VLR - 12/1/99
NRHP - 12/8/00

NPS Form 10-900
(Rev. 11-90)

OMB No. 10024-0018

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

1. Name of Property

Historic name: Irvington (051-5003)

Other names/site number: Carters Creek

2. Location

Street & Number: King Carter Drive and Irvington Road [ ] Not for Publication

City or town: Irvington [ ] Vicinity

State: Virginia Code: VA County: Lancaster Code: 103 Zip Code: 22480

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 [ ] nationally [ ] statewide [x] locally. ([ ] See continuation sheet for additional comments.)

M Catherine Hansen 10/4/2000

Signature of certifying official/Title Date

VIRGINIA DEPARTMENT OF HISTORIC RESOURCES

State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. ([ ] See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby, certify that this property is:

[ ] entered in the National Register.
( ) see continuation sheet
[ ] determined eligible for the National Register
( ) see continuation sheet
[ ] determined not eligible for the National Register
[ ] removed from the National Register
[ ] other, (explain:)

Signature of the Keeper Date of Action

5. Classification

Ownership of Property	Category of Property	No. Resources within Property		
		Contributing	Noncontributing	
[X] Private	[ ] Building(s)	147	44	Buildings
[X] Public-Local	[X] District	3	0	Sites
[ ] Public-State	[ ] Site	0	0	Structure
[x] Public-Federal	[ ] Structure	0	0	Objects
	[ ] Object	150	44	Total

Name of related multiple property listing
N/A

Number of Contributing Resources Previously Listed in the National Register 1

6. Function or Use

Historic Functions (enter categories from instructions)	Current Functions (enter categories from instructions)
DOMESTIC: Single Dwellings	DOMESTIC: Single Dwellings
DOMESTIC: Secondary Structure	DOMESTIC: Secondary Structure
DOMESTIC: Hotel	DOMESTIC: Hotel
COMMERCE/TRADE: Business	COMMERCE/TRADE: Business
COMMERCE/TRADE: Professional	COMMERCE/TRADE: Professional
COMMERCE/TRADE: Financial Institution	COMMERCE/TRADE: Financial Institution
COMMERCE/TRADE: Specialty Store	COMMERCE/TRADE: Specialty Store

7. Description

Architectural Classification (enter categories from instructions)

COLONIAL
MID-19th CENTURY: Greek Revival
MID-19th CENTURY: Gothic Revival
LATE VICTORIAN: Italianate
LATE VICTORIAN: Queen Anne

Materials (enter categories from instructions)

foundation: Brick; Concrete
walls: Aluminum, Asbestos, Brick, Concrete, Synthetics: Vinyl, Wood
roof: Asbestos, Asphalt, Metal, Stone: Slate, Terra Cotta, Wood
other:

Narrative Description

Describe the historic and current condition of the property on one or more continuation sheets

[X] See Continuation Sheet

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.)

[X] **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.

[X] **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

[ ] **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance
(Enter categories from instructions)
Architecture
Community Planning & Development
Maritime History

Period of Significance
1740-1947

Significant Dates
1740
1834
1891
1917
1933

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 of age or achieved significance within the past 50 years.

Significant Person
(Complete if Criterion B is marked above.)
n/a

Cultural Affiliation
n/a

Architect/Builder
Unknown

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

[X] See Continuation Sheet

9. Major Bibliographic References

[ ] See continuation sheet

Previous documentation on file (NPS):

[ ] preliminary determination of individual listing (36 CFR 67)

[X] previously listed in the NR

[ ] previously determined eligible by the National Register

[ ] designated a National Historic Landmark

[ ] recorded by Historic American Buildings Survey #_____

[ ] recorded by Historic American Engineering Record #_____

Primary location of add. data:

[X] State SHPO office

[ ] Other State agency

[ ] Federal agency

[X] Local government

[ ] University

[ ] Other

Specify repository:

_____

10. Geographical Data

Acreage of property 1.73 Square Miles

UTM References

	Zone	Easting	Northing
1	/1 /8 /	/3/7/5/1/2/0/	/4/1/6/9/2/6/4/
2	/1 /8 /	/3/7/5/3/6/0/	/4/1/6/8/5/6/0/
3	/1 /8 /	/3/7/4/8/4/0/	/4/1/6/8/8/0/0/
4	/1 /8 /	/3/7/5/0/6/4/	/4/1/6/8/2/4/0/

[X] See continuation sheet

Verbal Boundary Description

[X] See continuation sheet

Boundary Justification

[X] See continuation sheet

11. Form Prepared By

Name/title Laura V. Trieschmann, Robin J. Weidlich, and Christopher V. Novelli
Organization E.H.T. Traceries, Inc. Date August 1999, revised September2000
Street & Number 5420 Western Avenue Telephone (301) 656-5283
City or Town Chevy Chase State Maryland Zip code 20815

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

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

Property Owner

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

name See attached list
street & number _____ telephone _____
city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of the Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

7. Description

Architectural Classification

LATE 19th/20th CENTURY REVIVALS: Colonial Revival
LATE 19th/20th CENTURY REVIVALS: Classical Revival
LATE 19th/EARLY 20th CENTURY AMERICAN MOVEMENTS: Commercial style
LATE 19th/EARLY 20th CENTURY AMERICAN MOVEMENTS: Bungalow/Craftsman
MODERN MOVEMENT: Moderne

Narrative Description

Located in southern Lancaster County, Virginia, the Irvington Historic District is situated on two peninsulas extending into Carters Creek and the Eastern Branch at their confluence with the Rappahannock River. The proposed Irvington Historic District encompasses the village proper of Irvington on the eastern peninsula and West Irvington sited on the western peninsula. The village of Irvington is more commercial in nature with small enclaves of residential housing, while West Irvington contains the greatest concentration of residential buildings and a few water/seafood-related resources. The district is bounded roughly by the Eastern Branch on the east and south, Carters Creek on the west, and Chesapeake Drive, King Carter Drive, and cuts across Irvington Road (Route 200) to the north. The district is made up of 194 resources, 151 of which contribute to the context of the district. The district primarily consists of 162 freestanding single-family dwellings with thirteen commercial, two churches, six cemeteries (three of which are associated with dwellings), and three institutional buildings.

Chases Cove, named for Captain Peter Chase who came to the area from Newport, Rhode Island in 1818, separates the peninsulas denoted as Irvington and West Irvington. Bridge Cove branches off to the east side of Chases Cove, while Sams Cove separates the easternmost point of the Irvington peninsula from the mainland on the north. The land slopes gradually towards the water with steep ravines at the heads of Bridge and Sams Coves. The undulating shoreline is dotted with numerous smaller coves, inlets, and low hills that have commanding vistas of Carters Creek, the Eastern Branch, and the Rappahannock River. The primary roads within the town follow the high points of the land. On the eastern point, Steamboat Road runs north to south and The Lane turns east to serve the prong formed by the Eastern Branch and Sams Cove. At its northern end, Steamboat Road forms a T-intersection, locally known as the Triangle, with Irvington Road,

which enters Irvington from White Stone to the east.[1] After intersecting with Steamboat Road, Irvington Road makes a sharp turn to the north towards the town of Kilmarnock. At the mid-point of the curve, King Carter Drive turns off to the west. King Carter Drive traverses east to west, linking Irvington and West Irvington. Quails Trail intersects King Carter Drive and follows the ridge between Bridge and Chases Coves to the south, serving the triangular point of land between the two coves. At the gate to the Tides Inn, King Carter Drive makes a sharp turn to the south following the ridge of the western peninsula. Near the end of the peninsula, King Carter Drive again turns sharply towards the east and makes a final sharp turn to the south following Rowes Point, where it terminates near the water's edge. Narrow roads, many of them unpaved, and driveways meander off the main roads to serve residences that are sited to take advantage of the views and access to the water.

DOMESTIC RESOURCES

The oldest residential building in Irvington is Wilder's Grant, located on the west side of Steamboat Road. The Colonial style Wilder's Grant, built ca. 1740, is a one-and-a-half-story wood frame dwelling representative of the linear-plan (one-room deep) buildings commonly erected throughout the Tidewater South region during the 17th and 18th centuries. Now a hall-and-parlor plan dwelling, Wilder's Grant has been enlarged by a late 18th century addition to the east and a mid-20th century ell to the north. The wood frame structure sits on an English bond brick foundation and has a steeply pitched side gable roof sheathed with wood shingles. A notable feature of this house is the chimney on the west elevation, the oldest portion of the house. The brick chimney is laid in Flemish bond with glazed headers and has a corbeled water table with molded bricks, stepped shoulders, and a square freestanding stack.

During the first two quarters of the 19th century, the village that would become Irvington saw its first major phase of residential development. Within the boundaries of the historic district, there are seven extant dwellings dating from the early 19th century, specifically between 1840 and 1860. As dictated by fashion, and by the abundance of local timber, the traditional dwellings in Irvington are commonly wood frame, two-story, side gable dwellings with a central-passage plan. These vernacular or folk buildings were modest dwellings constructed of local materials with limited stylistic embellishments and applied ornamentation. In form, the buildings are Greek Revival detailed with corner boards, pedimented gables, raked cornices with

[1] Irvington Road was formerly known as Tidewater Drive.

returns, and ogee-molded lintel caps.

Haydon Hall was built ca. 1859 for Thomas J. Haydon and his wife, the former Sarah Catheryne Wilder, on land given to the couple by Michael Wilder. Haydon Hall is a gable front-and-wing form house that has been substantially enlarged and altered to reflect the Classical Revival of the early 20th century. The original portion of the wood frame structure is two-stories, five-bays wide and one-bay deep with a central passage plan. Greek Revival style detailing can be seen on the two-bay wide open pediment that has paneled Tuscan cornerboards with denticulated capitals. The Haydon property, which is located at 64 Haydon Hall Lane, also contains several noteworthy outbuildings, one of which is contemporary to the main dwelling. The circa 1850 wood frame meat house measures one-bay square with a wood shingle gable roof and vertical board-and-batten door. Relocated to the site from an adjacent tract of land, the meat house stands one-story in height.

Other excellent examples of early domestic architecture include the largely unaltered Glebe on Irvington Road and the George W. Messick House on King Carter Drive. Erected in the period between 1845 and 1860, the wood frame structure known as the Glebe stands two-stories in height and is three bays wide with a central-passage/single-pile plan. Set upon brick piers, the Greek Revival style building is clad with weatherboard ornamented with narrow cornerboards, a raked cornice with returns, and a steeply pitched gable roof pierced by two interior brick chimneys. The building was later augmented by a one-story ell that was centered on the rear elevation. The east side of the ell has a shed roof porch with square posts. On the interior of the dwelling, the ornamentation is modest with narrow stepped architraves, turned balustrades, bulls-eye corner blocks, and wainscot.

The George W. Messick House on King Carter Drive was erected in the period between 1840 and 1850 with Greek Revival style embellishments. The wood frame structure, set upon a solid brick foundation, is clad with weatherboard and has a hipped roof. The central-passage/single-pile plan measures three-bays in width and stands two-stories in height. It is finished with narrow corner boards, a wide fascia board along the base of the overhanging eaves, and front porch detailing by chamfered posts. The freestanding kitchen, dating from circa 1880, was attached to the main dwelling in the latter part of the 20th century by a one-story hyphen. Additional alterations from this period reflect the Colonial Revival style and are reminiscent of Wilder's Grant in form.

With the economic deprivation suffered by Virginia during the Civil War, major changes occurred which

directly effected commercial and industrial nature of Lancaster County. The new wealth found in the manufacturing of tobacco and the expansion of railroad and shipping lines, in turn, effected the residential development of the Tidewater area. Within the growing village of Irvington, the second major residential development phase commenced in 1870 and continued well into the 20th century. Domestic architecture of this period was influenced by fashionable styles viewed in Washington, D.C., Norfolk, Richmond, and even Baltimore, Maryland. The transportation of architectural ideas and mass-produced decorative elements became easier to obtain through mail-order catalogues, design magazines, and architectural books. Consequently, houses in Irvington slowly adopted to the new architectural influences, displaying elements of the Queen Anne, Colonial Revival, and Italianate styles. The availability of the new architectural ideas, which were transported to Irvington by steamboats, prompted many residents to embellish their existing vernacular buildings with ornamentation of the period. Between 1870 and 1900, sixty freestanding residential buildings were erected in Irvington.

An excellent example of the Queen Anne style, the house at 74 Cedardale Lane is actually a modernization of a traditional house form. Built in the 1870s, Cedardale started out as a traditional L-plan dwelling of wood frame with minimal applied ornamentation. In the 1890s, E.W. Long purchased the house from his father-in-law, Captain John W. Turner, and added a hipped roofed, two-story pedimented portico to the west elevation, and the Queen Anne style detailing fashionable during this period. The portico has a diamond-shaped fixed window, and is detailed with square posts, a spindled frieze, and sawn balustrade. Additional stylistic embellishments include the fish-scale shingles and the sawn bargeboard. Originally freestanding, the two-story kitchen was attached to the main block of the building by a hyphen.

Another very good example of the traditional form with stylistic interpretations of the period is Covehaven, built in 1884 by Sam Smith. Covehaven is a wood frame, two-story, side gable dwelling with a rear ell. The central-passage plan house has very little applied ornamentation with the exception of the wrap-around porch supported by Tuscan columns. The porch appears to be an early 20th century addition, erected in an attempt to "modernize" the house with fashionable architectural elements of this latter period.

The home of Captain John C. Brewington is typical of the dwellings built in Irvington and West Irvington in the last quarter of the 19th century. The Brewington House, while still very traditional in form, gives a slight nod to the popular mid-19th century influences of Italianate architecture with the introduction of a centered front gable pierced by paired windows and a one-story porch with chamfered posts and sawn brackets. The trademark of an unidentified local builder, there are approximately 15 to 20 houses in Irvington with this

detailed gable. A variant on the "Brewington-style" is the Thomas J. Willing House, built in the last quarter of the 19th century by Frank Wilshin. The imposing dwelling is marked by two front gables rather than the more common single gable. The north gabled bay of the Willing House resembles the massing of the Brewington House with triple windows on the second story and gable. The southern gable, however, is reminiscent of Haydon Hall with its double windows on all three stories.

Two dwellings that blend Italianate forms with Victorian-era sawn decoration are the J.T. Rilee House and the Oliver House, both of which were built in the last quarter of the 19th century. The land side of the J.T. Rilee House at 391 Steamboat Road is similar to the traditional dwellings seen in Irvington, yet on the water side, the house takes on an asymmetrical appearance with the introduction of a projecting bay. The projecting bay is topped by a broken pediment with paired windows and a cornice supported by spindled corner brackets. A historic photograph indicates that there was an ornate porch with turned posts and sawn brackets on the water side, which has subsequently been removed.

The Oliver House, built for W. Bussells at 19 Cedardale Lane between 1880 and 1895, is a further departure from the more traditional house form with its wide center gable and bracketed cornice. The two-story porch with its lacy sawn bargeboard and scroll sawn balustrade is an excellent example of the adaptation of high-style architectural influences and the use of machine-made ornamentation in a rural county. Similar in detailing with bargeboard and turned posts is the dwelling at 334 King Carter Drive. Known as the Lokey House, the wood frame building was constructed in 1889. This Queen Anne style dwelling has an L-shaped for with a projecting front bay. Symmetrically pierced by window openings and applied detailing, which is uncommon for the style, the building has overhanging ogee-molded cornice with returns, corbeled brick chimneys, and a three-bay wide front porch.

Irvington was further enhanced by more modest, yet architecturally significant, vernacular dwellings at the turn of the 20th century. The dwellings generally are one-and-a-half stories to two-stories in height. Overwhelmingly, the dwellings erected in the 20th century are constructed of wood frame, with only five domestic examples of masonry construction identified as contributing. Between 1900 and 1950, eighty-one residential buildings were erected in Irvington and in West Irvington, predominately located along The Lane, King Carter Drive. Overwhelmingly, the majority of the residential construction of this expansive period exhibited limited stylistic detailing. This vernacular tradition was closely followed by high-style Colonial Revival dwellings with the traditional two-story, three- to five-bay wide plan with a central passage or the two-and-a-half-story American Four-square with its side-entry. The more modest dwellings exhibiting the

Colonial Revival style are one-and-a-half-story structures, commonly referred to as the Cape Cod. The final form, with its identifiable detailing, was the bungalow. One-and-a-half-story dwellings with front gable or hipped roofs, the bungalows are augmented by full-width or wrap-around porches. Stylistic ornamentation on the bungalow form ranged from Craftsman to Colonial Revival.

Stylistically, the Queen Anne style remained constant throughout the first quarter of the 20th century, with approximately twelve examples constructed in Irvington. One of the best and most prominent examples is the former Methodist Parsonage on Irvington Road. The large two-and-a-half-story wood frame dwelling was constructed in 1903 with an imposing gambrel roof, intersecting jerkinhead, and gable projections. Ornamental fish-scale shingles provide the cladding on the gable and jerkinhead. The dwelling, now known as the Dandelion, is further ornamented with paired windows and a porch that wraps around three sides of the dwelling with Tuscan columns on brick piers and a scroll sawn rail.

In 1915, the Harrah House was constructed at 354 King Carter Drive. The two-and-a-half-story wood frame building presents elements of the traditional Queen Anne style with its corbeled brick chimneys, wrap-around porch, molded architraves, and scrolled bargeboard. Indicative of the fashionable Colonial Revival style are the Tuscan columns, enclosed tympanum, and overhanging front gable roof with ogee-molded cornice and returns. Virtually identical in form and Queen Anne detailing is the freestanding wood frame dwelling at 423 King Carter Drive, which was erected between 1910 and 1912. Three-bays wide and two-bays deep, the dwelling has a full-width front porch that is finished with turned posts more typical of the Queen Anne style.

A prominent building form identified numerous times in Lancaster County exhibits the hipped roof with projecting front gables. This two-and-a-half story structure, constructed of wood frame with weatherboard cladding, has a square plan enlarged by two-story canted bays and wrap-around porches. Stylistic detailing is typically Queen Anne, with its multi-light upper sash windows, overhanging boxed cornice, ornamental shingles, scrolled bargeboard, and turned posts. The three best illustrations of this form identified in Irvington have Tuscan columns supporting the half-hipped wrap-around porches. Examples include the house at 395 King Carter Drive (1900), Willow Oaks at 54 Steamboat Road (1910-1911), and the house at the 300 block of King Carter Drive (1900-1915). Virtually identical, the buildings were constructed of prefabricated materials produced in Baltimore and transported by steamboat to Lancaster County.

Along Steamboat Road are several excellent illustrations of the American Foursquare building, each covered by a hipped roof that has a substantial overhanging. Square in plan, the wood frame dwelling at 26 Steamboat Road exhibits the Colonial Revival style with paired 2/2 windows, hip-roofed dormers, Tuscan posts on the wrap-around porch, and two-story canted bays. Haydon House at 242 Steamboat Road, erected between 1905 and 1920, is another example of the American Foursquare with Colonial Revival style details. The stylistic embellishments of the dwelling include the molded metal sheets on the hipped roof.

The modest building at 22 Virginia Road, erected in 1923, shows the three-bay wide, central-passage plan common for the Colonial Revival style. It is covered by a side gable roof with ogee-molded returns. Sharply in contrast is the high-style dwelling at 380 Steamboat Road, which was constructed between 1920 and 1935. The large square plan of the two-story, brick building is fashioned by the full-width front portico with its over-sized, two-story Tuscan columns. The shallow hipped roof is edged at the top by a balustrade with narrow square balusters. The main entry has the semi-circular arched fanlight, side-lights, and molded architrave with back-banding. The one-story porte cochere is balanced by a porch set on the opposite side of the main block. Both the porte cochere and side porch have Tuscan columns supporting the balustraded decks of the second story.

High-style Craftsman ornamentation is exhibited on the bungalow at the circa 1920 wood frame dwelling on the west side of Irvington Road. The one-story wood frame building, set upon a rock-faced concrete block foundation, has an inset porch sheltered by the side gable roof of the main block. The roof has an expansive overhang finished with exposed rafter ends and brackets. The porch wraps around the building with a masonry base and squat Tuscan posts. The paired and single window openings hold 6/1 sash with square-edged surrounds. In contrast is the modest one-and-a-half-story dwelling at 448 King Carter Drive. Typical of the bungaloid form in Irvington, the dwelling has a pedimented front gable roof sheathed with standing seam metal, full-width front porch with Queen Anne detailing, and paired 6/1 windows.

Irvington has continued to grow as a residential community, with approximately twenty-two percent of the building stock within the historic district boundaries attributed to the past five decades. Generally, in Irvington, these domestic resources are grouped together in small subdivisions that collectively were excluded from the historic district boundaries. Those non-contributing residential resources within the boundaries are commonly ranch houses, a style that originated in the mid-1930s in California. The asymmetrical one-story shape of the ranch house with its low-pitched roof dominates. The buildings are

typically wood or steel frame with brick or stone cladding mixed with weatherboard siding. Although many post-1950 dwellings are not classified in a particular architectural style due to a lack of modern terminology, the non-contributing dwellings exhibit elements of the Colonial Revival, Tudor Revival and Modern movements.

COMMERCIAL RESOURCES

In 1844, "...the town was simply a wharf, a store and a hotel."[2] Yet by 1891, "...within a radius of 500 yards are a telephone, post office, steamboats to and from Baltimore and Norfolk touching here eight times a week, the Virginia Citizen Publishing Company office, Irvington Beach Hotel, a physician's office and marine hospital; Baptist and Methodist churches, the Chesapeake Academy, Independent Order of Good Templars Lodge, public school, marine railway, barber, wheelwright shop, and blacksmith shop."[3] This extensive list does not include the wide variety of commercial stores that provided an assortment of goods and supplies transported on a regular basis by steamboats. Unfortunately, the fire of 1917 claimed many of the 19th century buildings along Steamboat Road. With the exception of the rock-faced concrete block commercial building at 446-4478 Irvington Road, all of the buildings erected prior to the fire of 1917 are wood frame. Today, six commercial buildings constructed prior to 1917 are extant within the boundaries.

For only a few years after the devastating fire of 1917, commercial buildings were all constructed of brick. By the 1920s, however, commercial buildings were erected with a variety of construction materials including wood frame, brick, and concrete block. Like the dwellings, many of these remaining commercial buildings are modest structures with little or no applied ornamentation. The trend towards more sophisticated architectural expression, however, can be seen as the town prospered after the fire of 1917 and transportation of goods and ideas improved. What the fire did not claim along Steamboat Road, the storm of 1933 washed away from the shoreline, especially the commercial development near the steamboat wharf. Therefore, only a few buildings that typify the early commercial development in the town proper of Irvington are extant, while no physical evidence of the wharf remains. For the period between 1917 and 1947, seven extant commercial buildings remain within the boundaries of the historic district.

[2] C. Jackson Simmons, *Irvington: an Album of its First Generation.* (Irvington, VA, Pictorial Heritage Publishing Company, 1992), p. 16.
[3] Simmons, *Irvington,* pp. 16-17.

The oldest commercial property in Irvington is the Leland-James Store, built in 1893 on King Carter Drive near the Irvington Road intersection. The large two-and-a-half-story wood frame building is clad with weatherboard, and covered by a front gable roof. Stylistic detailing, much of which is the result of subsequent renovations, includes the 3/3 double-hung shed roof dormers, the patterned wood shingles in the gable end, returns, and raked cornices. Measuring three bays wide and two bays deep, the building has a central entry recessed between the large storefront windows.

The commercial building at 4466-4478 Irvington Road, just south of King Carter Drive, is one of the few structures in Irvington constructed of rock-faced concrete blocks. Concrete blocks were unknown at the turn of the 20th century; yet, by 1906, more than a thousand companies and individuals were engaged in the manufacture of this new building material.[4] A combination of changes in both taste and technology in the 1930s led the industry to shift production to the more utilitarian and less decorative plainface block. The rise of modernism and its preferences for smooth-faced surfaces is illustrated on this commercial building with the one-bay wide addition to the northwest elevation. This addition is built of smooth-faced concrete blocks that has a paneled face on the primary elevation to mimic the original portion of the structure.[5] Standing one-story in height, the commercial building consists of several shops, each with a multi-light picture window and single entry. The main block of the building is covered by an imposing hipped roof finished with an overhanging boxed cornice and exposed rafter ends. The addition has a sloping roof obscured from Irvington Road by a flat parapet.

The Thomas J. Haydon and Son Store (1905) and Bernard L. Willing's wood frame store (1909) are architecturally similar to vernacular dwellings found throughout Irvington. Willing's wood frame store at 265 Steamboat Road is also an excellent illustration of another phenomenon found in Irvington – the relocation of buildings. The Willing store was first moved sometime between 1913 and 1917 to make way for the construction of Willing's new brick store. The frame building was moved from its original site up Steamboat Road, adjacent to the Thomas J. Haydon and Son Store. A few years later, it was moved again to its present location at 265 Steamboat Road. The Haydon Store, which was renovated in the 1980s to provide apartments, was moved across the street at the end of the second quarter of the 20th century to its present location at 245 Steamboat Road. Also, the now demolished Opera House was moved from King Carter

[4] Pamela H. Simpson, *Cheap, Quick, and Easy: Imitative Architectural Materials, 1870-1930.* (Knoxville, TN: The University of Tennessee, 1999), p. 11.
[5] Simpson, p. 27.

Drive to Steamboat Road and the original wood frame post office building migrated frequently from one side of Steamboat Road to the other until it finally settled on The Lane where it was converted to a residence.

Although brick was not often used in the construction of residential buildings, many of the commercial buildings are brick. This trend started in 1900 with the erection of the first Lancaster National Bank which was destroyed in the 1917 fire that devastated the community. In 1918, the bank opened its new building. The one-story brick building was set at an angle, so as to display its Classical Revival style to those traveling along Steamboat Road. Measuring three bays wide and four bays deep, the structure is laid in stretcher bond brick with a concrete slab foundation. The facade of the temple-form bank building is dominated by a heavy pedimented roof with a classical cornice and modillion blocks. The bank also displays exceptional brickwork in the banded piers and corbeled window surrounds. The tympanum of the front gable is pierced by a semi-circular opening filled with a louvered vent and has the inscription "1900" (The year the Lancaster National Bank first opened in Irvington). The square-butt slate shingles cladding the roof are laid in contrasting colors to present the letters "LNB" (Lancaster National Bank).

Bernard L. Willing's brick store at 309 Steamboat Road, built between 1913 and 1917, is a very good example of an Italianate commercial building with its bracketed cornice. The original two-story gallery has been enclosed with multi-pane windows and transoms. The canted storefront and second story flat-arched windows are preserved behind this enclosure. Typical elements of Colonial Revival style are illustrated at the neighborhing Northern Neck Fire Association building with its side-gable roof, a symmetrical facade with a center door flanked by sidelights, transom, and paired windows. The projecting portico of the 1918 building has a pediment supported by piers.

The second Odd Fellows Hall, which was built in 1913, has a gable-front form and strongly resembled the 1870 Old Chapel it replaced. Erected for the Odd Fellows, the two-and-a-half story building contained commercial space on the first floor that was originally used as a bakery. The second floor, as was the tradition with the fellowship lodge, was used as meeting space. The wood frame building is Classical Revival in style, measuring three bays by four bays. The front gable roof is finished with patterned metal shingles, a lighter and cheaper roofing material popular from the 1880s to the 1920s.[6]

Two of the extant commercial structures erected between 1920 to 1935 were devoted specifically to the

[6] Simpson, p. 38.

seafood and steamboat industry. The buildings were originally used as a seafood factory, boat repair shop, and yacht club. The most stylized of these vernacular structures is the circa 1920 Rappahannock River Yacht Club on Rappahannock Road. The one-story wood frame building, set at the edged of a long dock, illustrates the Craftsman style with its square-butt wood shingles, low-pitched side gable roof, exposed rafter ends, and paired window openings. Contemporary to the yacht club, although more utilitarian in form and design is the one-story repair shop now known as Crockett's Landing. Constructed of smooth-faced concrete blocks, the structure has a gable roof finished with stepped parapets on the principal elevations.

One of the most significant commercial properties to be erected in Irvington was the Tides Inn, a resort complex constructed in 1947. The construction of this resort greatly impacted the future development of Irvington, both residentially and commercially, as tourism increased tenfold. The Tides Inn resort today consists of about ten buildings, including 194 rooms, two pools, sixty marina slips, 45 holes of gold on three different courses, and five restaurants. The original building is Colonial Revival in style, standing three-stories in height was an irregular plan. This portion of the structure consists of the present lobby, sitting room to the west, the bar and part of the dining room to the east, and forty-six guest rooms on the second and third floors. In 1947, the dining room and two floors or guest rooms were expanded to the east. In the early 1950s, the present Game Room was built as staff housing, a small shed was moved to the site for used as a maintenance shop and the swimming pool was built to the southeast on the shores of Carters Creek. The Windsor House was constructed in 1955 and the Lancaster House was added in 1958. In 1963, the curvilinear Eagle Room was added to the south, the Captain's Quarters were added to the southeast and the Ashburn and Card Rooms were added to the west of the main building. The Garden House guest rooms were constructed to the east in two phases in 1976 and 1986. The Commodore's Restaurant by the pool was completed in 1995 and the new expansion to the Garden House opened in 1997, when the entire resort was renovated.

Approximately six examples of the seafood and water-related resources are extant in Irvington. Many of the buildings associated with the seafood industry have changed in use since their construction, while retaining their association with water-related activities. Good extant examples of this building type that continue to maintain a thematic association with seafood and water are the Custom Yacht Service Building (1920-1935) and Crockett's Landing (1920 ca). The majority of the seafood and water-related service buildings were constructed between the 1920s and the 1940s, are typically one-story in height and constructed of concrete block. The Custom Yacht Service Building on Seafood Lane is four bays in width with a flat roof and a one-story, double gable rear addition constructed of concrete block. Crockett's Landing in West Irvington is

located directly on the banks of Carters Creek. Also constructed of concrete block, the building features a stepped parapet on both the façade and the rear elevation. An example of earlier water-related service buildings exists at 97 Railway Road. Now known as the Vail Yacht Brokerage office (1890-1905), the modest one-story wood frame building has weatherboard cladding, a front gable roof, and a concrete block pier foundation.

INSTITUTIONAL RESOURCES

The institutional buildings of Irvington are generally clustered together at the intersection of Irvington Road and King Carter Drive. This is a strategic and highly visible intersection in the community because of the link between Irvington and West Irvington created by King Carter Drive. The intersection further connects the village to surrounding communities of Lancaster County. Two churches with large cemeteries stand at the intersection. Built within two years of each other, Irvington Methodist Church and Irvington Baptist Church were completed in 1889 and 1891, respectively. The buildings are sited in open lots with low foundation plantings squarely facing King Carter Drive and axial sidewalks leading to the street. The Methodist cemetery is located on the west side of the church building in an open field with very few trees and no fence to define its boundaries. The Baptist cemetery, on the other hand, is located to the rear of the church building. This cemetery is sheltered by numerous trees and follows the sloping contour of the land towards the head of Bridge Cove.

Like many religious structures of this period, both churches reflect the influences of Gothic Revival architecture in their pointed arch and circular windows. The Methodist church carries the Gothic influence one step further in the four-sided entry steeple with louvered tripartite openings and steeply-pitched cross gable roof crowned by a six-sided spire and finial. Historic photographs show that the louvers and beltcourse were painted to contrast with the body of the church, thereby emphasizing a vertical dimension. The Baptist church, in contrast, displays more Italianate influences in its front-gable form with its raking, bracketed cornice and the bell cote set astride the ridge of the roof. The roof of the bell cote is supported by elongated brackets. Historic photographs show that the bell cote was open with the lattice panels being a later addition. Similarly, the front portico was added to the facade. The form of the two churches also varies: Irvington Baptist Church has a vernacular nave or rectangular plan, while Irvington Methodist Church has a formal cruciform plan with a transept intersecting the nave. The chancel of the Baptist church is defined by being narrower than the main body of the building.

Chesapeake Academy (now the Hope and Glory Inn) located to the west of the Irvington Methodist Church, was built in 1890, and like its neighbors, displays the influences of the Gothic Revival movement in architecture. Although much altered over the years, the front gable roof with intersecting side gables, the paired pointed arch windows on the second story of the tower, and the circular windows on the third story of the tower are indicative of this period. Historic photographs show that the eastern tower is a later addition and alterations to the western tower include the removal of the bell turret and spire. The two-story gallery originally had paired square posts with diagonal cross members in between and decorative sawn brackets. The hand rail was also made up of square pickets with intermediate cross members. Other changes include the replacement of the large round window in the front gable with paired double-hung, wood sash windows, and the installation of paired entrance doors.

The second Odd Fellows Hall, located directly east of the Irvington Baptist Church, was built in 1913. The Odd Fellows Hall is a modest wood frame building that makes a cursory nod to Italianate style architecture in its front-gable form with a heavy raking cornice, returns, cornerboards, and tripartite attic window with a molded triangular lintel. The structure so closely resembles the demolished Old Chapel that the two buildings were often mistaken for each other.

ADDRESS	DATE	DESCRIPTION	STATUS
78 Bussell's Lane (051-5003-0070)	1960-1975	Other 1.0 story Single Dwelling side gable roof, vinyl sided frame	Non-Contributing
85 Bussell's Lane (051-5003-0071)	1960-1975	Other 1.0 story Single Dwelling side gable roof, vinyl sided frame	Non-Contributing
Crockett's Landing (051-5003-0182)	1920 ca	Other 1.0 story Workshop gable roof, concrete block workshop	Contributing
Carter's Creek Road (051-5003-0037)	1950	Other 1.0 story Single Dwelling gable roof, parged masonry	Non-Contributing
Carter's Creek Road (051-5003-0180)	1925-1940	Bungalow/Craftsman 1.0 story Single Dwelling gable roof, composition sided frame	Contributing
Carter's Creek Road (051-5003-0183)	1928	Colonial Revival 1.0 story brick Power Plant flat roof, stuccoed masonry	Contributing
55 Carter's Creek Road (051-5003-0039)	1950	Other 1.0 story Single Dwelling gable roof, concrete block	Non-Contributing
145 Carter's Creek Road (051-5003-0047)	1930 ca	Other 1.0 story Processing Plant gable roof, plywood clad frame	Contributing
19 Cedardale Lane (051-5003-0055)	1880-1895	Queen Anne 2.5 stories Single Dwelling cross gable roof, wood weatherboard sided frame	Contributing
40 Cedardale Lane (051-5003-0104)	1930-1945	Bungalow/Craftsman 1.0 story Single Dwelling gable roof, aluminum sided frame	Contributing
50 Cedardale Lane (051-5003-0105)	1980-1995	Colonial Revival 1.5 stories Single Dwelling gable roof, vinyl sided frame	Non-Contributing
53 Cedardale Lane (051-5003-0103)	1960-1975	Other .0 story Single Dwelling gable roof, wood weatherboard sided frame	Non-Contributing
62 Cedardale Lane (051-5003-0106)	1950-1960	Colonial Revival 1.0 story Single Dwelling gable roof, wood weatherboard sided frame	Non-Contributing

74 Cedardale Lane (051-5003-0069)	1870-1885	Queen Anne 2.5 stories Single Dwelling hipped roof, wood weatherboard sided frame	Contributing
81 Cedardale Lane (051-5003-0107)	1970-1985	Other 1.0 story Single Dwelling gable roof, vinyl sided frame	Non-Contributing
79 Cedardale Point (051-5003-0108)	1980	Other 1.0 story Single Dwelling gable roof, brick	Non-Contributing
Chase's Cove Lane (051-5003-0067)	1860-1875	Italianate 2.0 stories Single Dwelling hipped roof, vinyl sided frame	Contributing
Chase's Cove Lane (051-5003-0051)	1930	Colonial Revival 1.0 story Single Dwelling cross gable roof, aluminum sided frame	Contributing
Chase's Cove Lane (051-5003-0052)	1930-1945	Colonial Revival 1.5 stories Single Dwelling side gable roof, wood weatherboard sided frame	Contributing
Chase's Cove Lane (051-5003-0024)	1885-1900	Queen Anne 2.0 stories Single Dwelling hipped roof, wood weatherboard sided frame	Contributing
Chase's Cove Road (051-5003-0036)	1900-1915	Colonial Revival 2.0 stories Single Dwelling cross gable roof, aluminum sided frame	Contributing
82 Chase's Cove Road (051-5003-0038)	1980	Colonial Revival 1.5 stories Single Dwelling side gable roof, stuccoed frame	Non-Contributing
Chesapeake Drive (051-5003-0133)	1870-1885	Other 2.0 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing
Cottage Drive (051-5003-0041)	1950	Other 1.0 story Single Dwelling gable roof, vinyl sided frame	Non-Contributing
Creekview Drive (051-5003-0128)	1896	Queen Anne 2.5 stories Single Dwelling cross gable roof, wood weatherboard sided frame	Contributing

50 Crockett's Landing Rd (051-5003-0002)	1942	Other 1.0 story Single Dwelling cross gable roof, vinyl sided frame	Contributing
22 Fleet Lane (051-5003-0076)	1900 ca	Queen Anne 2.0 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing
23 Fleet Lane (051-5003-0077)	1930-1945	Other 1.0 story Single Dwelling gable roof, vinyl sided frame	Contributing
Galley Hook Dr. & Railway Rd. (051-5003-0191)	1890-1905	Queen Anne 2.0 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing
Galley Hook Drive (051-5003-0192)	1890-1905	Queen Anne 2.0 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing
63 Haydon Hall Lane (051-5003-0085)	1950	Colonial Revival 1.0 story Single Dwelling gable roof, aluminum sided frame	Non-Contributing
64 Haydon Hall Lane (051-5003-0054)	1859 ca	Classical Revival 2.0 stories Single Dwelling cross gable roof, wood weatherboard sided frame	Contributing
29 Hearold Lane (051-5003-0027)	1900-1915	Queen Anne 2.0 stories Single Dwelling cross gable roof, vinyl sided frame	Contributing
25 Hundley Lane (051-5003-0021)	1965 ca	Other 1.0 story Single Dwelling front gable roof, asbestos sided frame	Non-Contributing
74 Hundley Lane (051-5003-0009)	1965 ca	Other 1.0 story Single Dwelling gable roof, brick stretcher bond	Non-Contributing
91 Hundley Lane (051-5003-0162)	1840 ca	Queen Anne 2.0 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing

Irvington Road (051-5003-0118)	1903	Colonial Revival 3.0 stories Single Dwelling gambrel roof, wood weatherboard sided frame	Contributing
Irvington Road (051-5003-0061)	1960-1975	Other 1.0 story Mobile Home flat roof, wood sided frame	Non-Contributing
Irvington Road (051-5003-0058)	1911	Queen Anne 2.0 stories Single Dwelling cross gable roof, aluminum sided frame	Contributing
Irvington Road (051-5003-0059)	1920-1935	Bungalow/Craftsman 1.5 stories Single Dwelling side gable roof, wood weatherboard sided frame	Contributing
Irvington Road (051-5003-0154)	1935-1950	Other 1.0 story Commercial Building gable roof, concrete block commercial building	Contributing
Irvington Road (051-5003-0156)	1940-1950	Other 2.0 story Commercial Building gable roof, concrete block commercial building	Contributing
Irvington Road (051-5003-0158)	1900-1915	Other 2.0 story Single Dwelling gable roof, wood weatherboard sided frame	Contributing
Irvington Road (051-5003-0150)	1970-1985	Colonial Revival 1.0 story Post Office gable roof, brick	Non-Contributing
Irvington Road (051-5003-0139)	1999	Colonial Revival 1.0 story Single Dwelling gable roof, vinyl sided frame	Non-Contributing
Irvington Road (051-5003-0136)	1889	Other 2.0 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing
Irvington Road (051-5003-0134)	1880-1895	Other 2.0 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing
Irvington Road (051-5003-0144)	1920-1935	Bungalow/Craftsman 1.5 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing
Irvington Road (051-5003-0145)	1890-1905	Queen Anne 2.0 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing
Irvington Road (051-5003-0146)	1900-1915	Queen Anne 2.0 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing
Irvington Road (051-5003-0147)	1930s	Colonial Revival 2.0 stories Single Dwelling gable roof, asbestos sided frame	Contributing
685 Irvington Road (051-5003-0141)	1890-1905	Other 2.0 stories Single Dwelling gable roof, vinyl sided frame	Contributing

4212 Irvington Road (051-5003-0137)	1935 ca	Colonial Revival 1.0 story Single Dwelling gable roof, wood weatherboard sided frame	Contributing
4230 Irvington Road (051-5003-0135)	1900 ca	Colonial Revival .0 stories Single Dwelling gable roof, asbestos sided frame	Contributing
4265 Irvington Road (051-5003-0138)	1930-1945	Bungalow/Craftsman 1.0 story Commercial Bldg gable roof, brick commercial building	Contributing
4283 Irvington Road (051-5003-0140)	1876 ca	Queen Anne 2.0 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing
4303 Irvington Road (051-5003-0142)	1939	Colonial Revival 1.0 story Single Dwelling gable roof, asbestos sided frame	Contributing
4314 Irvington Road (051-5003-0143)	1940s	Colonial Revival 1.0 story Single Dwelling gable roof, asbestos sided frame	Contributing
4447 Irvington Road (051-5003-0148)	1980-1995	Other 1.0 story Service Station flat roof, concrete block	Non-Contributing
4466 Irvington Road (051-5003-0056)	1900-1915	Commercial 1.0 story Commercial Building hipped roof, rusticated concrete block	Contributing
4482 Irvington Road (051-5003-0057)	1935-1950	Bungalow/Craftsman 1.0 story Single Dwelling front gable roof, vinyl sided frame	Contributing
4499 Irvington Road (051-5003-0149)	1950s	Other 1.0 story Single Dwelling gable roof, concrete block	Non-Contributing
4503 Irvington Road (051-5003-0152)	1954	Other 1.0 story Single Dwelling gable roof, asbestos sided frame	Non-Contributing
4525 Irvington Road (051-5003-0151)	1950s	Other 1.0 story Service Station flat roof, concrete block	Non-Contributing
4537 Irvington Road (051-5003-0153)	1960s	Other 1.0 story Commercial Building gable roof, brick commercial building	Non-Contributing
4639 Irvington Road (051-5003-0159)	1890-1905	Queen Anne 2.0 story Single Dwelling gable roof, asbestos sided frame	Contributing
4790 Irvington Road (051-5003-0044)	1880 ca	Colonial Revival 2.0 story Single Dwelling gable roof, vinyl sided frame	Contributing
4856 Irvington Road (051-5003-0046)	1896 ca	Queen Anne 2.0 stories Single Dwelling gable roof, vinyl sided frame	Contributing

King Carter Drive (051-5003-0015)	1900-1915	Queen Anne 2.0 stories Single Dwelling cross hipped roof, vinyl sided frame	Contributing
King Carter Drive (051-5003-0016)	1940-1955	Bungalow/Craftsman 1.0 story Single Dwelling side gable roof, composition board sided frame	Contributing
King Carter Drive (051-5003-0006)	1915-1930	Colonial Revival 1.0 story Single Dwelling hipped roof, wood weatherboard sided frame	Contributing
King Carter Drive (051-5003-0007)	1915-1930	Bungalow/Craftsman 1.0 story Single Dwelling front gable roof, wood weatherboard sided frame	Contributing
King Carter Drive (051-5003-0045)	1840-1850	Greek Revival 2.0 stories Single Dwelling hipped roof, wood weatherboard sided frame	Contributing
King Carter Drive (051-5003-0124)	1893	Colonial Revival 2.5 stories Commercial Bldg front gable roof, wood weatherboard sided frame	Contributing
King Carter Drive (051-5003-0171)	1890-1905	Queen Anne 2.0 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing
King Carter Drive (051-5003-0172)	1915-1930	Queen Anne 1.0 story Single Dwelling hipped roof, wood weatherboard sided frame	Contributing
King Carter Drive (051-5003-0173)	1890-1905	Other 2.0 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing
King Carter Drive (051-5003-0163)	1860 ca	Other 2.0 stories Single Dwelling gable roof, vinyl sided frame	Contributing
19 King Carter Drive (051-5003-0122)	1913-1914	Classical Revival 2.5 stories Fellowship Hall gable roof, wood weatherboard sided frame	Contributing
26 King Carter Drive (051-5003-0120)	1889	Gothic Revival 2.0 stories Church cross gable roof, vinyl sided frame	Contributing
53 King Carter Drive (051-5003-0121)	1881	Gothic Revival 2.0 stories Church gable roof, vinyl sided frame	Contributing
238 King Carter Drive (051-5003-0025)	1963-1965	Other 1.0 story Single Dwelling side gable roof, aluminum sided frame	Non-Contributing
254 King Carter Drive (051-5003-0023)	1890	Other 2.0 stories Single Dwelling side gable roof, wood weatherboard sided frame	Contributing
309 King Carter Drive (051-5003-0028)	1948	Colonial Revival 1.5 stories Single Dwelling side gable roof, aluminum German sided frame	Non-Contributing
311 King Carter Drive (051-5003-0026)	1900	Colonial Revival 2.0 stories Single Dwelling side gable roof, wood weatherboard sided frame	Contributing

334 King Carter Drive (051-5003-0019)	1888-1889	Queen Anne 2.0 stories Single Dwelling cross gable roof, wood weatherboard sided frame	Contributing
354 King Carter Drive (051-5003-0017)	1915	Queen Anne 2.0 stories Single Dwelling front gable roof, vinyl sided frame	Contributing
377 King Carter Drive (051-5003-0022)	1900-1915	Queen Anne 2.0 stories Single Dwelling side gable roof, aluminum sided frame	Contributing
395 King Carter Drive (051-5003-0020)	1900 ca	Queen Anne 2.5 stories Single Dwelling hipped roof, wood German sided frame	Contributing
411 King Carter Drive (051-5003-0115)	1905-1915	Queen Anne 2.0 stories Single Dwelling hipped roof, vinyl sided frame	Contributing
423 King Carter Drive (051-5003-0018)	1910-1912	Queen Anne 2.0 stories Single Dwelling front gable roof, vinyl sided frame	Contributing
424 King Carter Drive (051-5003-0008)	1890-1905	Other 2.0 stories Single Dwelling center gable roof, aluminum sided frame	Contributing
461 King Carter Drive (051-5003-0014)	1875-1890	Queen Anne 2.0 stories Single Dwelling side gable roof, wood weatherboard sided frame	Contributing
480 King Carter Drive (051-5003-0119)	1947	Colonial Revival 3.0 stories Hotel/Inn hipped roof, wood weatherboard sided frame	Contributing
514 King Carter Drive (051-5003-0165)	1940s	Colonial Revival 1.0 story Single Dwelling hipped roof, vinyl sided frame	Contributing
569 King Carter Drive (051-5003-0161)	1930 ca	Bungalow/Craftsman 1.0 story Single Dwelling gable roof, asbestos sided frame	Contributing
572 King Carter Drive (051-5003-0160)	1900-1915	Other 2.0 story Single Dwelling gable roof, wood weatherboard sided frame	Contributing
650 King Carter Drive (051-5003-0031)	1950 ca	Other 1.0 story Single Dwelling side gable roof, brick stretcher bond	Non-Contributing
682 King Carter Drive (051-5003-0030)	1965 ca	Other 1.0 story Single Dwelling cross gable roof, vinyl sided frame	Non-Contributing
692 King Carter Drive (051-5003-0029)	1952	Other 1.0 story Single Dwelling side gable roof, concrete block	Non-Contributing
755 King Carter Drive (051-5003-0035)	1890 ca	Other 2.0 stories Single Dwelling side gable roof, vinyl sided frame	Contributing
760 King Carter Drive (051-5003-0042)	1940s	Colonial Revival 1.0 story Single Dwelling gable roof, vinyl sided frame	Contributing

811 King Carter Drive (051-5003-0167)	1890-1905	Colonial Revival 2.0 stories Single Dwelling gable roof, vinyl sided frame	Contributing
816 King Carter Drive (051-5003-0125)	1890-1895	Queen Anne 2.0 stories Single Dwelling gable roof, vinyl sided frame	Contributing
825 King Carter Drive (051-5003-0169)	1890-1905	Other 2.0 stories Single Dwelling gable roof, vinyl sided frame	Contributing
860 King Carter Drive (051-5003-0168)	1895-1910	Queen Anne 2.0 stories Single Dwelling gable roof, vinyl sided frame	Contributing
846 King Carter Drive (051-5003-0166)	1924 ca	Colonial Revival 2.5 stories Single Dwelling gable roof, aluminum sided frame	Contributing
885 King Carter Drive (051-5003-0175)	1880s	Queen Anne 2.0 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing
915 King Carter Drive (051-5003-0177)	1890-1905	Colonial Revival 1.0 story Single Dwelling gable roof, aluminum sided frame	Contributing
949 King Carter Drive (051-5003-0179)	1945	Bungalow/Craftsman 1.0 story Single Dwelling gable roof, vinyl sided frame	Contributing
954 King Carter Drive (051-5003-0170)	1937	Bungalow/Craftsman 2.0 stories Single Dwelling gable roof, asbestos sided frame	Contributing
991 King Carter Drive (051-5003-0174)	1885-1900	Queen Anne 2.0 stories Single Dwelling gable roof, vinyl sided frame	Contributing
1084 King Carter Drive (051-5003-0178)	1940 ca	Colonial Revival 2.0 stories Single Dwelling gable roof, aluminum sided frame	Contributing
1099 King Carter Drive (051-5003-0181)	1905-1920	Bungalow/Craftsman 1.0 story Single Dwelling gable roof, vinyl sided frame	Contributing
1108 King Carter Drive (051-5003-0185)	1890-1905	Other 2.0 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing
1131 King Carter Drive (051-5003-0184)	1988	Colonial Revival 2.0 stories Single Dwelling hipped roof, brick	Non-Contributing
1143 King Carter Drive (051-5003-0032)	1975 ca	Other 2.0 stories Single Dwelling gable roof, wood weatherboard sided frame	Non-Contributing
19 Lancaster Road (051-5003-0005)	1915-1930	Bungalow/Craftsman 1.0 story Single Dwelling jerkinhead roof, asbestos shingle clad frame	Contributing

26 Lancaster Road (051-5003-0004)	1990-1998	Other 1.0 story Single Dwelling	Non-Contributing
The Lane (051-5003-0040)	1884	Queen Anne 2.0 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing
The Lane (051-5003-0110)	1940-1955	Colonial Revival 1.5 stories Single Dwelling gable roof, aluminum sided frame	Contributing
The Lane (051-5003-0112)	1930-1940	Bungalow/Craftsman 1.0 story Single Dwelling gable roof, wood weatherboard sided frame	Contributing
40 The Lane (051-5003-0099)	1910-1925	Queen Anne 2.0 stories Single Dwelling gable roof, aluminum sided frame	Contributing
76 The Lane (051-5003-0100)	1901	Colonial Revival 1.0 story Single Dwelling gable roof, vinyl sided frame	Contributing
138 The Lane (051-5003-0102)	1877	Cemetery	Contributing
257 The Lane (051-5003-0109)	1870-1880	Queen Anne 2.0 stories Single Dwelling cross gable roof, wood weatherboard sided frame	Contributing
286 The Lane (051-5003-0114)	1930	Other 1.0 story Single Dwelling hipped roof, asbestos sided frame	Contributing
292 The Lane (051-5003-0116)	1921	Bungalow/Craftsman 1.5 stories Single Dwelling gable roof, vinyl sided frame	Contributing
Lee Lane (051-5003-0082)	1980-1995	Modern Movement 2.5 stories Single Dwelling gable roof, vertical board sided frame	Non-Contributing
Lee Lane (051-5003-0098)	1875-1890	Queen Anne 2.0 stories Single Dwelling hipped roof, vinyl sided frame	Contributing
96 Lee Lane (051-5003-0096)	1935-1945	Colonial Revival 1.5 stories Single Dwelling gable roof, vinyl sided frame	Contributing
137 Lee Lane (051-5003-0081)	1885-1900	Colonial Revival 2.0 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing

Mad Calf Lane (051-5003-0193)	1940s	Colonial Revival 2.0 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing
47 Mad Calf Lane (051-5003-0043)	1940 ca	Colonial Revival 1.5 story Single Dwelling gable roof, asbestos shingle sided frame	Contributing
Quail's Trail (051-5003-0068)	1859-1890	Cemetery	Contributing
Quail's Trail	1970-1990	Modern Movement 1.0 story Single Dwelling complex hipped roof, wood board and batten clad frame	Non-Contributing
Quail's Trail (051-5003-0050)	1880-1900	Queen Anne 2.0 stories Single Dwelling cross gable roof, vinyl sided frame	Contributing
97 Railway Road (051-5003-0186)	1890-1905	Other 1.0 story Office/Office Bldg. gable roof, wood weatherboard sided frame	Contributing
Rappahannock Road (051-5003-0129)	1875-1890	Colonial Revival 2.0 stories Single Dwelling gable roof, aluminum sided frame	Contributing
Rappahannock Road (051-5003-0194)	1920-1935	Bungalow/Craftsman 1.0 story Clubhouse gable roof, wood shingle sided frame	Contributing
Reynolds Landing (051-5003-0164)	1925-1940	Colonial Revival 2.0 stories Single Dwelling gambrel roof, wood weatherboard sided frame	Contributing
33 Reynolds Landing (051-5003-0001)	1975 ca	Other 1.0 story Single Dwelling cross gable roof, vertical board sided frame	Non-Contributing
49 Reynolds Landing (051-5003-0034)	1950-1965	Other 1.0 story Single Dwelling gable roof, vinyl sided frame	Non-Contributing
96 Reynolds Landing (051-5003-0033)	1945 ca	Other 1.0 story Processing Plant front gable roof, concrete block	Contributing

Rock Drive (051-5003-0080)	1998	Colonial Revival 1.5 stories Single Dwelling gable roof, vinyl sided frame	Non-Contributing
62 Rock Drive (051-5003-0075)	1945	Colonial Revival 1.0 story Single Dwelling gable roof, asbestos shingle clad frame	Contributing
Rowe's Point (051-5003-0187)	1930s	Colonial Revival 2.0 stories Single Dwelling gable roof, asbestos sided frame	Contributing
Rowe's Point (051-5003-0189)	1950s	Colonial Revival 1.0 story Single Dwelling gable roof, vinyl sided frame	Non-Contributing
Rowe's Point (051-5003-0190)	1886	Cemetery	Contributing
17 Sam's Cove Lane (051-5003-0130)	1900-1920	Colonial Revival 1.0 story Single Dwelling gable roof, aluminum sided frame	Contributing
Sanders Lane (051-5003-0155)	1890-1905	Queen Anne 2.0 story Single Dwelling gable roof, vinyl sided frame	Contributing
Sanders Lane (051-5003-0157)	1890-1905	Queen Anne 2.0 story Single Dwelling gable roof, aluminum sided frame	Contributing
Seafood Lane (051-5003-0091)	1950-1965	Other 1.0 story Warehouse gable roof, concrete block	Non-Contributing
Seafood Lane (051-5003-0092)	1950-1965	Other 1.0 story Commercial Building flat roof, stuccoed concrete block	Non-Contributing
Seafood Lane (051-5003-0093)	1920-1935	Other 2.0 stories Factory flat roof, concrete block	Contributing

NW corner of Lee Circle and Steamboat Rd (051-5003-0049)	1918	Classical Revival 1.5 stories Bank front gable roof, brick stretcher bond	Contributing
Steamboat Road (051-5003-0094)	1980-1995	Modern Movement 1.5 stories Single Dwelling gable/hipped roof, brick	Non-Contributing
Steamboat Road (051-5003-0095)	1975-1990	Other 1.0 story Single Dwelling Gable roof, brick	Non-Contributing
Steamboat Road (051-5003-0072)	1915-1930	Bungalow/Craftsman 2.5 stories Single Dwelling hipped roof, asbestos shingle clad frame	Contributing
Steamboat Road (051-5003-0074)	1890-1905	Queen Anne 2.0 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing
Steamboat Road (051-5003-0111)	1740-1745	Colonial 1.5 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing
Steamboat Road (051-5003-0065)	1895-1910	Queen Anne 2.0 stories Single Dwelling cross gable roof, wood weatherboard sided frame	Contributing
Steamboat Road (051-5003-0087)	1980-1995	Colonial Revival 1.0 story Single Dwelling gable roof, brick	Non-Contributing
Steamboat Road (051-5003-0089)	1920-1935	Colonial Revival 1.0 story Commercial Building gable roof, vinyl sided frame	Contributing
Steamboat Road (051-5003-0090)	1925	Colonial Revival 1.0 story Single Dwelling gable roof, vinyl sided frame	Contributing
Steamboat Road (051-5003-0078)	1890-1905	Queen Anne 2.0 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing
Steamboat Road (051-5003-0066)	1910-1925	Bungalow/Craftsman 1.0 story Single Dwelling front gable roof, vinyl sided frame	Contributing
26 Steamboat Road (051-5003-0060)	1895-1910	Colonial Revival 2.5 stories Single Dwelling pyramidal hipped roof, wood German sided frame	Contributing
42 Steamboat Road (051-5003-0062)	1954	Colonial Revival 1.0 story Single Dwelling side gable roof, concrete block	Non-Contributing
54 Steamboat Road (051-5003-0063)	1910-1911	Queen Anne 2.0 stories Single Dwelling pyramidal hipped roof, aluminum sided frame	Contributing

60 Steamboat Road (051-5003-0064)	1910-1925	Bungalow/Craftsman 2.5 stories Single Dwelling pyramidal hipped roof, aluminum sided frame	Contributing
104 Steamboat Road (051-5003-0113)	1890-1910	Queen Anne 2.5 stories Single Dwelling hipped roof, wood weatherboard sided frame	Contributing
140 Steamboat Road (051-5003-0073)	1940-1955	Other 1.0 story Single Dwelling side gable roof, aluminum sided frame	Contributing
205 Steamboat Road (051-5003-0083)	1915-1930	Bungalow/Craftsman 1.0 story Single Dwelling gable roof, wood weatherboard sided frame	Contributing
221 Steamboat Road (051-5003-0084)	1890 ca	Queen Anne 2.0 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing
235 Steamboat Road (051-5003-0048)	1912	Queen Anne 1.0 story Commercial Building front gable roof, wood weatherboard sided frame	Contributing
242 Steamboat Road (051-5003-0079)	1905-1920	Colonial Revival 2.5 stories Single Dwelling hipped roof, German sided frame	Contributing
245 Steamboat Road (051-5003-0127)	1905	Colonial Revival 2.0 stories Commercial Bldg hipped roof, vinyl sided frame	Contributing
265 Steamboat Road (051-5003-0117)	1909	Colonial Revival 2.0 stories Commercial Bldg front gable roof, vinyl sided frame	Contributing
277 Steamboat Road (051-5003-0126)	1870-1880	Queen Anne 2.5 stories Single Dwelling cross gable roof, asbestos shingle clad frame	Contributing
293 Steamboat Road (051-5003-0188)	1918-1919	Colonial Revival 1.5 stories Commercial Bldg gable roof, brick stretcher bond	Contributing
301 Steamboat Road (051-5003-0132)	1922	Classical Revival 1.0 story Post Office front gable roof, irregular bond brick	Contributing
309 Steamboat Road (051-5003-0131)	1917	Classical Revival 2.0 stories Commercial Bldg flat roof with parapet, 7-course American bond brick	Contributing
325 Steamboat Road (051-5003-0086)	1890 ca	Queen Anne 2.0 stories Single Dwelling gable roof, aluminum sided frame	Contributing
359 Steamboat Road (051-5003-0088)	1900-1915	Colonial Revival 2.0 stories Single Dwelling gable roof, wood weatherboard sided frame	Contributing
380 Steamboat Road (051-5003-0097)	1920-1935	Colonial Revival 2.0 stories Single Dwelling hipped roof, brick	Contributing

391 Steamboat Road (051-5003-0053)	1880-1890	Greek Revival 2.0 stories Single Dwelling cross gable roof, vinyl sided frame	Contributing
65 Tavern Road (051-5003-0123)	1890	Queen Anne 3.0 stories School cross gable roof, wood weatherboard sided frame	Contributing
22 Virginia Road (051-5003-0003)	1923	Colonial Revival 2.0 stories Single Dwelling side gable roof, aluminum sided frame	Contributing
112 Virginia Road (051-5003-0011)	1920-1935	Other 1.0 story Single Dwelling cross gable roof, vinyl sided frame	Contributing
Whay's Way (051-5003-0012)	1955-1970	Other 1.0 story Single Dwelling hipped roof, brick stretcher bond	Non-Contributing
169 Whay's Way (051-5003-0013)	1915-1930	Bungalow/Craftsman 1.5 stories Single Dwelling front gambrel roof, asbestos shingle clad frame	Contributing
Wilshin's Drive (051-5003-0176)	1902 ca	Queen Anne 2.5 stories Single Dwelling gable roof, vinyl sided frame	Contributing
89 Winstead Drive (051-5003-0010)	1950-1965	Other 1.0 story Single Dwelling side gable roof, concrete block	Non-Contributing
Miss Ann (*Siele*) Individually listed on National Register	1926	Ship moored at the Tides Inn	Contributing

STATEMENT OF SIGNIFICANCE

The Irvington Historic District is significant as an early 19th to mid-20th century residential and commercial community that flourished because of its location along major transportation tributaries of the Rappahannock River. Emerging as a successful steamboat wharf in the Antebellum period, the town was initially known as Carters Creek, having attained its name from the surrounding waterway the community was to become so reliant on throughout the successive decades. The growth of the steamboat industry facilitated transportation, while simultaneously creating vast trade and supply opportunities for the local residents of Carters Creek and the much larger Northern Neck region. As residential and commercial properties began to develop around Lancaster County's most prominent wharf, Carters Creek became the largest village in the county. In 1891, to alleviate confusion with postal delivery, the town of Carters Creek was renamed Irvington, in honor of local resident Captain Levin Handy Irving.

Irvington remains historically and architecturally significant as one of the only extant Lancaster County villages that flourished as a steamboat wharf and major seafood production center. The Irvington Historic District meets National Register criteria A and C, and is significant under the themes of community planning and development, maritime history, and architecture with a period of significance ranging from ca. 1740 to 1947. The area making up the Irvington community consists of 197 properties, the majority of which are residential resources. Of the 194 properties, 151 primary resources contribute to the historic context of the district, while 44 primary resources are non-contributing.

Irvington's history was shaped by its location on the water. The roads leading to the town were said to be muddy, full of ruts, rooted up by swine and cattle, or overgrown with trees and bushes.[7] The road from the town of Kilmarnock, seven miles to the northeast, was long considered one of the worst roads in the Northern Neck, the peninsula between the Rappahannock and Potomac Rivers. For decades, the only practical way to reach Irvington was by water on the steamboats that arrived from Baltimore and Norfolk or the ferries that crossed the Rappahannock River from Urbanna and later from Grey's Point. Paved roads and bridges did not link Irvington with nearby Kilmarnock and White Stone until the first quarter of the 20th century. Shortly after 1900, a shell

[7] Simmons, *Irvington*, p. 2.

walkway was constructed to the west from the town of Irvington to the gates of W.L. Ashburn's farm, now the site of the Tides Inn. This was the first physical link that connected Irvington and West Irvington by land. Even so, crossing the coves in skiffs and canoes remained the easiest way to go from the village proper to West Irvington.

The wharf at Irvington linked the area with the commercial centers of Baltimore and Norfolk and the upstream communities along the Rappahannock River, which was navigable as far as Fredericksburg and Falmouth. The steamboat wharf, established as early as 1834 at the tip of the eastern peninsula, facilitated transportation, while simultaneously creating vast trade and supply opportunities for local residents. Briefly closed during the Civil War, the wharves were largely responsible for the reconstruction of Lancaster County, and Irvington in particular. Supported by the trade and tourism opportunities afforded by residents by the steamboat, Irvington grew to become the largest village in the county in the first quarter of the 20th century with the establishment of commercial businesses, governmental facilities, and educational institutions. Leading up from the wharf, Steamboat Road became lined with a hotel, a hospital, various shops and businesses, a bank and a few houses. By the latter part of the 19th century, the village proper had developed residential neighborhoods consisting of imposing wood frame single-family dwellings displaying the fashionable architectural styles of the period. Residential development was concentrated at the northern end of Steamboat Road and along The Lane to the east. West Irvington developed around the 1891 menhaden factory[8] on the Carters Creek waterfront and the store established by Captain Levin Handy Irving shortly after he immigrated to the area in 1872.[9] There was a cluster of fishing-related businesses and stores, still evident at the end of Carters Creek Road off King Carter Drive, that were surrounded by residences. Currently, West Irvington remains an essentially residential area, while the town of Irvington is more commercial in nature.

Today, the proposed Irvington Historic District is defined by its many early to mid-19th and early 20th century buildings, including the residential and commercial structures fronting the major transportation corridors and the minor roads leading to the many coves of Carters Creek and the

[8] Menhaden is the common name for any of several fishes of the herring family found off the eastern coast of the United States. Rich in oil, the fish is caught in large numbers for use as bait, animal feed, and fertilizer.
[9] Simmons, *Irvington*, p. 2.

Eastern Branch. This building stock includes limited examples of dwellings that predate the Civil War, representing the first land grant in the community and the establishment of the steamboat wharf one hundred years later. The single-family dwellings of the late 19th and early 20th century, which constitutes the majority of the extant resources, reflect the growth of the steamboat and the fishing industry during the reconstruction period. With improving modes of transportation to the region, tourism prompted the establishment of hotels and resorts, a building type that directly impacted development of the community first in the late 19th century, and again in the mid-20th century. Limited examples of the tourism-related building types are flanked by the vernacular and high-style residential and commercial structures erected as a result of the increasing residents, both seasonal and permanent.

Carters Creek Wharf: 1834-1890

Irvington was known as Carters Creek Wharf during much of the 19th century, taking its original name from the sheltered inlet of the Rappahannock River. The creek was named for the father of Robert "King" Carter. Corotoman, the estate Robert Carter inherited from his brother John, was located on the banks of Carters Creek to the southwest of what was to become Irvington. Robert Carter served in the early 1700s as Agent for Lord Fairfax in the Northern Neck Proprietary and as Acting Governor of the Colony. Carter was also instrumental in the 1732-1735 construction of Christ Church, recognized as the most perfect extant example of Colonial church architecture in Virginia.

One of the first residents of Carters Creek was James Gordon, an Irish-born merchant of Scottish descent who traded principally in tobacco and slaves. Gordon settled in the area in circa 1740 and assembled over 2,000 acres of land. On August 4, 1792, Gordon's son, James Gordon II, conveyed property to Michael Wilder, who had relocated to the Northern Neck as early as 1734. With the acquisition of an additional tract of land from Judith George, the Wilder tract included much of the eastern side of Carters Creek that now constitutes Irvington and West Irvington and extended as far north as the Christ Church Glebe.[10] The wood frame dwelling known as Wilder's Grant, believed to have been erected by James Gordon senior, stands today as the oldest extant

[10] Simmons, *Irvington*, p. 54; Louise Belote Dawe, *To Irvington with Love* (Richmond, VA: Whittet & Shepperson, 1976), p. 8.

building in present-day Irvington. Eventually, the large tract was subdivided among Wilder descendants and parcels sold individually. One of the most significant sales associated with the Wilder tract occurred in 1834, when Michael Wilder sold ten acres along Carter's Creek to the Baltimore and Rappahannock Steam Packet Company for use as a wharf. This was the beginning of the commercial and seafood industries that were to shape Carters Creek in the 19th century.[11]

The large landholdings of men such as Carter and Gordon were typical of the Northern Neck in the 18th century. Large plantations, which depended upon tobacco as a cash crop, were both the economic and social centers of the area and, thus, few towns ever developed. Small farms, typically occupied by tenant farmers, generally sold their tobacco to the large plantation owners. In turn, plantation owners traded directly with England, maintaining private wharves along the Northern Neck shore to accommodate the ocean-going vessels of the day.[12]

In the early part of the 18th century, grains were grown on the Northern Neck principally for local consumption, but by the eve of the American Revolution (1776-1782), grain was grown as a cash crop on land that had been exhausted by tobacco. Europe's increasing demand for wheat and a growing market in the northern colonies made wheat production profitable and the expanding slave population in the south increased the market for corn. Thus, by the early 19th century, wheat and corn were the predominant crops. Northern Neck farmers held an advantage over other wheat farmers of Virginia because of the easy access by water to Baltimore, the principal flour milling and exporting center of the Mid-Atlantic states.[13] The wharf of Carters Creek, and ultimately the village of Irvington, is a product of the 19th century changes in agricultural products and market demands as met by the available modes of transportation.

Steamboats were introduced to the Chesapeake Bay area in 1813 and soon edged out the sailing packets as the dominant form of water transport. In 1821, the first steamship traveled from Norfolk up the Rappahannock River to Fredericksburg, carrying passengers to various points along

[11] Simmons, *Irvington*, p. 17.
[12] James Blaine Gouger III, "Agricultural Change in the Northern Neck of Virginia, 1700-1860: An Historical Geography" (Ph.D. diss., University of Florida, 1976), pp. 66-68, 94-95.
[13] Gouger, p. 120.

the river.[14] In the 1830s and 1840s, numerous steamboat wharves were established at crossroads communities, hamlets, and even privately owned plantations as far south as Norfolk. The steamboats traveling along the Rappahannock and Potomac Rivers brought about numerous commercial opportunities for the village. According to John C. Wilson, author of *Virginia's Northern Neck: A Pictorial History*, "the steamers and their landings were the area's link to the rest of the world....People and all kinds of produce would take these routes, frequently hooking up at other landings with trains that would carry them to their destinations."[15] The steamboat had an immediate impact on the economic growth and stability of the county, and the village of Carters Creek, in particular. In 1830, the newly chartered Baltimore and Rappahannock Steam Packet Company began to provide regular passenger service between Baltimore and Fredericksburg.[16] Four years later, the Company bought ten acres of Wilder's property to construct its own wharf on Carters Creek with the steamboat *Rappahannock* making regular stops.

With the rise of the merchant and planter classes, the demand for additional wharves and commercial trade increased. In Carters Creek, this demand prompted the construction of numerous commercial stores, a bank, school, doctor's office, and hotel along the eastern peninsula that was transversed in 1834 by Carters Creek Wharf Road, now known as Steamboat Road. Residential development, which was occurring at a slower pace, was predominately segregated from the village proper along what is now King Carter Road and along the western peninsula of what became known as West Irvington. This development trend continued throughout the history of the community, and was documented by local resident B.S. Hammonds at the end of the Civil War in the unpublished manuscript entitled, "The Old and the New." Hammonds noted that of the thirty-two families living in Carters Creek in circa 1865, only eleven families resided along the eastern peninsula and the Glebe, while twenty-one families were living on the western peninsula in West Irvington.

---

[14] John C. Emmerson, Jr., *The Steam-boat Comes to Norfolk Harbor, and the Log of the First Ten Years; 1815-1825...* (Portsmouth, VA: John C. Emmerson, Jr., 1949), p. 198.
[15] John C. Wilson, *Virginia's Northern Neck: A Pictorial History* (Virginia Beach, VA: The Downing Company, 1984), p. 69.
[16] John C. Emmerson, Jr., *Steam Navigation in Virginia and Northeastern North Carolina Waters, 1826-1836* (Portsmouth, VA: John C. Emmerson, Jr., 1949), p. 152.

The abundant seafood in the Chesapeake Bay provided the basis for a revived late 19th century economy as fishing, oystering, crabbing, and related processing industries became dominant in the area, with Carters Creek serving as a leader in the fish and oyster trade. Although a few watermen had lived in the Carters Creek area since the end of the 18th century, their numbers were greatly enlarged by post-Civil War migration of watermen from the Eastern Shore of Maryland and Virginia attracted by cheap land and plentiful fish and shellfish. By the 1880s, Carters Creek was described as "a fishing village of one thousand inhabitants." Oysters were an important fall and winter harvest. In 1895, more than two hundred oyster canoes were sailing out of Carters Creek and two fishing steamers were based in the village. Carters Creek Wharf was regularly shipping out shad, catfish, eels and thousands of bushels of oysters. In addition to producing fresh and canned seafood, by the late 19th century, the growing community had processing plants to produce oil and fertilizer from menhaden.

In 1891, two menhaden fish factories were located in what was to become West Irvington, operated by Captain Josephus F. Bussells and Captain William L. Messick, the sons-in-law of Levin H. Irving. J.F. Bussells and Company offered "pure manipulated fertilizers...fine dried fish, assidulated fish and decomposed fish."[17] Following the dissolution of a partnership with William E. Woodall, the Bussells and Company factory was leased to Captain E. "Wash" Milligan from Cape Charles. Bussells continued to fish the region, however, using steamers provided by Milligan until 1896. The factory was eventually closed, being demolished in 1897 by Milligan. Simultaneous to Bussells' attempts to run a menhaden fish factory, William L. Messick was establishing, and subsequently expanding, the second fish factory in Irvington known as the Carter's Creek Fish Guano Company. Due to poor health, Messick lost his fish factory in 1910. The property subsequently served as a lime grinding plant until the mid-1920s, when it was replaced by an ice plant and generating plant of the Virginia East Coast Utilities.

Despite the population growth of the late 19th century, the Northern Neck continued to be a veritable island, almost surrounded by the Potomac, the Chesapeake, and the Rappahannock Rivers. No bridges had been erected across the Rappahannock River below the fall-line near Fredericksburg, and the existing roadways were largely primitive. The easiest and most direct access was by steamboats, which were making stops at approximately thirty wharves in the

[17] Simmons, *Irvington*, p. 128.

Northern Neck region by the latter part of the 19th century. Not all wharves were visited routinely, yet several of the villages and crossroads of Lancaster County were regularly scheduled stops, tides and weather permitting. Many of the steamboat landings in Lancaster County, such as Chase's Wharf, Westland, Millenbeck, Monaskon, Ocran, Merry Point, Morattico, and Weems, had wharves with a general store, a canning factory, and various other seafood-related businesses. Carters Creek, Kilmarnock, and White Stone had these establishments as well as hotels, churches, schools, doctors' and lawyers' offices, theaters, social organizations, and various ancillary businesses that enabled them to become viable villages or towns rather than just small hamlets or crossroads communities. The early 20th century description of Carters Creek as "a town and settled community" documents its growth and stability, while most other steamboat stops were simply recognized as wharves. Despite its growth, however, Carters Creek remained isolated because of poor roads and the lack of bridges to other inland communities. Like most of the Northern Neck region, Carters Creek looked to Baltimore for manufactured goods. Baltimore reciprocated by purchasing or transshipping Carters Creek's seafood and produce that were processed in local fish factories and canneries. There was also considerable mail-order business between Carters Creek and Baltimore via steamboat, which greatly influenced the architectural development of the county.

As the village grew, commercial and institutional buildings were constructed to support the increasing population. In 1870, the Old Chapel was constructed for use by both the Baptists and Methodists. Enlarged shortly after its construction, the wood frame building was the first home for the village's public school, two churches, the Chesapeake Academy, the Independent Order of the Good Templars, the Order of United American Mechanics, and the Independent Order of Odd Fellows. Because of its varied uses, the building was often referred to as Good Templars Hall, Lodge Hall, or Odd Fellows Hall.

Many of the institutions and organizations that were founded in the Old Chapel flourished, eventually constructing buildings of their own during the latter part of the 19th century. In 1886, the public school opened in a two-room wood frame building after having operated in the Old Chapel from circa 1870 to 1886. The private, co-educational Chesapeake Academy, which started classes in the Old Chapel in the fall of 1889, opened the doors of its new building on King Carter Drive in May 1890. The Chesapeake Academy proved to be a thriving private school, actively teaching students from Lancaster and surrounding counties until 1907. According to an 1896

school catalog, all students who could meet the fees were welcome, accepted on talent and diligence rather than on wealth or family background. About half of the students were boarders, originally living at private homes in the village and later in the girls' and boys' dormitories, erected 1892 and 1903, respectively. During its peak years, the private academy boasted fifty to eighty students per session with high academic standards. Its demise, however, stemmed from the establishment of public high schools in neighboring communities. Between 1907 and the close of the 1915 school year, the academy building was utilized as the Irvington High School, while funding for a new public school building was raised. Having educated over 450 students since 1890, the school building was renovated for use as a single-family dwelling. Eventually, the building served as the King Carter Inn, and later as the Hope and Glory Inn. Commemorating the original school, a new private school known as the Chesapeake Academy opened in 1965 at the corner of Steamboat Road and Irvington Road.

Also outgrowing the Old Chapel building, the Irvington United Methodist Church constructed its own building in 1886 on King Carter Road. Similarly, the Irvington Baptist Church, which had also conducted services in the Old Chapel, was erected on the opposite corner in 1891. The historically significant 1870 Old Chapel building eventually proved inadequate in terms of size and modernizations and was demolished in 1913. It was replaced by the second Odd Fellows Hall, which architecturally resembles its predecessor in many ways.

Other major developments in Carters Creek included the 1873 establishment of the first post office under the direction of Postmaster S.M. Smith. Mail was delivered about one to two times per week until 1896, when Hansford C. Boyton provided a daily mail route on the *Owen Dillard* steamer. Between 1896 and 1909, the *Owen Dillard* provided daily mail and passenger service for White Stone, Carters Creek, Weems, Millenbeck, Merry Point, and Urbanna. This service gave "...friends the opportunity for a day of visiting" and was a "...lifesaver to the Virginia Citizen which depended on 'dailies'...[as] the only source of outside news."[18] Founded in 1891, the Virginia Citizen of Irvington was the "Democratic Weekly" paper with the motto, "Conservative in all things, neutral in nothing." By 1889, the establishment of a telephone service under the charter of the Northern Neck Telephone and Telegraph Company gave local residents another source of outside news and communication.

[18] Simmons, *Irvington*, p. 122.

Irvington: 1891-1947

Since the establishment of the local postal system, the postal authorities had been faced with increasing complaints that many letters to residents and businesses of Center Cross in nearby Essex County were mistakenly delivered to Carters Creek, and vice versa. As a result, in 1891, the citizens of Carters Creek voted to change the village's name to Irvington, in honor of Captain Levin H. Irving, a prominent local resident and businessman who had moved to the village from Maryland during the Reconstruction period.

By the 1890s, both the Rappahannock Steamboat Line and the Weems Steamboat Line from Baltimore made regular stops at the Irvington wharf. In addition to providing an important means of trade and personal travel for residents, this regular traffic brought out-of-town visitors. Tourism prompted the establishment of the Irvington Beach Hotel on the property of W. McDonald Lee and E.W. Long in 1892. Believed to have been constructed on or near the site of the first village hotel the Old Carters Creek Wharf Hotel, the Irvington Beach Hotel was constructed as a single-family dwelling prior to the Civil War. As the new village hotel, it became the center of entertainment with year-round visitors who summered there regularly. By the turn of the 20th century, the hotel property underwent substantial changes with the construction of a dancing pavilion, barn, enlarged servants' quarters and carriage shed, a skating rink, and additional resort cottages. The hotel and its adjacent cottages could then accommodate about fifty-seven guests. August proved to be its liveliest month, with "dancing in the pavilion, singing, 'tacky' parties when the guests 'bedecked themselves in the most ludicrous paraphernalia and joined in the fun,' cake walks, progressive euchre, masquerades replete with Japanese lanterns, and costume parties in which the villagers joined." When the summer was over, the guests heading for the steamboats were typically treated to a farewell display of "fire crackers, bomb and pistols."[19] By 1919, the main building at the Irvington Beach Hotel Resort was reduced to function as an annex, replaced by the New Irvington Beach Hotel that stood on the site of two of the original resort cottages. The new hotel contained twenty-six bedrooms, private baths, a large lobby, a dining room with seating capacity of one hundred guests, and extensive verandas. This wood frame building, however, was destroyed by fire in October 1930. The annex was then restored to its original use as the main hotel building, serving the community until it was razed in 1955.

[19] Simmons, *Irvington*, p. 30.

Significant commercial and residential development began in Irvington and West Irvington by the turn of the 20th century. By this time, the village of Irvington consisted primarily of commercial and industrial facilities with a few residential dwellings. At the wharf, Evan Owen ran the marine railway, J.T. Rilee built a blacksmith shop, and R. Summerville "Summy" Mitchell expanded the Irvington Beach Hotel. In the village proper, there was a barber, dentist, and lawyer, as well as W.J. Dyle's wheelwright shop, Dr. William J. Newbill's Marine Hospital, and the Virginia Citizen offices. Additional commercial stores included Frank J. Thompson's department store (later Southworth Bros.), Thomas J. Willing's general merchandise and hardware store, T.J. Haydon & Son's food and variety store, Gunby's and Sons store, Miss Denie Leland's millinery shop (now Town Hall), Rain's gift shop, and a men's haberdashery. Two important commercial endeavors launched during this economic peak were the Northern Neck Mutual Fire Association, founded in 1896, and the Lancaster National Bank, chartered in 1900. The Lancaster National Bank was the first national bank in the Northern Neck, prior to which most financial transactions were handled in Baltimore or at the Irvington Branch of the National Bank and Building Company of Richmond (established in 1892). The bank was constructed by F.P. Stearns with the metal work completed by R. Lee Stoffergen of Fredericksburg. Constructed of 50,000 pressed bricks purchased from Levin T. Buck in Weems, the bank was the first brick building erected in Irvington.

Simultaneously, residential development flourished and numerous freestanding wood frame dwellings were constructed by local residents. Predominately two stories, the single-family buildings exhibited the fashionable architectural styles, such as Italianate, Colonial Revival, and Queen Anne, that had been reproduced in books and trade catalogues. Many of the more imposing buildings were "kit houses," produced in Baltimore, transported by steamboat, and assembled locally by craftsman. The dwellings tended to be sited along main roadways leading to the wharf or fronted on the banks of Carters Creek. Most of the residential development was concentrated in the West Irvington area with other scattered examples along King Carter Drive, Steamboat Road, and The Lane in the village of Irvington.

Commercial and seafood production continued steadily in Irvington during the early part of the 20th century. Anticipating economic gain, Captain William Messick, Loyola Leland, and W. McDonald Lee bought a shirt factory in Sharpton, Maryland and relocated it to Irvington in 1903. A two-story wood frame building was erected near the Old Chapel specifically for shirt production.

Serving the community in other capacities, the building had a second floor 500-seat auditorium commonly known as the "Opera House" and space for the Town Hall. Within a year of its opening, the Lancaster Manufacturing Company failed. The Opera House flourished, however, being used for plays, recitals, graduations, and movies. In 1911, W. McDonald Lee moved the frame building from its original location to a sloped site on Steamboat Road. The first floor of the renovated Opera House housed the offices of the Virginia Citizen, the Northern Neck Mutual Fire Association, and the Commission of Fisheries, while the Opera House remained on the second floor.

Although gas lights had been installed along the main streets of Irvington, the need for electricity had become a pressing matter by the end of the first decade of the 20th century. A modest electrical generating plant was installed in the basement of the Opera House in 1913. Within two years, the generator was relocated to a small brick plant off the main roadway. This new plant would serve Irvington and West Irvington until 1927, when the village received continuous light service from the Virginia East Coast Utilities plant, a predecessor to Virginia Power. The small, one-story building still stands along King Carter Drive.

Despite the slow but steady decline of the steamboat wharves throughout the Northern Neck by the second quarter of the 20th century, Irvington remained dependent on Carters Creek and the Rappahannock River for its livelihood. Fishing and oystering had become vital to Irvington's economy by the late 19th century with approximately two hundred Poquoson log canoes sailing daily to the oyster rocks of the Rappahannock River. The arrival of gasoline boat engines in 1884 threatened the existing economy familiar to the community and seafood industry, however. Though sailboats and steam engines remained prominent, gasoline-powered boats began to have a considerable impact, turning the many rivers and creeks into crowded water highways. While altering the future of the steamboat wharves, the gasoline-powered boats provided mobility for the fishermen in addition to increasing local transportation and tourism. In fact, the oyster industry continued to report record years with approximately 400,000 bushels shucked in 1913 on Carters Creek alone. However, depletion of the public oyster beds from overuse and dredging by pirates had begun to threaten the area's oyster industry. With the prosperity of Irvington now so dependent on fish and oysters, the citizens and local officials pushed for the enactment of oyster laws. Consequently, the General Assembly made the Board of Fisheries a department of the Commonwealth known as the Commission of Fisheries. The Commission undertook drastic

measures to ensure against such piracy and the future depletion of local seafood resources. The *Commodore Maury*, an iron-hulled yacht armed with cannon and flagship of the Virginia Oyster Navy, was stationed in 1906 at Irvington's wharf to aid in the termination of the piracy and enforcement of the laws.

In 1917, disaster struck the growing community of Irvington when a major fire broke out in the Opera House. Although no one was injured, a substantial number of buildings and businesses were destroyed. These included the Lancaster National Bank, Gunby & Son's General Store, Dr. W.J. Newbill's Marine Hospital, the barber shop, the village's water works, the local telephone exchange, and the Opera House, which also housed the offices of the Northern Neck Mutual Fire Association. Although many businesses did not rebuild, both the Lancaster National Bank and the Northern Neck Mutual Fire Association began immediately constructing brick buildings in the popular Colonial and Classical Revival styles.

Another major disaster occurred on August 23, 1933, when a devastating storm struck the Northern Neck, destroying 18 of the 30 existing steamboat wharves. By this time, dependence on steamboats had declined due to improved roads, increased numbers of automobiles and trucks, and the construction of the Downing Bridge in 1927, which connected the Northern Neck with the mainland between Tappahannock and Warsaw. Consequently, most steamboat lines ended their regular service in 1933, choosing not to rebuild after the storm. The wharf at Irvington was severely damaged but not destroyed, and continued with much-reduced service until it too closed in 1937. Today, nothing remains to mark the location of the wharf that was so prominent in the establishment and livelihood of Irvington.

From the late 19th century until the 1920s, Irvington was the largest village in Lancaster County. With its abundant fish, wildlife, and water resources, the village became a major destination for tourists wanting to fish, hunt, yacht, and sail. The oyster beds were gradually depleted, and by the mid- to late 20th century, the oyster industry no longer provided the major source of income for the citizens of Irvington.

Irvington, however, continued to prosper with its growing tourist industry and stable businesses. King Carter's Historic Christ Church at the intersection of Route 222 and State Route 3 was restored in the 1950s-1960s. This architecturally significant church became an important tourist

destination, drawing tourists and scholars alike. Numerous inns and specialty shops opened to take advantage of increased tourism and many extant residential buildings were purchased as weekend and summer houses. In 1957, the Robert O. Norris Bridge opened, connecting lower Lancaster County with the Middle Peninsula. The construction of the bridge replaced ferry service and provided direct access from the south and east.

The Tides Inn opened in 1947, attracting people from around the world to the resort village of Irvington. Family owned and operated, the Tides Inn resort on King Carter Drive provides 194 rooms, 60 marina slips, 45 holes of golf on three different courses, five restaurants, and two swimming pools. Cruises along Carters Creek are provided by the *Miss Ann*, a diesel yacht constructed in 1924 for Detroit banker, industrialist, and yacht collector John H. French. Originally named the *Siele*, the yacht was designed by Naval architect, D.B. Dobson of Bedford, Massachusetts and constructed by Pusey and Jones of Wilmington, Delaware. Now anchored at the Tides Inn, The *Miss Ann* was listed in the National Register of Historic Places in November 1998.

Although many things have changed in the town of Irvington since it first flourished in the second quarter of the 19th century as a steamboat wharf for an agricultural community, the context and sense of community have remained the same despite alterations to the economy in the latter part of the 19th and early 20th centuries. The village of Irvington is historically and architecturally significant as a steamboat wharf and major seafood production center, retaining many of their historic commercial and institutional buildings, as well as the majority of the original residential dwellings. Since the physical recovery from the fire of 1917 and the storm of 1933, few contemporary intrusions, save some modest infill housing, have been constructed in the villages of Irvington and West Irvington, stretching from the original site of the wharf past the present location of the Tides Inn on King Carter Drive to the end of Rowe's Point in West Irvington. Though many of the commercial buildings have been adapted for new use and automobiles have become a major form of transportation, the community remains physically and economically oriented to the surrounding waterways that shaped its history.

BIBLIOGRAPHY

Books and Other Published Materials

Casco Communications. *The Rappahannock River: History, Nature, Recreation*. Alexandria, VA: Casco Communications, 1994.

Catalogue of the Chesapeake Male & Female Academy, Irvington, Lancaster County, VA: 7th Annual Session, 1895-96. Virginia Citizen Print, 1896.

Clark, Kenneth. *Architectural Inspiration From Northern Virginia*. New York: R.F. Whitehead, c.1931.

Cocke, Charles Francis. *Parish Lines Diocese of Virginia*. Richmond, VA: Virginia State Library, 1967.

Conway, Moncure Daniel. *Barons of the Potomack and the Rappahannock*. New York: The Grolier Club, 1892.

Davis, Vernon Perdue and James Scott Rawlings. *The Colonial Churches of Virginia, Maryland, and North Carolina: Their Interiors and Worship*. Richmond, VA: The Dietz Press, 1985.

Dawe, Louise Belote. *Christ Church: Lancaster County, Virginia 1732 and the Life Around It*. Irvington, VA: Foundation For Historic Christ Church, Inc., 1970.

Dawe, Louise Belote. *To Irvington With Love*. Irvington, VA: The Town Council of Irvington, 1976.

Earle, Swepson. *The Chesapeake Country*. New York, NY: Weathervane Books, 1923 (Reissue).

Emmerson, John C., Jr. *The Steam-boat comes to Norfolk Harbor, and the Log of the First ten Years: 1815-1825.* Portsmouth, VA: John C. Emmerson, Jr., 1949.

Emmerson, John C., Jr. *Steam Navigation in Virginia and Northeastern North Carolina Waters, 1826-1836.* Portsmouth, VA: John C. Emmerson, Jr., 1949.

Eubank, H. Ragland. *Touring Historyland: The Authentic Guide Book of Historic Northern Neck of Virginia.* Colonial Beach, VA: The Northern Neck Association, 1934.

Eubank, Lulu Katherine. *Excerpts From the History of the Northern Neck of Virginia.* Richmond, VA, 1932.

Faulconer, Anne M. *The Virginia House: A Home For Three Hundred Years.* Exton, PA: Schiffer Publishing, Ltd., 1984.

Haynie, Miriam. *The Stronghold: A Story of Historic Northern Neck of Virginia and Its People.* Richmond, VA: The Dietz Press, Incorporated, 1959.

Hiden, Martha W. *How Justice Grew: Virginia Counties, An Abstract of Their Formation.* Charlottesville, VA: The University Press of Virginia, 1957.

Historic Christ Church, Inc., Research Staff. *Robert "King" Carter Builder of Christ Church.* Irvington, VA: Foundation for Historic Christ Church, Inc., 1986.

Hudgins, Carter L. *The "King's" Realm: An Archaeological & Historical Study of Plantation Life at Robert Carter's Corotoman.* MA Thesis, Wake Forest University, 1981.

Jett, Dora Chinn. *In Tidewater Virginia.* Richmond, VA: Whittet & Shepperson, c.1924.

Jones, Christine Adams. *John Carter II of "Corotoman" Lancaster County, Virginia.* Irvington, VA: Foundation for Historic Christ Church, Inc., 1978.

Jones, Christine Adams. *Colonel James Gordon, Merchant of Lancaster County, Virginia.* Lancaster, VA: Mary Ball Washington Museum & Library, c.1983.

Jones, Hugh. *The Present State of Virginia.* ed. Richard L. Mortion. Chapel Hill, NC: University of North Carolina Press, 1956.

Simpson, Pamela H. *Cheap, Quick, and Easy: Imitative Architectural Materials, 1870-1930.* Knoxville, TN: The University of Tennessee, 1999.

Simmons, C. Jackson. *Irvington: An Album Of Its First Generation.* Irvington, VA: Pictorial Heritage Publishing Company, 1992.

Swann, Harry Kirk. *Swann Comprehensive Index to Northern Neck of Virginia Historical Society Magazine Vols. 1 & 2.* Richmond, VA: The Dietz Press, Inc., 1977.

Talpalar, Morris. *The Sociology of Colonial Virginia.* New York, 1960.

Virginia. Division of State Planning and Community Affairs. *Economic Data Summary, Lancaster County.* Richmond, VA, November 1968.

Virginia Electric & Power Company. Area Development Department. *Industrial Site Survey: Lancaster-Northumberland County Area.* 1958.

Wharton, James. *Where'd the Name Come From? In Lancaster County, Virginia.* Weems, VA: The Occasional Press, 1983.

Wilson, John C. *Virginia's Northern Neck: A Pictorial History.* Norfolk, VA: The Donning Company Publishers, 1984.

Wilstach, Paul. *Tidewater Virginia.* Indianapolis, IN: The Bobbs-Merrill Company, 1929.

Yonkin, Pamela C. *An Economic Profile of the Northern Neck Planning District: Planning District No. 17.* Charlottesville, VA: Center for Public Service, University of Virginia, January 1994.

Journal Articles

Beale, George William, D.D. "Annals of the Northern Neck of Virginia." *Northern Neck Historical Magazine* 17 (1967): 1620-1657.

Berekley, Edmund Jr. "Robert Carter--Colonial 'King.'" Northern Neck Historical Magazine 12 (1962): 1116-1135.

Gordon, Armistead C. *Gordons in Virginia.* Hackensack, NJ, 1918.

Haydon, Lucy. "The History of Irvington Baptist Church." Clipping, n.p., n.d..

Haynie, Miriam. "The Northern Neck of Virginia, 1861-1865." *Northern Neck Historical Magazine* 11 (1961): 985-995.

Kemper, Charles Edmond. "Documents Relating to the Boundaries of the Northern Neck." *The Virginia Magazine of History and Biography* 28 (October 1920): 296-318.

Lancaster Heritage, nos. 6 through 23 (July 1971 through September 1976).

Norris, Robert O., Jr. "Some Unusual Happenings in the Colonial Life of Lancaster County." *Northern Neck Historical Magazine* 8 (1958): 718-722.

Rawley, Heath J. "Glebe Lands on Carter's Creek, Lancaster County, Virginia." *Northern Neck Historical Magazine* 15 (1965): 1358-1362.

"Tobacco Production in Virginia in 1879," *The Virginians: A Mining, Industrial, and Scientific Journal* (September 1881).

Warner, Charles W.H. "The Early Carters of Corotoman." *Northern Neck News*, 28 July 1977.

Unpublished Materials

Foundation for Historic Christ Church. "Historic Christ Church." Brochure, 1992.

Goodwin, Edward Lewis. "A Report Upon the Parish Lines of the Parishes in the Diocese of Virginia." Unpublished paper at the Virginia State Library, 1960.

Gouger, James Blaine III. "Agricultural Change in the Northern Neck of Virginia, 1700-1860: A Historical Geography." Ph.D. diss., University of Florida, 1976.

Historic Christ Church Foundation. Vertical Files.

Lancaster County Order Books, 1657-1858.

Lancaster County Patent Books, Nos. 2 and 3.

Mary Ball Washington Museum and Library. Vertical Files.

Wells, Camille. "Social and Economic Aspects of Eighteenth-Century Housing on the Northern Neck of Virginia. Ph.D. diss., College of William and Mary, 1994.

Wheeler, Robert A. "Lancaster County, Virginia, 1650-1750: Evolution of a Southern Tidewater Community." Ph.D. diss., Brown University, 1972.

10. Geographical Data

	Zone	Easting	Northing
5	1 8	3 7 4 8 4 0	4 1 6 8 0 4 4
6	1 8	3 7 4 4 0 0	4 1 6 8 1 8 8
7	1 8	3 7 3 8 8 0	4 1 6 8 8 8 6
8	1 8	3 7 4 1 4 4	4 1 6 8 2 0 0
9	1 8	3 7 3 4 4 0	4 1 6 8 3 4 0
10	1 8	3 7 3 7 2 0	4 1 6 8 6 4 4
11	1 8	3 7 3 6 8 0	4 1 6 9 5 2 0
12	1 8	3 7 4 2 2 0	4 1 6 9 5 4 0
13	1 8	3 7 4 4 0 5	4 1 6 8 8 4 0

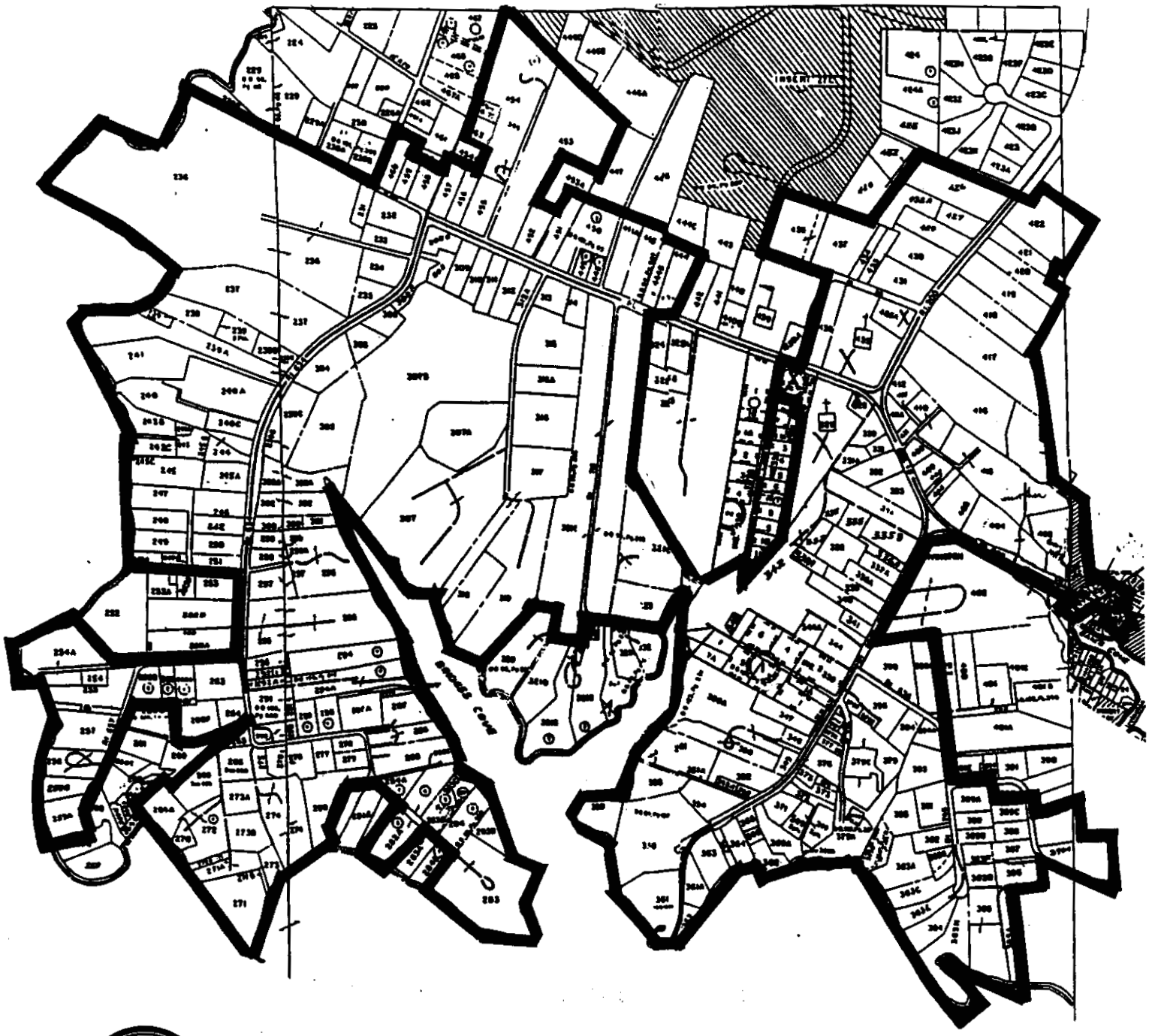
Verbal Boundary Description

The boundary of Irvington begins within the northeast corporate limits of the village, just north of Chesapeake Drive. Moving southeast, the boundary includes all those properties fronting Irvington Road on the east side. This boundary run to Sams Cove, where it turns directly south across Irvington Road to include the two historic resources on Lots 13A and 15. Traveling northwest along Irvington Road, the boundary turns south on Steamboat Road to intersect with Lots 398 and 398A fronting The Lane on the northeast side. On The Lane, the boundary includes the resources located on Lots 385A, 386, 389, 388, 389C, and 390A. Extending south off The Lane, the boundary includes all those properties fronting Locust Circle. Following the large rectangular lots fronting Locust Circle, the boundary extends to the Eastern Branch, running along the shoreline into Bridge Cove. At the southern end of Quails Trail, fronting Bridge and Chase Coves, the boundary excludes Lots 320, 321A-G, and 322. The boundary then returns to the shoreline of Bridges Cove, following the coast northwest and then southeast into the Eastern Branch. It includes Rowe's Point with the exception of Lots 281A, 283A, and 284B. Continuing to run along the coast of the Eastern Branch, the boundary follows Galley Hook Point to Railway Road. Those properties on the southeast side of Rappahannock Road, northwest of Railway Road, are excluded from the district, including Lots 259, 259C, 259D, 260, 260C, 260L, 260N, 261, 269, and 269B.

Returning to the coast of Carters Creek at Lot 259A, the boundary following the shore northward to include Lot 254A. At this juncture, the border extends in land to Carters Creek Road, excluding Lots 252, 252A-B, 253, and 253A-B along King Carter Drive. Running along the drive to Lot 249A on Carters Creek, the border returns to the shore, where it travels northward into Calf Pasture Cove at Lancaster Road. Inclusive of the Tides Inn, the boundary runs along the south edge of Lancaster Road to Virginia Road, where it captures those properties fronting Lancaster Road and King Carter Drive on the northern side. At Lot 444, fronting King Carter Drive, the boundary turns southward to exclude Lots 439, 439A, 440, 440B, 441, 442, 443, 444C, 324, 325, 325A, 325B, and all those subdivided lots fronting Edgewood Lane. Crossing King Carter Drive to include Lot 436, 437, and 438, the boundary travels northeast to include all those lots fronting Irvington Road on the west side, terminating at Lot 426.

Boundary Justification

The boundary of the proposed Irvington Historic District are set within the corporate boundaries established in 1955. Where possible, the boundary following the shoreline of Carters Creek and the Eastern Branch and includes all those contributing properties fronting the major roadways of Irvington Road, King Carter Drive, The Lane, and Steamboat Road. The boundary includes the properties within the area that retain sufficient integrity and contain significant architectural components that combine to create the village of Irvington.



N ↑

IRVINGTON HISTORIC DISTRICT
LANCASTER COUNTY, VIRGINIA

August 1999

IRVINGTON HISTORIC DISTRICT

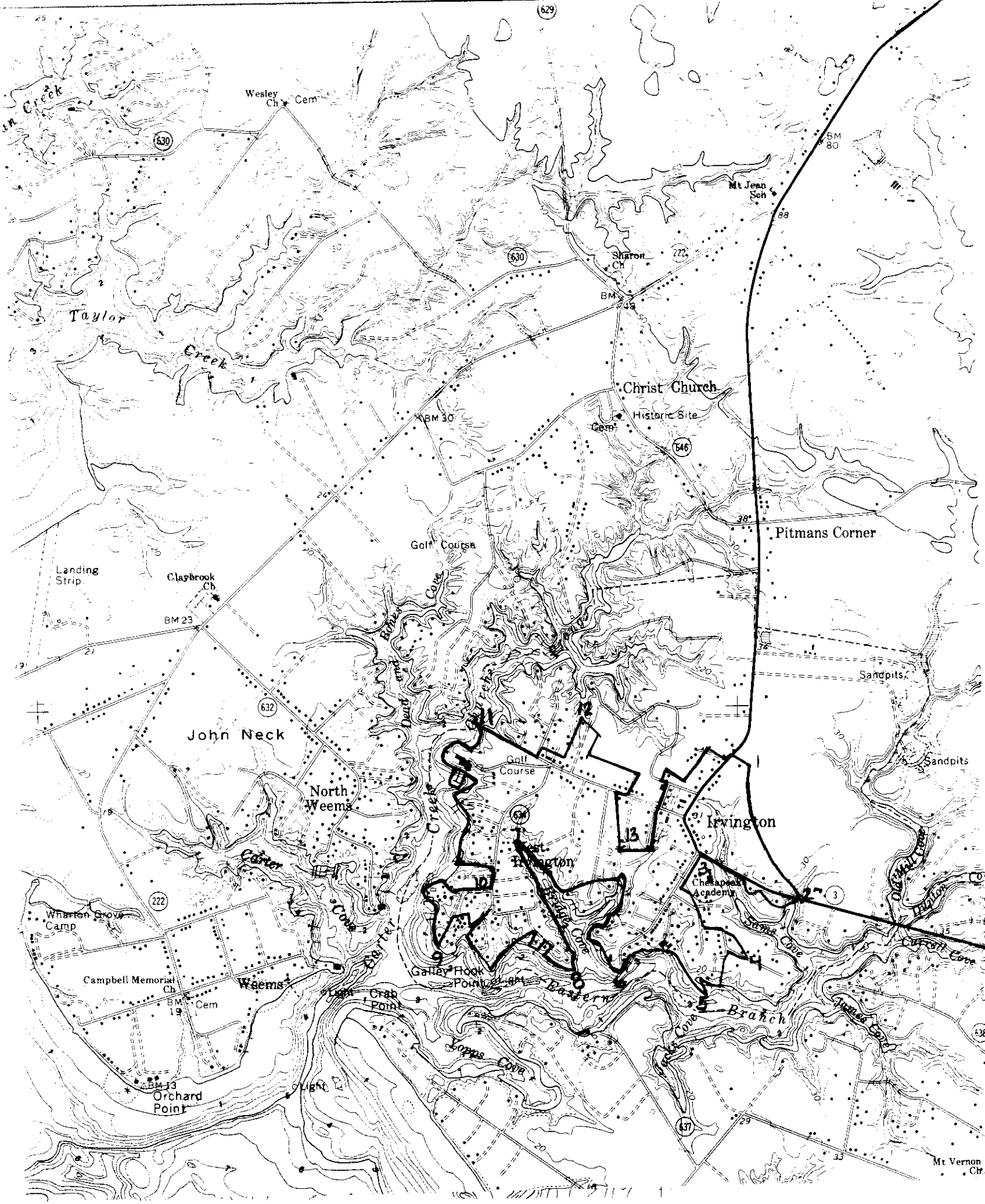
LANCASTER COUNTY
(051-5003)

1) 18/375120/4169[illegible]
2) 18/375360/4168560
3) 18/374840/4168800
4) 18/375064/4168240
5) 18/374840/4168044
6) 18/374400/4168100
7) 18/373880/4168885
8) 18/374144/4168200
9) 18/373440/4168340
10) 18/373720/4168644
11) 18/373680/4169520
12) 18/374220/4169540
13) 18/374405/4169[illegible]

DEPTH GRADIENTS

Meters — Feet

Exposed at low tide


Wesley Ch
Cem
Taylor Creek
Mt Jean Sch
Sharon Ch
BM 80
Christ Church
Historic Site
Cem
BM 30
Pitmans Corner
Golf Course
Landing Strip
Claybrook Ch
BM 23
Sandpits
John Neck
North Weems
Golf Course
Irvington
Chesapeake Academy
Carter Cove
Wharton Grove Camp
Campbell Memorial Ch
BM 19
Cem
Weems
Galley Hook Point
Light
Crab Point
Eastern Branch
Lomas Cove
BM 13
Orchard Point
Light
Mt Vernon Ch