

VLR 3/8/6
NRHP 5/10/6

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Benjamin's Department Store

other names/site number (DHR Number 065-0528), Peebles Department Store

2. Location

street & number 3327 Main Street

city or town Exmore

state Virginia

code VA

county Northampton

code 131

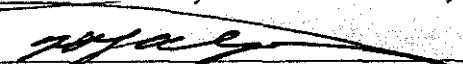
Zip 23350

not for publication

vicinity

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official 

Date

3/22/66

Virginia Department of Historic Resources

State or Federal agency and bureau

Signature of commenting or other official

Date

State or Federal agency and bureau

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)

- private
 public—local
 public—state
 public—Federal

Category of Property (Check only one box)

- building (s)
 district
 site
 structure
 object

Number of Resources within Property

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	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: Department Store

Current Functions (Enter categories from instructions)

Cat: VACANT/NOT IN USE Sub: _____

7. Description

Architectural Classification (Enter categories from instructions)

LATE VICTORIAN: Italianate

Materials (Enter categories from instructions)

Foundation BRICK
Roof ASPHALT
Walls BRICK
Other _____

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

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one 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.

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, object or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

ARCHITECTURE

Period of Significance Circa 1910

Significant Dates Circa 1910

Significant Person (Complete if Criterion B is marked above)
N/A

Cultural Affiliation N/A

Architect/Builder John W. Chandler

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

9. Major Bibliographical References

Bibliography

(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

State Historic Preservation Office.

- _____ Other State agency
- _____ Federal agency
- _____ Local government
- _____ University
- _____ Other

Name of repository: _____

10. Geographical Data

Acreage of Property .24 acre

UTM References (Place additional UTM references on a continuation sheet)

Zone	Easting	Northing	Zone	Easting	Northing
<u>1</u>	<u>18</u>	<u>427348</u>	<u>3</u>		

___ 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.)

11. Form Prepared By

name/title: Kimble A. David, Architectural Historian

Organization _____ date: 12 December 2005

street & number P. O. Box 7638 telephone 757/623.3456

city or town: Norfolk state: VA zip code: 23509

Additional Documentation

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 Eileen Kirkwood, Shore Holdings, Inc.

street & number P O Box 910 telephone 757 / 678-7500

city or town Eastville state VA zip code 23350

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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**Benjamin's Department Store
Northampton County, Virginia**

Section 7 Page 1

Summary Description:

Benjamin's Department Store is a three-story commercial building situated in the town of Exmore, Virginia located on Virginia's Eastern Shore. Sited at the northeast corner of the intersection of Main Street (US Route 13, Business) and Willis Wharf Road (State Road 603), it occupies the most prominent corner at the core of the town. It is the largest-scale commercial building along Main Street, the main commercial thoroughfare within the town. It is a massive brick building with a metal cornice and storefronts on the west and south elevations. The interior comprises an open plan with an open second story around the stairway to the upper stories. The interior features pressed-metal-clad walls and ceilings, and wood columns. The building also contains an elevator at the northeast corner, which is a rarity within the town of Exmore and within turn of the 20th century commercial buildings on the Eastern Shore of Virginia. Benjamin's Department Store is eligible for listing in the National Register of Historic Places under Criterion C (Architecture) for its architectural style and rarity of resource type, material, construction, and style during the period circa 1910.

Description:

This building is located in Exmore, Virginia at the northeast corner of the intersection of Main Street (US Route 13, Business), and Willis Wharf Road (State Road 603). The area is characterized by one- to two-story commercial buildings and houses dating to the early 20th century. Benjamin's Department Store is the largest and tallest building within the town of Exmore and marks the south boundary of the commercial corridor of US Route 13, Business within the town. It is the most notable commercial building within the town of Exmore. The lot is elevated from the street and the building has poured concrete sidewalks, dating to 1922, on its south and west sides.

Benjamin's Department Store is a brick, three-story commercial building designed in the Italianate style. The building has an irregular polygonal footprint defined by its site. Located on a corner lot, the building has storefronts on its south and west elevations facing the streets. It has a poured concrete foundation and 10-course, American bond structural system. The south and west elevations are clad in common-bond brick veneer.

The south and west elevations have the primary entrances and are three-bay emphasized by the fenestration patterns. The storefronts on the first stories have large display window openings flanking central entrances. Above the window and door openings are boarded window openings that illuminate

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the second story. Between the storefront and second story windows, and entrances are brick pilasters with metal capitals, which also flank the storefront windows. Surmounting the storefront and second story windows, and pilasters is a metal cornice with wide frieze. The storefront windows and doors have been replaced and are plate glass with metal frames. The storefront on the south elevation has been partially bricked. The threshold on the storefronts is comprised of a marble slab with tile work exhibiting a modified Greek key motif.

Most windows have been concealed on the second and third stories and the windows openings have been boarded. There are some original 6/1, wood, double-hung sash windows that are visible on the east elevation of the second story, and a 6-light casement window remains on the narrow northwest elevation. The window openings on the east and north elevations are surmounted by two rowlock-brick-course jack arches. The window sills are a single rowlock brick course.

The building is marked by a bracketed metal cornice applied to the parapet on the west and south elevations. The brackets are clustered at the building corners and mark the division of the three bays. The brackets have a scroll motif. The roof is flat behind the parapet.

The first story interior is an open space that has been subdivided by wood lattice that is attached to the building's interior elements. The ceilings are approximately 12 feet high on the first story. The second story is also an open space that has been subdivided by wood lattice. The ceilings on the second story are only 8 feet high. The third story is also comprised of an open space with ceilings of approximately 10 feet in height. Squared columns with recessed panels support the openings and stair. In the northwest corner of each story is a small room. The rooms serve as office and storage spaces. The doors are paneled wood and the walls are pressed metal. In these rooms are the six-light casement windows located on the narrow northwest wall plane of the irregularly planned building.

The interior of the building has an open double-return stair with half-space landings that leads to the third story. The stair opening on the second story is larger than the confines of the stair and extends to the south and west toward the entrances. There is a wood rail around the second story, which is more of a mezzanine opening. The balusters are plain and square columns with recessed panels support the opening. The stairs are wood with wood risers and treads, and square newels with recessed panels that retain the same proportion as the interior support columns.

The flooring is clad in composite tile on the first and second stories. The flooring on the third story is wood. The ceiling and wall treatment is comprised of pressed metal tiles and sheets. The ceilings are

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**Benjamin's Department Store
Northampton County, Virginia**

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coffered and terminate at the wall juncture with a heavy classical cornice. The recessed coffered ceiling panels are framed by an egg-and-dart motif at the false ceiling beams. The false beams have an interlocking wreath motif. The walls are heavily ornate with a heavy over-exaggerated metal cornice at the ceiling with breaks at the window openings. The metal wall panels have a textured foliate motif with a vertical emphasis. The chair rail is pressed metal with a Greek key motif. The wainscoting has a basket-weave texture. The baseboards are wood.

The window frames on the interior are wood with simplified early-20th century Colonial Revival proportions and articulation.

Lavatories are located on the second and third stories at the southeast corner of the building. The wall and ceiling treatment in the second story lavatory is simplified pressed metal and is not as ornate as the main public spaces. The flooring is composite tile. The sink in the second story lavatory has been replaced with a modern utility plastic sink. The toilet is original. The third story lavatory retains its original porcelain fixtures, but has wallboard walls with a wood chair rail. There is a pressed metal egg and dart crown molding.

In the northeast corner of the building is an elevator. It was the first passenger elevator in the town of Exmore. A wood double-leaf door accesses the elevator and elevator shaft on each floor. The elevator is original to the building.

There is a secondary stair from the office located on the second story at the northwest corner of the building to the first story. It has similar features to the main public stairway.

Interior lighting is provided by florescent fixtures applied to the ceilings on each story. There are original light fixtures comprised of light bulb sockets located on the false, pressed metal ceiling beams. Heating is provided from steam pipes attached to blowers at the stair opening.

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**Benjamin's Department Store
Northampton County, Virginia**

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Summary Statement of Significance:

Benjamin's Department Store is a three-story commercial building situated in the town of Exmore, Virginia located on Virginia's Eastern Shore. Sited at the northeast corner of the intersection of Main Street (US Route 13, Business) and Willis Wharf Road (State Road 603), it occupies the most prominent corner at the core of the town. It is the largest-scale commercial building along Main Street, the main commercial thoroughfare within the town. It is a massive brick building with a metal cornice and storefronts on the west and south elevations and is the most distinguished building in downtown Exmore. An example of department store commerce, the building's form and general appearance is unique in the town of Exmore and a rarity on the Eastern Shore of Virginia. The building was commissioned by John W. Chandler, founder of the town of Exmore, and operated by Harry Benjamin, member of a family of merchants in Northampton County operating department stores in Exmore and Eastville in the early 20th century. Benjamin's Department Store is eligible for listing in the National Register of Historic Places under Criterion C (Architecture) for its architectural style and rarity of resource type, material, construction and style during the period circa 1910.

Statement of Significance:

Benjamin's Department Store was the earliest large-scale building in the town of Exmore. This building was constructed in circa 1910 at the intersection of Willis Wharf Road (State Road 603), and Main Street (US Route 13, Business) in Exmore, Virginia. John W. Chandler, a local produce broker and large landholder in Northampton County had the building constructed on lands on which he owned. Located in the core of the town of Exmore, it marks the entrance to the town from the south.

The Eastern Shore of Virginia was primarily agrarian in nature during the late 19th and early 20th centuries. Produce was shipped via steamship to major harbors such as Norfolk, Baltimore, and other points north. The southern climate of the Eastern Shore brought produce to market prior to northern farms. This enabled Eastern Shore farmers to provide locally grown crops to northern markets during peak pricing periods. The steamship provided adequate transportation of goods to port towns in the north. In addition to locally grown produce, seafood harvests such as oysters were also a profitable market. This symbiotic relationship between northern markets and southern farms was beneficial throughout the late 19th and early 20th centuries.¹

Since the primary mode of transportation was via water routes, most towns in Northampton County were

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**Benjamin's Department Store
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located on either side of Virginia's Eastern Shore peninsula. Prior to the opening of the New York, Pennsylvania and Norfolk railroad, there were few inland towns.²

A railroad was proposed just prior to the Civil War from New York to the Eastern Shore of Virginia with the intention of connecting to Norfolk via steamship at a terminal at the south end of the Eastern Shore peninsula. The goal of the railroad was to provide access to southern markets from the north and ease travel between the north and Norfolk, a major southern port. A map drawn in May 1855 for a proposed New York and Norfolk Airline Railroad shows the railroad terminating at Kiptopeke, the southernmost point of the peninsula, and a harbor on the Chesapeake Bay known as Cherrystone at Kings Creek. This port would later be renamed Cape Charles, which was developed as a major Eastern Shore port town. The proposed railroad followed the inland road or Bayside Road, which was the western north-south land route through Northampton County. There was an east road or Seaside Road that paralleled the Bayside Road.³ The Civil War caused the cessation of the development of the proposed rail line until the 1870s. At this point the Pennsylvania Railroad became a large proponent of the creation of the railroad line. The New York, Pennsylvania and Norfolk Railroad was formed and began acquiring land along its proposed route in 1883.⁴

The original plan was to parallel both the Seaside and Bayside Roads, but the placement of the line was roughly between the two roads. In some cases it was oriented to significant 19th century towns, such as Eastville, the Northampton County seat.⁵ The route chosen by the New York, Pennsylvania and Norfolk Railroad was the east or seaside route that paralleled the Seaside Road or the present day US Route 13. The reorientation of the railroad and its planned stops produced new villages. Though many villages vied for a stop, in most cases the early towns or villages were not near the railroad line.

The Exmore Station was the tenth stop on the railroad south of the Virginia line. Noted as X on the early plan, it was given the name Exmore. The origin of the name is disputed as a play on the X for the tenth station or a town in England. There is no documentation to support either.⁶ The town of Exmore was not officially formed until 1948, and Exmore Station was its name into the early 20th century.⁷

While the railroad provided an additional means of transportation, it also hastened the conversion of crops on the Eastern Shore. Sweet and Irish potatoes, strawberries, and other perishable crops were cultivated and shipped to regional markets. While grains had been cultivated in the 19th century for the local market, they were now limited to animal feed. The Eastern Shore saw a major change in its agricultural business with the addition of the railroad. In addition to augmenting travel and transportation, the railroad modernized the Eastern Shore produce business into a viable market.⁸

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John William Chandler, an Accomack County native, is credited with developing and growing Exmore in the late 19th and early 20th centuries.⁹ In 1888, Chandler relocated to Willis Wharf, which served as one of several shipping hubs for the export of locally grown produce and harvested seafood and fish. His return to Willis Wharf marked the commencement of his life-long occupation as a produce-broker.¹⁰ He initially worked alone, but then partnered with William J. Rue another produce broker.¹¹ This partnership dissolved early in Chandler's career, and he continued brokering produce on his own.

Chandler's grand house of 1890 defined the corner of Exmore Station and the road to Willis Wharf, since Exmore Station was, at the time of the house's construction, still surrounded by agricultural land. Records reflect that a railroad station building had been constructed at the Exmore Station, and it is assumed that it was constructed during the period of 1884 to 1890. There is no documentation to support this foundation. A deed between the New York, Pennsylvania and Norfolk Railroad and Orris A. Browne in 1893 refers to the acquisition of a strip of land along the railroad that was purchased for the construction of a spur. Orris A. Browne owned land on either side of the railroad at Exmore, which was called the *Yeatman Lot*, though there is no reference to a station.¹² This sale of this strip may have also been an attempt by the railroad to construct a station house.

In 1897, Chandler purchased the remaining land flanking the railroad from Orris A. Browne. In addition to purchasing this lot, he purchased the remainder of the Godwin Farm on the west side of the Seaside Road or US Route 13. He also purchased numerous lots near Exmore Station and throughout Northampton County. There is no early plat of the town of Exmore, but it appears from the deed records that Chandler owned lands on both sides of US Route 13 and the New York, Pennsylvania and Norfolk line in the vicinity of Exmore Station.¹³ John W. Chandler retained ownership of most of the lands in Exmore, including the lot on which Benjamin's Department Store is located.

His major land acquisition in Exmore at the turn of the 20th century was the remainder of the Godwin farm. Chandler retained the farmland for its agrarian function, but allowed the sale of and lease of lots along the west side US Route 13 for residential and commercial interests. In addition, he owned lands on the east side of US Route 13 between the roadway and the railroad tracks, and north of the road to Willis Wharf. This two-block area served as the original village of Exmore near the railroad station and at the intersection of US Route 13 and the road to Willis Wharf.¹⁴

From deed records, it appears that a town was planned and that Chandler sold lots from the beginning of the 20th century to his just prior to his death.¹⁵ The lots are recorded as a lot or a quarter or half an acre. Though he sold numerous lots, he owned numerous significant lots and businesses within Exmore. His

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will of 1935 lists a detailed account of his land and business holdings. He owned a garage, printing office, Benjamin's Department Store (located across the street from his house), the Western Union Office, his business office (adjacent to his house), numerous commercial buildings within Exmore, a storage house, the lot on which the Cambridge Manufacturing Company's building was located, and the Blacksmith shop. In addition to his business holdings, he owned three houses, which he leased.¹⁶

Benjamin's Department Store was constructed circa 1910 and was at the time of its construction the largest-scale department store in Exmore. It was also the first building in Exmore to have a passenger elevator. The store was commissioned by John W. Chandler on lands that he owned opposite his house at the intersection of Main Street (US Route Business 13) and Willis Wharf Road (State Road 603). This intersection was the primarily convergence of roads in the town and commerce was primarily situated around this intersection. The store was operated by a Mr. Harry Benjamin who sold various goods and was a member of the Benjamin merchant family that operated stores in Northampton County.¹⁷ Prior to the opening of this store, commerce was relegated to the few, small business concerns that were clustered between the block of Main Street (US Route 13, Business) and the railroad tracks.

Harry Benjamin was a member of the Benjamin family that owned and operated commercial interests in Eastville and Exmore. Circa 1909 W. Benjamin took over interest in the general merchandise business of Brown and Scher, Co. located in Eastville.¹⁸ The company was renamed Benjamin and Scher, Co. Reviews from the Eastern Shore Herald praised the store as having the best collection of products and personalized service on the Eastern Shore. By 1912 the business was known as W. Benjamin and Son, as Mr. Scher retired to Florida.¹⁹ Numerous Benjamin family members were involved in the commerce established by the Benjamin family. Israel Benjamin traveled often to New York during the 1910s and 1920s to purchase merchandise to stock the stores.²⁰ In 1914 the store in Eastville was sold to Henry Lipsitt and the only location open was the Exmore store.²¹

Department stores were a rarity in Northampton County in the early 20th century. Cape Charles, the largest city in Northampton County had a department store as well as Nassawodox. The latter was a small community at about the mid-point of the county, which thrived in the early 20th century. Exmore is located just south of the boundary of Northampton and Accomack Counties and was the mid-point along the Virginia Eastern Shore. In addition, Exmore is approximately 2 miles from the 19th century town of Willis Wharf, which was a shipping point on the east side of the Eastern Shore peninsula. Exmore and Willis Wharf had an interdependent relationship as Exmore provided access to the railroad and Willis Wharf provided water-related travel access.

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**Benjamin's Department Store
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Benjamin's Department Store flourished in Exmore through the 20th century until the mid-20th century, when Peebles Department Store rented the building. Peebles was a chain of stores that provided a variety of dry goods for the household taking cues from larger nationwide retailers, such as Sears and Roebucks and Montgomery Wards.

W.S. Peebles, Sr. founded Peebles Department store in 1891 in Lawrenceville, Virginia. The store provided farm implements, produce and apparel. Peebles began expanding his burgeoning business and opened a second store prior to his death in 1931. After his death, his three sons continued to operate the two stores and expanded the business by opening stores throughout Virginia. The chain acquired small department stores to expand in new markets. Peebles is still in existence operating 140 stores throughout the eastern part of the United States.²²

In 1975, Margaret Bell Chandler, John W. Chandler's second wife, formally sold the building to Peebles Department Store, Inc. The store remained open until its closure in the late 20th century.²³

Benjamin's Department Store is a typical two-part commercial block with a marked storefront on the lower stories accentuated by classical framing and a plain third story with window openings that mirror the bays established on the lower stories. The building utilizes large storefront display windows on the street elevations, which highlight its function as a commercial building.

This type of building is common in the densely populated commercial cores of cities and towns. Within Northampton County, efforts were made to emulate a dense commercial core by the placement of commercial buildings along a three-block radius near the railroad stops. The towns in Northampton County were small in terms of population and land area. In most cases the railroad stops were situated near US Route 13, and not through established towns located near the waterfronts, located east and west of the road.

Within the village of Exmore in the early 20th century there were few commercial buildings. The addition of the railroad to the area in 1884 precipitated growth, though it was confined to a two-block area between US Route 13, Business and the New York, Pennsylvania and Norfolk Railroad, north of Willis Wharf Road, State Road 603. Most buildings within this commercial core were modest one- to two-story frame stores and taverns. The areas adjacent to the railroad were set aside for large warehouses for the shipment of agricultural goods cultivated at the nearby farms. There were few brick buildings, and the only two that remain are Benjamin's Department Store and the Western Union

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building located two blocks to the north of the department store. The remaining frame buildings, of which there are only three, are modest and near the railroad tracks.

Benjamin's Department Store is an example of commercial architecture from the early 20th century. Its location in the compromised commercial core and its monumentality make it a significant building within the town of Exmore. It retains its architectural integrity and meets National Register Criterion C for its architectural design, rarity of building type within the town of Exmore during the period of significance, circa 1910.

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Benjamin's Department Store
Northampton County, Virginia

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Bibliography:

David, Kimble A. *Architectural Survey of the Town of Exmore in Northampton County, Virginia*.
Norfolk, VA: November 2000.

Eastern Shore Herald.

http://www.peebles.com/Merchant/about_us/about.html (Peebles Department Store website information).

Map Profile of Experimental Survey, VA Section: New York and Norfolk Airline Railroad. May 1855.

Mears, James Egbert. *Eastern Shore of Maryland and Virginia*. Ed. by Charles B. Clarke, Ph.D. The Eastern Shore of Virginia in the 19th and 20th Centuries. New York: Lewis Historical Publishing Co., Inc, 1950.

Northampton County, Virginia Deed Records.

Northampton County, Virginia Will Records.

Northampton County, Virginia Plat Books.

Turman, Nora Miller. The Eastern Shore of Virginia: 1603-1964. Onancock, VA: The Eastern Shore News, Inc., 1964.

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**Benjamin's Department Store
Northampton County, Virginia**

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Boundary Description:

The parcel on which Benjamin's Department Store is located is noted as Tax Parcel 010A4 - 0A - 00 - 004 and constitutes a .24 acre town corner lot.

Boundary Justification:

The boundaries reflect the historic boundaries associated with the property during the period of significance.

Photographs:

Photographs are included with this submission. The photographs were taken in August 2004 by Kimble A. David. The negatives are housed at the Virginia Department of Historic Resources' offices in Richmond, Virginia under Archives negative number 21632.

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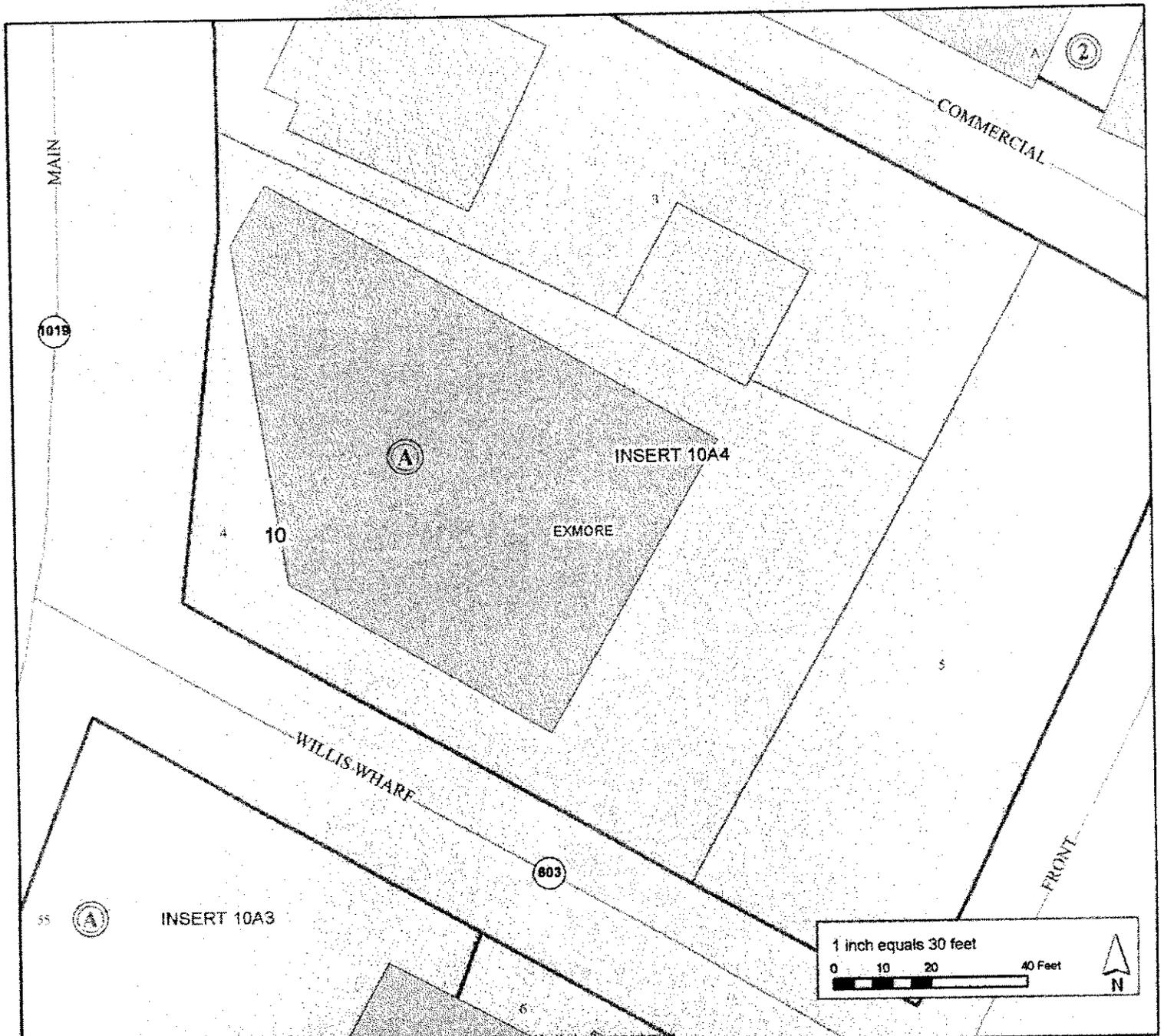
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Benjamin's Department Store
Northampton County, Virginia

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ENDNOTES:

- ¹David, Kimble A. *Architectural Survey of the Town of Exmore in Northampton County, Virginia*. Norfolk, VA: November 2000.
- ²*Map Profile of Experimental Survey, VA Section: New York and Norfolk Airline Railroad*. May 1855.
- ³Ibid.
- ⁴Northampton County Deed Index, Grantees, to 1917. Northampton County, Virginia.
- ⁵*Map Profile of Experimental Survey, VA Section: New York and Norfolk Airline Railroad*.
- ⁶Turman, Nora Miller. *The Eastern Shore of Virginia: 1603-1964*. Onancock, VA: The Eastern Shore News, Inc., 1964, 203.
- ⁷Mears, James Egbert. *Eastern Shore of Maryland and Virginia*. Ed. by Charles B. Clarke, Ph.D. *The Eastern Shore of Virginia in the 19th and 20th Centuries*. New York: Lewis Historical Publishing Co., Inc, 1950, 615.
- ⁸Turman, 204.
- ⁹*J. W. Chandler, 65, Died on Monday*. The Northampton Times. Vol. XXXIII, No. 7, Cape Chares, VA, February 21, 1935.
- ¹⁰Chandler lived in Willis Wharf as a child.
- ¹¹Ibid.
- ¹²Northampton County Deed Records. Northampton County, Virginia.
- ¹³Ibid.
- ¹⁴Northampton County Deed Records. Northampton County, Virginia.
- ¹⁵Northampton County Plat Book 11, p. 22. Northampton County, Virginia. A plat of the addition to the Town of Oyster by J.W. Chandler dated 1926 was recorded in Northampton County in 1979. From this document and deed records, it is assumed that Chandler may also have a platted the area in Exmore, though no plat exists.
- ¹⁶Northampton County Will Record, Book 47, p. 105-106. Northampton County, Virginia.
- ¹⁷Eastern Shore Herald, 12 April 1912.
- ¹⁸Eastern Shore Herald, 22 October 1209.
- ¹⁹Eastern Shore Herald, 8 March 1912 and 27 October 1912.
- ²⁰Eastern Shore Herald, 6 October 1912.
- ²¹Eastern Shore Herald, 30 May 1914.
- ²²http://www.peebles.com/Merchant/about_us/about.html
- ²³Northampton County Deed Book 182, page 558. 16 July 1975.



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Benjamin's Department Store

Town of Exmore

Northampton County, Virginia

Parcel Number 4 on Insert 10A4 of Map 10 (010A4-0A-00-004)

National Register of Historic Places Base Map

Virginia Department of Historic Resources Number 065-0528

From Northampton, Virginia Real Estate Tax Maps, 2005

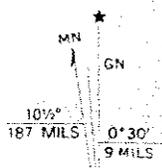


065-0528

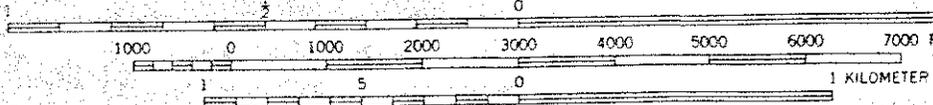
2 770 000 FEET | NASSAWADOX 2.3 MI. 50' CHESAPEAKE BAY BRIDGE-TUNNEL 27 MI. | 13 | 27 | (NASSAWADOX) 5858 IV NE | 29

SCALE 1:24 000

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UTM GRID AND 1992 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET



CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 1.7 FEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225 OR RESTON, VIRGINIA 20192 AND VIRGINIA DIVISION OF MINERAL RESOURCES, CHARLOTTESVILLE, VIRGINIA 22902. A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST.

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