By the mid-nineteenth century farmers in Norfolk County were raising vegetables for market. According to the famous landscape architect Frederick Law Olmsted who visited the area, the soil was a poor sandy loam and the farmers imported manure from Baltimore as fertilizer. The earliest market gardeners were from New Jersey, which by that time was known for its gardens.

Market gardening or truck farming became economically important in Norfolk County through the end of the nineteenth century and well into the twentieth. This type of agriculture, however, required little in the way of buildings except for some barns for mules and equipment. There was also some dairy farming well into the twentieth century. There are still remnants of several dairy farms in the City of Chesapeake, but in most cases only concrete silos remain. The farm at 1539 Tintern Street (Inventory #361), now vacant, awaits demolition on its small lot at the intersection of Route 64 and Battlefield Boulevard. Two small log buildings in the survey area, one at 1069 Hawkins Avenue (Inventory #438) and the other at 3208 Old Mill Road in Deep Creek (Inventory #452) have been adapted for contemporary use, and it is difficult to know their ages.

Throughout the rural areas of the City of Chesapeake there are many farmettes of about three acres on which there are a few horses and perhaps some other animals. Therefore, there is still some use for a few barns, and most of them are modern. Among the older farm outbuildings is a small wooden house at 1865 Centreville Turnpike South (Inventory #224) with one small door indicating it might have been a pig house. Another is a rather large barn at 1823 Centreville Turnpike South (Inventory #223) which has an unusually steep roof which projects at the peak to form

what appears to be a loading shelter. The roof of this barn, like most of the others in the area, extends to form bays on both sides of the main entrance. The barns at 537 Clearfield Avenue (Inventory # 303) and 1200 Taft Road (Inventory #34) are both small to medium size barns with sloping gable roofs and side bays. The outbuildings at Pocatay Farm (Inventory #161-2) all date from the twentieth century and are in use as horse barns and sheds today. A cottage farmhouse at 2731 Buskey Road (Inventory #136) has three small and rather unusual outbuildings that also date from this century. One of these is a pumphouse with a small pyramidal roofed tower to which several electrical lines connect. Among the most interesting outbuildings in the area are those at the Old Portlock House at 3809 Franklin Street (Inventory #603). Although it is doubtful they could be as old as the house which dates from the late eighteenth century, a barn, a smoke house, and privy add a note of authenticity to the house lot which is actually within heavily populated South Norfolk. Although there are many farmhouses in the area, some of which still have horses and other animals on their property, few unusual old outbuildings remain.

HISTORICAL THEME: RESIDENTIAL/DOMESTIC

Probably the majority of the houses in the survey were used as farmhouses at one time, and the early dwellings pre-date the time of a dense population in any part of the survey area. The oldest extant house type in the area dates from the late eighteenth century and has a steep gambrel roof. The characteristic gambrel in this area has a very steep pitch on the lower slope while the upper slope is nearly flat. Several of the houses of this type retain much of their interior woodwork which includes wainscots, mantels, chair rails, cornices, and wall panelling with classical or Georgian motifs. Pinetta or the Murray House (Inventory #2), as it is often called, is a rather large five-bay wide brick version of this prototypical house with a raised basement and interior end chimneys. Pinetta is in the

northern section of Chesapeake; another brick house of this type, the Happer House (Inventory #3), stands at 3162 Ballahack Road near the southern border of Chesapeake. Happer House is three bays wide with two interior chimneys on one end. The brick in both houses is laid in Flemish bond. Not far from the Happer House is the Latimer Holstead House (Inventory #34) at 1200 Taft Road and the Sanderson/Hathaway House (Inventory #18) at 4676 Battlefield Boulevard. The former has brick ends and interior end chimneys and the latter is entirely wood frame with exterior chimneys on both ends. Both houses are three bays wide with the entrance in the central bay. The main blocks are one room deep and contain two rooms on each floor. The Sanderson/Hathaway House has a modillion cornice trimming the lower slope of the gambrel and in this, and many other ways, it is nearly identical to the old St. Bride's Academy that once stood a few miles north. The Nicholas Farm (Inventory #853) at 853 Ballahack Road is also in the same general location. It is entirely frame, three bays wide; its entrance is in the side bay and exterior chimneys are on one end. While there have been more alterations to this house than to some, it has been in the same family for many years and is still a working farm. The Old Portlock House (Inventory #603) at 3809 Franklin Street also dates from the end of the eighteenth century and has the characteristic gambrel roof. There have been some additions to this three bay wide house, but its main block has one interior end chimney and one exterior end chimney. It is uncertain whether the house originally had brick ends; today the ends are of a masonry material that could be scored stucco. This house stands very near the busiest part of South Norfolk and has several outbuildings and a family cemetery on its grounds.

Chimney Corners (Inventory #10) at 316 Kemp Lane is another three bay wide wooden house with this characteristic gambrel roof. This house is three bays wide, has a number of additions, and was moved a very short distance many years ago. It originally had exterior chimneys on both ends, but one end is now within an addition.

Another house of this shape is the Powers House (Inventory #5) at 3248 Battlefield Boulevard which now has a brick facing and has undergone interior alterations over the years. It also has exterior chimneys on both ends and is three bays wide. One other house that evidently originally had the same type of gambrel roof stands at 2216 West Road (Inventory # 235). It apparently contains many original features within its altered exterior.

There are several types of houses in the survey area that date from the early to mid-nineteenth century. Three small wooden houses in varying physical condition have gable roofs and small windows on the second floor and are a variant of Greek Revival. One at 2737 Benefit (Inventory #116) has undergone some alterations, but it is in good condition. Another, at 1916 Land of Promise Road (Inventory #155) has many of its original features but is vacant and lacks maintenance. A third, on the river bank behind Furman Street, (Inventory #536) is obviously slated for demolition. The Caleb Williamson House (Inventory #15) on Oak Grove Road, reputedly dating from 1820, is a simple three bay wide house with exterior end chimney; another Williamson house of similar shape and age stands at 1617 Elbow Road (Inventory #16). The house at 356 George Washington Highway (Inventory #37) in the village of Deep Creek is a wooden house, three bays wide with two interior chimneys on the same end. It has a side hall plan and dates from the early nineteenth century. The Bruce House (Inventory #47) at 2872 East Point Drive in the Western Branch area is a one-and-a-half-story, gable-roofed house with two dormers and exterior end chimneys.

The Henry Butt House at 852 Kempsville Road (Inventory #49) is one of several single pile or I-Houses with exterior chimneys on both ends that date from the early decades of the nineteenth century. Another house with a similar form stands at 3208 Old Mill Road in Deep Creek (Inventory #452). The oldest section of Wildwood (Inventory #426) at 3809 Portsmouth Boulevard overlooking the Western Branch of the Elizabeth River was built during the War of 1812 when it became a



1513 Shell Road, Pre-Civil War house
built overlooking the Gilmerton Cut,
side hall plan, two interior end
chimneys on one end.



The Lindsay House on Cedar Road.
Pre-Civil War house

retreat for Brig. Gen. John Hodges. What started out as a small Greek Revival Cottage grew with a large addition in the mid-nineteenth century; it was further expanded to resemble a large Georgian house in the early twentieth century.

There are a number of houses in the City of Chesapeake that date from the immediate ante-bellum period. The largest and most spectacular of these is probably Beechwood (Inventory #8) near the Dismal Swamp Canal; it was the home of the Stewart family. The roof shape and cornice are Italianate, but the interior trim is a simple Greek Revival style identical to many other houses in the survey area as well as in other states. This large two story house with raised basement is a modified U shape with wings extending from both ends of the rear. There have been virtually no substantial alterations to the house since it was built in 1853.

The nearby Wallace House (Inventory #379) at 3509 George Washington Highway dates from about the same time, but is entirely different in shape and style. It is a gable roofed house with three larger gable roofed dormers. The Wallace family's business was timber from the Dismal Swamp and vertical cedar posts form the walls of the house. Another house which shares the shape, dormers, and some other characteristics of the Wallace House is at 3080 Benefit Road (Inventory #118).

The Lindsay House (Inventory # 253) at 2149 Cedar Road is a large five bay wide, one room deep house with a center hall plan and exterior chimneys at each end. It dates from about 1840 and has a graceful Greek Revival interior featuring wide moulded window and door frames and mantels similar to many other houses in the survey area. The New Portlock House (Inventory #381) is Greek Revival on the exterior and has many interior alterations. Once the home of the locally prominent Portlock family, it has been moved from its original location to a site on Mill Dam Creek in South Norfolk. One section of the house at 4503 Dock Landing Road (Inventory # 46) appears to date from the mid-nineteenth century and the current residents believe that one section of the house is much older. This wooden house is

fairly unusual for the area because it is composed of three blocks set side by side rather than from front to back which is much more common here. One other house a waterfront farm on Lilly's Lane at Tyre Neck Road (Inventory #417) does have a similar form.

There are also several five bay wide houses with interior end chimneys that also seem to date from near the middle of the century. One is the five bay wide house set back from the street at 457 Great Bridge Boulevard (Inventory #366). Deed records show that this belonged to the Williamson family whose much older homestead was on the opposite side of the road. The houses at 1760 Cedar Lane (Inventory #247) and 3205 Battlefield Boulevard (Inventory #327) are others of similar size and form.

A group of houses scattered through the City of Chesapeake, most of which date from 1830 to 1850, have similar characteristics of form and style: a side hall plan, three bay width, two chimneys on one end of the house, spacious interiors with large staircases, and some distinctive interior trim. Poplar Hill (Inventory #414), a brick house of this type in the northern section of the Western Branch area, is believed to have been built in 1807 and retains all its original interior wood trim embellished with the delicate fluting and reeding of the Federal style. The later houses with this plan are of wood and have a variety of interior finish, but are similar in size as well as plan. The house built by the Weston family in about 1840 at 1513 Shell Road (Inventory #524) overlooking the Gilmerton Cut is three bays wide, is wood, has two interior chimneys on one end, and interior trim featuring the heavy moulded window and door frames and Greek Revival mantels seen in many other houses. The Garrett House (Inventory #12), built in 1835 at 693 George Washington Highway just south of Deep Creek, is also wood but features plaster cornices and medallions unlike any other in the area. The Hendren-Creekmur House (Inventory #1) at 440 George Washington Highway in Deep Creek was built in 1847 in Greek Revival style. This wooden house

	Indian Creek Independent Church and Cemetery	
131-83	1313 Indian Creek Road - farmhouse(M. 245)	Moyock
131-84	1902 Indian Creek Road - house(M. 243)	Moyock
131-85	2008 Indian Creek Road - farmhouse(M.310)	Moyock
131-86	2200 Indian Creek Road (Ives Cemetery)(M.309)	Moyock
131-87	2354 Baum Road - house(M.309)	Moyock
131-88	1117 Sanderson Road - (M.135)	Moyock
131-89	633 or 632 John Etheridge Road - house(M.186)	Moyock
131-90	605 Gallbush Road - house (M.312)	Moyock
131-91	435 Gallbush Road - house (M.313)	Moyock
131-92	Near 401 Gallbush Road - cemetery(M.313)	Moyock
131-93	2732 Cedarville Road - house (M.134)	Moyock
131-94	2432 Cedarville Road - (M.134) house	Moyock
131-95	2409 Cedarville Road - (M.134) house	Moyock
131-96	332 St. Brides Road - Store (M.187)	Moyock
131-97	244 St. Brides Road West - house (M.189)	Moyock
131-98	536 St. Brides Road West - house(M. 189)	Moyock
131-99	837 St. Brides Road West - house (M. 190)	Moyock
131-100	841 St. Brides Road West - house(M. 190)	Moyock
131-101	1413 St. Brides Road West Pleasant Grove Cemetery (M. 96)	Fentress
131-102	304 Benefit Road - house(M. 95)	Fentress
131-103	647 Benefit Road - house (M. 96)	Fentress
131-104	1420 Benefit Road - farmouse (M. 98)	Deep Creek
131-105	1432 Benefit Road - cemetery (m. 98)	Deep Creek
131-106	1540 Benefit Road - house(Map98)	Deep Creek
131-107	1633 Benefit Road - church Good Hope United Methodist Church (m. 98)	Deep Creek
131-108	1649 Benefit Road - house(M. 98)	Deep Creek
131-109	1708 Benefit Road - house(M. 98)	Deep Creek
131-110	2040 Benefit Road - house(M. 142)	Deep Creek
131-111	2213 Benefit Road - church or school(M. 142)	Deep Creek
131-112	2652 Benefit Road - house (M. 143)	Deep Creek
131-113	2647 Benefit Road - house(M. 144)	L. Drum SE
131-114	2736 Benefit Road - house(M. 144)	Deep Creek
131-115	2800 Benefit Road - house(M. 144)	Deep Creek
131-116	2737 Benefit Road - house(M. 144)	Deep Creek
131-117	2801 Benefit Road - Smith's Grocery(M. 144)	Deep Creek
131-118	3080 Benefit Road - house(M.101)	Deep Creek
131-119	3600 Cornland Road - house(M.147)	Deep Creek
131-120	2508 Seven Eleven Road - house(Map. 146)	Deep Creek
131-121	2016? Seven Eleven Road - house (Map. 146)	Deep Creek
131-122	2929 Douglas Road - house (M. 144)	Deep Creek
131-123	3101 Douglas Road - house (M. 144)	Deep Creek
131-124	3108 Douglas road - house (M. 144)	Deep Creek
131-125	3508 Douglas Road - house (M.146)	Deep Creek
131-126	3873 Ballahack Road - Lake Drummond Baptist Church (m. 254)	L. Drum. SE
131-127	2816 Lake Drummond Causeway,	

	house (Map. 144)	L. Drum SE
131-128	2836 Bunch Walnuts Road house - (M. 141)	L. Drum. SE
131-129	3636 Bunch Walnuts Road - house(M.251)	L. Drum. SE
131-130	2944 Bunch Walnuts Road - house(M.141)	L. Drum. SE
131-131	3100 Bunch Walnuts Road - house (M.141)	L. Drum. SE
131-132	3531 Bunch Walnuts Road - Triple R Ranch (M.251)	L.Drum. SE
131-133	3636 Bunch Walnuts Road house (m. 251)	L. Drum. SE
131-134	3706 Bunch Walnuts Roadhouse (M. 251)	L. Drum. SE
131-135	2933 Buskey Road - farmhouse (M.141)	L. Drum. SE
131-136	2731 Buskey Road - house withoutbuildings (M.141)	Deep Creek
131-137	Taft Road near Ridge (Cemetery)(M.140)	L.Drum.SE
131-138	1201 Taft Road - house (M.191)	L. Drum. SE
131-139	409 Head of River Road - house (M. 94)	Fentress
131-140	500 Head of River Road - house (M.93)	Fentress
131-141	604 Head of River Road - house (M.93)	Fentress
131-142	944 Head of River Road - farmhouse (M.92)	Fentress
131-143	1004 Head of River Rd - farmhouse(M. 92)	Fentress
131-144	1328 Head of River Rd. - farmhouse(M. 134)	Moyock
131-145	1541 Head of River Road - farmhouse(M.133)	Moyock
131-146	2317 Carolina Road - house (M.132)	Fentress
131-147	Long Ridge Rd & Cuffee Gabriel's Chapel)(M.91)	Fentress
131-148	2225 Long Ridge Rdschool? (M.91)	Fentress
131-149	201 Hickory Rd W. - house (M.60)	Fentress
131-150	1316 Land of Promise Road house (M. 55)	Fentress
131-151	Land of Promise Rd near Whittamore Cemetery (M.56)	Fentress
131-152	1753 Land of Promise Road - house (M.89)	Fentress
131-153	1804 Land of Promise Road house (M. 89)	Fentress
131-154	1821 Land of Promise Road house (M.89)	Fentress
131-155	1916 Land of Promise Road house (M.130)	Fentress
131-156	Silvertown Ave. - cemetery (M.131)	Fentress
131-157	2312 Silvertown Ave - house (M.131)	Fentress)
131-158	2201 Fentress Airfield Rd. - Eddie Hudgins'sstore(M. 89)	Fentress
131-159	2201 Fentress Airfield Rd - Pocaty Farm farmhouse (M.89)	Fentress
131-160	2201 Fentress Airfield Rd. Pocaty Farm outbuilding	Fentress
131-161	2201 Fentress Airfield Rd. Pocaty Farm, outbuilding (M. 89)	Fentress
131-162	2201 Fentress Airfield Rd. Pocaty Farm, outbuilding (M.89)	Fentress
131-163	1029 Blackwater Rd. - house (M.234)	Pl. Ridge
131-164	2628 Pocaty Rd. - house (M. 235)	Pl. Ridge
131-165	2220 Pocaty Rd. - house (M. 178)	Pl. Ridge
131-166	2116 Whittamore - house (M. 55)	Fentress

131-167	220 Mt. Pleasant Rd. - house (M. 8)	Fentress
131-168	908 Mt. Pleasant Rd. - house (M.11)	Fentress
131-169	332 Centerville Turnpike Farmhouse (M. 27)	Fentress
131-170	1600 Mt. Pleasant Rd.- farmhouse(M. 52)	Fentress
131-171	633 Mt. Pleasant Rd. - house (M.52)	Fentress
131-172	1651 Mt. Pleasant Rd - house (M.52)	Fentress
131-173	1652 Mt. Pleasant Rd. - house (M.52)	Fentress
131-174	1736 Mt. Pleasant Rd. - house (M. 52)	Fentress
131-175	1721 Mt. Pleasant Rd. - house (M. 52)	Fentress
131-176	1745 Mt. Pleasant Rd. - house (M.52)	Fentress
131-177	1836 Mt. Pleasant Rd. - house (M.85)	Fentress
131-178	2017 Mt. Pleasant Rd. - house (M. 85)	Fentress
131-179	Mt. Pleasant Rd. - Mennonite cemetery(M.85)	Fentress
131-180	Mt. Pleasant Rd. next to Zion Church Zion Cemetery (M. 126)	Fentress
131-181	2504 Bellpage Rd. Mt. Pleasant Methodist Church (M. 175)	Fentress
131-182	2525 Mt. Pleasant Rd. - house (M.175)	
131-183	2323 Lockheed - house (M. 126)	Fentress
131-184	2241 Lockheed - R. Miller Store (M. 126)	Fentress
131-185	2231 Lockheed - house (M. 126)	Fentress
131-186	2225 Lockheed - house (M. 126)	Fentress
131-187	2216 Lockheed - house (M. 126)	Fentress
131-188	620 Carter Rd. - house (M. 127)	Fentress
131-189	505 Maxwell St. - house (M. 126)	Fentress
131-190	432 Wanger - house (M. 85)	Fentress
131-191	455 School House Rd. Wright House (M. 52)	Fentress
131-192	1645 Blue Ridge Rd. - house (M. 53)	Fentress
131-193	1533 Blue Ridge Rd. - house (M.28)	Fentress
131-194	1516 Blue Ridge - house (M. 28)	Fentress
131-195	1521 Blue Ridge Rd. - house (M.28)	Fentress
131-196	1513 Blue Ridge Rd. - house(M. 28)	Fentress
131-197	1441 Fentress Rd. - house (M.28)	Fentress
131-198	1431 Fentress Rd. - house (M. 28)	Fentress
131-199	1429 Fentress Rd. - store (M.28)	Fentress
131-200	1412 Fentress Rd. - Cole House(M. 28)	Fentress
131-201	1400 Fentress Rd. - house (M. 28)	Fentress
131-202	1248 Fentress Rd. - house (M.28)	Fentress
131-203	1023 Fentress Rd. - house (M. 11)	Fentress
131-204	615 Etheridge Rd. - house (M. 11)	Fentress
131-205	385 Etheridge Rd. - house (M. 3)	Fentress
131-206	868 Hillwell - house (M. 3)	Fentress
131-207	972 Hillwell - house (M. 3)	Fentress
131-208	1016 Hillwell - house (M. 3)	Fentress
131-209	396 Forest Rd. - house (M. 3)	Fentress
131-210	716 Centerville - house (M. 49)	Fentress
131-211	544 Centerville - house (M.28)	Fentress
131-212	833 Centerville Tpk S. Burfoot House (M.28)	Fentress

131-213	833 Centerville Tp. S outbuilding Burfoot office, (M. 18)	Fentress
131-214	Centerville Baptist Church (M. 28)	Fentress
131-215	916 Centerville Tpk. S. New Burfoot house (M. 28)	Fentress
131-216	909 Centerville Tpk. S house (M. 29)	Fentress
131-217	1000 Centerville Tpk. S. Jackson House (M. 29)	Fentress
131-218	1032 Centerville Tpk. S. - house(M. 29)	Fentress
131-219	Centerville Tpk. S - opp. Murray 3 workers houses (M. 29)	Fentress
131-220	1332 Centerville Tpk. S. - house and grave (M. 30)	Fentress
131-221	1613 Centerville Tpk. S. - house (M. 30)	Fentress
131-222	1823 Centerville Tpk. S. - house(M. 222)	Fentress
131-223	1823 Centerville Tpk. Barn (M. 30)	Fentress
131-224	1865 Centerville Tpk. S. -utility bldg (M.31)	Fentress
131-225	2328 Centerville Tpk. S. - house (M.59)	Fentress
131-226	2410 Centerville Tpk. S. house (M.94)	Fentress
131-227	2516 Centerville Tpk. S. - Butts House, Methodist Parsonage(M. 94)	Fentress
131-228	84 Johnstown Rd., - house (M. 1)	Fentress
131-229	753 Johnstown Rd. - house (M. 1)	Fentress
131-230	704 Johnstown Rd. - house (M.1)	Fentress
131-231	629 Johnstown Rd. - house (M. 1)	Fentress
131-232	504 Johnstown Rd. - Forbes house (M. 1)	Fentress
131-233	Cornland and West - house (M.146)	Deep Creek
131-234	2261 West Rd. - house (M. 146)	Deep Creek
131-235	2216 West Rd. - house (M. 147)	Deep Creek
131-236	2037 West Rd. - house (M. 102)	Deep Creek
131-237	208 Peaceful - house (M. 15)	Fentress
131-238	1221 Waters - house (M.5)	Deep Creek
131-239	1105 Waters - house (M.5)	Deep Creek
131-240	924 Waters - house (M. 18)	Deep Creek
131-241	631 Washington Dr. - house (M. 19)	Deep Creek
131-242	764 Washington - house (M. 40)	Deep Creek
131-243	105 Cedar Rd. Old House (M. 8)	Fentress
131-244	105 Cedar Rd.secondary bldg. (M. 8)	Fentress
131-245	104 Cedar Rd. - house (M. 8)	Fentress
131-246	524 Cedar Rd. - house (M. 7)	Deep Creek
131-247	1760 Cedar Rd. - farmhouse (m.71)	Deep Creek
131-248	1757 Cedar Rd. - house (M. 71)	Deep Creek
131-249	1804 Cedar Rd. - house (M.71)	Deep Creek
131-250	1948 Cedar Rd. - house (M.70)	Deep Creek
131-251	1953 Cedar Rd. - (M. 70)	Deep Creek
131-252	2140 Cedar Rd. - house (M. 107)	Deep Creek
131-253	2149 Cedar Rd. - Lindsay house (M.107)	Deep Creek
131-254	2220 Cedar Rd. - house (M.107)	Deep Creek
131-255	2221 Cedar Rd. - house (M. 107)	Deep Creek

131-256	2245 Cedar Rd. - house (M. 107)	Deep Creek
131-257	2260 Cedar Rd. - house (M.107)	Deep Creek
131-258	2332 Cedar Rd. - house (M.107)	Deep Creek
131-259	2473 Cedar Rd. - house (M.108)	Deep Creek
131-260	2501 Cedar Rd. church (M. 108)	Deep Creek
131-261	2835 Cedar Rd. - house (M. 153)	Deep Creek
131-262	1357 Bells Mill Rd. - house (M.41)	Deep Creek
131-263	1233 Bells Mill Rd. - house (M. 20)	Deep Creek
131-264	1225 Bells Mill Rd. - house (M. 20)	Deep Creek
131-265	1176 Berlls Mill Rd. - house (M. 21)	Deep Creek
131-266	1161 Bells Mill Rd. - house (M. 21)	Deep Creek
131-267	Bells Mill Rd. - Cemetery (M. 21)	Deep Creek
131-268	1109 Bells Mill Rd. - house (M. 21)	Deep Creek
131-269	1105 Bells Mill Rd. - house (M. 20)	Deep Creek
131-270	1100 Bells Mill Rd. - house (M.20)	Deep Creek
131-271	Bells Mill Road - A.M.E. Church (M.20)	Deep Creek
131-272	1093 Bells Mill Rd. - house (M. 20)	Deep Creek
131-273	1093A Bells Mill Rd. - house (M. 20)	Deep Creek
131-274	1045 Bells Mill Rd. - house (M.20)	Deep Creek
131-275	980 Bells Mill Rd. - house (M. 20)	Deep Creek
131-276	941 Bells Mill Rd. - church (M.20)	Deep Creek
131-277	938 Bells Mill Rd. - house (M. 20)	Deep Creek
131-278	925 Bells Mill Rd. Twine's Grocery (M. 20)	Deep Creek
131-279	921 Bells Mill Rd. - house (M. 20)	Deep Creek
131-280	909 Bells Mill Rd. - house (M. 20) Mt. Lebanon Baptist Church (M.20)	Deep Creek
131-281	860 Bells Mill Rd. - house (M. 20)	Deep Creek
131-282	841 Bells Mill Rd. - house (M. 20)	Deep Creek
131-283	829 Bells Mill Rd. - house (M. 20)	Deep Creek
131-284	809 Bells Mill Rd. - house (M. 20)	Deep Creek
131-285	785 Bells Mill Rd. - house (M. 20)	Deep Creek
131-286	725 Bells Mill Rd. - house (M. 20)	Deep Creek
131-287	557 Oak Grove Rd. - house (M.46)	Fentress
131-288	569 Oak Grove Rd. - house (M.46)	Fentress
131-289	Across from 569 Oak Grove Rd. cemetery (M. 46)	Fentress
131-290	585 Oak Grove Rd. - house (M. 46)	Fentress
131-291	322 Mt. Pleasant Rd. - House (M. 2)	Fentress
131-292	1433 Elbow Rd. - house (M. 49)	Fentress
131-293	Across from 1433 Elbow cemetery (M. 49)	Fentress
131-294	1528 Elbow Rd. - house (M. 49)	Fentress
131-295	1529 Elbow Rd. - house (M. 49)	Fentress
131-296	632 Benefit - farm (M. 96)	Fentress
131-297	Elbow Rd. Bethel Baptist Church Cemetery (M.49)	Fentress
131-298	1744 Elbow Rd. - house (M. 51)	Fentress
131-299	1837 Elbow Rd - house (M. 51)	Fentress
131-300	1836 Elbow Rd. - house (M. 50)	Fentress

131-301	2004 Elbow Rd. - house (M. 50)	Fentress
131-302	734 Clearfield Ave. - house (M. 47)	Fentress
131-303	727 Clearfield Ave. - house (M. 24)	Fentress
131-304	537 Clearfield Ave. - house (M. 51)	Fentress
131-305	537 Clearfield Ave. - Barn (M. 51)	Fentress
131-306	418 Clearfield Ave. - house (M. 24)	Fentress
131-307	277 Kempsville Rd. - house (M. 23)	Fentress
131-308	365 Kempsville Rd. - farmhouse (M. 46)	Fentress
131-309	P.T. Boat (M. 23)	Fentress
131-310	105 Old - house (M. 8)	Fentress
131-311	Massenberg Cemetery (M. 216)	Norfolk S
131-312	4544 Battlefield Blvd. - house (M.388)	Moyock
131-313	4540 Battlefield Blvd. - house (M.388)	Moyock
131-314	4520 Battlefield Blvd. - house (M.388)	Moyock
131-315	4504 Battlefield Blvd. - house (M.388)	Moyock
131-316	4501 Battlefield Blvd. - house (M.388)	Moyock
131-317	4445 Battlefield Blvd. - Northwest Grocery (M. 388)	Moyock
131-318	Station Rd. - house (M.388)	Moyock
131-319	3924 Battlefield Blvd. - house (M.314)	Moyock
131-320	3749 Battlefield Blvd. - house (M.247)	Moyock
131-321	3729 Battlefield Blvd. - house (M.247)	Moyock
131-322	3740 Battlefield Blvd. - house (M.247)	Moyock
131-323	3400 Battlefield Blvd. Foreman farm (M. 188)	Moyock
131-324	3372 Battlefield Blvd. - house (M.188)	Moyock
131-325	3232 Battlefield Blvd. Pleasant Grove Baptist Church (M.188)	Moyock
131-326	3220 Battlefield Blvd. - house (M.188)	Moyock
131-327	3205 Battlefield Blvd. - house (M.188)	Moyock
131-328	3116 Battlefield Blvd. - house (M.137)	Moyock
131-329	3020 Battlefield Blvd. - house (M.137)	Moyock
131-330	2700 Battlefield Blvd. - Hickory Methodist Church (M. 94)	Fentress
131-331	2710 Battlefield Blvd. - Hickory Ground school (M.94)	Fentress
131-332	2604 Battlefield Blvd. - house (M.94)	Fentress
131-333	2600 Battlefield Blvd. - house (M.94)	Fentress
131-334	2541 Battlefield Blvd. - house (M.94)	Fentress
131-335	1856 Battlefield Blvd. - house (M.33)	Fentress
131-336	1564? Battlefield Blvd. - house (M.33)	Fentress
131-337	1560 Battlefield Blvd. - house (M.33)	Fentress
131-338	1513 Battlefield Blvd. - house (M.14)	Fentress
131-339	929 Battlefield Blvd. Twiford Funeral Home (M. 3)	Fentress
131-340	816 Battlefield Blvd. - house (M. 1)	Fentress
131-341	442 Battlefield Blvd. - house (M.1)	Fentress
131-342	Battlefield Blvd. - Great Bridge school (Map 8)	Fentress
131-343	Woodford - School Annex behind school (M. 8)	Fentress

131-344	Battlefield at Woodford - house (M. 8)	Fentress
131-345	400 Woodford - house (M.8)	Fentress
131-346	217 Battlefield Blvd. - house (M.8)	Fentress
131-347	2501 Lock Rd. - house (M. 8)	Fentress
131-348	2503 Lock Rd. - house (M.33)	Fentress
131-349	101 Battlefield Blvd. N Commercial Building (M. 8)	Fentress
131-350	400 Battlefield Blvd. N. - house (M.23)	Fentress
131-351	412 Battlefield Blvd. N. - house (M.23)	Fentress
131-352	Mt. Pleasant Rd. - house (M.27)	Fentress
131-353	469 Battlefield Blvd. N. Legion Hall (M. 23)	Fentress
131-354	472 Battlefield Blvd. N. Oak Grove Methodist Church (M. 23)	Fentress
131-355	462 Battlefield Blvd. N. - house (M.23)	Fentress
131-356	512 Battlefield Blvd. N. - house (M.23)	Fentress
131-357	1317 Battlefield Blvd. N. - house (M.76)	Norfolk S.
131-358	1401 Tintern St. - house (M.115)	Norfolk S.
131-359	1444 Tintern St. - house (M.33)	Norfolk S.
131-360	1500 Tintern St. - house (M.33)	Norfolk S.
131-361	1539 Tintern St. -Lakeside Farms (M.115)	Norfolk S.
131-362	332 S. Lukes Church Rd. - house (M22)	Fentress
131-363	161 Great Br. Blvd. - church (M.23)	Fentress
131-364	377 Great Br. Blvd. - house (M.45)	Deep Creek
131-365	413 Great Br. Blvd. - house (M.45)	Deep Creek
131-366	457 Great Br. Blvd. - house (M.45)	Deep Creek
131-367	516 Great Br. Blvd. - house (M.45)	Deep Creek
131-368	513 Great Br. Blvd. - house (M.45)	Deep Creek
131-369	617 Great Br. Blvd. - house (M.45)	Deep Creek
131-370	432 Great Br. Blvd. - house (M.45)	Deep Creek
131-371	737 Great Br. Blvd. - house (M.45)	Deep Creek
131-372	End of Doria floating drydock (M. 42)	Deep Creek
131-373	End of Doria - hulk (M. 42)	Deep Creek
131-374	1045 Great Br. Blvd. - house (M.75)	Norfolk S.
131-375	701 Finck Lane - house	Norfolk S.
131-376	1209 Keats St. - house (M.114)	Norfolk S.
131-377	Feeder Ditch - part of canal system(M.257)	L. Drumm.
131-378	4103 Geo. Washington Hwy. house (M.257)	L. Drumm.
131-379	3509 Geo. Washington Hwy. Wallace House (M. 258)	L. Drumm.
131-380	On Canal at Glencoe - Canal Supt. house (M. 258)	L. Drumm.
131-381	4112 Hamilton - new Portlock House(M. 160)	Norfolk S.
131-382	669 Geo. Washington Hwy. -house (M.205)	Deep Creek
131-383	641 Geo. Washington Hwy. - house (M.205)	Deep Creek
131-384	3944 Military Trail Parkerson House (M.270)	Bowers H.
131-385	4012 Military Trail - house (M.339)	Bowers H.
131-386	4505 Indiana Ave. - Indiana Union Methodist Church (M.417)	Bowers H.

131-387	4505 Indiana Ave. - site of Nansemond Indian School (M.417)	Bowers H.
131-388	621 Homestead - Sunray School(M.417)	Bowers H.
131-389	604 Homestead - house (M.416)	Bowers H.
131-390	545 Homestead house (M.416)	Bowers H.
131-391	540 Homestead - St. Mary's Catholic Church (M. 416)	Bowers H.
131-392	Beside St. Mary's on Homestead St. Mary's Parish House (M.416)	Bowers H.
131-393	536 Homestead - St. Mary's Rectory (M.416)	Bowers H.
131-394	342 Homestead - Commercial (M.500)	Bowers H.
131-395	4248 East Rd. - house (M.416)	Bowers H.
131-396	4335 East Rd. - house (M.416)	Bowers H.
131-397	4505 Sunray - house (M.416)	Bowers H.
131-398	321 Hertz Rd. - farmhouse (M.416)	Bowers H.
131-399	1404 Joliff Rd. - house (M.596)	Bowers H.
131-400	4708 Charlton Dr. - house (M.596)	Bowers H.
131-401	1836 Joliff Rd. - Joliff United Methodist Church (M.596)	Bowers H.
131-402	1817 Joliff Rd. - Union Bethel Baptist Church (M.596)	Bowers H.
131-403	2256 Gum Rd. - house (M.597)	Bowers H.
131-404	2200 Gum Rd. - house (M.597)	Bowers H.
131-405	5115? - Gum Rd. - house (M.599)	Bowers H.
131-406	20-16 Pughsville - cemetery (M.599)	Bowers H.
131-407	4768 Taylor Rd. - house (M.506)	Bowers H.
131-408	107 Dordon St. - house (M.508)	Bowers H.
131-409	107 Columbus Ave. - house (M.508)	Bowers H.
131-410	4245 Taylor Rd. - house (M.508)	Bowers H.
131-411	100 American Legion Rd. house, now commercial (M.603)	Bowers H.
131-412	202 Poplar Hill Rd. - house (M.508)	Bowers H.
131-413	204 Poplar Hill Rd. - house (M.508)	Bowers H.
131-414	208 Poplar Hill Rd. - Poplar Hill House (M. 508)	Bowers H.
131-415	101 American Legion Rd. Churchland Baptist Church Cemetery (M.603)	Bowers H.
131-416	3321 Tyre Neck Rd. - farmhouse (M. 509)	Bowers H.
131-417	Lilly's Lane, end of Tyre's Neck farmhouse (M.420)	Bowers H.
131-418	3869 Bruce Rd. - house (M.418)	Bowers H.
131-419	3821 Bruce Rd. - house (M343)	Bowers H.
131-420	3332 Taylor Rd. - house (M.506)	Bowers H.
131-421	4754 Elizabeth Harbour St. - house (M.505)	Bowers H.
131-422	433 Freeman, house (M. 161)	Norfolk S.
131-423	4255 Dock Landing Rd. Glenning Farm (M. 503)	Bowers H.
131-424	St. Julian's Creek Naval Depot	Norfolk S.
131-425	4506 Woodland Rd. - house (M.504)	Bowers H.