

JAMESTOWN ISLAND-HOG ISLAND-CAPTAIN JOHN SMITH
CHESAPEAKE NATIONAL HISTORIC TRAIL DISTRICT

(James River District)

James River plus the land 0.5 miles inland, roughly from Swann's
Point to Pagan River

Jamestown vicinity

James City County

Virginia

HALS VA-71

HALS VA-71

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN LANDSCAPES SURVEY

National Park Service

U.S. Department of the Interior

1849 C Street NW

Washington, DC 20240-0001

HISTORIC AMERICAN LANDSCAPES SURVEY

JAMESTOWN ISLAND – HOG ISLAND – CAPTAIN JOHN SMITH CHESAPEAKE NATIONAL HISTORIC TRAIL DISTRICT (JAMES RIVER DISTRICT)

HALS NO. VA-71

Location: James River plus the land 0.5 miles inland, roughly from Swann's Point to Pagan River, Jamestown vicinity, James City County, Virginia. The district represents a portion of the Lower James River and adjacent shoreline from approximately Swann's Point to the Pagan River, generally bounded by James City County and the City of Newport News along the north shore and Surry County and Isle of Wight County along the south shore. The entire district comprises approximately 75,000 acres, composed primarily of the James River and the surrounding land 0.5 miles inland.

Present Owner: National Park Service (NPS); Virginia Department of Game and Inland Fisheries; Virginia Department of Conservation and Recreation (VDCR); Dominion Energy, Inc.; Preservation Virginia; Slades Park LLC; Isle of Wight County Museum; The Mariners' Museum; Newport News Department of Parks, Recreation & Tourism; United States Army; Kingsmill Resort; The Colonial Williamsburg Foundation (CWF); Jamestown-Yorktown Foundation; the Commonwealth of Virginia; James City County; and Multiple private property owners, including Mr. and Mrs. John R. Curtis (Pleasant Point), Mr. Samuel M. Menco (Carter's Grove), and others.

Present Occupant: Captain John Smith Chesapeake National Historic Trail; Chippokes Plantation State Park; Colonial National Historical Park; Colonial Williamsburg; Denbigh Park; Dominion Surry Power Station; Fort Boykin; Fort Eustis; Fort Huger; Hog Island Wildlife Management Area; Jamestown Beach Event Park; Jamestown National Historic Site; Jamestown Settlement; Kingsmill Resort; The Mariners' Museum and Park; Riverview Farm Park; Slades Park; and multiple private property owners and residents including Mr. and Mrs. John R. Curtis (Pleasant Point), Mr. Samuel M. Menco (Carter's Grove), and others.

Present Use: Multiple (Waterway, residential, transportation, conservation, recreation)

Historian: Brynn Stewart, Stantec Consulting Services, Inc.

Significance: This cultural landscape is nationally significant for the following reasons:

- Its association with the Captain John Smith Chesapeake National Historic Trail and a series of historical events representing the destruction of the Powhatan polity; expansion of English exploration of the colonies; and the impact on commerce and trade in North America.
- The presence of multiple ethnic heritage sites associated with the Native Americans.
- The existence of pre-determined archaeological sites associated with Native Americans and settlement patterns.
- The presence of Jamestown Island, Hog Island, and other landscapes associated with the settlement period.
- The presence of Carter's Grove and other historic sites associated with the colonial period.
- The presence of historic transportation network in the form of the Colonial Parkway, which represents an early twentieth century trend in historic preservation and heritage

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tourism.

- The existence of the Yorktown Battlefield, Fort Crafford, and other significant Revolutionary War, Civil War, and twentieth-century military sites.
- The existence of multiple military sites that were in use during the Revolutionary and Civil Wars, and twentieth-century American military sites.
- The presence of communities representing mid-twentieth century and post-war development.

PART I. HISTORICAL INFORMATION

A. Physical History

Date(s) of establishment: The Archaic Period (8000–1200 B.C.) for prehistory; and Contact Period (1607) for history

1. Landscape architect, designer, shaper, creator: Colonial Parkway: NPS Engineer Oliver G. Taylor and NPS landscape architect Charles E. Peterson, NPS, CWF, and the Virginia Conservation and Development Commission; Colonial Williamsburg: Reverend Dr. W. A. R. Goodwin, John D. Ruckerfeller, Jr., Abby Aldrich Ruckerfeller, other community leaders, organizations including the Association for the Preservation of Virginia Antiquities (APVA) now known as Preservation Virginia, the Colonial Dames, the Daughters of the Confederacy, and the Chamber of Commerce; Jamestown: Edward and Louise Barney, NPS, APVA; Carter's Grove: Architect Richard Talieferro, David Minitree, and Joiner Richard Bayliss.
2. Builder, contractor, laborers, suppliers: Colonial Williamsburg Foundation; National Park Service, Association for the Preservation of Virginia Antiquities (APVA); Edward and Louise Barney (Jamestown).
3. Original and subsequent owners, occupants: Members of the Powhatan Chiefdom including the Pamunkey (paramount chief Powhatan and his daughter, Pocahontas), Warraskoyack, the Quiyoughcohannock, and the Paspahugh (leader Wowinchopunck); prominent English colonists including Captain Christopher Newport, George Percey, Gabriel Archer, Captain John Smith, and John Rolfe; the Jamestown colonists; Sir Thomas Gates; Lord De La Warr; Sir Thomas Dale; residents of Wolstenholme Towne; English colonists in modern Isle of Wight County, including Captain Christopher Lawne, Sir Richard Worsley, and John Hobson; enslaved Africans from the West Indies; owners of plantations along the James River and other nearby waterways, including Edward Bennett and Nathaniel Basse; Opechancanough, leader of the Powhatan Chiefdom in the mid-seventeenth century; and residents of Williamsburg, James City County, Isle of Wight County, Newport News, and Surry County.

4. Periods of development/themes

- a. The Archaic Period (8000–1200 B.C.)
- b. The Woodland Period (1200 B.C.–A.D. 1606)
- c. Settlement to Society (1607-1750)
- d. Colony to Nation (1750-1789)
- e. Revolutionary War (1775-1783)
- f. Early National Period (1789-1830)
- g. Antebellum (1830-1860)
- h. Civil War (1861-1865)
- i. Reconstruction (1865-1917)
- j. World War I to World War II (1917-1945)

B. Historical Context

Prehistory

Archaeological sites associated with the Native American occupation of the region and of the James River District include sites dating from the Archaic period through the early contact period. Such sites are present along both banks of the James River. Native American settlement in riverine settings, however, did not intensify until the Late Archaic period (3000–1200 B.C.) and the beginning of the Early Woodland period (1200–500 B.C.). During this period, sea level rise stabilized resulting in an increased use of floodplain settings in Coastal Virginia.¹ These increasingly sedentary groups also became more reliant on fishing and other riverine resources.²

The Archaic Period (8000–1200 B.C.)

The beginning of the Archaic Period generally coincides with the end of the Pleistocene epoch, marked in the region by a climatic shift from a moist, cool period to a warmer, dryer climate. As the climate changed, vegetation shifted from a largely boreal forest setting to a mixed coniferous-deciduous forest. In eastern Virginia, a temperate climate was established and the formation of the Chesapeake estuary began.³ Increasing differences in seasonal availability of resources brought on by post-Pleistocene changes are thought to coincide with increasing emphasis on strategies of seasonally geared mobility.

Archaic populations are thought to have been organized at the band-level, with social groups of 20 to 30 individuals living together. Band-level settlement patterns were characterized by frequent seasonal

¹ Michael J. Klein and Thomas Klatka, “Late Archaic and Early Woodland Demography and Settlement,” Late Archaic and Early Woodland Research in Virginia: A Synopsis, e. Theodore R. Reinhart and Mary Ellen N. Hodges, (Richmond: Council of Virginia Archaeologists and the Archaeological Society of Virginia, The Dietz Press, 1991) 139-184.

² Richard J. Dent, Jr., Chesapeake Prehistory: Old Traditions, New Directions (New York: Plenum Press, 1995) n.pag.

³ Dent n.pag.

movements within well-defined territories corresponding to the seasonal availability of resources. Subsistence strategies were developed to exploit the seasonally available flora and fauna emerging during the early Holocene era.⁴ In the Early Archaic Period (8000–6500 B.C.), these bands likely lived within relatively large regions, occupying base camps during part of the year and dispersing on an as-needed or seasonal basis into smaller microband camps. Microband camps may have consisted of single families.⁵

The subsistence and settlement patterns of the Early Archaic remained relatively consistent into the Middle Archaic period. The Middle Archaic subsistence pattern was largely dictated by the onset of the Climatic Optimum (6500–3000 B.C.), a period characterized by a warmer and drier but less predictable climate. Changing climates meant Archaic peoples had to adapt, moving to areas with available resources that could also support increasingly larger populations.⁶ While bands remained egalitarian and continued to model a highly-mobile, hunter-gatherer subsistence strategy, they also became more reliant on seasonal floral resources. By the Late Archaic period (3000–1200 B.C.), this reliance on plants, and the associated increase in plant processing, had led Archaic peoples to become more sedentary. Evidence for storage of foods such as squash, nuts, and goosefoot appears in the Late Archaic Southeast.⁷ In addition, the Late Archaic period saw an increase in the use of floodplain settings in Coastal Virginia, and an associated increase in reliance on fishing and other riverine resources.⁸ The trends toward sedentism and an increased reliance on riverine resources continued from the Late Archaic period into the subsequent Woodland period.

Trends in Archaic period subsistence strategies and settlement patterns were similar throughout Virginia's Coastal Plain, including the lower James River vicinity. Archaic period sites, primarily representing small, temporary camps, are present within the James River District. Most notably, the National Register of Historic Places (NRHP) and Virginia Landmarks Registry (VLR)-listed Basse's Choice Archaeological District (VDHR #046-0094), located at the confluence of the James and Pagan Rivers, contains several Archaic period resources. Nearby sites, including 44IW0018 located in an agricultural field on the east side of Tormento Lake, represent dispersed scatters of Late Archaic period cultural material, including lithic debitage and projectile points (Site Form on File at VDHR, Accessed 2017).

The Woodland Period (1200 B.C.–A.D. 1606)

For over 10,000 years, humans responded to and affected change in the natural environment of the region through a broad array of behavioral, social, and technological adaptations. Yet, Woodland peoples continued to depend on various combinations of hunting, gathering, and fishing for over a millennium. Only after A.D. 900 did horticulture have a significant impact on Native American lifeways in the Middle Atlantic region. Several centuries after the appearance of horticulturally based

⁴ Dent n.pag.

⁵ D. G. Anderson and G. T. Hanson, "Early Archaic Settlements in the Southeastern United States: A Case Study from the Savannah River Valley," *American Antiquity* 53 (1988): 262-86; H. Trawick Ward and R. P. Stephen Davis, Jr., *Time Before History: The Archaeology of North Carolina* (Chapel Hill: University of North Carolina Press 1999) n.pag.

⁶ Wayne M. Wendland and Reid A. Bryson, "Dating Climate Episodes of the Holocene," *Quaternary Research* 4 (1975): 2-24.; Stephen R. Claggett and John S. Cable (assemblers), "The Haw River Sites: Archaeological Investigations at Two Stratified Sites in the North Carolina Piedmont," Report R-2386 (1982) n.pag.; Ward and Davis n.pag.

⁷ Vincas P. Steponaitis, "Prehistoric Archaeology in the Southeastern United States, 1970-1985," *Annual Review of Anthropology* 15 (1986): 374.

⁸ Klein and Klatka n.pag.; Steponaitis 374.

villages in the James River Valley, complex societies presided over by hereditary chiefs emerged.⁹

The onset of the Woodland period traditionally correlates with the appearance of ceramics,¹⁰ a gradually developing dependence on horticulture, and a further increase in sedentism. Although some early agriculture may have been practiced during this period, the subsistence pattern of Early Woodland (1200 B.C.–A.D. 300) inhabitants of Eastern North America was probably similar to that of Late Archaic people. The exploitation of plants continued, as did a general increase in sedentism first seen during the Late Archaic.¹¹

The increased number of sites dating to the Early Woodland, coupled with the recognition of structures, features, and activity areas at some sites, supports inferences concerning increased population size in the Chesapeake region during this period.¹² In general, sparse concentrations of artifacts characterize Early Woodland sites.¹³ However, at several sites in the central James River Valley dense accumulations of artifacts and middens have been described.¹⁴ One such site is the NRHP and VLR-listed Basse's Choice Archaeological District (VDHR #046-0094), located at the confluence of the James and Pagan Rivers. Among the numerous sites identified within the district are those that represent more sedentary Woodland period communities featuring extensive shell midden deposits.¹⁵ Though sites such as those included within the Basse's Choice district are rare, in combination with data from other sites throughout the James River drainage, including the recovery of large ceramic pots¹⁶ and the diversity of points identified,¹⁷ they seem to index multi-band aggregations near the falls of the James River and beyond. The use of subterranean features such as storage pits, refuse pits, and cooking hearths is also associated with the Early Woodland Period. These types of features appeared first in the Piedmont and then in the Coastal Plain. However, it was not until the Early Woodland that thick midden deposits with dense occupational debris began to appear on sites along the James River.¹⁸ These types of features indicate increased sedentism and a shift to more intense and lengthy occupation periods. The Early Woodland period also saw a continued increase on the reliance of riverine resource, including the increased exploitation of oysters as a food source begins.¹⁹

The Middle Woodland period (A.D. 300–1000) was a time of shifting inter-group organization related to technological advancements. While broad-spectrum hunting-fishing-gathering continued to

⁹ Martin Gallivan, James River Chiefdoms: The Rise of Social Inequality in the Chesapeake (Lincoln: University of Nebraska Press, 2003) n.pag.

¹⁰ Gordon R. Willey and Phillip Phillips, Method and Theory in American Archaeology (Chicago: University of Chicago Press, 1958) n.pag.

¹¹ Steponaitis 379

¹² Daniel J. Mouer, "The Archaic to Woodland Transition on the Piedmont and Coastal Plain Sections of the James River Valley, Virginia," (PhD dissertation, University of Pittsburgh, 1990): 160-174.

¹³ Mouer n.pag.; Michael R. Stewart, "Unraveling the Mystery of Zones Decorated Pottery: Implications for Middle Woodland Society in the Middle Atlantic Region," *Journal of Middle Atlantic Archaeology* 14 (1998): 161-182.

¹⁴ Mouer 160-4

¹⁵ Site Form on File with the Virginia Department of Historic Resources (VDHR). Accessed March 2017.

¹⁶ Mouer 162

¹⁷ Mouer 161

¹⁸ Mouer n.pag.

¹⁹ Michael J. Klein, "Early Woodland Archaeology," *Quarterly Bulletin* 58, 4 (Archaeological Society of Virginia, 2003) n.pag.

characterize the region as a whole throughout the Middle Woodland period,²⁰ the appearance of significant quantities of durable ceramics after 500 B.C. indicates that a shift in the organization of production occurred during this time.²¹ In addition to the advantages of ceramic vessels as cooking pots, ceramic production contrasts with the manufacture of baskets and wooden containers in its embrace of economies of scale. Rather than a start-and-stop process that fits well into odd bits of time, ceramic production required greater scheduling and continued attention over an extended period of time. Shifts in the scheduling of at least women's work, therefore, accompanied the transition from Early to Middle Woodland times.

At the outset of the Middle Woodland period, large shell middens containing dense concentrations of artifacts become increasingly common, indicating repeated use of at least one type of site. Middens and the presence of houses at a number of sites indicate longer stays, though populations remained far from sedentary.²² Small groups continued to live within relatively small settlements for much of the year during this period.²³ However, there was a decrease in the number of sites along smaller streams and an increase in sites along major trunk streams and estuaries.

The transition from the Middle Woodland to the Late Woodland period (A.D. 1000–1606) was a time of enormous change in the social landscape of eastern North America. Archaeological research in the Middle Atlantic indicates that population growth, increased sedentism, a focus of settlement on the major rivers, heightened frequency of regional exchange, more varied mortuary activities, the introduction of maize agriculture, and increasingly focal exploitation of marine resources characterized the period.

The Late Woodland period was marked by an intensified use of cultivated plants, particularly maize, though beans and squashes were also utilized. This dependence on agriculture was tied to socioeconomic systems that were in place at the time of European contact and probably extended several centuries before contact. Chiefdom-level societies based on hereditary inequality developed in coastal Virginia during this time.²⁴ Roughly 300 years after the A.D. 900 introduction of maize horticulture, James River households first congregated in clusters of six or more, indicating that maize alone did not cause the emergence of villages. Rather, regional social processes, including exchange of ornamental shell and feasting, led to the emergence of status differences. Storage pit features shifted from external locations to house interiors, signaling increased household control of surplus production. Concurrently, a small percentage of unusually large structures, either homes of leaders or the setting for community-wide institutions like council houses, appeared throughout the Chesapeake region. Simultaneously, large roasting pit features occurred in villages, an indication of communal feasting.²⁵

²⁰ Gallivan n.pag.

²¹ James A. Brown, "Early Ceramics and Culture: A Review of Interpretations," Early Woodland Archaeology, ed. K. B. Farnsworth and T. E. Emerson (Kampsville: Kampsville Seminars in Archaeology No. 2, Center for American Archaeology, 1986) n.pag.; James A. Brown, "The Origins of Pottery as an Economic Process," What's New: A Closer Look at the Process of Innovation, ed. S. E. van der Leeuw and R. Torrence (London: Unwin-Hyman, 1989) n.pag.

²² Gallivan n.pag.

²³ Gallivan 75-98.

²⁴ Gallivan n.pag.; Stephen R. Potter, Commoners, Tribute, and Chiefs: The Development of Algonquian Culture in the Potomac Valley (Charlottesville: University Press of Virginia, 1993) n.pag.

²⁵ Dennis C. Curry, Feast of the Dead: Aboriginal Ossuaries in Maryland (The Archaeological Society of Maryland, Inc. and the Maryland Historical Trust Press: Crownsville, 1999) 68; Hantman n.pag.

Larger Late Woodland base camps, hamlets, and villages typically occupied the floodplains adjacent to rivers or major tributaries. Small seasonal camps and satellite camps supporting nearby villages and hamlets occurred along smaller streams in the interior and in the interstices between villages and hamlets. The smallest of the temporary campsites were typically characterized by limited concentrations and sparse scatters of lithics and ceramics, while extensive reuse of some locations created dense concentrations of artifacts deposited over a considerable time period. Beyond the village, communal burials occurred.²⁶ Communal burial sites, including ossuaries, were located in the vicinity of villages along the James River. At Quiyoughcohannock on the Upper Chippokes Creek, one of four villages occupied by the Quiyoughcohannock who inhabited modern Surry County, 13 small ossuaries were identified.²⁷ The Maine (Site 44JC0041), located within the Governor's Land Archaeological District (VDHR #047-0082), also represents a Woodland period ossuary along the James River.²⁸ While many ossuaries contained evidence of cremated remains, those from Quiyoughcohannock and that at The Maine contained no calcine bone or cremation deposits.²⁹

The social organization of groups located along the coast during the Late Woodland is recognized as hierarchical, based primarily on historical documentation. This hierarchy was manifested most prominently by the Powhatan Chiefdom of the sixteenth and seventeenth centuries. Early on, mamatanowick, or the paramount chief, had varying degrees of hegemony over the weroances, or tribal leaders, and could expect tributary payments of food and other goods within a territory of 6,500 square miles of Virginia's Coastal Plain.³⁰ The Powhatan Chiefdom grew from six to nine districts in the middle to late sixteenth century, to comprising a total of 32 districts by 1607. These districts were inhabited by some 12,000 people in an area covering 16,500 square kilometers known as Tsenacommacah.³¹

The James River District is located within the lands of three tribes within the Powhatan Chiefdom: Warraskoyack, Quiyoughcohannock, and Paspahagh. The Warraskoyack inhabited modern Isle of Wight County. Though their primary settlement was located near Smithfield, the Warraskoyack also had a small village known as Mokete near the mouth of the Pagan River.³² The Quiyoughcohannock primarily resided in modern Surry County, with their primary village located near Smithfield.³³ The Paspahagh inhabited modern Charles City and James City Counties. Though the Paspahagh's primary settlement was located at the confluence of the James and Chickahominy Rivers, Jamestown was founded within Paspahagh territory. This situation caused tension and eventual conflict between the

²⁶ Curry Feast of the Dead 68; Hantman n.pag.

²⁷ Dennis C. Curry, "Ossuary Burials in Middle Atlantic Landscapes," *Archaeology of Eastern North America* 43 (2015): 1-22.

²⁸ Curry "Ossuary Burials" 1-22; Site Form on File with the VDHR, Accessed March 2017.

²⁹ Curry "Ossuary Burials" 1-22.

³⁰ Frederic C. Gleach, Powhatan's World and Colonial Virginia (Lincoln: University of Nebraska, 1997) n. pag.

³¹ Helen C. Rountree, The Powhatan Indians of Virginia: Their Traditional Culture (Norman: University of Oklahoma Press, 1989) n.pag.; Margaret Holmes Williamson, Powhatan Lords of Life and Death: Command and Consent in Seventeenth-Century Virginia (Lincoln: University of Nebraska Press, 2003) n.pag.; E. Randolph Turner III, "The Virginia Coastal Plain During the Late Woodland Period," Middle and Late Archaic Research in Virginia: A Synthesis, ed. Theodore R. Reinhart and Mary Ellen Hodges (Richmond: Council of Virginia Archaeologists and the Archaeological Society of Virginia, The Dietz Press, 1992) 97-136.

³² Historical Marker VA-K244; John Smith, *[Map of Virginia] / discovered and discribed [sic] by Captain John Smith 1606 [?] William Hole*. Map. (London, 1624). *Library of Congress*, accessed March 2017, <https://www.loc.gov/item/99446115/>.

³³ Historical Marker VA-K137; Smith.

Paspahegh and the English colonists.³⁴

Settlement to Society (1607–1750)

In the Spring of 1607 three ships carrying a small group of Englishmen under the authority of the Virginia Company of London arrived in the Chesapeake Bay. The captains of each ship had been given sealed instructions by the Virginia Company describing which men among the group would be placed in charge and how to select a site for a planned colony. These instructions were not to be opened until the group arrived in the New World. Shortly after arrival in the Chesapeake, Admiral Christopher Newport, commander of the small fleet, opened his instructions. The Virginia Company's plan for establishing a colony in the New World included searching for a suitable location for the settlement. The group was instructed to search for a location up to 100 miles up a navigable river with a preference for waterways bending to the northwest as they believed that such a river would be the quickest route to access Asia. The settlement site was to be located in a narrow portion of the chosen river for protection against enemy attack via the river, and selected because it represented "the strongest, most wholesome and fertile place."³⁵ Finally, the colonists were instructed to make sure that no native peoples inhabited the area between the new settlement and the coast. For 17 days, the newly arrived colonists observed the landscape and sought a suitable location for their settlement. Finally, they arrived at a peninsula some 30 miles up the Powhatan River, which they renamed the James River. This landform, a low-lying area surrounded by marsh today known as Jamestown Island, was not a close match for the criteria set forth by the Virginia Company.³⁶ Nevertheless, the site was chosen and here, in the midst of lands occupied by the politically dominant Powhatan Chiefdom, the colonists established the first permanent English settlement in the New World.

In the first days of English colonization, Christopher Newport, George Percy, Gabriel Archer, and other senior settlers began exploring the newly re-named James River in a bid to locate a suitable settlement location. They traveled some 40 miles upriver, as far as modern Hopewell. Along the way, they met with the Paspahegh whose principal village was located approximately 7 miles north of Jamestown, at the mouth of the Chickahominy River. Although the leader of the Paspahegh, Woinchopunk, welcomed the English, relations between the two groups would grow to be contentious. The English were also greeted by the werowances of the Quiyoughcohannock, who resided on the opposite shore from the Paspahegh. Although the expedition identified more suitable locations for settlement, Jamestown Island was still preferred.³⁷

It would be nearly six months before the colonists met Powhatan himself, a period during which they set about constructing defenses at the new settlement.³⁸ While fortifications were being constructed, Newport and several other men set about further exploring the region. During this period, relations with the local Indians remained friendly. However, upon the return of the explorers the settlement was attacked by a group of Indians numbering nearly 200. This group included the Paspahegh, in whose territory the settlement was situated and through which the English had recently been exploring. Tensions with the Paspahegh and other local tribes remained high during the earliest days of the English settlement.³⁹

³⁴ Historical Marker VA-V50.

³⁵ Ivor Noel Hume, *The Virginia Adventure: Roanoke to James Towne* (University of Virginia Press, 1994) 130.

³⁶ Hume 130-131

³⁷ Hume 137-138

³⁸ Hume 137-138.

³⁹ Hume n.pag.; "Timeline of Paspagegh-English Interaction," [virtualjamestown.org](http://www.virtualjamestown.org), accessed March 2017, <http://www.virtualjamestown.org/paspahegh/timeline.html>.

In the fall of 1607, a small contingent of men from the new English settlement at James Fort, led by John Smith, set off in search of a passage to the Pacific Ocean along the Chickahominy River. During this trip, Smith was captured and taken to Powhatan's principal settlement of Werowocomoco on the York River. Smith was released in January of 1608, the same month Christopher Newport returned with fresh supplies from England.⁴⁰ Despite the supplies, the James Fort colonists were primarily dependent on the local Indians for food during this period. In February, Smith and Newport traveled to Werowocomoco to trade with Powhatan for corn. Although the trade was made, later attempts by Powhatan to trade food for weapons began to turn violent. When Christopher Newport again left the settlement, John Smith refused to trade swords for food and skirmishes between the colonists and their native neighbors broke out.⁴¹ In the summer of 1608, Smith mounted additional expeditions in the Chesapeake Bay, including explorations of the Potomac River, the west coast of the Chesapeake Bay as far north as Patapsco River in Maryland, and along the east coast of the bay from the Nanticoke River to Cape Charles.⁴² In July of 1608, Smith mounted a second exploratory voyage, this time sailing as far north up the Chesapeake Bay as the Susquehanna River at the head of the Bay.⁴³ Upon his return from exploring the Bay, Smith was made President of the James Towne colony.⁴⁴

By 1609, the James Fort was too small to contain James Towne. The settlers were open to attack by Native Americans from the south in what is today Surry County, and were wary of Dutch and Spanish explorations of the James River. As such, they sought to construct forts on the outskirts of the fledgling colony, where small garrisons could warn the colonists of approaching enemy vessels. One such fort was constructed at Hog Island. Visible only from the east end of Jamestown Island, the fort was constructed in order to protect the colony's pigs and to serve as a lookout for approaching ships. Smith set the garrison at Hog Island to work splitting boards for clapboard and wainscot to be used in the new houses and other structures being constructed at James Towne in advance of the arrival of a new wave of colonists.⁴⁵ In addition, Smith's Fort was in the process of construction across from Jamestown Island, along Gray's Creek. Despite these defensive works and the new construction within the settlement, disaster befell the colony. Nearly half of the remaining corn supply was lost when rats, transported on English ships, fed on the stores. The winter of 1609 to 1610, a period during which the colonists had few remaining supplies and tensions with the Indians kept them close to the fort, nearly destroyed the settlement. Known as the "Starving Time," that winter saw the death of over 50 percent of the colonists. Conditions were so desperate that some colonists resorted to cannibalism, a situation that was confirmed in 2012 with the archaeological discovery of human remains exhibiting cut marks in a cellar at Jamestown.⁴⁶

⁴⁰ Potter n.pag.; Frank E. Grizzard and D. Boyd Smith, *Jamestown Colony: A Political, Social, and Cultural History* (ABC-CLIO 2007) n.pag.; Hume n.pag.

⁴¹ Hume 198-199.

⁴² National Park Service, "Captain John Smith's First Chesapeake Voyage: June 2 to July 21, 1608," smithtrail.net, accessed March 2017, <http://smithtrail.net/captain-john-smith/the-voyages/first-voyage>.

⁴³ National Park Service, "Captain John Smith's Second Chesapeake Voyage: July 24 to September 7, 1608," smithtrail.net, accessed March 2017, <http://smithtrail.net/captain-john-smith/the-voyages/second-voyage/>.

⁴⁴ Hume 211.

⁴⁵ Hume 232.

⁴⁶ "Jane: A "Starving Time" Tragedy," Jamestown Rediscovery, accessed March 2017, <http://historicjamestowne.org/archaeology/jane/>; J. Frederick Fausz, "An 'Abundance of Blood Shed on Both Sides': England's First Indian War, 1609-1614," *Virginia Magazine of History and Biography* 98 (1990): 26.

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In October of 1609, John Smith was relieved of the presidency and set sail for England. He never returned to the New World.⁴⁷ Seven months later, in May of 1610, Sir Thomas Gates arrived at Jamestown. Gates had with him nearly 150 individuals, survivors of the previous year's Bermuda shipwreck. In June of 1609, nine ships left Plymouth bound for Virginia. They carried with them livestock and other provisions as well as 600 people. The ships, commanded by Captain Christopher Newport, Admiral George Somers, and Sir Thomas Gates, were dispatched to help save the failing Virginia colony. The flagship, the *Sea Venture*, carried close to 150 passengers. The fleet sailed into a terrible hurricane and after days of frantically bailing water from the damaged ship, it was clear that the *Sea Venture* was sinking.⁴⁸ When the *Sea Venture* finally ran aground in Bermuda, the vessel stayed afloat, giving all passengers and crew a chance to escape to shore.⁴⁹ It was these survivors who arrived at Jamestown in 1610. Gates was prepared to take these people, along with the Jamestown colonists, back to England. However, the abandonment of the Jamestown colony was halted when 250 additional colonists, led by Lord De La Warr, arrived in the Hampton Roads region in June. Under De La Warr's leadership, the Jamestown colony began rebuilding.⁵⁰

By the Spring of 1611, the once failing Jamestown colony was under the leadership of Sir Thomas Dale. Dale arrived at James Towne with 300 new colonists, a contingent of soldiers, weapons, and livestock. Within a month of arrival, Dale had instituted martial law. He also instituted a new, aggressive policy toward relations with the Indians. This policy led to increased hostilities and precipitated armed conflict. Following the violence, the English kidnapped the Powhatan's favorite daughter, Pocahontas, in a bid to use her as a bargaining chip with the great Powhatan. In 1614, Dale and a contingent of 150 men, with Pocahontas in tow, sailed into Pamunkey territory to engage the Pamunkey Indians at the head of the York River. However, neither side made a move to fire on the other, and after two days the conflict ended with Dale returning to Jamestown.⁵¹

During this period of hostility between the English and their Native American neighbors, the Virginia colony was expanding. In 1614, Powhatan gave John Rolfe a 1000+-acre land grant in what is today Surry County. Rolfe was by then Powhatan's son-in-law, having married his daughter, Pocahontas, in April of the same year.⁵² The grant was located directly across the river from Jamestown Island. Four years later, the English claimed more than 20,000 acres of land along the north shore of the James River in what is today James City County. This acreage comprised the Martin's Hundred plantation, the administrative center of which was the fortified Wolstenholme Towne.⁵³ The following year, in 1619, Captain Christopher Lawne, Sir Richard Worsley, Nathaniel Basse, and John Hobson, along with others, arrived at Jamestown. These men quickly established a settlement on the south shore of the James River at Lawne's Creek, near the boundary between modern Isle of Wight and Surry Counties. In December of 1619, Captain Lawne represented his plantation at the first meeting of the

⁴⁷ Carville V. Earl, "Environment, Disease, and Mortality in Early Virginia," *The Chesapeake in the Seventeenth Century: Essays on Anglo-American Society*, ed. Thad W. Tate and David L. Ammerman, editors (New York: W.W. Norton & Company 1979) 96-125.

⁴⁸ Lorri Glover and Daniel Blake Smith, *The Shipwreck that Saved Jamestown: The Sea Venture Castaways and the Fate of America* (New York: Henry Holt and Company, 2008) n.pag.

⁴⁹ Hume 240-241.

⁵⁰ Hume 270.

⁵¹ Brendan Wolf, "First Anglo-Powhatan War (1609-1614)," *Encyclopedia Virginia*, last modified 2014, http://www.encyclopediavirginia.org/first_anglo-powhatan_war_1609-1614; Hume n.pag.

⁵² James D. Kornwolf, *Guide to Buildings of Surry County and the American Revolution* (Surry, VA: The Surry County Virginia 1976 Bicentennial Committee, 1976) 182.

⁵³ Historic Marker VA-W51; Ivor Noel Hume, *Martin's Hundred* (Charlottesville: University Press of Virginia, 1982) n.pag.

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House of Burgesses; however, Lawne and most of the settlers on his plantation died within the year. After Lawn's death, the plantation was renamed Isle of Wight Plantation for the English island from whence a number of the early settlers hailed.⁵⁴ While settlement was occurring in what is today Isle of Wight County, the area that would become Newport News, was included in one of four huge corporations of the Virginia Company of London. The region became known as Elizabeth Cittie, and extended as far west as Skiffes Creek in modern James City County and the City of Newport News.

1619 was also the first year in which Africans arrived in Virginia. The traditional school of thought concerning the arrival of the first Africans in Virginia holds that approximately 20 Africans arrived in the colony aboard a Dutch frigate which had recently arrived from the West Indies. The arrival of this ship was conveyed to the Virginia Company's Treasurer by John Rolfe, husband to Pocahontas, in 1620. Rolf informed the treasurer that a Dutch man of war arrived in Point Comfort carrying 20+ Africans. These individuals were soon sent to Jamestown where they were sold into servitude. It has often been debated whether or not these individuals were enslaved prior to their arrival in Virginia. In recent years, further research has indicated that the Africans who first arrived in 1619 were likely Angolans from West Central Africa. It appears that these individuals were first captured by Portuguese traders.⁵⁵ In total, some 350 African slaves were captured by the Portuguese and put aboard the *Sao Joao Bautista*, bound for Vera Cruz, Mexico. Off the coast of Mexico, the *Sao Joao Bautista* was attacked by two privateer ships who managed to rob it of some of its human cargo. Although piracy was illegal in England and its colonies, both privateer ships were English. The *White Lion*, an English warship, had Captain Jope at the helm. Captain Jope had received letters of marque from the Dutch Prince Maurice, which allowed him to legally participate in privateering. The second ship, the *Treasurer*, was owned by the Earl of Warwick. Although the *Treasurer* did not carry letters of marque allowing for privateering, Captain Daniel Elfrith participated in the raid on the *Sao Joao Bautista*. Both ships initially sailed to the West Indies with their newly acquired human cargo and thence to Old Point Comfort in Virginia. Once they arrived in Virginia, John Rolfe, wrote that the newly arrived Africans had been transported on a Dutch warship, thereby deflecting any repercussions against the *Treasurer* for piracy.⁵⁶

During the 1620s and 1630s, while the Virginia colony was expanding beyond Jamestown and the English relationship with the native peoples of Virginia were often contentious, tobacco came to rule Virginia's economy. It was easy to transport the crop on the Chesapeake basin waterways and the return was good in the early years of production.⁵⁷ The landscape was dominated by tobacco plantations worked by indentured servants, while settlement was still clustered primarily along the James and Chickahominy Rivers. However, as time progressed, settlers were drawn inland because of the cheaper land prices versus the economic return for tobacco growth.⁵⁸ In addition to Martin's Hundred, English settlements along the James River, the establishment of which was spurred by Sir Thomas Dale's aggressive policies, included Kecoughtan, Bermuda Hundred, Rochdale Hundred, Henricus (home of John Rolfe and Pocahontas), Coxendale, and West and Sherley Hundred. Edward Bennett was granted a patent along the Pagan River in modern Isle of Wight County in 1621, and was

⁵⁴ E. M. Morrison, *Isle of Wight County, 1607-1907* (Publisher unknown binding, 1907) n.pag.

⁵⁵ Martha McCartney and Lorena S. Walsh, "A Study of the Africans and African Americans on Jamestown Island and at Green Spring, 1619-1803," (Colonial Williamsburg Foundation, 2003) 27-29.

⁵⁶ "The First Africans," Jamestown Rediscovery, accessed April 2016, <http://historicjamestowne.org/history/the-first-africans/>; McCartney and Walsh 27-19.

⁵⁷ Kelly 71

⁵⁸ Kelly 62

soon followed by Nathaniel Basse, who settled at Basse's Choice.⁵⁹

The expansion of the Virginia colony did not improve relations between the English and the Native Americans, whose territory the settlers were inexorably encroaching upon. The tension came to a head in 1622, when the Indians of the region mounted a surprise attack against these English settlements, killing colonists where they found them in their homes and their fields. Martin's Hundred was one of the hardest hit private settlements, with some 78 residents, nearly half of plantation population, killed.⁶⁰ The southside settlements, including Basse's Choice, were also devastated during the attacks, losing 53 colonists in all. Later in the year, Sir George Yeardley led a punitive expedition against the Warrosquoyacks and Nansemonds, which helped to open the south shore of the James to increasing settlement. In the 1623-1624 census, only 53 people lived at Warrosquoyack as settlers were hesitant to return after the 1622 attacks.⁶¹ Bennett's Plantation eventually became known as Shoal Bay, and is anecdotally considered to have been the first formal garden in Virginia.⁶²

Following the Native American attacks of 1622, the Virginia colonists sought to better protect themselves from further Native American attack as well as from Spanish raiders. To this end, a fort known as "the Castle" was constructed on the south shore of the James River. The location of the fort on a bluff in modern Isle of Wight County made for a good observation point.⁶³ Despite these precautions, relations between the colonists and the Native Americans of the region would continue to be precarious.

In 1634, the control of the Jamestown Colony was transferred from the Virginia Company to the British Crown. With the increased interest in expansion into the south side of Virginia, the colonial government decided to divide the colony into eight shires: Accomack, Elizabeth City, James City, Charles City, Charles River, Warwick River, Warrosquoyack, and Henrico.⁶⁴ The following year, Charles River County's name was changed to York County.⁶⁵ Warwick River Shire was soon renamed Warwick County, and eventually became one of the smaller and lesser populated counties in Virginia as the colony grew.

During this period of expansion within the Virginia colony, Opechancanough, the current leader of the Powhatan Chiefdom and a key player in the 1622 attacks, maintained strained relations with the English. In 1644, he saw a chance to rid Virginia of the English. With civil war occurring in England,

⁵⁹ T. Beverly Campbell, "Shoal Bay," in *Historic Gardens of Virginia*, ed. Edith Tunis Sale (James River Garden Club, 1930) 3.

⁶⁰ Hume *Martin's Hundred* 64-65; Hume *The Virginia Adventure* n.pag.; Historic Marker Virginia-W51.; John Bennett Boddie, *Seventeenth Century Isle of Wight County, Virginia: A history of the County of Isle of Wight, Virginia, during the seventeenth century, including abstracts of the county records Volume 1* (Reprint. Westminster, Maryland: Heritage Books, 2007) n.pag.

⁶¹ Boddie n.pag.

⁶² Campbell 3

⁶³ "Fort Boykin," Isle of Wight Museum, accessed March 2017, <http://www.historicisleofwight.com/fort-boykin.html>.

⁶⁴ F. McKnight, "The Upper County of New Norfolk or Nansemond County, 1634-1957," *The History of Lower Tidewater Virginia*, ed. R.D. Whichard (New York: Lewis Historical Publishing, 1959) 133-155; E. D. C. Campbell Jr., "Colonial Period," *Richmond's Historic Waterfront 1607-1865* (Richmond: Historic Richmond Foundation, 1989) n.pag.; Helen Haverty King, *Historical Notes on Isle of Wight County, Virginia* (Isle of Wight: Isle of Wight County Board of Supervisors, 1993) n.pag.

⁶⁵ Morgan Poitiaux Robinson, "Virginia Counties: Those Resulting from Virginia Legislation," *Bulletin of the Virginia State Library* 9 (Reprint. Baltimore: Genealogical Publishing Co., Inc., 1992) n.pag.

Opechancanough believed that little attention would be paid to what happened to the Virginia colony. In April of 1644, a second attack against the English was mounted, resulting in the deaths of 500+ colonists. Opechancanough, a frail old man of nearly 90 years, was captured and imprisoned at Jamestown. He was shot in the back by a soldier and killed.⁶⁶

In the wake of additional attacks in 1644, the English effectively pushed the Powhatan Indian population out of the area, allowing for the expansion of settlement further into the interior of James City County. This movement inland spurred the development and growth of Middle Plantation, a dispersed group of tobacco plantations situated around what is now the City of Williamsburg. Though it is unclear exactly who first owned the land encompassed by the Rose Marie Hall property, land patent and grant records indicate that this section of James City County was first taken up by settlers in the mid-1650s.⁶⁷ During this period, growth was also occurring in other portions of the James River District. Growth on the south side of the James River was significant enough to warrant the establishment of Surry County in 1652.⁶⁸

Throughout the seventeenth and well into the eighteenth century, tobacco remained Virginia's staple crop, completely dominating the colonial economy. Since tobacco plants required almost constant attention throughout the growing season, this form of monoculture was extremely labor-intensive. In fact, the amount of tobacco a planter could produce was directly related to the number of laborers he could get into the fields. Unfortunately, labor in the Chesapeake was perpetually in short supply, and therefore costly. In order to produce enough tobacco to yield even modest profits in the face of unpredictable markets, all planters, large or small, were forced to invest the bulk of their financial resources in labor.⁶⁹ As the colony continued to grow, the need for an increased labor force led to a transition from a reliance on indentured servitude to slavery.

The transition from indenture to a policy of lifelong slavery was a gradual process in Virginia. The practice of slavery became an institution under English law by the 1660s.⁷⁰ However, legal records indicate that slavery was institutionalized in Virginia as early as 1640. In that year, an indentured African, John Punch, escaped with two white indentured accomplices. Punch was sentenced upon capture to servitude for the remainder of his life.⁷¹ Slavery was registered in the statutory law of the Colony by 1662.^{72 73 74}

⁶⁶ Hume The Virginia Adventure 393-394.

⁶⁷ Nell Marion Nugent, ed., Cavaliers and Pioneers: Abstracts of Virginia Land Patents and Grants, Vol. 1: 1623-1666 (Richmond: Virginia State Library and Archives, 1992) 521.

⁶⁸ E.J. Salmon and E.D.C. Campbell, Jr., The Hornbook of Virginia History (Richmond: The Library of Virginia, 1994) 172.

⁶⁹ Fraser D. Neiman, "Domestic Architecture at the Clifts Plantation: The Social Context of Early Virginia Building," Northern Neck of Virginia Historical Magazine XXVII.1 (1978) n.pag.; Neiman, The "Manner House" Before Stratford: Discovering the Clifts Plantation (Stratford, VA: Stratford Handbook, 1980) n.pag.; Neiman, "Temporal Patterning in House Plans from the 17th-Century Chesapeake," The Archaeology of 17th-Century Virginia, Special Publication No. 30, ed. Theodore R. Reinhart and Dennis J. Pogue (Richmond: Archaeological Society of Virginia, 1993) n.pag.; Cary Carson, Norman F. Barka, William M. Kelso, Garry Wheeler Stone, and Dell Upton, "Impermanent Architecture in the Southern American Colonies," Winterthur Portfolio 16 (1981) n.pag.

⁷⁰ Philip S. Foner, History of Black Americans: From Africa to the Emergence of the Cotton Kingdom (Oxford University Press, 1980) n.pag.

⁷¹ A. Leon Higginbotham, In the Matter of Color: Race and the American Legal Process: The Colonial Period (New York: Greenwood Press, 1975) n.pag.

⁷² Kevin P. Kelly, "In dispers'd Country Plantations": Settlement Patterns in Seventeenth-Century Surry County, Virginia" The Chesapeake in the Seventeenth Century, ed. Thad W. Tate and David L. Ammerman (New York: W.W. Norton & Company, 1979) 149.

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In decades following the institutionalization of slavery in Virginia, conflict with the local Indians was still an issue. In September of 1675, a group of Virginia militiamen, assigned to arrange a peace treaty between the colonists and the Susquehannock tribe, killed the chiefs who had come to negotiate with them. The tribes soon sought revenge, and in January of 1676 they took up arms, killing 36 more colonists. When this new outbreak of hostilities occurred, Governor Berkeley ordered the construction of a series of forts, to help defend the colony. The new forts would have to be supported by new higher taxes.⁷⁵ A group of rebellious Charles City County colonists led by newcomer Nathaniel Bacon soon took the matter of Indian affairs into their own hands. After attacking friendly and unfriendly tribes alike without official sanction, Bacon demanded a commission from the governor to continue his unlawful campaign of warfare against the native populations. Governor Berkeley declared Bacon a rebel and set out to bring him to justice. Bacon and his followers retaliated by burning Jamestown. He also offered freedom to those slaves and servants of the Governor and his allies willing to join his cause. The events in 1676, known as “Bacon’s Rebellion,” ended with Nathaniel Bacon’s death from dysentery. Many of his followers were punished for their illegal conduct.⁷⁶ The structure known as Bacon’s Castle is one of the South’s oldest examples of Colonial architecture. Though its owner was Arthur Allen, the name stems from Bacon’s troops taking over the grounds during the conflict.⁷⁷ The activities of Nathaniel Bacon, Jr. are considered by some to be the first example of serious rebellion against English rule, a century before the American Revolution.

In 1698, Jamestown was once again set aflame. The fire, reportedly set by prisoners awaiting execution in the jail, destroyed the prison and the statehouse. The following year, the capitol of the Virginia colony was moved from Jamestown to Middle Plantation, renamed Williamsburg. Although Jamestown Island was still occupied and remained in active agricultural cultivation, the area would never again be a town.⁷⁸

Although Bacon’s Rebellion marked an early attempt to rebel against English rule in the American colonies, American independence would not be considered until mid-eighteenth century. In the interim, plantation owners continued to gain wealth on the backs of enslaved laborers. In James City County, Lewis Burrell established Kingsmill Plantation (present day Kingsmill resort) on the eastern shore of the James River in the 1730s. The plantation home had one of the earliest known formal terraced gardens. Pleasant Point, the plantation of the Edwards family, was another early example of an early eighteenth century plantation landscape. Like its contemporaries, Pleasant Point had a series of terraces with formal parterre gardens. These gardens remain intact today.⁷⁹ Still, disquiet was growing throughout the colonies and would eventually result in the American Revolution.⁸⁰

⁷³ John Bennett Boddie, *Colonial Surry* (Reprint. Redwood City, California: Genealogical Publishing Com, 1948) 166.

⁷⁴ Kornwolf 263.

⁷⁵ Salmon and Campbell n.pag.

⁷⁶ Paul S. Boyer, Clifford E. Clark, Sandra Hawley, Joseph F. Kett, and Andrew Rieser, *The Enduring Vision: A History of the American People, Volume 1: To 1877, Concise* (Wadsworth Cengage Learning, 2009) 43.

⁷⁷ Donald Sadler, “Ghosts in the Rain: An Archaeological Exploration of Chestnut Farms Plantation, Surry County, Virginia” (honors thesis, College of William and Mary, 2001) 24.

⁷⁸ National Park Service, “A Short History of Jamestown” nps.gov, accessed March 2017, <https://www.nps.gov/jame/learn/historyculture/a-short-history-of-jamestown.htm>.

⁷⁹ James D. Kornwolf, *Architecture and Town Planning in Colonial North America: Volume II* (Baltimore: The Johns Hopkins University Press, 2002) 633.

⁸⁰ Boddie *Colonial Surry* 103.

Colony to Nation (1750–1789)

Whereas the late seventeenth and early eighteenth centuries had been a period of expansion throughout Virginia, the mid-eighteenth century was a period of economic decline prior to the onset of war. Virginia's tobacco economy began to founder. After a few decades of prosperity, tobacco prices were on the decline by the 1760s and 1770s. Agricultural land was beginning to suffer from nutrient depletion thanks to years of intensive tobacco production. The port at Yorktown turned from the export of tobacco as its primary activity to a "...steady, less spectacular but more solid, flow of normal trade."⁸¹ In addition to these problems, severe economic problems in England precipitated by the costly Seven Years' War reverberated throughout the colonies. Faced with economic ruin, English merchants began calling in their debts, undermining the very foundation of the Tidewater economic system. For some time, Virginians of all ranks had relied on British credit to maintain, and gradually increase, their consumption of imported goods, thereby raising their standard of living. This constriction of credit threatened to topple even the most prominent planters.⁸² Despite this, some wealthy families continued to prosper. In 1755, the mansion at Carter's Grove, a 750-acre plantation on the James River, occupying the land on which Wolstenholme Towne in Martin's Hundred once stood, was completed. The home was built by Carter Burwell, who appears to have lived on the plantation site since the 1730s⁸³

As revolution grew imminent in the 1770s, throughout Virginia citizens' loyalties were divided. Some who were loyal to the Crown abandoned their homes in advance of the coming conflict, leaving residences in James City and Isle of Wight Counties among others. When they left the county—willingly or not—their lands were considered escheated and sold to their more "patriotic" neighbors.⁸⁴

In the early days of the American Revolution, Jamestown Island was the site of a military post. As the war progressed, the area became an important location for the exchange of prisoners of war from both sides of the conflict. In addition, Jamestown bore witness to Cornwallis' movement across the James River and served as a waypoint for those soldiers, both American and French, traveling to join Washington's army.⁸⁵ Other fortifications were constructed on Mulberry Island, located on the north side of the James River in what is today the City of Newport News. The Mulberry Island fortifications were built to stave off the transport of British reinforcements to Yorktown.⁸⁶ The defining event during the period, the Battle of Yorktown, would ultimately be the decisive battle for American freedom

In July of 1781, British Commanding General Sir Henry Clinton sent orders from New York to General Charles Cornwallis, stressing the necessity for establishing a position on the peninsula between the York and James Rivers. Yorktown was thought to be the best location for a naval station to protect the British fleets. By August 2, the landings had been made and Cornwallis and his men

⁸¹ Charles E. Hatch, Jr., Yorktown, and the Siege of 1781 (National Park Service Historical Handbook Series No. 14, 1958) 11.; Clyde F. Trudell, Colonial Yorktown (The Eastern National Park & Monument Association, 1971) 54

⁸² Barbara Beigun Kaplan, Land and Heritage in the Virginia Tidewater: A History of King and Queen County (Richmond: Cadmus Fine Books, 1993) 55 and 67.

⁸³ Ivor Noel Hume and Audrey Noel Hume, The Archaeology of Martin's Hundred: Part 1, Interpretive Studies (University of Pennsylvania Press, 2016) 2.

⁸⁴ King 60-65.

⁸⁵ Hatch n.pag.

⁸⁶ Virginia Department of Historic Resources, "The Virginia Landmark Register," (University of Virginia Press, 1999) 338.

began constructing a complex series of fortifications consisting of batteries toward the river, and redoubts toward the land.⁸⁷

As news of the British digging in at Yorktown spread, French Commander Lafayette took a position about 30 miles to the northwest at West Point, Virginia, to await further orders. American forces under General George Washington, engaged in New York along the Hudson River, received news that French Admiral de Grassi would be heading in from the Indies towards the Chesapeake Bay with a large fleet and 3,200 troops to support their effort. Washington saw the opportunity for a combined land and naval operation at Yorktown, and immediately began to set things in order.⁸⁸

By September, de Grassi had arrived in the Chesapeake Bay. De Grassi's fleet successfully defeated the British in the naval Battle of the Virginia Capes, allowing the French to gain control of the sea and effectively cut off supplies to Cornwallis and the occupying British forces.⁸⁹ By mid-September, Washington had arrived at Williamsburg to take command of the growing American and French forces. On September 28, they began to move toward Yorktown.⁹⁰ The following day Cornwallis abandoned the outer works, retreating to the inner defenses to await reinforcements that would not, in the end, arrive in time.⁹¹ Yorktown was under siege by the joint American/French forces and Cornwallis was forced to evacuate across the river to Gloucester Point.⁹² Lack of boats and a heavy storm impeded the evacuation, and on the morning of October 17 Cornwallis surrendered.

Early National Period (1789–1830)

The Revolution may have established American independence, but it also effectively brought an end to Virginia's venerable tobacco economy. The rural economy based primarily on tobacco prior to the war was changed radically as farmland had been exhausted and the capital moved to Richmond. The markets for Virginia tobacco were almost completely cut off during the war, and planters were forced to diversify, turning primarily to corn, wheat, and livestock for export to the West Indies.

During the post-Revolutionary period, the Tidewater region, including portions of the James River District, was characterized by a significant decline in population. This trend continued from 1790 to 1850 and affected family size and structure, altered social and racial stratification, and prompted farmers to neglect soil improvements on their lands.⁹³ A visitor to James City County in 1796 noted that "poverty and decay seem indeed to have laid their withering hands upon every building public and private between Hampton and Shockoe Creek at Richmond."⁹⁴ Between 1790 and 1820 James City County's population dropped a staggering 42 percent. Only the largest landowners became more secure economically.⁹⁵ Other portions of the James River District, however, saw small population increases during this period. In 1790, Isle of Wight County had a total population of 9,028, 53 percent

⁸⁷ Hatch 7.

⁸⁸ Hatch 9 and 11.

⁸⁹ Hatch 11.

⁹⁰ Hatch 18.

⁹¹ Hatch 20.

⁹² Hatch 23-27.

⁹³ Colonial Williamsburg Foundation (CWF), Toward a Resource Protection Process: James City County, York County, City of Poquoson, and the City of Williamsburg, 2nd Edition (RP3) (Williamsburg, VA: Colonial Williamsburg Foundation, 1986) 187.

⁹⁴ William and Mary Center for Archaeological Research (WMCAR), Preserving our Hidden Heritage: An Archaeological Assessment of James City County, Virginia (Williamsburg, VA: The College of William and Mary, 1997) 55.

⁹⁵ James City County Land Tax Records 1782-1861; CWF Section XII.

of which were white, 43 percent of which were black slaves, and 4 percent of which were free blacks. During the same period in which James City County's population plummeted, Isle of Wight's increased to 10,517. The number of free blacks in the county increased more than 300 percent over this same period.⁹⁶

Surry County too began to show growth in the Post-Revolutionary period. Robert MacIntosh owned a tavern at the "crossroads" across from the present-day Surry Courthouse. MacIntosh's Tavern was likely built before the Revolutionary War. In 1796 MacIntosh donated land at the crossroads for the building of the courthouse which began the Town of Surry. The Southside counties likely owed some of their growth to the transition from a tobacco-based economy to one characterized by diversified farming and the exploitation of timber resources. The most important local products in Isle of Wight included wheat, corn, oats, Irish potatoes, sweet potatoes, peas, beans, hogs, and forest products. By the 1830s, Isle of Wight farmers were also growing enough cotton to support two local factories.⁹⁷

Large plantations such as those along the James River had their own landings, warehouses, mills, shops, and stores. These plantations essentially functioned as small villages, totally independent and in little need of large towns. The Edwards family had claimed vast holdings along the southern shore of the James River, across from Jamestown. From Pleasant Point to Chippokes, the Edwards' owned such plantations as Pleasant Point, Cedarfields, Mount Ivy, and Chestnut Farms. No known dimensions exist for the Edwards plantation of Chestnut Farms, though Wakefield, considered a large plantation within Surry County, was fairly small by the standards of Carter's Grove or Stratford Hall.⁹⁸

Antebellum Period (1830–1860)

By the middle of the nineteenth century, improved agricultural techniques and crop diversification led to a revitalization of the region's agricultural economy, which had shifted from tobacco cultivation to the production of grain crops. On the eve of the Civil War, agriculture in the Tidewater region had evolved into a mixed crop system, and beef production and other forms of animal husbandry were growing in importance. More sophisticated farming methods became prevalent, including the use of marl to restore soil that had been acidified by long-term tobacco production and erosion.⁹⁹

Although all four counties within the James River District experienced the shift to a mixed crop system, economies and the social landscape within each were not the same. In Isle of Wight County, for instance, the white population remained virtually constant at around 5,000 inhabitants. Slavery was not as important to the county's social and economic makeup as in other Tidewater counties in the antebellum period, and Isle of Wight was also home to a significant number of free slaves before Emancipation.¹⁰⁰ In Surry County, on the other hand, population growth slowed. Yet at the same time, Surry farmers amassed a rapid growth in profits and personal wealth, largely on the backs of increases in slave labor.¹⁰¹ An increase in the slave population, however, gave rise to discontent and the potential for slave rebellions.

⁹⁶ King 139.

⁹⁷ King n.pag.

⁹⁸ Kornwolf *Architecture* 7.

⁹⁹ CWF Section XII

¹⁰⁰ King 146; G. W. Dyer, *Democracy in the South Before the Civil War* (Nashville, TN: Publishing House of the Methodist Episcopal Church, South, Smith & Lamar, Agents, 1905) 63.

¹⁰¹ David Ettis, Frank D. Lewis, Kenneth L. Sokloff, ed., *Slavery and the Development of the Americas* (Cambridge: Cambridge University Press, 2004) 281.

On the north side of the James River, James City County's agricultural economy prompted a minor industrial boom in the form of gristmills. With increasing amounts of grain for export, local farmers needed a reliable means of grinding their grain. Water-powered mills sprang up across the county, and the economic and social importance of their owners was underscored by the fact that millers were exempted from militia musters. Much official ink was also spilled in ensuring the upkeep of roads leading to mills, the quality of their output, and the accuracy of their measuring equipment.¹⁰² Meanwhile, growth in Warwick County was at a virtual standstill on the eve of the Civil War. Already one of Virginia's quietest counties, Warwick sustained nearly no increases in population as the Commonwealth's focus remained on westward expansion and developments in Northern Virginia.

Civil War (1861–1865)

By the 1860s the issues of slavery and states' rights had precipitated armed conflict and Virginia dissolved her ties to the federal government. "The shedding of blood [at Fort Sumter] will serve to change many voters in the hesitating states, from the submission or procrastinating ranks, to the zealous for immediate secession," wrote Virginian Edmund Ruffin.¹⁰³ The shelling of Fort Sumter inaugurated four years of internecine warfare. Reports of the fall of Sumter reached Richmond on April 13, 1861. Four days later, the Virginia Convention voted 88 to 55 for secession.¹⁰⁴ Despite a professed belief that slavery was, "A moral and political evil," Robert E. Lee accepted command of Virginia's military forces.¹⁰⁵

In the early days of the Civil War, eastern James City County saw the flight of some of its families in advance of the arrival of troops fighting during the Peninsula Campaign. The region would see numerous engagements during the war. One of the most significant engagements in the county was the Battle of Williamsburg, which took place in portions of the modern City of Williamsburg, James City County, and York County. While white residents were on the move, some former slaves made their way to Union-held Hampton where former slaves were living as "contraband" near Fort Monroe.¹⁰⁶

When Federal Major General Benjamin Butler seized Newport News in May of 1861, Confederate General Robert E. Lee quickly realized the threat posed to Suffolk, an important junction of the Southside railroad lines connecting the port of Norfolk with Petersburg and Richmond. Lee ordered local commander Brigadier General Benjamin Huger to strengthen the region's defenses, and to erect or expand a number of fortifications along the Nansemond River and the south side of the James River in Isle of Wight County.

On the north side of the river, fortifications were also constructed on Jamestown Island. Many of the agricultural fields and wetlands on Jamestown Island were owned in this period by William Ogain Allen. Allen was one of Virginia's wealthiest men, owning 800 slaves and over 300,000 plantation acres spread across three counties. Allen's interests also include lumbering, shipping, and the railroad. In the years leading up to the Civil War, Allen had not wanted to risk crop destruction by allowing the

¹⁰² Kaplan 86.

¹⁰³ James McPherson, *Battle Cry of Freedom: The Civil War Era* (Oxford: Oxford University Press, 1988) 273.

¹⁰⁴ McPherson 278-281.

¹⁰⁵ McPherson 281.

¹⁰⁶ Sara E. Lewis, *Images of America: James City County* (Charleston: Arcadia Publishing, 2009) 25; Gil Klein, "Slavery, Freedom, and Fort Monroe" *achp.gov*, 2010, http://www.achp.gov/fort_monroe_final_story.pdf.

**JAMESTOWN ISLAND – HOG ISLAND – CAPTAIN JOHN SMITH CHESAPEAKE
NATIONAL HISTORIC TRAIL DISTRICT
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establishment of a military encampment on Jamestown Island for the 1857 250th anniversary celebration of Jamestown. However, in 1861 he allowed the building of defenses on the island, putting soldiers, free African Americans, and his own slaves to work in the construction of Fort Pocahontas and other earthworks. Allen also personally funded troops to garrison the island in an effort to block Union gunboats from sailing further upriver and gaining access to the Confederate capital.¹⁰⁷

By June of 1861, Jamestown Island garrisoned 1000 soldiers who manned 20 cannon, all pointed toward the James River. Fort Pocahontas stood on a point of land west of the old church tower and four additional earthworks were present on the island. The defenses of Jamestown Island were never tested during the Civil War. The Union, rather than attempt to access Richmond via the James or York Rivers, conducted an overland campaign in 1862.¹⁰⁸ In March and April of that year, Union General George B. McClellan had moved the Army of the Potomac (146,000 men) to the peninsula to try to attack Richmond from the southeast. Confederate forces had established a line of defenses in the area, including works stretching from Yorktown on the York River to Mulberry Point on the James River. These works were, at the time, being defended by General John B. Magruder and his men. The York and James River works incorporated earlier earthworks left standing from the Revolutionary War.¹⁰⁹ One such defensive structure was Fort Boykin. Originally constructed in the seventeenth century to protect the Jamestown colonists from both Native Americans and the Spanish, Fort Boykin was redesigned by Colonel Andrew Talcott and rebuilt by order of Robert E. Lee.¹¹⁰ McClellan ordered heavy artillery to Yorktown, while planning a siege of the Confederate defenses there. Meanwhile Magruder was reinforced by Joseph E. Johnston, bringing up Confederate troop levels to near 35,000 men.¹¹¹

On April 16, McClellan ordered an attack at Dam No.1, an area of defense along the Warwick River located about 3 miles southwest of Yorktown, near present day Newport News Reservoir. The attack failed, and over the next two weeks he prepared for the siege of defenses at Yorktown planned for May 6. However, the Confederate forces abandoned their defenses on the night of May 3-4, slipping away ahead of the Union forces to fall back towards Richmond and prepare new defenses.¹¹² Many earthworks still standing today represent those built up during this occasion, and not the considerably smaller structures created during the Revolutionary War, which lie beneath.¹¹³

In May of 1862, several Federal gunboats traveled up the James and fired on Fort Boykin on Burwell's Bay, several miles west of Smithfield. Overwhelmed by the longer range of the Union guns, the Confederate defenders of Fort Boykin abandoned the defenses, destroying their guns and the fort's buildings in the process. After this engagement, Huger withdrew his forces from the Southside forts, and it is likely that the battery near Ragged Island was abandoned by late May 1862.¹¹⁴ That same month, the Confederate soldiers at Jamestown Island burned the magazines and

¹⁰⁷ W. Barksdale Maynard, "Civil War Jamestown: Defending the Confederacy at Fort Pocahontas." In *The Colonial Williamsburg Journal* (2013) n.pag.

¹⁰⁸ Maynard n.pag.

¹⁰⁹ Frances H. Kennedy, ed., *The Civil War Battlefield Guide* (Boston: Houghton Mifflin Co, 1998) 88 and 90.

¹¹⁰ "Fort Boykin" n.pag.

¹¹¹ Hatch n.pag.

¹¹² Kennedy 88 and 90.

¹¹³ Hatch n.pag.

¹¹⁴ "Fort Boykin" n.pag.; National Park Service, "Isle of Wight County: Fort Boykin Archaeological Site," *nps.gov*, accessed 2017, <https://www.nps.gov/articles/ftboykin.htm>.

gun carriages at Fort Pocahontas and abandoned the island. A day later, Yorktown fell.¹¹⁵

On May 4, 1862 McClellan sent Brigadier General George Stoneman in pursuit of Johnston's rear guard, followed by several infantry division and about half his army.¹¹⁶ Muddy roads and rain slowed the progress of Johnston's army and the Union advance; however, Johnston detached a part of his army to make a stand at Magruder's third line of defense east of Williamsburg.¹¹⁷ Attacks on May 4 were primarily cavalry clashes on the roads leading to Williamsburg.¹¹⁸ On the morning of May 5, Union General Joseph Hooker attacked Fort Magruder and suffered heavy casualties. Commanding Confederate General James Longstreet ordered a counterattack on Hooker's retreating forces, until General Phillip Kearny's division arrived to reinforce and stabilize the Union line. During the night of May 5, Longstreet withdrew the rear guard and joined Johnston's retreat up the Peninsula.¹¹⁹ After the fall of Yorktown, Williamsburg also fell. With no one remaining to defend Jamestown Island, Union gunboats sailed freely up the James River¹²⁰

Reconstruction and Growth (1865–1917)

Four years of civil war had a devastating effect on the land and people of the region. Military campaigns and occupation had a more direct effect on the Peninsula; however, the Southside was not left untouched by the war. The devastation wrought by the Civil War left the region depopulated and depressed. Emancipation of the black slave population resulted in a scarcity of laborers, and throughout Tidewater rural families shifted to less labor-intensive modes of agriculture. Agricultural life was hampered by the lack of draft animals and the poor condition of long-neglected fields. It was difficult for most former slave owners to come to terms, both emotionally and financially, with emancipation. Many farms were operated by white landowners who struggled to survive and by black sharecroppers who chose to stay in their old neighborhoods after the war. During this period, Tidewater's agricultural productivity dropped by more than half, and farm size decreased as larger parcels were subdivided and sold.¹²¹

The conclusion of the Civil War saw the end of the plantation economy which had operated nearly unchanged throughout Virginia from the early seventeenth century to 1861.¹²² Throughout the James River District vicinity, populations plummeted as both black and white residents left in large numbers, many seeking work in nearby cities. For instance, in 1860 Isle of Wight County had a population of nearly 10,000. However, the County saw a nearly 20 percent decrease in its population by 1870, dropping to 8,320 residents in a 10-year period.¹²³ Those residents that did stay to work the land were faced with severely neglected fields and little in the way of a labor force. Tidewater farmers, including those in James City County, began joining the "Grange," or "Patrons of Husbandry," a fraternal order established in 1867 and dedicated to helping farmers learn new agricultural methods. Though Virginians were initially slow to join, by 1876 the organization claimed

¹¹⁵ Maynard n.pag.

¹¹⁶ John S. Salmon, The Official Virginia Civil War Battlefield Guide (Mechanicsburg, PA: Stackpole Books, 2001) n.pag.

¹¹⁷ Salmon n.pag.; David Heidler and Jean Heidler, Encyclopedia of the American Civil War. A Political, Social, and Military History, vol. III (California: ABC-CLIO, Inc., 2000) n.pag.

¹¹⁸ Heidler and Heidler n.pag.

¹¹⁹ Heidler and Heidler n.pag.; Salmon n.pag.

¹²⁰ Maynard n.pag.

¹²¹ Martha McCartney, James City County: Keystone of the Commonwealth (James City County, VA: James City Board of Supervisors, 1997) 337-340; WMCAR 59-60.

¹²² Kornwolf Architecture n.pag.

¹²³ King n.pag.

18,000 members in Virginia, with 685 local chapters. Though the Grange had lost most of its power by the 1890s, similar organizations replaced it, including the Farmers' Assembly and Farmers' Alliance and the annual Farmers' Institutes.¹²⁴ In Isle of Wight County, agricultural changes included the remarkable growth of peanut and soybean production. This growth spurred population growth in the county toward the end of the nineteenth century, and by 1890 the county's population had well exceeded its pre-war levels. In the early twentieth century, Isle of Wight farmers profited from an expanding truck-farming market, supplying the growing cities of Newport News and Norfolk with a variety of fresh fruits and vegetables. The meat packing industry also grew considerably during this period, introducing the famed "Smithfield Ham" to a national market.¹²⁵

In a pattern reminiscent of the early nineteenth century, postwar agricultural difficulties prompted residents of many counties, including Isle of Wight, James City, Surry, and Warwick Counties, to seek alternative sources of income. The solution for many was to sell off the timber on their land for cash. Surry County, which had been left bankrupt in the aftermath of the Civil War, had only one major resource: lumber. The commodity of lumber attracted outside capital, and before the turn of the twentieth century the county's first major corporation – the Surry Lumber Company of Dendron – began operation. The lumber industry spurred in-migration of laborers and by 1900 the town of Claremont had a population of 1,000 people while Dendron had 1,513 in 1906. The Surry Lumber Company reached its peak about 1905 when it employed 1,800 people and owned over 60,000 acres in Surry and adjoining counties.¹²⁶ Evidence of the Surry Lumber Company's heyday is present within the James River District. The Scotland Wharf Historic District (VDHR #090-5064) is located on the south side of the James River in Surry County, and was developed around the Lumber Company's shipping operations. The Scotland Wharf received lumber transported on the Surry, Sussex, and Southampton Railroad, which began in circa 1886. Early extant buildings within the district are directly associated with lumber shipping in the late nineteenth century.¹²⁷

In the late 1860s, the arrival of the railroad in the region aided counties such as James City, Surry and Warwick in rebuilding in the post-war era. Surry County's first corporate railroad was built in 1865, when the Atlantic and Danville Railway constructed a narrow-gauge line from Belfield in Greenville County to Claremont in an attempt to turn the old plantation town into an industrial port. The new railway combined with the growth of the Surry Lumber Company at Dendron, spurred the eventual rise of the Surry, Sussex, and Southampton Narrow Gauge Railroad. This new line started in Scotland Warf and extended south past the Nottoway River, passing through Surry Courthouse, Dendron, and Wakefield.¹²⁸ The presence of the Chesapeake and Ohio Railroad in the 1880s in James City County helped to spur economic development by providing ready access to the region's major urban markets. Despite the agricultural profits made possible through improvements in the transportation system, the average size of the James City County farm dropped significantly during this period, and tenancy became more prevalent. Farm bankruptcies were common, and many immigrants arrived from the north to take advantage of depressed land prices. Timber companies also bought up large quantities of inexpensive real estate, and many properties throughout the county were cut over to feed the growing local timber industry.¹²⁹

¹²⁴ Kaplan 155 and 176-177.

¹²⁵ King n.pag.

¹²⁶ Kornwolf Guide to Buildings 2.

¹²⁷ Site Form on File with the VDHR, Accessed March 2017.

¹²⁸ Kornwolf Guide to Buildings 4

¹²⁹ WMCAR 59-60.

In Warwick County, now the City of Newport News, the Atlantic terminus of the Chesapeake and Ohio Railroad was successfully located in Newport News in 1872. While increased industry had come to the region in the late 1860s, the presence of the railroad greatly improved the county's economic outlook in the post-war period. Following the war, the Chesapeake and Ohio Railroad, then extending from Richmond to Covington, Virginia, was debt-ridden. In 1869, a syndicate of financiers, most notably Collis P. Huntington, formed with the purpose of purchasing the controlling interest in the railroad in a bid to save it.¹³⁰ For two years the syndicate quietly acquired lands between Richmond and Newport News, and Huntington and his associates succeeded in locating the Atlantic terminus of the Chesapeake and Ohio Railroad in Newport News. Eight years later, the Old Dominion Land Company was chartered to secure rights-of-way on the peninsula, and construction on the railway began. In 1881, Huntington and the other financiers "...turned over their purchases to the Old Dominion Land Company for \$1.00 per parcel." That year, approximately 17,000 acres of Peninsula land was acquired by the Old Dominion Land Company, of which Hunting was an official. The first trains ran along the newly constructed tracks on October 16, 1881. This initial run coincided with the centennial celebration of Cornwallis' surrender at Yorktown during the Revolutionary War. Also in 1881, Eugene M. McLean, Chief Engineer of the Old Dominion Land Company, produced the map that laid out the City of Newport News, which until then had been but a small village in Warwick County.¹³¹

With the development of the railroad in Warwick County, the village that would become the City of Newport News saw tremendous growth. Developers, land holding companies, and other corporations converged in the area. The Hotel Warwick represented this newfound prosperity as a well-known stop for travelers and businessmen. This led to a growth in small business ownership and economic expansion. While areas such as Isle of Wight, James City, and Surry County remained largely rural throughout this period, Newport News was experiencing increased urbanization. In building the Hotel Warwick, the Land Company sought to encourage people and new businesses to move to the region. Throughout the late nineteenth century, the Land Company pursued multiple means of attracting new residents and industries, including the distribution of circulars and the construction of community facilities. Many of these facilities were built on land gifted by the Land Company or were constructed with financial assistance from the company. By the 1890s Newport News boasted a Union Chapel, the Bank of Newport News (later the First National Bank of Newport News), the Warwick County Courthouse, schools, and "...other vital commercial, civic, and government units." Riverside Hospital, a public library, and Hunting Park were all built on lands donated by the Land Company.¹³² In 1896, while more rural portions of Virginia were still caught in the economic downturn of the post-Civil War years, the City of Newport News was booming; it was so successful that the City withdrew from Warwick County and became an independent entity.¹³³

Economic expansion in Newport News was due, in part, to the attractiveness of the area as a successful port shipyard. Built to construct both naval and commercial vessels, the Newport News shipyard would build its reputation for excellence in the 1890s with the production of a number of large cargo steamers. In 1897, the Newport News shipyard received its first naval ship contract.

¹³⁰ "Old Dominion Land Company Business Records, 1881-1949," *The Library of Virginia*, last modified 2008 (Local Government Records Collection, Newport News (City)/Warwick County Court Records), <http://ead.lib.virginia.edu/vivaxtf/view?docId=lva/vi04105.xml>.

¹³¹ "Old Dominion Land Company Business Records, 1881-1949" n.pag.

¹³² "Old Dominion Land Company Business Records, 1881-1949" n.pag.

¹³³ "Old Dominion Land Company Business Records, 1881-1949" n.pag.; William A. Fox, *Downtown Newport News* (Charleston, SC: Arcadia Publishing, 2010) n.pag.

Through this contract the shipyard built the USS *Nashville* and the USS *Helena*. These were followed in 1898 by the USS *Kearsarge* and the USS *Kentucky*.¹³⁴ By the onset of World War I, the Newport News shipyard had constructed numerous naval vessels. This had profound impacts on the James River as the presence of the military became a permanent element along its shorelines.

World War I to World War II (1917–1945)

The City of Newport News, which received its first naval contract in the late nineteenth century, served as a major port of entry during World War I. More than 400,000 troops passed through the region on their way home from combat.¹³⁵ During this period, a reserve fleet was established at Camp Eustis (modern Fort Eustis). Following World War I, many of wood-hulled reserve fleet ships were moved from the James River to Mallows Bay in Maryland.¹³⁶ After World War I, most of the naval contracts held by the Newport News shipyard were cancelled. Without the need for the construction of new naval vessels, the city and its vicinity suffered through a lean economic period. Further exacerbating the problem, in 1922 naval contracts were limited by international treaty.¹³⁷

Between the World Wars, the James River District region experienced a surge in historic preservation and heritage tourism efforts. In the late nineteenth century, Jamestown Island had been privately purchased by Edward and Louise Barney. However, the portion of the island containing the abandoned eighteenth century parish church and graveyard had been transferred by the General Assembly to the Association for the Preservation of Virginia Antiquities (APVA). In the early 1890s, the Barney's had deeded approximately 22 acres of the island to the APVA but undertook the development of tourism on the island themselves. Following World War I, the APVA erected the Robert Hunt Shrine within the Confederate fort (Fort Pocahontas) on the island.¹³⁸

In the late 1920s, the restoration and recreation of colonial Williamsburg was championed by the Reverend Dr. Goodwin, other community leaders, organizations such as the APVA (now Preservation Virginia), the Colonial Dames, the Daughters of the Confederacy, and the Chamber of Commerce, as well as the scion of the Rockefeller family, John D. Rockefeller, Jr., and his wife, Abby Aldrich Rockefeller. The recreation was intended to celebrate rebel patriots and the early history of the United States. In 1930, a bill was introduced to designate Jamestown, Yorktown, and a portion of Williamsburg as the Colonial National Monument.¹³⁹

Together with Yorktown and Williamsburg, Jamestown represents one part of Virginia's Historic Triangle. The three historic points are linked by the Colonial Parkway. The year after the 1930 designation of Jamestown, Yorktown, and Williamsburg as the Colonial National Monument (renamed the Colonial National Historic Park in 1936)¹⁴⁰, the Eastern Division of the Branch of Plans and Designs was created under National Park Service (NPS) Landscape Architect Charles Peterson's direction. In the spring of that year, design of the Colonial Parkway began. NPS landscape architects

¹³⁴ Fox n.pag.

¹³⁵ Fox n.pag.

¹³⁶ Maritime Administration (MARAD), "James River Reserve Fleet." *Marad.dot.gov*, accessed March 2017, <https://www.marad.dot.gov/about-us/maritime-administration-history-program/vessels-of-the-maritime-administration/james-river-reserve-fleet/>.

¹³⁷ Fox n.pag.

¹³⁸ NPS and the Association of the Preservation of Virginia Antiquities (APVA), The Jamestown Project: Final Development Plan and Environmental Impact Statement (NPS and the APVA 2003) 3-23-28.

¹³⁹ NPS and APVA 3-23-28.

¹⁴⁰ NPS and APVA 3-23-28.

were responsible for the overall architectural and landscape treatment, but the roadway and bridge construction specifications were prepared by engineers from the Bureau of Public Roads (BPR), Department of Agriculture, under a 1926 inter-agency agreement. In 1931, a BPR field office was opened in Williamsburg to facilitate parkway construction. Special agreements with the Navy and private land owners transferred 10 miles of the route between Yorktown and Williamsburg to the NPS free of charge, allowing construction to begin that spring. Despite the fortuitous start, design and routing conflicts, limited funding, and war stretched construction over a 26-year period.¹⁴¹ In 1932, an Act of Congress designated the NPS as the managing agency over Jamestown Island, except for the 22 acres owned by the APVA. The APVA and NPS have jointly administered Jamestown Island since 1934. By 1937 the Colonial Parkway was completed only to Williamsburg. Except for the construction of the Williamsburg Tunnel and Halfway Creek Bridge, both completed in the 1940s, it was not until 1955 that funds were available to extend the parkway to Jamestown Island in anticipation of the 350th anniversary of Jamestown's founding.¹⁴²

The Great Depression of the 1930s was a devastating period in United States history. The residents of rural portions of the James River District, including James City, Surry, and Isle of Wight County, had little access to automobiles, electricity, or telephones for many years to come. Most county roads remained unpaved into the 1930s.¹⁴³ Despite the relative economic stagnation of the 1920s and the hardships of the Great Depression, Newport News fared better than much of the nation. The Old Dominion Land Company embarked on a program of residential development. In 1918, the company had constructed Jefferson Avenue Park, a housing development for black residents of the City. Following this, the Huntington Heights Subdivision was constructed and the Land Company certified a number of other subdivisions in the community, apparently as a means of improving the quality of living in the region.¹⁴⁴ The 1930s ushered in a minor boom in both naval and commercial shipbuilding which helped to bolster the economy in Newport News and its vicinity.¹⁴⁵

During World War II, Camp Patrick Henry, located east of Mulberry Island near the present-day Newport News/Williamsburg International Airport, served as a staging area the Hampton Roads port of embarkation. More than 1.4 million service members passed through the camp on their way overseas. As the war came to an end, Camp Patrick Henry served returning soldiers as a demobilization processing facility.¹⁴⁶ Also during World War II, the James River Reserve Fleet (JRRF), still located at modern Fort Eustis, numbered nearly 300 ships. In 1946, the Merchant Ship Sales Act created the National Defense Reserve Fleet (NDRF). This fleet was intended to serve as a reserve for national defense. The JRRF became part of the NDRF. The fleet would reach its largest number of vessels in the 1950s.¹⁴⁷

The New Dominion (1945–Present)

In the 1950s, training activities at Fort Eustis increased as the Korean War broke out. The Transportation Center was established at Fort Eustis in 1950. Fort Eustis includes Mulberry Island, a

¹⁴¹ Calder Loth, ed., The Virginia Landmarks Register, Third Edition (University of Virginia Press, 1987) n.pag.; National Park Service, “The Colonial Parkway,” *nps.gov*, accessed 2016, <https://www.nps.gov/colo/parkway.htm>.

¹⁴² Loth n.pag.; NPS and APVA 3-23-28.

¹⁴³ WMCAR 60.

¹⁴⁴ “Old Dominion Land Company Records, 1881-1949” n.pag.

¹⁴⁵ Fox n.pag.

¹⁴⁶ Joseph P. Freitas, Virginia in the War Years, 1938-1945: Military Bases, the U-Boat War and Daily Life (Jefferson, North Carolina: McFarland & Company, 2014) 53-54.

¹⁴⁷ MARAD n.pag.

strategic location which featured fortifications during the Revolutionary War and was the site of Fort Crafford during the Civil War. Following World War II, a second wave of historic preservation efforts occurred in the vicinity of the James River District. In the 1970s, an archaeological survey was conducted on Mulberry Island, and identified 31 sites. One such site was Fort Crafford which was designated as a National Historic Place in 1974.¹⁴⁸

In the 1950s, the NPS launched its Mission 66. The program was intended to revitalize the National Parks and their associated visitor facilities. During this time, the Colonial Parkway was finally completed, connecting the three points of the Historic Triangle. In 1956, the Visitor Center at Jamestown was opened by the NPS and the APVA. The Visitor Center was expanded in the 1970s and by the 1990s, major research projects, including on-going archaeological investigations, were begun by the NPS' Jamestown Archaeological Assessment and the APVA's Jamestown Rediscovery project. These works were begun in advance of 2007 400th anniversary commemoration.¹⁴⁹

In 1963, the Sealantic Fund, a philanthropic organization supported by the Rockefellers, purchased Carter's Grove plantation. The plantation was to be utilized as a museum, operated by Colonial Williamsburg. Within six years, the plantation site had been fully deeded to the Colonial Williamsburg Foundation.¹⁵⁰ During this same period, the Anheuser-Busch was looking for a new brewery location in Virginia. In 1969, the Colonial Williamsburg Foundation convinced the company to purchase a large tract of land on the north side of the James River, a short distance from Williamsburg. Anheuser-Busch purchased nearly 3,900 acres, most of it from the Foundation. While the property was intended primarily as a brewery location, the company agreed to also construct a theme park. Following opposition of the plan by a local minister, the company relocated the brewery and theme park further east. They then purchased an additional 160 acres comprising Camp Wallace. In the 1970s, Anheuser-Busch developed a Master Plan for the property, including maintaining 40 percent of the land as greenspace. As plans were underway to begin construction on main roadways and residences as part of the Master Plan, archaeological material was being found. The company paid for further archaeological investigations, which identified the sites of the former Kingsmill and Pettus Plantations.¹⁵¹

C. Historic Development Timeline

Seventeenth Century:

- 1607 Settlement of Jamestown May 14, 1607
- 1608 Settlement of Hog Island
- 1608 John Smith's 1st and 2nd Chesapeake exploration voyages
- 1618 Mulberry Island/Mulberry Point (later Fort Crafford) settled

¹⁴⁸ Department of the Army, "Draft Environmental Impact Statement: The United States Army Transportation Center at Fort Eustis, Fort Eustis, Virginia." (Fort Eustis, VA: The United States Army Transportation Center and Fort Eustis, 1979) 40.

¹⁴⁹ NPS and APVA 3-23-28.

¹⁵⁰ Hume Martin's Hundred 7.

¹⁵¹ "History of Kingsmill in Williamsburg VA," *MrWilliamsburg.com*, accessed March 2017, <http://mrwilliamsburg.com/history-of-kingsmill-in-williamsburg-va/>.

- 1619 Africans first arrive in Virginia
- 1619 Lands of Kingsmill and Chippokes Plantations Patented
- 1622 Powhatan attacks
- 1623 Construction of The Castle at current location of Fort Boykin
- 1634 Jamestown Colony was transferred from the Virginia Company to the British Crown
- 1644 Second Powhatan attacks
- 1676 Jamestown burned in a rebellion led by Nathaniel Bacon
- 1699 Capital of Virginia moved from Jamestown to Williamsburg

Eighteenth Century:

- 1750 Construction of Carter's Grove begins
- 1753 Construction of Carter's Grove completed
- 1775 Revolutionary War begins
- 1781 Battle of Green Spring takes place on July 6th
- 1781 Artillery landings at Trebell's Landing in late September
- 1781 Siege of Yorktown begins September 28th
- 1781 Cornwallis surrenders on October 17th

Nineteenth Century:

- 1809 Warwick Towne abandoned and the seat of Warwick County was relocated to Denbigh, where a new courthouse was erected in 1810
- 1861 Civil War begins
- 1861 Construction of the Mulberry Island Point battery (Fort Crafford) begins on August 14th
- 1862 Fort Huger completed
- 1862 Battle of Yorktown takes begins on April 16th; Confederate forces abandon their defenses on the night of May 3rd/4th, including Fort Crafford
- 1862 Battle of Williamsburg takes place on May 4th and 5th
- 1862 Fort Boykin bombarded by Union gunboats and then abandoned by Confederates in May
- 1867 The Patrons of Husbandry, a fraternal order, was established to help farmers learn new agricultural methods
- 1881 Arrival of Chesapeake and Ohio Railroad to James City County and Warwick County

1893 APVA acquires 22.5 Acre site of Jamestown Fort / Settlement

Twentieth Century:

1907 300th Anniversary of the settlement of the Jamestown Colony

1918 Mulberry Island purchased by the United States government and Camp Abraham Eustis established

1919 James River first used to store ships (Ghost Fleet)

1924 Crafford House, located within the boundary of Fort Crafford, is demolished

1925 Jamestown-Scotland Ferry established

1926 Restoration of Colonial Williamsburg begins

1930 Designation of Colonial National Monument

1931 Colonial Parkway construction begins

1933 Hog Island purchased by the Newport News Yacht Club

1934 NPS acquires remaining 1,500 acres of Jamestown Island

1936 Colonial National Monument designated Colonial National Historic Park

1937 Colonial Parkway completed between Yorktown and Williamsburg

1941 United States enters World War II

1945 Ownership of Hog Island transferred to the Commonwealth of Virginia to function as a wildlife refuge

1945 Jamestown-Scotland Ferry acquired by Commonwealth of Virginia

1946 James River Reserve Fleet (Ghost Fleet) formally established

1957 Colonial Parkway completed between Williamsburg and Jamestown

1969 Carter's Grove acquired by the Colonial Williamsburg Foundation

1970 Kingsmill Resort/Community development begins

1973 Both nuclear units at Surry Power Station online

2006 Designation of Captain John Smith National Historic Trail

2007 400th Anniversary of the settlement of the Jamestown Colony

2007 Colonial Williamsburg Foundation sells Carter's Grove

D. PART II. PHYSICAL INFORMATION

A. Landscape Character and Description Summary

The Jamestown Island – Hog Island – Captain John Smith Chesapeake National Historic Trail District (James River District) represents a portion of the Lower James River and adjacent shoreline from approximately Swann's Point to the Pagan River, generally bounded by James City County and the City

of Newport News along the North shore and Surry County and Isle of Wight County along the South shore. The James River District was identified during the Section 106 process for the Surry-Skiffes Creek-Wheaton 500 kV/230 kV Transmission Line Project. The National Register of Historic Places eligibility of the James River District was confirmed by the Keeper of the National Register (Keeper); however, the Keeper did not define an upstream or downstream boundary for the James River District, nor did the Keeper define a landward limit for the James River District. Instead, the Keeper stated that the entire indirect Area of Potential Effect associated with the James River crossing is considered part of the James River District. The entire district comprises approximately 75,000 acres, composed primarily of the James River and the surrounding land 0.5 miles inland.

The James River represents one of multiple bodies of water that are significant components of the 3,000-mile Captain John Smith Chesapeake National Historical Trail. It is this part of the trail where Captain Smith first settled Jamestown and established later communities and settlements. Prior to first contact, this portion of the James River had a significant Native American history as the Quiyoughcohannock, Paspahegh, and Warraskoyack tribes inhabited the shores of this district.¹⁵² Following the Jamestown settlement, the proposed James River District spans multiple periods of American history including colonial development, the Revolutionary and Civil War, growth of the American military, and the national historic preservation movement. These periods of history still have elements present within the district.

This portion of the James River includes a significant bend in the river around Hog Island Wildlife Management Area and then widens to 5 miles as its broadest point. The resulting layout creates a variety of viewsheds and experiences depending on the direction of travel (whether by land or water). Humans have inhabited the land and capitalized on the river's resources throughout the historic continuum. Today, there exists a tension between development, historic preservation, and conservation. The James River continues to function as a major water body facilitating shipping vessels while also offering commercial shell fishing, commercial fishing, and recreational opportunities. Land uses reflect the desirability of the river with preserved historic plantations (Carters Grove), industrial uses (BASF plant), historic communities (Scotland Wharf), planned developments (Kingsmill Plantation), military installations (Fort Eustis and the Ghost Fleet), heritage tourism destinations (Jamestown, Colonial Parkway, Chippokes, and Fort Boykin), wildlife refuges (Hog Island), power generation (Surry Power Station), and transportation facilities (Jamestown-Scotland Ferry). These multiple land uses create a complex cultural landscape with multiple layers of history interwoven among modern infrastructure. This complexity has also led to numerous preservation and conservation efforts focusing on holistic treatments of the broader cultural landscape.

B. Character Defining Features:

1. Natural features:
 - a. Topography:

¹⁵² National Park Service, "Making the Trail Visible and Visitor Ready: A Plan for the James River Segment," (National Park Service, U.S. Department of the Interior, 2011) n.pag.

The district is located at the interface of the Middle Atlantic Coastal Plain and Southeastern Plains Level III Ecoregions, which are separated by the Surry Scarp. This location reflects a general change of lessening topography when heading down river within the James River District. The majority of the James River District is composed of the James River proper. The 0.5-mile swath of land bordering this portion of the river varies in topography as the river curves below Jamestown Island and features a distinct oxbow at Hog Island, further curving and widening in the downriver direction. Surrounding land ranges from low-lying tidal wetland areas associated with river bends and nearby tidal creeks to shorelines with higher banks and distinct cliffs.

Various low-landform areas fall within the James River District. Jamestown Island is nearly level to gently sloping with a series of ancient beach ridges and swales. Elevation ranges from sea-level to a maximum of 10 feet above mean sea level (amsl) with active erosion along the western face of the island (NPS 2015). There is a shallow sandy beach along the retreating southern and eastern shorelines. Hog Island, located on the south shore of the district, is made up of a predominantly flat, low-lying marsh area that sits right at sea-level. Mulberry Island is also a low-lying area comprised of a combination of forest, marshes and meandering tidal creeks (NPS 2015). The majority of the island is comprised of military features within largely undeveloped natural areas associated with Fort Eustis and Felker Army Airfield; the southern tip of the island has been previously diked and is used as a disposal area for dredged sediments.¹⁵³

A portion of the Colonial Parkway, a scenic roadway connecting Jamestown to Yorktown, runs within the district along the James River to Jamestown via a narrow isthmus. Within the district, the Colonial Parkway is made up of a combination of upland banks, low-lying marsh area, and shoreline that has been stabilized with revetment.¹⁵⁴ In some areas, fill material used during construction has resulted in a narrow sandy beach along the roadway. Historically, areas of the Colonial Parkway within the district have experienced intermittent to severe bank erosion.

Scotland Wharf and Kingsmill Plantation accentuate the dramatic topographic change with building footprints near the water's edge. The topography rises 30 to 40 feet in some locations without any significant corresponding run, creating cliffs and erodible areas.

The land-water relationship has led to erosion concerns that date back to historic periods. The location of the original fort at Jamestown was thought to be lost to erosion until it was rediscovered in the 1990s. One of Fort Crafford's development periods included an outer battery on a sand bar in the water. Erosion has removed all evidence of that outer battery. Sea level rise and erosion are one of the greatest threats to a number of historic resources in the district, leading the National Park Service to specifically identify Jamestown as very vulnerable to sea level rise.

b. Vegetation:

The James River District is composed of natural and formally designed landscapes. However, most the land within the district reflects the local ecology of the area. Vegetation has changed from pre-contact era both in species composition and stand age, reflecting the pattern of past land use in the district. Vegetation within the district is primarily defined by riparian forests, tidal marshes, and

¹⁵³ K.A. Moore, City of Newport News and Fort Eustis Tidal Marsh Inventory (Virginia Institute of Marine Science, 1977) n.pag.

¹⁵⁴ U.S. Army Corps of Engineers, Environmental Assessment: Shoreline Management Plan, Colonial National Historic Park, Jamestown Island, Virginia (Norfolk, VA: U.S. Army Corps of Engineers 2002) n.pag.

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forested and non-forested wetlands. The James River transitions from fresh to brackish water moving downriver, affecting the vegetative composition. The fresh/salt water break point on the James River is generally considered to be along a line from Hog Island to College Creek.

Within Surry County, the upriver region of the district along the south shore of the river is characterized by forested uplands and wetlands where pine and hardwood species are dominant. Cypress and freshwater marsh vegetation such as spatterdock (*Nuphar luteum*), arrow arum (*Peltandra virginica*), and wild rice (*Zizania aquatica*) are dominant along the shoreline in this area.¹⁵⁵ Marshes that are large enough and rich enough in tuber-producing spatterdock and seed-producing wild rice may be considered “high-resource marshes.” These marshes were used by Native Americans as major food sources and could feed several families for weeks or months from the harvest of these wild plants. Such high-resource marshes also support shellfish, fish, and birds during certain seasons of the year. The district along the south shore of the James River contains the Hog Island Peninsula which is largely made up of the Hog Island State Wildlife Refuge, the majority of which contains undeveloped forested uplands dominated by loblolly pine, freshwater wetlands, and salt marshes.¹⁵⁶

Wetlands along the north shore of the river in the James City County portion of the district include tidal wetlands, transitioning from freshwater vegetative communities in the upstream region to brackish vegetative communities in the downstream region. Jamestown Island is dominated by palustrine emergent and forested wetlands with mudflats prevalent in adjacent tidal creeks and guts surrounding the island (NPS 1993 and 2002). Mixed pine and hardwood species such as loblolly pine (*Pinus taeda*), red maple (*Acer rubrum*), and black gum (*Nyssa sylvatica*) characterize the wooded upland area of Jamestown Island while adjacent creeks (Passmore Creek, Back River) are dominated by arrow arum, wild rice, big cordgrass (*Spartina cynosuroides*), and saltmarsh cordgrass (*Spartina alterniflora*) (Moore 1980; NPS 2015). Downriver from Jamestown Island, a significant tidal wetland system lies at College Creek, which is predominantly made up of both fresh and brackish species, particularly arrow arum and big cordgrass.¹⁵⁷ The invasive species common reed (*Phragmites australis*) has become prevalent in many wetlands and is the subject of vegetation management programs by the NPS.

Downriver, the shoreline is sandy but contains multiple tidal creeks between Jamestown Island and Skiffes Creek, such as Grice’s Creek and Grove Creek. These creeks provide pockets of marsh characterized by salt-tolerant species such as big cordgrass and saltmarsh cordgrass with some freshwater species such as arrow arum and pickerelweed (*Pontedaria cordata*) within the upstream reaches.¹⁵⁸ Unique to the Skiffes Creek marsh community is a population of Florida Adder’s Mouth (*Malaxis spicata*), a rare species in Virginia.¹⁵⁹ Inland, southern mixed hardwood forest communities with species such as American beech, white oak, and southern sugar maple are dominant in this

¹⁵⁵ National Parks Service, General Management Plan: Colonial National Historic Park, Virginia (Virginia: National Park Service, 1993) n.pag.

¹⁵⁶ Virginia Department of Game and Inland Fisheries, “Hog Island,” last modified 2016, <https://www.dgif.virginia.gov/wma/hog-island/>.

¹⁵⁷ Moore n.pag.

¹⁵⁸ Moore n.pag.

¹⁵⁹ K.H. Clark, “Conservation Planning for the Natural Areas of the Lower Peninsula of Virginia,” *Natural Heritage Technical Report #93-4* (Virginia Department of Conservation and Recreation, Division of Natural Heritage, 1993) n.pag.

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area.¹⁶⁰ As the river broadens downstream, vegetative communities within the Isle of Wight County and Newport News portions of the district are made up of tidal flats and salt marshes dominated by salt marsh and high marsh species such as black needlerush (*Juncus roemerianus*), saltmarsh cordgrass, and saltbushes (*Baccharis halimifolia* and *Iva frutescens*), along with mixed hardwood upland communities.¹⁶¹

c. Water:

The James River comprises most the physical acreage of the district. The river is a major east coast waterway that originates in the Appalachian Mountains of West Virginia and travels 348 miles to the Chesapeake Bay, forming the James River watershed. This is a component of a larger hydrological unit referred to as the Chesapeake Bay Watershed. The James River District includes the lower James River, a wide navigable waterbody that provides access to the Port of Richmond and is entirely tidal in its composition within the district.

Within the James River District, the width of the James River ranges from 1.60 miles to 4.75 miles at its widest. At the upstream end of the district, the river narrows and travels south around Jamestown Island before curving northward around Hog Island and meandering south again. Depths range from shallow shoals less than 10 feet in depth to naturally deep holes and channels up to 90 feet in depth. Indeed, naturally deep water immediately adjacent to Jamestown provided accessibility by ship and influenced the selection of the site for settlement. Since 1884, the United States has formerly monitored and maintained a navigation channel between Hampton Roads downriver and the Port of Richmond/Richmond Locks upriver. Along this 90-mile corridor, a 200 to 300-foot-wide channel has been created that is anywhere from 18 to 25 feet deep. Within the James River District, the channel is 300 feet wide and 25 feet deep. Several small bays are located along the outside bends of the James River and include Cobham Bay and Burwell Bay.

Within the district boundaries are numerous hydrological features such as wetlands, marshes, and streams which drain the lowland areas and empty into the James River. Each waterbody represents various habitats that support a variety of plant and animal resources. Several of these waterbodies have distinctive characteristics that tie together the ecology and the history of the district. Jamestown Island has 1500 acres of freshwater wetlands, tidal wetlands, and wooded uplands which reside in the upper reaches of the saltwater zone of James River. This creates a unique environmental of fresh and brackish water conditions depending on the time of year. Three creeks (Passmore, Kingsmill, and a third unnamed creek) are located on Jamestown Island and drain the swamps and marshes of the island. Also, running generally south near Jamestown is the large tributary of Powhatan Creek, which is considered a well-preserved natural waterbody buffered from nearby residential development with bald cypress along its banks. Powhatan Creek narrows to become the Back River and then empties into a large embayment known as the Thorofare before finally entering the James River. Mill Creek and College Creek are two waterbodies on the north shore that also contain extensive freshwater wetlands on their shoreline. Mill Creek in particular has 14 high-resources marshes along its main corridor. Further east is a small tributary known as Grove Creek, the inward most point for clams.

¹⁶⁰ Clark n.pag.

¹⁶¹ Moore n.pag.; National Park Service, Final Comprehensive Management Plan and Environmental Assessment for the Captain John Smith Chesapeake National Historic Trail (U.S. Department of the Interior, National Park Service 2011a n.pag; National Park Service, “National Register of Historic Places Registration Form: Captain John Smith Chesapeake National Historic Trail, Keystone Segment, Historic District” (U.S. Department of the Interior, 2015) n.pag.

Skiffes Creek is another major tributary emptying into the James River south of the former BASF manufacturing facility. At the mouth of Skiffes Creek is a location of Native American and seventeenth century settlements. Warwick River is similar to Skiffes Creek and has clear evidence of settlement activity.

The southern shoreline of the district also has several tributaries and distinct waterbodies. The Pagan River represents the southern boundary of the district on the south shore. Similar to other larger waterbodies in the district, the mouth of the river included Native American settlements that were known to have been visited by John Smith. West of the Pagan River is the inlet Burwell Bay (the inland most point for oyster beds), an area where steep slopes made it less inviting for settlement. Further north is the major tributary of Lawnes Creek whose confluence is on the southeastern edge of Hog Island. Lawnes Creek is unique because it is bordered by both saltwater marshes and freshwater wetlands. Hog Island is bounded by Lawnes Creek on the east and Lower Chippokes Creek on the west. Hunnicut Creek, which cuts through the middle of the island near the central part of the island, includes upland forests, saltwater marshes, and freshwater wetlands. College Run and Lower Chippokes Creek both empty into Cobham Bay on the west side of Hog Island. These creeks are resource rich areas with extensive freshwater wetlands and one high-resource marsh. Also emptying into Cobham Bay are smaller tributaries known as Blizzards and Cedar Field Creeks. Further northwest, the land again opens up and flattens out into a rich alluvial plain with Crouch and Timber Neck Creeks merging at a place known as Pleasant Point, an early plantation settlement. These areas have rich soils with freshwater wetlands and marshes. Grays Creek lies west of Scotland Wharf (the ferry crossing) and is similar to Crouch Creek but on a larger scale. The rich fertile soils along its banks were ideal for agricultural production with Native Americans and early settlers. There are 10 high-resource marshes and up to 46 archaeological sites denoting Native American habitation. The district boundary ends at Swann's Point.

The highly valued James River attracts commercial shipping, the United States military, transportation ferries, commercial watermen, and recreational boaters. As such, the James River is marked by buoys, navigational markers, dock structures, jetties, boat landings, and other contemporary waterway structures. These structures are further described in the section on structures. For many years now, organizations such as the James River Association have been monitoring the river because of its complex relationship with humans. It has developed a sophisticated system for measuring the health of the river including habitat and resource conservation and pollution. While progress has been made, many of the James River's associated waterbodies continue to show signs of stress based on land use practices and human interaction.

2. Spatial organization:

The James River District has a variety of organization patterns focused around key themes: conservation/preservation; industry/energy; military; and community development. Various residential developments, historic sites, military bases, and industrial facilities are linked by a largely rural roadway network, much of which exists outside the limits of the study area for the James River District. The district is physically linked across the river by the Jamestown/Scotland Ferry at the upstream end of the district (Route 31) and the James River Bridge (U.S. Route 17) in Newport News which crosses just downstream of the district. In general Surry and Isle of Wight Counties along the south shore of the James are largely rural. James City County on the northern shore of the upstream end of the district has a mix of conservation, residential development, and industrial development. The City of Newport News includes the Fort Eustis unit of Joint Base Eustis-Langley, which has a mix of military development and conservation, and heavy development downstream.

a. Land patterns:

Isle of Wight and Surry Counties are largely rural agricultural communities along the south shore of the James River. The counties include several distinct communities such as the small village of Scotland (associated with the ferry), the village of Rushmere in the central part of the district, and other smaller residential housing developments. Areas near Fort Boykin in the southern end of the district are planned for future residential development with newly constructed roadways and infrastructure. There are also large properties along the southern shore of the district that are in conservation land use. These include Chippokes Plantation State Park, Hog Island Wildlife Management Area, and Fort Boykin Park. Dominion Energy's Surry Power Station is located on Hog Island.

Land patterns along the north side of the James River are different. Jamestown and the Colonial Parkway are conserved sites at the upstream end of the district. Downstream of the Colonial Parkway is the Kingsmill Resort, a planned development that dominates the view along the shore for several miles. Downstream of Kingsmill is Carters Grove, a significant historical property that is currently undergoing restoration by its owner. Several industrial properties are present upstream of Fort Eustis. Fort Eustis is comprised of military infrastructure and conservation areas. Remaining areas within the City of Newport News include high-density residential development.

b. Circulation:

Automobiles are the primary mode of transportation within the district. The roadway network was not developed to facilitate the circulation of traffic across the district. Instead, many of the current roadways are spurs emanating from major arterials outside the district such as Route 10 and U.S. 60, requiring travelers to leave district boundaries to transit from one area to another. The Jamestown-Scotland Ferry connects James City and Surry Counties at the upstream end of the district. The James River Bridge (U.S. 17) connects the City of Newport News with Isle of Wight County downstream of the district. The most significant roadway in the Historic District is the Colonial Parkway which connects Jamestown to Williamsburg and Yorktown, outside of the James River District. A portion of the parkway sits within district boundaries and offers several overlooks of the James River, as well as providing visitors beach access to the James River near College Creek. This portion of the Colonial Parkway was constructed in the 1950s and is managed by the NPS. It continues to provide distinct views of the James River from several points within the district. The James River itself was historically the most important transportation artery in the James River District. Although roads and rail have become the more prominent modes of transportation in the region, the James River remains an important component of transportation in the area and is utilized to transport material to and from Richmond.

c. Views and vistas

As a waterbody, the James River offers numerous opportunities for views and vistas. There were two vistas documented as part of this survey: views from the river and views from land. Thirteen distinct views were captured looking upriver from various locations on the river. An additional 13 views were captured looking downriver. Outward views up and down river capture the changing landscape of the James River. Some locations, such as the views from Blacks Point, have been well preserved. Views from Carter's Grove offer a direct line of site to Hog Island, downriver, and Jamestown. Views from

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multiple locations on the Colonial Parkway showcase Kingsmill Plantation, Hog Island, the Surry Power Station, and Busch Gardens (in the distance). Views from Fort Boykin, the Colonial Parkway, Jamestown Island, and Fort Crafford showcase the relationship between the natural or historic shoreline and the river. Environmental conditions can significantly modify the potential for vistas on the James River. Haze and leaves from trees hide or expose specific features depending on the time of the year. The attached photographs and legend identify the documented vistas within the district.

With the understanding that the James River District is a dynamic landscape, general assumptions can be made. Views of the south shoreline are generally the most well-preserved with only a few modern elements such as the containment domes at Surry Power Station. Views towards the north shoreline have been modified from their historic context in large part due to Kingsmill Resort, Busch Gardens Theme Park, and developed portions of Fort Eustis. Exceptions are the views toward Jamestown Island, the Colonial Parkway (which is only partially seen due to a thick vegetated screen), and Carters Grove (the house is largely screened except when viewing the property along its central axis). The Ghost Fleet is a prominent presence in many photos of the central part of the district, representing a distinctly twentieth century history. Properties such as Chippokes, Fort Boykin, and Fort Crafford provide excellent viewing locations but their historic resources are largely hidden from the river.

In summary, there are many identifiable vistas within the district and many of them have been altered by developments dating to the latter half of the twentieth century. Areas under state and federal ownership have seen the greatest protection resulting in better preserved views and viewing locations.

d. Buildings and structures: (this includes all buildings and major ships)

Water: There are four structure types (structural groups) affiliated with the James River as a waterbody. One is a collection of early to mid-twentieth century ships known as the James River Reserve Fleet (aka. Ghost Fleet). The James River Reserve Fleet is part of the National Defense Reserve Fleet (NDRF) administered by the U.S. Department of Transportation Maritime Administration. The NDRF consists of a reserve of ships to assist in defense or national emergencies. The James River Reserve Fleet is the oldest of three remaining anchorages of reserve ships. Maritime Administration ship inventories from September 2016 show 10 ships currently moored as part of the James River Reserve Fleet.

A second group of structures in the water are navigational and educational markers. A readily identifiable one is the Captain John Smith Chesapeake National Historic Trail education buoy. A series of these buoys have been placed along the river for recreational boaters and tourists. The buoy contains a recorded message about the history of Jamestown Island and associated historic events. Over 70 navigational markers facilitate marine navigation throughout the district.

The third set of structures is three modern replicas of the original Jamestown settlement ships. The reconstructed *Susan Constant*, *Godspeed*, and *Discovery* are affiliated with the private Jamestown Settlement organization and used in their heritage tourism programs.

The fourth structural group is shoreline structures including shoreline protection and piers. Due to impact from the forces of erosion, shoreline protection has been constructed along shoreline reaches throughout the James River District. Protection measures range from hard engineering approaches such as bulkheads and seawalls, which includes the concrete seawall constructed at Jamestown, to softer approaches such as offshore breakwaters. The most common shoreline protection measure is riprap revetment. The majority of piers in the district are small piers serving single residences, with

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the Jamestown-Scotland Ferry, Jamestown Settlement, Kingsmill Marina, and Fort Eustis piers being notable exceptions.

Land (Historic Fortifications): There are three existing fortifications within the district that played significant roles in the district's history. These are:

- Fort Huger – The fort dates to the Civil War and was used by Confederates to defend Richmond. It remains intact as a public park sitting opposite Fort Eustis in Isle of Wight County.
- Fort Boykin – This historic site sits southwest of the James River in Isle of Wight. Its history dates back to the 1670s, and the site was used as a fort in Bacon's Rebellion, the American Revolution, and the Civil War. Today it serves as a local park open to the public with many of the Civil War era fortifications intact.
- Fort Crafford – Prior to serving as a fort, there is evidence that Fort Crafford was a domestic inhabitation in the seventeenth century. During the Civil War the site was transformed into a pentagonal shaped fortification as part of the Warwick Line the Confederates used to defend Richmond. Since that time, it has become a protected archaeological site within present-day Fort Eustis.

Land: There are a number of historic structures identified within the district; however, most of the structures within the district have little historic significance. Several of the more distinguishable buildings and structures include:

- Carter's Grove – Formerly owned and operated by the Colonial Williamsburg Foundation (CWF), Carter's Grove is now in private ownership and under restoration. A portion of the property sits within the James River District including the house and a portion of the terraced gardens that face the river. The main house was completed in 1755 for Burwell Carter on the site of an earlier plantation known as Martins Hundred. In 1969, the CWF was deeded the land. The view from the house to the river has been preserved. The extensive original garden at the base of the riverfront terraces was reconstructed in the 1970s after a detailed archaeological investigation which also uncovered the site of an early seventeenth-century village near the river's edge.¹⁶²
- Matthew Jones House – This is one of the earliest extant homes in the region, dating to 1725. Constructed of brick and originally one and a half stories, the house was expanded in the nineteenth and twentieth centuries. Today it has been preserved and sits within Fort Eustis with its surrounding setting modified.
- Jamestown Island – There are multiple structures on Jamestown Island, several of which are visible from the river. Historic Jamestowne is jointly owned by the NPS and Preservation Virginia. The property includes both the original settlement and "new" settlement with a an early 1900s historic obelisk memorial, a repurposed building that houses a café, the Memorial Church, a reconstructed fort, a seventeenth century church tower, foundations of the original town, a new facility housing archaeological findings known as the archaearium, administrative support buildings, and the NPS Visitor Center. There are also significant ongoing archaeological excavations. The property has had modifications to its water boundary due to past erosion and the property provides various views of the James River.
- Chippokes Historic Plantation – The property dates to the founding of Jamestown and the plantation has retained its seventeenth century boundaries. There is an antebellum mansion and farm complex on the property as well as an agricultural museum. The farm continues to be owned and operated by the state of Virginia as a state park. Although located within the district,

¹⁶² Loth 210.

historical buildings on the property cannot be seen directly from the James River.

- Surry Power Station – The Surry Power Station is located on a portion of Hog Island and includes two nuclear reactors. By 1973 both nuclear reactors were online. The James River is used to assist in the cooling process and to maintain operations. The reactor domes are the most visible part of the facility with the tops of the domes rising above the tree line.
- Shoreline Development – In the last 50 years, there has been shoreline development along both shores (primarily the north shore) of the James River within the James River District. The Corps of Engineers has estimated that approximately 24% of the James River District consists of residential development¹⁶³. The north shore at the southern end of the district includes dense residential and commercial development within the City of Newport News. At the northern end of the district sits Kingsmill Resort on the north shore (near Carters Grove). Its marina and two residential condominium complexes are visible from multiple viewing points within the district. The southern shoreline has seen development primarily in residential settings. One unique development is a group of 1950s houses collectively known as Mogart’s Beach in the center part of the district. Elsewhere, ongoing and planned development is altering the natural setting around Fort Boykin.
- Fort Eustis – What originally began as a series of temporary military camps, became a permanent military installation in 1923. Through base realignments and closings, Fort Eustis currently includes a Navy and Army presence. Much of Fort Eustis sits north of Mulberry Island and is not visible from the river. Mulberry Island includes a runway for aircraft, historic Fort Crafford, training grounds, and a golf course.
- Water Treatment Facility – Officially known as the James River Treatment Facility, this site sits in the City of Newport News along the north shore near the mouth of the Warwick River. This facility is operated by the Hampton Roads Sanitation District and the facility participates in the improved water quality efforts of the James River.

e. Archeological sites:

A total of 307 archaeological sites have been identified within the Historic District boundaries. These are catalogued in the Virginia Cultural Resource Information Service (V-CRIS) database and represent pre-contact to twentieth century periods. The survey did not specifically document archaeological sites as part of this current HALS effort.

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E. Sources not yet investigated:

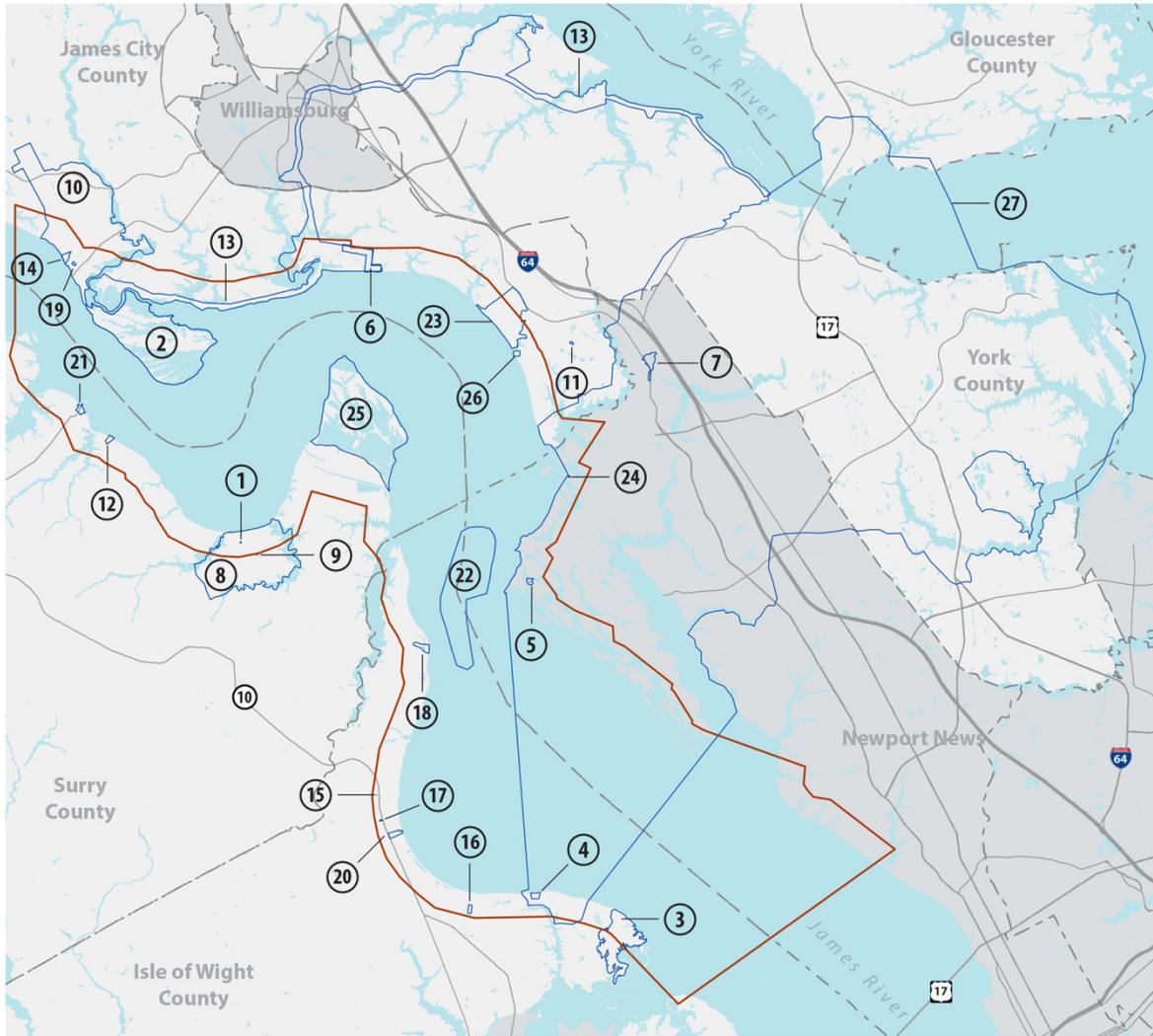
The information presented within the HALs forms represents a broad survey of multiple historic resources within the APE. Numerous publicly available primary and secondary resources were

utilized in the documentation; however, private collections and non-publicly accessible secondary sources were not yet consulted. Additionally, due to the large number of archaeological sites within the APE, the data presented on archaeological resources is general in terms of time periods presented within the historic context of the HALs form.

PART IV. PROJECT INFORMATION

The Jamestown Island-Hog Island-Captain John Smith Chesapeake National Historic Trail District was documented for the Historic American Landscape Survey (HALS, Paul Dolinsky, Chief) as a mitigation effort for adverse effects to historic properties from Dominion Energy Virginia's Surry-Skiffes Creek-Wheaton Transmission Line project, U.S. Army Corps of Engineers permit number NAO-2012-00080/VMRC# 13-V0408, signed on July 3, 2017. Specifically, this HALS documentation meets the requirement set forth in Stipulation I.d.1. of the Memorandum of Agreement, dated April 24, 2017 and signed May 3, 2017, resolving adverse effects to historic properties. Stantec Consulting Services Inc (Stantec) led the documentation effort with Corey Gray serving as primary client contact and Project Manager. Courtney Clements served as the Dominion Energy Virginia environmental permitter. Brynn Stewart and Sandra DeChard, archaeologist and architectural historian respectively with Stantec, led research and documentation efforts. Andrew Kohr, historic landscape architect with Stantec, led cultural landscape project components. Robert Taylor (Dutton + Associates) completed large format photography. Chris Stevens (HALS) supported the final review of project deliverables.

**JAMESTOWN ISLAND – HOG ISLAND – CAPTAIN JOHN SMITH CHESAPEAKE
NATIONAL HISTORIC TRAIL DISTRICT
HALS NO. VA-71
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Map 1 James River District Location and Historic Resources Map

Legend Cities County boundaries Water bodies Jamestown Island-Hog Island-Captain John Smith Chesapeake National Historic Trail District or James River District (HALS VA-71)

Key

- | | | |
|---|---|--|
| 1. Chippokes Plantation River House | 10. Governor's Land Archaeological District | 19. Amblers-on-the-James |
| 2. Jamestown Island (HALS VA-72) | 11. Martin's Hundred Graveyard | 20. Bay Cliff Manor |
| 3. Basses Choice | 12. Crouches Creek Plantation | 21. Scotland Wharf Historic District |
| 4. Fort Boykin | 13. Colonial Parkway (HALS VA-74) | 22. Ghost Fleet |
| 5. Fort Crafford (HALS VA-76) | 14. 4H Camp | 23. Carter's Grove (HALS VA-75) |
| 6. Kingsmill Plantation | 15. Barlow-Nelson House | 24. Matthew Jones House |
| 7. Village of Lee Hall | 16. Bourne-Turner House | 25. Hog Island Wildlife Management Area (HALS VA-73) |
| 8. Chippokes Plantation Historic District | 17. Bay View School | 26. Trebell's Landing (Historic) |
| 9. Jones-Stewart Mansion | 18. Fort Huger | 27. Yorktown Battlefield (HALS VA-77) |

James River District Location and Historic Resources Map (Stantec, March 24, 2017). Sources: 2013 TIGER/Line Shapefile Counties and Cities; 2013 TIGER/Line Shapefile Primary and Secondary Roads; USGS National Hydrography Dataset; USFWS National Wetlands Inventory; 2016 VGIN Virginia Statewide Land Cover Database; ESRI, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

**JAMESTOWN ISLAND – HOG ISLAND – CAPTAIN JOHN SMITH CHESAPEAKE
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Map 2 Riverine and Forest Resources



Legend

<ul style="list-style-type: none"> Cities Estuarine and Marine Deepwater Estuarine and Marine Wetland Freshwater Emergent Wetland 	<ul style="list-style-type: none"> County Boundaries Freshwater Pond Lake Other 	<ul style="list-style-type: none"> Jamestown Island–Hog Island–Captain John Smith Chesapeake National Historic Trail District or James River District (HALS VA-71) Freshwater Forested/Shrub Wetland Riverine Forested Area
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Riverine and Forest Resources Map (Stantec, March 24, 2017). Sources: 2013 TIGER/Line Shapefile Counties and Cities; 2013 TIGER/Line Shapefile Primary and Secondary Roads; USGS National Hydrography Dataset; USFWS National Wetlands Inventory; 2016 VGIN Virginia Statewide Land Cover Database; ESRI, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

ADDENDUM TO:
JAMESTOWN ISLAND-HOG ISLAND-CAPTAIN JOHN SMITH
CHESAPEAKE NATIONAL HISTORIC TRAIL DISTRICT

(James River District)

James River plus the land 0.5 miles inland, roughly from Swann's
Point to Pagan River

Jamestown vicinity

James City County

Virginia

HALS VA-71

HALS VA-71

INDEX TO PHOTOGRAPHS

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U.S. Department of the Interior
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