

United States Department of the Interior
National Park Service

LISTED ON:	
VLR	09/20/2012
NRHP	11/28/2012

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Collins Ferry Historic District

other names/site number VDHR # 041-5350; Collins Ferry (VDHR #041-0040); McHaney Hubbard Farm

2. Location

street & number McKeever Trail, Bull Creek Road (State Route 638) not for publication

city or town Nathalie vicinity

state Virginia code VA county Halifax code 083 zip code 24577

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

[Signature]
Signature of certifying official

11/5/12
Date

Title

Virginia Department of Historic Resources
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register determined eligible for the National Register

determined not eligible for the National Register removed from the National Register

other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply)

Category of Property

(Check only **one** box)

Number of Resources within Property

(Do not include previously listed resources in the count.)

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
13	1	buildings
5	0	sites
0	0	structures
0	0	objects
18	1	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

DOMESTIC / single dwelling = house

DOMESTIC / secondary structure = storage shed

AGRICULTURE / storage = corn crib

AGRICULTURE / processing = tobacco barn

AGRICULTURE / animal facility = barn

FUNERARY / cemetery

INDUSTRY / mill = grist mill

TRANSPORTATION / road-related

Current Functions

(Enter categories from instructions)

DOMESTIC / single dwelling = house

DOMESTIC / secondary structure = storage shed

AGRICULTURE / storage = storage shed

FUNERARY / cemetery

TRANSPORTATION / road-related

7. Description

Architectural Classification

(Enter categories from instructions)

EARLY REPUBLIC: Federal

MID 19TH CENTURY: Greek Revival

Materials

(Enter categories from instructions)

foundation: BRICK

walls: WOOD: weatherboard, BRICK

roof: METAL: tin panels

other:

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

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)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

TRANSPORTATION

SETTLEMENT

Period of Significance

ca. 1810- ca. 1947

Significant Dates

1810, 1812, 1814, 1856, 1947

Significant Person

(Complete only if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

unknown

Narrative Statement of Significance (provide at least one paragraph for each area of significance)

SEE CONTINUATION SHEET

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

SEE CONTINUATION SHEET

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Virginia Department of Historic Resources,
Richmond, VA

Name of repository: _____

Historic Resources Survey Number (if assigned): _____ VDHR# 041-5350

10. Geographical Data

Acreage of Property 726.12 acres
(Do not include previously listed resource acreage)

UTM References

(Place additional UTM references on a continuation sheet)

1	<u>17S</u> Zone	<u>0673106</u> Easting	<u>4101348</u> Northing	3	<u>17S</u> Zone	<u>0674750</u> Easting	<u>4101410</u> Northing
2	<u>17S</u> Zone	<u>0673990</u> Easting	<u>4101540</u> Northing	4	<u>17S</u> Zone	<u>0675958</u> Easting	<u>4101026</u> Northing

SEE CONTINUATION SHEET

Verbal Boundary Description (describe the boundaries of the property)
SEE CONTINUATION SHEET

Boundary Justification (explain why the boundaries were selected)
SEE CONTINUATION SHEET

11. Form Prepared By

name/title W. Scott Breckinridge Smith, Principal
organization HistoryTech, LLC date 3 January 2012
street & number Post Office Box 75 telephone 434-401-3995
city or town Lynchburg state VA zip code 24505
e-mail scott@historytech.com

Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.
SEE CONTINUATION SHEET

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

name Stewart Smith, representative of Collins Ferry Plantation, LLC
street & number Green Hill, 378 Pannills Road telephone 804-382-1884
city or town Gladys state VA zip code 24554

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Collins Ferry Historic District (041-5350)

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Summary Narrative Description

The Collins Ferry Historic District occupies approximately 726 acres on the south side of the Roanoke (locally known as Staunton) River in the Nathalie area of Halifax County. Buffalo Creek bisects the district, and reaches its confluence with the Staunton River at the eastern tip of the district's boundary. Approximately sixty percent of the district consists of forest or scrub land (timbered areas that have recently been planted with pine saplings), and the remainder consists of open fields. The district contains two primary clusters of historic resources: Collins Ferry and the McHaney Hubbard Farm.

To the north of the Buffalo Creek valley is a plateau which has an elevation between 450 and 515 feet above sea level and contains the Collins Ferry farm complex. The two-story brick Federal-style house, named "Collins Ferry," is situated on the southern edge of the plateau, and its rear elevation overlooks Buffalo Creek. All associated resources are within approximately 750 feet of the house, except for two tobacco barns that are in the center of the plateau and the site of Collins' mill and ferry, which lies on the south bank of the Staunton River. The property is served by McKeever Road, which begins at Stone Barn Road (State Route 639) and terminates within the Collins Ferry property.

The McHaney Hubbard Farm is located to the south of Buffalo Creek on a ridge (approximately 525 feet in elevation) that runs from Bull Creek Road (State Route 638) to Buffalo Creek. All associated resources are within approximately 725 feet of the main house, which is a two-story frame Greek Revival style dwelling. The property is accessed via a private drive (a portion of the former Collins Ferry Road) that connects with Bull Creek Road.

Remnants of the 19th century Collins/Mclvers Ferry Road, which connected Mclver's (formerly Collins') Ferry to Dejarnette's Road (the section of today's Bull Creek Road that runs east of the driveway of the McHaney Hubbard Farm) and Runaway Road (today's Rock Barn Road and the section of Bull Creek Road south of Rock Barn Road), are located within the district. The McHaney Hubbard Farm driveway follows the path of Mclver's Ferry Road from Bull Creek Road north 1,300 feet to the house. From the Hubbard house, the roadway transitions from a well-worn farm road to a slight trace as it proceeds north and crosses Buffalo Creek approximately 510 feet southeast of the Collins Ferry house. Just east of the said house, the path of Mclver's Ferry Road joins an established private farm road known as McKeever Trail, which it follows northwest past the Collins Ferry house and Collins Ferry Tobacco Barn #2. Approximately 530 feet north of this tobacco barn, the ferry road leaves McKeever Trail and turns eastward and follows a bench-cut roadbed that descends to the sites of Collins Mill and Ferry on the Staunton River.

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Narrative Description

Inventory of Resources

The following is a list of resources located within the boundaries of the district. All resources have been evaluated as either contributing or non-contributing based upon the areas of significance identified under Criterion A for Transportation and Settlement, and Criterion C for Architecture, and based upon the period of significance spanning the period ca. 1810 to ca. 1947. All non-contributing resources have been so noted for being less than fifty years old or for having been significantly altered so that they no longer reflect their historic appearance or character.

Name/Description of Resource	Date of Construction	C/NC Status	VDHR#
Collins Ferry House	ca. 1810	Contributing Building	041-0040, 041-5350-0001
Collins Ferry Barn	ca. 1947	Contributing Building	
Collins Ferry Corn Crib	ca. 1880	Contributing Building	
Collins Ferry Tobacco Barn #1	ca. 1880	Contributing Building	
Collins Ferry Tobacco Barn #2	ca. 1880	Contributing Building	
Collins Ferry Tobacco Barn #3	ca. 1920	Contributing Building	
Collins Ferry Tenant House	ca. 1910	Contributing Building	
Collins Ferry Shed	ca. 1920	Contributing Building	
Collins-Hancock Cemetery	1836	Contributing Site	
Collins Ferry & Mill Site	ca. 1812, 1814	Contributing Site	
Collins Mill Stone Quarry	ca. 1812-1860	Contributing Site	44HA0067, 041-5350-0002
Hubbard House	1856	Contributing Building	041-5350-0003
Hubbard Farm Shed	ca. 1920	Contributing Building	
Hubbard Farm Barn	ca. 1920	Contributing Building	
Hubbard Farm Tobacco Barn #1	ca. 1890	Contributing Building	
Hubbard Farm Tobacco Barn #2	ca. 1920	Contributing Building	
Hubbard Farm Quarter Site	ca. 1860	Contributing Site	
Hubbard Farm Quonset Hut	ca. 1980	Non-Contributing Building	
Hubbard Family Cemetery	1902	Contributing Site	

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Collins Ferry House

McKeever Trail

VDHR# 041-0040, 041-5350-0001

Collins Ferry, also known as Belle Mont, is a two-story, five-bay, double-pile house that faces northward toward (but is not in view of) the Staunton River. The building is constructed of brick laid in five-course American bond, and has four single-shouldered, exterior chimneys (two on each gable end). The house is covered by a side-gable roof that is clad by standing seam metal. Both the façade (north) and rear (south) elevations are treated identically, and are virtually indistinguishable from each other. The eaves are trimmed by a cornice containing modillions resembling mutules on the soffit, with delicate dentil moulding below. Each five-bay elevation is fenestrated with 9/9 double-hung sash windows on the first level and 6/6 double-hung sash windows on the second level. It is not known if the first level of the house originally contained 9/9 sashes, as a mid-20th century photograph shows that 6/6 sashes (with taller individual panes of glass) were installed at that time.¹ The windows on the first level are capped by splayed jackarches of oiled brick (two and a half courses in height) with narrow penciled joints. Windows on the second level are capped by cemented splayed lintels with keystones. Unglazed cellar vents are centered under each window, and are secured by round horizontal wooden bars. The entry door is positioned in the central bay of each elevation, and consists of a single-leaf door topped by a glazed half-lunette fanlight with interlaced lancet tracery. Each entry door (front and rear) is flanked by fluted pilasters which support a plain wooden arch with a central wooden key block. The wooden arch is, in turn, surrounded by a semicircular arch of oiled bricks with penciled grapevine joints. The entry door on the façade appears to be original, and is a traditional six-panel door with the addition of reeding within each panel. The cheeks of the recessed door frame each contain three raised panels. The rear (south) entry door is a later four-panel replacement, and the cheeks of the door frame itself are reeded. Also in the central bay of the front and rear elevation, above the first level entry, is a second level doorway which is capped by a cemented splayed lintel (sans keystone) and surrounded by paneled cheeks. As found on the first level, the six-panel door on the façade appears to be original, and the four-panel door on the rear elevation appears to be a replacement. Ghost marks on the front elevation suggest that these second floor doorways may have once opened onto a small one-bay, two-story portico covered by a hipped roof. On the south elevation, numerous bricks have been inscribed with messages including "RC + Ann," "RC Loves Ann," and repeated markings resembling the capital letter "M."

The east elevation of the house contains one single 9/9 double hung sash window on the first level, which is flanked by a pair of chimneys. A semicircular louvered vent is installed in the center of the gable. Just above this vent, near the peak of the gable end, the wall is constructed of bricks that are smaller (perhaps 2/3 the height of the others used in the house) and darker in color. The west gable end of the house contains two entry doors on the first level between the pair of chimneys. Steps constructed of stone and poured concrete provide access from the grade of the yard (and two no longer extant outbuildings, one likely a kitchen) to these doors, and an opening between the pairs of steps leads to the unfinished cellar below. A louvered vent identical to that which is found on the east gable end is found on this elevation, and the pair

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of chimneys exhibit traces of red paint on the upper two-thirds of their stacks. This paint, along with a putlog hole above the doorways, may indicate the former presence of an addition or wing on this end of the house.

The first level of the interior is organized around a central entry hall which runs the full depth of the house, and measures approximately 12 feet wide by 27 feet deep. A single-flight staircase with an elaborately-carved newel post and delicate foliated brackets under the tread ends leads to the second floor. The entry space is trimmed by painted wainscoting carved with a lower fretted and gouged register and an upper register with alternating fluting and starbursts.² Doors that have been faux-grained to resemble mahogany are found throughout the house. A doorway to the left (east) provides access to a large parlor, which measures approximately 19 feet wide by 27 feet deep. This room is warmed by two fireplaces featuring carved mantels that were described by architectural historian J. Daniel Pezzoni as having, "projecting elliptical sunbursts with center buttons in the three tablets of the friezes. The pilasters are defined by moldings that frame tubular half-colonnettes with stylized volutes. The edges of the shelves, the bottoms of the friezes, and the fireplace opening surrounds are ornamented with bands of starburst buttons and discs."³

From the entry hall, a doorway to the right accesses a smaller room, measuring approximately 17 by 13 feet. This chamber features another elaborately-carved mantel with a central urn flanked by projecting frond-like ornaments (similar to mantels found at Riverside [041-0089] and Elm Hill [041-0014]) and has simple horizontal board wainscoting around its perimeter. A doorway on the west wall leads outside, and a doorway on the south wall of this room leads to another room, which measures approximately 15 feet by 21 feet (the eastern eight feet of this room was likely a separate chamber). A doorway on the west wall leads outside, and a mantel ornamented with three dimensional urns, swags, and other features is also found on the west wall. Horizontal board wainscoting surrounds the room. A doorway to a boxed, dog-leg staircase is found near the northeastern corner of the room, and a small four-panel door provides access to the storage space under this stairway as well as the main stairway.

The central passage on the second floor is larger (18 feet by 27 feet) than that found on the first level, and may have been used for dances or entertaining. The second floor exterior doorways, which would have once opened onto small porticos on the front and rear elevations, are accessed via this chamber.

On the east side of the central chamber are two small (13 by 13) bedrooms, each with their own fireplace (both have the most ornate mantels found on the second floor). On the west side of the chamber are two small bedrooms, however only one is directly accessed from the central chamber. This room, which is in the southwest corner of the house, measures approximately 15 by 17 feet, and has a doorway in the north wall which accesses the second chamber on the west side of the house. This space measures approximately 13 by 17 feet, and contains the upper terminus of the boxed staircase that

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begins in the southwest chamber on the first floor. Both of these rooms have mantels that are much simpler than others found within the house.

In the northwest corner of the large central chamber is a boxed, dog-leg staircase which leads to an unfinished attic. Surprisingly, the attic has no flooring, and shows little evidence that it was ever used for anything but storage.

Little original landscaping remains on the site. Two rows of small boxwoods flank the sidewalk that leads to the house's façade, and the remnants of what may have been a formal garden are located to the north of the house. A 1920 survey plat indicates that two small outbuildings (one probably a kitchen) were located just to the west of the house, but only a pile of random stones remains at this location.

Collins Ferry Barn

This large, gambrel-roofed barn is located approximately 240 feet east of the main house and is clad by vertical board-and-batten siding on the first floor and smooth weatherboard siding on the upper levels. The roof is covered by two different applications of standing seam metal, and the western end is dominated by a gable-roofed hay bonnet. The interior of the barn contains several horse stalls as well as spaces for the storage of hay and other materials.

Collins Ferry Corn Crib

Located approximately 130 feet north of the barn, this small corn crib is constructed of v-notched hewn logs and is covered with a standing seam metal roof.

Collins Ferry Tobacco Barn #1

Located approximately 400 feet west of the main house (across a ravine), this two-story barn is covered by a front-gable roof of standing seam metal, and is constructed of unnotched hewn logs. The gaps between the logs are chinked, and each level has a wooden floor. Set into a hill side, the barn has a one-story shed addition to the rear that is clad with vertical board-and-batten siding.

Collins Ferry Tobacco Barn #2

This barn is located approximately 1,150 feet northwest of the main house, and is overgrown by vines and brush. Its steeply-pitched gable roof is covered with standing seam metal, and the building is constructed of hewn logs joined by v-notches. Gaps between the logs have been chinked and the barn is mostly covered by an asphalt sheet-like siding with widely-spaced vertical batting strips on top.

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Collins Ferry Tobacco Barn #3

This tall, two-story frame barn is located approximately 230 feet east of Tobacco Barn #2, and is covered by a low-pitched gable roof of standing seam tin. The building is clad in unpainted smooth weatherboard siding, and a small doorway on the west elevation provides access to the interior.

Collins Ferry Tenant House

This rambling building is sited approximately 190 feet west of Tobacco Barn #1 and is completely overgrown by kudzu and brush. The house, which is in ruinous condition, consists of a one and a half story central section with a later (perhaps 1940s or 1950s) addition on the west end. The gable-roofed main block is clad in asbestos shingles, and has one exterior end flue chimney of brick. The addition has a gable and shed roof, is clad in smooth weatherboard siding, and has one interior cinderblock flue chimney. Visible windows include unglazed openings on the garret level of the main block as well as 2/2 (horizontal pane) double-hung sashes on the addition.

Collins Ferry Shed

This small shed is located to the west of the tenant house at the edge of the wooded area that contains the cemetery. The building is clad by vertical sawn boards and has a gable roof covered in standing seam metal. Galvanized metal has been used as a wall-patching material on at least two elevations.

Collins-Hancock Cemetery

The cemetery is located approximately 700 feet west of the main house (Collins Ferry), and is 175 feet southwest of the tenant house. It contains ten identified graves ranging in burial date from 1836 to 1966. The cemetery is sited at the edge of a steep bank overlooking Buffalo Creek top the south, and is shaded by numerous cedar and hardwood trees. Much of the ground is covered with periwinkle. Notable markers include the 1847 headstone of William Collins, which features a rounded tympanum containing the words "sacred to the memory of" flanked by a pair of flat shoulders. The 1855 headstone of Theophilus Collins was made by Thomas C. Keatts & Bro. of Pittsylvania Court House (Chatham), Virginia and features a gothic arch containing common mourning imagery of the period, including a weeping willow tree, urn, tomb, and sunburst breaking through clouds. Other individuals who are likely buried in the cemetery, but do not have marked graves, include Capt. William Collins, Jr. (1832-1864) and his daughter Sallie Willie Collins (1860-1860).⁴

Dolly Collins	6 May 1788 – 16 January 1836
M.E. Collins	[no dates visible] [This is likely the grave of Mary E. Collins, 1835-1836]
William Collins	1 January 1784- 7 July 1847
Theophilus J. Collins	31 October 1820 - ___ Oct 1855
Infant twins of J.A. & Lelia Hancock	28 September 1912

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Coley P. Hancock	June 1853 – 23 May 1925
James A. Hancock	19 February 1880 – 28 February 1946
Lelia Hancock	___ 1958 [temporary grave marker is mostly illegible]
Claude Swanson Hancock	1908 – 1964
Charlie E. Hancock	1918 – 1966

Collins Ferry & Mill Site

The site of Collins Mill is located on the south bank of the Staunton River approximately 2,150 feet north of the main house, and is accessed via a steep bench-cut road that descends from the plateau containing the house downwards towards the river. The ferry crossing is thought to be approximately 500 feet to the east (downriver) of the mill site. No direct evidence of the building's foundations remain, but stones displaying evidence of stonemasonry (drill and chisel marks, etc.) are scattered throughout the site. Some appear to be of a scale and configuration suitable for building construction, and some were clearly intended to serve as grinding stones in the mill.

Collins Mill Stone Quarry

VDHR# 44HA0067, 041-5350-0002

Dr. William Trout, Virginia Canals & Navigations Society, reported that "at least two large unfinished mill stones, still attached to bedrock, are in the river here" (on the right [south] channel of the river approximately 1,860 feet downriver [east] of the mill site.⁵ This resource appears to be within the navigable right channel of the Roanoke River, and is not on private property.

Hubbard House

3193 Bull Creek Road

VDHR# 041-5350-0003

The McHaney Hubbard House is a typical Piedmont Virginia dwelling of the Greek Revival style dating to the mid-19th century. The two-story, single-pile frame house is covered by a hipped roof of standing seam metal, and is flanked by a pair of single-shouldered exterior end brick chimneys (laid in running bond) with corbeled tops. The dwelling is clad by smooth weatherboard siding with smooth vertical cornerboards, and the eaves are trimmed by a simple boxed cornice with elliptical mouldings above and below. The three-bay façade, which faces west, is fenestrated by 6/6 double-hung sash windows, and the central bay contains the entry to the house, which consists of a pair of three-panel doors surrounded by sidelights and a glazed transom. A matching doorway is located in the central bay of the second level, and opens onto the three-bay-wide front porch, which is covered by a shed roof of standing seam metal supported by six Tuscan columns.

The rear (east) elevation features a two-story, gable-roofed ell addition that probably dates to the late 19th century. The roof of the ell is covered by standing seam metal, and is trimmed by a simple boxed cornice with an overhanging rake and Greek returns at the gable end. An interior brick (parged) flue chimney rises from the ridge of the roof, and the ell is

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fenestrated by 2/2 double-hung sash windows. Each side of the ell has a full-length, one-story, shed-roofed porch (similar in form to the one found on the façade).

The plan of the single-pile main house consists of a central passage flanked by a pair of rooms on each floor. Typical interior trim includes door surrounds with beveled pilasters and corner blocks with carved beveled squares surrounded by concentric squares. The central passage features a single-flight staircase with faux-grained raised panels. Most mantles in the house display bulky proportions and are lacking in ornamentation, which is typical for the period. The most striking mantel in the house is located in the right (southern) room on the first floor, and features a frieze with massive reeding supported by a pair of pilasters with equally massive fluting. The left (northern) room on the first floor contains a dog-leg open staircase that leads to the room above. First floor ceilings boast elaborate plaster ornamentation, including a square ceiling medallion with three-dimensional acanthus leaves. Most doors in the main block of the house are faux-grained to replicate quartersawn oak and birdseye maple. The rear ell contains a modern kitchen that features a small Italianate mantel.

Hubbard Farm Shed

This small shed has a front-gable roof covered in standing seam metal, and lies approximately 165 feet east of the main house. An open doorway occupies the east gable end, and the shed's exterior cladding (if it ever existed) is now missing, exposing loosely-spaced diagonal board sheathing. The presence of these open diagonal slats along with woven wire mesh around the lower perimeter of the building suggests that the shed may have been used as a corn crib, but this is undocumented.

Hubbard Farm Barn

This barn is sited approximately 210 feet due east of the main house, and is on the south side of a farm road that leads from the main house past the cemetery and eventually to the Staunton River. The building measures approximately 50 feet by 25 feet, and is covered by a low-pitched front gable roof of standing seam metal. The two-story barn is clad in vertical board-and-batten siding, and has two doors (one providing access to the ground floor and the other to the second floor) on its north gable end as well as a double open doorway on its west side.

Hubbard Farm Tobacco Barn #1

This barn is located approximately 260 feet northwest of the main house, and its eastern gable end fronts onto the west side of the remnants of the Collins or McIver's Ferry Road. The barn is constructed with square-hewn logs joined by v-notches with mud chinking between the horizontal logs. The upper gable ends are framed, and are sheathed in smooth weatherboard siding, and the front gable roof is covered with standing seam tin. A small, low open doorway is located on the eastern gable end.

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Hubbard Farm Tobacco Barn #2

This barn is sited on the western side of the remnant of the Collins or McIver's Ferry Road, approximately 560 feet north-northwest of the main house. The barn is constructed with unhewn round logs joined by v-notches with mud chinking between the horizontal logs. The upper gable ends are framed, and are sheathed in smooth weatherboard siding, and the low-pitched side gable roof is covered with standing seam tin. A small, low door constructed of vertical boards partially covered with tin is located on the western wall.

Hubbard Farm Quarter Site

The ruin of this building, which, according to the property owner, is a former slave quarter, is located approximately 725 feet northwest of the main house, or 250 feet west of Tobacco Barn #2. The site consists of the remnants of a single end chimney constructed of fieldstone (including granite and red sandstone) bonded with lime mortar.

Hubbard Farm Quonset Hut

This large metal building occupies a small clearing approximately 400 feet west southwest of the main house. The aluminum building measures approximately 55 feet by 25 feet, and is constructed of joined aluminum segments. A pair of aluminum doors is located on the southeast end of the Quonset hut.

Hubbard Family Cemetery

The cemetery is located approximately 525 feet east of the Hubbard house, and is in a clearing to the east of a farm road. It contains 21 identified graves ranging in burial date from 1902 to 1993. The cemetery is rectangular in shape, is enclosed by a chain link fence, and is shaded by several large cedar trees. All grave markers are engraved granite monuments, and some may be post-burial replacements of earlier markers.

George McKenzie Hubbard	17 May 1911 – 15 December 1992
Marie DeJarnette Hubbard	30 June 1914 – 20 June 1993
Eugene Randolph Hubbard	3 April 1893 – 10 September 1970
Mary Lillian Green Hubbard	3 June 1890 – 9 May 1960
Mary Gene Hubbard Holland	29 July 1924 – 1 December 1964
Herbert Holmes Hubbard	8 April 1898 – 14 April 1978
Samuel Cornelius Hubbard, III	15 March 1902 – 1 April 1970
Richard Carrington Hubbard	15 December 1895 – 17 April 1936
Edward Carrington Hubbard	15 August 1868 – 1 May 1952
Reid Pendleton Hubbard	23 April 1907 – 5 May 1957

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John William Hubbard	1889 – 1920
Mamie Hubbard Rosser	17 December 1876 – 12 December 1902
Anna M. Carrington Hubbard	21 January 1847 – 2 February 1919
Samuel C. Hubbard	17 April 1839 – 21 July 1925
Anna Coleman Hubbard	12 May 1883 – 18 June 1968
Clem Reid Hubbard	15 May 1879 – 13 January 1969
Samuel Cornelius Hubbard	19 May 1874 – 14 March 1950
Janie Ragland Hubbard	1871 – 1942
Robert McKenzie Hubbard	25 October 1885 – 8 March 1981
Ella W. Carr Hubbard	4 April 1889 – 11 April 1971
Henry Hobson Hubbard	28 March 1913 – 7 December 1979

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Summary Statement of Significance

The Collins Ferry Historic District encompasses approximately 726 acres of forest and farmland in northern Halifax County along the Staunton River. The district includes eighteen contributing resources and one non-contributing resource, and consists of two neighboring, but distinct, farmsteads: William Collins' "Collins Ferry" to the north and McHaney Hubbard's farm to the south. Historically, these two properties were linked by a road, built in 1814, that connected DeJarnette's Road (now Bull Creek Road) to William Collins' mill and ferry (established in 1812 and 1814, respectively) on the Staunton River. While the ferry ceased operation in the early 20th century, the road remained in use and was called McIver's Ferry Road (after its late-19th century owner). Today, both properties in the district use segments of this road as driveways or farm roads.

Built ca. 1810, Collins Ferry (041-0040) is one of Halifax County's most intact Federal style plantation homes, and boasts one of the county's most outstanding collections of interior millwork and decorative painting. The two-story, five-bay, double-pile brick house rests on the edge of a steep bluff overlooking Buffalo Creek, and while it is situated on the road to Collins mill and ferry, it is isolated from the hustle and bustle of those operations. The property includes seven agricultural outbuildings, a cemetery, a quarry site, and the site of the mill and ferry.

The McHaney Hubbard House (041-5350-0003) was built in 1856, and is a two-story, three-bay, frame Greek-Revival style house that is typical of the period and region. Like Collins Ferry, the Hubbard House displays remarkably-intact decorative painting, particularly faux-graining on interior doors and wainscoting. The farm includes four agricultural outbuildings, a cemetery, a Quonset hut, and the ruins of a slave quarter.

The Collins Ferry Historic District has a period of significance ranging from ca. 1810 to 1947, beginning with the date of construction of the oldest standing resource in the district (the Collins Ferry house) and concluding with the construction of the last extant contributing building in the district, the gambrel-roofed barn at Collins Ferry. The district is locally significant under Criterion A: Transportation and Settlement as an intact example of the "open-country neighborhood" settlement pattern as influenced by Collins Ferry and Collins Ferry Road, which were both important transportation elements for Halifax and Campbell counties. It is also locally significant under Criterion C: Architecture for its important collection of domestic buildings, particularly the Federal style house at Collins Ferry, which were constructed along the Collins Ferry Road corridor and financed by the successful growing and marketing of tobacco and other agriculture-related endeavors made possible by proximity to a robust transportation network. The district displays substantial integrity of location, materials, association, design, setting, feeling, and workmanship.

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Statement of Significance

Historic Context

The Roanoke River begins in Montgomery County, Virginia, flows through the Blue Ridge Mountains near the city of Roanoke, and ultimately enters the Albemarle Sound on North Carolina's coast. Locally, the segment of the Roanoke River between Back Creek and its confluence with the Dan River is known as the "Staunton" River. Many theories exist about the origin of the dual-name of this section of the Roanoke River. A common legend involves a man named Captain Henry Staunton, who is said to have led patrols to protect settlers along the river, and who later served in the American Revolution.⁶ More likely is the theory that Royal Governor William Gooch named the river after his wife, Rebecca Staunton, following his appointment in 1727. The first known mention of the name "Staunton River" in print is in 1728 when William Byrd II (1674-1744) noted it in his journal documenting the surveying of the dividing line between Virginia and North Carolina. On 28 November 1728, he wrote that the Roanoke River

"forks about 36 miles higher [than his location], and both Branches are pretty equal in Breadth where they divide, tho' the Southern, now call'd the Dan, runs up the farthest. That to the North runs away near Northwest, and is call'd the Staunton..."⁷

Three years later, in 1733, a map of the "British Empire in America" by Henry Popple identified the north fork of the Roanoke as the "Stanton [sic] River." Beginning in 1739, land along the Staunton River was opened for development, and tens of thousands of acres along the river were transferred from Crown control to private citizens by more than 50 land grants over the next decade in what were then Brunswick and Lunenburg Counties. The first land acquisition within the Collins Ferry Historic District occurred in 1743, when Lawrence Barker of Richmond County patented 174 acres of prime lowlands on both sides of Buffalo Creek including its confluence with the Staunton River.⁸ Soon thereafter, Barker settled upriver on Straightstone Creek and transferred his Buffalo Creek land to Abraham Echols.

In 1750, Henry Lansford patented 323 acres on the south side of the Staunton River just upriver of the tract acquired by Echols of Barker.⁹ This tract included the future sites of Collins' house, mill, and ferry complex, and along with the Barker patent, forms the entire Staunton River frontage (and land north of Buffalo Creek) within the district. In 1784 and 1785, Joseph Echols (1733-1789) (son of Abraham Echols and Sarah Hubbard) patented two tracts totaling 628 acres on the south side of Buffalo Creek, which encompass the southern portion of the district.¹⁰ By this time, Echols had become a major property owner in the area, having received patents for over 1,100 acres in the immediate vicinity, not to mention acquisitions through deeds and wills.

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By 1752, the population along the Staunton River basin had grown to the point of necessitating the formation of a new county. That year, Halifax County, named for George Montague Dunk, second Earl of Halifax, was formed from Lunenburg County, and occupied the land south and west of the Staunton River and east of the Blue Ridge mountains (the western two-thirds of the new county would form Pittsylvania County in 1766).

For Piedmont Virginia tobacco farmers in the eighteenth century, growing a productive crop was only half the battle. Because the bulk of the consumer market was in the British Isles, tobacco would have to be shipped thousands of miles from the fields in which it was grown. Over time, a complex system developed that allowed growers to sell their product at locations relatively close to home without the worry of transatlantic shipping or market conditions abroad. Virginia's navigable inland rivers became the corridors in which goods were shipped via batteaux (shallow-drafted boats) from the Piedmont through the treacherous waters of the Fall Line (the imaginary topographical point at which rivers transitioned from being free-flowing to tidal, and thus navigable by oceangoing vessels) to inland ports such as Roanoke Rapids, North Carolina or Petersburg, Richmond, and Fredericksburg, Virginia. The point where tobacco transferred from wagon to batteaux was typically accompanied by a warehouse, where the tobacco would be inspected for value and quality. Mercantile houses were generally situated in close proximity to inspection warehouses, as farmers could immediately convert their tobacco to store credit.

In 1800, the Virginia General Assembly authorized a tobacco inspection warehouse on the property of John Brooke, just six-and-a-half miles downriver from the Collins Ferry Historic District. The following year, a ferry across the Staunton River at Brooke's Warehouse along with a town designated as "Brooke Neal" (now spelled Brookneal) were established. Despite the increased accessibility to tobacco markets created by the establishment of Brooke's and other warehouses, many planters continued their connections with shippers in the Richmond area. Prior to navigation improvements along the Staunton River in the 1820s, the majority of Southside tobacco was transported by wagon.¹¹

For those planters wishing to connect to Richmond markets, conducting business in Lynchburg on the James River (25 miles to the north) was considered a viable option. In order to access the warehouses at Lynchburg, farmers needed ready and convenient access to river crossing points. In 1814, William Collins established a ferry across the Staunton River midway between Samuel Pannill's ferry at Green Hill and Brooke's ferry at Brookneal.

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Development of Collins Ferry (the house, mill, ferry, and road)

In 1809, William Collins (1781-1847) purchased three tracts totaling over 300 acres from Moses Echols (son of Joseph) and his wife Elizabeth Hicks. One of these tracts, a 150-acre parcel on the Staunton River, was a portion of the Lansford patent, which came into the Echols family during the 18th century. In November of 1810, William married Dolly C. Stone (1788-1836).¹² Local historians report that the present two-story, five-bay brick house on the property was constructed at this time, and it was not unusual for a house to be built by or for newlyweds.

Collins' large double-pile, center-hall brick house is one of the most intact surviving examples of Federal style plantation houses in Halifax County, and is most notable for its striking decorative painting and extraordinary, high-relief millwork. The builder of Collins Ferry is unknown, but William Collins likely hired an artisan from the general region (to include North Carolina) to design and execute the interior millwork. This individual probably had access to pattern books of the period, but did not use them as a firm guide. Rather, the carpenter introduced an element of fantasy and whimsy to his work, and created the handsome mantels found throughout the house.¹³

In 1812, William Collins petitioned that he wished to "erect a dam for the purposes of working a water grist mill and other machinery" on his property on the south side of the Staunton River. Later, it was ordered that the mill dam was not to be higher than six feet, and would extend at least "one third part up the said river."¹⁴ Two years later, Collins requested permission to establish a ferry across the Staunton River opposite the lands of James Hunt (or Hurt), and that the rates would be the same as those charged at Samuel Pannill's Ferry at Green Hill about three miles upriver. He also petitioned that a new road be opened from Hickey's Road to his mill and ferry on the Staunton River (this entry confirms that the mill had been constructed by 1814).¹⁵ Hickey's Road was established in 1749, and stretched between the Staunton River (in what was then Lunenburg County) southwest to the area of what is now known as Chestnut Knob in Henry County. Within Halifax County, the route generally followed the path of today's State Route 40 (Stage Coach Road). More than forty years prior to William's petition, his father, John Collins (1747-1836), was involved in building a road between Long Island and Hickey's Road.¹⁶ While William Collins' petition requested that the entire four-mile route between the river and Hickey's Road be formalized, the payments for right-of-way acquisition were only made to Collins' two immediate neighbors, Morris Word and Samuel Hubbard, who were paid fifty cents and thirty dollars, respectively, for damages to their land caused by the road. This implies that, while the entire route north of Hickey's Road was being established as "the ferry road," only the northern section (about a mile and a half) was actually newly-constructed roadway.¹⁷

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An 1818 map of the Staunton River shows Collins Mill and Ferry at mile marker 62 in the vicinity of Flatland Falls and Eskill's (or Echol's) Falls. The closest competing ferries were Samuel Pannill's ferry one mile upriver and the ferry at Brookneal, which was approximately seven miles downriver.¹⁸ In 1820, William Collins' 150-acre-tract, which contained the mill, ferry, and house site, was documented as containing buildings valued at \$1,540.00. By 1830, the value of buildings rose by twenty-eight percent to \$2,150.00 before dropping down to \$1,750.00 by 1840, although the nature of the changes that warranted this fluctuation is not known.¹⁹ In addition to operating a mill and ferry, Collins held a license to operate an ordinary from 1815 through 1847. This business was likely located at what was described in 1847 as Collins' "Old Tavern Tract," which occupied 178 acres at the intersection of today's Stone Barn Road and Bull Creek Road (outside of the district).²⁰

The loosely-spaced settlement that formed in the vicinity of Collins Ferry and Collins Ferry Road is described by some historians as "open-country neighborhood clustering," and is considered to be the most important form of settlement massing in Southside Virginia. Typically, the presence of a community center such as a courthouse or ferry would spawn the creation of taverns, stores, blacksmith shops, or other public-serving facilities. Two plantations developed along the Collins Ferry Road (one owned by William Collins followed by that of McHaney Hubbard) along with a mill, tavern, and several service-oriented businesses.²¹

In the late 1820s, Samuel Pannill (of nearby Green Hill), under the direction of the Roanoke Navigation Company, completed a series of navigational improvements through the impassable area of the Staunton River called "Seven Islands," just a few miles below Collins Ferry. Flatland Falls (44CP0077) and Echols Falls (44CP0205, 44CP0078) were also made passable by a series of sluices, or channels. By October of 1828, it was reported that boats had travelled 124 miles of "tolerable good and safe navigation" between Brookneal and Salem.²² In 1826, William Collins acquired (by grant) the three small islands "below and above the ferry" on the Staunton River. Six years later, he added eleven small islands near DeJarnette's Island (downstream of the ferry) to his holdings.²³

In addition to operating a mill, ferry, and tavern, William Collins was a public servant, performing the duties of a school commissioner in 1829, 1830, and 1832. He also operated a mine, although its location is unknown. In his 1831 will, Daniel DeJarnette made Richard Thornton a trustee for his wife Nancy, and ordered that some of his slaves be hired out to William Collins for "mining purposes."²⁴ Collins, who owned at least thirty-six slaves at the time of his death, had a complex relationship with African Americans in the area. Most of the time, Collins was in a position as slave-owner or slave-hirer, but in at least one case, he interacted with a local African American as a peer. In 1837, Collins borrowed \$200.00 worth of labor from "Millstone Jacob," whom Collins believed was a free black. At the time of Jacob's death, Collins' debt was listed as a part of his estate as an asset, but Collins never paid the loan, and Jacob's administrator, Clement Clark, sued Collins for return of the money. Collins' defense was that he would have paid the money with

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interest, but had been informed (after Jacob's death) that the heirs of Jacob's former owner, James Hurt, claimed that Jacob had not been properly emancipated and they insisted on receiving the proceeds of the labor (likely millstone cutting) that Jacob performed for Collins. Collins was ordered to pay the debt to Hurt.²⁵

William Collins died unexpectedly in 1847, and is buried in a family cemetery on the Collins Ferry property, just west of the tenant house. At the time of his death, he owned over 5,000 acres in Halifax and Campbell Counties. In addition, he owned a tavern, a ferry, two mills, a fishery, and a mining interest. His personal estate included thirty-six slaves, a significant quantity of livestock, 12,500 sticks of tobacco, and considerable personal possessions. After William Collins' death, his son Edwin Stone Collins received seventy-one acres of the "home tract," which included the mill, ferry, and some islands in the Staunton River. William Collins' son-in-law, Robert Alexander Morton, received 89 acres of the home tract, including the main house. In 1850, Morton's household consisted of his wife Sarah Ann Collins, children Virginia and William, and George Dejarnet [sic], an overseer. While it is not known if they resided in the Collins Ferry house at this time, the Morton household was in close proximity to the households of Theophilus and Christopher Collins (both sons of William Collins) as well as John Reed (a miller) and John Latham (a millwright), who may have been associated with Collins' mill.²⁶ Morton, who had acquired Edwin Collins' share of the home tract, which included the mill and ferry, operated one of six mills in the Northern District of Halifax County in 1850. Morton employed two workers at Collins' mill, and produced \$700.00 of corn meal and wheat flour annually.²⁷

In 1851, Robert A. Morton sold three parcels (including the 160-acre home tract) to John Mclver (or Mclvor) of Campbell County for \$4,800.00.²⁸ Although Mclver had owned the property for five years before the production of an 1856 map of Halifax County, the property was still being referred to by locals as "Collins Mill." By 1860, Mclver had moved from Campbell County to Collins Ferry and, over time, the mill and ferry operation took on the name of its new owner. At this time, Mclver's household consisted of his wife Susanne Elizabeth, five children, and Martin Carrington, an overseer.²⁹ His land holdings in Halifax totaled 1,450 acres, although his agricultural endeavors were rather modest, having six horses, seventeen head of cattle, and thirteen pigs. His farm produced 250 bushels of wheat, 625 bushels of Indian corn, and 400 bushels of oats. Mclver owned twenty-one slaves in Halifax County and eighteen slaves in Campbell County.³⁰

Almost every family and farm in Virginia was impacted by the Civil War in some way, and Collins Ferry is no exception, although no significant skirmishes or battles occurred in the area. John Mclver's oldest son, Thomas Franklin Mclver, enlisted as a private in Company I, 2d Virginia Cavalry, in 1861. He was wounded at Aldie, Virginia, in June of 1863 and was captured at Kelly's Ford, Virginia, and sent to the Old Capitol Prison in Washington, D.C. before being transferred to City Point, Virginia. Following his release, he was promoted to corporal, but was again captured near Luray, Virginia, in September of 1864.³¹ The cemetery at Collins Ferry continued to receive members of the Collins Family even under Mclver's ownership. Pursuant to his will, Capt. William S. Collins, Jr. (3d Virginia Cavalry), who died in Nelson County,

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Virginia, in December of 1864, was buried in the "old burying ground of [his] father." Following the surrender of the Army of Northern Virginia by Gen. Robert E. Lee, many Confederate units began to make their way home from Appomattox. On April 15, 1865, the Palmetto Sharpshooters of South Carolina crossed the Staunton River at McIver's Ferry on their journey towards Chatham in Pittsylvania County and further southward.³²

Like most owners of significant property in Southside Virginia, the value of McIver's holdings diminished after the Civil War. The 1870 Census reveals that John McIver's land in Halifax had been reduced by over 1,000 acres to 350 acres, and that the value of his personal property dropped from \$30,766 to a mere \$200, due in no small part to the forced emancipation of his slaves at the end of the war. McIver died of heart disease in March of 1871, leaving his wife Elizabeth and six children between the ages of 7 and 27.³³ McIver bequeathed all of his land in Halifax County to his two youngest daughters, Viola and Leola (also known as Lula), who were approximately 11 and 8 years of age, respectively.³⁴

In the early 1880s, Josh A. Ridgeway began operating the mill and ferry for the McIver Family, and his family moved into a nearby house (no longer extant). Over time, the road to Collins or McIvers Ferry had become a primary route for Halifax County farmers to transport their tobacco to the markets at Lynchburg, despite the fact that the ferry itself was situated in a portion of the Staunton River that was known for strong currents and a somewhat treacherous crossing. These currents, combined with the rather steep grade of the road as it descended to the mill and ferry, caused several accidents during the second half of the 19th century.

Around 1883, Nelson Black, a mulatto farm laborer,³⁵ was working for Steven Ridgeway (father of Josh Ridgeway) and was driving a team of mules pulling a large load of logs down the hill toward the ferry. Just as he approached the ferry crossing, the logs overturned, crushing Black to death. On 10 November 1885, three wagons were on the south side of the ferry, and were waiting to cross the Staunton River, which was above normal levels. Paul Adams, a 42 year-old African American ferryman, poled the first wagon across the river without incident.³⁶ Neighbors J. Thomas Abbot and Charles Beale, both of nearby Republican Grove, escorted the second wagon on the ferry with Adams. As the ferry entered the fast current, it struck a rock and capsized, throwing the three men, horses, and cargo into the river. All three men were drowned.³⁷ Zachariah Collins (grandson of William Collins), had the third wagon of cargo on the south bank of the river, and was helpless to assist.³⁸

In the middle 1880s, the brick house at Collins Ferry was occupied by 28-year-old Leslie Thacker, who was a clerk in the store of Zachariah Collins. Thacker and Josh Ridgeway had been involved in an ongoing dispute over a road in the area, and in May of 1885, they met at Collins' store and an argument ensued. Thacker, who was carrying a firearm, fired at Ridgeway, mortally wounding him. The outcome of a trial (if one was held) is not known, but Thacker moved to Brookneal and then to Lincoln County, West Virginia, where he became a respected physician.³⁹ Ridgeway's widow, Betty Rudder,

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continued to operate the mill for several years after his death. James Mullins then operated the mill until he died of an accidental self-inflicted gunshot wound suffered while hunting on the property.⁴⁰

In 1894, the various interest-holders in John McIver's estate claimed the forty acres surrounding the mill and ferry, and left Viola (Leola had died) with the remainder of the land (over 400 acres) including the large brick house.⁴¹ While the 1894 deed mentions both the mill and ferry, the degree to which the facilities were being used at the time is not known. An 1892 U.S. Geologic Survey topographic map shows the location of "McKeever Ferry" and makes no indication that it was not in use. Local lore holds that the mill was disassembled and the materials were used to construct tenant houses. Nothing remains of the mill site today except for a few hewn building stones and an array of mill stones further down the river that have been identified by the Virginia Canals & Navigations Society.

By 1900, Viola McIver, her husband Samuel J. McIver (likely a cousin) and their three daughters were residing at the Collins Ferry house, where they remained for the next two decades. In 1920, Viola and Samuel sold lots 1, 2, and 4 of her property to Nancy W. Taylor for \$5,100.00. Tract 2 contained the "brick house" along with thirty-three and a half acres. The survey plat shows several buildings near the house which are now missing, including one on the west side of the house which was likely a kitchen. In 1927, Nancy Taylor sold the property to Edward Ragland Monroe for \$4,000.00.⁴²

E. R. Monroe (1856-1932) was a prominent citizen in the area, serving on nearby Brookneal's first Town Council in 1908. He was also very involved in development along the Staunton River. In 1900, he was part of a group that petitioned to have the Clarkton Bridge constructed (located a few miles downriver of Brookneal), and was an officer of the Brookneal Land & Development Company. He moved from Charlotte County (where he had served on the Democratic Committee) to Brookneal in 1904, and became president of the Brookneal Bank. In 1907, Monroe announced that he planned to form a company to build a 5,000 horsepower hydroelectric dam and plant on the Staunton River, although this project never materialized.⁴³ Not coincidentally, Monroe purchased the McIver's mill and ferry property (about forty acres including three islands in the Staunton River) in 1908.⁴⁴ A careful study of Monroe's land acquisitions during this time will likely reveal that he was purchasing land that would have been inundated by the lake that would feed his proposed hydroelectric plant. During Monroe's ownership, the Collins/McIvers Ferry was discontinued and a new ferry was established just upriver at Melrose.

From at least 1910 through 1930, James A. Hancock (1880-1946) and his family resided as tenant farmers on the Collins Ferry property, and likely occupied the extant tenant house that is west of the main (brick) house. As early as 1912, the Hancock family began using the Collins cemetery on the property via the burial of two infant twins of James and his wife Lelia.

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Following E.R. Monroe's 1932 death, the Collins Ferry property (including the mill and ferry sites and the house) transferred to N.R. Patrick and then to A.C. Gibson of Gretna (Pittsylvania County) in 1946. During the early 1950s, the family of Sam Davis lived on and operated the farm, raising about one hundred head of cattle as well as hay and grain. Holt Edmunds Carter purchased the property in 1952, and following his death in 1969, the farm transferred to his son Henry M. Carter. In 1973, the property was acquired by Page S. Roberts and local sculptor Robert F. Cage of the Roberts & Cage Land Company, who, in turn, sold the 415-acre farm to Stanley Smith, Jr. two years later. The property is currently owned by Collins Ferry Plantation, LLC, which is operated by Stanley Smith, Jr.'s son, Stewart Smith.⁴⁵

The McHaney Hubbard House

During the first decade of the 19th century, Samuel Hubbard and his wife Patty (also known as Polly) McHaney began acquiring land along the Staunton River and Bull Creek, primarily from members of the Echols Family.⁴⁶ His family had settled in the area before this time, however, as he was appointed a surveyor of the road between Hickey's Road and Hicks' Ferry in 1797, the same year he petitioned to erect a grist mill on Bull Creek. In 1818, he requested permission to construct a similar mill on the Staunton River.⁴⁷ Upon his death in 1820, Samuel owned a sizeable estate, including forty-eight slaves and hundreds of acres of land, which were divided between his wife Patty, daughter Patty, and sons Samuel, John, William, Joel, Cornelius, and McHaney.⁴⁸

McHaney Hubbard (1812-1865), who was a child when his father died, received 282 acres of Samuel Hubbard's estate, which stretched from the Staunton River on the north to a ridge on the south side of Bull Creek on the south. He married Mary Jane Ragland (1819-1874) in the fall of 1835. A few months later, in February of 1836, he purchased 38.75 acres from his brother Cornelius Hubbard and 348.5 acres from his brother John Hubbard, which included land devised by Samuel Hubbard to his sons John and William, in his 1820 will. He made two additional purchases from his brother Joel and brother-in-law Richard Davenport in 1837, bringing his land holdings by age 25 to well over 800 acres.⁴⁹ Most of his land was on the waters of Bull Creek and the Staunton River on both sides of DeJarenette's Road (modern-day Bull Creek Road or State Route 638), which followed the crest of a ridge that separated Bull Creek from Buffalo Creek.

In 1840, McHaney's household was occupied by his new family, which consisted of his wife Mary Jane and their 1-year-old son, Samuel C. Hubbard. McHaney also owned seventeen slaves.⁵⁰ The same year, Hubbard was becoming active in local politics, and was appointed to a "committee of vigilance" for the Whigs of Halifax, and the Tippecanoe Club selected him as a delegate to the October 1840 Whig Party Convention in Richmond.⁵¹ In 1843, he was appointed as Overseer of the Poor in the place of his neighbor William Collins.⁵²

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A decade later, the Hubbard family had grown by three with the births of sons John William (b. 1841), James C. (b. 1843), and Joseph (b. 1849). McHaney, then 37 years old, reported the value of his real estate holdings to be \$7,000.00, and he owned twenty-eight slaves ranging in age from 4 to 75. Just over one-third of his 1,100-acre estate was being farmed, and the typical variety of livestock was being raised, including cattle, horses, sheep, and swine. The farm produced 250 bushels of wheat, 1,550 bushels of corn, 360 bushels of oats, and 11,000 pounds of tobacco.⁵³

Throughout the first half of the 1850s, Hubbard added three small tracts (totalling sixty-four acres) to his property, and is thought to have built the present three-bay, two-story Greek Revival style house in 1856, as the value of buildings on his main tract jumped from \$250.00 to \$2,000.00 the following year.⁵⁴ While certainly larger (by far) than the average Halifax County house of the period, Hubbard's frame two-story, three-bay, hipped-roof dwelling (architect unknown) was more restrained than some homes of the previous decade, including Creekside (041-0009) and Springfield (041-0052). Built by Dabney Cosby, Jr. with woodwork by Thomas Day, these are also two-story, three-bay, hipped-roof houses, but are executed in brick, and have finer exterior details.⁵⁵ McHaney Hubbard's house is more similar to Woodhaven, a frame Greek Revival style house built ca. 1848 by a "Mr. Carrington" for John Marshall Owen in Cluster Springs.⁵⁶ Notable features of the house include fine faux graining of interior doorways and wainscoting along with intricate decorative plasterwork on the ceiling of a first floor room.

Also in 1856, Hubbard became a Justice of the Peace for Halifax County, and he held that office for two years.⁵⁷ The 1860 Census lists McHaney Hubbard as a farmer, Mary as a housekeeper, Samuel as a laborer, and John and James as students. Joseph, who would have been 11 years old, is not listed with the family, and may have died, as he does not reappear in subsequent records. McHaney owned thirty-three slaves at this time, ranging in age from 1 month to 55 years.⁵⁸ Named slaves owned by Hubbard include Squire, son of Cilla (1807-1855), Julia (1852-1853), Abram, son of Charlotte (1836-1858), and Anna (d. 1858).⁵⁹ The value of his farm had doubled to \$14,000.00 (likely the result of the construction of his new house), and its tobacco production almost tripled from the 1850 report to 30,000 pounds, making Hubbard one of the largest tobacco growers in the vicinity.⁶⁰

Like Collins Ferry, the outbreak of the Civil War also had an impact on the Hubbard farm. Samuel Cornelius Hubbard (1839-1925), oldest son of McHaney Hubbard, enlisted at nearby Barksdale's Store in May of 1861 and entered Company H (commanded by Capt. William Collins, Jr.) of the 3d Virginia Cavalry. He was wounded in the arm at Hanover, Pennsylvania (part of the Gettysburg campaign) in June of 1863 and again in May of 1864, and was sent to Jackson Hospital in Richmond.⁶¹ As an 18-year-old, James Coleman Hubbard, a brother of Samuel, also enlisted in Company H of the 3d Virginia Cavalry in March of 1862 for a tour of three years.⁶² While too old for military service, McHaney Hubbard also participated in the war effort, selling over two tons of corn to the Confederate Army in July of 1862. In 1863 and 1865,

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he, like other slave owners in the area, provided a slave to work on the construction of military defenses in the Richmond vicinity.⁶³

McHaney Hubbard died of pneumonia at the age of 52 in August of 1865, leaving sizeable real estate holdings of over 1,300 acres. Mary Jane, his widow, received 260 acres including the "mansion house," and the remainder of the estate was divided into two other lots, one containing 577.5 acres, which went to their oldest son Samuel C. Hubbard, and the other containing the house of McHaney's late father Samuel Hubbard along with 477.5 acres, which went to their other surviving son, James C. Hubbard.⁶⁴

During the decade following McHaney's death, Mary Jane Hubbard occupied the main house, and although his grandfather's house was willed to him by his father, James Coleman Hubbard (also known as "Coley") and his wife Harriett (or "Hattie") Ragland were living with his mother in 1870. Also in the household was their infant son McHaney Dabney Hubbard along with Delilah Hubbard, a 12-year-old black nurse (likely a former slave). In a nearby dwelling was Samuel C. Hubbard with his new bride Anna M. Carrington and their 2-year-old son Edward. Nancy Hubbard, a 15-year-old black cook (also likely a former slave) lived alone in a house between Mary Jane and Samuel. Samuel C. Hubbard's farm was small, had fourteen head of livestock, and produced modest amounts of wheat, corn, oats, and tobacco. Coley Hubbard, who operated the farm centered at the main house, had two horses, three cows, ten swine, and produced 2,000 pounds of tobacco.⁶⁵

In 1874, Mary Jane Hubbard died of paralysis at the age of 55, and after several lawsuits, the mansion house tract with 260 acres was transferred to Samuel C. Hubbard, who took residence there (James C. Hubbard's family moved to the Red Bank area of Halifax County). Like his father, Samuel C. Hubbard was becoming involved in community affairs at a relatively early age, and served as the Tax Assessor for the Staunton Township from 1871-1874. In 1872, he was a delegate from the Staunton Township to select Halifax County representation at the upcoming Congressional nominating convention. From 1875-1880, he was overseer of the road between McIvers Ferry and Hickey's Old Road.⁶⁶

By 1880, Samuel and Anna's family had grown by four children, and the household also included Betsy Carrington, a 15-year-old black servant. Hubbard's modest (compared to his forebears) farm included 125 acres of improved land and 300 acres of woodland, altogether valued at \$3,500.00. Twenty acres of the farm was planted in corn, fifteen in oats, eight in wheat, and four acres in orchards. His eleven acres of tobacco produced 3,500 pounds the previous year, and the estimated value of his farm produce for 1879 was \$454.00.⁶⁷

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Samuel's wife, Anna Carrington, died in 1919, and Samuel followed in July of 1925. His estate of over 300 acres was divided amongst many of his children. According to a survey plat, sons Robert and Eugene both received farms with houses that they occupied along DeJarnette's Road (today's Bull Creek Road). Sisters Janie Ragland Hubbard and Anna Coleman Hubbard received the "home house" along with sixty acres.⁶⁸

In 1930, the Hubbard House, which was identified as being on McIver's Ferry Road, was occupied by Samuel C. Hubbard, Jr. and his sisters Janie and Anna. Later in the 1930s, they were joined by their brother Clem, who moved back to Halifax after living in Lynchburg. Janie Ragland Hubbard died in 1942 at the age of 71, and her younger sister, Anna Coleman Hubbard, died in 1968. The main house and surrounding land continued to be in the possession of the Hubbard Family until the early 1980s, when it was acquired piece-by-piece by Stanley Smith, Jr. of Richmond who already owned the adjacent Collins Ferry property. The property is currently owned by Stewart Smith (son of Stanley Smith, Jr.) of Collins Ferry Plantation, LLC, and consists of most of Samuel C. Hubbard's holdings on the north side of what is now Bull Creek Road at the time of his death in 1925.⁶⁹

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9. Major Bibliographical References

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10. Geographical Data

UTM References

5	<u>17S</u> Zone	<u>0676110</u> Easting	<u>4100282</u> Northing	6	<u>17S</u> Zone	<u>0675138</u> Easting	<u>4099751</u> Northing
7	<u>17S</u> Zone	<u>0674177</u> Easting	<u>4099498</u> Northing	8	<u>17S</u> Zone	<u>0673620</u> Easting	<u>4100263</u> Northing
9	<u>17S</u> Zone	<u>0673110</u> Easting	<u>4100850</u> Northing				

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Verbal Boundary Description

The 726.12-acre district consists of eleven Halifax County parcels: 23119, 23120, 23121, 23122, 23123, 23124, 23125, 23126, 23127, 15427, and 15463. The district is generally bounded on the north by the Staunton (Roanoke) River and by Bull Creek Road (State Route 638) on the south. Rock Barn Road (State Route 639) is to the west, but is not contiguous to the district. See also the detailed and scaled district boundary map.

Note: The district includes a group of islands in the Staunton River that are a part of Halifax County Parcel #23119 (Collins Ferry [041-0040]) as described in Instrument #070004210 dated 12 October 2007 from Charles O. Broyles, executor of Stanley Smith, Jr., deceased, to Collins Ferry Plantation, LLC. The parcel "expressly includes the islands located in the river" between the westernmost and easternmost boundary points and referenced on a 1973 plat by E.L. Wilmouth. The all-inclusive statement regarding the islands was not entirely true, as a twelve-acre island (now three islands) just upriver (west) of the easternmost boundary point is known as Parcel #22105 and is owned by another party (Deed Book 866, page 184). To be conservative, the islands included within this district are those that more closely relate to the grouping of islands shown on the 1973 plat, and were granted to William Collins in 1826 (Survey Book 1, part 2, page 300).

Boundary Justification (explain why the boundaries were selected)

The boundaries of the district represent the farm properties that were linked by McIver's Ferry Road between Dejarnette Road and the Staunton River throughout most of the 19th and early 20th centuries.

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Name of Property: Collins Ferry Historic District
City or Vicinity: Nathalie
County: Halifax **State:** Virginia
Photographer: W. Scott Breckinridge Smith
Date Photographed: September, November, December 2009

View: North elevation, Collins Ferry (041-0040)
VA_Halifax County_Collins Ferry Historic
District_0001.tif

View: East & south elevations, Collins Ferry (041-0040)
VA_Halifax County_Collins Ferry Historic
District_0002.tif

View: Interior mantel, Collins Ferry (041-0040)
VA_Halifax County_Collins Ferry Historic
District_0003.tif

View: Interior mantel, Collins Ferry (041-0040)
VA_Halifax County_Collins Ferry Historic
District_0004.tif

View: Stair trim, Collins Ferry (041-0040)
VA_Halifax County_Collins Ferry Historic
District_0005.tif

View: Barn, Collins Ferry (041-0040)
VA_Halifax County_Collins Ferry Historic
District_0006.tif

View: Tobacco Barn #1, Collins Ferry (041-0040)
VA_Halifax County_Collins Ferry Historic
District_0007.tif

View: William Collins Grave, Collins Ferry (041-0040)
VA_Halifax County_Collins Ferry Historic
District_0008.tif

View: Collins Mill & Ferry Site, Collins Ferry (041-0040)
VA_Halifax County_Collins Ferry Historic
District_0009.tif

View: West elevation, Hubbard House (041-5350-0003)
VA_Halifax County_Collins Ferry Historic
District_0010.tif

View: South & east elevations, Hubbard House (041-
5350-0003)
VA_Halifax County_Collins Ferry Historic
District_0011.tif

View: Interior door, Hubbard House (041-5350-0003)
VA_Halifax County_Collins Ferry Historic
District_0012.tif

View: Interior mantel, Hubbard House (041-5350-0003)
VA_Halifax County_Collins Ferry Historic
District_0013.tif

View: Interior plasterwork, Hubbard House (041-5350-
0003)
VA_Halifax County_Collins Ferry Historic
District_0014.tif

View: Tobacco Barn #2, Hubbard House (041-5350-
0003)
VA_Halifax County_Collins Ferry Historic
District_0015.tif

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ENDNOTES (Sections 7 and 8)

¹ "Collins Ferry Farm," Charlottesville, Virginia: Roy Wheeler Realty Company, undated (post-1947, however, as an area code is included in the firm's telephone number). The 6/6 pane sash that are shown in the photograph on the cover of this real estate sales brochure were being stored in the barn on the property as recently as 2010.

² J. Daniel Pezzoni, "The Architectural History of Halifax County, Virginia," Report (2008) prepared for the Virginia Department of Historic Resources.

³ Ibid.

⁴ Capt. William Collins (Company B and/or H, 3rd Virginia Cavalry) was admitted to the general hospital in Charlottesville on 29 December 1863 for "morbi cutis" (a skin disease) and was furloughed on 13 January 1864. In September and October of 1864, he was reported as being absent due to sickness. Collins died at the home of John Roberts in Nelson County, Virginia on 12 December 1864. His will, which was probated on 20 December 1864, stated that, "should it be my fate to fall in battle...see that my body is secured and deposited with Christian burial in the old burying ground of my father. I desire that my head shall be placed near the foot stone of my little deceased daughter Sallie Willie." NARA M324, Compiled Service Records of Confederate Soldiers Who Served in Organizations from the State of Virginia, Record Group 109, Roll 0027, Third Cavalry, William Collins; Tuck, Faye Royster. "Yesterday: Gone Forever." Halifax, Virginia: Faye Royster Tuck. 2003. page 236-237; NARA Archive Collection: M1808; Mortality Schedule; Archive Roll Number: 1; Census Year: 1860; Census Location: Northern District, Halifax, Virginia; ; Line: 12.

⁵ William E. Trout, III, "The Roanoke/Staunton River Atlas (Draft)," Unpublished, Virginia Canals & Navigations Society, 2004, p. 16.

⁶ Herman Ginther, "Captain Staunton's River," Richmond, Virginia: The Dietz Press, Inc., 1968, pp. 1-2.

⁷ William Byrd, "Histories of the Dividing Line Betwixt Virginia and North Carolina," New York: Dover Publications, Inc., 1967, p. 156.

⁸ Virginia Patent Book 21, page 258. 30 March 1743.

⁹ Virginia Patent Book 30, page 416. 3 November 1750.

¹⁰ Virginia Grant Book K, page 586. 7 April 1784; Virginia Grant Book V, page 708. 2 December 1785.

¹¹ Charles J. Farmer, "In the Absence of Towns: Settlement and Country Trade in Southside Virginia, 1730-1800," Lanham, Maryland: Rowan & Littlefield Publishers, Inc. 1993, pp. 92-98.

¹² Halifax County Deed Book 22, page 125. Moses & Elizabeth Echols to William Collins. 8 July 1809. 3 tracts of 150 ac., 123 ac, 50 ac. (323 ac. total). Faye Royster Tuck, "Yesterday: Gone Forever," Halifax, Virginia: Faye Royster Tuck, 2003, p. 234.

¹³ W. Scott Smith, "Interview with Robert E. Hale, Senior Architect, Russell Versaci Architecture," 22 November 2009; W. Scott Smith, "Interview with Catherine W. Bishir, Senior Architectural Historian, Preservation North Carolina," 20 November 2009.

¹⁴ Halifax County Order Book 30, pages 8 and 56. November 1812.

¹⁵ Halifax County Order Book 31, pages 24, 69, 116. 1814.

¹⁶ Carol Baker Wahl, "Hickey's Road," *The Pittsylvania Packet*, Chatham, Virginia: Pittsylvania Historical Society, Summer 1997, pp. 6-8. Faye Roster Tuck, "Yesterday: Gone Forever," Halifax, Virginia: Faye Royster Tuck, 2003, P. 234.

¹⁷ Halifax County Order Book 31, page 69.

¹⁸ Loammi Baldwin, "A map and profile of Staunton River from its mouth to the gap in Smith's Mountain," Library of Virginia. Board of Public Works Collection, Item # 668-1, ca. 1818.

¹⁹ Halifax County Land Tax Records, 1820, 1821, 1825, 1830, 1835, 1840.

²⁰ Division of the Estate of William Collins. Chancery Court Case 1848-031. Clerk of Court, Halifax County, Virginia.

²¹ Charles J. Farmer, "In the Absence of Towns: Settlement and Country Trade in Southside Virginia, 1730-1800," Lanham, Maryland: Rowan & Littlefield Publishers, Inc. 1993, pp. 54-55.

²² Dr. William E. Trout, III, "Cat Rock Sluice of the Roanoke River Navigation," National Register of Historic Places Nomination, 1977, Web site: http://www.salemmuseum.org/hist_timeline.html accessed 30 August 2010.

²³ Halifax County Survey Book 1, Part 2, 1746-1901, pages 300 and 307. Collins utilized part of Land Office Exchange Treasury Warrant #2469, which was assigned to him by John Collins, to acquire these islands along with 39.5 acres on Childrey Creek.

²⁴ Wirt Johnson Carrington, "A History of Halifax County, Virginia," Richmond, Virginia: Appeals Press, 1924. p. 292.

²⁵ Faye Roster Tuck, "Yesterday: Gone Forever," Halifax, Virginia: Faye Royster Tuck, 2003. pp. 234-235.

²⁶ 1850 United States Census, Population Schedule, Northern District, Halifax County, Virginia.

²⁷ 1850 United States Census, Industry Schedule, Northern District, Halifax County, Virginia.

²⁸ Halifax County Chancery Court Case # 1848-031, Halifax County Deed Book 54, page 157.

²⁹ 1860 United States Census, Population Schedule, Northern District, Halifax County, Virginia.

³⁰ 1860 United States Census, Agriculture Schedule, Northern District, Halifax County, Virginia; 1860 United States Census, Slave Schedule, Northern District, Halifax County, Virginia; 1860 United States Census, Slave Schedule, Eastern District, Campbell County, Virginia

³¹ NARA M324, Compiled Service Records of Confederate Soldiers Who Served in Organizations from the State of Virginia, Record Group 109, Roll 0021, Second Cavalry, Thomas F. McIver.

³² "The Palmetto Sharpshooters, 1865." Web site: http://home.freeuk.net/gazkhan/pss_1865.htm

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- ³³ 1870 United States Census, Population Schedule, Staunton Township, Halifax County, Virginia; John McIvor [incorrectly indexed as "McLoor"], heart disease, 31 March 1871, Halifax County Death Index, 1871, page 11, line 24
- ³⁴ Halifax County Will Book 30, page 236.
- ³⁵ 1880 United States Census, Population Schedule, Staunton District, Halifax County, Virginia.
- ³⁶ 1880 United States Census, Population Schedule, Staunton District, Halifax County, Virginia.
- ³⁷ 1880 United States Census, Population Schedule, Staunton District, Halifax County, Virginia; Paul Adams, drowned, 10 November 1885, Halifax County Death Index, 1885, page 10, line 7; J.T. Abbot, drowned, 10 November 1885, Halifax County Death Index, 1885, page 10, line 3.
- ³⁸ "Recollections of the late E.L. Ridgeway of Brookneal," *Brookneal Union Star*, 24 February 1952.
- ³⁹ Joshua A. Ridgeway, shot, 16 May 1885, Halifax County Death Index, 1885, page 13, line 26; 1880 United States Census, Population Schedule, Staunton District, Halifax County, Virginia; 1900, 1910, 1920 United States Census, Population Schedule, Lincoln County, West Virginia.
- ⁴⁰ "Recollections of the late E.L. Ridgeway of Brookneal," *Brookneal Union Star*, 24 February 1952.
- ⁴¹ Halifax County Deed Book 86, page 540.
- ⁴² Halifax County Deed Book 127, page 567; Halifax County Deed Book 141, page 86.
- ⁴³ Leonard Wilson, ed., "Makers of America, Volume II," Washington, D.C.: B.F. Johnson, Inc., 1916, pp. 19-22.
- ⁴⁴ Halifax County Deed Book 108, page 573.
- ⁴⁵ Halifax County Deed Book 174, page 4. Halifax County Deed Book 375, page 183. Halifax County Deed Book 388, page 536. Halifax County Deed Book 396, page 659.
- ⁴⁶ Halifax County Deed Book 18, page 534; Halifax County Deed Book 22, page 154; Halifax County Deed Book 22, page 368.
- ⁴⁷ Halifax County Plea Order Book 18, pages 19 and 316; Halifax County Plea Order Book 34, pages 39.
- ⁴⁸ Halifax County Will Book 30A, page 14. Halifax County Chancery Case 1832-047.
- ⁴⁹ Ancestry.com. Virginia Marriages, 1740-1850 [database on-line]. Provo, UT, USA: Ancestry.com Operations Inc, 1999; Halifax County Deed Book 43, page 20; Halifax County Deed Book 43, page 32; Halifax County Deed Book 44, page 228; Halifax County Deed Book 44, page 229;
- ⁵⁰ 1840 United States Census, Population Schedule, North District, Halifax County, Virginia.
- ⁵¹ *Richmond Whig*, 10 July 1840, *Richmond Whig*, 16 October 1840.
- ⁵² Halifax County Plea Order Book 11, 134.
- ⁵³ 1850 United States Census, Population Schedule, Northern District, Halifax County, Virginia; 1850 United States Census, Slave Schedule, Northern District, Halifax County, Virginia; 1850 United States Census, Agriculture Schedule, Northern District, Halifax County, Virginia
- ⁵⁴ Halifax County Deed Book 54, page 147; Halifax County Deed Book 54, page 347; Halifax County Deed Book 55, page 618; 1856, 1857 Halifax County Land Tax Records. Note: The valuation of buildings on Hubbard's 915.25-acre tract jumps from \$250.00 in 1856 to \$2,000.00 in 1857. However, during the 1850s and 1860s, the assessor for the tax district encompassing the Hubbard property did not consistently complete the column of the tax record table that deals with the value of improvements separately from the value of land. For example, *no* building values are included for *any* properties in the district in 1850, 1860, and 1863.
- ⁵⁵ MAAR Associates, Inc. & Hill Studio, P.C., "Historic Architectural Resources Survey of Halifax County, Virginia," Roanoke, Virginia: Hill Studio, P.C., 2008, pp. 63-64.
- ⁵⁶ "Woodhaven: South of the Dan Driving Tour, Historic Buildings in Halifax County, Virginia" accessed online at <http://oldhalifax.com/county/SouthoftheDanWoodhaven.htm>
- ⁵⁷ Halifax County Plea Order Book 17, page 155; Halifax County Plea Order Book 18, pages 74 and 98.
- ⁵⁸ 1860 United States Census, Population Schedule, Northern District, Halifax County, Virginia
- ⁵⁹ Halifax County Death Index, 1852-1865
- ⁶⁰ 1860 United States Census, Agriculture Schedule, Northern District, Halifax County, Virginia
- ⁶¹ NARA M324, Compiled Service Records of Confederate Soldiers Who Served in Organizations from the State of Virginia, Record Group 109, Roll 0030, Third Cavalry, Samuel C. Hubbard.
- ⁶² NARA M324, Compiled Service Records of Confederate Soldiers Who Served in Organizations from the State of Virginia, Record Group 109, Roll 0030, Third Cavalry, James C. Hubbard.
- ⁶³ NARA, M346, Confederate Papers Relating to Citizens or Business Firms, compiled 1874 - 1899, documenting the period 1861 - 1865, Record Group 109, Roll 0474. Halifax County Plea Order Book 20, pages 117 and 281.
- ⁶⁴ Halifax County Deed Book 60, page 575.
- ⁶⁵ 1870 United States Census, Population Schedule, Halifax County, Virginia, Staunton Township; 1870 United States Census, Agriculture Schedule, Halifax County, Virginia, Staunton Township.
- ⁶⁶ Halifax County Plea Order Books; *Richmond Whig*, 26 July 1872.
- ⁶⁷ 1880 United States Census, Population Schedule, Halifax County, Virginia, Staunton Township; 1880 United States Census, Agriculture Schedule, Halifax County, Virginia, Staunton Township.

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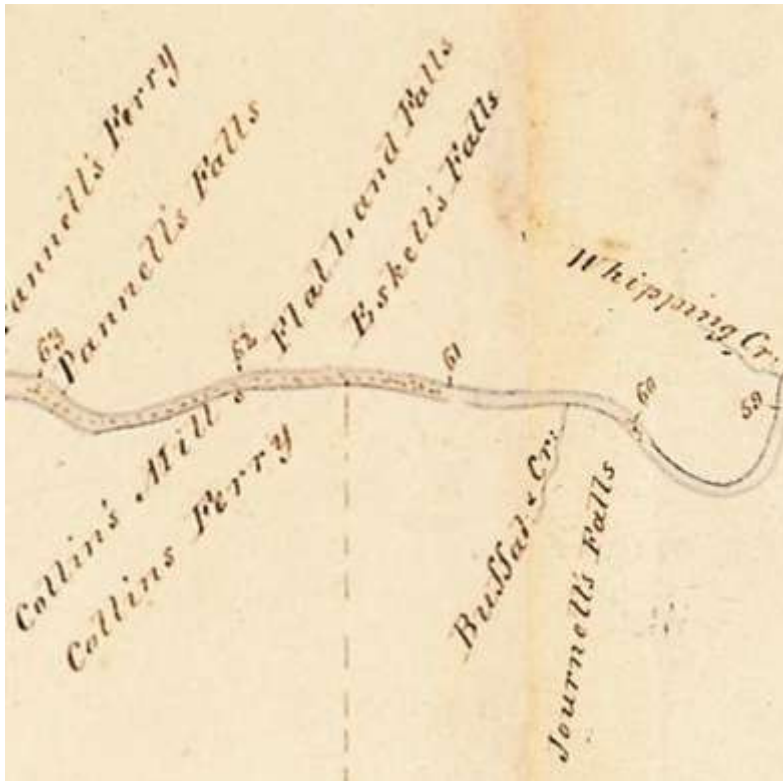
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⁶⁸ Halifax County Deed Book 457, page 459 and 465; Halifax County Plat Book 2, page 67; Halifax County Will Book 42, page 188.

⁶⁹ 1930 United States Census, Population Schedule, Halifax County, Virginia, Staunton Magisterial District; 1940 United States Census, Population Schedule, Halifax County, Virginia, Staunton Magisterial District; Halifax County Deed #070004210.

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- FIGURE 2.** Plat of William Collins' 160-acre "Home Tract" showing Collins Ferry Road (the heavy black north-south curvilinear line) along with the locations of the mill and ferry on the Staunton River. Halifax County Chancery Court Case 1848-031.
- FIGURE 3.** Detail of *Map of Campbell Co. / made under direction of A.H. Campbell, Maj. Engrs. in chg. Top. Dept. (186-)*. Hotchkiss map collection. G3883.C2 186- .C2 Vault : Hotch 22. Library of Congress Geography and Map Division Washington, D.C. 20540-4650
- FIGURE 4.** Identified river improvements in the vicinity of Collins Ferry. Trout, William E., III. "The Roanoke/Staunton River Atlas (Draft)". Unpublished. Virginia Canals & Navigations Society. Page 16.



- FIGURE 1.** Detail of *A map and profile of Staunton River from its mouth to the gap in Smith's Mountain*. By L[eammi] Baldwin. [ca. 1818.] Scale: 400 poles to 1 in. Scale of profile, vertical: 40 ft. to 1 in. Ms. Colored. 21 1/2 x 56 in. Library of Virginia. Board of Public Works Collection. Item # 668-1 (compilation of parts 1 and 2).

United States Department of the Interior
National Park Service

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Collins Ferry Historic District (041-5350)

Halifax County, Virginia

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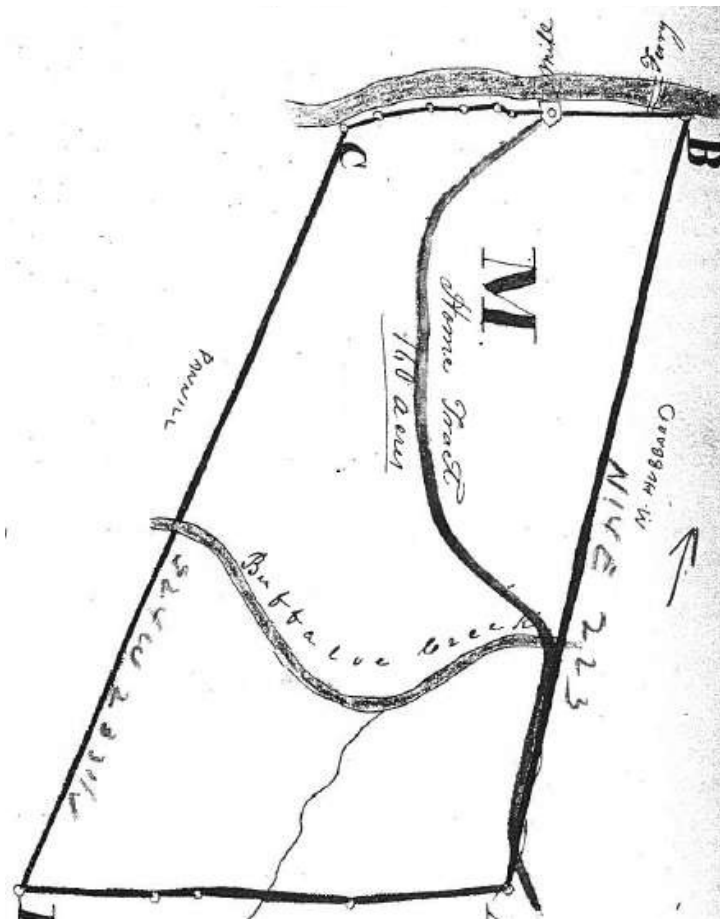


FIGURE 2. (left) Plat of William Collins' 160-acre "Home Tract" showing Collins Ferry Road (the heavy black north-south curvilinear line) along with the locations of the mill and ferry on the Staunton River. Halifax County Chancery Court Case 1848-031.

FIGURE 3. (right) Detail of Map of Campbell Co. / made under direction of A.H. Campbell, Maj. Engrs. in chg. Top. Dept. (186-). Hotchkiss map collection. G3883.C2 186- .C2 Vault : Hotch 22. Library of Congress Geography and Map Division Washington, D.C. 20540-4650

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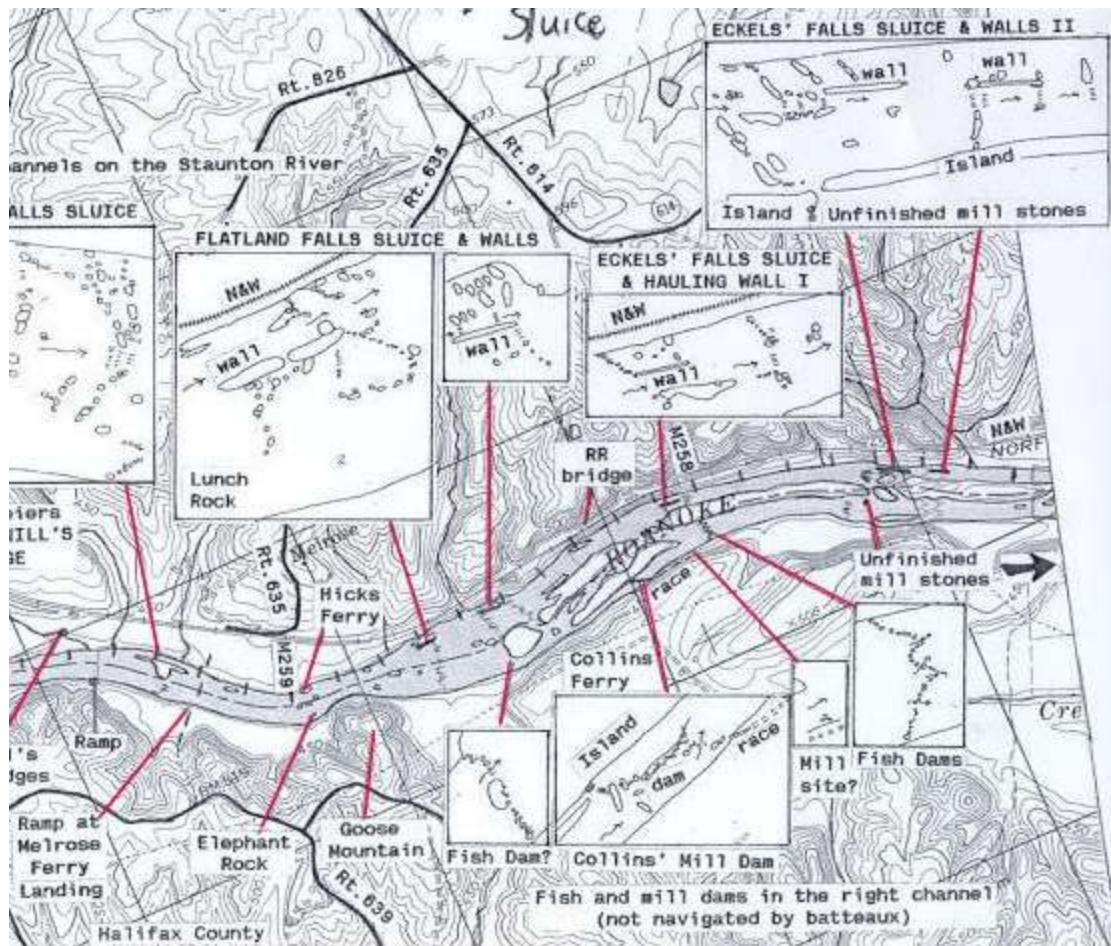
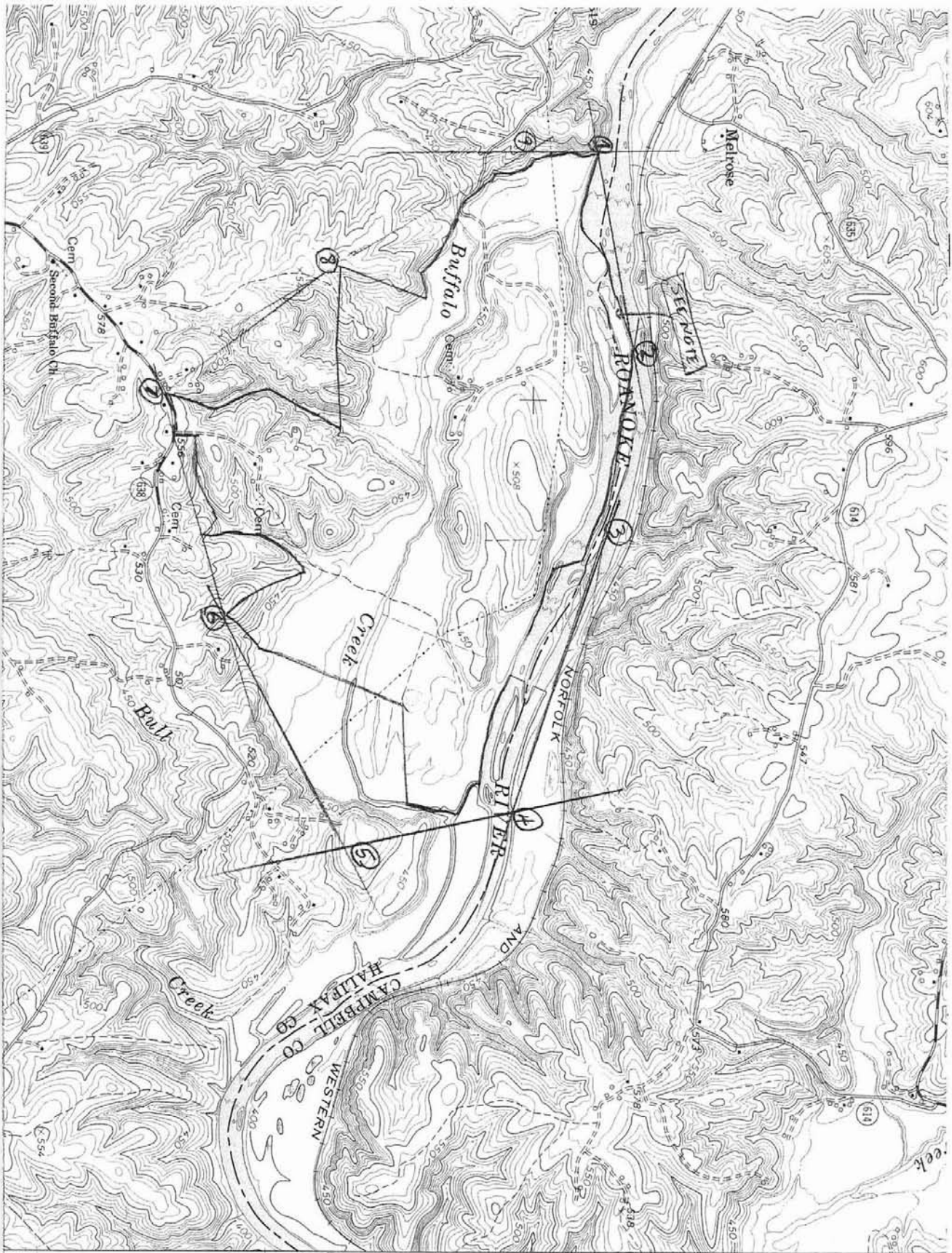


FIGURE 4. Identified river improvements in the vicinity of Collins Ferry. Trout, William E., III. "The Roanoke/Staunton River Atlas (Draft)". Unpublished. Virginia Canals & Navigations Society. Page 16.



4103

Long Island Rd

COLLINS FERRY
HISTORIC DISTRICT
 HALIFAX COUNTY, VA
 041-5350

4102 NAO 1927

- ① 17S 0673106 E 4104349 N
- ② 17S 0672990 E 4101540 N
- ③ 17S 0674750 E 4101410 N
- ④ 17S 0675958 E 410126 N
- ⑤ 17S 0676110 E 4100282 N
- ⑥ 17S 0675138 E 4099751 N
- ⑦ 17S 0674177 E 4099494 N
- ⑧ 17S 0673620 E 4100263 N
- ⑨ 17S 0672710 E 4100280 N

NOTE: BOTH THE HALIFAX
 + CAMPBELL COUNTY GIS
 DEPARTMENTS CONSIDER
 THESE ISSUES TO BE
 IN HALIFAX COUNTY.
 -WES SMITH

111 B