

VLR: 7-21-81
NRHP: 2-24-83

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United States Department of the Interior
Heritage Conservation and Recreation Service

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date entered

National Register of Historic Places
Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Shockoe Valley and Tobacco Row Historic District

and/or common N/A

2. Location

street & number (See Continuation Sheet # 13) N/A not for publication

city, town Richmond N/A vicinity of congressional district Third (Thomas J. Bliley, Jr.)

state Virginia code 51 county (in city) code 760

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input checked="" type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial
	N/A	<input type="checkbox"/> no	<input checked="" type="checkbox"/> military
			<input checked="" type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input checked="" type="checkbox"/> other: Farmers' Marke

4. Owner of Property

name Multiple Ownership

street & number N/A

city, town N/A N/A vicinity of state N/A

5. Location of Legal Description

courthouse, registry of deeds, etc. Richmond City Hall

street & number 900 E. Broad Street

city, town Richmond state Virginia

6. Representation in Existing Surveys

(2) (See Continuation Sheet # 13)

title (1) Historic American Buildings Survey has this property been determined eligible? yes no

date 1934, 1936-7, 1939-40, 1969; Inventory 1957 federal state county local

depository for survey records Library of Congress

city, town Washington state D. C.

7. Description

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date <u>N/A</u>
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Describe the present and original (if known) physical appearance

The Shockoe Valley and Tobacco Row Historic District is roughly L-shaped and includes approximately 129 acres. It is comprised of over 500 buildings in architectural styles ranging from Federal through 20th-century industrial vernacular. Topographically the area rises gradually from the James River and Richmond Dock on the south to level out along E. Main and E. Franklin streets. On the northeast, Church and Union hills present a steep ascent. The area between 14th and 19th streets encompasses the Shockoe Creek flood plain which continues north along the route of the creek. (The creek is now covered over.)

The original town of Richmond was laid out in a grid system by Maj. William Mayo in 1737 between 17th and 25th streets, E. Cary and E. Broad streets. Subsequent annexations in 1769, 1780, 1793, and 1810 added 2.20 square miles to the town and extended the grid plan. The most obvious divergence from the grid results from Shockoe Creek's interruption of 16th Street.

The boundaries of the historic district were determined by the above-mentioned geograph by virtue of three previously designated National Register districts (Shockoe Slip Historic District, St. John's Church Historic District (also known as Church Hill), and the James River and Kanawha Canal Historic District), and by the existing architectural character of the area. The southwest boundary, the Seaboard Coast Line tracks from Dock Street to Creek Alley, lies in close proximity to the Shockoe Slip Historic District. Plans call for the enlargement of the Shockoe Slip district to abut the Shockoe Valley and Tobacco Row Historic District. The land north of Lombardy Alley, just west of the district, was once the site of numerous 19th-century commercial and cultural buildings; within the past twenty-five years, however, the entire area was demolished and rebuilt. Today it is dominated by state office buildings, parking lots, and the Richmond-Petersburg Turnpike.

Although the eastern side of the 00 block of N. 15th Street is now a parking lot traversed by the elevated Richmond-Petersburg Turnpike, it has been included within the district for historical reasons. Bell Tavern, a popular late 18th-century hostelry, was located here; and, in the early 19th century, N. 15th Street was laid out through the property. Later the St. Charles Hotel (Built 1846, demolished 1903) stood on the site and was operated as Confederate General Hospital #8 from 1861 to 1863. Most recently used as a parking lot for Main Street Station, the lot is fronted by a massive coursed-ashlar wall continuous with the formal Main Street Station entrance. North 16th Street, a 19th-century, spall-block road and now a short block between E. Broad and E. Marshall streets, is the only open section of 16th Street remaining within the district.

The northeast corner is the district's weakest boundary due to large-scale demolition within the past five years. The northern edge (400 block of N. 18th Street) borders on the base of Union Hill and Jefferson Park. It includes the entrance to the Church Hill railroad tunnel (1872, closed 1926) and provides a strong geographic terminus. The section to the immediate south and east, however, is now vacant land except for a well-defined grouping of 19th-century structures contiguous to the 200 and 300 blocks of N. 19th Street. To the east of this enclave, there is vacant land or buildings of nominal architectural quality.

(See Continuation Sheet #1)

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input checked="" type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input checked="" type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input checked="" type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input checked="" type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates N/A Builder/Architect N/A

Statement of Significance (in one paragraph)

STATEMENT OF SIGNIFICANCE

Named for the creek that once served as the western boundary of Richmond's original town settlement and for the imposing row of tobacco warehouses that once constituted its industrial core, the Shockoe Valley and Tobacco Row Historic District encompasses the area of Richmond's earliest residential, commercial, and manufacturing activity. Founded by Col. William Byrd in 1737 and incorporated as a town in 1743, Richmond on the James arose in the third quarter of the 18th century as a natural marketplace for the commerce of the Middle Piedmont. The designation of the town as the capital of Virginia in 1779 and the subsequent improvement of its canal and railroad transportation system in the antebellum period largely explain Richmond's emergence by 1860 as one of the leading commercial cities in the South and the major tobacco manufacturing center in the nation. The city played a unique role in the Civil War, serving not only as the Confederate capital, but also as the chief manufacturer for the Southern war effort. Despite defeat and the ravages of war, Richmond experienced a surprisingly rapid economic recovery in the postbellum period, attributable mainly to the resurgence of its tobacco industry. Besides its integral part in Richmond's growth and survival as a commercial and industrial city, the Shockoe Valley and Tobacco Row Historic District is significant for the stylistic diversity of its approximately 530 residential, commercial, and industrial buildings. Associated with such important themes as economy, trade, transportation, government, literature, and architecture, the district is thus representative of the major stages of Richmond's evolution from village to metropolis.

HISTORICAL BACKGROUND

Richmond was originally settled in the area known as the Falls, the western boundary for the tidal James. Two of the first attempts at settlement in the region were undertaken in 1609 by Capt. Francis West and Capt. John Smith. Captain West established a small community at the edge of the James River, while Captain Smith moved slightly inland. The latter purchased his land from the Indian Chief Little Powhatan in exchange for some copper and named the settlement Fort Powhatan.¹ Because there was "no place so strong, so pleasant, and delightful in Virginia," Captain Smith changed the name to None Such.² Both settlements were soon abandoned because of the rivalry between West and Smith and because of ongoing conflicts with the Indians. A later attempt to settle this area occurred in 1679 when William Byrd I, arriving from England with fifty men, successfully planted a settlement in the vicinity of the Falls as a barrier between the frontier and the Indians.³ Then, in 1733, Col. William Byrd II "conceived the plan of (formally) laying out his lands for a town."⁴ Byrd's journal entry of 1733 states:

When we got home we laid the foundation of two large cities, one at Shacco's, to be called Richmond, and the other at the falls of the Appomattox River, to be named Petersburgh. These Major Mayo offered to lay out into lots without fee or reward. The truth of it is, these two places being the uppermost landing of James and Appomattox Rivers,

9. Major Bibliographical References

Arnold, B.W. "History of the Tobacco Industry in Virginia from 1860-1894." Johns Hopkins University Studies in Historical and Political Science. I-II (Jan.-Feb., 1897). 9-86.
 Berman, Myron. Richmond's Jewry, 1769-1976: Shabbat in Shockoe. Charlottesville: University Press of Virginia, 1979. (See Continuation Sheet #12)

10. Geographical Data

Acreeage of nominated property 129 acres

Quadrangle name Richmond, Va.

Quadrangle scale 1:24000

UMT References

A

1	8	2	8	5	9	0	0	4	1	5	6	9	9	0
Zone			Easting				Northing							

B

1	8	2	8	6	2	6	0	4	1	5	5	9	7	0
Zone			Easting				Northing							

C

1	8	2	8	6	2	6	0	4	1	5	5	8	1	0
Zone			Easting				Northing							

D

1	8	2	8	6	1	6	0	4	1	5	5	7	3	0
Zone			Easting				Northing							

E

1	8	2	8	5	1	8	0	4	1	5	6	5	0	0
Zone			Easting				Northing							

F

1	8	2	8	5	2	2	0	4	1	5	6	7	6	0
Zone			Easting				Northing							

G

1	8	2	8	5	4	2	0	4	1	5	7	0	1	0
Zone			Easting				Northing							

H

1	8	2	8	5	6	5	0	4	1	5	7	1	7	0
Zone			Easting				Northing							

Verbal boundary description and justification

(See Continuation Sheet #13)

List all states and counties for properties overlapping state or county boundaries

state N/A code county N/A code

state N/A code county N/A code

11. Form Prepared By

name/title Virginia Historic Landmarks Commission Staff; Karen Lang-Kummer and A. Rebecca Harrison, 1980 Summer Interns

organization Virginia Historic Landmarks Commission date April 1981

street & number 221 Governor Street telephone (804) 786-3144

city or town Richmond state Virginia 23219

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature [Signature]

Tucker Hill, Executive Director

title Virginia Historic Landmarks Commission date MAY 10 1982

For HCRS use only
 I hereby certify that this property is included in the National Register.
 Keeper of the National Register
 Attest
 Chief of [unclear]

**United States Department of the Interior
Heritage Conservation and Recreation Service**

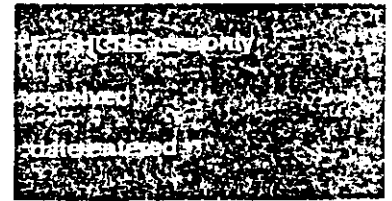
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Shockoe Valley and Tobacco Row Historic District, Richmond, VA

Continuation sheet #1

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7. DESCRIPTION

From the 100 block of N. 21st Street east, the district tapers south to Peach Street, following the geographical base of Church Hill and the southern boundary of the St. John's Church Historic District. Peach Street marks the narrow eastern end of the Shockoe Valley and Tobacco Row Historic District. Beyond this street, the land begins to fan outward forming the Rocketts and Fulton areas of Richmond. The northern boundary of the James River and Kanawha Canal Historic District, from the Great Ship Lock to the Seaboard Coast Line railroad tracks, forms the southern boundary of the Shockoe Valley district.

Historically this area had a high concentration of residential property consisting of either single-family dwellings or flats situated above first-floor shops. Present land use, however, is primarily confined to commercial and industrial activity. The only remaining residential neighborhood is centered around the 200 block of N. 19th Street and contains late 18th- through late 19th-century town houses. This area has become the nucleus of the City of Richmond's Shockoe Valley Old and Historic District.¹ Only limited use is presently being made of flats located above commercial establishments.

Industry is concentrated south of E. Main Street, particularly along E. Cary Street. Here large tobacco manufacturing and warehouse complexes dominate to such an extent that this area is termed "Tobacco Row". The proximity of the Richmond Dock and canal and, later, the railroad lines led to the early industrial development of this section and its continued use. Additional light and heavy industry is randomly scattered through the district with minor clusters north of E. Broad Street and east of N. 18th Street.

Commercial activity is primarily focused on the 17th Street Farmers' Market and the area bounded by the Market, E. Main, E. Franklin, and N. 18th streets. The 1700 block of E. Main Street is flanked by a continuous facade of late 19th- and early 20th-century mercantile buildings. East Franklin Street has a variety of buildings including modified Greek Revival shops, 19th-century stables, and early 20th-century structures, the latter buildings primarily housing wholesale fish and produce businesses. North 17th and 18th streets contain a mixture of wholesale and retail establishments analogous to those of E. Main and E. Franklin streets. Most buildings in this area are of masonry construction, ranging from one to three stories in height.

The old Henrico County Courthouse and Sheriff's Office (2127 and 2117 E. Main Street) now house the Henrico Department of Parks and Recreation and are the only governmental facilities operating within the district. Engine Company #2 (2016 E. Main Street) and Truck Company #2 (1805 E. Grace Street) fire stations are extant but have been converted to private ownership. No functioning religious structures remain, although a Jewish cemetery (2009 E. Franklin Street) a Methodist Sunday School building (104 N. 18th Street), and a Jewish temple (209 N. 19th Street) still exist.

In spite of being in constant use and change since the mid-18th century, Shockoe Valley and Tobacco Row still present a variety of architectural styles including late 18th-century and Federal vernacular, Greek Revival, Italianate, Second Empire, Romanesque Revival, Classical Revival, Colonial Revival, and late 19th- and early 20th-century commercial and industrial vernacular. The oldest, and only stone, building remaining in the district is the Old Stone House (1916 E. Main Street; NRHP).² Reputed to date from 1737, it now houses memorabilia relating to Edgar Allan Poe's life in Richmond. Early Federal architecture is represented

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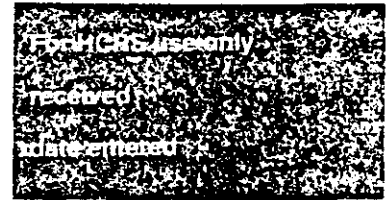
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Shockoe Valley and Tobacco Row Historic District, Richmond, VA

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7. DESCRIPTION

in the frame Adam Craig House (1812 E. Grace Street; 1784-1787) and Masons' Hall (1805 E. Franklin Street; 1785-1787; NRHP).

There are a number of fine examples of Greek Revival houses clustered within the one remaining residential section. These include Elm Tree Row, a contiguous grouping of three double town houses (301-303, 305-307, 309-311 N. 19th Street; 1853), the Crump Double House (1813-1815 E. Grace Street; 1818), the Lacy Houses (211 & 213 N. 18th Street; 1850), and the Greaner House (232 N. 20th Street; 1858). Scattered throughout the area are other Greek Revival buildings which have been altered for modern commercial use. Prominent examples are 1708 and 1710 E. Franklin Street (1842); 1800-1810 E. Main Street (ca. 1840); and 3, 23-27, and 22-24 N. 17th Street (1833, 1853, 1840). The latter three buildings flank the Farmers' Market and give evidence of the early character of the market area.

Numerous commercial Italianate buildings are located within the district, many of which have had their first floors altered. 2215-2219 E. Main Street (ca. 1870) and 101-109 N. 18th Street (Belle Bossieux; 1878) retain their storefronts, while 15 and 29 N. 17th Street (ca. 1885, ca. 1875) display excellent Italianate detailing above the first floor. A noteworthy Italianate mansion is the Pace-King House (205 N. 19th Street; 1860; NRHP), known for its elaborate cast-iron veranda. Within the same block are later vernacular Italianate houses.

Examples of other late 19th-century architectural styles occur within the district but are not prevalent. These rare examples of Second Empire (219 N. 19th Street; remodeled ca. 1870), Romanesque Revival (2127 E. Main Street; 1896), and Colonial Revival (2117 E. Main Street; 1892) add distinct points of interest to the district.

Contributing to the general character of the area, the dominant commercial and industrial architecture reflects a wide range of 19th- and 20th-century tastes. Cast-iron storefronts are found throughout the district, particularly along E. Main Street. 1701 and 1720-1726 E. Main Street have manufacturing company plaques on the cast-iron pilasters.³ Another prominent feature, often used in combination with cast-iron storefronts, is decorative brickwork. 1557 E. Main Street (ca. 1890) is a notable example as are 2500 E. Cary Street and 1709 E. Clay Street. Many buildings reveal traces of painted advertising signs along their front and side elevations. Examples can be seen at 29 N. 17th Street, 423 N. 18th Street, 2424 E. Main Street, and 1617 E. Franklin Street.

Industrial architecture ranges from antebellum tobacco factories located north of E. Main Street to large Art Deco warehouses along E. Cary Street. Two early 20th-century warehouses at E. Cary and S. 18th streets are exceptionally sophisticated examples of brick industrial architecture. Of particular interest are the series of late 19th-century brick warehouses along Tobacco Row: Cardwell Machine Co. (1900 E. Cary; 1893), Climax Warehouse (2010 E. Cary; 1899), P. Lorillard Co. Warehouse (11 S. 23rd; ca. 1890), and Kinney Warehouse (2500 E. Cary; 1886). The area north of E. Broad Street also has a collection of significant industrial buildings including two freight depots (300 & 400 N. 17th Street), the old Armour abattoir (307 N. 17th Street), and a cold storage complex (1711-1713 E. Clay Street).

Closely allied with the industrial activity of the district are the transportation networks of canal and railroad. The James River and Kanawha Canal, a National Register historic

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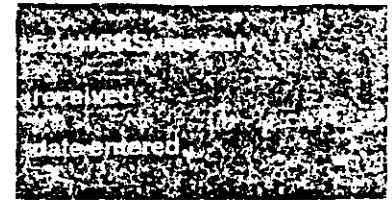
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7. DESCRIPTION

district, began in the Shockoe Valley area in 1816 as the Richmond Dock Company. The present granite ship locks at the eastern terminus date from 1854 and are the center of a small city park. Situated below Tobacco Row, the Richmond Dock serves as a constant reminder of the role the canal system played in the district's early business activities.

Main Street Station, a magnificent Second Renaissance Revival National Historic Landmark, serves as a visual anchor for the vast network of railroad tracks which cross the area. Two viaducts (ca. 1900) of the Seaboard Coast Line and Chesapeake and Ohio railroads follow the route of Shockoe Creek⁴ south to the steel-truss train shed at the rear (north) of Main Street Station. At this point the Seaboard Coast Line viaduct crosses the James River while the Chesapeake and Ohio river viaduct turns east to continue along the south side of Dock Street. A second complex of railroad tracks (Chesapeake and Ohio) is located north of E. Broad Street and is centered around the two freight depots at 300 and 400 N. 17th Street. A Seaboard Coast Line freight depot stands to the northwest of Main Street Station. Other notable railroad engineering works include wood coal trestles (located to the rear of 1604 E. Broad Street) and the old Church Hill tunnel.

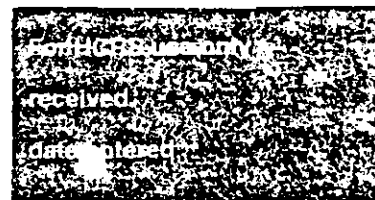
Land densities and lot sizes vary across the district. Although early Richmond was compactly built, only the sections near the Farmers' Market and along Tobacco Row continue this quality. Here buildings are generally of two through five stories in height with no setback from the street. Much of the remaining area has been compromised by a loss of buildings. The resulting one-story infill, vacant land, and parking lots detract from the district's visual integrity. East Broad Street, Dock Street, and the eastern portion of E. Main Street are weak in this regard. The 1958 Richmond-Petersburg Turnpike and its 1977 Downtown Expressway connection, which are located between N. 15th and S. 17th streets, resulted in a large amount of open land beneath the elevated roadway and visually impair the quality of the district in this area.

Vestiges of 19th-century, spall-block paving remain on many of the lesser-traveled streets and alleys. Examples include Crane Street, N. 16th and N. 26th streets, and the Bossieux, Walnut, Whitlock, and Pace alleys.⁵ Two streets are paved in brick (S. 21st, and S. 22nd), while a majority of the sidewalks throughout the district have remnants of brick patterns. Most streets within the district provide for two-way vehicular traffic and on-street parallel parking. Heaviest traffic appears centered on E. Main Street and E. Broad Street, major east-west arteries, and 17th Street. State highways #5 and #33 and U.S. highways #60 and #250 traverse the area.

Although the Shockoe Valley and Tobacco Row Historic District displays an amazing array of architectural styles, many buildings are in a state of disrepair. Throughout the district vacant land and parking lots exist where 19th-century buildings have been lost through deterioration, neglect, and vandalism. Recent construction not compatible with the scale, massing, or texture of the area has led to some loss of historic integrity. However, efforts to revitalize the Farmers' Market area and Tobacco Row are attempting to reverse this trend. The Shockoe Bottom Farmers and Merchants Association was organized in June 1980 to promote commercial activity within the district and currently has over 130 members. In addition, Main Street Station is undergoing study for conversion into a shopping mall complex, while a number of the large tobacco warehouses have been proposed for condominium use. Non-profit enterprises include

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Shockoe Valley and Tobacco Row Historic District, Richmond, VA
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7. DESCRIPTION

the restoration of the Pace-King House by the Association for the Preservation of Virginia Antiquities and the exterior renovation of the Belle Bossieux by Historic Richmond Foundation. These efforts in conjunction with expressed support by the city and private concerns have led to renewed interest in this area.

Karen Lang-Kummer

¹The Shockoe Valley Old and Historic District was created by the Richmond City Council on February 14, 1977, and enlarged on October 23, 1978. The boundaries are roughly N. 18th Street between E. Franklin and E. Broad streets on the west, E. Broad Street and Elm Tree Row (300 block of N. 19th Street) on the north, the alley between N. 19th and 20th streets and the west side of N. 19th Street on the east, and E. Franklin Street on the south.

²Large stone walls are located at 1500 E. Main Street and on the 26th Street elevation of 17 S. 25th Street.

³1701 E. Main Street (ca. 1910) has pilasters marked "Asa Snyder and Co., Richmond Va.". The Asa Snyder and Co. Architectural Iron Works was established in 1871 at 1008-12 Cary Street 1720-1726 E. Main Street (1914) ironwork was manufactured by the Cardwell Machine Co. located at 1900 E. Cary Street.

⁴Shockoe Creek's meandering course was straightened throughout the 19th century. During the 1920s it was contained underground in a box and arch sewer system designed to carry the steel railroad viaducts.

⁵Many of the alleys within the district have historic names. Most of the names were designated in 1819. See the Council Minutes, Vol. 7, Aug. 16, 1819, p. 22.

8. SIGNIFICANCE

are naturally intended for marts, where the traffick of the outer inhabitants must centre. Thus we did not build castles only, but also cities, in the air.⁵

The original town, located between today's 17th and 25th streets and E. Broad and E. Cary streets, was laid out in a grid by Maj. William Mayo in April 1737. A total of thirty-two squares was laid out -- four squares wide and eight long, each square containing four lots. The row of squares farthest west, designated by letters instead of numbers (refer to illustration A), was originally intended for villas.⁶ The area was named Shockoe after the creek that formed the western boundary of the original settlement. The derivation of the name of the creek itself is not known. On May 15, 1742, Richmond was incorporated as a town having approximately 250 inhabitants.⁷ Most subsequent expansions of Mayo's plan took place to the west, as the steep bank of Church Hill proved to be a formidable barrier.

(See Continuation Sheet #5)

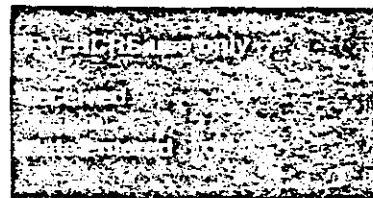
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8. SIGNIFICANCE

Shockoe Valley's long association with the Henrico County court began with the removal of that county's seat from Varina to Richmond in 1752. The 1752 Henrico courthouse, constructed in the middle of what was later to become 22nd Street, just south of E (now Main) Street, was probably the earliest public building in the neighborhood, then known as "Bird in Hand," after the tavern of the same name located at 25th and E (Main) streets. A pillory, whipping post, and stock were soon erected at the public marketplace at E (Main) and 17th streets, while a ducking stool, "only for women of unruly tongue," was constructed on Shockoe Creek.⁸

Richmond's regional status changed radically in 1779 when the decision was made to move the capital there from Williamsburg. Affording greater protection from the danger of British invasion, the city was chosen because it was "more safe and central than any other town situated on navigable water."⁹ Although the original capitol was located on the west side of 14th Street, outside the boundaries of the district, it had great influence on the growth and development of Shockoe Valley. Appointment as the new state capital precipitated Richmond's incorporation as a city in 1782 and caused the Henrico Courthouse to be pressed into service as the court of the Richmond Hustings Court and the Virginia Supreme Court of Appeals. Among the most important patrons of the Valley's growing number of shops and taverns would be the host of delegates and senators who came each winter to Richmond for the annual convention of the legislature.

A second catalyst to Richmond's early growth was the development of its canal and railroad transportation system. The James River and Kanawha Canal, located just south of the Shockoe Valley and Tobacco Row district, was conceived by George Washington as part of a larger system of canals which would ultimately reach the Ohio River.¹⁰ The Richmond Dock and locks (set aside now as the Great Ship Lock Park) were part of this canal project begun in 1816 to aid in James River navigation from the wharves past the falls.¹¹ Once extending south of Dock Street between 14th and 23rd streets, the dock today extends from 17th to Pear streets.

Navigation between Richmond and Lynchburg was opened up in 1840, and eleven years later the canal reached its westernmost point at Buchanan. The canals provided employment opportunities, facilitated trade, and encouraged the movement of people to and from Richmond. Canal use peaked between 1844 and 1854. Much of the tobacco manufacturing in antebellum Virginia coincided with the age of canal building. The James River and Kanawha Canal provided a vital link between the Piedmont farms and the markets at Richmond and allowed the city to grow into the leading commercial tobacco center in Virginia. Until 1850 transportation of tobacco by rail served only to supplement the activity of bateaux carrying hogsheads to market by water.

After 1854 the railroad supplanted the canal as the primary commercial transportation system in Richmond. The first rail line to serve Richmond, the Richmond, Fredericksburg, and Potomac Railroad, began operating in 1836. Other lines opened in rapid succession: the Richmond-Louisa Railroad (1837), the Richmond and Petersburg Railroad (1838), an extension to the Richmond, Fredericksburg, and Potomac line from Fredericksburg to Aquia Creek (1842), and the Richmond and Lynchburg Railroad (1860).

In the first half of the 19th century, the Piedmont plateau, including Richmond, Lynchburg, and Petersburg, served as the tobacco manufacturing center of the south. Seventy percent of all tobacco inspection was centered in the counties containing these towns.¹² Richmond's

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8. SIGNIFICANCE

tobacco manufacturing was concentrated in the Valley along what has been known historically as Tobacco Row. The first city directory, published in 1819, lists eleven tobacco factories.¹³ During the 1830s and 1840s, tobacco manufacturing boomed in Richmond. As companies grew, larger productive units were merged with smaller ones, resulting in a notable increase in warehouse size. An 1837 article in the Richmond Whig and Public Advisor describes Shockoe, Public, and Seabrook's warehouses of Richmond (perhaps with some exaggeration) as covering about 2½, 1½, and one acre respectively.¹⁴ These warehouses were so spacious that they were occasionally used for public gatherings.

Five new factories were under construction in September 1852. Three years later the city directory listed forty-one separate factories, and in late 1858 a survey showed fifty-three chewing tobacco factories.¹⁵ By 1860 Richmond was clearly the tobacco manufacturing center of the nation. Two indications of growth were the institution of the Richmond Tobacco Exchange in 1858, which centralized the marketing of leaf tobacco, and the opening of consulates in Richmond by France, Austria, Belgium, and Brazil.¹⁶

The 1860 Census listed fifty-five factories in Richmond. Major ones in the Shockoe Valley and Tobacco Row district were Mayo's factory, a supplier of quid tobacco to the Navy; Myers Brothers, which exceeded all other Virginia and North Carolina factories in quantity in 1850; John Enders (20-26 N. 20th Street; ca. 1849); William Grant (1900 E. Franklin; 1853); and the Robinson Factory, which was the fourth largest tobacco manufacturer in the city (2020 E. Franklin Street; 1854).

In addition to its substantial tobacco interests, Richmond served as an important regional mercantile and trading center before the Civil War. According to historian Mary Wingfield Scott, Richmond possessed a public marketplace as early as the 1780s. Provisions for establishing such a market were included in a General Assembly act of 1780 "...for locating the public squares, to enlarge the town and for other purposes."¹⁷ In addition to designating sites for the capitol, halls of justice, state houses, etc., the Assembly established a public market on a site "below the hill on the same side of the creek."¹⁸ This place is now known as the First, Old, or Farmers' Market located on N. 17th Street between E. Main and E. Grace streets. The original structure was a wooden shed supported on locust posts.¹⁹ In 1794 it was replaced by a brick building, the second floor of which was used as a theatre. Eighteen years later, it was rearranged to house the courtroom for the Hustings Court.²⁰ The city and the Adams and Byrd heirs (the original owners of the land) entered into an agreement in 1818 to extend the market north towards E. Grace Street. Due to the market's popularity, a large structure was erected in 1854 and stood until 1913.

Besides the public marketplace, numerous shops, hotels, and taverns once flourished in the Valley. Although none of the following establishments stands today, each was a familiar landmark to Richmonders in the antebellum period: the Bird-in-Hand (site at 25th and E. Main streets; ca. 1750), the United States Hotel (site at 19th and E. Main streets; 1817), and the Bell Tavern, a favorite meeting place for state legislators, which was located at 15th and E. Main streets in 1812.

Shockoe Valley also provided the setting for the work of Richmond's most famous literary figure in the antebellum period, Edgar Allan Poe. Orphaned when he was about three years old,

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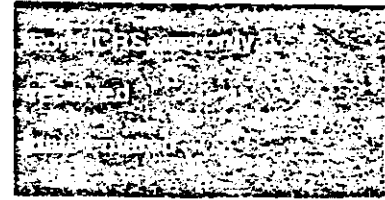
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Shockoe Valley and Tobacco Row Historic District, Richmond, VA

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Poe grew up in Richmond, reared by a Shockoe Valley tobacco merchant, John Allan, whose name he later adopted as his middle name. Poe returned to Richmond in 1835 to serve for two years as assistant editor of the Southern Literary Messenger, which had its offices in the Valley at 15th and E. Main streets and then ranked first among the literary journals published in the South. One of Poe's better-known poems, "To Helen," was inspired by Jane Stith Craig, who lived with her father, Adam Craig, at 1812 E. Grace Street. Poe returned to Richmond again just before his death in Baltimore in 1849.

As the Confederate capital, Richmond became the center of intense activity during the Civil War years of 1861-1865. The city's population, just under 38,000 in 1860, increased more than twofold during the war. The eve of the war found the city at an economic apex with prosperous mills, newspapers, and commercial enterprises, as well as fifty-two tobacco factories.²¹ As the city became one vast army camp, many of these enterprises halted. Rails were torn up to provide iron for the army's various needs, while hotels and industrial buildings in the district were converted for use as prisons and hospitals. A tobacco warehouse was adapted for service as the notorious Libby Prison (site between S. 20th and S. 21st streets and E. Cary and Dock streets). A warehouse on the north side of E. Cary Street between S. 18th and S. 19th streets similarly was converted into the prison called Castle Thunder. Confederate hospitals were even more prevalent in the district than prisons. Seabrook's Tobacco Warehouse, which had occupied the greater part of E. Broad and E. Grace between 17th and 18th streets, became a hospital, as did buildings on the sites of the Climax Warehouse (2010 E. Cary Street) and the Cameron Annex (2400 E. Cary Street), M.F. Neal and Company, historically known as the Grant Tobacco Factory (1900 E. Franklin Street; 1853), was also a hospital, as were the historic Robinson Factory (2020 E. Franklin Street; 1854) and the Leake Printing Company building (John Enders Tobacco Factory, 20 N. 20th Street; 1849). Except for enterprises needed to sustain the populace and the war effort, business and industry came to a standstill in spite of increased population.²² Fire, which destroyed much of the upper city in the evacuation of 1865, touched Tobacco Row only between E. Main and E. Cary streets and S. 21st and S. 22nd streets. Other buildings lost at that time probably were torn down to make way for new construction in the postwar years.

The business community in the Valley began to revive and rebuild itself shortly after the war. The Tobacco Exchange was reestablished in 1866, and railroad companies once again began laying track. Not only were old railroad companies revived, but new ones were established, a development capped at the end of the 19th century by the construction of Main Street Station (1520 E. Main Street; 1900-1901) and the Railroad Young Men's Christian Association (1552 E. Main Street; 1907).

Tobacco was the major commodity on which Richmond was to ride to economic recovery in the postbellum era.²³ As a consequence of the war, emancipation, and heavy postwar taxes, 1860 to 1871 were years of decreasing tobacco production.²⁴ The key to revitalization of the industry was new investment. Among the first businessmen to risk their capital in restoring the tobacco district to life was James B. Pace, who adapted the John Greaner building at 9-11 N. 22nd Street for use as a factory. The great tobacco revival occurred between 1871 and the late 1880s. A few of the new tobacco companies emerging during this period were Hardgrove (site at Cary and Pear streets), Pace Tobacco Company (16-20 N. 22nd Street), Gregory (site at 26th and E. Main streets), and Scott and Clarke (site at 21st and E. Main streets). This new prosperity was fed by recovery from the war, lowered taxes, improved production methods, and new railroad construction.

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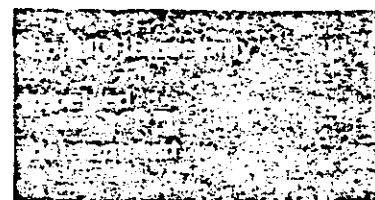
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Shockoe Valley and Tobacco Row Historic District, Richmond, VA

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Commerce also revived in the years following the war as new businesses were established and many shop-flat combinations were erected in the district. Among the commercial enterprises flourishing in the 1880s were confectioners; commission merchants; dealers in hides, leather, and wool; suppliers of stove and hardware items; and retail and wholesale grocers.²⁵ Noteworthy buildings of this era can be seen along N. 17th Street between E. Main and E. Grace streets and on E. Main Street between 16th and 19th streets.

Symbolic of the increasing prosperity of Shockoe Valley at the end of the 19th century was the construction of the Romanesque Revival Henrico County Courthouse in 1896. Combining a distinctive mixture of architectural details and styles, the building was fashionably Victorian, representing the best architecture of the period. As the third Henrico courthouse to stand at the intersection of 22nd and Main streets, it also maintained the Valley's long association with this important institution of local government.

Unfortunately for the Tobacco Row area, the arrival of the 20th century brought with it a decline in the number of locally owned factories within the district. The causes of this development were largely twofold. Other states, notably North Carolina, began competing for the leadership position in the manufacture of tobacco products. The 1893 financial panic caused smaller businesses in the district either to fold or to sell out to the larger tobacco concerns. This decline among small manufacturers also resulted from increased automation in production as well as aggressive marketing techniques which could only be afforded by the larger companies. In 1890 the largest of the Richmond manufacturers, Allen and Ginter, merged with W. Duke and Sons, Kinney Tobacco Company, W. S. Kimball and Company, and Goodwin and Company to form the huge American Tobacco Company, which soon controlled 90 percent of the cigarette manufacturing in the country.²⁶ A further merger in 1904 resulted in the formation of a new American Tobacco Company with a near monopoly on both the cigarette and plug tobacco manufacture. The manufacture of tobacco products continued to thrive in the Valley with the construction of the Cameron Annex (2400 E. Cary Street; 1897, 1905) and the Climax Warehouse (2010 E. Cary Street; 1899), but their construction marked the end of the era of independent manufacturing in the Valley. One of the only independent companies to see expansion in the early 20th century was Larus and Brother Company, Inc. Established in 1877 by Charles Dunning Larus on E. Franklin Street, the company expanded into new quarters on S. 21st Street in 1897. In 1911 following a large fire, a new facility was constructed, with substantial additions in 1916 and 1925. These plants manufactured tobacco products, most notably Edgeworth Pipe Tobacco, until the mid-20th century.²⁷ Even though tobacco manufacturing in Shockoe Valley is of less importance today than it was in the 19th and early 20th centuries, large conglomerates such as Philip Morris (established in 1933, 20th and E. Cary streets) and American Tobacco (21st and E. Grace streets) still employ many of the old factories and warehouses that date from the early years of the present century.

The decline of the residential area of the district in the 20th century had its roots in a much earlier period. The original core of Richmond had been slowly abandoned as the city expanded to the west. The erection of the State Capitol on Council Chamber Hill early symbolized this westward shift, which transformed the character of Shockoe Valley from an area that combined residential, governmental, mercantile, and industrial activity to one in which commerce and industry predominated. The district accordingly became less attractive as a place of residence, as fashion dictated a more convenient location on the hill surrounding the capitol.

(See Continuation Sheet #9)

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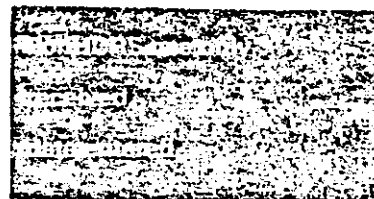
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Decreasing traffic on Richmond railroads and streetcars was another factor in the decline of the Valley, with passenger and street railroad systems competing less and less successfully with the automotive and trucking industry in the first half of the 20th century. By 1976, the Main Street Station and the Railroad YMCA, as well as the subsidiary businesses catering to railroad passengers, were obsolete. Highways such as the Downtown Expressway and the Richmond-Petersburg Turnpike (sections of which were constructed in the 1960s) directed much of the local traffic to other areas, depriving the Valley of yet another important commercial catalyst. With the diminishing contribution of Tobacco Row to the manufacture of tobacco products in the city, buildings fell into a state of disuse and disrepair, inviting demolition and accelerating the deterioration of the area.

Flooding caused by hurricanes Camille (1969) and Agnes (1972) resulted in extensive damage to many of the businesses that had survived a half century of economic adversity. When the high waters receded, many Valley residents elected not to return to the district. Similarly, many owners of water-damaged buildings chose not to repair them, either because customers were moving away or because the financial burdens proved unbearable.

Despite the intrusion of demolition and a general state of depression in the district, an excellent array of historical buildings still attests to Shockoe Valley and Tobacco Row's unusually rich history. Virtually all styles of architecture popular in the United States from the late 18th century to 1925 are represented within the district's boundaries. These styles include late 18th-century and Federal vernacular, Greek Revival, Italianate, Second Empire, Romanesque Revival, Classical Revival, Colonial Revival, and commercial industrial vernacular.

Richmond's oldest house is in the district at 1916 E. Main Street (NRHP), purportedly dating from 1737. Having been the longtime family residence of the Ege family, it now constitutes part of the Edgar Allan Poe Museum. Examples of Federal architecture are the Adam Craig House (1812 E. Grace Street; 1784-87) and the Masons' Hall (1805 E. Franklin Street; 1785-87; NRHP). Worthy of particular recognition, the Masons' Hall is the oldest building in the United States to have been erected as a Masonic Hall and to have been continually used for that purpose.

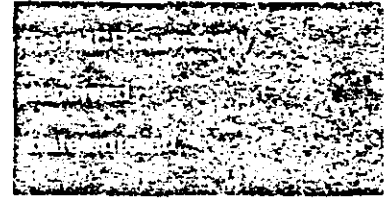
The best examples of Greek Revival architecture are all within a two-block radius between N. 18th and N. 20th streets and E. Grace and E. Marshall streets. They are Elm Tree Row (301-03, 305-07, 309-11 N. 19th Street; ca. 1853), the Lacy Houses (211 and 213 N. 18th Street; ca. 1850), the Greaner House (232 N. 20th Street; ca. 1858), and the Crump Double House (1813-15 E. Grace Street; ca. 1818). Other buildings of the same style, but in various states of repair and preservation, are scattered throughout the district, including a few along the Old Farmers' Market (3, 23-27, 22-24 N. 17th Street; ca. 1833, 1853, and 1840, respectively).

The Pace-King House (205 N. 19th Street; ca. 1860; NRHP) is an excellent example of residential Italianate architecture. Its elaborate iron veranda is a manifestation of Richmond's famous ironwork. Commercial Italianate buildings, some with altered storefronts, are prevalent. 15 and 29 N. 17th Street (1885, 1875) have exemplary Italianate details above remodeled storefronts, while 2215-19 E. Main Street (ca. 1870) and Belle Bossieux (101-109 N. 18th Street; ca. 1878) have original first-floor facades.²⁸

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The district also boasts one example each of Second Empire, Romanesque Revival, and Colonial Revival styles. These examples are found at 219 N. 19th Street (ca. 1870 remodeling), 2127 E. Main Street (Henrico County Courthouse; 1896), and 2117 E. Main Street (ca. 1892), respectively.

The predominantly commercial and industrial character of the district is reflected in the buildings that display various 19th- and early 20th-century styles. Cast-iron storefronts, a familiar feature of the Shockoe Slip area of Richmond, can also be found in the Valley. These facades, in conjunction with the iron veranda of the Pace-King House (205 N. 19th Street; ca. 1860; NRHP) and ironwork on the north side of 29 N. 17th Street, are indicators of Richmond's prosperous mid-19th-century iron manufacturing industry. Other examples are found on E. Main Street. Decorative brickwork is found on many commercial buildings including 1557 E. Main Street and 1705 E. Main Street. Old signs similarly add to the character and uniqueness of some of the district's buildings. 1 N. 19th Street, 29 N. 17th Street, and 423 N. 18th Street feature an interesting exhibition of painted signs and advertising.

Architecturally, the 19th- and early 20th-century commercial scale of two and three stories has been preserved in the district, most notably on E. Main, E. Franklin, N. 17th, and N. 18th streets. The Old Farmers' Market, rebuilt for the fourth time in the late 1940s, continues to function at the traditional 17th Street location under an aluminum and steel shed. Many buildings in the area still house fish markets and produce stands (Butcher's at 15 N. 17th Street, Snead's at 101 N. 17th Street, and Loving Produce located at 1600 E. Franklin Street).

Fine examples of late 19th- and early 20th-century industrial vernacular buildings stand all along Tobacco Row on E. Cary Street. Notable examples are 1712 E. Cary Street (ca. 1920), 1717-21 E. Cary Street (1914), and 2010 E. Cary Street (1899). Art Deco-influenced warehouses similar to those at 2600-16 E. Cary and S. 20th streets are scattered throughout the district as well as antebellum factories (20-26 N. 20th Street, ca. 1849; 1900 E. Franklin, 1853; and 15-23 N. 19th Street). The early 20th-century factories located north of E. Broad Street between N. 17th and N. 18th streets are also worthy of recognition.

In addition to its variety of architectural forms, the district exhibits traces of the cultural diversity of early Richmond. In the last decade of the 18th century, the Jewish population of Richmond was exceeded only by that of New York, Charleston, and Philadelphia. The first Jewish businesses in Richmond were located in the Valley, most notably the Bird-in-Hand, which was the oldest tavern in the city.²⁹ Only two reminders of this heritage still remain in Shockoe -- the old Temple Keneseth Israel and the Jewish cemetery of 1791. The temple, located at 209 N. 19th Street and built in 1908, was a Polish synagogue whose congregation was established here in the 19th century.³⁰ The cemetery (2009 E. Franklin Street), established by Isaiah Isaacs, was abandoned in 1817, after which year it was used as a coal yard and junkyard.³¹ It was restored and reconsecrated in 1909.

In the last several years, efforts to preserve and restore the historic fabric of Shockoe Valley and Tobacco Row have increased. The Shockoe Bottom Farmers and Merchants Association

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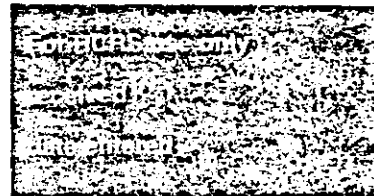
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has been established to promote the rehabilitation of the district, which remains the wholesale food marketing center of Richmond. S.W.A. Partnership of Richmond has announced plans for an elaborate restoration of Main Street Station, and local shop owners are already working to restore some of the buildings around the Old Farmers' Market (13, 109, and 111 N. 17th Street and 1702 E. Main Street). Other businessmen have expressed a sincere interest in renewing the area and could greatly benefit from the federal tax incentives for rehabilitation. Residents of the district are no less receptive to the idea of restoring the character and traditions of the community. A final note of encouragement to preserving Shockoe Valley and Tobacco Row Historic District is the Army Corps of Engineers's recent consideration of a proposal to erect a flood wall along the James River from 12th Street to 23rd Street. Although deteriorated sections exist in the district and many noteworthy buildings have been lost over time, the approximately 530 structures that do survive maintain the essential historic fabric of early Richmond and its industrial years.

A. Rebecca Harrison

- ¹Virginius Dabney, Richmond: The Story of a City (New York: Doubleday & Co., Inc., 1976), p. 4.
- ²Mary Newton Stanard, Richmond: Its People and Its Story (Philadelphia & London: J. B. Lippincott Co., 1923), p. 7.
- ³James K. Sanford, ed., Richmond: Her Triumphs, Tragedies and Growth (Richmond: Richmond Chamber of Commerce, 1975), p. 10.
- ⁴Ibid.
- ⁵Louis Wright, ed., The Prose Works of William Byrd of Westover (Cambridge: Belknap Press of Harvard University Press, 1966), p. 388.
- ⁶Sanford, p. 10.
- ⁷William W. Hening, The Statutes at Large: Being a Collection of all the Laws of Virginia, Vol. 5, Chapter 20, 1742, pp. 191-193.
- ⁸John O. and Margaret T. Peters, Courts of the Richmond Area - A Primer (Richmond: Bar Association of the City of Richmond, 1969), pp. 27-31.
- ⁹Sanford, p. 18.
- ¹⁰Dabney, p. 46.
- ¹¹David LaPrade, "Articles on Various Subjects Dealing with the History of the City of Richmond" (Richmond: Dept. of Public Works, 1949), p. 130.
- ¹²Joseph C. Robert, The Tobacco Kingdom: Plantation, Market and Factory in Virginia and North Carolina, 1800-1860 (Durham: Duke University Press, 1938), p. 77.
- ¹³Ibid., p. 189. Antebellum manufactured tobacco was chewing, not smoking, tobacco.
- ¹⁴Richmond Whig and Public Advisor, December 1, 1837.
- ¹⁵Robert, p. 189.
- ¹⁶James Cox, "Six Buildings Worth Keeping," Arts in Virginia 15 (Fall 1974): 23. It should be noted here that in the 1860s the concentration changed from the manufacture of chewing to plug and twist tobacco.
- ¹⁷Robert Brock, Richmond as a Manufacturing and Trading Center (Richmond: Jones & Cook, 1880), p. 6.
- ¹⁸Ibid.
- ¹⁹Mary Wingfield Scott, Old Richmond Neighborhoods (Richmond: Whittet and Shepperson, 1950), pp. 64-67.

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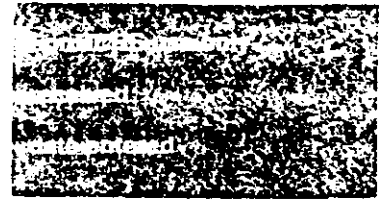
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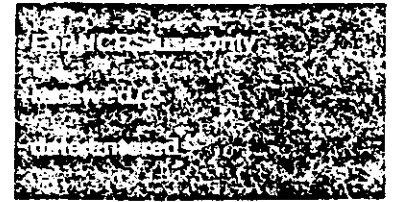
- ²⁰LaPrade, p. 14.
²¹Sanford, p. 143.
²²Dabney, p. 163.
²³Sanford, (Book 2, Part 1), p. 10.
²⁴B. W. Arnold, Jr., "History of the Tobacco Industry in Virginia from 1860 to 1894," Johns Hopkins University Studies in History and Political Science 15 (I-II) (January - February 1897): 19-23.
²⁵R. A. Brock, Richmond as a Manufacturing and Trading Center (Richmond: Jones and Cook, 1880).
²⁶Joseph C. Robert, The Story of Tobacco in America (N.Y.: Alfred A. Knopf, 1949), pp. 145-146.
²⁷"75 Years, Larus & Brothers Company, 1877-1952." (Pamphlet.)
²⁸The Belle Bossieux is currently undergoing restoration by the Historic Richmond Foundation.
²⁹Samuel Mordecai, Richmond in By-Gone Days (Richmond: West & Johnston, 1860), p. 47.
³⁰Myron Berman, Richmond's Jewry, 1769-1976: Shabbat in Shockoe (Charlottesville: University Press of Virginia, 1979), pp. 344-45.
³¹Mary Wingfield Scott, p. 67.

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2. LOCATION

Bounded on the west by the Seaboard Coast Line RR from Dock St. to Creek Alley, by the E. side of 15th St. from Creek Alley to E. Broad St., and by the W. side of 16th St. from E. Broad to E. Clay sts.;

Bounded roughly on the north by the 1600 and 1700 blocks (s. side) of E. Clay St., the 1800 (s. side) and 1900 (partial n. side) blocks of E. Broad St., the 1900 (partial s. side) and 2000 (s. side) blocks of E. Grace St., the 2100 block (s. side) of E. Franklin St., and by the south line of the St. John's Church Historic District: the 2200-2700 blocks (n. side) of the alley between E. Franklin and E. Main sts. and the 2800 block (n. side) of E. Main St.;

Bounded on the east by the W. side of Peach St.; and bounded on the south by the north line of the James River and Kanawha Canal Historic District: the n. side of Dock St. from Peach St. to the Seaboard Coast Line RR. See Item 10: Verbal Boundary Description for more detailed description of boundary.

6. REPRESENTATION IN EXISTING SURVEYS

- (2) Virginia Historic Landmarks Commission Survey
1967, 1980 State
Virginia Historic Landmarks Commission
221 Governor Street
Richmond, Virginia 23219

10. GEOGRAPHICAL DATA

Verbal boundary description

Beginning at a point on N side of Dock St. at the intersection with the westernmost Seaboard Coast Line track, about 540' SE of the intersection of Dock and S. 14th sts.; thence about 630' NE along said track, following E side of Spruce Alley for last 150', to N side of Creek Alley; thence about 160' NW along said side of alley to E side of S. 15th St.; thence about 550' NE along said side of street, passing under I-95, to N side of E. Franklin St.; thence about 50' NW along said side to 32' contour (between retaining wall and 1500 E. Franklin); thence following said contour about 750' NE to S side of E. Broad St.; thence about 170' SE along said side to W side of N. 16th St.; thence about 800' NE along said side, crossing E. Marshall St. and continuing to a point in line with S side of E. Clay St.;

Thence continuing about 800' SE along said side of E. Clay to W side of N. 18th St.; thence about 50' SW along said side; thence about 300' SE, crossing N. 18th, to W side of N. 19th St.; thence about 120' S, then about 100' SSW along said side; thence about 350' NW, following RR track for last 250', to W side of N. 18th; thence about 630' SW along said side, crossing E. Marshall, to S side of E. Broad; thence about 380' SE along said side to E side of N. 19th St.; thence about 240' NE along said side to N property line of 311 N. 19th; thence about 220' SE to a point in line with the E property line of 1916 E. Broad; thence about 240' SW to S side of E. Broad; thence about 60' SE along said side to W side of N. 20th St.; thence about 60' SW along said side; thence about 130' NW to W side of alley between N. 19th and N. 20th; thence about 340' SW along said side of alley to S side of E. Grace St.; thence about

(See Continuation Sheet #14)

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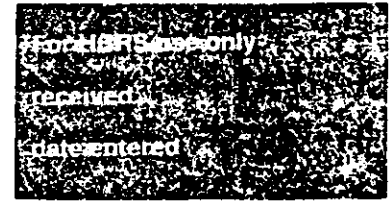
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10. GEOGRAPHICAL DATA

Verbal boundary description (Cont.)

470' SE along said side to W side of N. 21st St.; thence about 400' SW along said side to S side of E. Franklin; thence about 400' SE along said side to E side of N. 22nd St.; thence about 170' SW along said side to N side of alley between E. Franklin and E. Main sts.; thence about 1,780' SE along said side of alley, crossing N. 23rd, N. 24th, N. 25th, N. 26th, and N. 27th, and continuing beyond latter street to a point about 110' NE of 2708 E. Main;

Thence extending about 140' SW to N side of E. Main; thence about 480' SE along NE side of E. Main; thence about 460' SW, crossing said street and continuing SW along W side of Peach St., to N side of Dock St.;

Thence extending about 380' NW, then about 1,520' NW, then about 100' W, then about 1,400' NW --all along N side of Dock St. to E side of S. 18th; thence about 70' W, then about 250' NW along said side of Dock to E side of S. 17th; thence about 230' SW along said side, beneath I-95, to N side of Dock, then continuing about 430' along said side to point of origin.

(See Continuation Sheet #15)

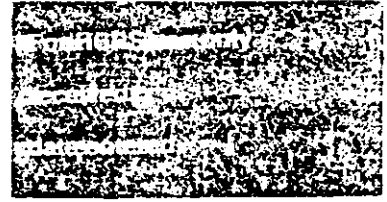
7. DESCRIPTION--Inventory (continued)

The following structures were determined to be non-contributing elements because they did not conform to the rest of the district in style, scale, or materials:

Rear of 1604 E. Broad St.
1615 E. Broad St.
1719-21 E. Broad St.
1813 E. Broad St.
1704 E. Franklin St.
1715 E. Grace St.
2314 E. Main St.
2506 E. Main St.
121-123 N. 17th St.
200 N. 18th St. (NW corner of N. 18th and E. Grace St.)
201 N. 18th St.

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7. DESCRIPTION

This report is the result of a ten-week internship held at the Virginia Historic Landmarks Commission during the summer of 1980. Most research and survey was done by University of Virginia students Karen Lang-Kummer and A. Rebecca Harrison, working under the direction of Barry N. Zarakov. Also aiding in the research and final preparation of this report were Robert A. Carter and Margaret T. Peters, staff-historians of the Virginia Historic Landmarks Commission.

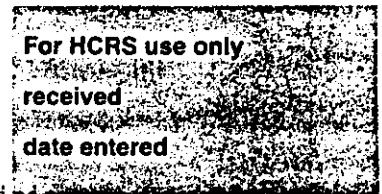
United States Department of the Interior
Heritage Conservation and Recreation Service
National Register of Historic Places
Inventory—Nomination Form

Shockoe Valley and Tobacco Row Historic District, Richmond, Virginia

Continuation sheet #15

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7. DESCRIPTION -- Inventory (arranged alphabetically by the name of the street)** NONCONTRIBUTING STRUCTURES*AMBLER STREET100 Block

109 (Swift and Company): brick (5-course American bond); 3 stories; flat roof; 5 bays. Produce warehouse. Commercial vernacular. 1910. Architect: C. H. Kane; builder: A. C. Bedford.

West side between East Franklin and East Grace (C & O Railroad Viaduct): Heavy member steel viaduct supporting elevated train tracks. Area to east of viaduct is gravel and weed parking lot with one unused railroad track that runs parallel down north half of lot and has old flatcar parked on it.

West side under railroad viaduct: brick (5-course American bond); 1 story; shed roof; 2 bays. Railroad. Builder's vernacular. Mid-20th century.

EAST BROAD STREET1500 Block

1500 block, south side, between expressway and elevated railroad viaduct: brick (6-course American bond); 1 story; gable roof (slate); 1 bay. Utility. Industrial vernacular. 1927. Builder: City of Richmond.

1500 block, south side, under west elevated Seaboard railroad viaduct: brick (5-course American bond); 1 story; flat roof; 1 bay. Railroad. Builder's vernacular. Ca. 1935.

1600 Block

1604: brick (5-course American bond); 1 story; flat roof; 3 bays. Commercial (wholesale office). Commercial vernacular. Ca. 1946.

To rear of 1604 (Coal bins): Heavy wood member construction. Elevated on wood piers with concrete bases. Bins are slightly funnel shaped with flat bottom. Shoots exit from bottom of bins on either side (west/east.) Coal heap to east and spall-block drive to west. Steps to top of bin at south.

Rear of 1604: corrugated metal and steel; 1 story; shed roof (metal); 8 bays. Garage. Builder's vernacular. Ca. 1975.*

1600 block, to west, rear, of 300 N. 17th: wood frame (board and batten); 1 story; gable roof; 2 bays; 1-story, 2-bay porch. Railroad. Railroad vernacular. Ca. 1930. Building and porch elevated on concrete piers. Wood plank porch floor with simple railing, straight flight wood stairs, 6/6-light sash with wood sill, metal hood over top sash. Building roof continues to form porch roof with diagonal bracing at corners, rake boards, board and batten typanum.

(See Continuation Sheet #16)

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Shockoe Valley and Tobacco Row Historic District, Richmond, Virginia

Continuation sheet

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7. DESCRIPTION -- Inventory (continued)EAST BROAD STREET (continued)1600 Block (continued)

1600 block, south side, between Crane and N. 17th: vacant lot. Concrete-paved vacant lot used for parking. Single tree in middle of south side.

1615: brick (stretcher bond); 1 story; flat roof; 7 bays. Gas station. International style (remodelling.) 1957.*

1700 Block

1700 block, south side, southeast corner of East Broad and N. 17th: vacant lot. Weed-covered vacant lot. Large billboard in northwest corner of lot. Small trees along south side.

1712: brick (6-course American bond); 1 story; flat roof; 8 bays. Industrial. Industrial vernacular. Ca. 1945.

1719-21: stucco over brick; 1 story; flat roof; 8 bays. Service garage. Ca. 1940. Recessed single door in 2nd bay from east. Small single doors to restrooms in 4th and 5th bays from east. 3 large overhead garage doors in west 3 end bays.*

1724: stucco over brick; 1 story; gable roof (pan tiles); 3 bays. Commercial (office.) Builder's vernacular. Ca. 1945. Center bay, single pedestrian entrance flanked by single-light, plate-glass windows with brick header row sills. All 3 opening bays slightly recessed. Building on concrete base. Pent roof. False chimneys at east and west sides.

1800 Block

1801 (The (Old) Branch Public Baths): brick (Flemish bond); 2 stories; shed roof; 4 bays. Commercial (office and store.) Commercial vernacular. 1908. Architect: Archer and Allen (Baltimore, Maryland); builder: W. A. Christuman. East and west bay entrances: double wood ped. doors with wood panel in transom, stone sills, 1½ soldier-course brick surrounds. Center bay entrance: single pedestrian door, transom filled in stone sill.

1805-07-09: brick (stretcher bond); 2 stories; shed roof; 9 bays. Commercial (store with residences above.) Commercial vernacular. 1911. Builder: Davis & Archer. Single-door entrances with transoms and stone sills in 1st, 3rd, 4th, 6th, 7th, and 9th bays from east with 6th and 9th bays recessed. Cast-iron and wood storefronts with two plate-glass windows with wood panels below in 2nd, 5th, and 8th bays; transom across storefronts; molded cornice with plain frieze and brackets at each major division. 2nd floor divided into 3 major divisions by brick piers with window bays recessed between. 1/1-light sash with rough-faced stone sills and lintels. Decorative corbelled brickwork above; applied-metal cornice with plain frieze; brick parapet with piers projecting above roof line.

