

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register
See continuation sheet.
determined eligible for the National Register
See continuation sheet.
determined not eligible for the National Register
removed from the National Register
other (explain):

Signature of Keeper

Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

- x private
x public-local
public-State
public-Federal

Category of Property (Check only one box)

- building(s)
x district
site
structure
object

Number of Resources within Property

Table with 2 columns: Contributing, Noncontributing. Rows include buildings, sites, structures, objects, and Total.

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

- Cat: COMMERCE/TRADE Sub: BUSINESS
COMMERCE/TRADE Sub: WAREHOUSE
TRANSPORTATION Sub: ROAD-RELATED/BRIDGE
INDUSTRY Sub: MANUFACTURING FACILITY
INDUSTRY Sub: INDUSTRIAL STORAGE

Current Functions (Enter categories from instructions)

- Cat: COMMERCE/TRADE Sub: BUSINESS
COMMERCE/TRADE Sub: WAREHOUSE
TRANSPORTATION Sub: ROAD-RELATED/BRIDGE

INDUSTRY
INDUSTRY

Sub: MANUFACTURING FACILITY
Sub: INDUSTRIAL STORAGE

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7. Description
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Architectural Classification (Enter categories from instructions)

- | | |
|------------------------------|-------------------------|
| Art Deco | Italianate |
| Beaux Arts Classicism | Moderne |
| Queen Anne | Colonial Revival |
| Romanesque | |
| Commercial | |

Materials (Enter categories from instructions)

- | | |
|------------|---------------------------------|
| foundation | brick; concrete; stone |
| walls | brick; concrete; stone |
| roof | tin; asphalt; EDPM; slate; tile |
| other | |

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

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8. Statement of Significance
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Applicable National Register Criteria (Mark "x" in on or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Areas of Significance (Enter categories from instructions)

- ARCHITECTURE**
- COMMERCE**
- INDUSTRY**
- TRANSPORTATION**

Period of Significance
1880-1949

Significant Dates
1910

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation N/A

Architect/Builder
Builders:
I. J. Smith & Co., Mayo Bridge

Architects/Engineers:
Concrete Steel Engineering Co. of
New York, Mayo Bridge

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, objection structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

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9. Major Bibliographical References
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(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)
___ preliminary determination of individual listing (36 CFR 67) has been requested.
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey #
___ recorded by Historic American Engineering Record #

Primary Location of Additional Data
x State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
___ Other
Name of repository: VA Dept of Historic Resources; Th Virginia State Library; Virginia Historical Society; The Valentine Museum, Richmond, VA

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10. Geographical Data
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Acreage of Property approximately 110 acres

TM References

(Place additional UTM references on a continuation sheet)

Table with 4 columns: Zone, Easting, Northing, Zone, Easting, Northing. Data rows include coordinates for zones 1, 2, 3, and 4. Includes a note: _X_ See continuation sheet.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

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11. Form Prepared By
=====

name/title Nancy Kraus, Historian, and Douglas J. Harnsberger, AIA
organization Commonwealth Architects, P.C. date September 13, 1999
street & number 101 Shockoe Place telephone (804) 648-5040
city or town Richmond state VA zip code 23219

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Additional Documentation
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Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name/title See attached sheets
street & number telephone
city or town state zip code

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

**Manchester Industrial Historic District
City of Richmond, Virginia**

Section 7 Page 1

SUMMARY DESCRIPTION

The Manchester Industrial Historic District is located at the falls along the south bank of the James River, southwest of the central business district of the city of Richmond, Virginia. The boundaries of this historically industrial district include approximately one-half of the acreage historically associated with the independent City of Manchester before the City of Richmond annexed it in 1910. The balance of the geographic area of the former independent city of Manchester is a proposed Manchester Residential and Commercial Historic District. It is a predominantly residential community that extends to the west of the Manchester Industrial Historic District.

The current industrial area of Manchester was developed between 1880 and 1949. The district includes a variety of high quality masonry buildings, solidly constructed and handsomely detailed, representing Art Deco, Beaux Arts Classicism, Commercial, Italianate, Moderne, and Queen Anne architectural styles. Most of the buildings have not been appreciably altered on the exterior since the time of their construction. Covering approximately 35 city blocks, the Manchester Industrial Historic District is visually cohesive with mostly two- and three-story industrial buildings. The district contains 40 contributing buildings, 3 noncontributing buildings, and 1 contributing structure. None of the resources have been previously listed on the National Register of Historic Places.

The boundaries encompass the early locations of the Manchester Mills, the Manchester Canal and Millrace sites and the Manchester Commons, as well as the Mayo (Fourteenth Street) Bridge. The Mayo Bridge connects the district to the Shockoe Valley and Tobacco Row Historic District that is located on the north bank of the James River. The area of the district is generally bounded to the north by the James River, to the east by Stockton and Everett Streets, by McDonough and Perry Streets to the west, and roughly by Commerce Road and Seventh Street to the south.

ARCHITECTURAL ANALYSIS

Initially constructed in 1732, the Manchester Canal and Millrace diverted water from the James River to a system of races and locks that were used to generate power for the earliest mills located along the river bank. The Historic American Engineering Record Survey (HAER No. VA-44), completed in 1986, details the development of the canal, millraces and locks. Segments of the canal, millraces and locks are visible today from the south end of the Mayo Bridge to the west along the river.

The riverfront area between the inlet and outlet of the Manchester Canal is known as the Manchester Commons. The Commons was originally part of the vast property owned by three generations of the Byrd family. Although John Mayo briefly laid claim to the Manchester Commons, the land was officially deeded by the courts to the Town of Manchester in 1811. This open land has historically provided public access to the river. The Manchester Commons is a large grassy stretch of land visible today along the riverbank south and east of the Mayo Bridge. The City of Richmond now owns the Commons.

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The site of the current Mayo (Fourteenth Street) Bridge has been continuously occupied by a bridge since John Mayo was granted a charter to build the first bridge to connect the north and south banks of the James River in 1785.¹ Mayo's son, John Mayo, Jr., received authorization from the General Assembly to continue his father's work. A wooden bridge was constructed in 1788. Successive replacements were built as the bridge was repeatedly washed away during periods of flooding or otherwise destroyed as in 1865 when Confederate forces retreating from Richmond burned the bridge. Construction of the current Mayo Bridge was begun in 1910, and it was opened to the public in 1913. The bridge was designed by Concrete Steel Engineering Company of New York and built by I. J. Smith & Company of Richmond. Charles Bolling, City Engineer, and G. M. Bowers, engineer-in-charge, supervised the construction of the bridge.² The bridge, a fine example of Beaux Arts Classicism, is built in two segments, divided by a section of roadway on Mayo's Island. The segment to the north has seven arches, and the segment to the south has eleven arches. Each arch has a clear span of 71 feet and a rise of seven feet, 27 inches from the soffit of the arch to high tide. The piers, abutments, and arches are made of reinforced concrete. Spandrel walls are cast-in-place concrete, 3 1/2 feet above the bridge floor with an ornamental design of newel posts, recessed panels, and a handrail. Span sections meet at a vertical V-groove between the arch faces. An ornamental pedestal is cast in the parapet above each pier and topped with a light pole. Construction of the Mayo Bridge required 30,000 barrels of Portland cement and 25,000 tons of gravel. A total volume of 23,500 cubic yards of concrete and 400 tons of reinforcing steel was used in the construction of the bridge.³

The earliest of the Manchester Mills was built in the 1730s. The manufacture of textiles, flour, and tobacco provided the industrial basis for the economy of the town of Rocky Ridge that later became the independent City of Manchester. Manchester flourished following its incorporation in 1769 by an act of the Virginia General Assembly. Although the original development of the district included a mix of residences, mills, warehouses, retail commercial establishments, and manufacturing buildings, after the Civil War the area closest to the James River was dominated by commercial buildings, warehouses and factories. Most of the sites currently occupied by mills, factories, and warehouses have been continuously occupied by similar manufacturing concerns since their establishment in the years between 1880 and 1949.

In 1856, Manchester had two cotton mills, two large flour mills, a foundry, several tobacco factories, and the legal rights to one-half of the waterpower of the James River.⁴ The most prominent of the Manchester Mills was the Manchester Cotton and Wool Manufacturing Company, constructed between 1837 and 1840 along the canal at the south end of the Mayo Bridge. The Manchester Cotton and Wool Manufacturing Company was among the first of the textile mills to operate in Manchester and was the first to use the water power developed by the Manchester Canal which later supplied power for other industries located at the falls.⁵ Although the oldest portion of the Manchester Cotton and Wool Manufacturing Company was demolished when the James River Flood Wall was constructed in 1990, portions of the west addition (1901) at 7 Hull Street, its stone foundation, sections of the water delivery system and the wheel housing are visible from the overlook at the entrance of the Flood Wall River Walk.

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According to a publication of the Richmond Chamber of Commerce, the established industries of Manchester in 1893 included cotton mills, a paper mill, flour mills, nail mills, tanneries, sumac and bone mills, oil works, brick yards, tile works, a mattress factory, tobacco factories, fertilizing works, a furniture factory, millwright shops, granite yards, and ice manufactory.⁶ Surviving from this period is 18 West Seventh Street, the oldest building in the district, built in 1880 for the William G. Green Carriage & Wagon Makers. The structure is a two-story brick building in seven-course American bond with hipped roof, simple wood cornice, segmental arches and six-over-six wood, double-hung sash windows. The carriage door entrance has been filled in with brick. Its original attached outhouse remains intact. A faint but legible shadow of the Green Carriage & Wagon Maker advertisement is visible on the west elevation facade. The business evidently enjoyed a relatively long-lived prosperity; representative advertisements are found in the 1888, 1900, and 1910 Richmond directories.

According to the census of 1860, Richmond produced 254,000 barrels of flour valued at nearly \$2,000,000.⁷ The Dunlop Mills, one of Richmond's three major flour industries, were built at the south end of the Mayo Bridge in 1853 by Dunlop, Moncure, & Company,⁸ replacing mills previously owned by Thomas McCance, a leading citizen of Richmond and the second president of the Richmond Chamber of Commerce. Even though the flour industry was the hardest hit by the Civil War and the evacuation fire, the Dunlop Mills continued to prosper, supplying domestic markets. One of only two flour manufacturers in Richmond at the turn of the century, Dunlop Mills continued to operate until 1932. Two red brick buildings that were part of the Dunlop Mills complex remain on the site at 2 Manchester Road currently occupied by the Cooperative Mills, Inc. (Southern States Cooperative). The commercial buildings are one- and two-story brick structures in seven-course American bond with two structural bays and steel, multiple-light industrial windows. The current building complex also includes a warehouse, an office building, and two grain elevators with attached sheds, all constructed in the 1950s.

Before the Civil War, most of the flour manufactured in Richmond was shipped to Brazil in exchange for coffee. In fact, Richmond was the nation's number one ranking coffee port.⁹ As evidenced by listing in the Richmond directories for the period between 1888 and 1910, numerous coffee-related industries were located in Manchester after the war including the Cheek-Neal Coffee Company that specialized in coffee grinding and packing. The structure at 201 Hull Street is a distinctive five-story concrete and brick Commercial style building built in 1920 as a manufacturing/warehouse structure for the Cheek-Neal Coffee Company. The building has three structural bays with six-over-sixteen-light metal windows on the first floor and large steel, multiple-light sash windows on the second through fifth floors. It also features a projecting precast concrete cornice with geometric pendants topping each of four raised pilasters across the front facade. The current occupant is SaniTech Corporation.

During the 1890s, the population of Manchester grew by one hundred percent as streets were laid off and paved, and electric lights and telephone service were secured.¹⁰ Two railroad systems passed through Manchester, the Atlantic Coast Line and the Richmond and Danville System. Two electric car lines and one horse-car line also served the area. Supplanting and replacing older mills

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and factories were numerous new manufacturing facilities including the Manchester Paper and Twine Company, Southern Fertilizer Works, Robert G. Wood Coal & Wood Co., United Cotton Mills, Aragon Coffee Roasters, Manchester Transparent Ice Works, and the Richmond Standard Steel Spike and Iron Company.

The Southern Railroad, organized in 1894, was the third railway system in Richmond. The railway was formed from the consolidation of the Richmond and Danville and the Richmond, York River, and Chesapeake railroads. The elegant Queen Anne style Southern Railroad Depot located at 102 Hull Street was built about 1919. The one-story depot has fine Flemish bond brickwork with glazed headers and with quoins at the corners and a splayed tile roof supported by decorative brackets. Architectural details include corbeled chimneys, three-course brick arches over windows, stone sills and unusual sixteen-over-two wood double-hung sash windows. The primary north elevation has symmetrical entrance doors separated by the original ticket window. After the depot closed, ownership was transferred to the Old Dominion Chapter of the National Railway Historical Society. The Society is in the process of developing the depot as its museum.

By 1900 Richmond's railroads were growing and facilitating continued industrial expansion. In 1899 John Skelton Williams, with the aid of Baltimore capitalists, organized the Seaboard Air Line Railroad by taking over the Richmond, Petersburg and Carolina Railroad Company.¹¹ The former Seaboard Air Line Railroad Freight Depot, built in 1910, is located at 604 Hull Street. The one-story, brick structure features a steep gable roof, corbeled chimneys and raised pilasters at each corner. The original one-over-one wood double-hung sash windows and four loading docks with wood doors survive. The former depot is now occupied by Hull Street Sod Station.

Sampson Paint Company, successor to the firm of Sampson & Adamson, operates at 301 Hull Street in a two-story brick and concrete manufacturing building built in 1899. The primary east elevation on Hull Street is four bays wide with large multiple-light metal industrial windows. It has raised pilasters across the front facade with the two outermost bays capped by parapets. A tall, corbeled, industrial chimney to the rear displays the Sampson name and provides high visibility to the company's location.

A handsome collection of commercial-style brick buildings are sited in the area bounded by Hull, Decatur, Second and Fourth Streets. The buildings at 17, 27, and 104 East Second and 300 Decatur Streets were constructed between 1915 and 1928 for the Crawford Manufacturing Company, a diversified manufacturer specializing in fabric novelties, awnings, marine textiles and automobile seat covers. The building at 17 East Second Street constructed in 1915 is a two-story brick structure with a gambrel roof, raised pilasters, corbeled brick belt course, and stone sills. Formerly part of the Crawford Manufacturing complex, it is now used for storage by Richmond Paperboard Corporation. The building at 27 East Second Street retains its identification as Crawford Manufacturing Company Building No.1. Constructed in 1928, the four-story brick Commercial style structure has nine structural bays on its south elevation and a corner entrance with pent supported by brackets. Architectural details include a brick water table, stone sills, thresholds, and belt course and raised pilasters. The

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building is now occupied by Nationwide Electrical Supply Company. The building at 104 East Second Street, formerly Crawford Manufacturing Company Building No. 6, is now home to Caravati's, Inc. The two-story brick mill/warehouse, built in 1924, is distinguished by stone sills, segmental arches and metal industrial hopper windows. Another example of the buildings originally constructed for the Crawford Manufacturing Company is 300 Decatur Street, formerly the company's office building. Constructed in 1937, the two- and three-story structure displays seven-course American bond, a corner entrance on Decatur Street with classical stone architrave and pendants, a pedimented parapet above the entrance, and a stone belt course. Twelve bays long on Decatur Street, the facade retains the original wood one-over-one, double-hung sash windows on the second floor.

Before and after the Civil War agriculture was the South's principal industry. Farming related tools and implements depended upon the iron casting manufacturing industry like those in Manchester. The iron business was the first to recover after the war, producing products at a value in excess of \$3,000,000 in 1870.¹² The peak of iron manufacturing in Richmond occurred between 1880 and 1890, helping to stimulate industrial growth in Manchester. The progressive industrialization included the establishment of Lehmaier, Schwartz & Company that had foil rolling plants along Brander and Bainbridge Streets that were acquired by Reynolds Metals Company in 1930. Founded as the U.S. Foil Company in 1910 by Richard S. Reynolds, Sr. in Louisville, Kentucky, the company manufactured lead and tin foil for tobacco and cigarette packaging.¹³ In 1938, Reynolds Metals Company moved its corporate headquarters from New York to Richmond. Reynolds Metals currently occupies more than 12 acres of buildings in the area bounded by Bainbridge and Brander Streets. Dating from 1941 is 409 Bainbridge Street, a one- and two-story brick factory/warehouse complex with concrete foundation, raised pilasters, stepped parapet with terra cotta tile coping, and metal multiple-light industrial windows. The company acquired its North Plant in Richmond in 1941 for the production of war materials, and completed its executive office building on West Broad Street in 1958.

This part of the Manchester area retains its industrial character and today is still home to active manufacturing concerns. Reynolds Metals (recently acquired by Alcoa Aluminum) still has a substantial presence in the area as do a number of paper and box industries, the Sampson Paint Company and other manufacturers. In 1990 the City of Richmond completed work on a flood wall to protect low-lying areas in Manchester from flooding by the James River. The wall is visible from certain vantage points in this part of Manchester, particularly from those properties located on Manchester Road. The James River Flood Wall, while a presence along the river edge of the district, has not been identified or recorded as a resource in this district.

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MANCHESTER INDUSTRIAL HISTORIC DISTRICT INVENTORY

300-700 BLOCKS BAINBRIDGE STREET

311 Bainbridge Street Vacant lot

409-521 Bainbridge Street

Commercial building: ca. 1941; concrete foundation; one- and two-story brick (seven-course American bond); factory/warehouse/office building complex; raised pilasters; stepped parapet with terra cotta tile coping; metal multiple-light industrial and hopper-style windows; metal roof; occupied by Reynolds Aluminum Co. Commercial Style. Contributing.

700 Bainbridge Street

Commercial building: ca. 1916; one and one-half stories; brick (seven-course American bond); metal roof; six bays, South Elevation; stepped parapet; corbeled coping; segmental-headed windows capped by brick arches; stone belt course and sills; four bays on east elevation; two overhead doors on west elevation; former Phillips 66 service station; vacant. Commercial Style. Contributing.

701 Bainbridge Street

Commercial building: ca. 1920; alterations, 1992; three-story brick (seven-course American bond); manufacturing/warehouse; concrete water table; south elevation has eight structural bays; original wood four-over-four double-hung sash windows, in pairs, on second and third floors; modern fixed glass replacement windows and brick infill on first floor; stepped parapet wall; west elevation has fifteen bays with pairs of original four-over-four wood double-hung sash windows on the second and third floors; segmental-headed windows capped by two-course brick arches; stone sills; former Spaghetti Warehouse restaurant. Commercial Style. Contributing.

701 Bainbridge Street (rear)

Commercial building: ca. 1920; one-story brick (seven-course American bond); four bays on east elevation; metal industrial multiple-light windows; gable roof; three structural bays on north elevation. Commercial Style. Contributing.

702 Bainbridge Street

Commercial building: ca. 1939; one-story brick; flat metal roof; one bay; former service station office; vacant. Commercial Style. Contributing.

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00-600 BLOCKS DECATUR STREET

10 Decatur Street Open lot with electric utility substation

101 Decatur Street Vacant lot

200 Decatur Street

Commercial building: ca. 1927; two-story brick (seven-course American bond); three structural bays, east and west elevations; stone sills; corbeled parapet; flat metal roof; multiple-light metal windows and overhead door on west elevation; nineteen bays on north elevation; segmental arches; four-light wood windows on first floor; six-over-six wood double-hung sash on second floor. Commercial Style. Contributing.

300 Decatur Street

Commercial building: ca. 1937; two- and three-story brick (seven-course American bond); entrance on Decatur Street near corner with Third Street with classical stone architrave and pendants; pedimented parapet above entrance; stone belt course; 19 bays along Third Street with multiple-light metal industrial windows; twelve bays long on Decatur Street with wood one-over-one double-hung sash windows on the second floor; formerly Crawford Mfg. Co. Office Building. Italianate. Contributing.

510 Decatur Street

Commercial building: ca. 1948; three-story brick (running bond); concrete foundation; metal roof; stepped parapet on north and south Elevations; three bays on north elevation; ten bays on west elevation; metal one-over-one double-hung windows; occupied by Miller Manufacturing Co. Commercial Style. Contributing.

610 Decatur Street

Commercial building: ca. 1948; one-story brick (seven-course American bond); low parapet; terra cotta tile coping; six bays; formerly Lewis Supply Co.; currently used for storage. Commercial Style. Contributing.

616 Decatur Street Vacant lot

618 Decatur Street Vacant lot

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100-500 BLOCKS EVERETT STREET

100 Everett Street

Commercial building: ca. 1920; one-story brick (seven-course American bond); corbeled coping; segmental arches; raised pilasters with brick caps define eight bays on E. Second Street; modern aluminum replacement windows; eighteen bays on Everett Street; raised pilasters with corbeled caps; 2 garage bays with sliding wood doors; occupied by Baird Petroleum. Italianate. Contributing.

119 Everett Street (front)

Commercial building: ca. 1930; one-story brick (seven-course American bond); rubble stone foundation; one garage bay on each end; parapets on Second and Third Streets; three bays along Everett Street; corbeled cornice; segmental-headed windows capped by brick arches; brick sills; handsome and unusual original 36-light wood windows; vacant. Italianate. Contributing.

119 Everett Street (rear)

Commercial building: ca. 1930; one-story brick (seven-course American bond); three bays on north elevation; ten bays on west elevation; segmental arches; ashlar sills; corbeled cornice; raised parapet on north elevation; vacant. Commercial Style. Contributing.

200 Everett Street

Commercial building: ca. 1930; two buildings; one-story brick (running bond); flat metal roof; three bays on north elevation in office building; raised pilasters; corbeled belt course; brick coping; metal industrial windows; 12 garage bays in storage building; occupied by Quarles Petroleum Co. Moderne. Contributing.

401 Everett Street Corrugated metal, open lumber storage building on one part of otherwise vacant lot.
Noncontributing.

00-300 & 600 BLOCKS HULL STREET

Mayo Bridge

ca. 1910; constructed in two segments; north segment has seven arches; southern segment has eleven arches; each arch has a clear span of 71 feet and a rise of 7 feet; piers, abutments, and arches are made of reinforced concrete; spandrel walls of cast-in-place concrete; ornamental newel posts, recessed panels, and handrail; ornamental pedestal is cast in the parapet above each pier and topped with a light pole. Beaux Arts Classicism. Contributing Structure.

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7 Hull Street

Commercial buildings: ca. 1901; part of grain elevator; corbeled brick (three-course American bond) silo; remnant of the brick wing addition, stone foundation, water delivery system and wheel housings from the Manchester Cotton and Woolen Manufacturing Company mill; adjacent to the Flood Wall; Vacant. Contributing.

9 Hull Street

Commercial buildings: ca. 1900; expanded 1920; numerous additions, 1947 & 1990; site 1: yellow brick (seven-course American bond); flat tin roof; corbeled belt course; site 2: red brick (five-course American bond) flat roof; concrete foundation and coping; site 3: red brick mill (five-course American bond); high parapet facing the James River; original windows replaced with glass block infill; occupied by Federated Paper Board Co., Inc. Contributing.

100 Hull Street Vacant lot

101 Hull Street Vacant lot

102 Hull Street

Train station: ca. 1919; one-story brick (Flemish bond); elegant appearance with fine brickwork and splayed tile roof supported by brackets; glazed headers and quoins at corners; corbeled chimneys; segmental-headed windows capped by three-course brick arches; three bays on north elevation with two entrance doors and ticket window; unusual sixteen-over-two wood double-hung sash windows; stone sills; original wood loading doors on east and west elevations; octagonal cupola projects from roof to south; formerly the Southern Railway Depot; currently owned by National Railway Historical Society. Queen Anne. Contributing.

115 Hull Street Vacant lot

200 Hull Street Vacant lot

201 Hull Street

Commercial building: ca. 1920; five-story concrete and brick (seven-course American bond); three structural bays with large, steel multiple-light sash windows, second through fifth floors; first floor has 6/16 metal windows; projecting precast concrete cornice with geometric pendants topping each of four raised pilasters across the front facade; manufacturing/warehouse structure for Cheek-Neal Coffee Co. that specialized in coffee grinding and packing; currently occupied by SaniTech Corp. Commercial Style. Contributing.

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205 Hull Street

Commercial building: ca. 1912; four-story brick (seven-course American bond) and precast concrete; four bays; precast concrete classical style pedimented entrance with original wood door and transom; original commercial storefront windows have brick infill; low parapet; second through fourth stories have ten-light metal industrial windows; brick sills; concrete lintels; constructed as office & manufacturing building for Cauthorne Paper Co. Commercial Style. Contributing.

209-213 Hull Street

Commercial building: ca. 1920; Art Deco; one-story brick (seven-course American bond); four bays across front facade; stepped parapet with concrete coping; wide projecting wood cornice; original storefront windows have glass brick infill; raised pilasters with fancy geometric brickwork and terra cotta tile inset; seven bays deep with small metal industrial windows. Art Deco. Contributing.

214 Hull Street

Commercial building: ca. 1920; one-story brick (running bond); three bays, false Mansard roof; wood cornice; original commercial windows have brick infill; original ribbon of transom windows survive; stepped parapet with brick coping on side elevations. Commercial Style. Contributing.

220 Hull Street

Commercial building: ca. 1919; two-story brick (seven-course American bond); five structural bays; primary entrance in second bay to north; first floor has pairs of original commercial storefront wood windows with 9-light transoms above; raised corbeled pilasters on north and west elevations; projecting galvanized cornice between first and second stories; fancy corbeled parapet; 9 bays on west elevation with similar architectural details; vacant. Commercial Style. Contributing.

301- 305 Hull Street

Commercial building: ca. 1899; two-story brick (running bond); four structural bays wide; raised pilasters across front facade; two outermost bays capped by parapets; first-story windows have glass block infill; fenestration on the second floor consists of large multiple-light, steel hopper windows; 15 bays deep with multiple-light steel windows and loading docks; tall corbeled chimney stack to rear is highly visible; manufacturing building used by the Sampson Paint Company. Art Deco. Contributing.

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317 Hull Street

Commercial building: ca. 1924; one-story brick (seven-course American bond); five bays, brick water table; stone sills and coping; original paneled wood entrance door with multi-pane sidelights and transom; modern anodized aluminum windows; occupied by V.F. Lanasa, Inc. Commercial Style. Contributing.

604 Hull Street

Commercial building: ca. 1910; one-story brick (seven-course American bond); gable roof; corbeled chimneys; five bays; masonry opening on the primary north elevation has glass block infill; stone sills; raised pilasters at corners; ten bays deep; original 1/1 wood double-hung windows and four loading docks; deeply overhanging roof supported by brackets; high stepped parapet on the south elevation; formerly the Seaboard Air Line Railroad Freight Depot. Queen Anne. Contributing.

606 Hull Street Vacant lot

612 Hull Street

Commercial building: ca. 1921; two-story brick (seven-course American bond); high projecting pediment on north elevation; projecting wide wood cornice; three structural bays with pairs of 1/1 wood double-hung sash windows; raised pilasters define bays; brick lintels and sills; nine bays deep; segmental arches; occupied by Southside Cabinet Co., Inc. Commercial Style. Contributing.

616 - 620 Hull Street

Commercial building: ca. 1924; one-story stone; three bays; original transom windows visible; pediment above entrance door; round stone chimneys project above corners; wood cornice at roof line; extension to rear along Seventh Street is eight bays long; brick (seven-course American bond); multiple-light metal industrial windows; stepped parapet on south elevation along Decatur Street; stone building on Hull Street is vacant; rear building occupied by Riggers, Inc. Romanesque. Contributing.

00 - 300 BLOCKS MANCHESTER ROAD

2 Manchester Road

Two commercial buildings: 1) ca. 1920; two-story brick (seven-course American bond); two structural bays with steel, multiple light industrial windows; brick sills; flat metal roof; used as break

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room for Southern States Cooperative. Also one story brick (seven course American bond); one bay; covered with ivy; vacant. Contributing.

2): ca. 1957; grain elevators and office building; two-story concrete and concrete block; stucco; flat roof; metal industrial windows; occupied by Southern States Cooperative. Commercial Style. Noncontributing.

3 Manchester Road

Commercial buildings: ca. 1920; three-story brick and concrete block buildings on Manchester Canal; includes old Marshall Mill; ruinous condition; heavily overgrown; vacant. Commercial Style. Contributing.

7 Manchester Road Vacant lot.

306 - 312 Manchester Road Vacant lots.

307-309 Manchester Road Vacant lots.

00-900 BLOCKS PERRY STREET

700 Perry Street

Commercial building: ca. 1920; one- and two-story brick (seven-course American bond); flat roof; low stepped parapet and raised pilasters on north elevation; industrial loading bays on north elevation; triple segmental arches; stone sills and coping; some original wood six-over-one, double-hung sash windows intact on second story along west elevation; many first-floor windows replaced with brick or concrete block infill; formerly W. P. Ballard & Company; currently occupied by Virginia Carolina Laundry. Italianate. Contributing.

710 Perry Street

Commercial building: ca. 1966; one-story brick; seven bays; flat roof; concrete coping; modern wood six-over-six double-hung sash windows; office with attached warehouse; occupied by Taylor & Parrish, Inc. Commercial. Noncontributing.

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812- 818 Perry Street

Commercial building: ca. 1895; three-story brick (seven-course American bond); ten bays; metal industrial windows; parapet on west elevation; raised pilasters divide eleven bays along north elevation; brick water table; warehouse for Southern Distributors, Inc. Commercial Style. Contributing.

815 Perry Street

Commercial Building: ca. 1912; two-story Art Deco warehouse; six bays on south elevation defined by pilasters and finials; Art Deco geometric details; two center bays capped by pressed tin pedimented parapet; multiple-light metal windows; occupied by Acme Paper & Supply. Art Deco. Contributing.

500 BLOCK PORTER STREET

519 Porter Street Open lot with electric utility substation.

00-100 BLOCKS EAST SECOND STREET

17 East Second Street

Warehouse: ca. 1915; two-story brick (seven-course American bond); thirteen bays on first floor of East Elevation; one-over-one wood double-hung sash windows; gambrel roof; raised pilasters; corbeled brick belt course; stone sills and steps; formerly part of the Crawford Manufacturing Corp. complex; used for storage by Richmond Paperboard Corp. Commercial Style. Contributing.

27 East Second Street

Commercial building: ca. 1928; four-story brick (seven-course American bond); nine structural bays on south elevation; entrance with pent supported by brackets at Decatur and Second Streets; brick water table; stone sills, thresholds, and belt course; raised pilasters separate multiple-light metal industrial windows; pediments at east and west corners; three bays on west elevation with one-over-one wood double-hung sash windows; stepped parapet with stone coping on West Elevation; formerly Crawford Mfg. Co. Building No.1; occupied by Nationwide Electrical Supply Co. Commercial Style and Italianate (addition on Decatur St.). Contributing.

104 East Second Street

Commercial building: ca. 1924; two-story brick (seven-course American bond) and concrete; twelve bays on north elevation; concrete sills; segmental arches; metal industrial hopper windows; formerly Crawford Mfg. Co. Building No.6, mill/warehouse; occupied by Caravati's, Inc. Commercial Style. Contributing.

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00-200 WEST SEVENTH STREET

18 West Seventh Street

Commercial building: ca. 1880; two-story brick (seven-course American bond); simple wood cornice; eight bays on east elevation; six-over-six wood double-hung sash windows; segmental arches; three bays on north elevation; former entrance doors have brick infill; original attached outhouse remains intact; originally constructed for William G. Green Carriage & Wagon Maker. Currently used as storage building for Bass Construction Co. Commercial Style. Contributing.

201-211 West Seventh Street

Commercial building: ca. 1920; two-story brick (seven-course American bond); stepped parapet with terra cotta tile coping on Porter Street; unusual three-over-three vertical pane wood double-hung sash windows; loading bays with projecting canopy along Porter Street; six bays in connecting building along W. Seventh Street; central tower extends above roofline; five bays in building at the southwest corner along W. Seventh Street; segmental-headed windows topped with three-course brick arches; original six-over-six wood double-hung sash windows; high parapet wall with fancy articulated brick cornice; stone sills and threshold; corbeled chimneys; occupied by Atlantic Corrugated Box Co., Inc. Italianate. Contributing.

217 West Seventh Street

Commercial building: ca. 1920; one-, two-, and three-story brick (seven-course American bond); one story with simple parapet fronts on W. Seventh Street; five bays with six-over-six double-hung sash windows extends downhill into a three-story section along Perry Street; six bays; third-story parapet with elaborate brick cornice; stone sills; segmental-headed windows topped with three-course brick arches; four bays with original wood windows and door on W. Sixth Street; two-story wing with similar detailing extends southeast along W. Sixth Street. Italianate. Contributing.

400 BLOCK WEST SIXTH STREET

406 West Sixth Street Vacant lot

00-300 & 500 BLOCKS STOCKTON STREET

101 Stockton Street Vacant lot

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200 Stockton Street

Commercial building: ca. 1900; remodeled, 1993; one-story brick (seven-course American bond); eleven bays on the north elevation; doors have segmental arches; windows have brick sills; metal industrial hopper windows; low stepped parapet on east and west elevations; loading bay; flat roof; brick coping; occupied by Ten Hoeve Bros. Commercial Style. Contributing.

310 Stockton Street

Commercial building: ca. 1946; one-story brick (seven-course American bond); flat roof with tin coping; eighteen bays along Stockton Street with large multiple-light metal industrial windows; two corrugated metal additions. Commercial Style. Contributing.

500 -516 Stockton Street

Commercial building: ca. 1930; three-story brick (seven-course American bond); concrete foundation; five bays along Stockton Street; segmental arches; low stepped parapet with terra cotta tile coping on north and south elevations; ten-bay, one-story addition to rear; occupied by Miller Manufacturing Co., Inc. Commercial Style. Contributing.

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SUMMARY STATEMENT OF SIGNIFICANCE

The Manchester Industrial Historic District is significant because it represents a pattern of uninterrupted commercial and industrial enterprise historically associated with "the falls", the geographic area situated along the south bank of the James River and formerly known as the independent City of Manchester. As early as the 1730s, developers who recognized the commercial potential in the vicinity of the falls built textile, tobacco and flour mills and warehouses along the James River. The Manchester Commons, mill ruins, and segments of the canal and millraces survive as tangible reminders of the progressive industrial development that has characterized the falls for more than three centuries. The steady industrial development of Manchester is not surprising given its numerous commercial advantages: easy access to a deep-river port, an abundant supply of raw materials, the early establishment of railroad depots, a continuous influx of immigrants who provided cheap labor, and a growing statewide population that constituted a market for manufactured goods. The Manchester Industrial Historic District also symbolizes Richmond's effort to industrialize and diversify the region's agrarian economy in the wake of the devastation experienced by the city in particular and the South in general following the Civil War. The buildings in the Manchester Industrial Historic District exemplify Richmond's emergence as an industrial city in the South. Most of the buildings in the district are commercial structures dating from the period 1880-1949, and they are fine examples of late-nineteenth-and early-twentieth-century industrial architecture. Visually cohesive in scale and materials, the district includes examples of mill, warehouse, and industrial buildings that are constructed of high quality masonry representing a variety of architectural styles. The majority of the contributing buildings are distinguished by finely articulated brickwork and distinctive architectural detailing.

The district qualifies for the National Register of Historic Places at the local level of significance under Criterion A in the areas of Commerce, Industry, and Transportation. The nominated district also meets National Register Criterion C in the area of Architecture because the buildings are excellent and little altered examples of warehouse, mill, and industrial architectural design.

HISTORICAL ANALYSIS

The Manchester Industrial Historic District lies geographically at a site naturally suited to industry. Serving as a central point for communication and trade, the area of the falls of the James River was inhabited by Native Americans for more than 1400 years before English settlers arrived.¹⁴ In 1607, Captains Christopher Newport and John Smith and a company of twenty-three men navigated the James River to the falls and claimed the area for King James I of England.¹⁵ The explorers planted a wooden cross at their landing at the falls on what was then a small island near the north end of the present Mayo Bridge.¹⁶ Recognizing the region's commercial potential, the first permanent settlers arrived in 1609 and prospered, though not without adversity. In response to Indian raids, Fort Charles was constructed at the falls of the James in 1644.¹⁷ The fort marked the beginning of continuous settlement in the area of the Manchester Industrial Historic District. Following the establishment of cloth and gristmills, the area was named "the Mills".

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In 1676, William Byrd I inherited tracts of land on both sides of the James River. William Byrd I was successful as a planter, tobacco producer, and trader of a variety of manufactured goods. He also increased his wealth by storing tobacco at his warehouse at the falls.¹⁸ Byrd's Mills, mentioned in a diary entry in 1732, were the oldest in the nation in continuous operation between 1732 and 1852.¹⁹ Located on the south end of the Mayo Bridge, the mills were purchased from William Byrd II by William Mayo who also acquired the canal that powered them and extensive water rights in the James River. Mayo's Mills were then purchased by the firm of Dunlop, Moncure, & Co. in 1852. A new mill plant, the Dunlop Mill, was completed in 1853.²⁰ One of only two flour manufacturers in Richmond at the turn of the century, Dunlop Mills continued to operate until 1932.

Manchester was incorporated in 1769. Early in 1767 William Byrd III was advertising town lots for sale there. Between August of 1767 and October of 1768 Byrd offered his holdings in a huge lottery and so disposed of many of his properties. Following the plan and survey made by Benjamin Watkins the town included 312 lots and several tenements close to the James River. The Manchester street grid included the following streets running east to west: Decatur, Hull, Bainbridge, Porter and Perry. Named for American Naval heroes, the name and placement of the streets remain the same today. Streets running north to south, shown on an 1835 map with their original names (Ludlow, Wadsworth, Summers, Jackson, Bridle, Barney, Allen, Burrows, and Warrington, were later changed to numbered streets, First through Ninth. Eighth Street is now called Commerce Road. Early maps for Manchester show large swaths of land with names like Buchanan's Pasture and Lyle's Pasture that are not part of the grid. These private holdings were gradually absorbed into the street grid system.

Between 1730 and 1788, Coutt's Ferry provided the only public transportation across the river between Manchester and Rocketts in Richmond. The ferry site is located approximately 850 yards down river from the south end of the current Mayo Bridge. The riverfront area between the inlet and outlet of the Manchester Canal is known as the Manchester Commons. John Mayo claimed to have inherited this open land by the river from his father, who had apparently purchased the land from William Byrd III. Officials of the Town of Manchester held that the land belonged to the citizens of the town in order to secure public access to the river. Because Mayo apparently did not possess a properly executed deed, rightful claim on the land was resolved in 1811 in a court case known as *Mayo vs. Murchie*. Mayo was forced to relinquish the land to the town of Manchester. A large grassy stretch of land that was known as the Manchester Commons is visible today along the riverbank east of the Mayo Bridge. The City of Richmond acquired the property when Manchester was annexed to the city in 1910.

Although few buildings were constructed in the Richmond environs during an economic depression that lasted from 1820-1840, economic recovery began when railroads were constructed between Manchester Wharf and Midlothian farther south in Chesterfield County in the early 1830s and between Richmond and Petersburg about 1838. Tracks were extended from Manchester to Danville in 1847, and a railroad bridge was built across the James River in 1850. The railroad helped to make Manchester one of the most important commercial and industrial centers in Virginia.

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During the Civil War the Confederate Navy Yard was located on both sides of the James River—at Rocketts on the north side and adjacent to Manchester on the south side. Several artillery batteries were also located in Manchester. Although the industrial capabilities of Manchester were committed to the Confederate cause from 1861 through 1865, manufacturing suffered because the hostilities halted the flow of raw materials to factories. In addition, military occupation disrupted sales and, in some cases, stopped production altogether. After the Civil War, Manchester suffered widespread depression along with other towns in Virginia. Citizens endured poverty, muddy streets, and a lack of municipal services. The 1870s were economically difficult years, and many mill owners suspended manufacturing or sold their businesses in the face of declining or nonexistent profits. The depression of the 1870's spurred economic leaders to call for a "New South" with greater investment in manufacturing to create a diverse, well-balanced economy of agriculture and factories. Development advocates urged southern investors to compete against northern industrialists. The success of Manchester's industries in the 1880s is not surprising given the region's industrial resources. The easy availability of natural resources including tobacco, cotton and coal, river access to ocean ports, and a growing population that provided labor and a market for manufactured goods spurred development.

Manchester served as the county seat for Chesterfield County for five years between 1871 and 1876. Having grown in area and population, it became an independent city in 1874. Railroads, shipping, mining, and manufacturing stimulated population growth and commerce. In the late 1870s the growth of a wide spectrum of small industries helped to compensate for the general decline in the flour and iron industries. The thriving tobacco industry got a boost from the development of new technology and an abundant supply of high quality raw material.²¹ Mass production of cigarettes increased the need for packaging, box design, chemicals, and dyes. Both Richmond and Manchester saw a surge in paper production.

Paper making had been an important industry in Manchester since 1834 when Franklin Manufacturing Company became the city's first paper manufacturer.²² The company later became part of the Richmond Paper Manufacturing Company that had a mill operating near the Confederate Arsenal in 1874. The Manchester Board and Paper Company built a mill in 1863 with a 66" cylinder machine to make manila tissue.²³ In 1890, fire destroyed the company's facility. When the company rebuilt in 1891, the operation was converted to box board. Reorganized in 1912 as the Manchester Board and Paper Company, the manufacturer subsequently merged with the Federal Paper Board Company to become the second largest paper board company in the United States. Other paper manufacturers in Manchester during the period of significance include the Cauthorne Paper Company, the A. K. Kratz Folding Boxes Company, and the Virginia Folding Box Company. The Richmond Paperboard Company and Federal Paper Board Company, among others, operate in Manchester today.

Into the 1890s significant economic diversity could be found in Manchester. Small manufacturers produced agricultural implements, paper boxes, boots and leather, bricks, brooms, twine, fertilizer, furniture, ice, mattresses, and tin ware. Advertisements in the Manchester directories between

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1890 and 1910 included, among others, the Manchester Paper and Twine Company, Stephen Putney & Company Wholesale Shoe Dealers, Southern Fertilizer Works, Robert G. Wood Coal & Wood Co., United Cotton Mills, Aragon Coffee Roasters, Manchester Transparent Ice Works, the Richmond Standard Steel Spike and Iron Company, Woodward & Son Lumber Company, Allegheny Tobacco Warehouse, and the Old Dominion Distilling Company.

At the turn of the century, local newspapers heralded the industrial success of the Richmond area. A series of industrial "trade parades" were held to celebrate the region's commercial and industrial growth.²⁴ The nature of the work force changed in Manchester as factories expanded. Black men, white women and children entered the work force.²⁵ In factories, a hierarchy of labor developed with workers separated by race, gender, and wage scale. The expansion of the industrial working class precipitated efforts to unionize in order to negotiate wages and working conditions. Frustration with working conditions fostered strikes by the working class in both Richmond and Manchester. In 1903, the Street Railway strike became violent, precipitating swift and successful retaliation by the Virginia State Militia. Further strikes were quelled for more than two decades. The period of race and class conflict that began during Reconstruction and ended with white political victory gave way to an extended period up to World War I of sustained growth but little significant change in the social order.²⁶

The Manchester terminal of the Richmond & Petersburg Electric Railway was constructed in 1910 on Seventh Street between Perry and Porter Streets. The two-story building occupied half a city block and housed seven tracks, along with shops, offices, storerooms and waiting rooms. Small businesses developed near the terminal to provide housing and services for railway employees and passengers.²⁷

In the early part of the twentieth century a steady stream of laborers came to the area from rural Virginia. They came to work in the factories and in the homes of the growing, prosperous managerial and entrepreneurial class. Racial segregation was established by law, severely reducing the political and economic control freedmen had experienced during Reconstruction. White workers could anticipate upward mobility that came with good employment and the acquisition of property.

On April 15, 1910, Manchester was annexed to the City of Richmond, becoming the city's Washington Ward. Influential members of the Richmond city government had urged annexation of adjacent municipalities in order to increase overall prosperity of the area. The annexations that took place in 1906, 1910, and 1914 quadrupled the size of the city, increasing urban investment and the extension of city services. With annexation, the quality of life in Manchester improved through the construction of new schools and the installation of new arc streetlights and sewers. An important benefit for existing businesses was the exemption from Richmond's law against the storage of dangerous materials and the assumption by the City of Richmond of Manchester's bonded indebtedness. In 1913 Manchester and Richmond were joined in a new way—both physically and symbolically—when the old Mayo Bridge was replaced by a new concrete span bearing the historic name.

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World War I brought new levels of prosperity to Manchester, increasing growth and industrialization. When factory workers left their jobs to join the war effort, white women took over their jobs.²⁸ After the war, men returned to reclaim their previous employment. Manufacturing companies continued to adopt new technology that increased mechanization and changed the nature of the work. The wide array of small industries common in Manchester began to disappear and were replaced by larger consolidated manufacturing corporations such as the Crawford Manufacturing Company, the W. P. Ballard Company, the Federal Paper Board Company, and Reynolds Metals Company.

Today, the Manchester area is home to a number of large companies that are visibly consolidated within groupings of historic commercial buildings previously occupied by diverse, smaller industries. A variety of moderate sized commercial structures are vacant, apparently purchased in recent years for investment and future development by individuals or limited liability corporations. With the overt commercial success of historic Shockoe Slip and the blossoming commercial development of the Shockoe Valley and Tobacco Row Historic District, expansion across the Mayo (Fourteenth Street) and Manchester (Ninth Street) bridges into the adjacent Manchester industrial area appears likely. Designation of the area as the Manchester Industrial Historic District may precipitate its rebirth and bring increasing prosperity to one of the oldest commercial environs in the state. The availability of historic tax credits may encourage investment in Manchester that might not otherwise be ventured.

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 9. *Ibid.*, 19.
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GEOGRAPHICAL DATA

UTM REFERENCES

	Zone	Easting	Northing
5.	18	284160	4156190

Verbal Boundary Description

The northern boundary of the Manchester Industrial Historic District extends from the former location of the west side of the Manchester Canal inlet on the west, eastward along the southern bank of the James River to the east side of the Walker's Creek outlet on the east, a distance of roughly 4,800 feet. The district crosses the James River to the north approximately in the center of this length of riverbank, for roughly 1,800 feet to include the Mayo Bridge.

The southeastern boundary of the district follows the northwest right-of-way line (ROW) extended, of Maury Street from the east side of the Walker's Creek outlet southwesterly to the north ROW of Brander Street, it then follows the north ROW of Brander Street curving to the west to where it intersects with the northwest ROW of Stockton Street where Stockton intersects the southwest ROW of East First Street. The boundary then follows the southwest ROW of East First Street southeast for almost 1 1/2 blocks to the southeast building line extended of the existing garage at 200 Everett Street. The boundary then follows the rear building line extended to the northeast ROW of East Third Street.

The boundary of the district then follows the northeast ROW of East Third Street northwest to the northwest ROW of Everett Street, it then follows the northwest ROW of Everett Street southwest for 3 blocks to the northeast ROW of East Sixth Street. The boundary then follows the northeast ROW of East Sixth Street northwest for 1 1/2 blocks to the rear property line extended of 610 Decatur Street, it then follows the rear property line extended southwest for 1 block to the northeast ROW of East Seventh Street.

The southwestern boundary of the district then follows the northeast ROW of East Seventh Street northwest for 1 1/2 blocks to the southwest ROW of Hull Street, it then follows the southeast ROW of Hull Street northeast for 1 block to the northeast ROW of East Sixth Street. The boundary then follows the northeast ROW of East Sixth Street southeast for 1 block to the northwest ROW of Decatur Street.

The boundary then follows the northwest ROW of Decatur Street northeast for 1 block to the northeast ROW of East Fifth Street, it then follows the northeast ROW of East Fifth Street southeast to the northwest ROW of Stockton Street. The boundary then follows the northwest ROW of

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Stockton Street northeast for 1 block to the southwest ROW of East Fourth Street, it then follows the southwest ROW of East Fourth Street northwest for 1 block to the northwest ROW of Decatur Street.

The boundary then follows the northwest ROW of Decatur Street northeast for 1 block to the southwest ROW of East Third Street, it then follows the southwest ROW of East Third Street northwest for 1 block to the southeast ROW of Hull Street, it then follows the southeast ROW of Hull Street southwest for 1 block to the southwest ROW of West Fourth Street. The boundary then follows the southwest ROW of West Fourth Street northwest for 1 block to the southeast ROW of Bainbridge Street, it then follows the southeast ROW of Bainbridge Street southwest for 3 blocks to the southwest ROW of West Seventh Street.

The boundary then follows the southwest ROW of West Seventh Street southeast to the southeast property line of 18 West Seventh Street. The boundary then follows the rear property line of said property and the rear property line of 702 Bainbridge Street southwest along the northwest ROW of Ram Cat Alley to the southwest property line of 702 Bainbridge Street, it then follows the southwest property line of said property extended northwest to the northwest ROW of Bainbridge Street.

The boundary then follows the northwest ROW of Bainbridge Street southwest to the southwest property line of 701 Bainbridge Street, it follows the southwest property line northwest to a point 176 feet northwest of the northwest ROW of Bainbridge Street, it then follows southwest to a point 66 feet northeast of the northeast ROW of Commerce Road, it then follows northwest to the northwest ROW of Porter Street. The boundary then follows the northwest ROW of Porter Street northeast to the southwest property line of 700 Perry Street, it then follows the southwest property line northwest to the southeast property line of 710 Perry Street. The boundary then follows the southeast property line of said property extended southwest across Commerce Road to the southeast property line of 812-18 Perry Street.

The southwestern boundary then follows the southeast property line of 812-18 Perry Street southwest, then southeast, then southwest to the northeast ROW of West Ninth Street. It then follows the northeast ROW of West Ninth Street northwest for 1 1/2 blocks to the southeast ROW of McDonough Street. The boundary then follows the southeast ROW of McDonough Street northeast for 144 feet to the northeast property line of 815 Perry Street, it then follows the northeast property line extended southeast to the southeast ROW of Perry Street.

The boundary then follows the southeast ROW of Perry Street northeast across Commerce Road for 2 blocks to the northeast ROW of West Sixth Street. The boundary then follows the northeast ROW of West Sixth Street northwest to the Northwest ROW of McDonough Street. The boundary then follows a curving line north, back to the former location of the west side of the Manchester Canal inlet, the point of the beginning.

United States Department of the Interior
National Park Service

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**Manchester Industrial Historic District
City of Richmond, Virginia**

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Boundary Justification

The boundaries for the Manchester Industrial Historic District were selected because they encompass the industrial and warehouse sites and ruins dating from the 1730's and the majority of the remaining large-scale late nineteenth and early twentieth century mills, warehouses, and manufacturing buildings historically associated with the independent City of Manchester. The boundaries include approximately one-half of the acreage originally associated with the independent City of Manchester. The southern boundary is in close proximity to the northern boundary of a proposed Manchester Residential and Commercial Historic District.

The northern boundary is cleanly delineated by the southern bank of the James River. The eastern boundary was drawn roughly down the center of Everett Street because that street marks the eastern-most boundary of the industrial development of Manchester. The southern boundary was drawn irregularly around Seventh Street, Hull Street, Bainbridge Street and Commerce Road to divide the warehouse/industrial development of Manchester from that adjacent geographic area that is predominantly residential and retail/commercial. The southern boundary also excludes seven blocks of industrial property that is either vacant or is occupied by new and/or non-contributing construction. The western boundary was drawn roughly along Perry and McDonough Streets to include contributing historic industrial buildings and to exclude a modern complex of buildings constructed for Crestar Bank.

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**Manchester Industrial Historic District
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The Manchester Industrial Historic District includes, in whole or in part, the following City of Richmond tax parcels:

00-0017-002	S000-0100-009
S000-0023-001	S000-0100-012
S000-0025-001	S000-0100-015
S000-0025-006	S000-0100-020
S000-0026-001	S000-0100-021
S000-0026-009	S000-0100-022
S000-0027-001	S000-0100-023
S000-0027-005	S000-0101-001
S000-0035-001a	S000-0101-003
S000-0035-001b	S000-0101-005
S000-0038-001	S000-0101-006
S000-0038-001b	S000-0101-007
S000-0039-011	S000-0101-009
S000-0052-001	S000-0101-010
S000-0052-006	S000-0101-011
S000-0052-009	S000-0101-012
S000-0052-017	S000-0101-013
S000-0053-010	S000-0101-014
S000-0053-012	S000-0101-015
S000-0053-014	S000-0101-020
S000-0053-015	S000-0101-025
S000-0053-026	S000-0104-001
S000-0057-008	S000-0104-004
S000-0057-009	S000-0105-001
S000-0073-001	S000-0105-020
S000-0073-004	S000-0105-021
S000-0073-005	S000-0106-003
S000-0073-010	S000-0109-001
S000-0073-014	S000-0110-001
S000-0078-001	S000-0110-002
S000-0078-002	S000-0110-003
S000-0078-003	S000-0110-008
S000-0078-005	S000-0135-001
S000-0078-006	S000-0136-001
S000-0078-009	S000-0137-001
S000-0100-001	S000-0138-012
S000-0100-003	S000-0139-001
S000-0100-004	S000-0175-002
S000-0100-005	S000-0176-001
S000-0100-007	

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**Manchester Industrial Historic District
City of Richmond, Virginia**

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Manchester Industrial Historic District Property Owners

Address

Owner

Bainbridge Street

409-521 Bainbridge Street
700 Bainbridge Street
701 Bainbridge Street
702 Bainbridge Street

Reynolds Metals, PO Box 27003, Richmond, VA 27003
G. Timothy Reardon, 10400 Leadbetter Rd., Ashland, VA 23005
JW Realty, LLC, 208 Pockets Ct., Williamsburg, VA 23185
G. Timothy Reardon, T14 Randolph Rd., Hopewell, VA 23860

Decatur Street

200 Decatur Street
300 Decatur Street
510 Decatur Street

Cary Co., PO Box 14858, Richmond, VA 23221
S & D, LLC, 300 Decatur St., Richmond, VA 23224
Miller Manufacturing Co., Inc., PO Box 1356, Richmond, VA
23211

610 Decatur Street

Barry & Elaine Ackman, PO Box 24268, Richmond, VA 23224

Everett Street

100 Everett Street
119 Everett Street

B & S Investments, LLC, PO Box 24383, Richmond, VA 23224
Two Hundred & Two Stockton Co., 202 Stockton St., Richmond,
VA 23224

200 Everett Street
401 Everett Street

Quarles Petroleum, PO Box 5249, Fredericksburg, VA 22403
John & Lalia Pearsall, 401 W. 7th Street, Richmond, VA 23225

Hull Street

7 Hull Street

Lanasa Building Corp., c/o V.F. Lanasa, 317 Hull Street,
Richmond, VA 23224

9 Hull Street

Federal Paper Board Co., Inc., 111 Hull Street, Richmond, VA
23224

102 Hull Street

Old Dominion Chapter, National Railway Historical society, 102
Hull Street, Richmond, VA 23224

210 Hull Street

Norman Herod, 1501 Willingham Road, Richmond, VA 23233

205 Hull Street

MAW Associates, 205 Hull St., Richmond, VA 23224

209-213 Hull Street

MAW Associates, 205 Hull St., Richmond, VA 23224

214 Hull Street

Richmond Paperboard Co., 17 E. Second St., Richmond, VA
23224

220 Hull Street

Richmond Paperboard Co., 17 E. Second St., Richmond, VA
23224

301-305 Hull Street

Sampson Coatings, Inc., 1900 Ellen Road, Richmond, VA
23230

317 Hull Street

Lanasa Building Corp., c/o V.F. Lanasa, 317 Hull Street,
Richmond, VA 23224

604 Hull Street

Six Hundred Four Hull St., LLC, 901 Holly Springs Ave.,
Richmond, VA 23224

612 Hull Street

Southside Cabinet Co., 612 Hull St., Richmond, VA 23224

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National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
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**Manchester Industrial Historic District
City of Richmond, Virginia**

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Manchester Industrial Historic District Property Owners, continued

Address	Owner
616-620 Hull Street	Riggers, Inc., 901 Holly Springs Ave., Richmond, VA 23224
<u>Manchester Road</u> 2 Manchester Road 3 Manchester Road	Cooperative Mills, Inc., 2 Manchester Rd., Richmond, Va 23224 Lanasa Building Corp., c/o V.F. Lanasa, 317 Hull St., Richmond, VA 23224
<u>Perry Street</u> 700 Perry Street	Virginia-Carolina Laundry Supply Corp., PO Box 12246, Birmingham, AL 35202
710 Perry Street	Taylor & Parrish, Inc., 710 Perry St., Richmond, VA 23224
812-818 Perry Street	Thurston Spring Service, LLC, PO Box 24123, Richmond, VA 23224
815 Perry Street	Harry S. Cohen, 10008 Cedarfield Ct., Richmond, VA 23233
<u>East 2nd Street</u> 17 E. 2 nd Street 27 E. 2 nd Street 104 E. 2 nd Street	Richmond Paperboard Co., 17 E. 2 nd St., Richmond, VA 23224 HBH, LLC, 27 E. 2 nd St., Richmond, VA 23224 Carey Co., PO Box 14858, Richmond, VA 23221
<u>West 7th Street</u> 18 W. 7 th Street	WMJ Richmond, LLC, 11010 Jefferson Ave., Newport News, VA 23601
201-211 W. 7 th Street	Aragon Group, 111 Pepper Ave., Richmond, VA 23229
217 W. 7 th Street	Aragon Group, 111 Pepper Ave., Richmond, VA 23229
<u>Stockton Street</u> 200 Stockton Street 310 Stockton Street 500-516 Stockton Street	Carey Co., P.O. Box 14858, Richmond, VA 23221 Stockton yard, LLC, 310 Stockton St., Richmond, VA 23224 Miller Manufacturing Co., Inc., 500 Stockton St., Richmond, Va 23224
<u>Mayo Bridge</u>	City of Richmond, Dept. of Public Works, 900 East Broad Street, Rm. 701, Richmond, VA 23219

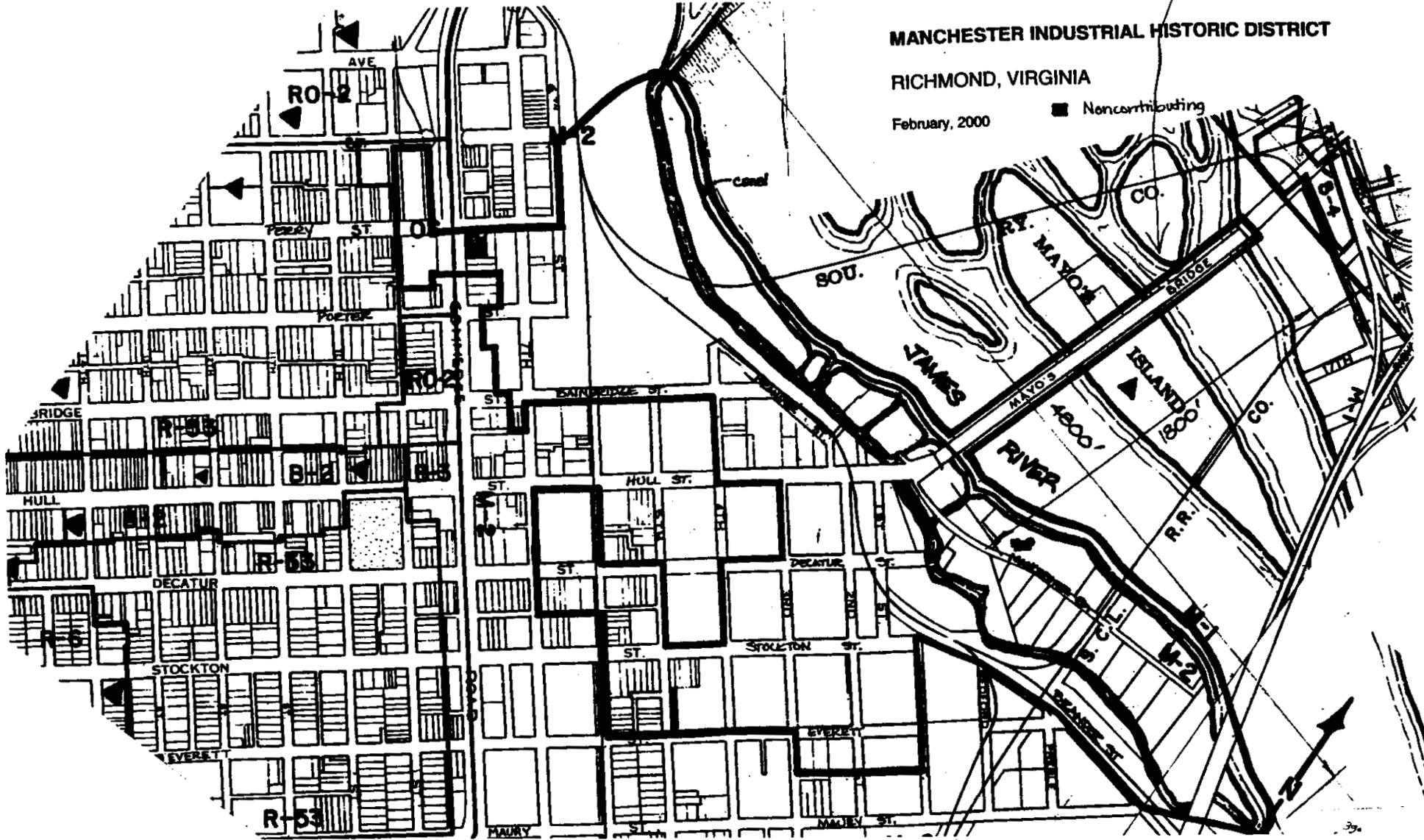
127-0457-0048

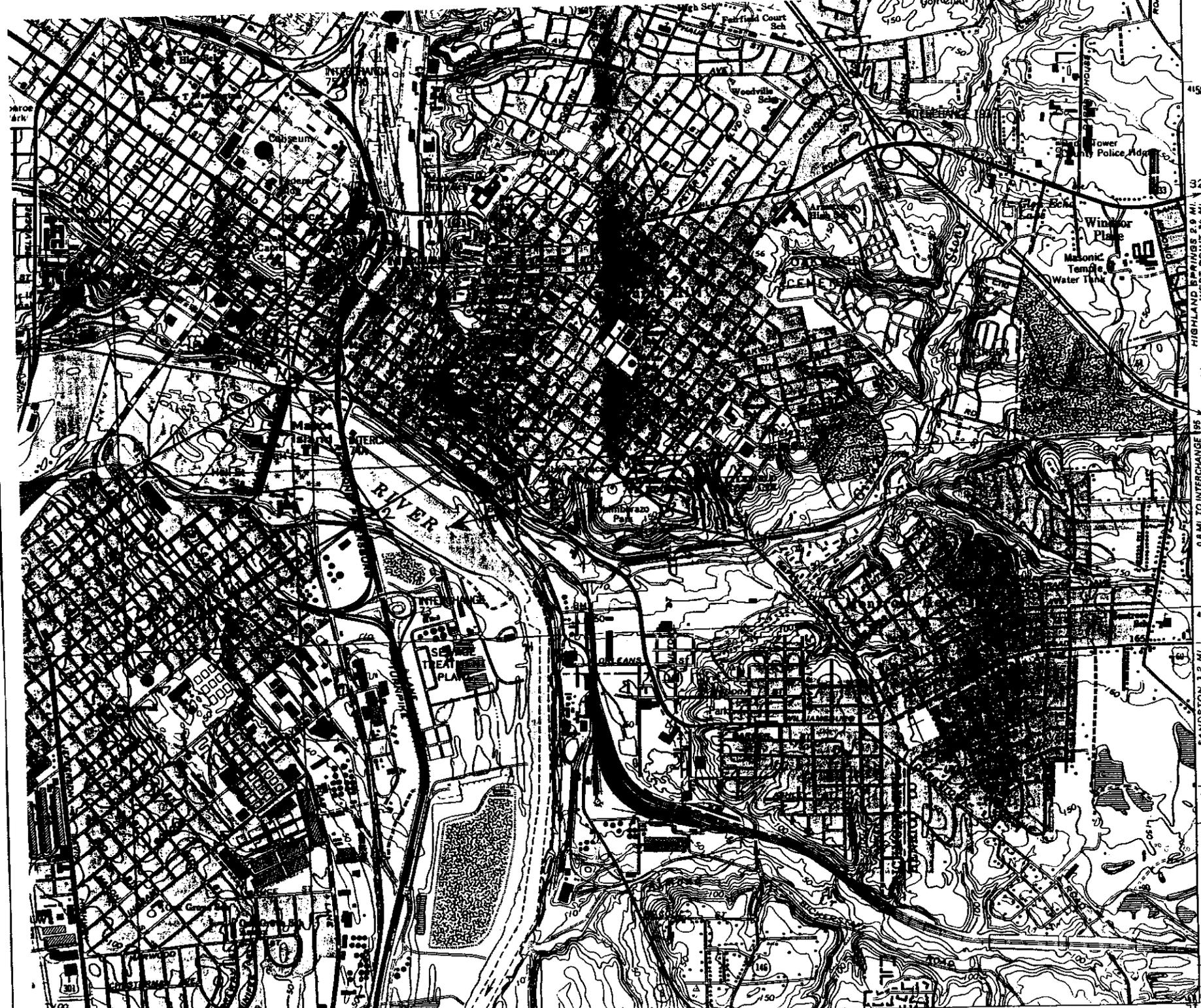
MANCHESTER INDUSTRIAL HISTORIC DISTRICT

RICHMOND, VIRGINIA

February, 2000

■ Noncontributing





Manchester
Warehouse
Historic District
Richmond, VA
Zone 18

- 1) 284280 4156470
- 2) 285460 4155750
- 3) 284560 4155270
- 4) 283820 4155760
- 5) 284160 4156190

4158
32'30"
HIGHLAND SPRINGS 2.9 MI.
WEST POINT 3.6 MI.
0.8 MI. TO INTERCHANGE 196
WILLIAMSBURG INTERCHANGE 280 4.3 MI.
4155
4154
SANDSTON 3.2 MI.
WILLIAMSBURG 4.7 MI.
4153