

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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.

1. Name of Property

Historic name: Port Royal Historic District (2020 Boundary Increase)

Other names/site number: VDHR# 284-5017

Name of related multiple property listing: N/A

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

2. Location

Street & number: Intersection of U.S. Rtes. 301& 17, continuing north to the Rappahannock River

City or town: Port Royal State: Virginia County: Caroline

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X 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 X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Applicable National Register Criteria:

 X A X B C X D

<p>Signature of certifying official/Title: <u>Virginia Department of Historic Resources</u> State or Federal agency/bureau or Tribal Government</p>	<p>Date</p>
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<p>In my opinion, the property <u> </u> meets <u> </u> does not meet the National Register criteria.</p>	
<p>Signature of commenting official:</p>	<p>Date</p>
<p>Title :</p>	<p>State or Federal agency/bureau or Tribal Government</p>

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the 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

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>27</u>	<u>40</u>	buildings
<u>5</u>	<u>1</u>	sites
<u>1</u>	<u>13</u>	structures
<u>0</u>	<u>10</u>	objects
<u>33</u>	<u>64</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

AGRICULTURE/SUBSISTENCE: agricultural outbuilding	COMMERCE/TRADE: restaurant
DOMESTIC: single dwelling	COMMERCE/TRADE: business
DOMESTIC: secondary building	COMMERCE/TRADE: department store
DOMESTIC: hotel	TRANSPORTATION: water-related
FUNERARY: cemetery	EDUCATION: school
COMMERCE/TRADE: specialty store	

Current Functions

DOMESTIC: single dwelling	VACANT: not-in-use
DOMESTIC: secondary building	COMMERCE/TRADE: restaurant
DOMESTIC: hotel	COMMERCE/TRADE: business
RELIGION: religious facility	COMMERCE/TRADE: department store
GOVERNMENT: city hall	FUNERARY: cemetery
GOVERNMENT: post office	TRANSPORTATION: water-related
RECREATION AND CULTURE: swimming pool	

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS:

Bungalow/Craftsman, Cape Cod, Minimal Traditional, Commercial Style; MODERN

MOVEMENT: Corporate Commercial, Ranch Style, Neo-Eclectic; NO STYLE

Materials: (enter categories from instructions.) Principal exterior materials of the property:

Wood: Weatherboard, Brick, Metal: Aluminum, Asphalt, Asbestos, Concrete, Synthetics:

Vinyl

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Port Royal Historic District was listed in the National Register of Historic Places in 1970. It comprises 84 lots of a gridded 1743 plan.¹ There are four north-south and five east-west streets bounded on the north by the Rappahannock River. The district is predominantly residential, although there are churches, town administrative offices, and utility infrastructure and public service buildings. Houses were built primarily in Georgian, Federal, and Classical Revival styles with a significant but relatively small mix of later Victorian-era, Craftsman, and Colonial Revival buildings and the occasional appearance of more recent mid-to-late 20th-century houses, in Ranch, Neo-Eclectic or with no discernable style, and mobile homes/trailers. Some of the most significant resources include early-to-mid-20th-century motel and early automobile-related businesses (repair, fuel, sales, etc.) specifically along U.S. Rt. 301 (also known as Main Street), although these were not recognized as such in the original nomination and some, tragically including 25550 A.P. Hill Boulevard (284-5017-0010), are now gone. A 2020 update to the original historic district nomination expands the period of significance and includes the twentieth century resources.

The 2020 Boundary Increase encompasses 90.736 acres in six distinct areas contiguous to the original boundary of the Port Royal Historic District. Boundary Increase Area #1 encapsulates the location of the pre-town occupation northwest of Port Royal, including a tobacco inspection warehouse that continued to operate throughout the 18th century, was converted into a private farm in the 19th century, and includes a small cemetery. Boundary Increase Area #2 captures the historic (and current) dock remnants on Caroline Street, while Boundary Increase Area #3 encapsulates Virginia Indian occupations that predate European settlement, the site of 18th-/19th-century quarters for enslaved Africans, and the site of 18th- through early 20th-century

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agricultural buildings related to Townfield (284-0047-0036). Townfield is within the existing district boundaries and is listed individually (NRHP listed, 1994). Boundary Increase Area #4 includes the primary commercial development area extending south from Port Royal in the 20th century, intersecting with the “Port Royal Cross Roads.” Boundary Increase Areas #5 and #6 include a small number of thematically and architecturally consistent 20th-century town-related historic resources existing immediately beyond the original Port Royal boundaries and associated with resources inside the original boundaries. The buildings, structures, objects, and sites represent a distinct assemblage of resources that largely predate and postdate the predominantly mid-18th- through early 19th-century townscape, but that are integral to its 17th- and early 18th-century history and the story of the townspeople’s efforts to survive in a 20th century that threatened to leave it behind. The boundary increase areas incorporate resources that more fully illustrate the long, dynamic and complex histories of the people of Port Royal before, during, and after its heyday.

Over 50% of the primary resources contribute to the significance and integrity of the district expansion. A significant percentage of the non-contributing resources are secondary resources consisting of small outbuildings, such as sheds, and garages, and structures, such as swimming pools and carports, and objects, including roadside signs. These are associated with a combination of contributing and non-contributing primary resources. They exist primarily in Boundary Increase #4 and do not compete with the predominantly early 20th-century cultural landscape. Instead, they reflect the historic trend of Port Royal businesses adapting to changing economic conditions by augmenting their existing building stock, rather than replacing it.

Narrative Description

The Town of Port Royal is situated on the south bank of the Rappahannock River. Elevated about forty feet above the water, at the narrowest point of this stretch of the waterway, the town originally covered approximately 60 acres of land cut into half-acre lots separated into four-lot blocks along gridded streets. The recent expansion of the town to the south brought into its legal bounds the Port Royal Cross Roads area, including the intersection of U.S. Rtes. 17 and 301. Acreage to the west and east is predominantly farmland and the town’s surroundings continue to balance a sense of urban and rural contrast rarely seen in the Middle Peninsula or eastern Virginia. While development slowly encroaches, the town maintains its historic integrity as one of the Commonwealth’s best preserved 18th-/early 19th-century port towns.

The 90.736-acre 2020 Boundary Increase is divided into six contiguous additions to the north, south, east, and west boundaries of the Port Royal Historic District. These areas include resources that contribute to the long history of the district, but with emphasis on the periods before the town’s founding and the 20th century. The latter includes the development of U.S. Rt. 301 along Main Street and the growing significance of the Port Royal Cross Roads at its intersection south of the town with U.S. Rt. 17. The Boundary Increase Areas were chosen based on the presence of resources with direct historical architectural, and potentially archaeological, association with the town.

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The boundary increase areas are predominantly commercial with the majority of resources dating to the early-to-mid-20th century. The oldest resources include the full extent of the archaeological site 44CE0017 (248-5017-0026) along the south bank of the Rappahannock River, west of the early town footprint, and the likely 1673 tobacco inspection warehouse and early ferry and wharf infrastructure nearby (Boundary Increase Area #1).² Additionally, there is the two-stone cemetery (284-5017-0025) of Elizabeth Dunlop (d. 1786) and Younger Fox (d. 1763) in a grove of trees a short distance to the southeast surrounded by open field. This relatively flat area composed of agricultural field, forested cliffs edge, and shoreline with marsh below was chosen because it contains noteworthy resources that immediately predate and were contemporary with the town's 18th-, 19th-, and early 20th-century history. There is every indication that these sites remain intact. Cartographic and aerial imagery indicates that this area was in agricultural use for centuries and specifically mark the locations of several structures. The majority of the acreage is more than twenty feet above sea level and there are no indications of substantial earth movement, such as mechanical grading, that would have negatively affected archaeological resources. Those historic and Virginia Indian resources located closer to the Rappahannock River have been the subject of some alluvial wash that would have resulted in the burial of archaeological deposits over time, thus protecting potential resources. An archaeological survey and subsequent testing would confirm the specific elements of the site and inform our understanding of these buildings, activity areas, and the lives of those who lived and worked in them. But there is sufficient integrity of feeling and association, in addition to location, to list this area, including the early tobacco warehouse and any pre-contact or potentially contact period Virginia Indian sites, as contributing to the district.

The historic wharf remnants (and current non-contributing dock) at the north end of King Street is classified as Boundary Increase Area #2. Extending out into the Rappahannock River, two lines of dock poles are visible at low tide, marking the location of Port Royal's primary connection to the Atlantic world. This area was chosen to highlight the highly significant link between the town and the river, particularly as it relates to commerce in the district. The resource is part of a larger property, the Port Royal Landing, that exists primarily within the existing historic district (284-0047-0047).

Boundary Increase Area #3, to the east of town, was chosen in order to bring into the district the full extent of Site 44CE0136 (a secondary contributing resource to Townfield (284-0047-0036)). The portion of the site within the Boundary Increase Area includes evidence of Virginia Indian settlement, colonial and early American enslaved African quarters, 18th-, 19th-, and 20th-century agricultural buildings and structures, and archaeological evidence of potential earthworks related to the town's Civil War defenses. The construction of two more recent buildings (284-5017-0023 and -0024) resulted in some impacts to the site, but these are relatively minor compared to the overall extent of the site. Disturbance to the site is limited to the immediate footprints of both buildings and minor utility impacts. Therefore, the site retains a high degree of integrity.

The largest increase by number of resources is to the south of the original district extending to include the intersection of two primary transportation routes (U.S. Rtes. 301 & 17) and the proliferation of early-to-mid-20th-century business (and later) built to capture some of that car traffic (Boundary Increase Area #4). This area was chosen both because it encapsulates the

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recent legal expansion of the Town of Port Royal and because it recognizes the inherent connection between the early-to-mid-20th-century Port Royal Cross Roads intersection and the older but still contemporary townscape to the north.

Two small acreages to the west of U.S. Rt. 301 contain contributing resources just beyond, but related to, buildings within the original town's footprint and the original Port Royal Historic District (Boundary Increase Areas #5 and #6). Both were chosen because their resources are directly associated with the early-to-mid-20th-century development of Port Royal, including the expansion of motels and the adaptation of filling stations and service stations alongside single family residences on a busy thoroughfare. There are 24 primary resources located within the boundary increase areas. More than half of these are contributing to the district.

The five earliest building resources within the Boundary Increase Areas are concentrated around the intersection of U.S. Rtes. 301 & 17, historically known as the Port Royal Cross Roads. They date to the early 20th century. They are present by the 1940s and reflect the emerging importance of the intersection as entrepreneurs endeavored to attract customers into their stores and serve those traveling primarily via automobile. The intersection's development around this period also coincides with the creation of Fort A.P. Hill to the south and the influx of people related to the military base and its mission to train soldiers for World War II and after. The businesses and houses include restaurants, stores, and single dwellings, representing Corporate Commercial, Craftsman, and Colonial Revival styles, as well as those with no discernable style. The business at 25422 Tidewater Trail (284-5017-0001) represents a Commercial Crossroads Style, single-story, L-shaped, wood-frame building with vinyl siding and a hipped roof that was once an automobile repair and filling station. The house at 25432 Tidewater Trail (284-5017-0002) represents a Craftsman style, three-bay, two-story wood frame house with stucco veneer. Perhaps the most recognizable architectural resource among this group is Horne's Diner (25532 A.P. Hill Boulevard, 284-5017-0009; c. 1960). This corporate commercial store, gas station, and restaurant is a distinctive concrete-block building with fixed metal windows and a tall, side gable yellow metal roof which extends on the south and west elevations to cover pump areas. Recognizable by nearly every local and passerby, the diner is the last remnant of the franchise that once operated across fifteen states (and Canada), dotting the highways and frequented by those interested in "one-stop-shop" convenience while traveling across the eastern United States.³ These resources are complemented by contemporary businesses and dwellings erected along U.S. Rt. 301/Main Street/Ft. A.P. Hill Boulevard to the north, documenting the important evolution and connection between the boundary increase and the core of the historic district.

There are eight resources constructed in the 1950s and 1960s. These are largely reflective of the growing prominence of the two automobile-focused transportation routes cutting through the district. At this point the development of U.S. Interstate 95 had not siphoned significant traffic away from the U.S. Rtes. 301 or 1 and the Town of Port Royal retained its prominence as a waypoint for travelers and a small but prominent commercial and residential node in Caroline County on the western end of the Middle Peninsula. The style and function of the buildings erected during this time largely matched those from the preceding decades, and so there is a continuum that links this near-half-century period in the historic district. Emphasis remained on locally owned and operated businesses, but this period includes the influx of Corporate

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Commercial style buildings with regional or national brand recognition and their distinctive architecture. This includes single-story, concrete block construction for service stations (25577 A.P. Hill Boulevard, 284-5017-0007) and stores (25527 Tidewater Trail, 284-5017-0008), as well as a later building that now serves as a restaurant (25650 A.P. Hill Boulevard, 284-5017-0015). The latter resource is clad in vinyl siding with a side-gable asphalt shingle roof, double hung vinyl and fixed vinyl windows and an interior central brick chimney. There are also five single dwellings from this period. These include simple designs that may reflect temporary lodging or residences for workers associated with businesses at the intersection or nearby. For instance, 25692 A.P. Hill Boulevard (284-5017-0017) is a 1.5-story, 5-bay frame dwelling with stucco exterior, a side-gable standing seam metal roof, one interior central brick chimney, and double hung vinyl windows. Adjacent is a comparable and contemporary two-story Colonial Revival residence with vinyl siding, hipped roof, three-column wood frame porch and an interior brick chimney on the east side (25438 Tidewater Trail, 284-5017-0003). Each incorporates more recent building materials that largely cover rather than replace the historic fabric of the resource. Slightly later examples include 25592 A.P. Hill Boulevard (284-5017-0011), a 1.5-story, 4-bay frame dwelling with brick veneer, side gable roof, double hung vinyl windows, one exterior end brick chimney and one interior central brick chimney, and 25710 A.P. Hill Boulevard (284-5017-0018), a 1-story, 3-bay frame dwelling with brick siding, interior central brick chimney, double hung vinyl windows, and a side gable roof.

The 2020 Boundary Increase contains 52 non-contributing resources. These are dominated by secondary resources (n=34) associated with development along U.S. Rt. 301 and, to a lesser degree, U.S. Rt. 17 over the last fifty years. They are largely associated with commercial buildings, such as restaurants and service stations, that are contributing resources. Examples include a 1960s Corporate Commercial “Gulf” service station at 25734 A.P. Hill Boulevard (284-5017-0019). Associated non-contributing secondary resources document business owners’ attempts to modernize and adapt to changing customer needs while maintaining the original building stock. These resources match the evolving character of this portion of the historic district, specifically the primary thoroughfares through Port Royal and its surroundings. Most of the primary resources that are non-contributing, including a 1970s funeral home at 25662 A.P. Hill Boulevard (284-5017-0016), are a single story, built with concrete block foundations, and have wood frame structural systems clad with either brick veneer or vinyl siding. Despite the number of non-contributing resources, their scale, function, and location do not substantially detract from the overall character and integrity of the district when considering its period of significance concludes in 1970.

Geographically, the boundary increase areas fit well with the expanded/updated period of significance that links the south shore of the Rappahannock River with the inland intersection of Port Royal Cross Roads. In particular, Boundary Increase Area 4 is a continuation of the commercial, automobile-oriented, traveler-focused resources along Main Street/U.S. Rt. 301 within the existing district. Signage, development density, road-orientation, and streetscape improvements are consistent along this corridor from the James Madison Bridge south to Horne’s Diner (284-5017-0009), providing a unified sense of place that connects two ends of the district’s spine. Efforts by town officials and residents to introduce traffic calming measures and safety protocols, while sustaining a commercial corridor reliant on travelers and commuters

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passing through Port Royal, reflect the valiant efforts to maintain a strong sense of place and further the connection between the original historic district and the growth of the town and its focus on balancing business and residential needs.

Statement of Integrity

The Port Royal Historic District (2020 Boundary Increase) retains integrity with major elements of the historic streetscape and surrounding landscape intact. Of the 24 primary resources, 16 are contributing and 8 are non-contributing. The non-contributing statuses were largely based on date of construction and, when they were built before 1970, extensive alterations that compromised the resource's integrity. Although some alterations have been made to contributing resources, they are generally limited to the installation of non-historic siding, covering over but not destroying important building elements. Also included is the replacement of original window sash, although without substantially altering openings and fenestration patterns. These alterations do not completely obscure the original form and style of the resources and tend to be reversible. The Town of Port Royal is working to combat threats like vacancy and deterioration in the area. There are 54 secondary resources, which are predominantly garages and sheds. Ten are contributing to the district and 44 are non-contributing due to construction date. The vast majority of the non-contributing resources included sheds and garages with relatively small footprints and located on the rear, often less visible portions of individual parcels.

The Port Royal Historic District (2020 Boundary Increase) retains integrity of location, design, setting, materials, workmanship, feeling, and association under the updated areas and period of significance. This is particularly important in Boundary Increase Areas #4, #5, and #6. In each, the boundaries would now reflect the complete resource assemblage (specifically in Boundary Increase Areas #5 and #6) and accurately represent their full histories. They are now inclusive of the known full extent of motels, service stations, automobile and travel-related buildings and associated domestic buildings that share important aspects of design, materials and workmanship from the early to mid-20th century. The remaining Boundary Increase Areas (#1, #2, and #3) share a significant level of archaeological potential. The formal excavations within Boundary Increase Area #3, along with historically-documented buildings and wharf-related structures seen in aerial imagery, tie together these areas and their resources, collectively contributing to a greater understanding of the district's significant commercial history, and specifically to the 17th, 18th, and 19th centuries.⁴

Archaeological Resources

Two archaeological sites include occupations that represent the earliest inhabitants within the six boundary increase areas. To the west of the colonial town footprint is Site 44CE0017 (284-5017-0026). Identified in the late 1960s, the surface-collected site produced an assemblage of artifacts from the Late Woodland period (900 A.D. to c. 1600 A.D.), including "Potomac Creek type pottery, points, chips" according to its inventory form. To the east of the town's 18th-century boundary is the eastern extent of Site 44CE0136, which also includes Middle-to-Late Archaic (6500 B.C. to 1200 B.C.) and Middle-to-Late Woodland period (300 A.D. to c. 1600 A.D.) Virginia Indian occupations represented by quartz stemmed, side-notched, contracting-stem and triangular projectile points, Mockley series, Townsend and Potomac Creek series ceramics, and a "ground slate winged atlatl." Together, these sites indicate the potential for significant

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archaeological resources across the district's waterfront, and specifically in and near Boundary Increase Areas #1, #2, and #3.

There is also significant potential for, and important intact evidence of, historic archaeological resources. The relatively small Site 44CE0017 (284-5017-0026) is located within the larger historic property of the Buckner and Roy families associated with the early tobacco inspection warehouse and European trading settlements that pre-date the establishment of Port Royal (Boundary Increase Area #1). While the exact location of that site has not been inventoried, historic map overlays, historic aerial imagery, and plat reconstructions clearly show that early historic occupations from the 18th through 19th centuries (and potentially early 20th century) are present here.⁵ No historic artifacts were recovered during the 1960s pedestrian surface survey of Site 44CE0017, but they likely exist nearby. Additionally, there is the two-stone cemetery (284-5017-0025) of Elizabeth Dunlop (d. 1786) and Younger Fox (d. 1763) a short distance to the southeast. The Virginia Indian site, the Tobacco Warehouse and Domestic Complex, and the cemetery not only provide significant evidence of occupations that predate European settlement, but also early trade and commerce in the 17th/18th centuries before the town's founding.

Boundary Increase Area #2 includes the remnants of the long-standing 19th-/20th-century wharf and likely predecessors that connected residents and neighbors to Port Royal with 18th-, 19th-, and 20th-century river and ocean-going ships. The area is also associated with the Civil War-period evacuation, memorialized in an iconic photograph looking north along King Street and across the hastily constructed pontoon bridge.⁶

Lastly, Boundary Increase Area #3's inclusion of the eastern extent of Site 44CE0136 includes Townfield's silo, shed, slave quarter site, cemetery, and surface collected archaeological materials related to the 18th, 19th, and 20th centuries. It also includes intact cultural features. Two of the five excavation areas undertaken in 1973 by the Archeological Society of Virginia are within this area and match with several of the resources included in Shurcliff's 1930 map of Port Royal.⁷ The owners of Townfield historically exceeded the boundaries of the original town, extending to the east far more than just the typical one-half-acre lot width. Shurcliff documented an 1888 Barn, icehouse, smaller barn, silo, three sheds, smoke house, "site of quarters," and "slave quarters" all outside of the 1743 town boundaries. Only one of the sheds and the silo appear to have survived until the nomination of Townfield to the state and federal registers (independent of the Historic District nomination); the chimney ruin mentioned in the nomination is associated with Shurcliff's "slave quarters", rather than the "site of quarters." Together, the archaeological evidence and early 20th-century map strongly suggests there is additional archaeological potential throughout this area and with particularly significance in documenting the lives of enslaved Africans at Port Royal.

Inventory

The following inventory lists the resources within the Port Royal Historic District (2020 Boundary Increase). It is organized alphabetically by street name and then numerically by street number. Each entry provides the address, date of construction, architectural style, current use, VDHR File number, and the contributing status within the district. The inventory includes secondary resources in increase areas #2 and #6 that are associated with primary resources

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already within the existing Port Royal Historic District boundary. They are noted as such in the inventory. No primary resources in the existing Port Royal Historic District are counted in the Boundary Expansion. Whether a resource is considered contributing or non-contributing was determined based on its integrity as it supports the historic district's significance under Criterion A (Exploration/Settlement), Criterion A (Commerce) and Criterion B (Dorothy Buckner Smith Roy: Commerce) during the Period of Significance (1673 - 1970).

Boundary Increase Area #1

Main Street 284-0045 *Other DHR Id#: 284-0047-0068, 284-5017-0025*

Primary Resource: Cemetery (Site), 1763

Contributing Total: 1

Main Street 284-5017-0026 *Other DHR Id#: 44CE0017*

Primary Resource: Site (Archaeological), Late Woodland Period, Native American

Contributing Total: 1

Water Street

136 Water Street 284-5001 *Other DHR Id#: 284-5017-0022*

Primary Resource: Restaurant (Building), Stories 1, Style: No discernible style, Ca 1975

Non-contributing Total: 1

Secondary Resource: Dock (Structure) Non-contributing Total: 1

Secondary Resource: Mobile Home/Trailer (Building) Non-contributing Total: 1

Secondary Resource: Sign (Object) Non-contributing Total: 1

Boundary Increase Area #2

King Street

King Street 284-0047-0047 *Other DHR Id#:*

Primary Resource: Dock/Pier (Structure), Stories, Style: No discernible style, Ca 1960

Non-contributing Total: 1

Secondary Resource: Dock/Pier (Structure)

Contributing Total: 1

Secondary Resource: Sign (Object)

Non-contributing Total: 6

*The majority of this resource is included in the Port Royal Historic District Update. Boundary Increase Area #2 now encapsulates the entire resource. The resources are counted here in the Boundary Increase Area, not in the update.

Boundary Increase Area #3

Caroline Street

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1181 Caroline Street 284-5015 *Other DHR Id#: 284-5017-0023*

Primary Resource: Single Dwelling (Building), Stories 2, Style: Neo-Eclectic, Ca 2000

Non-contributing Total: 1

Secondary Resource: Dock (Structure) Non-contributing Total: 1

Secondary Resource: Shed (Building) Non-contributing Total: 1

1217 Caroline Street 284-5016 *Other DHR Id#: 284-5017-0024*

Primary Resource: Single Dwelling (Building), Stories 2, Style: Neo-Eclectic, Ca 2000

Non-contributing Total: 1

Secondary Resource: Dock (Structure) Non-contributing Total: 1

Frederick Street

201 Frederick Street 284-0015 *Other DHR Id#: 284-0047-0036 (Townfield)*

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Colonial, Ca 1740

Contributing Total: 1

Secondary Resource: Animal Shelter/Kennel (Building)

Non-contributing Total: 1

Secondary Resource: Cemetery (Site)

Contributing Total: 1

Secondary Resource: Landscape Feature (concrete trough), Man-Made (Other)

Non-contributing Total: 1

Secondary Resource: Shed (Building)

Contributing Total: 1

Secondary Resource: Silo (Structure)

Non-contributing Total: 1

Secondary Resource: Single Dwelling (Site; 44CE0136)

Contributing Total: 1

Secondary Resource: Well/Well House (Building)

Contributing Total: 1

*The resources for 201 Frederick Street (284-0047-0036) are included in the Port Royal Historic District Update but are not included in the Boundary Increase total resource counts. Boundary Increase Area #3 now encapsulates the entirety of 284-0047-0036.

Boundary Increase Area #4

A.P. Hill Boulevard/U.S. Rt. 301

25532 A.P. Hill Boulevard 284-5014 *Other DHR Id#: 284-5017-0009*

Horne's Diner

Primary Resource: Restaurant (Building), Stories 1, Style: Corporate Commercial, Ca 1948

Contributing Total: 1

Secondary Resource: Other (Building) Non-contributing Total: 3

Secondary Resource: Pergola (Structure) Non-contributing Total: 1

Secondary Resource: Shed (Building) Non-contributing Total: 2

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Secondary Resource: Sign (Object) Contributing Total: 2

25550 A.P. Hill Boulevard 284-5013 *Other DHR Id#: 284-5017-0010*

Primary Resource: Store (Building), Stories 1, Style: No discernible style, Ca 1990

Non-contributing Total: 1

Secondary Resource: Garage (Building) Non-contributing Total: 1

Secondary Resource: Office/Office Building (Building) Non-contributing Total: 1

Secondary Resource: Shed (Building) Non-contributing Total: 2

25577 A.P. Hill Boulevard 284-5017-0007 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: Corporate Commercial, Ca 1950

Contributing Total: 1

25592 A.P. Hill Boulevard 284-5012 *Other DHR Id#: 284-5017-0011*

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Cape Cod, Ca 1960

Contributing Total: 1

Secondary Resource: Garage (Building) Non-contributing Total: 1

Secondary Resource: Pool/Swimming Pool (Structure) Non-contributing Total: 1

Secondary Resource: Shed (Building) Non-contributing Total: 1

25614 A.P. Hill Boulevard 284-5011 *Other DHR Id#: 284-5017-0012*

Primary Resource: Service Station (Building), Stories 1, Style: Corporate Commercial, Ca 1960

Contributing Total: 1

25638 A.P. Hill Boulevard 284-5010 *Other DHR Id#: 284-5017-0013*

Primary Resource: Store (Building), Stories 1.5, Style: No discernible style, Ca 1960

Non-contributing Total: 1

Secondary Resource: Carport (Structure) Non-contributing Total: 1

Secondary Resource: Garage (Building) Non-contributing Total: 1

Secondary Resource: Shed (Building) Non-contributing Total: 1

Secondary Resource: Shed (Building) Non-contributing Total: 1

Secondary Resource: Single Dwelling (Building) Non-contributing Total: 1

25650 A.P. Hill Boulevard 284-5008 *Other DHR Id#: 284-5017-0015*

Primary Resource: Restaurant (Building), Stories 1.5, Style: No discernible style, Ca 1960

Contributing Total: 1

Secondary Resource: Restaurant (Building) Contributing Total: 2

Secondary Resource: Sign (Object) Non-contributing Total: 1

25662 A.P. Hill Boulevard 284-5007 *Other DHR Id#: 284-5017-0016*

Primary Resource: Funeral Home (Building), Stories 1, Style: No discernible style, Ca 1970

Non-contributing Total: 1

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25692 A.P. Hill Boulevard 284-5006 *Other DHR Id#: 284-5017-0017*

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: No discernible style, Ca 1950

Contributing Total: 1

Secondary Resource: Carport (Structure) Non-contributing Total: 1

Secondary Resource: Foundation (Site) Non-contributing Total: 1

Secondary Resource: Garage (Building) Non-contributing Total: 1

Secondary Resource: Shed (Building) Non-contributing Total: 1

Secondary Resource: Well (Structure) Non-contributing Total: 1

25710 A.P. Hill Boulevard 284-5005 *Other DHR Id#: 284-5017-0018*

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1960

Contributing Total: 1

Secondary Resource: Shed (Building) Non-contributing Total: 1

Secondary Resource: Well/Well House (Building) Non-contributing Total: 1

25734 A.P. Hill Boulevard 284-5004 *Other DHR Id#: 284-5017-0019*

Primary Resource: Service Station (Building), Stories 1, Style: Corporate Commercial, Ca 1960

Contributing Total: 1

Secondary Resource: Service Station (Building) Non-contributing Total: 1

Secondary Resource: Sign (Object) Non-contributing Total: 1

25740 A.P. Hill Boulevard 284-5003 *Other DHR Id#: 284-5017-0020*

Primary Resource: Mobile Home/Trailer (Building), Stories 1, Style: No discernible style, Ca 1970

Non-contributing Total: 1

Secondary Resource: Carport (Structure) Non-contributing Total: 2

Secondary Resource: Shed (Building) Non-contributing Total: 5

Tidewater Trail/U.S. Rt. 17

25422 Tidewater Trail 284-5017-0001 *Other DHR Id#:*

Primary Resource: Store (Building), Stories 1, Style: Commercial Style: Crossroads, Ca 1940

Contributing Total: 1

25432 Tidewater Trail 284-5017-0002 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 2, Style: Craftsman, Ca 1940

Contributing Total: 1

Secondary Resource: Single Dwelling (Building) Contributing Total: 1

25433 Tidewater Trail 284-5017-0005 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 1, Style: No Discernable Style, Ca 1940

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Contributing Total: 1

Secondary Resource: Single Dwelling (Building) Contributing Total: 1

25438 Tidewater Trail 284-5017-0003 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 1, Style: Colonial Revival, Ca 1950

Contributing Total: 1

Secondary Resource: Shed (Building) Contributing Total: 1

25445 Tidewater Trail 284-5017-0006 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1940

Contributing Total: 1

Secondary Resource: Office/Office Building (Building) Contributing Total: 1

Secondary Resource: Shed (Building) Contributing Total: 1

25523 Tidewater Trail 284-5017-0004 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: No Discernable Style, Ca 1980

Non-contributing Total: 1

25527 Tidewater Trail 284-5017-0008 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1950

Contributing Total: 1

Boundary Increase Area #5

Main Street/U.S. Rt. 301

600 Main Street 284-5002 *Other DHR Id#: 284-5017-0021*

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1960

Contributing Total: 1

Secondary Resource: Barn (Building) Contributing Total: 1

om both the limitatiMobile Home/Trailer (Building) Non-contributing Total: 2

Secondary Resource: Shed (Building) Non-contributing Total: 1

Boundary Increase Area #6

Main Street

322-328 Main Street 284-0047-0023 *Other DHR Id#:*

Primary Resource: Motel/Motel Court (Building), Stories 1, Style: Other, Ca 1950

Contributing Total: 1

Secondary Resource: Sidewalks (Site)

Contributing Total: 1

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Secondary Resource: Pond (Structure)

Non-contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

Secondary Resource: Single Dwelling (Building)

Non-contributing Total: 1

*These resources are included in the Port Royal Historic District Update and are not included in the total resource count for the Boundary Increase. Boundary Increase Area #6 now encapsulates the entire resource.

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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 grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

Exploration/Settlement
Commerce

Period of Significance

Late Woodland (900 A.D. to 1600 A.D.)
1673-1970

Significant Dates

1673
1731

Significant Person

(Complete only if Criterion B is marked above.)

Roy, Dorothy (Buckner) Smith

Cultural Affiliation

n/a

Architect/Builder

n/a

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The 2020 Boundary Increase incorporates 79 additional resources into the Port Royal Historic District. The expansion area is eligible for inclusion in the National Register of Historic Places under Criterion A, Criterion B, and Criterion D. The Boundary Increase area is significant locally under Criterion A, in the area of Exploration/Settlement as it represents an early outpost along the Virginia colonial frontier; locally significant under Criterion A in the area of Commerce as it represents a significant twentieth century trend initially away from rail and steamboat trade and traffic until the advent of the interstate system and its effects on small towns and rural crossroad villages; and locally significant under Criterion B for the role Dorothy (Buckner) Smith Roy played as a rare, prominent businesswoman, beginning in 1731 and under Criterion D in the area of Archaeology: Prehistoric – Aboriginal and Historic – Non-Aboriginal as it represents the Late Woodland period settlement of Virginia Indians and the mid-18th-century through 19th-century enslaved African and African American quarters and related agricultural buildings associated with Townfield within Port Royal.

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The initial period of significance correlates with the Late Woodland period (900 A.D. -1600 A.D.) of Virginia Indian occupation both to the west and east of the Town of Port Royal along the banks of the Rappahannock River. The subsequent period of significance begins in 1673, the date of John Buckner's establishment of the first Tobacco Inspection Warehouse in the district and ends in 1970, which marks the end of historic period construction. No notable new construction followed until the 1990s and beyond. The town continues to grow and evolve and significantly contributes to our understanding of changing communities, particularly those with colonial precedents that endured the Civil War and survived the transition from slavery to freedom, and from boats and wagons to tractor trailers and Winnebagos. The development of motor courts, motels, service stations, and other automobile-based infrastructure, whether for trade, tourism, or suburban commuters, is a chapter of Virginia history that is exhibited through the construction and success of 1940s-1960s-era distinctive corporate commercial gas stations, iconic diner architecture, and motor courts/motels, such as the no-longer-extant motel at 25550 A.P. Hill Boulevard (284-5017-0010), that competed to attract travelers driving along U.S. Rt. 301, from Washington D.C. and points north through Maryland, or east and west, from Virginia Beach to the Blue Ridge Mountains and beyond. The eventual syphoning off of traffic and large-scale economic development by a maturing U.S. Interstate 95 corridor to the west, the establishment of the military installations at Ft. A.P. Hill and Ft. Dahlgren (the former blocking development to the south), and the lack of internal industry and corresponding residential development has limited the town of Port Royal. Its destiny appears to point in the direction of an increasingly commuter-based community with light industry, commuter-focused services, and heritage tourism, a trend started during the early-to-mid-20th century and continuing today.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criteria Justification

Criterion A: Exploration/Settlement

The Port Royal Boundary Increase 2020 is significant under Criterion A in the area of Exploration/Settlement for the early establishment of the tobacco warehouse and inspection station by John Buckner in 1673 and for the early establishment of Townfield and its associated slave quarters and agricultural complex in the early days of Port Royal. As a prominent early 18th-century commercial hub along what was then considered the western reaches of the Rappahannock River, this strategic location utilized the relatively narrow section of this major east-west waterway to attract trade and encourage development in the region due to the ease of access from the land and transportation across the river into King George County. The acquisition of the warehouse and associated lands by John Roy in 1716 represented the shift from outpost to prospective town.⁸ This happened when increased interest in settlement in this part of Caroline County and trade with expanding settlements to the west, along with the establishment of an official tobacco inspection station, made it a desirable location to harness traffic and commerce from property owners and traders. These factors led to the establishment of the Town of Port Royal in 1744 and Townfield was one of its first major properties,

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incorporating both a formal domestic complex and an associated quarter for enslaved laborers just beyond the border of the town to the east.⁹ The exact site of the Roy's tobacco warehouse and related, dock, tannery, and dwellings on the west side of Port Royal are known through court documents to be in the field west of the town; all of these resources are archaeological in nature but due to a lack of archaeological survey only the archaeological site 44CE0017 (Woodland Period Virginia Indian) and the cemetery of Elizabeth Dunlop and Younger Fox are inventoried (248-5017-0026 and -0025, respectively).¹⁰ The significance of this settlement and knowledge of its approximate location justify the expansion of the historic district into the agricultural fields to the west (Boundary Increase Area #1) for the acreage relatively close to the river. Expansion to the east (Boundary Increase Area #3) is justified for its inclusion of this early slave quarter for enslaved Africans and African Americans, the related spaces in which they lived and work, and the associated agricultural buildings that were built in close proximity and operated to house the livestock and crops of the fields cultivated beyond the town. Also within Boundary Increase Area #3 is a pre-contact Virginia Indian settlement dating to the Middle-to-Late Archaic (6500 B.C. to 1200 B.C.) and Middle-to-Late Woodland periods (300 A.D. to c. 1600 A.D.) with the primary occupation likely being the Late Woodland period (900 A.D. - 1600 A.D.). Their occupation of the area, while only beginning to be understood, was predicated on many of the same criteria as European settlers, with emphasis on access to transportation networks, trade, plentiful natural resources, and defense.

The warehouse and associated buildings persisted as a complimentary endeavor to the town during the second half of the 18th century. Various property owners utilized the strategic acreage to their advantage, with James Miller (1730-1808) founding Westerton (later Town Field, not to be confused with the property on the northeast corner of town known as "Townfield") and managing the warehouse after purchasing it from Roy's heirs. Miller further developed the property to include, at his death, a substantial wooden dwelling, kitchen, tannery (tanyard), garden, orchard, and cooper's shop, all connected to the town via an extension of Water Street, giving further credence for incorporating this acreage into the historic district boundary expansion. Under future property owners, the acreage would host a "Female Academy" in 1813. The sale of the property in 1863 referenced the ¼-acre area formerly used as a burial ground (see above) which persisted in late 19th- and early 20th-century maps of the town and its surroundings.¹¹

Less is understood about the Virginia Indian settlements. Sites 44CE0017 (284-5017-0026 and 44CE0136 (284-0047-0036) include occupations that both represent Late Woodland/Contact period settlements. Identified in the late 1960s, Site 44CE0017 produced an assemblage of "Potomac Creek type pottery, points, chips" dating to the centuries immediately preceding European settlement in Virginia. To the east of the town's 18th-century boundary is the eastern extent of Site 44CE0136, which also includes evidence of a Late Woodland/Contact period settlement. This included Townsend and Potomac Creek series ceramics and projectile points of that period (as well as evidence of much earlier occupations including the Middle Woodland and Middle-to-Late Archaic periods. In both instances these sites are closely associated with essential needs for any population settling in this area, including access to food, water, raw materials for building, and ease of access to transportation and trade. Their existence

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alongside later English settlement is not a coincidence and reflects the significance of this location as a desirable acreage for settlement throughout the last thousand years.

Criterion A: Commerce

The Port Royal Historic District Boundary Increase 2020 is locally significant under Criterion A in the area of Commerce as it represents an era of growth and transition in Port Royal, attributable to the decline of steamboat traffic and the emergence of the automobile in the early-to-mid-20th century. In the 1930s economic development shifted from primarily King Street to the recently paved asphalt roadways, specifically Main Street (U.S. Rt. 301) and U.S. Rt. 17, and the vehicles that traversed them.¹² Goods and services were transported along highways by an exponentially increasing number of cars and trucks. The infrastructure necessary to maintain the steady flow of commerce included private investment in filling stations, service stations, showrooms for new vehicles, diners to feed hungry drivers, and motels for them to rest their travel-weary heads. The competition to attract drivers and their passengers is clear in building designs, and this era witnessed the emergence of recognizable corporate brands and their distinctive architecture that attracted everyone from locals and vacationers to commuters and haulers.

The emergence of these businesses and their distinct architecture was not unique to Port Royal, but the resources that survive clearly tell this story of adaptation. Other port towns that experienced similar challenges included the Town of Tappahannock in Essex County to the east along U.S. Rt. 17 and, further along that route and slightly to the south, West Point in King William County at the confluence of the Mattaponi and Pamunkey Rivers with the York River. Both towns pursued different routes to survival, though.¹³ The latter example's 20th-century history is forever intertwined with a paper mill. The economic success of this centrally located industry sustained its downtown. The former example benefitted from light industrial and a focused investment on substantial commercial development outside of the town's earlier bounds. Port Royal's adaptation to the pressures associated with this transition did not follow either of these paths. Its survival was based on its being primarily a waypoint for travelers, a community focal point for the surrounding population in Caroline County and neighboring King George County, and, to a lesser but still significant degree, a tourist destination.

Port Royal's 20th-century history is intertwined with its reliance on transportation-related commerce. It is an outgrowth of the town's initial success as a regional center for trade in the 18th century. While focused on river-based import and export of goods, Port Royal was connected to other communities through a network of roads that extended from the town (and across the Rappahannock River). The significance of the overland routes is highlighted by the attention it drew in the Civil War, avoiding several invasions by sheer luck, but still experiencing skirmishes and water bombardment.¹⁴ As water-based traffic declined and rail traffic moved to the south and west, King George and Caroline Counties approved the construction of the James Madison Memorial Bridge in 1934, hoping to sustain economic development in the area.¹⁵ In the same decade, the paving of U.S. Rtes. 17 and 301 accompanied the growth of the "Port Royal Cross Roads" intersection. These investments helped facilitate commerce, connecting the people of King George County with a thoroughfare directly to Richmond while travelers north had more direct access to the Northern Neck and the Potomac River beyond.

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A significant section of the extensive U.S. Rt. 17 runs through several Southern states, connecting Port Royal with the Hampton Roads metropolitan area to the southeast and the city of Winchester in northwestern Virginia at the road's northern terminus. It also serves as the primary highway of the Middle Peninsula between Gloucester Point and Fredericksburg, where it crosses over U.S. Interstate Highway 95. Established in 1926 and fully paved in 1931, the section cutting through Port Royal Cross Roads was widened in the early 1990s. It has an oversized importance in the 20th-century development of Port Royal and the Middle Peninsula because it was not in direct competition with railways and water-based transportation was almost non-existent when U.S. Rt. 17 was formally designated.¹⁶

The existence of the rail line between Richmond and Washington D.C., and the presence of U.S. Rt. 1 to the west, which was eventually overshadowed by the construction of Interstate Highway 95, meant that the shorter U.S. Rt. 301 could focus more on the facilitation of commerce within the state of Virginia and its immediate neighbors. It enters at the North Carolina border and runs north through Petersburg, crossing U.S. Rt. 17 at the Port Royal Cross Roads, heading across the James Madison Memorial Bridge and passing through Dahlgren on its way into Maryland. The generally north-south thoroughfare was established in 1932, paved in the same year, and the section within the historic district was widened in 1978.¹⁷

The resources in each of the Boundary Increase Areas contribute to a greater understanding of commerce as an area of significance. The early trade and tobacco inspection warehouse in Boundary Increase Area #1, the wharf in Boundary Increase Area #2, and Boundary Increase Area #3 includes archaeological evidence for enslaved African Americans, whose labor resulted in the success of the colonial tobacco trade. There are few resources in Boundary Increase Areas #5 and #6, but both are related to the 20th-century development of Main Street/U.S. Rt. 301 through filling stations and motels, respectively. Boundary Increase Area 4, though, located south of the original historic district, is the most resource-dense of the six and the greatest contributor to this area of significance, specifically in the 20th century.

Buildings in Boundary Increase Area #4 continued the trend in Port Royal proper of being built as close to the street as possible, exceptions being made to accommodate access by automobiles and, occasionally, parking. As it was in the 18th- and 19th-century town, road frontage remained the most valuable aspect of any lot. Contemporary aerial photographs show road improvements focused on Main Street, with additional work on King Street, Water Street, and Caroline Street within the original district.¹⁸ There are several structures built before the 1940s at the Port Royal Cross Roads intersection to the south, including 25422 Tidewater Trail (284-5017-0001) and 25445 Tidewater Trail (284-5017-0006). These are likely the earliest surviving remnants of the 20th-century business intersection and, while recently renovated, retain the shape, materials, and general style of their original construction. Both exhibit the Commercial Style: Crossroads variant that diverges from its "Main Street" counterparts through their setting and scale.¹⁹ While the service station at 25422 Tidewater Trail has an early, sizeable addition, likely to accommodate increased demand for servicing vehicles, the second building (25445 Tidewater Trail) was probably a general store and has only minimally expanded beyond its original footprint while retaining key façade details such as a multi-light transom extending across the

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entire width of the storefront. The additional light and the display of items in the large front windows (now replaced with modern equivalents) highlight the role of well-designed buildings in transportation settings that focused on commerce.

As the intersection of U.S. Rtes. 17 and 301 increased in significance as automobile travel proliferated, other transportation routes, including the earlier eastern road into town, were abandoned. Fewer roads meant reduced maintenance costs. More efficient transport through gas-powered vehicles led to the prioritization of level, straight roadways over those that traversed low, swampy areas and were harder and more expensive to maintain. The reduced reliance on river traffic after the failure of the steamship lines in the 1930s meant that new emphasis was put on Main Street and its orientation towards the county seat in Bowling Green.²⁰

The 1942 USGS quadrangle and 1943 United States Department of Agriculture (USDA) aerial photograph provide additional detail to the evolving town plan, extent of development, and general trend to incorporate Main Street/U.S. Rt. 301 as the economic engine of the Town of Port Royal.²¹ There is an omission of unpaved roads (specifically the intersecting roads at Middle and Market Streets), potentially reflecting areas occupied by African Americans who traditionally received fewer resources from capital improvement projects, while highlighting the developing businesses and residences along Main Street/U.S. Rt. 301. The USGS map clearly exhibits the more populous and urbane nature of the Town of Port Royal and the Port Royal Cross Roads, in contrast to its rural surroundings. The 1952 USGS map adds significant detail: the early 20th-century dock reappears (visible on the 1937 and 1943 aerials, but omitted from the 1942 USGS map), although it is labeled as a ruin, there is an increase in the number of buildings to the south of town, closer to “Port Royal Cross Roads,” and there is a visible shift away from the river as an avenue of commerce seen in the omission of the road from King Street to the Rappahannock River.²²

The 1967 and 1970 USDA aerial photographs confirm the significant change in town development during the 1950s and 1960s.²³ The most noteworthy difference is the significant increase in development, and particularly the type of development, along Main Street/U.S. Rt. 301. While there were several general stores and filling stations, the latter servicing animal and motor-driven vehicles, already in town, new Corporate Commercial style filling stations and automobile repair facilities predominated along the corridor, including the “Gulf” service station at 25734 A.P. Hill Boulevard (284-5017-0019) and the intact but obscured station at 25614 A.P. Hill Boulevard (284-5017-0012). These included distinctive concrete block or brick-veneer over frame construction, iron frame awning-type windows, and multiple service bays. At the same time, Horne’s Diner (284-5017-0009) dominated the intersection to the south, opposite a no-longer extant, but substantial, motor court (284-5017-0010; replaced by a shed dealership) and a car dealership/junkyard (284-5017-0013; now a thoroughly renovated antique store), a short distance to the north.²⁴ The construction of these resources indicates the prominence of this community at that time as regional chains installed franchises where conditions indicated strong growth in their target audience. Business owners recognized that their investments would be seen, and hopefully bring through their doors, more customers at this location over others. Those who saw their recognizable brand trusted the quality of their products based on the attractiveness of their building’s architecture and association with great customer service communicated

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through local and regional advertising. They match similar trends to the north along Main Street where at least four motels appeared during this period, with three on the west side (284-0047-0025, 284-0047-0024 and 284-0047-0023) and one on the east side (284-0047-0003), all within the original bounds. By 1969 hotels, gas stations, and restaurants in the district included chains, such as Aunt Sarah's Pancake House, Amoco, Exxon, and Quality Court Motels, as well as local businesses, such as the Powers Motor Court and Davis Motor Company.²⁵

The creation of Fort A.P. Hill contributed to the growth of the town through the presence of substantial numbers of federal troops rotating through the base and the demand for local civilian goods and services to augment government-provided options. It also contributed to its steady decline, as the substantial land acquisition limited other forms of economic growth in the region. Perhaps the most significant 20th-century influence on Port Royal, though, was the development of the United States interstate highway system and specifically Interstate 95 to the west, which funneled vast amounts of travelers away from U.S. Rtes. 301 and 1 to the west. The loss of traffic, specifically vacationers and shipping trucks, ultimately led to the closure of most of the motels and dissuaded additional investors from starting related businesses. The increase in commuters, though, has sustained the need for filling stations and Horne's Diner (the last surviving example of the franchise) while presenting new challenges.²⁶ Today, Port Royal is confronted with how best to slow the vehicles passing through the town, the widening of U.S. Rtes. 17 and 301 (1990s and 1978, respectively) having perhaps the unanticipated effect of harming commerce by accommodating increased numbers of cars that also travel at higher rates of speed.²⁷ Alas, the town continues to adapt to the challenges of a world changing around it, while recognizing the significance of its history and the role it continues to play in heritage tourism, transportation, and as an essential element of Caroline County's identity and economy.

Criterion B: Dorothy Buckner Smith Roy, Commerce

The Port Royal Boundary Increase 2020 is locally significant under Criterion B for Dorothy (Buckner) Smith Roy who was an entrepreneur and businesswoman in early-to-mid-18th-century Virginia. Relatively little is known about her when compared to her male contemporaries. This results from both the limitations on the roles that women were permitted to have in a male-dominated, patriarchal, English-colonial society and the tendency for historians to under-represent women's accomplishments in the historical record. While she is inherently noteworthy because she held positions typically associated with men, she is significant for the success she had in those positions, and her efforts to promote the development of local commerce in Caroline County.

Dorothy Roy married John Roy in 1711 and had at least six children. At John Roy's death in 1734, their son Thomas became owner of his father's warehouse and a ferry crossing the Rappahannock River. His mismanagement, though, required Dorothy to secure the chartered tobacco inspection warehouse, managing the business and opening her home as a licensed tavern while maintaining the family farm, which included no fewer than four enslaved Africans inherited by her from her first husband's estate. Reverend Fall, in his exhaustively detailed research into the history of the Town of Port Royal, refers to her as "one of America's first businesswomen" crediting her with these noteworthy accomplishments. In addition to running several businesses prior to the

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establishment of Port Royal, she persuaded county magistrates in 1731 to install a "rolling road" from near Milford to the warehouse she managed, the site of which is documented via land records within Boundary Increase Area 1. Fall believes that this road followed the approximate route of present-day U.S. Rt. 301. Dorothy Roy died from illness in 1746. By 1810, the tobacco warehouse she managed was no longer extant, but the two brick chimneys (284-0024) that attract the eyes of every driver traveling along U.S. Rt. 301 are believed to mark the house she and her husband built.²⁸

Criterion D: Archaeology: Prehistoric – Aboriginal

The Port Royal Historic District Boundary Increase 2020 is locally significant under Criterion D in the area of Archeology, specifically prehistoric archeology (aboriginal) for the confirmed presence and significant potential for Late Woodland period (900 A.D. – 1600 A.D.) Virginia Indian sites and other as-yet-unidentified cultural deposits related to Virginia Indians. The confirmed archeological resources identified to date within the boundary increase areas are 44CE0017 and 44CE0136. Site 44CE0017 is a Virginia Indian site that predates European settlement and is located west of the town within Boundary Increase Area #1. Site 44CE0136 represents a significant contemporary site within and to the east of Port Royal within Boundary Increase Area #3. Both include artifacts that pre-date the formation of Port Royal, suggesting that they have the potential to contribute to a span of human occupation far predating the town's long history. While both sites could potentially illuminate earlier portions of the Woodland period, and the Archaic period, their dominant components and greatest potential relates to the Late Woodland period (900 A.D. – 1600 A.D.).

The archaeological sites represent occupations by the earliest inhabitants within the six boundary increase areas. Site 44CE0017 (284-5017-0026) was identified in the late 1960s. The surface-collected site produced an assemblage of artifacts from the Late Woodland period (900 A.D. to 1600 A.D.), including "Potomac Creek type pottery, points, chips." Site 44CE0136, largely to the east of the town's 18th-century boundary, includes earlier Virginia Indian occupations (including Middle-to-Late Archaic (6500 B.C. to 1200 B.C.) and Middle Woodland period (300 A.D. to 900 A.D.)), but is most noteworthy for its Late Woodland Virginia Indian occupation. This is represented by triangular projectile points and Townsend and Potomac Creek series ceramics. Together, these sites indicate the potential for significant archaeological resources across the district's waterfront, and specifically in and near Boundary Increase Areas #1, #2, and #3.

Site 44CE0136 is associated with the Townfield property along the Rappahannock River and at the northeastern extreme of the historic Port Royal town limits. The initial identification of artifacts by the property owner across an area extending to the east beyond the original boundary of the historic district (Boundary Increase Area #3) led to an intensive field investigation in 1973 by members of the Archeological Society of Virginia. Their work accomplished several research goals, including confirming the period of Virginia Indian occupation.

Criterion D: Archaeology: Historic – Non-Aboriginal

The Port Royal Historic District Boundary Increase 2020 is locally significant under Criterion D in the area of Archeology, specifically historical archeology (non-aboriginal) for the confirmed

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integrity of stratified archeological deposits located to date and the significant potential for these and other as-yet-unidentified cultural deposits to inform us about the history of the people who lived within these bounds. The confirmed archeological resource identified to date within the boundary increase area is 44CE0136. Site 44CE0136 represents a significant 18th- and 19th-century component that connects with one of the most significant periods in the town's history. It also includes artifacts that pre-date and post-date these occupations, suggesting that it has the potential to contribute to a span of human occupation closer to that of the revised and expanded period of significance for all of the boundary increase areas (1673 to 1970).

Site 44CE0136 is associated with the Townfield property along the Rappahannock River and at the northeastern extreme of the historic Port Royal town limits. The initial identification of artifacts by the property owner across an area extending to the east beyond the original boundary of the historic district (Boundary Increase Area #3) led to an intensive field investigation in 1973 by members of the Archeological Society of Virginia. Their work accomplished several research goals, including confirming the period of construction (and renovations) for the Townfield house, identification of architectural remains related to 18th-century outbuildings and likely 20th-century landscape features, and likely identifying the remains of an 18th-century smokehouse and larger slave quarter complex that survived into the early 20th century when Arthur Shurcliff drew detailed maps of the property, its standing buildings, and areas where property owners remembered older buildings now gone. The latter resources are all within Boundary Increase Area #3. The authors of the 1998 article on the excavation did not have the benefit of comparing their findings against Shurcliff's maps, but it is clear these two of the five test excavations were located within a slave quarter complex beyond the edge of the town. Lastly, they also believe that they identified a significant ditch related to a no-longer-extant earthwork associated with Civil War defenses guarding the town (Buchanan 1998).

Archaeological evidence of colonial and 19th-century towns in Virginia and the larger Chesapeake region have been a focal point of researchers for at least a half century. Their work, at widely distanced areas across the bay, ranging from Jamestown to St. Mary's City, and including Middle Peninsula port towns such as Gloucester Town and Urbanna, have demonstrated that, regardless of whether they have been built overtop of, ignored, or in some cases impacted by erosion, archaeological resources are resilient. They also hold great potential for learning about the past. Port Royal is important locally, particularly in this region of Virginia, as exhibited through its extant architectural resources and associated historical documents. It provides an opportunity to investigate a wide range of important narratives, particularly for the 18th and 19th centuries.

The narratives include a wide range of subjects over a relatively long period and encompass architecture, landscape design, town planning, social history (e.g. tavern keeping), maritime history (e.g. wharf/dock-based commerce and transportation), and military engagements (Civil War). From the likely Virginia Indian settlements that predate the town, through the late 19th/early 20th century school sites that greatly inform our understanding of segregation in rural Virginia, there are as many subjects to study as the number of citizens of Port Royal. Among the most significant narratives Port Royal's archaeological resources could contribute to are those associated with enslaved African Americans during the 18th and 19th centuries. When considering

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the lives of enslaved Africans in an urban, port town environment, the 1930 Shurcliff map of Port Royal is an essential opening into this chapter of the town's past, showing no fewer than nine extant buildings or "sites" in 1930 for slave quarters/servants housing and another eight referenced as "kitchen" (Shurcliff 1930). While historians have not drawn direct attention to these stories to date, Reverend Fall's (1982) detailed analysis of the town includes sufficient references to enslaved Africans, slave quarters, and "servants" in the late 18th and early 19th century to suggest that their percentage of the total town population was more than anecdotal. The excavation of slave quarters within port town lots are still relatively rare, with noteworthy examples including those in Alexandria and Annapolis. The contribution from professional excavation, public engagement with descendant communities, and publication of the findings would be disproportionately impactful.

Historical Background

The origins of the town of Port Royal can be traced to the successful establishment of the tobacco warehouse and inspection station by John Buckner in 1673 immediately west of where the gridded town plan of 1743 was laid out. As a prominent early 18th-century commercial hub along what was then considered the western reaches of the Rappahannock River, this strategic location utilized the relatively narrow section of this major east-west waterway to attract trade and encourage development in the region due to the ease of access from the land and transportation across the river into King George County. The acquisition of the warehouse and associated lands by John Roy in 1716 represented the shift from outpost to prospective town as increased interest in settlement in this part of Caroline County and trade with expanding settlements to the west, along with the establishment of an official tobacco inspection station, made it a desirable location to harness commerce from property owners and traders. These factors led to the official establishment of the Town of Port Royal in 1744.

The European settlement was certainly not the first human presence within the district. Occupations by Native Americans in the Middle and Late Archaic periods, and more recently in the Middle and Late Woodland periods (at Sites 44CE0017 and 44CE0136), are often attributed to the abundance of natural resources and the strategic narrow nature of this part of the river. There are clear parallels between the criteria Europeans and Virginia Indians established for suitable long-term settlements. Those settled at these sites and nearby had ready access to plentiful marine life for sustenance, direct connection with waterways for travel, and an elevated terrace that provided an extensive view of anyone approaching via the river. The presence of archaeological evidence for these occupations suggests it is highly likely that there are other early occupations yet to be discovered that could highlight the stories of everyday life for people in the district thousands of years before the House of Burgesses approved the town's creation.

The town's success in its first half century is clearly documented in the architectural fabric of its highly intact houses and taverns. These buildings speak loudly where historic documents remain silent, although the careful work of scholars like Rev. Ralph E. Fall have successfully pieced together disparate lines of evidence to connect names of property owners and noteworthy events in the community that illustrate its struggles and victories. Some of these are relatively minor, such as the several visits of George Washington to Fox's Tavern in the mid-to-late 18th century.²⁹ Others are more significant, including the smallpox epidemic that swept the town in 1777.³⁰

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And while there are few statistics and little demographic data compiled to date that can detail the 18th-century town's evolution, there are testimonies that provide a reasonable sense of its status, including a French traveler (name now unknown) who wrote of the area as a "fine situation on Rapahanock River, a beautiful level country."³¹ The records are full of anecdotal references that, together, testify to the variety of occupations and businesses including attorneys, barbers, blacksmiths, brick layers, brick makers, carpenters, clerks, clothiers, coopers, ditchers, fence builders, grain dealers, grocers, leather workers, merchants, metal workers, painters, printers, rivermen, silversmiths, teachers, tobacco inspectors, and physicians.³²

The town's early success is largely attributed to the investment of its citizens, in businesses and infrastructure. It prospered because of the commerce that flowed through its streets, down to the wharves, and across the Atlantic Ocean as agricultural products and then returning along the same path as merchandise secured by European factors and sold to a growing population in and around town. While relatively little is known of the many enslaved Africans and African Americans living within the town, they likely played a prominent role in its construction and commerce, as skilled and unskilled laborers, servants, and valued property. They were far more than workers and account entries, though, and it is essential that future archaeological investigations and documentary research seek to answer questions about their lives as their history in Port Royal is significant albeit understudied. Their presence here in the 18th century, and likely before, connects them as closely to this place, and for as long a period, as any other community.

The Revolutionary War and the economic turbulence that followed impacted Port Royal and its citizens similarly to others in eastern Virginia. Unstable market prices, changes in currency, trade regulations, and the struggles of a new state and country finding their ways as independent entities led to increased uncertainty. Records during this period are equally scant, but population figures from the U.S. Census of 1810 show a population of 494 individuals in the town, approximately twice the current day population.³³ Construction continued, through building additions and improvements as much as newly built houses and businesses. Town life persisted as sail-driven vessels were accompanied by steam driven ones, perhaps as early as the 1810s, but certainly by 1828 when "The Maryland & Virginia Steamboat Co." was formed and its steamer *Patuxent* was advertised to stop in Port Royal on its journey from Baltimore to Fredericksburg each Wednesday/Thursday, likely at the old wharf within Boundary Increase Area #2 (284-0047-0047).³⁴

The early-to-mid-19th century is better documented than the preceding half century. This chapter in the town's history includes dramatic changes in population and a major transition in identity as the state of Virginia, and the United States, expanded westward. Less a primary port for the Rappahannock River, Port Royal transitioned to a significant stop that largely served the surrounding community as the city of Fredericksburg to the west continued to dominate shipping and trade as the primary destination and transfer from water to land in the transport of goods and people. In the first half of the 19th century, the town population fluctuated wildly from a peak of 470 individuals in 1820 to a low point of 248 in 1850.³⁵ Seib's 1856 map entitled

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“Rappahannock River, Moss Neck to Port Royal” (AR-10; see also the 1854 Rappahannock River (T-514), also by Seib) illustrates how the town continued to invest in infrastructure, ensuring the suitability of its wharves for import/export activities and maintaining roads.³⁶ Mid-19th-century maps of Port Royal include the locations of two docks, a substantial waterfront development, the full layout of the town at that time, lot subdivisions within the town lots, building locations and more. The first clear cartographic evidence of established roads connecting the town with neighboring properties, likely first built in the 18th century or before, highlighted the significance of transportation and the connectivity of the town to the surrounding landscape.

The Civil War devastated the town, less through physical destruction than through the effect on its townspeople. Its near complete evacuation stemmed from several near misses with the Union Army, although skirmishes and raids were both an ever-present threat and an occasional reality.³⁷ Defenses were built up to defend the town, but primarily resulted in a reconfiguration of how travelers approached Port Royal. Hotchkiss’s 1862/3 “Civil War Map of the Rappahannock River” shows what appears to be long trenches interrupted by pickets that would funnel approaching traffic down three points of entry, with the southernmost point roughly coinciding with today’s Port Royal Cross Roads.³⁸ Through the creation of checkpoints at the most significant intersections, the actions related to the war resulted in creating a series of new “places” beyond the immediate town boundaries.

After the Civil War, despite an initial uptick in the town’s citizenry to 435 people in 1870, Port Royal began a precipitous population decline that heralded another transition in its identity.³⁹ Houses and buildings struck by Union shell fire, including what became the Rectory as well as neighboring St. Peter’s church, were often repaired and persisted.⁴⁰ Few new homes were built, though, and there was less of a need to maintain the same number of homes and businesses as there was less demand from fewer residents. The difficult economic environment, and the dramatic shift in society brought about after the emancipation of enslaved African Americans across the region, may explain the gradual decrease in population. Unable to compete with growing northern urban areas for the valuable services of the previously enslaved African Americans who had lived nearby, Port Royal (along with many rural southern areas) lost a substantial portion of their population as many individuals gradually relocated.

Those that remained may have collaborated on investing in land at the southeast corner of the town. With relatively little known about the earlier development in this area, it appears that this was more open to use by recently freed slaves and others who joined to form a community of African Americans in Port Royal. This likely led to the placement of the mid-to-late 19th-century African American cemetery and school on the lots south of Cumberland Street (specifically Lots 57-59). In the early-to-mid-20th century, African American businesses, including the Cadden Manor Motor Court, were established in this area of town and persisted until the 1970s, ultimately meeting a fate similar to their white contemporaries.⁴¹

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A handful of late 19th–early 20th-century Coastal Survey and U.S.G.S. maps, are particularly illustrative of the changing town landscape, showing a much greater number of buildings and structures before this period and the subsequent decline in lot development (excepting limited development in the southeast corner of town), reduction in the overall number of buildings, and the shift towards Main Street with the eventual construction of the bridge across the Rappahannock River in 1934 and the development of U.S. Rt. 301.⁴²

Analysis of the town's adaptation to changing economic and social pressures in the early to mid-20th century benefit from early aerial photographs, discussed in detail in the above section. These images contrast with earlier cartographic evidence in their documentation of conditions of roadways and the expansion of automobile-related infrastructure around the town. At the same time, they confirm the dramatic historic landscape documented in tremendous detail by Shurcliff, from the elegant boxwood gardens at Riverview (284-0003) and Gravatt House (284-0016), to the continued emphasis on King Street, despite the construction of the James Madison Bridge (1934; expanded 1980) and establishment of U.S. Rt. 301. It is during this period that the town erected its first bank (Lot 19; 806 Water Street; 284-0007) and there was telephone service through the town (operated out of Lot 34, south of the P-B house). Shortly thereafter the town converted its first water tank adjacent the Rectory at 829 Market Street (284-0005) to the Public Square with the tower and tank (recently taken down and replaced) built in 1942.⁴³ Around the same time, the town witnessed the decline and extinction of the steamboat. Unable to compete with overland automobile transportation, the construction of bridges largely replacing ferries, steamships became a rare sight on the Rappahannock River in the 1930s and non-existent by 1937. The wharves that served them soon followed, forcing the town to construct a temporary pier to welcome the visit of the Discovery II in its re-enactment of the 1607 journey of English settlers from England to Virginia.⁴⁴

The intersection of U.S. Rtes. 17 and 301 increased in significance by the time of the aerial photographs and the initial push by investors to profit from automobile-focused commerce led to a shift towards Main Street, along with the abandonment of an eastern road into town. The 1942 USGS map and the 1943 aerial clearly exhibit the more populous and urbane nature of the Town of Port Royal and the Port Royal Cross Roads, although the population plateaued during this period settling between 155 in 1920 and 128 in 1960. The 1952 USGS map (and its updated 1964 version) includes a reference to the cemeteries at St. Peters and Shiloh Church (but not the Methodist Church on the Sacred Lot (284-0030). The early 20th-century dock reappears (visible on the 1937 and 1943 aerials, but omitted from the 1942 USGS map), although it is labeled as a ruin. The other "ruin" designation is used for the Roy house chimneys (284-0024), which are still a noteworthy landmark today. The Old Port Royal School (284-0047-0021) is present, and the water tower is labeled. The map documents the loss of a handful of buildings in the town, particularly along the southern extent and the lots south of Cumberland Street; the open squares either demonstrate a deterioration of building stock or at least a much less densely populated town with fewer primary residences.⁴⁵

The town's shift towards commercial emphasis on travelers and automobile-related business is clear in the aerial photographs of 1967 and 1970 (both USDA) and discussed in detail in the

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prior section.⁴⁶ Alongside this significant development are the emergence of mobile homes and the shift away from boxwood gardens. Mobile homes are clearly apparent in the 1967 aerial and while not anywhere near the number or size of the trailer parks that would follow in the 1970s and 1980s, they are a small but significant part of the community's identity by this time, as they were in many localities across Virginia. Their prevalence coincides with the uptick in population, increasing to 198 individuals in 1970 and 281 by 1980.⁴⁷ The reduction in the size, scale, and number of boxwood gardens and related "historic" landscape elements may not seem significant at first, but when compared to the 1937/43 aerials, as well as the 1930 Shurcliff map, they mark a transition away from the colonial, classical revival and colonial revival styles that had defined the town prior to this period.

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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 # _____

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_____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

State Historic Preservation Office

_____ Other State agency

_____ Federal agency

_____ Local government

_____ University

Other

Name of repository: Port Royal Museum of American History

Historic Resources Survey Number (if assigned): DHR# 284-0047

10. Geographical Data

Acreeage of Property 90.736 (Boundary Increase Acreeage Only)

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: NAD83 Datum

(enter coordinates to 6 decimal places)

Increase Area 1 – NW Corner of Original District (26.409 acres)

- | | | |
|----|---------------------|-----------------------|
| 1. | Latitude: 38.175992 | Longitude: -77.195623 |
| 2. | Latitude: 38.176303 | Longitude: -77.194199 |
| 3. | Latitude: 38.174846 | Longitude: -77.190905 |
| 4. | Latitude: 38.173165 | Longitude: -77.189486 |
| 5. | Latitude: 38.171861 | Longitude: -77.190848 |
| 6. | Latitude: 38.172927 | Longitude: -77.192845 |

Increase Area 2 – N Center of Original District (0.325 acres)

- | | | |
|----|---------------------|-----------------------|
| 7. | Latitude: 38.172847 | Longitude: -77.188497 |
|----|---------------------|-----------------------|

Increase Area 3 – NE Corner of Original District (11.891 acres)

- | | | |
|-----|---------------------|-----------------------|
| 8. | Latitude: 38.170276 | Longitude: -77.186266 |
| 9. | Latitude: 38.169073 | Longitude: -77.184549 |
| 10. | Latitude: 38.167548 | Longitude: -77.186092 |
| 11. | Latitude: 38.168805 | Longitude: -77.188090 |

Increase Area 4 – S of Original District (48.992 acres)

- | | | |
|-----|---------------------|-----------------------|
| 12. | Latitude: 38.165656 | Longitude: -77.192029 |
| 13. | Latitude: 38.163497 | Longitude: -77.194221 |
| 14. | Latitude: 38.164472 | Longitude: -77.197295 |
| 15. | Latitude: 38.163927 | Longitude: -77.197844 |
| 16. | Latitude: 38.161896 | Longitude: -77.197471 |
| 17. | Latitude: 38.162351 | Longitude: -77.199571 |

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18.	Latitude: 38.163675	Longitude: -77.201236
19.	Latitude: 38.164761	Longitude: -77.199483
20.	Latitude: 38.164325	Longitude: -77.198857
21.	Latitude: 38.167706	Longitude: -77.195345
Increase Area 5 – SW Corner of Original District (2.32 acres)		
22.	Latitude: 38.169087	Longitude: -77.195425
Increase Area 6 – W of Original District (0.799 acres)		
23.	Latitude: 38.170994	Longitude: -77.193464

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary increase areas include all tax parcels indicated within the boundary lines on the attached map entitled “Port Royal Historic District Boundary Increase Resource Sketch Map Index Caroline County, VA DHR# 284-5017.” The true and correct boundaries also are shown on the Location Map.

Boundary Justification (Explain why the boundaries were selected.)

The original nomination did not include a map showing the tax parcels included within the historic district and current understanding of the district is that it largely conforms to the historic lot survey of 1743. The district boundary is expanded to cover a significant area west of Main Street (Boundary Increase Area #1), including the cemetery of Elizabeth Hill Dunlop and Younger Fox. This area is documented through plats and historic property research to have contained essential early business and domestic occupations related to the town’s development, including the related residences of the Miller, Dunlop, and Bankhead-Magruder families, as well as the Roy family’s warehouses, tanyards, and earlier residences predating the founding of Port Royal. The boundary increase area also includes Site 44CE0017, a contributing Virginia Indian occupation dating to the Archaic and Woodland periods. Boundary Increase Area #2 extends to the north of the original boundary in order to encompass the location of the longstanding wharf seen in the iconic image of the Civil War-period evacuation of Port Royal across the

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Rappahannock River. While clearly shown on maps throughout the 19th and 20th centuries, only portions are now extant and a non-contributing dock has been constructed nearby. Boundary Increase Area #3 expands to the east to incorporate the elements of the Townfield landscape and archaeological Site 44CE0136 that exceeded the town's historic boundaries and which are primarily related to agricultural production and enslaved Africans in the 18th and 19th century. Boundary Increase Area #4 to the south includes the Port Royal Cross Roads, including the early-to-mid-20th-century businesses and residences along Main Street/U.S. Rt. 301/A.P. Hill Boulevard seen in the motels, motor courts, and service stations and culminating in Horne's Diner. Finally, Boundary Increase Areas #5 and #6 are on the western side of Port Royal's original boundary and include contributing 20th-century resources, including an early 20th-century gas station, moved in the mid-20th-century and converted into a single family residence (Boundary Increase Area #5) and the mid-20th-century sidewalk and associated remnants of the expanded Port Royal Motor Court (Boundary Increase Area #6). The increase areas encompass all of the known historic resources associated with the district as of this writing as well as the district's historic setting.

11. Form Prepared By

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date: 5/29/2020

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5- or 15-minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Port Royal Historic District 2020 Boundary Increase

Caroline County, VA
County and State

Name of Property

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Port Royal Historic District (2020 Boundary Increase)

City or Vicinity: Port Royal (Town)

County: Caroline

State: Virginia

Photographer: David A. Brown

Date Photographed: April 17, 2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 1 of 9: 25532 A.P. Hill Boulevard and the intersection of U.S. Rt. 17 and U.S. Rt. 301, view SW; Increase Area 4

Photo 2 of 9: 25438 Tidewater Trail and the intersection of U.S. Rt. 17 and U.S. Rt. 301, view N; Increase Area 4

Photo 3 of 9: 25532 A.P. Hill Boulevard and the intersection of U.S. Rt. 17 and U.S. Rt. 301, view SE; Increase Area 4

Photo 4 of 9: 25445 Tidewater Trail and U.S. Rt. 301, view N; Increase Area 4

Photo 5 of 9: King Street and Port Royal Landing, view N; Increase Area 2

Photo 6 of 9: Caroline Street, view E; Increase Area 3

Photo 7 of 9: Dunlop/Fox Cemetery and agricultural fields, view W; Increase Area 1

Photo 8 of 9: 600 Main Street, view NW; Increase Area 5

Photo 9 of 9: 322-328 Main Street, view NW; Increase Area 6

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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

ENDNOTES:

1. Caroline County Order Book 6, pp. 134-5; Caroline County Deed Book 74, p. 499; Caroline County Deed Book 75, p. 501; see also Fall, ix.
1. Research compiled from the Caroline County Clerk's Office and public records repositories in other localities was provided by Alexander Long IV greatly informed this discussion, including various deeds

Port Royal Historic District 2020 Boundary Increase

Caroline County, VA
County and State

Name of Property

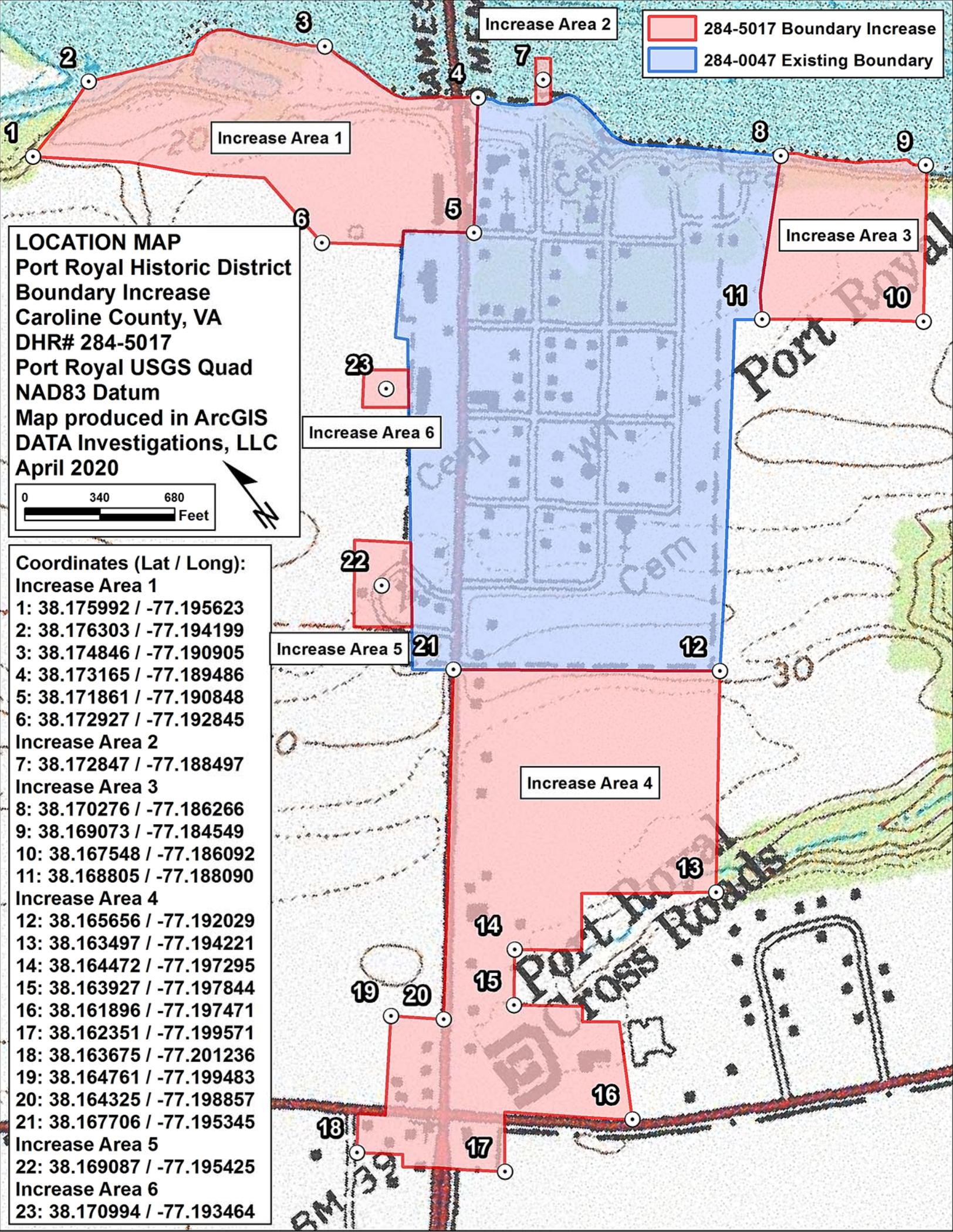
- and plats that reference land and property owners near and around Port Royal during and before its founding. This includes Wingfield, *op. cit.*, pp. 388 -92; Hayden, *op. cit.*, p. 448; Wm. & Mary Qu., Vol. 9 (2), pp. 303-14. T. E. Campbell, *op. cit.*, pp. 146, 218, 265; Wingfield, *op. cit.*, p. 104; Fredericksburg District Court, Deed Book C, 1797-1800, pp. 17, 22; Patton research, *Va. Gazette*, Nov. 5, 1767, Sept. 22, 1768, microfilm, L-O-C.; Mutual Assurance Society of Va., Insurance Policies, 1796, 1805; Caroline Co. Deed Book 1758- 1845, pp. 74, 78. Patton research, *Va. Herald*, April 29, Dec. 16, 1812, Sept. 13, 1813, Feb. 1, 1834, microfilm, L-O-C.; Caroline Co. Deed Book, 1758-1845, pp. 148-9; Deed Book, 1819. See also Endnotes #5, #10, & #11.
2. Hingley; see also "Horne's Restaurant and Gift Shop."
 3. Shurcliff; Buchanan.
 4. U.S. Coast & Geodetic Survey 1911; USDA 1937; *Hipkins Papers, op. cit.* Caroline Co. Deed Book 50, pp. 370, 175-6; Deed Book 52, p. 309; Deeds, 1863. See also Endnotes #2, #10, & #11.
 5. U.S. Signal Corps; see also O'Sullivan. Luckily for the citizens of Port Royal, the vast majority of engagements from soldiers on either side came from minor skirmishes and fights with gunboats, as well as troop movements across the Rappahannock, including one memorialized by an iconic photo of the pontoon bridge extending from King Street (most likely) across to Port Conway (May 30, 1864).
 6. Shurcliff; Buchanan.
 7. T.E. Campbell, *op. cit.*, p. 136.
 8. Hening, Vol. 1, p. 224; Vol. 5, pp. 287-92.
 9. In 1776 James Dunlop was a factor for English firms. He married Elizabeth Hill (1755-1786) of Essex County. Her tombstone in old *Westerton* farm (*Town Field*) is inscribed: "Beneath this stone lies Elizabeth Hill, wife of James Dunlop, Merchant in Port Royal, died the 8th day of May 1786, aged 31 years." Nearby is the grave of Younger Fox. His parents lived on Lot 26 in Port Royal. Patton research, *Va. Gazette*, Aug. 4, 1774, Sept. 8, 1776, microfilm, L-O-C.; Essex Co. Will Book 15, p. 467; Will Book 14, p. 171; Will Book 12, p. 586. Hayden, *op. cit.*, p. 448; Patton research, Mutual Assurance Society of Va., Insurance Policy, #420, Feb. 25, 1803; *Va. Herald*, 1805, microfilm, L-O-C; Patton research, Mutual Assurance Society of Va., Insurance Policies, 1817, 1823; Fall 1982: 24, 136-143. See also Endnotes #2, #5, and #11.
 10. Other archaeological resources are likely within this substantial acreage to the west of the town, including the house of Dr. John Bankhead (c. 1760-1836) extant in 1803 between the Miller's house at Westerton along the "highway to old Ferry and Tannery." According to Fall's and Long's research, the house was set back 320 feet from Main St., and stood on 3½ acres, and was gone by 1823 when it was listed as "vacant ground." See also Endnotes #2, #5, and #10.
 11. Strong 2018a; Strong 2018b.
 12. Tappahannock Historic District NRHP; West Point Historic District NRHP.
 13. Fall, pp. 301-346.
 14. The Fredericksburg *Free Lance-Star*, *The Washington Post*, & *The Caroline Progress*, July 1934.
 15. Strong 2018a.
 16. Strong 2018b.
 17. USDA 1937; Environmental Research Inc. 1943.
 18. Novelli et al., pp. 86.
 19. Town expansion is graphically displayed through mid-19th-century maps confirming an extension of Water Street to the west and a second road extending west of Main Street, but slightly south of the intersection with Caroline Street, both emanating from the west side of Main Street/U.S. Rt. 301.
 20. USGS 1942; Environmental Research Inc. 1943.
 21. USGS 1952.
 22. USDA 1967; USDA 1970.
 23. Henry T. ("Harry") Banks & wife Berda (Cox) Banks built one of these, named "Banks Motel" with eight units in 1945. It was marketed as the first motel between Richmond and Maryland. Fall 1982: 141-2.
 24. Fall, pp. 345-6.
 25. Hingley; see also "Horne's Restaurant and Gift Shop."
 26. Strong 2018a; Strong 2018b.

Port Royal Historic District 2020 Boundary Increase

Caroline County, VA
County and State

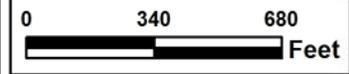
Name of Property

27. Fall 1981:25-26. See also Roy; T. E. Campbell; 1707-1711 Essex County, Virginia Deed & Will Book 13; Caroline Co. Va Order Books, pp. 415 [13 May 1737], pp. 525 [9 March 1738/9].
28. Fall, pp. 89-93; Fall wrote about George Washington's overnight visit on January 14, 1760, a breakfast in 1773, and two other undated occasions that involved "supper, breakfast, and secured stableage and feed for his horse" and ferriage fees over the river of two shillings." Fall adds, he "'tipped' the same amount."
29. Fall, p. 371.
30. *Ibid.*, p. 37; *American Historical Review*, Vo. XXVI, p. 747.
31. Fall, pp. 360-380.
32. U.S. Census 1810.
33. Fall, p. 203; Patton research, *Fredericksburg Virginia Herald*, May, Oct., 1828.
34. U.S. Census 1820; U.S. Census 1850.
35. U.S. Coast Survey 1856; Seib 1854. The maps show noteworthy variation in building shapes that correspond with surviving examples, including Townfield (284-0047-0036), St. Peter's Church (284-0006), and Fox's Tavern (284-0014), suggesting the mapmakers knew the town well and likely walked its streets.
36. The historic maps examined as a part of this analysis date from throughout the first half of the 1860s, but also include two from the U.S. War Department published in 1895. They pull from several established and well-known sources, including those drawn by cartographers Leslie and Gilmer, as well as those attributed to the Confederate and Union forces. Many of these maps include the Town of Port Royal, and several drew inspiration from contemporary nautical and coastal maps. More than half portray fortifications erected south of the town.
37. Hotchkiss 1862/3.
38. Fall, p. 383; U.S. Census 1870.
39. Fall, p. 205; Rush & Woods, p. 171.
40. Fall, p. 345.
41. Fall, p. 214; The 1911 U.S. Coast & Geodetic Survey of "Rappahannock River, Marsh Point to Fredericksburg" omits the extension of Water Street between Lot 8 and Lot 15, and similarly eliminates Frederick Street between Lots 71 and 72 and Lots 78 and 79. An analysis of the USGS Quad maps for the Town of Port Royal included examination of the 7.5-minute quadrangles for 1942, 1952, and 1964. The prior USGS maps are predominantly 15-minute quadrangles, including those from 1889, 1892, and 1894, and do not provide sufficient detail to be helpful in an intra-site analysis of the town's development.
42. Fall, p. 267.
43. Fall, p. 209; Crockford.
44. USGS 1942; USGS 1952.
45. USDA 1967; USDA 1970.
46. U.S. Census 1980.



284-5017 Boundary Increase
 284-0047 Existing Boundary

LOCATION MAP
 Port Royal Historic District
 Boundary Increase
 Caroline County, VA
 DHR# 284-5017
 Port Royal USGS Quad
 NAD83 Datum
 Map produced in ArcGIS
 DATA Investigations, LLC
 April 2020



Coordinates (Lat / Long):

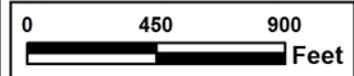
Increase Area 1
1: 38.175992 / -77.195623
2: 38.176303 / -77.194199
3: 38.174846 / -77.190905
4: 38.173165 / -77.189486
5: 38.171861 / -77.190848
6: 38.172927 / -77.192845
Increase Area 2
7: 38.172847 / -77.188497
Increase Area 3
8: 38.170276 / -77.186266
9: 38.169073 / -77.184549
10: 38.167548 / -77.186092
11: 38.168805 / -77.188090
Increase Area 4
12: 38.165656 / -77.192029
13: 38.163497 / -77.194221
14: 38.164472 / -77.197295
15: 38.163927 / -77.197844
16: 38.161896 / -77.197471
17: 38.162351 / -77.199571
18: 38.163675 / -77.201236
19: 38.164761 / -77.199483
20: 38.164325 / -77.198857
21: 38.167706 / -77.195345
Increase Area 5
22: 38.169087 / -77.195425
Increase Area 6
23: 38.170994 / -77.193464

King George County

RAPPAHANNOCK RIVER

Port Royal Historic District
Boundary Increase
DHR# 284-5017
Caroline County, VA
Property/Parcel Map

DATA Investigations, LLC
April 2020



Caroline County

-  284-5017 Boundary Increase
-  284-0047 Existing Boundary
-  Boundary Increase Parcels
-  Existing District Parcels
-  Neighboring Parcels
-  Caroline County Tax Parcels

