The following timeline and accompanying walking tour take you on a virtual tour of West Point's rich history. historic events that unfolded here, and providing a better appreciation of the town's journey through the history of West Point, allowing you to relive the many residential buildings. Beginning at the tip of the peninsula with First District's late 19th century and early 20th century commercial, religious, and street is the primary north-south thoroughfare, and it is home to most of the tourism, a shipyard built in 1917 and a pulp mill built in 1918 revitalized the town.

Looking west down 5th street, the York Wholesale Building stands as the sole survivor of the three-story brick Masonic Hall built in 1884. Earlier still (1702), the site served as the New Jersey, was built in 1902 and stands at 128 Main Street.

The West Point United Methodist Church was built in 1889 on the corner of 11th and Main streets. The West Point United Methodist Church was built in 1889 on the corner of 11th and Main streets. It was built in 1884 by Mr. Hughes who was believed to be the first new car.

One of the oldest surviving houses in town is the ca. 1850 William Mitchell House located and railroad community.

Following the devastation of the Civil War, the railroad made the decision to move the cotton gins lent testimony to West Point's status as the country's fifth largest cotton port.

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Knights of Pythias in the stucco building at the corner of 12th and Kirby Streets (#1203). Delegates. The West Point Pleasure Club once housed the Triple River Masonic Lodge and established by the Rev. Jesse Dungee in 1887. Rev. Dungee organized the Bethany and Point Colored School built in 1930. Across the street stands the Mt. Nebo Baptist Church, Station parking lot. The Beverly Allen School lies west on 13th Street, formerly the West

From 1890 to 1971, the West Point Public School stood on the site of the West Point.

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The Town of West Point has a long and unique history as a result of its location in Colonial Virginia and its rich American Indian heritage. Once the site of an Indian village named Ciniquopote, the West Point area, became part of a large land grant made to Captain John West in 1664. In 1691, an act by the General Assembly granted a 60-acre site from West Point Plantation for the development of Dalleson Town. In 1859, a rail line up the York River from West Point to White House went into service, and in 1860, workers completed an iron bridge across the river. The Civil War destroyed this construction, and today, only four antebellum houses survive.

West Point became an incorporated town in 1870. Quickly, it became a thriving commercial port and resort destination. The City of Richmond used West Point as its commercial port and resort destination. Vacationers could then choose between regular train excursions or luxury steamship cruises to Baltimore. Throughout the historic district, the extensive variety of 19th- and early 20th-century residences attest to the prosperity of the steamship and railroad community.

The point saw fortification again in 1862, this time by Union forces under the supervision of Maj. Gen. John A. Dix. The Union forces, along with their counterpoint to the south by Confederate forces, created a small harbor. Union forces occupied this site until 1865 when the town was returned to the Confederacy. Following the devastation of the Civil War, the railroad made the decision to move the town's port terminal to Portsmouth. West Point's future as a port town disappeared, but the arrival of the 200-room Terminal Hotel in 1887 heralded the town's transformation to a resort destination. Vacationers then began to choose between regular steamship excursions or luxury steamship cruises to Baltimore. Throughout the historic district, the extensive variety of 19th- and early-20th-century residences attest to the prosperity of the steamship and railroad community.

One of the oldest surviving houses in town is the ca. 1850 William Mitchell House located at 303 Main Street. Mr. Mitchell owned the first grocery, which stood in what is now the front yard of the house. What is believed to be the oldest brick dwelling in West Point stands at 206 Main Street. It was built in 1887-88 by Mr. Hughes who was believed to be the first man to open a store in town. The home of Captain Joseph L. Waller, a successful oysterman from New Jersey, was built in 1902 and stands at 123 Main Street.

In 1877, Joseph Logan, successor to command of Nathaniel Banks' rifle forces, surrendered to Gen. William Berkeley's loyalists. The rebels were tried and many were hanged. Anthony Arnold, Bacon's lieutenant, allegedly met his fate at the end of a rope on a hill west of the ironworks on 2nd Street. On each end of 3rd Street stood oyster houses: the J.W. Marshall Oyster Packing House to the east, and the G.W. Richardson Packing House to the west. Baltimore steamships connected with the Southern Railroad, a spur of the Richmond and York River Railroad. The structure locally believed to be the old Colonial Hotel stands across the street at 215 Main Street. It was built in 1877 and was believed to be the first hotel in West Point.

Looking west down 5th Street, the York Weekly Building stands as the sole survivor of a once-extensive warehouse, school for industrial achievement, and steamships, and railroad district. A covered wharf extended three blocks between 3rd Street and 6th Street. Two cotton gins lent testimony to West Point's status as the country's largest cotton port. Following the devastation of the Civil War, the railroad made the decision to move the town's port terminal to Portsmouth. West Point's future as a cotton port disappeared, but the arrival of the 200-room Terminal Hotel in 1887 heralded the town's transformation to a resort destination. Vacationers then began to choose between regular steamship excursions or luxury steamship cruises to Baltimore. Throughout the historic district, the extensive variety of 19th- and early-20th-century residences attest to the prosperity of the steamship and railroad community.

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Historic Walking Tour

1. From 1890 to 1971, the West Point Public School stood on the site of the West Point Station passenger lot. The Beverly Allen School lies on 13th Street, formerly the West Point Colored School built in 1930. Across the street stands the Mt. Nemo Baptist Church, established by the Rev. Jesse Dupler in 1887. Rev. Dupler organized the Bethesda and Mount Olive churches and served as an early African-American in the Virginia House of Delegates.

2. The West Point United Methodist Church was built in 1889 on the corner of 313 and Main streets.

3. St. John’s Episcopal Church was built in 1882. The former Royal Hotel stands on this corner and across the street is the US Post Office built in 1933.

4. Commercial buildings lining Main Street between 9th and 6th testify to the remanence of early 20th-century commerce following the devastating fire of 1903. The blue claimed masonry buildings on 4th, Sam Bland’s General Store and Meatery, built in 1895, located on the NW corner of 8th Street, was one of two structures to survive. One of the many remaining shops of this era on Main Street includes an office located at 913 Main Street built around 1905 by Mr. Stiles as his shoe shop and home.

5. Between 1870 and 1890, as many as 15 saloons along 7th Street pleated their trade and clinked to the rows of the visiting ships. Following the fire of 1890, a thriving black business district grew, offering everything from seafood to general merchandise.

6. The Starke House served as the federal hospital for the Union troops in 1862 where the First Baptist Church Parsonage stands today at 629 Main Street. Across the street stood the three-story brick Masonic Hall built in 1884. Earlier still (1792), the site served as the Pamunkey Nichols Chapel and Churchyard.

7. Looking west down 5th Street, the York Wholesale Building stands as the sole survivor of a cross-entire street warehouse, several for industrial, commercial and service, and railroad district. A covered sidewalk enclosed three blocks between 3rd Street and 6th Street. Two cotton gins testifying to West Point’s status as the country’s fifth-largest cotton port. Following the devastation of the Civil War, the railroad made the decision to move the town’s port terminal to Pamunkey. West Point is future as a cotton port disappeared. But the arrival of the 200-room Terminal Hotel in 1887 heralded the town’s transformation to a resort destination. Vacationers could then choose between regular train excursions or luxury steamship cruises to Baltimore. Throughout the historic district, the extensive variety of 19th and early-20th-century residences attest to the prosperity of the steamship and railroad community.

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9. In 1677, Joseph Lehan, successor to command of Nathaniel Bacon’s rebel forces, surrendered to Gov. William Berkeley’s loyalists. The rebels were tried and many were hanged. Anthony Arnold, Bacon’s friend, allegedly met his fate at the end of a rope on a hill near the modern site of 2nd Street. On each end of 2nd Street stood oyster houses: the J. W. Marshall Oyster Packing House to the east, and the G. W. Richardson Packing House to the west. Baltimore steamers connected with the Southern Railroad, a service of which ran up 2nd Street, to accommodate the patrons of the local hotels. At least three 19th-Century hotels still stand: the Trim Hotel at 5th and Main, the C. O. Connor Hotel at 5th and Kirby, and the 920 and Royal Hotel at 9th and Main streets.

10. Beach Park, once the playground to thousands, offered recreation facilities including swimming pools, dance pavilions, a tennis court, movies, roller coaster, ice cream parlors, movie theater, and shooting gallery, all tied together by a boardwalk that stretched across every point. The Margaux de Rochambeau established gun emplacements in support of the revolutionary forces at Yorktown at the time of General Cornwallis’s surrender in 1781. The point was fortification again in 1862, this time by Union forces under the command of General Franks.

11. Home site of Beverly Allen, Jr., son of a freed slave who attended the Mason School that would become Hampton Institute. A descendant of Booker T. Washington, Mr. Allen later returned home to found a progressive school for African-American children. Prior to his contribution, the Freedmen’s Bureau established the first black school for African-American children in West Point in 1873.

12. The 1762 plan for Delaware Town laid out the original public quay dock on 4th Street, and by 1784 it served as the landing for the Dudley Ferry from King and Queen County. At the end of 5th Street looking east, Triple River Club, a sportsman’s retreat, extended over the water until the August storm of 1853 destroyed it.

13. Around 1900 this site was ice and oyster houses, a poodle factory, saw mill, and screen factory. At the end of 5th Street, the steamboat City and Louise docked. Elm City, built in 1850, provided regular service between West Point and Wadlington until 1906 when she was replaced with the Louise, which sank near this location in 1926. At 921 Lee Street stands a Sears, Roebuck & Co. mail order house built in 1913. Mr. Fulton bought the ready-built house when he moved to West Point to begin practice as an attorney.

14. Originally built as a four-room house by David Treat in 1861, the Treat-Medlin House stood at 1025 Lee Street. It is said to have served as the first post office in 1863 and as Morgan Turner’s office about 1869. A Victorian addition was completed in 1898. The house was one of five residences left in the town at the close of the Civil War.

15. North towards Breakwater Hill lay the Indian village Chisapoc, home of Powhatan, brother of Chief Powhatan. Captain John Smith was brought here as a captive in December of 1607. Two years later he returned to trade, Opechancanough was forced at gunpoint to concede to Smith’s demands. Unwilling to cede territory, the Powhatans attacked Jamestown and captured Governor Berkeley. In 1677, Joseph Lehan, successor to command of Nathaniel Bacon’s rebel forces, surrendered to Gov. William Berkeley’s loyalists. The rebels were tried and many were hanged. Anthony Arnold, Bacon’s friend, allegedly met his fate at the end of a rope on a hill near the modern site of 2nd Street. On each end of 2nd Street stood oyster houses: the J. W. Marshall Oyster Packing House to the east, and the G. W. Richardson Packing House to the west. Baltimore steamers connected with the Southern Railroad, a service of which ran up 2nd Street, to accommodate the patrons of the local hotels. At least three 19th-Century hotels still stand: the Trim Hotel at 5th and Main, the C. O. Connor Hotel at 5th and Kirby, and the 920 and Royal Hotel at 9th and Main streets.

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Walking Tour

From 1890 to 1971, the West Point Public School stood on the site of the West Point Station parking lot. The Beverly Allen School was on 13th Street, formerly the West Point Colored School built in 1930. Across the street stands the St. John's Baptist Church, established by the Rev. Jesse Dungy in 1887. Rev. Dungy organized the Bethany and Missionary Baptist churches and served as an early African-American in the Virginia House of Delegates. The West Point Masonic Club once housed the Triple River Masonic Lodge and Knights of Pythias in the stucco building at the corner of 12th and Kirby streets. A home built in 1903 by contractor William C. Davis stands at 125 Main Street.

The West Point United Methodist Church was built in 1889 on the corner of 313 and Main streets.

Commercial buildings lining Main Street between 9th and 6th testify to the importance of early 20th-century commerce along the street. The original 1903 building is found on the NW corner of 8th Street, one of two structures to survive. One of the many remaining shops of this era on Main Street includes an office located at 913 Main Street built around 1905 by Mr. Soldier as his shoe shop and home.

Between 1870 and 1890, as many as 15 saloons along 7th Street filled their trade and catered to the mass of the visiting ships. Following the fire of 1890, a thriving black business district grew, offering everything from seafood to general merchandise.

The Stokl House served as the federal hospital for the Union troops in 1862 where the first Baptist Church Parsonage stands today at 129 Main Street. Across the street stood the three-story brick Masonic Hall built in 1884. Earlier still (1850), the site served as the Pamunkey Church and Chapelyard.

Looking west down 5th Street, the York Warehouse Building stands as the sole survivor of a cross-extend warehouse block for industrial exchanges and steamship, and railroad district. A covered three-story block from 300 Main Street and 6th Street. Two cotton gins and a warehouse were in the lot's current status as the county's fifth-largest cotton port. Following the devastation of the Civil War, the railroad made decisions to move the town's port terminal to Portsmouth. West Point's future as a cotton port disappeared. But the arrival of the 200-room Terminal Hotel in 1887 hastened the town's transformation to a resort destination. Vacationers could then choose between regular train excursions or luxury steamship cruises to Baltimore. Throughout the historic district, the extensive variety of 1890s and early 20th-century residences attest to the prosperity of the steamship and railroad community.

One of the oldest surviving houses in town is on the ca. 1850 William Mitchell House located at 303 Main Street. Mr. Mitchell owned the first grocery, which stood in what is now the front yard of the house. What it is believed to be the oldest brick dwelling in West Point stands at 120 Main Street. It was built in 1884 by Robert S. Dudley (son of Alexander Dudley), the King and Queen lawyer who headed the Richmond and York River Railroad. The structure locally believed to be the old Colonial Hotel stands across the street at 215 Main Street. It was built in 1840 by Mr. Hughes who was believed to be the first permanent steamship trader in town. The home of Captain Joseph Lewis Mallard, a successful oysterman from New Jersey, was built in 1912 and stands at 129 Main Street.

In 1867, Joseph Ingram, successor to Nathaniel Baldwin's rebel forces, surrendered to Gen. William Beresford's loyalists. The rebels were tried and many were hanged. Anthony Arnold, Bacon's lieutenant, allegedly met his fate at the end of a rope on a limb of the monastery tree on 2nd Street. On each end of 2nd Street stood cotton gins, the J. W. Marshall Oyster Packing House to the east, and the G. W. Richardson Packing House to the west. Baltimore steamship companies competed with the Southern Railroad, a source of which ran up 3rd Street, to accommodate the patrons of the local hotels. At least three 19th-Century hotels still stand, the Triple River Hotel at 5th and Main, the O'Connor Hotel at 5th and Kirby, and the 920 and Royal Hotel at 9th and Main streets.

Beach Park, once the playground to thousands, offered recreational facilities including swimming pools, dance pavilions, a merry-go-round, roller coasters for county fairgoers, movie theater, and shooting gallery, all tied together by a boardwalk that stretched across the entire point. The Manuel de Rochambeau established gun emplacements in support of the revolutionary forces at Yorktown at the time of General Cornwallis's surrender in 1781. The point was fortified again in 1862, this time by Union forces under the command of General Franklin.

The Town of West Point has a long and unique history as a result of its location in Colonial Virginia and its rich American Indian heritage. Once the site of an Indian village named Cinquotek, the West Point area, became part of a large land grant made to Captain John West in 1664. In 1691, an act by the General Assembly arranged a purchase of 50 acres of land from West Point. Plantation for the development of Delaware Town. In 1859, a rail line up the Pamunkey River from West Point to White House went into service, and in 1870, the town was incorporated.

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**History and Overview of West Point**

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West Point became an incorporated town in 1870. Quickly, it became a thriving commercial and resort destination. The City of Richmond used West Point as a supply source through the town's wharf, inlets, and barges. West Point was the first terminus for the Richmond and York River Railroad. The Terminal Hotel stood at the site of the existing Beach Park. The structure locally believed to be the old Colonial Hotel stands across the street at 215 Main Street. It was built in 1864 by Mr. Hughes who was believed to be the first man to own and deal in town. The home of Captain Joseph Lewis Mulford, a successful oysterman from New Jersey, was built in 1902 and stands at 129 Main Street.

**Historic Walking Tour**

**From 1890 to 1971, the West Point Public School stood on the site of the West Point Station parking lot. The Beverly Allen School house stood on 13th Street, formally the West Point Colored School built in 1930. Across the street stands the Mt. Noho Baptist Church, established by the Rev. Jesse Dungy in 1887. Rev. Dungy organized the Bethel and Mount Olive churches and served as an early African-American in the Virginia House of Delegates. The West Point Masonic Club once housed the Triple River Masonic Lodge and Knights of Pythias in the stucco building at the corner of 12th and Kirby Streets.[1203] A house built in 1903 by contractor William C. Davis stands at 1205 Main Street.**

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**Looking west down 5th Street, the York Wireless Building stands as the sole survivor of a cross-structure warehouse, school for industrial achievements and steamships, and railroad district. A covered wharf extended three blocks between 3rd Street and 6th Street. Two cotton gins testy to West Point's status as the country's 5th largest cotton port. Following the devastation of the Civil War, the railroad made the decision to move the town's port terminus to Portsmouth. West Point's future as a cotton port disappeared, but the arrival of the 200-foot Terminal Hotel in 1887 heralded the town's transformation to a resort destination. Vacationers could then choose between regular train excursions or luxury steamship cruises to Baltimore. Throughout the historic district, the extensive variety of 19th and early 20th century residences attest to the prosperity of the steamship and railroad community.**

**One of the oldest surviving houses in town is the ca. 1850 William Mitchell House located at 303 Main Street. Mr. Mitchell owned the first grocery, which stood in what is now the front yard of the house. What is believed to be the oldest brick dwelling in West Point stands at 206 Main Street. It was built in 1887-88 by Robert S. Dudley (son of Alexander Dudley), the son and Queen lawyer who headed the Richmond and York Railroad. The structure locally believed to be the old Colonial Hotel stands across the street at 215 Main Street. It was built in 1864 by Mr. Hughes who was believed to be the first man to own and deal in town. The home of Captain Joseph Lewis Mulford, a successful oysterman from New Jersey, was built in 1902 and stands at 129 Main Street.**

**In 1867, Joseph Ingram, successor-in-ordnance of Nathaniel Bunker's rebel forces, surrendered to Gen. William Barbery's loyalists. The rebels were tried and many were hanged. Anthony Arnold, Bacon's assistant, allegedly met his fate at the end of a rope on a limb of the mulberry tree on 2nd Street. On each end of 2nd Street stood oyster houses: the J.W. Marshall Oyster Packing House to the east, and the G.W. Richardson Packing House to the west. Baltimore steamships connected with the Southern Railroad, a spur of which ran up 2nd Street, to accommodate the patrons of the local hotels. At least three 19th Century hotels still stand, the Trice Hotel at 5th and Main, the O'Connor Hotel at 6th and Kirby, and the 920 and Royal Hotel at 9th and Main streets.**

**Beach Park, once the playground to thousands, offered recreation facilities including swimming pools, dance pavilions, tennis courts,Observable places for cotton growers, mower tenant, and fishing. The old hall above every boardwalk that stretched across the entire point. The Marcello da Barchiesi established gun emplacements in support of the revolutionary forces at Yorktown at the time of General Cornwallis's surrender in 1781. The point was fortified again in 1862, this time by Union forces under the command of General Franks.**

**Home site of Beverly Allen, Jr., son of a freed slave who attended the Mason School that would become Hampton Institute. A classic of Charles T. Washington, he later returned home to found a progressive school for African-American children. Prior to his contribution, the Freedmen's Bureau established the first black school for African-American children in West Point in 1873.**

**The 1796 plan for Delaware Town laid out the original public quay along 4th Street, and by 1785 it served as the landing for the Dudley Ferry from King and Queen County. At the end of 5th Street facing east, Triple River Club, a sportsman's retreat, extended over the water until the August storm of 1933 destroyed it.**

**Around 1900 this site saw ice and oyster houses, a paddle factory, saw mill, and screen factory. At the end of 9th Street, the sawmill city and Louise docked. Elm City, built in 1850, provided regular service between West Point and Waddellton until 1906 when the site was replaced with the Louise, which was built near this location in 1926. At 921 Lee Street stands a Sears, Roebuck & Co. mail order house built in 1913. Mr. Sutton bought the ready-built house when he moved to West Point to begin practice as an attorney.**

**Originally built as a four-room house by David Treat in 1861, the Treat-Mishler House stood at 1023 Lee Street. It is said to have served as the first post office in 1863 and as Morgan Treat’s office about 1880. A Victorian addition was completed in 1898. The house was one of five residences left in the town at the close of the Civil War.**

**North towards Bicknoller Hill lay the Indian village Cinquotek, home of Opechancanough, brother of Chief Powhatan. Captain John Smith was brought here as a captive in December 1607. Two years later he returned to trade, Opechancanough was forced at gunpoint to concede to Smith’s demands.**

**At the end of 5th Street looking east, Triple River Club, a sportsman’s retreat, extended over the water until the August storm of 1933 destroyed it.**

**Aerial Imagery**

**Prepared For:**

**Prepared By:**

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*Photo courtesy of Reflections Photography*
1600

1607-1609 – Captain John Smith was taken by forced march and boat through Tabakoar to the Indian tribal villages as a prize captive. Historians believe he was taken to the town of Cipaklokat, the Indian village where the Pamunkey and Mattaponi rivers meet. Cipaklokat was the chief town of Opahcanankawroh, brother of Chief Poskatan and an important town in the Powhatan confederacy. According to Smith’s journal, after his release from captivity (through the legendary effort of Pocahontas), he returned to Cipaklokat for corn to feed the hungry, Jamaican-skin owners.

1646 – Governor John West was given 850 acres of land after the Indians vacated the area. In 1652 he patented an additional 3,000 acres of land including the old town of Cipaklokat. His plantation home was site two miles south of the King William Courthouse. In the Pamunkey River, John West, Sr. died and left the plantation, then called West Point, to John West, Jr., a loyalist to the Crown of England. He added his former Berkeley in his fight with Nathaniel Bacon. John West Jr. inherited the plantation in 1689. Two years later he and his siblings conveyed 50 acres of land to King and Queen County to establish a town and port, Delaplane Town. The county paid to establish the town with a special levy of tobacco.

1700

1700 – The first deeds were recorded. It was set forth that each grantee shall pay the trustees the sum of four hundred eighty pounds of sweet tobacco and pay an annual rent on October 10 of each year that consisted of one ounce of flax seed and two ounces of hemp grain. Gentlemen were also required to build one good house, 30 feet square, within one year of the date of deed; otherwise the right of sale would be forfeited without consent. The town faked and unsold lots reverted back to the planters.

1728 – Carter Braxton (1736-1797), signer of the Declaration of Independence for Virginia, established residence at West Point in a home near what is now Seventh and Main streets in 1781. Braxton became a notable political figure, serving in Virginia’s House of Burgesses, first general assembly, Patriots Committee of Safety, Continental Congress, and House of Delegates until his death in 1797.

1770 – The first roads were laid. It was set forth that they shall be laid in such a way as to be of service to the public highways.

1800

1821 – The Bell Rock Lighthouse was built in the York River. It was removed in 1928, but the screw-pile base remains and supports navigational markers.

1839-1850 – The once-colonial town of Delaplane was again absorbed by the West Point Plantation, which was purchased by William Prince Townsend of John Taylor.

The Richmond and York River Railway Company formed in 1850. In 1855, West Point was chosen as the eastern terminus for the railroad. Construction ended in 1861, but one year later, in 1862, the Confederates destroyed the line by tearing up the tracks so the advancing Union army could not use them. The railroad was rebuilt in 1869 and became the primary transportation for visitors to Beach Park through the 1880s as well as a major importing and exporting hub for the town. The railroad terminal moved to Portsmouth in 1959 with serious economic effects on West Point. The Virginia Corporation gave Southern Railway permission to end the last two daily runs on the West Point-Richmond track, ending passenger rail transportation to West Point in 1941.

1856 – The West Point Land Company purchased 500 acres from William P. Taylor, James M. Daniel laid the present town plan in 1860.

1861 – Treat’s store and Post Office opened at 1023 Lee Street.

1867 – The York River Line of steamers began sailing between West Point and Baltimore.

1869 – The Town of West Point was incorporated.

1873 – Beverly Allen, Sr., a few men of color, purchased a lot in the town. He came to serve on the West Point Town Council. The council appropriated the sum of $55.00 toward a free school for black children in the home of Beverly Allen, Sr., in 1873.

1876 – The Baptist congregation completed a frame church at Main and Fourth Streets. It was replaced by the existing church in 1927.

1880s – West Point became the eastern terminus of the York Point-Richmond track, ending passenger rail transportation to West Point.

1884 – The first brick building, the Masonic Hall, was built.

1885 – Electricity came to West Point.

1887 – James H. Dooley built the 200-room Terminal Hotel. Its complex included a Beach Park with a boardwalk, skating rink, dance pavilion, and a bandshell. In 1939, the Great Depression brought hundreds of visitors daily to the park. Fire destroyed the hotel in 1926, thus ending the era of the steamers to Beach Park through the 1920s.

1890s – The York River Line of steamers began sailing between West Point and Baltimore.

1897 – 1898 – General Lewis B. “Chesty” Puller was born June 26, 1898, in West Point. He attended Virginia Military Institute until enlisting in the Marine Corps in August 1918 and was appointed a Marine Reserve second lieutenant in 1919. Due to more vocational activities after his retirement, he was placed on inactive duty ten days later. He rejoined the Marines as an ensign and was mustered out of service in May 1919, before returning to the United States in 1924. Over the next three decades, he served or taught in Norfolk, VA, Quantico, VA, Pearl Harbor, HI, San Diego, CA, Nicaragua, China, Guadalcanal, Cape Gloucester, Camps Leadeune and Pendleton, and the US Asiatic Sea Fleet aboard the USS Lusitania. He died in 1962.

1900

1900 – In May of 1900 there was a disastrous fire, destroying most of the business section of the town.

1903 – In May of 1903 a pulp mill owned by the Chesapeake Pulp and Paper Company was built at the location of the old confettis factory along the main street of the Pamunkey River. The Old Dominion Lumber Company purchased the mill in 1910 and built the new mill. The Chesapeake Pulp and Paper Company sold a majority of stock to Ellis Olson and a New York shipping financier in 1918.

1911 – After struggling with the postwar recession, Chesapeake Pulp and Paper Company became West Point’s first successful permanent industry. The company was sold in 1921 to the Chesapeake Corporation. In 1933 the Chesapeake Corporation hired the first professional forester, who began the present day program of forest management. Today the Smart-Coast Company owns the mill where it manufactures various paperboard products.

1913-1914 – The Gresham Bridge (today called the Delaplane Bridge) was built across the Mattaponi River. The bridge remained until 1928.

1917 – The short-lived York River Shipbuilding Corporation was established on the Mattaponi River to build 1000 wooden cargo ships.

1925 – A full bridge was constructed over the Pamunkey River, marking the end of the ferry service.

1942 – The War Shipping Administration began pressing the Bay boatmen into service. The York River was sunk by a Nazi submarine during the Battle at Midway, while the City of Richmond made her last run to Baltimore on July 11, ending the era of the steamers to West Point.
1861

In a letter from May 3 to October 11, 1861, Major Tomlin, who was assigned the command of the village of West Point, wrote of the state of the town and the movement of the 210 Virginia Volunteers. They left camp near the York River down to Gloucester Point using the felled timber of the Pamunkey Indians, who were skilled lumbermen.

The Taylor’s Grays, the Berneville Infantry, and the Pamunkey Artillery served under Major Tomlin.

William R. Aylett and 35 sailors from King William enlisted at West Point under Major Tomlin. In May 1861, Aylett enlisted and equipped the Grays with clothing, small arms, camp kettles, frying pans, axes, and经常 posted and troops moved inland. While pickets were posted and troops moved inland, General Gordon tried to discourage the taking of cows and pigs and sent some of the Confederate works to the Courthouse and at the “point.” Soldiers were employed under the quartermasters and the women washed and cooked for the troops.

Civil War Era of West Point (1861-1863)

The Battle of West Point, often referred to as The Battle of Eltham’s Landing, ensued on May 6th, 1861. The Union army could not use them. The railroad was rebuilt in 1869 and the Confederate forces destroyed the line by tearing up the tracks so the advancing Confederate forces could not use them.

1700

1707 - The first deeds were recorded. It was set forth that each grantee shall pay the taxes for the years of 3,000 acres of land including the old town of Cliftonport. His plantation was sited two miles below West Point. John West, Jr., died and left the plantation, now called West Point, to John West, Jr., a loyalist to the Crown of England. He added to their governor Berkeley in his fight with Nathaniel Bacon. John West, Jr. inherited the Plantation in 1689.

1821 - The Bell Rock Lighthouse was built at the location of the old cornstalk factory. Around 1913 a pulp mill owned by the Chesapeake Pulp and Paper Company was built at the location of the old cornstalk factory along the marshland of the Pamunkey River. The Old Dominion Industries Company formed in 1918 and added a timber yard to the new mill. The Chesapeake Pulp and Paper Company purchased 500 acres from William P. Taylor, James M. Daniel, located the present town site in 1860.

1846 - Governor John West was given 850 acres of land after the Indians vacated the area. In 1863 he patented an additional 3,000 acres of land including the old town of Cliftonport. His plantation was sited two miles below West Point. John West, Jr., died and left the plantation, now called West Point, to John West, Jr., a loyalist to the Crown of England. He added to their governor Berkeley in his fight with Nathaniel Bacon. John West, Jr. inherited the Plantation in 1689.

1898 - General Lewis B. "Chesty" Puller was born June 26, 1898, in West Point. He attended Virginia Military Institute until enlisting in the Marine Corps in August 1918 and was appointed a Marine Reserve second lieutenant in 1919. Due to numerous later actions after World War II, he was placed on inactive duty ten days later. He rejoined the Marines as an officer in the reserve and was called to active service before returning to the United States in 1924. Over the next three decades, he served at various stations in Norfolk, VA, Quantico, VA, Pearl Harbor, HI, San Diego, CA, Nicaragua, China, Guadalcanal, Cape Gooseberry, Cape, Landahe, and Pendleton, and the USS Asiatic Sea aboard the USNS CHINDIT.

1900

1903 - In May of this year there was another disastrous fire, destroying most of the business section of the town.

1912 - After struggling with the postwar recession, Chesapeake Pulp and Paper Company was built at the location of the old cornstalk factory along the marshland of the Pamunkey River. The Old Dominion Industries Company formed in 1918 and added a timber yard to the new mill.

1925 - A toll bridge was established on the Delaware Town. The county paid to establish the town with a special levy appropriation. The Union army could not use them. The railroad was rebuilt in 1869 and the Confederate forces destroyed the line by tearing up the tracks so the advancing Confederate forces could not use them.

1882 - St. John’s Episcopal Church was constructed at Main and Fourth Streets. It was replaced by the existing church in 1927.

1880 – The Town of West Point was incorporated. On May 6th, 1861, a 1,5 miles below West Point, the Union flotilla was ordered to disembark. A concealed Confederate battery opened fire on them. A Union man who was shot was found with the words “Confederate battery” written on his body.

1856 – The West Point Land Company purchased 500 acres from William P. Taylor, James M. Daniel, located the present town site in 1860.

1851 – The York River Line of steamers began sailing between West Point and Baltimore.

1839 – The once-colonial town of Delaware was again absorbed by the West Point Plantation in 1858 which was owned by William Henry Taylor at the time of John Taylor.

1839 – Ten years later, in 1862, the Confederates destroyed the line by tearing up the tracks so the Union army could not use them.

1909 – The Virginia Corporation Commission gave the railroad terminal moved to Portsmouth in 1895 with serious economic effects on West Point. The Virginia Corporation Commission gave the railroad terminal moved to Portsmouth in 1895 with serious economic effects on West Point.

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1860 - The city of Richmond, as the railroad terminus, after crossing the Pamunkey on an iron bridge, was West Point. With a population of 3,000, it was also referred to as the men and women lived.

1880 - General Lewis B. "Chesty" Puller was born June 26, 1898, in West Point. He attended Virginia Military Institute until enlisting in the Marine Corps in August 1918 and was appointed a Marine Reserve second lieutenant in 1919. Due to numerous later actions after World War II, he was placed on inactive duty ten days later. He rejoined the Marines as an officer in the reserve and was called to active service before returning to the United States in 1924. Over the next three decades, he served at various stations in Norfolk, VA, Quantico, VA, Pearl Harbor, HI, San Diego, CA, Nicaragua, China, Guadalcanal, Cape Gooseberry, Cape, Landahe, and Pendleton, and the USS Asiatic Sea aboard the USNS CHINDIT.

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In a journal from May 3 to October 11, 1861, Major Tomlin, who was assigned the command of the village of West Point, wrote of the moment and the turning of the gunnery at West Point. He noted, "the York River boat-fighters took the gunnery to a nicety of operation, and the Western farmers had an opportunity to work out the principles of the Civil War era of West Point (1861-1863).

1862

By the end of May, General O.C. Ord replaced Gordon and soon the men found themselves on the march for Antietam. The Battle of Antietam, often referred to as The Battle of Sharpsburg, in which the Confederates were victorious over the Union forces at Sharpsburg, Maryland. The Union had 17,000 casualties, while the Confederates had 11,000.

1863

In the spring of 1863, McClellan's Peninsula Campaign brought together assorted schooners, brigs, sloops, steamers, ferries, and tugs, leased from local watermen to serve as transports to move men and supplies from West Point toward Richmond. The Richmond and York River Railway Company, formed in 1850, had its tracks laid from West Point to Richmond, rendering the railroad useless to General McClellan, who could not use it to move men and supplies in or out of West Point.

1864

Governor John West was given 850 acres of land after the Indians vacated the area. In 1652 he patented an additional 3,000 acres of land including the old town of Clingtpoint. His plantation home was situated two miles north of King William Court House on the Pamunkey River. John West, Sr., died and left the plantation, then called West Point, to John West, Jr., a loyalist to the Crown of England. He added to this plantation, Barkley in his fight with Nathaniel Bacon. John West, Jr. inherited the plantation in 1689. Two years later he and his son conveyed 50 acres of land to King and Queen County to establish a town and port, Deer Dike Town. The county paid to establish the town with a special lot of tobacco.

1865

- The West Point Land Company purchased 500 acres from William P. Taylor, James M. Daniel laid the present town plan in 1860.
- Treat's store and Post Office opened at 1023 Lee Street.
- The York River Line of steamers began sailing between West Point and Baltimore.
- The Town of West Point was incorporated.
- Beverly Allen, Sr., "a free man of color," bought a lot in the town. He came to serve on the West Point Town Council.

1866

- The Baptist congregation completed a frame church at Main and Fourth Streets. It was replaced by the existing church in 1927.
- The York River Bridge (now known as the West Point Bridge) was built across the Mattaponi. The bridge remained tolled and served as a toll bridge until 1941.
- The Richmond and York River Railway Company began operating, ending passenger railroad transportation to West Point in 1914.
- The York River Line of steamers began sailing between West Point and Baltimore.

1867

- Camp Beulah Baptist Church, organized in 1840, was formed by members of the Beulah Baptist Church, which later became the Beulah Baptist Church. The men each volunteered for 12 months as members of the Mattaponi Guard. Subsequently, the first men of the Virginia Volunteer Militia, who were not commissioned officers, were commissioned officers.
- Five men enlisted for 12 months as members of the Mattaponi Guard. Subsequently, the first men of the Virginia Volunteer Militia, who were not commissioned officers, were commissioned officers.
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- The York River Line of steamers began sailing between West Point and Baltimore.

1868

- General Lewis B. "Chesty" Puller was born June 26, 1898, in West Point. He attended Virginia Military Institute until enlisting in the Marine Corps in August 1918 and was appointed to the Marine Reserve as a second lieutenant in 1919. Due to medical problems after World War I, he was placed on inactive duty ten days later. He rejoined the Marines as an enlisted man, rising to the rank of captain in 1920. He served at Forts in Norfolk, VA, Quantico, VA, Pearl Harbor, HI, San Diego, CA, Nicaragua, China, Guadalupe, Cape Goose, Camps Lukehe and Pendleton, and the US Asiatic Sea fleet aboard USS "ACM-10"

1869

A Marine officer and civil engineer, aged 37 years, General Pulver served as a sea officer for all but ten of those years. Excluding medals from foreign governments, he won a total of 14 personal decorations in combat, plus a long list of campaña medals, unit citations, ribbon bars, and other awards. He was the only man to be awarded five Navy crosses, the highest honor the Navy can bestow.

1870

- In May of this year there was an alarming fire, destroying most of the business section of the town.
- In 1921 after struggling with the postwar recession, Chesapeake Pulp and Paper Company was sold to a corporation that would later become the new mill. The Chesapeake Pulp and Paper Company sold a majority of stock to Ellis O'Ton and a New York shipping financier in 1918.
- In 1921 - After struggling with the postwar recession, Chesapeake Pulp and Paper Company became West Point's first successful permanent industry. The Company was sold in 1921 to the Chesapeake Corporation. In 1933 the Chesapeake Corporation hired the first professional forester, which began the present day program of forest management. Today the Smurfit-Stone Corporation owns the mill where it manufactures various paperboard products.
- In 1913-1914 - The Gresham Bridge (today called the Del Louise Bridge) was built across the Mattaponi River. The bridge remained tolled until 1928.
- In 1917 - The short-lived York River Steamboat Company was established on the Mattaponi River to build 1000 wooden cargo ships.
- In 1925 - A toll bridge was constructed over the Pamunkey River, marking the end of the ferry service.
- In 1942 - The War Shipping Administration began pressuring the Bay Shipping Association to order new ships. The York River Steamboat Company bought 15 new steamboats, which were completed in 1943.

1871

- The York River Line of steamers began sailing between West Point and Baltimore.
- The Battle of West Point, often referred to as The Battle of Eltham's Landing, ended the war in the West. The York River Line of steamers began sailing between West Point and Baltimore.
- The West Point Town Council purchased 500 acres from William P. Taylor, James M. Daniel laid the present town plan in 1860.
- Beverley Allen, Sr., "a free man of color," bought a lot in the town. He came to serve on the West Point Town Council.
- The Baptist congregation completed a frame church at Main and Fourth Streets. It was replaced by the existing church in 1927.
In a journal from May 3 to October 11, 1861, Major Tomlin, who was assigned the command of the Village of West Point, wrote of the creation of the first General, and the transformations of the great men of Virginia. He took his first command of the York River on his first day. As the Union officers moved down the eastern terminus of this rail line, after crossing the Pamunkey on an iron bridge, West Point was the terminus. With a deepwater port, it was also the terminus for steamers on the York River.

Early in the conflict, the strategic position of West Point had been noted. A militia under Colonel Tomlin was on sentry duty there to guard the bridge and hold the peninsula. As the Union soldiers moved down the York and Pamunkey Rivers, the Confederates were forced to abandon the bridge on the river on the Pamunkey, rendering the railroad useless to General McClellan, who would later use it to move men and supplies to West Point around Richmond.

The Battle of West Point, often referred to as The Battle of Libby's Landing, during the next meeting in Key's Neck, Virginia. Two Confederate brigades under General W.T.C.1. Whiting pushed England's men onto the Peninsula. The Union lost 148 soldiers in the battle, but the Confederates lost 48. General Thomas, a correspondent from a New York newspaper, traced the river a few days later on a raft and estimated that the York River was 5 miles wide. He reported seeing two Confederate gunboats that had been formed while still standing half-completed in their stocks, eating their meals. The York River had lost the remainder of its remains.

In May of this year there was another disastrous fire, destroying most of the business section of the town. Around 1913 a pulp mill owned by the Chesapeake Pulp and Paper Company was built at the location of the old custom house. From the middle of the Pamunkey River. The Old Dominion Ironworks, which was a foundry, was built on the opposite side of the river. The Chesapeake Pulp and Paper Company owned a mill. It was replaced by the existing church in 1927.

1800 – The Richmond and York River Company formed in 1850. In 1855, West Point was a crossroads for the railroad. Construction ended in 1861, but one year later, in 1862, the Confederates destroyed the line by tearing up the tracks so the advancing Union army could not use them. The railroad was rebuilt in 1869 and became the primary transportation for visitors to Beach Park through the 1880s as well as major importing and exporting hub for the town. The railroad terminal moved to Portsmouth in 1895 with serious economic effects on West Point. The Virginia Corporation gave Southern Railway permission to end the last two runs on the West Point Railroad track, ending passenger rail transportation to West Point in 1941.

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A Marine officer and enlisted man for 37 years, General Puller served or served as an officer and as an officer. He was the only man to be awarded four Navy crosses, the highest honor the Navy can bestow for heroism and gallantry in combat, and holds his Army equivalent, the Distinguished Service Cross. General Puller passed away in Hampton, Virginia, at the age of 73 after a long illness.

1903 – In May of this year there was another disastrous fire, destroying most of the business section of the town.

1909 – The York River Line of steamers began sailing between West Point and Baltimore.

1917 – The short-lived York River Line of steamers began sailing between West Point and Baltimore.

1925 – A toll bridge was constructed over the Pamunkey River.

1938 – General William H. Gordon was named the new General. He rejoined the Marines as an officer and served in the South Pacific and Southeast Asia. He retired from the Marine Corps in August 1918 and was appointed a Marine Reserve second lieutenant in 1919. Due to injuries sustained after the Panama Canal, he was placed on inactive duty ten days later. He rejoined the Marines as a enlisted man, and after returning to the United States in 1924. Over the next three decades, he served or taught in Norfolk, VA, Quantico, VA, Pearl Harbor, HI, San Diego, CA, Nicaragua, China, Guadalcanal, Cape Gloucester, Camp Lechwe and Pendleton, and the US Asiatic Sea fleet aboard the USS. Outside.

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