



Virginia Department of Historic Resources PIF Resource Information Sheet

This information sheet is designed to provide the Virginia Department of Historic Resources with the necessary data to be able to evaluate the significance of the proposed district for possible listing in the Virginia Landmarks Register and the National Register of Historic Places. This is not a formal nomination, but a necessary step in determining whether or not the district could be considered eligible for listing. Please take the time to fill in as many fields as possible. A greater number of completed fields will result in a more timely and accurate assessment. Staff assistance is available to answer any questions you have in regards to this form.

General Property Information	For Staff Use Only
	DHR ID #: 057-5515
District Name(s): Mathews County Service Stations Historic District (Gas Stations of Mathews County MPD)	
District or Selected Building Date(s): 1910-1967	Circa Pre Post Open to the Public? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Main District Streets and/or Routes:	Buckley Hall Drive (Rt. 198), John Clayton Memorial Highway (Rt. 14), Main Street (Rt. 14), City: Mathews Zip: 23109 Tabernacle Rd. (Rt. 611), Bethel Beach Rd. (Rt. 611), New Point Comfort Highway (Rt. 14), Whites Neck Dr. (Rt. 617)
County or Ind. City: Mathews County	USGS Quad(s): Deltaville, Mathews, New Point Comfort, Ware Neck

Physical Character of General Surroundings
Acreage: <u>Approx. 6</u> Setting (choose one): City Urban <input type="checkbox"/> Town <input checked="" type="checkbox"/> Suburban <input type="checkbox"/> Rural <input type="checkbox"/> Transportation Corridor
Site Description Notes/Notable Landscape Features/Streetscapes: The proposed Gas Stations of Mathews County MPD is composed of architectural resources relevant to the proliferation and servicing of automobiles in the county during the early- to mid-20th century. Located primarily along major transportation arteries in the county, these resources collectively created a cultural landscape centered on automobiles as the primary mode of transportation. The proposed Gas Stations of Mathews County MPD encompasses a variety of built landscapes as well, ranging from the village at Mathews Court House, to country crossroads at Cobbs Creek and Hudgins, to rural roadside locations without a local town designation.
Ownership Categories: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Public-Local <input type="checkbox"/> Public-State <input type="checkbox"/> Public-Federal

General District Information	
What were the historical uses of the resources within the proposed district? Examples include: Dwelling, Store, Barn, etc...	
Service Station, Store, Car Dealership	
What are the current uses? (if other than the historical use)	Service Station, Office, Auto Parts Store, Repair Shop, Commercial Building, Abandoned/Unoccupied
Architectural styles or elements of buildings within the proposed district:	Commercial
Architects, builders, or original owners of buildings within the proposed district:	Possibly George A. Philpotts
Are there any known threats to this district?	Hurricanes, Flooding, Neglect

General Description of District: (Please describe building patterns, types, features, and the general architectural quality of the proposed district. Include prominent materials and noteworthy building details within the district and a general setting and/or streetscape description.)

The proposed Gas Stations of Mathews County MPD is a non-contiguous collection of eighteen architectural resources that embody the changing relationship between Mathews County residents and their automobiles throughout much of the 20th century. These resources consist primarily of service stations, built to supply gasoline and basic automotive servicing to aid motorists as they increasingly embraced automobiles as their primary method of transportation. This collection of resources captures both established patterns of service station construction and deviations from that pattern as a reliance on automobiles took root and independent operators could enter the market.

Seven resources make up the core of the proposed Gas Stations of Mathews County MPD. Historically, all operated as service stations under the Tidewater Oil Company, established by George A. Philpotts of Mobjack in 1909. Several Tidewater Oil service stations were established throughout the county in the 1920s, 1930s, and 1940s. The oldest extant recorded example of the Tidewater Oil stations is in Cobbs Creek (057-5118). Built circa 1920, the one-story brick building has a porte cochere and a single open room on the interior. Most significantly, this station has a large garage bay, which indicates that it was designed with automobile repair in mind. Another Tidewater Oil service station, built circa 1926, shares the layout of the first: a single story, built of brick with a concrete slab foundation, and one room (057-5092). This station is located between James Store and Foster on John Clayton Memorial Highway (Route 14) and likely originally served individuals in transit between locations, rather than those arriving in or departing from a particular community. The third service station, built circa 1925, has the most prominent location of all the service stations associated with George Philpott, as it sits on Main Street in Mathews Court House (057-5062). Though this station has non-historic additions, it retains its original circular Texaco emblem.

The fourth Tidewater Oil service station (057-5102), located in Hudgins, arguably stands as the architectural resource with the most integrity. Built in 1928, this building continues the pattern of a one-story, one-room service station with porte cochere. Unlike the first two stations discussed above, this one is not only occupied, but has been carefully restored by its current owner.

The final two Tidewater Oil service stations reflect broader economic changes that shaped the buildings' construction, though not their forms. A fourth Tidewater Oil service station remains in the community of North (057-5024). It retains the one-room, one-story layout, though it has a frame structure,

rather than being built of brick. This may have been a cost-saving measure, as it was built circa 1930 and during the economic uncertainties of the early Great Depression. Sometime prior to 1963, an L-addition was put on to the east side of the structure with an overhanging porch on the north elevation, which may have obscured a previous porte cochere if one existed. The final service station associated with Tidewater Oil Service stands approximately one-and-one-half miles to the east of Cobbs Creek. Built circa 1940, it likely supplemented the services already available in Cobbs Creek. This building, however, deviates from the previously established form. This building uses frame construction, rather than brick, and has steel poles rather than brick columns to support its porte cochere. The three-bay, one-story building continues the one room interior plan of its predecessors, though, which highlights a trend toward incorporating new and more cost-effective construction techniques during years of economic stress.

Eleven other automobile-related architectural resources exist throughout Mathews County and should be included in the proposed Gas Stations of Mathews County MPD. Though these resources lack known associations with local corporations such as Tidewater Oil Service, they nevertheless reflect the continually changing relationship between individuals and their automobiles in the early and mid-20th century.

Built circa 1910, a small structure on Bethel Beach Road (057-5229) may represent the earliest extant service station in Mathews County. The small frame structure has one room and one story with a gabled porte cochere. Given its probable early construction date and the growing accessibility to petroleum products through Philpott's Tidewater Oil Service beginning in 1909, the building may well have been converted from another commercial purpose to serve a growing motoring clientele.

Another early service station stands in Shadow (057-5250). Built circa 1920, this service station follows the established one-room, one-story plan with porte cochere, though it is supported with steel poles rather than the usual brick columns. Remarkably, evidence of gas tank bases survive under the porte cochere.

A service station approximately one mile north west of Mathews Court House (057-5221) includes additional elements that indicate a growing familiarity and reliance on automobiles in Mathews County. In addition to the usual three-bay, one-story, one-room plan, this 1933 station includes two shed wings for vehicles and a workshop in the back. Proximity to the county seat and the traffic it would draw may account for the additional storage and workspace constructed for this resource. Such proximity may also account for the construction of a car dealership in Mathews Court House, circa 1934 (057-5182).

Two service stations built in 1940 (057-5183 and 057-5225) exhibit the same general patterns of style, materials, and workmanship as many of the stations discussed above. Both of these resources retain the single story, single room plan. However, both also have wide garage doors in their facades and neither have chimneys.

Post-World War II prosperity left its mark on the automobile landscape with the construction of additional service stations and at least one car dealership. The Foster Chrysler-Plymouth Dealership (057-5101), built in 1947, is a more substantial structure than the service stations previously discussed. Built on a concrete block foundation, the structure is cinder-block covered with stucco. Three windows and a garage door on the south side were mirrored by three windows and a garage on the north side, though these have been in-filled with cinder-blocks. Even as architectural ghosts, these indicate a substantial work space dedicated to servicing an increasing number of automobiles on Mathews' roads. Additional service stations were built in Mathews in 1950 (057-5074) and between Mathews and Hudgins in 1955 (057-5039). Unfortunately, both of these resources have been heavily modified for contemporary uses as a market and an office space. A circa 1965 service station in Mathews Court House, a one-story building with seven bays, supplemented extant stations serving automobile traffic through the county seat (057-5334). The most unusual resource connected to Mathews County automobiles in this period is a repurposed Odd Fellows Lodge, built in 1893 (057-5063). The two-story frame building has been repurposed several times, including a period during which it functioned as a Western Auto retail location.

Collectively, these architectural resources embody the changing relationship Mathew County residents had with the automobiles. Whether converted from previous commercial structures or purpose built, these service stations provided services necessary to keep American motorists moving. These small service stations often could not meet demand as reliance on and the number of automobiles increased in the latter half of the 20th century, along with changing regulations in petroleum product management. Consequently, many of these buildings either stand unoccupied or have been modified to meet the needs of new owners, with varying

effects on the individual structure's integrity. Some, such as the Hyco Market (057-5074), have undergone substantial renovations, while others have been modified in such a way that their original purpose remains quite obvious, including the Foster Chrysler-Plymouth Dealership (057-5101). Those that currently stand unoccupied tend to be earlier examples of service station architecture, and neglect threatens their integrity more than any other factor.

Significance Statement: Briefly note any significant events, personages, and/or families associated with the proposed district. It is not necessary to attach lengthy articles or genealogies to this form. Please list all sources of information. Normally, only information contained on this form is forwarded to the State Review Board.

The proposed Gas Stations of Mathews County MPD captures the changing relationship between Mathews County residents and their automobiles over the 20th century. The resources included in the proposed MPD have associations with significant individuals at the local level, significant events at the state level, and broad cultural changes on the national level. Architectural integrity varies greatly among the selected resources, though at least one (057-5102) has been carefully restored by its current owner in such a way that it maintains significant architectural integrity. No known archaeological resources are included within the proposed district. Given these circumstances, the proposed Gas Stations of Mathews County MPD fulfills the requirements for Criteria A, Criteria B, and Criteria C as outlined by the U.S. Department of the Interior.

Virginians' relationship with the automobile began in 1899, when this new mode of transportation appeared on Norfolk streets. Throughout the first decade of the 20th century, 2,705 motor vehicles were registered in the state. Following Henry Ford's introduction of the assembly line to automobile manufacturing, that number continued to rise. By 1916, some 37,000 vehicles were registered in Virginia.¹

As the number of automobiles rose, so too did the demand for goods and services necessary to keep them running. George Albert Philpotts (1887-1979) of Mobjack became one of the primary suppliers of Mathews' automobile age. In 1909, Philpotts became one of the first oilmen in the county. Five years later, he introduced Texas Oil Company products.² Over time, Philpotts developed a small refinery on Philpotts Wharf, which distributed its products via tanker truck.³ Tidewater Oil Service served as one of the primary regional suppliers of petroleum products, including gasoline sold through its service stations, five of which are included in the proposed MPD (057-5118, 057-5092, 057-5102, 057-5024, and 057-5116). Philpotts parlayed his personal economic success into community investments. He played an active role in Mobjack's Grace Methodist church, including several renovation campaigns that saw the church's interior revarnished, the stoves replaced with a hot air furnace, wallboard replaced with plaster, and new floors, carpets, lights, and stained glass installed.⁴ He also invested in the Peninsula School, played a prominent role in the local lodge, and advocated for improved roads, acetylene light systems, telephone service, and electricity.⁵ Though Philpotts' philanthropy tended toward investment in his home community of Mobjack, his role as a major regional supplier of petroleum products (at least until his retirement in 1966) highlights his local and regional impact on the development of Mathews' automobile culture.

The eighteen resources included in the proposed district also encapsulate regional transportation shifts in the first decades of the 20th century. Steamships served as the primary mode of transportation for Mathews residents beginning in the mid-19th century. Connections to Baltimore and Norfolk moved both cargo and passengers with great regularity. The initial appearance of motor vehicles did little to impact this water-based transport. In fact, motoring culture initially relied on steamships to supply it. Oil products were delivered by boat to Philpotts' Wharf, before being refined there and distributed throughout the county. Similarly, when H. K. Taylor began selling Fords at Mathews Court House, he opted to have "them shipped in to Cricket Hill on the Piankitank River by the Baltimore boat," rather than have them come via rail.⁶ He

¹ "Transportation in Virginia," *Virginia Historical Society*, accessed 27 January 2017, <http://www.vahistorical.org/collections-and-resources/virginia-history-explorer/transportation-virginia>.

² Mathews Journal, 1 October 1914, *West Mathews Through the Years: Excerpts from The Mathews Journal and the Gloucester-Mathews Gazette-Journal 1905-2000 with additional materials and photographs from the West Mathews Community League* (Mathews, VA: Tidewater Newspapers, Inc. and the West Mathews Community League, 2011), 20.

³ Gloucester-Mathews Gazette-Journal, January 15, 1987, *West Mathews...*, 153-156.

⁴ Mathews Journal, April 17, 1930, *West Mathews...*, 31; Gloucester-Mathews Gazette-Journal, November 1, 1956, *West Mathews...*, 73.

⁵ Mathews Journal, February 14, 1907, *West Mathews...*, 4; *Report of the Virginia State Library*, Volumes 5-7, 49; *Virginia Journal of Education* Vol. 7, 1913, 296; Mathews Journal, March 28, 1918, *West Mathews...*, 17; Mathews Journal, January 19, 1911, *West Mathews...*, 10; Gloucester-Mathews Gazette-Journal, April 28, 1938, *West Mathews...*, 44; Gloucester-Mathews Gazette-Journal, February 24, 1955, *West Mathews...*, 69; Gloucester-Mathews Gazette-Journal, January 22, 1987, *West Mathews...*, 157-161.

⁶ *History and Progress: Mathews County, Virginia: Reprints from the 1949 and 1979 Special Editions Gloucester-Mathews Gazette-Journal* (Mathews, Va: Mathews County Historical Society, 2004) 70.

would take several men out to Cricket Hill to assemble the cars, which came “knocked down” with only the engine and the radiator in place on the chassis. Bodies, wheels, and fenders came separately.⁷ Given this interdependency, it comes as little surprise that the oldest documented service station (057-5229), built in 1910, stands just north of Winter Harbor Haven.

While ownership of automobiles spread following Ford’s roll out of the more affordable Model T, the most significant barrier to car use in Mathews was the condition of county roads. Motorists had to contend with dust in the summer, mud in the winter, and grades that worked against an automobile’s gravity-fed fuel system. H. K. Taylor, who opened Mathews Garage in 1914 with S.C. Hutson and began selling Fords in 1921, recalled Model T Fords “back[ing] up very steep hills, so that gas could go from the tank to the motor, when the tank supply was low.”⁸

As the number of vehicles in Virginia rose, the General Assembly decided to regulate their use. Beginning in 1910, the state required the registration and licensing of motor vehicles, with registration fees ranging from \$2 for motorcycles to \$20 for vehicles with more than 45 horsepower.⁹ In the first year, total revenue amounted to \$21,656, which was paid into the state treasury as a special fund to be used for improving roads. During the course of the following decade, both the General Assembly and the United States Congress sought to ameliorate road conditions. In 1916, President Woodrow Wilson signed the Federal Road Aid Act, which was the federal government’s first comprehensive law aimed at establishing a national highway system.¹⁰ During the 1916-1917 fiscal year, Virginia received approximately \$100,000 in federal funding to assist with road paving and improvements. Two years later, during its 1918 session, the General Assembly approved the first state highway system in Virginia.¹¹

With state and federal highway systems established, the problem of road maintenance remained. Virginia’s roads were so bad that travel guides for leisure motorists cautioned travelers to avoid the state entirely.¹² In 1922, with over 145,000 vehicles on the roads, the General Assembly sought to find a more effective means of paying for road maintenance.¹³ Though a 1920 amendment to the state’s constitution permitted the use of bonds to finance road building, citizens in areas with good roads balked at the prospect of increasing taxes to pay off \$50 million in bonds which would not benefit their areas.¹⁴ In 1923, Senator Harry Byrd of Winchester offered an alternative: a “pay-as-you-go” tax on gasoline. The three-cents-per-gallon tax would build highways in almost the same amount of time, but would not bring the state into debt.¹⁵ After contentious debates, Byrd’s plan passed the Senate. With the approval of the House, the General Assembly passed a referendum bill that allowed a stateside vote on the bond issue in November.¹⁶

Though wet weather hampered travel to polling places that November, voters rejected the bond measure in favor of the gas tax. In cities and some mountain counties, the bond measure received support, but rural voters throughout Virginia far preferred the gas tax.¹⁷ The gas tax would become the largest single revenue source for road building and maintenance in Virginia and the “pay as you go” mentality of finance would shape the state’s fiscal policies for years to come.¹⁸ While this substantially benefited the state’s

⁷ *History and Progress*, 70.

⁸ *History and Progress*, 70.

⁹ Virginia Department of Transportation, *A History of Roads in Virginia: “The Most Convenient Ways”* (Richmond: Commonwealth of Virginia, 2006), 24.

¹⁰ *A History of Roads in Virginia*, 25.

¹¹ *A History of Roads in Virginia*, 27.

¹² “The 1923 Highway Bond Referendum,” *Encyclopedia Virginia*, accessed 27 January 2017, http://www.encyclopediavirginia.org/Highway_Bond_Referendum_1923#start_entry.

¹³ *A History of Roads in Virginia*, 30.

¹⁴ “The 1923 Highway Bond Referendum.”

¹⁵ “The 1923 Highway Bond Referendum.”

¹⁶ “The 1923 Highway Bond Referendum.”

¹⁷ “The 1923 Highway Bond Referendum.” The final tally of the referendum was 127,187 against the bond measure to 81,220 for it.

¹⁸ *A History of Roads in Virginia*, 29.

roadway infrastructure, it offered a lesser benefit to counties, which received only one cent of the three cent tax.¹⁹

Rural support for Byrd's gas tax bill drew the Mathews County service stations included in the proposed Gas Stations of Mathews County MPD directly into both the democratically-decided funding mechanism to improve the state's roads and a lasting fiscal policy. Mathew County residents' support for the gas tax over the bond signaled that they shared Byrd's aversion to debt and were willing to invest in roadway infrastructures based on their consumption of gasoline. By opting to tax gasoline, rural motorists inserted themselves into state and local government funding structures in such a way that those structures depended on continued consumer demand for both motor vehicles and gasoline. The service stations in this district, therefore, tie directly to a significant event in Virginia's transportation history.

Following the implementation of Byrd's gas tax, Virginia's roads began to see significant improvement. Mathews County's first paved road was a section of Route 14 connecting Mathews to Gloucester County, built between 1927 and 1928. Around 1930, paving was extended from Mathews Court House to New Point Comfort. Interestingly, the service station in Shadow (057-5250) predates the paving expansion, indicating substantial automobile traffic in the area at least a decade prior. Due to increasing numbers of vehicles on the roads - over 386,000 in the state by 1930 - and improved road conditions, coupled with significant damage from the 1933 hurricane and lack of significant government support, steamship travel slowly dwindled away.²⁰

The next major innovation in Virginia's transportation history came in 1932, with the approval of the Byrd Road Act. This legislation permitted each county to transfer its road responsibilities to the state's Highway Commission. Mathews County was among those that accepted the offer. This had the dual benefit for Mathews residents of reducing their taxes and becoming part of the state "secondary" road system.²¹ When it was established, the secondary road system totaled 35,900 miles, more than 25,000 of which were largely unimproved dirt roads. Within a decade, the miles of hard-surfaced roads tripled, gravel or soil roads doubled, and unimproved roads were reduced by half.²² Though Mathews County roads did not see radical improvements immediately under the secondary system, by 1940 even many of its smaller rural roads were paved.²³ This likely encouraged residents to purchase more vehicles, and may account for the construction of several service stations built between 1933 and 1940 (057-5221, 057-5116, 057-5183, and 057-5225).

Economic prosperity following World War II saw both increased access to automobiles and the rise of a youth culture heavily influenced by the mobility cars offered. While this broad cultural change played out across the nation, the addition of more service stations (057-5101, 057-5074, and 057-5039) and a Chrysler-Plymouth dealership (057-5101) indicate this shift on the local level. This was one of at least four car dealerships in Mathews County. The earliest was H. K. Taylor's Ford dealership in Mathews Court House, established in 1921 with S. C. Hutson.²⁴ O. L. Powell owned a Chrysler-Plymouth dealership on Mathews' Main Street.²⁵ P. G. Dillehay and R. T. Whitney established Chimney Corner Inc. in Hudgins in July 1945. While they started out selling automotive supplies and gas appliances, by 1948 they expanded to include Pontiac automobiles.²⁶ Not only did Chimney Corner Inc. sell and service Pontiacs, but it also included a shop equipped for body and paint work.²⁷ Dillehay and Whitney selected their location in Hudgins strategically, "because of the fact that over 40% of Mathews County must pass here on their way to Mathews Court

¹⁹ "The 1923 Highway Bond Referendum."

²⁰ *A History of Roads in Virginia*, 30.

²¹ *A History of Roads in Virginia*, 33.

²² *A History of Roads in Virginia*, 33.

²³ Martha W. McCartney, *Mathews County, Virginia: Lost Landscapes, Untold Stories* (Mathews: Mathews County Historical Society, 2015), 481.

²⁴ *History and Progress*, 70-71; McCartney, 508.

²⁵ *History and Progress*, 60.

²⁶ *History and Progress*, 62.

²⁷ *History and Progress*, 63.

House.”²⁸ Improved roads, increased economic prosperity, and increased availability of automobiles combined to create circumstances in which businesses were established to both meet demand for new vehicles and to support their continued use through additional sales and repair services.

The increased availability of automobiles, both secondhand and new, made them more accessible to American youths. Increased mobility in the 1940s and 1950s often translated to young men and women regularly traveling beyond their home communities. Oral history interviews with Gloucester County residents capture the freedom automobiles offered. Ronnie Stubblefield recalled hearing “Hey, there are plenty of chicks in Mathews.” Andy James Jr. similarly recalled trips with friends to a Tastee Freeze in Mathews hoping to “find a carload of girls that didn’t happen to have dates that night.”²⁹ Though service stations did not serve as places to meet “the cool girls in Mathews,” they nevertheless fed the inter-county travels of these young men and women by ensuring the availability of fuel or other automotive supplies so that they could get to their destination and back home again.

The resources that compose the proposed Gas Stations of Mathews County MPD possess varying degrees of architectural integrity. All the resources retain enough of their original form and materials to be readily identifiable as service stations, garages, or car dealerships. Some, such as Hyco Market (057-5074), Dilly Dally Emporium (057-5062), and the gas station at 9184 Buckley Hall Road (057-5039), have undergone substantial renovations as new owners repurposed the buildings. Other resources have undergone less intrusive renovations, including the installation of vinyl siding and windows (Mathews Art Group Gallery, 057-5063; 4529 Buckley Hall Road, 057-5116), and cinder block in-fill (NAPA Auto Parts, 057-5101). The majority of the resources retain significantly more of their architectural integrity, down to the original windows (12894 John Clayton Memorial Highway, 057-5092). Arguably, the service station at 8325 Buckley Hall Road (057-5102) is the exceptional example among the resources in the proposed MPD, as it has been carefully restored by its present owner. Given the ubiquity of service stations throughout the 20th century, the survival of these resources in fair to excellent condition warrants consideration of their significance under Criteria C.

The eighteen architectural resources in the proposed Gas Stations of Mathews County MPD capture the changing relationship Mathews residents had with their automobiles: from a secondary form of transportation that relied on steamships to provide both vehicles and fuel, to a reliable and utilitarian mode of transportation that required integrating into a state-wide highway system, to eventually a means for youth to expand their peer networks and explore their freedom. The service stations and the car dealership remain today as markers of this evolving relationship, that drew Mathew residents away from rivers and towards roads, reinventing the culture and landscape of this rural, bayside community.

²⁸ *History and Progress*, 62.

²⁹ Jessica Taylor, “The cool guys in Gloucester, the cool girls in Mathews?: Oral History Reveals Courtship Strategies of Gloucester Youth in the 1940s and 50s,” last modified 23 September 2013, accessed 27 January 2017, <http://www.fairfieldfoundation.org/the-cool-guys-in-gloucester-the-cool-girls-in-mathews-oral-history-reveals-courtship-strategies-of-gloucester-youth-in-the-1940s-and-50s/>.

Sponsor (Individual and/or organization, with contact information. For more than one sponsor, please use a separate sheet.)

Mr.	Ms.	Mindy Connor <small>(Name)</small>	Mathews County <small>(Firm)</small>
		P. O. Box 839 <small>(Address)</small>	
		Mathews <small>(City)</small>	VA 23109 <small>(State) (Zip Code)</small>
		mconnor@co.mathews.va.us <small>(Email Address)</small>	804-725-7172 <small>(Daytime telephone including area code)</small>

In the event of organization sponsorship, you must provide the name and title of the appropriate contact person.
 Contact person: Mindy Connor, County Administrator

Daytime Telephone: (804) 725-7172

Applicant Information (Individual completing form)

Mr.	Mrs.		DATA
Ms.	Miss	Dr. David A. Brown and Mr. Thane H. Harpole	Investigations LLC
		<small>(Name)</small>	<small>(Firm)</small>
		1759 Tyndall Point Lane	Gloucester Point VA 23602
		<small>(Address)</small>	<small>(City) (State) (Zip Code)</small>
		fairfield@fairfieldfoundation.org	804-815-4467
		<small>(Email Address)</small>	<small>(Daytime telephone including area code)</small>

Applicant's Signature: _____ Date: _____

Notification

In some circumstances, it may be necessary for DHR to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator or City Manager.

Mr.	Mrs.	Dr.		
Miss	Ms.	Hon.	Mindy Connor	County Administrator
			<small>(Name)</small>	<small>(Position)</small>
			Mathews County	P. O. Box 839
			<small>(Locality)</small>	<small>(Address)</small>
			Mathews VA 23109	804-725-7172
			<small>(City)</small>	<small>(State) (Zip Code) (Daytime telephone including area code)</small>

Please use the following space to explain why you are seeking an evaluation of this district. Hurricane Sandy (October 2012), the second costliest hurricane in U.S. history, caused widespread destruction across the eastern mid-Atlantic. Federal funding to support the study of this impact and potential future impacts were designated for Virginia and several of its localities, including Mathews. Prior architectural survey identified Mathews County service stations as a future potential non-contiguous MPD and we are seeking an evaluation of this district because we feel that this assemblage of buildings and its surrounding landscape warrants a designation of eligibility for the state and federal registers, highlighting its significance and integrity and potentially qualifying property owners for future assistance in the preparation for and recovery from similar cataclysmic natural events.

Would you be interested in the State and/or the Federal Rehabilitation Tax Credits? Yes No
Would you be interested in the easement program? Yes No