

**ARCHITECTURAL SURVEY OF  
BOTETOURT COUNTY, VIRGINIA**



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Prepared for:

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## **ABSTRACT**

In July 2007, the County of Botetourt was awarded a matching grant by the Virginia Department of Historic Resources as part of the Cost Share program available to localities in order to conduct an historic survey of the county. In December 2007, Hill Studio, P.C. was awarded a contract by the Department of Historic Resources to conduct this survey. The survey was carried out under the direction of Alison S. Blanton, Project Manager and Project Architectural Historian.

The contractual agreement between Hill Studio and the Department of Historic Resources designated that 350 properties within the 394,440 acre county were to be surveyed at the reconnaissance level. In addition to the reconnaissance level survey, the project required that Hill Studio also include the consideration of cultural landscapes in the county and potential intensive-level surveys. All properties surveyed were to be documented to VDHR standards and entered into their Data Sharing System (DSS) database. The following comprehensive survey report and a PowerPoint presentation were also required products of the project.

The data collected with this project is to be used for the recognition and protection of important historic resources in both the short- and long-term land use planning for Botetourt County. This report serves as an educational tool to encourage preservation of these historic resources by informing the public. Specific recommendations for both public and private initiatives are included in this report. The project is intended to support the county's Tourism Strategic Plan, Heritage Tourism Plan, and economic development programs.

## **ACKNOWLEDGEMENTS**

This project could not have been completed without the generous support and cooperation of the County of Botetourt and its citizens, specifically Tim Ward, Planner, Chuck Supan, Planner Gerald A. Burgess, County Administrator, and especially Ned McElwaine, former Deputy County Administrator; members of the Botetourt County Historical Society, including Weldon Martin and John Rader; and staff of the Virginia Department of Historic Resources including Susan Smead, Cost Share Program manager, Jeff Smith, architectural data manager, and Quatro Hubbard, archivist, and to them Hill Studio would like to extend our warmest thanks.

Specifically, we would like to thank the following Botetourt County citizens for their invaluable contributions: Kate Harris for her personal knowledge and tour of Botetourt County; Loretta Caldwell, researcher at the Botetourt County Courthouse; Rena Worthen, librarian at the Fincastle Public Library; Weldon Martin, of the Botetourt County Museum; Judith Barnett, for Botetourt County's African American heritage; Joseph Buhrman, for Botetourt County's agricultural history; Mary Anne Rader Obenshain, for Troutville history; Harry Gleason for Buchanan's history; Anita Firebaugh, for the many small communities of Botetourt County; and for Ed McCoy, Editor of the Fincastle Herald, for general Botetourt County history.

Dr. John Kern and Mike Pulice of the Roanoke Regional Preservation Office of the Virginia Department of Historic Resources were instrumental in the conception and completion of this project. Hill Studio would like to thank them for their guidance throughout this architectural survey.

## **PROJECT BACKGROUND**

### **Introduction**

The County of Botetourt was awarded a matching grant in July 2007 by the Virginia Department of Historic Resources (VDHR) as part of a competitive selection process to have a historic architectural survey conducted of resources in the County. In December 2007, Hill Studio, P.C. was contracted by the VDHR to conduct the survey. The survey was carried out under the direction of Alison S. Blanton, Project Manager. Anne S. Beckett served as the Architectural Historian and principal investigator. She was assisted by Molly Meredith, George Abry and Sarah Crawford as project research associates. Chad Adkins, Joyce Huskey, and Sandy Thompson gave additional graphic, mapping and clerical support.

### **Project Description**

#### ***Purpose***

The purpose of this project is to give the County and its residents and the VDHR information concerning historic resources in Botetourt County to encourage and improve the awareness and protection of these resources. The knowledge gained from this survey will support the awareness and protection of these resources by providing information that is needed to:

- ✓ Study the possibility for the creation of new preservation and conservation districts;
- ✓ Make informed comprehensive planning decisions;
- ✓ Increase public awareness of the value of historic resources within Botetourt County;
- ✓ Identify properties and districts that are potentially eligible for listing on the state and national registers.

The objective of this study is to conduct a survey of architectural resources 50 years old or older in Botetourt County to produce the following three items:

1. Data Sharing System (DSS) database for 350 properties surveyed or resurveyed at the reconnaissance level. Reconnaissance level surveys provide the following basic information about a historic resource:

- Address/location
- Name
- Type of resource
- Date of resource
- Style of architecture
- Historic context
- Architectural description, including exterior architectural features
- Brief description of secondary resources
- Statement of architectural and historic significance
- Physical condition
- Threats, if any
- Site plan of the property
- Photographs documenting each resource, historic and non-historic
- Section of USGS location map with resource delineated



2. A survey report that discusses the historic context of the survey area based on appropriate themes recognized by VDHR evaluates the significance of the resources and provides recommendations for further study, preservation planning, and educational projects.
3. A scripted PowerPoint presentation of resources as they relate to the historic presentation of the survey findings.

The survey report serves as a planning document for making land-use decisions and planning for future survey, evaluation, treatment and possible economic marketing of architectural resources (such as state and federal tax-credits) within the county.

**Survey Area**

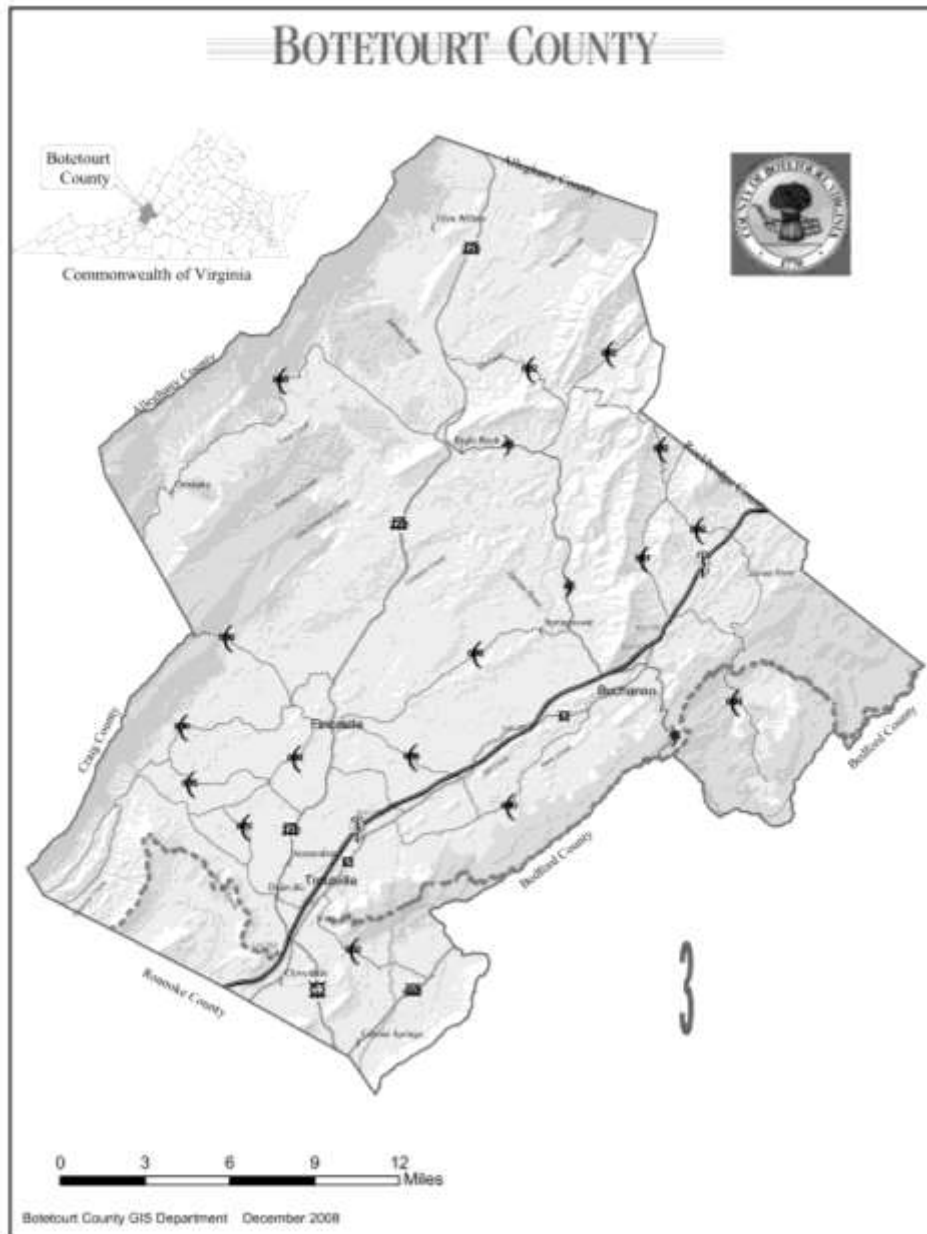


Figure 1: 2008 Map of Botetourt County

Botetourt County is located in the southwestern portion of the state in the Roanoke Valley of Virginia, bordered by the counties of Roanoke, Bedford, Craig, Alleghany and Rockbridge. Botetourt County consists 543 square miles (394,440 square acres) and is composed of 15 USGS topographic maps. The average elevation is 1,000 feet, with mountains such as Apple Orchard and Sugarloaf reaching to 4,000 feet above sea level and valley floors along the James River at under 900 feet. The James River originates in Botetourt County, near the village of Iron Gate, just south of Alleghany County by the merger of the Cowpasture and Jackson Rivers.

## **METHODOLOGY**

### Literature and Records Review

Background data was reviewed prior to, during and after completion of the field study. The literature and records search was conducted in Botetourt County, Lexington, Richmond and Roanoke, Virginia at the following locations:

- Botetourt County Clerk's Office, Fincastle
- Botetourt County Historical Society, Fincastle
- Botetourt County Public Library, Fincastle
- Library of Virginia, Richmond, Virginia
- Roanoke Regional Library and the Virginia Room, Roanoke, Virginia
- Virginia Department of Historic Resources, Richmond, Virginia
- Virginia Military Institute, Special Collections, Lexington
- Washington & Lee, Special Collections, Lexington

The following resources were reviewed:

- Botetourt County Documents and records
- Botetourt County Historical Society collections
- Botetourt County Library archive files
- Virginia Department of Historic Resources Archives, including the National Register of Historic Places files

### **Previous Architectural Investigations**

Approximately 992 resources have been previously surveyed within the study area. Of these resources, 19 are on the National Register of Historic Places:

- Anderson House (011-0056)
- Annandale (011-0041)
- Breckenridge Mill Historic District (011-0187)
- Buchanan Historic District (180-0028)
- Callie Furnace (011-0065)
- Catawba Furnace (011-0040)
- Fincastle Historic District (218-0051)
- Greyledge (011-0010)
- Hawthorne Hall (011-0037)
- Lauderdale (011-0048)
- Nininger's Mill (011-0057)
- Phoenix Bridge (011-0095)

Prospect Hill (011-0185)  
Santillane (011-0032)  
Thomas D. Kinzie House (011-5034)  
Varney's Falls Dam (011-0068)  
Wheatland Manor (011-0038)  
Wiloma (011-0039)  
Wilson Warehouse (180-0006)

### **Research Methodology Prior to Field Study**

In order to gain an understanding of what time periods and historic themes had been documented previously, it was necessary to perform an assessment of where these earlier survey properties fit into time, historic and geographic contexts. By plotting these properties according to these criteria, the survey team was able to target time periods, historic themes and geographic areas that were under-represented and to then seek out those resources to fill in gaps for a more well-rounded survey of Botetourt County. Previously surveyed resource files were also examined to assess the level of information provided or the potential threat to the building to determine if a building should be resurveyed. Hill Studio conducted a total of 23 re-surveys as part of the project.

A public meeting was held at the Greenfield Training Center in February 2008 to generate interest in the project survey and to collect additional information and sites for field survey. This meeting was attended by over 45 county residents who were asked to identify buildings and sites which they felt should be included in the survey. The survey team also gathered further leads for research materials at this meeting. The survey assessment and meeting were used to inform the survey process along with other research.

### **On-Site Survey Methodology**

Once preliminary research was conducted, on-site field work began in February 2008 and was completed in October 2008. The field survey was guided by USGS topographic quadrangle (quad) maps, an initial meeting with County staff and Botetourt County Historical Society members, historical maps, and information gathered at the public meeting.

The survey systematically covered Botetourt County with numerous resources brought to the attention of surveyors while in the field and every effort was made to investigate these during the course of the survey. Survey efforts targeted areas under development pressure first and then resources in the greater rural areas of Botetourt County. The towns of Fincastle and Buchanan were not surveyed as they have been comprehensively surveyed and portions of the communities listed as historic districts on the state and national registers.

## HISTORIC CONTEXTS

### Overview

Most of Botetourt County's original settlers traveled down from Pennsylvania and Maryland. Primarily of Scotch-Irish and German ancestry, the surnames of these early inhabitants included: Brugh, Obenchain, Layman, Fringer, Flukes, Rader, Kessler, Patton, Buchanan, Linkenhoker, and Looney, among others. Worshipping outside of the established Church of England, these settlers brought with them religious and cultural traditions that live on in the buildings, industries and communities they created. Botetourt County was established in 1770 at the southern end of the Shenandoah Valley in southwestern Virginia encompassing approximately 548 square miles. Lying between the Blue Ridge Mountains to the east and the Alleghany Mountains to the west, the central portion of Botetourt County is a fertile valley irrigated by the James River and numerous creeks.

Agriculture has been the traditional economic base of Botetourt County, with substantial quantities of hemp, tobacco, wheat, corn fruits and vegetables grown countywide. Dairy farms and livestock round out this economy. Further, considerable iron and lime deposits anchored the county's development. Iron furnaces were built to process ores, and new towns developed to capitalize on limestone and marble mining. With its diverse economy, coupled with efficient



transportation routes, including turnpike roads and the James River and Kanawha Canal, Botetourt County prospered. After the Civil War agricultural activity broadened and diversified. Large commercial fruit orchards, along with tomato farms and commercial canneries became the economic mainstays of the county. Railroads reached Botetourt County in the late nineteenth century, which led to the development of new towns and better connections with societies and markets outside the immediate region. Much of the area's former farmland and orchards have been developed into residential subdivisions and businesses.

Figure 2: 1770 map of Botetourt County boundary.

### **Contact Period (1607-1750)**

By the time Europeans explored the Shenandoah Valley in 1669, Native Americans had left the area that would become Botetourt County. Artifacts found at the Bessemer Archaeological Site (011-0188 and 44BO0026) above the James River near Eagle Rock indicates that at least two separate prehistoric cultures lived in the area from the Late Woodland period (about 1000 AD) through the mid-fifteenth century. The Bessemer area was later occupied by various Native American tribes who are believed to have hunted and cultivated the area on a seasonal basis. Other archaeological evidence found at the Historic Greenfield Site (011-0026 and 44BO0514) suggests prehistoric occupation of this area from about 8000 B.C. through the late 1600s. Tools and other materials found on the property suggest that numerous Native American groups passed through the area and occasionally camped along streams (McClane pp. 10-11).

Native American settlements existed in the Valley of Virginia in the early 1700s, such as the Shawnees who occupied a site near the City of Winchester. The Catawbias and the Iroquois also knew the Valley well and sometimes used it as a battle ground. The Cherokees and the Shawnees frequently attacked European frontier settlers, but used the region as a hunting ground, and cut trails through present Botetourt County that were later used by pioneers who settled here in the early to mid-1700s. Many original Indian trails approximate present-day paved highways, such as S.R.11 (Stoner 1962: 7-9).

In 1701, the Colonial Council of Virginia passed an act to fortify the frontier against Indian attack by providing land grants to settlers. With few exceptions the first people to settle Botetourt County were Scots-Irish and German immigrants, most of whom came from Pennsylvania and Maryland between the late 1730s and early 1740s. By 1742, “there were perhaps no more than fifty settled families south of the James River and west of the Blue Ridge, and no more than half that number along the James on the north side” (Stoner 1962: 16).

The first land speculator, Benjamin Borden secured large land grants that were wellsprings from which other tracts of land were bought and sold across the future county of Botetourt. In November 1739, Borden secured his first grant: 8,100 acres on Catawba Creek. He received two more grants—one for 3,553 acres, and another for 2,880 acres—to which he added smaller grants on Borden’s Run and Spreading Spring Branch of the James River. That same year a grant of 1,600 acres was made to John Matthews on Mill Creek. Beginning in 1740, John McPharron, James Montgomery and James Davis settled on Catawba lands purchased from Borden. (Stoner 1962: 160; Kegley 1938: 73).

From 1739 on, this influx of pioneers into the future county of Botetourt would overwhelm the Borden grant, and lead to additional settlements. In addition to the original Borden lands, numerous grants were made in the “Forks of James” community, an area between the North and South branches of the James River, east of Purgatory and North Mountains. Early grants were made in the Fincastle Community, which included lands on the south side of the James River, including the valley of Looney’s Mill Creek, Catawba, Craig’s Creek and the upper James River. (Fulwiler 1980:12; Kegley 1938:137; Stoner1962:16-17). *Seven resources were previously surveyed, all single dwellings (including one site) that reportedly date from 1740 to 1750. No new resources were located for this time period during the 2008 survey project.*

### **Colony to Nation (1751-1789)**

Botetourt County was created in 1770 from subdivided Augusta County lands, and named for Lord Botetourt, who was the Governor of Virginia. Fincastle, named after Lord Fincastle, son of Lord Dunmore, Virginia's last royal governor, was made the seat of its government in 1772. After the Revolutionary War, the County's jurisdiction was extended to the Mississippi River, encompassing what is now West Virginia, Kentucky, Ohio, Indiana, and part of Illinois. As settlements in the west increased, Botetourt County's land was organized into new counties. The first major reductions to Botetourt's territory included the 1772 creation of Fincastle County, which was divided into the counties of Montgomery, Washington and Kentucky in 1777. In 1778, Greenbrier County (now in West Virginia) was formed from parts of Botetourt, Augusta and Montgomery counties. Smaller reductions occurred in 1778 and 1791 when portions of Botetourt, Augusta and Greenbrier were used to form Bath County. In 1790, the population of Botetourt County totaled 10,524, which included 9,241 white citizens, and 1,259 black slaves.

Beginning in the 1740s, the colonial government of Virginia encouraged settlement of Southwestern Virginia, and gave incentives to speculators and settlers. "If a settler agreed to build a cabin, he was given 100 acres of land and the option to buy additional land at a set price. In 1751, eighteen cabin rights were granted...These original settlers would be followed by many others (primarily Scots-Irish and German) who made their homes on the Borden tract through 1780" (Fulwiler 1980:11-12).

Another important early landowner was James Patton, who was born in Northern Ireland, and immigrated to America in 1738. Over the years, Patton secured numerous land grants in the Shenandoah Valley and Southwest Virginia, and bought and sold land throughout the region. Between 1746 and 1753, he obtained land grants on the north side of the James River, as well as 337 acres on the south side, which was known as Cherry Tree Bottom. Patton built a house at Cherry Tree Bottom that he left, along with approximately 400 acres, to his daughter Margaret, the wife of John Buchanan. When Buchanan died in 1769, his estate, including Cherry Tree Bottom and four tracts on both sides of the James River was divided among his wife and children (Fulwiler pp. 13-16). Ultimately the settlement locations of these initial settlers roughly formed a triangle; as described by Robert Stoner in *A Seed-Bed of the Republic*:

This triangle was located in the heart of present Botetourt, and a concentration of population would be evident along its left side from Looney's Mill Creek Ferry (Buchanan) roughly following the present Lee Highway (U.S. Route No. 11) to the old Dr. Simmons Place, and then following an old road southwesterly to Amsterdam. From this point, the right side of the triangle would follow the settlements across the divide between the waters of the Roanoke River and Catawba Creek (a branch of the James River) and following northwardly the watershed of Catawba and Patterson Creeks to the mouth of Craig's Creek at Eagle Rock, with the base meandering down James River to Looney's Ferry (Stoner 1962: 17).

However, the French and Indian War interrupted early efforts at permanent settlement. During the war from 1754-1763, the frontier was a hostile environment and many settlers fled to the east

for safety. In 1760, Colonel William Byrd led an expedition against the Cherokees and worked to improve the old Buffalo Trail into a wagon road, the first major road improvement through the area that used government money (Worsham, Botetourt County Reconnaissance Survey, 1988).

The courthouse Town of Fincastle began as a frontier village, the last outpost for pioneers moving westward down the Shenandoah Valley. Local resident and County Surveyor William Preston laid out the town in 1770 and the Virginia Assembly officially established the town in 1772. In 1788, the village of Pattonsburg was established along the north bank of the James River at the bases of Purgatory and Cove Mountains where the Great Wagon Road crossed the James River. The village of Buchanan was established on the south bank of the James River in 1811.

Twenty resources were previously surveyed for this time period; the majority of them are located within the Town of Fincastle that includes single dwellings, a church, a market house, and a potter's shop. During the 2008 survey, six resources (all single dwellings--including four re-surveys) were documented from the Colony to Nation (1750-1789) period. The six resources are of log construction with either limestone or Flemish bond brick exterior-end chimneys.

### ***Government/Law/Political***

In 1773, a log courthouse was built on land donated by Fincastle landowner Israel Christian. Despite the vast geographic differences separating eastern and western Virginia, the government of Botetourt County followed examples already established in eastern Virginia. Although farmers constituted the majority of the county's population, political power generally rested in the hands of wealthy citizens and large landholders. Many prominent early settlers participated in the first county government of Botetourt, serving as gentleman justices of the court. *No government-related resources are documented nor were any located for this time period during the 2008 survey project.*

### ***Transportation/Communication***

Botetourt County's transportation history began with the development of roads for the Valley's first travelers and settlers. The geography determined the location of the early roads and older Indian paths along ridges, creek and river crossings, and mountain passes were improved into primitive roads or paths. With the arrival of permanent settlers, local road orders began to be issued in the 1740s and 1750s. The early trails were widened to wagon roads and began to lead to destinations such as courthouses, churches, mills, and ferry crossings. The difficulty of navigating unexplored creeks and rivers that crisscrossed the county meant that water travel was limited during this period. Bridges were scarce, so rivers and creeks had to be forded at strategic crossing sites. Eventually eighteenth century travelers relied on ferries to cross rivers. One of the earliest ferries was Looney's Ferry, begun in 1742 at Cherry Tree Bottom, near present-day Buchanan.

The earliest road through the Valley was the north-south artery known as the "The Great Wagon Road." In 1745, James Patton and John Buchanan were ordered by the Orange County Court to blaze a road from the Frederick County line south to the upper valley and beyond. The road was also referred to as the Indian Road; it was used by those who settled in Botetourt and those traveling to southwest Virginia. Many travelers passed through Botetourt heading towards North

Carolina. The westerly route went through Fincastle and along Craig Creek and corresponds to State Routes 630 and 739. Although it was known as The Great Wagon Road, it was not suitable for wagon travel until the 1760s. The preferred easterly route went through Amsterdam (near Salem) and Roanoke. The route through Salem was known as the Wilderness Road after the Revolution, when thousands of immigrants moved west to territories in Kentucky and Tennessee. Road development south of Staunton remained unimproved due to lack of landowners to subsidize it or aid in its construction. It was not until after the Revolutionary War that the roads improved between Staunton and Lexington and further south of Lexington in the 1770s and 1780s (Stoner 152, 155; Backsights 20).

In 1746, the Augusta County Court established “Neely’s Road,” which became the Salem and Lynchburg Turnpike. The turnpike crossed the Carolina Trail in present-day Roanoke (Williamson Road and Orange Avenue intersection), then headed northeast through “Big Spring” (now Coyner Springs), continuing into Bedford County. Realigned as State Route 460, it traverses present-day Roanoke, Montgomery, Bedford, and Botetourt counties (Stoner p. 152-153). *No transportation-related resources are documented nor were any located for this time period during the 2008 survey project.*

### ***Subsistence/Agriculture***

Although settlers could buy land from other individuals who already had obtained a land grant, most settlers acquired land through direct patent from the English crown. Since settlers could take land in single small surveys, family homesteads in Botetourt were more scattered than they had been in present Augusta and Rockbridge counties, where large land grants confined homesteading to a more well-defined geographic area (Stoner 16-17).

The majority of early Botetourt settlers operated small farms. During the first 30 years of settlement, the average Shenandoah Valley farmer owned between 100 and 400 acres, with only 10 or 12 acres cleared and available for farming (Mitchell, 1940: 135-136). Perhaps the use of small farms was due to the lack of slave labor or established settlement patterns. For the purposes of this report, the Shenandoah Valley is referred to because of its abundant records and its close proximity to Botetourt County. The most frequently mentioned crops in the records for Shenandoah Valley farmers are wheat, rye, corn, and flax, “in that order” (Mitchell, 1940: 137). Other important crops included barley, oats, hemp, and tobacco. By modern standards early Botetourt grain yields would be considered low, with wheat and rye averaging between eight and twelve bushels per acre; corn yields averaged between 12 and 17 bushels per acre (Gibson, 1988: 30). Flax was an important colonial crop which was used to make linen. Hemp, which was used to make rope and heavy cloth, became a major crop in the 1760s. Livestock included horses, cattle, swine and sheep.

In the Shenandoah Valley during this period a post and rail fence typically surrounded the immediate farmstead, and a one-story log farmhouse with a small outbuilding was located nearby. Over time these early log houses were modified or replaced with frame structures as farm families became more affluent (Mitchell, 1940: 135-136). The list of tithables in Captain Pryor’s (Botetourt) Company of Militia for 1785 names 29 people who lived in either a “dwelling house” or a “cabin.” The list does not include information on construction methods or materials, but mentions the presence of barns, corn cribs, and other agricultural outbuildings, an



indication of the agrarian character of early Botetourt County life (Stoner, 1962: 235-236). *No eighteenth century agricultural buildings have been recorded in Botetourt County.*

In addition to the family unit, the early settlers of Botetourt had several categories of labor at their disposal, including slaves, indentured servants, apprentices and free labor. Slavery was not widespread during this period, although some property owners such as the Prestons of Greenfield had considerable work forces that included slaves.

### ***Industry/Processing/Extraction***

Industry during this time consisted primarily of grist mills which were necessary to convert the wheat and grains raised to flour, cornmeal, and feed needed by the farmers, their families, and livestock. A 1784-1785 Botetourt County tax record that listed mostly prominent citizens around the Fincastle area and their dwellings noted several associated industrial sites among the “dwelling houses” such as Jacob Mefford’s blacksmith shop, Thomas Preston’s grist mill, and Andrew Henry’s “stone mill house.” (Worsham, 1988). *No industrial-related resources are documented nor were any located for this time period during the 2008 survey project.*

### ***Commerce/Trade***

*No commercial-related resources are documented nor were any located for this time period during the 2008 survey project.*

### ***Education***

Education during this period was considered the responsibility of the individual, and before 1770, the majority of Botetourt County citizens received no formal education. Prior to the Revolutionary War, wealthy Virginia families sent their children to schools in England and Scotland. The clergy of the Church of England typically served as the main source of formal instruction in the colonies prior to their removal after the Revolution.

The earliest forms of local education typically involved tutors hired in private homes, or private plantation schools in which a community pooled resources to employ a teacher. Scattered settlement patterns and the difficulties of early travel made it difficult to establish schools outside the home. Church ministers provided the first organized educational opportunities for children in Botetourt County. Around 1780, Scotch-Irish Presbyterian ministers began establishing schools in Fincastle that were known as academies. In 1785 an act of the state legislature established the Botetourt Seminary in Fincastle. English grammar and composition, Latin and Greek were taught at the all-boys school, which was located on present-day Academy Street (Trent 1934: 58). *No education-related resources are documented nor were any located for this time period during the 2008 survey project.*

### ***Religion***

As part of an English colony, the Anglican Church was the official church, and shared status and duties with the county courts. Parishes were established, usually along county lines, and prominent citizens served as vestrymen to collect tithes and fines to support the church and provide for the indigent poor. In 1771, land was set aside in Fincastle for an Anglican parish church. In addition to the established church, non-Anglican congregations organized and spread throughout the county. Scots-Irish Presbyterians often worshipped together in private

residences, as did various German denominations, such as Lutherans and Reformed. Itinerant pastors and missionaries visited these growing religious communities, which often lacked a permanent preacher. The Anglican Church as a representative of the British government lost favor during this period of the Revolutionary War, and in 1785 it was disestablished.

Common in Botetourt County, the Church of the Brethren was first organized in 1708 in Germany. Its first established church in American was in 1723 and became commonly known as German Baptist Brethren. The period following the Revolutionary War saw the rise of the Brethren, or “German Baptist,” that embraced a more informal worship, without trained preachers or written statements of belief. In Botetourt County, the Church of the Brethren was first established in the community of Amsterdam (now Daleville), where a large settlement of Germans developed around 1780 (Stoner, 1962: 382). The Brethren held services in homes, barns, and schoolhouses. Germans also settled in the areas of Locust Bottom (later Glen Wilton) and Howrytown. In addition to the German Brethren, a Baptist congregation existed at Catawba by 1781.

The Methodist movement began in the 1770s within the Established Church with clergy spreading the teachings of John Wesley, an English church reformer. John Wesley (1703-1791) was an Anglican cleric and Christian theologian who was the founder of the Methodist Movement. The Methodist Church, which broke from the Anglican Church in 1784, focused in the early days on circuit riders and mission work rather than constructing churches. A Botetourt circuit was created in 1789, and by 1791, there were 17,203 members in the Methodist Church in Virginia.

Non-Anglican congregations worshipped in domestic dwellings, or in buildings built for worship, known as meeting houses. Mid-eighteenth century meeting houses often followed the rectangular form of New England religious buildings of the period. Main entrances typically were located on the non-gable side, and an interior pulpit was located on the opposite wall, oftentimes with three groups of pews facing the pulpit from a different direction. *One church was previously recorded, the brick, two-story, Greek Revival style Fincastle Presbyterian Church (218-0051-0082), that was originally built ca. 1770, but later burned and was rebuilt. No religious-related resources were located for this time period during the 2008 survey project.*

### ***Domestic***

The first settlers in the Shenandoah Valley were mostly of German and Scots-Irish descent that had traveled down the Great Wagon Road from Pennsylvania. Although the Scots-Irish preferred brick and wood frame construction for their buildings, log was the building material of choice at this time of impermanence and fragile living conditions. The Germans specialized in stone and log construction. A typical farmstead of this time period included a one-story log house with associated outbuildings. With sawmills and brickyards not yet being established, and with an ample supply of trees, log construction remained the popular choice for the majority of citizens well into the mid-nineteenth century.

Two documents included in the 1784-1785 Botetourt County tax records described how the prosperous as well as the rural families lived during that time period. One document listed mostly prominent citizens around the Fincastle area such as James Anderson, George Hancock,

and Robert Harvey, and their dwellings. Of the 59 listed houses, 26 were described as “log houses” or “log dwellings” and 26 as “dwelling cabins.” One house was described as a double cabin, and the remaining nine were frame houses. The second 1784-1785 Botetourt County tax record documented the Militia Company of Captain Pryor that listed 29 people and their type of house, either “dwelling cabin” or “dwelling house” (Worsham, 1988).

Six single dwellings, all of log construction, including four previously surveyed resources, were documented for this time period. The four re-surveyed properties include the Vest House (011-0077), Hammond House (011-0085), Old Linkenhoker Place (011-0120), and Kessler House (315-0001). Located east of the town of Troutville, is the ca. 1767 log Vest House (011-0077) clad with weatherboard siding with a low-pitched side-gabled roof. The house was built in two sections: the ca. 1767 two-story section with two exterior-end Flemish bond brick chimneys resting on a stone foundation and the smaller, ca. 1800 one-story-with-loft.



ranging from a ca. 1800 springhouse to a ca. 1910 frame barn and a small family cemetery with a cast-iron fence surrounds the property.

*Figure 3: Vest House (011-0077).* The re-surveyed ca. 1767 Vest House (011-0077) remains on an open parcel with five historic outbuildings and a small family cemetery.

Situated on 62 acres in the upper northwest corner of the county is the ca. 1775 Hammond House (011-0085), a one-story log house with a massive limestone chimney. The house and its two-story addition are clad in weatherboard siding.



A significant property to the history of Botetourt County that was previously surveyed, but not re-surveyed, is the Bryan McDonald Jr. House (011-0021). Located near the Mt. Union village on the headwaters of Tinker’s Creek, the large, symmetrical three-bay house features limestone construction with an atypical sandstone façade and sandstone chimney that is etched with “Bryan McDonald/1766.”

*Figure 4: Bryan McDonald Jr. House (011-0021)*

**Early National Period (1790-1829)**



*Figure 5: Booze Farmstead (011-5171). The pre-1800 Booze Farmstead (011-5171) on Springwood Road, outside of Fincastle.*

During the period from 1790 to 1830, the population of Botetourt County increased by 55% from 10,524 to 16,354, a reflection of ongoing prosperity and migration into the county. The town of Buchanan was established in 1811 on the south bank of the James River, near an important river crossing along the Great Wagon Road. Agriculture continued to drive the county's economy, and wheat production continued to rise. Grist milling remained the dominant industry. The slave population by 1830 was 4,170, up from 1,259 slaves recorded in 1790. This dramatic increase could reflect the fact that slaves were used not only as field hands and domestic servants, but were known to have worked in a number of industries, such as iron furnaces around the county.

Land speculation increased as settlers sold their land for a profit and continued westward to the next frontier. New land owners continued to migrate from the north while Tidewater families, like the Burwell's, arrived from the eastern part of Virginia. These families arrived with substantial wealth to build larger more permanent houses such as the previously surveyed Rustic Lodge (011-0053) while other families gained wealth as they farmed the land. The wealthier landowner was able to buy large portions of the best land. Although agriculture remained the primary occupation, urban centers begin to spring up around mills, crossroads, and in Fincastle, the county seat.



*Figure 6: Rustic Lodge (011-0053). The previously surveyed ca. 1800 five-bay Rustic Lodge (011-0053) is a two-story, double-pen log house joined by a centered passage and clad with weatherboard siding. The house was once part of a large farm settled by the prosperous Burwell family that moved from Tidewater Virginia.*

One hundred and thirty-eight resources were previously surveyed for this time period; the majority of these resources are single dwellings, located throughout the county and in the Fincastle Historic District (218-0051). Mills, churches, a post office, a school, and a store were also documented. During the 2008 survey, 15 buildings (a Stage Coach House, a Toll House, a potential block house, and 12 single dwellings) were documented from the Early National Period (1790-1829); the majority of these resources are of log construction with brick chimneys. Five of the 15 buildings documented during the 2008 survey project were re-surveyed, including: Stonelea (011-0035), Sessler House (011-0046), Oakland (011-0050), Stage Coach House (011-5145) and "Soldier's Retreat" (011-0181).

### ***Government/Law/Political***

Discord developed between eastern landowners and those living west of the Blue Ridge during this period, as political and economic differences surfaced during debates over infrastructure improvements and representation. Many in Richmond initially disagreed with the need for better transportation between western and eastern Virginia, arguing that expensive infrastructure upgrades disproportionately benefited outlying regions that lacked influence or economic significance elsewhere in the state. Adding to the friction was the new state Constitution of 1830, which some said favored eastern landholders by allotting legislative representation based on landholdings and number of slaves owned. Not surprisingly, Botetourt County's delegate was General James Breckenridge, a prominent landowner and the county's largest slaveholder. Breckenridge served 13 terms in the Virginia House of Delegates, and served as U.S. Representative from 1809 to 1817.

In 1818, the second courthouse was built in Fincastle to replace the earlier building which the county had outgrown. Although its plans have never been located, local tradition attributes the design of the second courthouse to Thomas Jefferson. One government-related resource was previously surveyed from this time period, the District Court Annex Building (218-0051-0041) in the Fincastle Historic District. This building appears to be the 1809 district court office building, which was thought to have been destroyed by fire in 1870 along with other buildings in the courthouse square. Current research suggests that this is the earliest surviving building from the courthouse square; it later became the Bar Room and offices for the Western Hotel. *No governmental-related resources were located for this time period during the 2008 survey project.*

### ***Transportation/Communication***

Road construction and improvement intensified after the Revolutionary War, as Virginia re-evaluated its network of poor roads and inadequate supply routes through the Shenandoah Valley. The state intensified its role in road construction by assisting rural counties who lacked money for road maintenance. During the 1780s the legislature oversaw plans to widen the Old Wagon Road, present-day U.S. Route 11. In 1816 the Board of Public Works was created to supervise the state’s internal improvements, which included construction of roads and turnpikes, and canals.

Tolls were charged for the turnpikes and an associated structure is the ca. 1820 **Old Tollhouse (011-5188)**. A west side frame addition was built in 1939. The current owner noted that the Botetourt County Deed Books referred to the house as the “Toll House,” a reference to Route 606 being one of the oldest roads in Botetourt County, and during its nineteenth century construction, was the site of several toll stops.



*Figure 8: Domestic Outbuilding of Old Tollhouse (011-5188). A good example of a domestic outbuilding, possibly a springhouse, associated with the Old Tollhouse (011-5188).*

*Figure 7: Old Tollhouse (011-5188). The recently renovated ca. 1820 Old Tollhouse (011-5188) along the Blue Ridge Turnpike.*



Water travel remained largely unreliable through most of the eighteenth century. One of the most significant navigational developments occurred in 1785 when George Washington proposed the idea for a commercial canal link that would facilitate travel between the Tidewater region and the Ohio River by way of the James, Greenbrier, New and Kanawha Rivers. “To Washington, the canal was more than a local enterprise: it was one of the vital commercial links needed to bind the Ohio and Mississippi Valleys with the United States, instead of France or Spain” (Trout, 2). The James River Company, which was the predecessor of the James River and Kanawha Canal Company, was launched that same year to fulfill Washington’s initiative.

The first portion of the canal, which ran from Richmond seven miles westward, was completed in 1795. By 1816, Buchanan could be reached via canal, but only with difficulty. The village of Buchanan was established in 1811 on the south bank of the James River, opposite the 1788 village of Pattonsburg. The villages were established where the Great Wagon Road crossed the James River via ferries. *No transportation-related resources were previously surveyed for this time period.*

### ***Subsistence/Agriculture***

Agriculture continued as the mainstay of the economy. Wheat, rye, and barley remained important crops and corn was equally as important for livestock feed. Hemp, and now tobacco, were produced for export. Fruit orchards were abundant, particularly apple and peach. *Five single dwellings that are associated with agricultural-related resources and one agricultural-related resource were previously surveyed from this time period. One agricultural-related resource was located for this time period, a log barn associated with the pre-1800 **William Booze House (011-5171)**.*

### ***Industry/Processing/Extraction***

Agriculture continued to drive the county's economy, although several important iron furnaces were built during this time period, such as the Rebecca Furnace (011-0216). Other industries such as paper milling, tanning, and distilling also flourished, even though grist milling remained the dominant industry. By the early 1800s, water-powered mills of brick, stone or wood operated along streams and rivers across Virginia. Three previously surveyed mills from this time period include: the ca. 1800 Cloverdale Mill (011-0064), the 1822 Breckinridge Mill (011-0187), and the 1826 Pattonsburg Mill (180-0008 and 180-0028-0309).

The Cloverdale Mill (011-0064), was constructed on land occupied by the Cloverdale Iron Furnace shortly after the furnace ceased operation. The three-story, frame Cloverdale Mill served as a granary for the Confederacy and survived destruction by Union soldiers until it burned to the ground in 1968. One of the oldest mills in the county is Breckinridge Mill (011-0187), built ca. 1822 by James Breckenridge, a member of one of the earliest families of Botetourt County. The mill replaced an earlier mill built by Breckenridge in 1804 on the same location. The Breckenridge Mill, as well as the Breckenridge Mill Complex, with its assorted dwellings and outbuildings, is listed in the National Register of Historic Places and the Virginia Landmarks Register.

The 1826 Pattonsburg Mill (180-0008 and 180-0028-0309) was a three-story Flemish Bond water-powered mill built on the banks of Purgatory Creek. At its most prosperous, the mill operated on a 24-hour basis manufacturing flour, bolted and unbolted meal, bran and chop. The grain was ground on mill stones and processed by reel machinery. The mill was destroyed in the 1970s although the walls are still extant.

The 1819 Rebecca Furnace (011-0216) in the Daggars' Spring's area is a fairly intact stone iron furnace with a partially collapsed stone lining showing the glazed interior with original openings on three sides. The ca. 1803 Tredegar House (011-0215) was later associated with Rebecca Furnace. The ca. 1813 Henry Stair House (011-0082) was built for Henry Stair and is associated with a paper mill he and his sons operated. The paper mill was eventually owned by William Obenshain until it was destroyed by a flood sometime in the 1850's, when a new paper mill was constructed. Obenshain occupied a large frame, Federal style house (011-5135) on the premises.

Although no industrial buildings were encountered during this survey project, the early section of the **Meadowview Inn (011-5294)** off Route 11 is associated with the iron industry of Cloverdale. The middle section of the three sections of the building appears to be built ca. 1800 as a one-room with loft log block house. Around 1800, Carter Beverly built the iron furnace known as

Cloverdale Furnace just north of the block house, which he made his home and added the brick section to the west around 1820. He also built a race way through the property to cool the molten iron from the furnace. This early land, also known as the Cloverdale Furnace Land, contained the Cloverdale Mill (011-0064). One of the longest operating mills in the county, and upon its destruction by fire on June 7 1968, the Cloverdale Mill was the last of over 30 water-powered mills to operate in Botetourt County (*Fincastle Herald*, 2008: 4).



*Figure 9: Meadowview Inn (011-5294). The ca. 1800 log center section of the Meadowview Inn (011-5294) along Route 11 in Cloverdale is reported to be a block house; the 1820 section to the right is brick. This center section is probably one of the earliest extant buildings in Botetourt County but is slated for demolition.*

The ca. 1822-1824 Bolton Store (218-0051-0120) in Fincastle is named for F.D. Bolton who purchased the building in 1914. The Bolton family operated a general store until the 1970s. The building's first owner, Robert Kyle, was a prosperous landowner and merchant and constructed the building as a combination residence and store-building. The three-story brick structure rests on a limestone foundation. A ballroom is located on the second floor. The building is known for its intricate carved interior woodwork.

After the frontier period, more permanent buildings were constructed. One such resource is the **Stage Coach House (011-5145)** that is currently five bays wide, but probably was built with only three bays. This two-story single-pile dwelling on Greyledge Road (S.R. 611) reportedly served as an early stage coach tavern, and was later used as an Antique Store and a church.

### ***Commerce/Trade***

Three commercial-related resources were previously surveyed from this time period: the Bolton Store, and The Blacksmith Shop (218-0051-0141) in the Fincastle Historic District, and the 1826 Pattonsburg Mill (180-0028-0309) in the Buchanan Historic District. The mill is discussed in the above section. *No commercial-related resources were located for this time period during the 2008 survey project.*

### ***Education***

The General Assembly took an active role in education during this period by enacting laws that encouraged the development of public schools. Jefferson's 1779 proposal for a state-wide tax-



supported public school system was passed in 1796, and the Literary Fund was established in 1810 to educate poor white children. By 1829 the Literary Fund included money for the construction of school buildings. Even though counties could opt to establish free schools using money from local taxes and the Literary Fund, these early programs were voluntary, and many counties did not participate. Education in Botetourt County remained the province of parish schools, private schools and academies, and field schools became more common. In October of 1823, Fincastle Academy opened its doors as a college preparatory school for both sexes in the Town of Fincastle (Neiderer 1965: 35). One education-related resource was previously surveyed from this time period, the ca. 1820 Knox School/Bittle House (218-0051-0124) in the Fincastle Historic District. The two-story vernacular frame house fronting on Main Street was purportedly used as school in the early 1800s. *No education-related resources were located for this time period during the 2008 survey project.*

### ***Religion***

Churches and congregations generally began to thrive with the passage of the Freedom of Religion Act in 1786. Some congregations became less divided along ethnic lines. Methodists and Baptists added new members from settlers with no previous religious allegiance, as well as from German denominations. Inspired by Methodist beliefs, the United Brethren movement--sometimes referred to as German Methodists, was organized sometime after 1800. During this period, the meeting house plan lost popularity as church builders adopted the standard nave-plan form, with an entry on the gable end, and a pulpit on the opposite gable end. *No religious-related resources were previously surveyed nor were any located for this time period during the 2008 survey project.*

### ***Domestic***

Eleven single dwellings were recorded from this time period during the 2008 survey project, including five that were re-surveyed. After the frontier period, more permanent houses were constructed. Although many houses were still built of log, all houses, whether they were constructed of log, frame, or masonry, followed a limited number of plans. The most common floor plan was the rectangular-shaped one-room plan, either one- or two-stories.

What might be the earliest surveyed property encountered during this project is the **William Booze House (011-5171)** located on the old road leading into Fincastle, Springwood Road on a rocky hill. Further research would be required to determine its date of construction, but the house was built in three distinct periods with the earliest being a pre-1800 (most likely fourth-quarter of eighteenth-century) one-room log structure with a loft, that was heated by a massive limestone chimney. The second section is a two-story ca. 1800-1820 log house with interior Federal style details. Both six-over-six and two-over-four sash windows light this structure. The two-story middle section that connects the two log sections is frame. Weatherboard siding clads the entire structure and standing-seam metal sheaths the side-gable roofs.



*Figure 10: Booze House (011-5171). Possibly the earliest structure that was surveyed during the current project is the Booze House (011-5171) with a pre-1800 one-room log section.*

Another good example of a one-room plan is the ca. 1820 **Log House (011-5323)** located in rural southeastern Botetourt County, in a forested area below the hamlet of Arcadia. A log barn and a log meat house remain with this property.



*Figure 11: The ca. 1820 Log House (011-5323)*

Although most houses were built of log during this time period, frame and brick construction were beginning to be used too. The more prosperous farmers chose the larger rectangular-shaped, hall-and-parlor plan. The larger of the two rooms, the hall, featured the fireplace and was used for cooking and family gathering, while the parlor was used as a bedroom.

Two rare surviving examples of a two-story, hall-and-parlor plan are the ca. 1800 **Hammit House (011-5216)** off of Route 43 north of Buchanan and the re-surveyed ca. 1800 Sessler House (011-0046) in the community of Haymakertown. The Hammit House was covered with siding and retains high integrity (exterior and interior) with its rare Flemish bond foundation and double-shouldered Flemish bond exterior-end chimneys. The Sessler House is an exposed log dwelling with corner-V-notched construction. The house rests on a raised limestone foundation built into a hill with basement access. Flanking exterior-end, double-shouldered brick chimneys on a stone foundation feature a Flemish bond with glazed headers. A third, less common plan, was the three-room German plan that consisted of a hall-and-parlor plan with the smaller parlor subdivided into two rooms; a good example is the previously surveyed Stonelea (011-0035) outside of Fincastle.

### **Antebellum Period (1830-1860)**

Commerce and industry grew at a faster rate after the completion of turnpikes between 1820 and 1850. In spite of the increase in industry and commerce during this time, agriculture continued as the primary occupation in antebellum Botetourt County. The census of 1850 indicated that wealth had increased among the county's principal citizens. The county's farmers practiced a diversified agriculture, producing cattle, corn, oats, wool, and cheese for market. Other crops, such as hay, wheat, and rye, were used for local consumption.

Virginia enjoyed enormous economic prosperity in the antebellum period, and its political influence was confirmed by the fact that seven Virginians were among the first twelve U.S. presidents. By 1840 Virginia stood at the peak of its economic and political power, but the years preceding the Civil War also brought uncertainty, as tensions arose over slavery, and alternatives were sought to the state's agrarian-based economy, which declined due to its dependence on tobacco. New commercial centers emerged across Virginia as many early families continued to migrate south and west (Wilson 2002: 18-26).

Botetourt County's prosperity during the antebellum period mirrored the state's economic success. However, Roanoke County was formed from Botetourt County in 1838, thus reducing the county's population. The population of Botetourt County decreased from 16,354 in 1830 to 11,679 in 1840, but rebounded to 14,908 in 1850. The number of slaves fell from 4,170 in 1830 to 2,925 in 1840, and reached 3,736 in 1850. By 1860 the population of Botetourt County had fallen to 11,516.

One hundred and ten resources were previously surveyed for this time period. During the 2008 survey, 34 buildings--all single-dwellings or farmsteads except for three churches (011-5230) (011-5373) and one stagecoach tavern (011-5328) (in ruinous condition) - were documented. The surveyed houses include log, frame, and brick construction, mostly two-stories, with one rare stone, one-story house. Included within the 34 documented properties are 10 previously surveyed properties that were re-surveyed, these include: the Old Gray Place (011-0009), Samuel Rader House (011-0016), "Mill Creek Manor" (011-0020), Glencoe (011-0034), James Hogshead House (011-0059), House and Munford Post Office (011-0123), Millie Hammett Place (011-0125), Booze House (011-0132), Pearl Alphine House (011-0138) and Vacant House (011-5144). The ca. 1840 log Booze House (011-0132) was in the process of being demolished during this 2008 survey.

### ***Government/Law/Political***

The original boundaries of Botetourt County diminished during the antebellum period, as Roanoke County was formed from Botetourt in 1838. The current boundaries of Botetourt were set in 1851 when Craig County was created from the counties of Botetourt, Roanoke, Giles and Monroe. A new state constitution was ratified in 1851 that eased tensions between eastern and western Virginians by eliminating property requirements for suffrage.

Fincastle was no longer a gateway to western expansion, and the territory it administered was smaller, yet during the antebellum years, it remained an important political and social hub. As the seat of Botetourt County government, countless people passed through Fincastle to record deeds and transact official business. Businesses and ordinaries that grew up around the

courthouse still flourished. Fincastle was a “flourishing and wealthy village” in the heart of a county whose population in 1830 was 16,354 (Martin, 1836: 327). In 1836, Fincastle had four churches, several schools, numerous shops and industries, and a population of 703--including 192 slaves, and 43 free blacks--who lived in 260 dwellings (Martin, 1836: 327-328). Fincastle resident David Ammen published the *Herald of Virginia* newspaper in 1800 from his office on Main Street. Another Fincastle newspaper, the *Herald of the Valley*, was established in 1820 (Stoner, 1962: 256-257).



In 1845, a committee was appointed to contract for the building of a new courthouse on the site of the existing 1818 courthouse, reportedly designed by Thomas Jefferson. The 1818 courthouse was demolished the same year construction of the new courthouse began. The new courthouse opened in 1848. Its three-part arrangement, with a prominent central temple-form section flanked by lower wings, is typical of a Jeffersonian Classical design. However, the 1848 Greek Revival Botetourt County Courthouse (218-0005) was severely damaged by fire on December 15, 1970 with its interior gutted and its roof destroyed. It was reconstructed and restored by 1975, but had to be removed from the National Register of Historic Places (Niederer, 1965: 46-49; Wyatt, 2005).

Figure 12: Botetourt County Courthouse (218-0005), reconstructed in 1975.

In addition to the local government, the federal government was present in the county in the form of post offices, which often were housed in store buildings. In 1836 there were 13 post offices across the county. An early post office was established as “Rebecca Furnace” in 1828, and its name was changed to Dagger’s Springs in 1849. Other post offices were operating as early as 1805 in Pattonsburg, 1823 in New Castle, and 1829 in Amsterdam, and in 1859 a branch was established in Salt Petre Cave. *Aside from the Botetourt County Courthouse (218-0005), no other governmental resources were previously surveyed, nor were any located for this time period during the 2008 survey project.*

### ***Transportation***

Antebellum transportation issues were driven largely by the creation of Virginia’s Board of Public Works in 1816, which included a principal engineer to oversee the state’s transportation efforts. Over the years that position was filled by a number of talented individuals, although Claudius Crozet probably was the most famous. Overland stage coach travel was the primary means of transportation during this period. Even though many roads, bridges and canals were completed during this time, the decades before the Civil War were dominated by two major transportation initiatives: the construction of numerous turnpikes, and the completion of the

James River and Kanawha Canal. The James River is a 410-mile long river, including its Jackson River source; it is the 12th longest river in the United States that remains entirely within a single state. Produce from port towns such as Buchanan traveled down the river to seaports at Richmond, at the fall line ([en.wikipedia.org/wiki/James\\_River](http://en.wikipedia.org/wiki/James_River)).

The James River also served as a route for transport of produce from the Ohio Valley. The James River and Kanawha Canal system was built to provide a link between the James and the navigable portion of the Kanawha River, a tributary of the Ohio River. The canal reached Lynchburg in 1840, and in November of 1851, a 50-mile extension from Lynchburg to Buchanan was completed. In 1853, construction began on a 15-mile stretch of the canal from Buchanan to Eagle Rock, but the project was halted for lack of funds. The canal was projected to reach Covington, but it never opened beyond Buchanan. The James River and Kanawha Canal system was perhaps the most vital antebellum traffic artery in Virginia, the longest canal built in the South. Altogether, the James River and Kanawha Canal Company administered 283 miles of canal and river navigation, dozens of bridges, aqueducts, and locks, as well as 217.5 miles of turnpike road; and it linked the port of Richmond with Buchanan, a major riverside commercial and transportation hub. The canal brought an influx of new development in the form of warehouses, hotels and docks to the thriving community of Buchanan ([en.wikipedia.org/wiki/James\\_River](http://en.wikipedia.org/wiki/James_River)) (Trout p. 2; Fulwiler 95-96, 108).

As an early crossroads community, Buchanan historically was the focus of attention for transportation, which was the primary influence on the town's history. Increased river traffic and better roads during the 1830s brought new commercial activity to the area. In 1830, the combined population of the towns of Pattonsburg and Buchanan included 350 free residents, and by 1850, the two towns had a combined population of 900 people, including 250 slaves. During the 1850s, Buchanan was the head of navigation along the James River, and the terminus of the James River and Kanawha Canal. Tobacco warehouses and commercial buildings lined the James River, and a total of nine merchants and 25 artisans worked in Buchanan and Pattonsburg (Gleason "A Town History" 15-16).

Between 1820 and 1850, the Board of Public Works and individual companies built dozens of turnpikes across Virginia, part of the state's across-the-board efforts to improve transportation. Turnpike development involved improvements to older roadbeds or in some cases, the laying out of new roads. By 1840, 47 turnpikes had been incorporated, and by 1860, 190 turnpikes had been incorporated, although not all of them were completed (Newlon et al., 1985: 7-9).

The Fincastle and Blue Ridge Turnpike, was incorporated on February 20, 1830 and four years later, the first toll road crossed the Blue Ridge through Noffsinger's Gap. The first toll gate, near Fincastle, collected \$149.85 during its first month (Newlon et al., 7-9).

There were other important early turnpikes. The Fincastle to Cumberland Gap Turnpike (1841) ran from the Kentucky border to central Botetourt County. Buford's Gap and Buchanan Turnpike, which today is part of the Pico Road that crosses Boblett's Gap, was incorporated in 1854 as a 14-mile toll road constructed by Paschal Buford. Buford operated a stage line from Buford's Station to Buchanan and Pattonsburg, as well as a tavern at the intersection of the Fincastle and Blue Ridge Turnpike (S.R. 606) and the Lynchburg and Salem Turnpike (S.R. 640)

(Sarvis, “Turnpike Tourism in West Virginia, 1830-1860). The last of Virginia’s major turnpike arteries, the Southwestern Turnpike, was chartered in 1848; this turnpike roughly followed the present route of U.S. 11 between Buchanan, via Salem, and Bristol (Newlon et al., 25-26).

The goal of some of the early turnpikes was to improve transportation and to connect eastern commercial centers with rural outposts across the state, but turnpikes also contributed to the early nineteenth century popularity of Virginia’s mineral springs and spas. Prior to turnpike development, leisure travel on Virginia’s roads was unthinkable (Sarvis “Turnpike Tourism in Western Virginia, 1830-1860,” 20-23). Botetourt Springs was one of the more famous sulphur springs. In 1820, it was the site of a hotel and cottages built by Charles Johnston, the grounds of which today include Hollins College. By 1835, Dagger’s Springs, and the Ferromagnesian Springs at Fincastle were widely known tourist destinations.

A few railroads operated in Virginia at the start of the Civil War. These included the Virginia Central Railroad, which reached Staunton from Richmond by 1854, and the Virginia and Tennessee Railroad, which ran from Lynchburg to Bristol in 1856. Railroads did not arrive in Botetourt County until the Reconstruction period, which was fortunate, as antebellum railroads such as the Virginia Central, the Richmond, Fredericksburg and Potomac, the Richmond and Danville, and the Virginia and Tennessee would be destroyed during the Civil War (Fulwiler, 1980: 229).

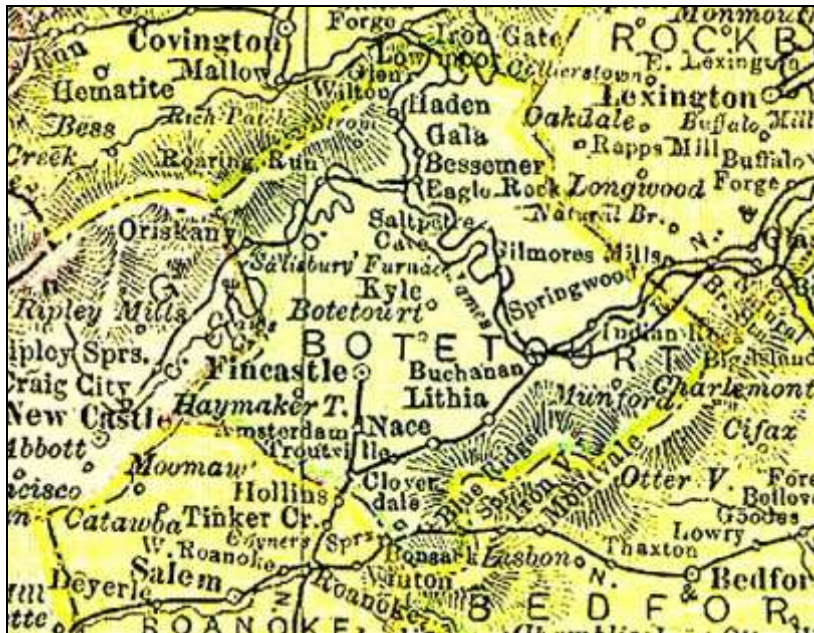


Figure 13: Botetourt County in the 1895 U.S. Atlas

Two transportation-related resources were previously surveyed from this time period; the ca. 1830 Blue Ridge Hall (011-5096) and the 1848 Varney’s Falls Dam (011-0068). Blue Ridge Hall is located at the intersection of two prominent early roads, Valley Pike (S.R. 11) and the Blue Ridge Turnpike (S.R. 606). This two-story, frame house operated as an inn or stage coach stop by an original Obenshain family member and was known as “Hotel Sam” (Obenshain). The inn also operated as the Blue Ridge Post Office between the 1830s and 1880s, and has been in

the Obenshain family since the 1850s. The Varney's Falls Dam (011-0068), with its remaining guard lock, guard wall, and dam abutment, completed in 1851 comprise the best preserved of several such structures built by the James River and Kanawha Canal Company in the 50 mile stretch of canal between Lynchburg and Buchanan and was listed on the state and National registers in 1993. The lock and dam abutment is a massive limestone structure in good condition. *No transportation-related resources were located for this time period during the 2008 survey project.*

### ***Subsistence/Agriculture***

The practice of agriculture began to develop throughout the entire United States with several state societies being formed and numerous agricultural journals published to help disseminate information to the farmers. This information benefited Botetourt County, which had high-level corn production but low wheat production. The production of hemp declined as it faced competition from foreign markets.

Tobacco played a role in the economy of Botetourt County and also of Rockbridge and Allegheny counties as these counties could take advantage of the James River and later the James and Kanawha Canal for shipping the tobacco to markets in Lynchburg. Beef and dairy herds remained about the same during this time period, while sheep and swine declined. In his partial Botetourt County survey, Gibson Worsham detailed the John Barger III Farm (11-0107), which was built in 1835 as a substantial two-story log house. In 1860 the family raised wheat, oats, corn, tobacco, and buckwheat with six horses, seven milk cows, 30 sheep, and 71 hogs.

Botetourt County farmers produced a wide range of agricultural commodities during the antebellum period. Joseph Martin, author of *A New and Comprehensive Gazetteer of Virginia* (1836), noted that there "is a great deal of very valuable fertile land in this county." County-wide agriculture statistics compiled in 1850 show that 83, 443 acres of "improved" land, meaning land cleared for crops and pasture, was available in Botetourt County farms, which had a total cash value of \$1,802, 618. That same year, Botetourt County farms produced approximately 368,000 bushels of corn, 121,000 bushels of wheat, and 154,000 bushels of oats. County farms also produced approximately 156,000 pounds of tobacco, and 22,000 pounds of wool. Cattle numbered 6,896 milk cows 3,500, horses 3, 082, sheep 10,064, and swine 18,305, with a total livestock value \$331,515. This period was characterized by fluctuations in market price and crop production. By 1860, "improved" land amounted to 76,096 acres in farms, with a cash value of \$3,415, 045. County farms produced more than 29,000 bushels of corn, approximately 1,000 bushels of wheat, 2,215 bushels of oats, 1,275 pounds of tobacco, and 1,297 pounds of wool. Cattle numbered 4,843, milk cows 2,581, horses 2,400, sheep 5,617, swine 2,463, the value of Botetourt County livestock was \$33,785.

A simple barn of this time period was the log, single-crib type, in which a central pen contained animals with either hay or straw above, lean-tos were often added to the sides or rear. Another common barn was the log double-crib type in which a central aisle is flanked by log pens (Worsham, Botetourt County survey). Another barn type is the bank barn, perhaps of German descent, which is embanked into a hillside and often built of log; the loft area is accessed from the hillside with log stalls for animals in the lower level. The bank barn typically had the upper floor projecting over the lower level, which provides shelter for livestock and protection to

entrances. Other surveyed outbuildings from this time period include granaries, meathouses, springhouses, and corncribs. *Ten agricultural-related resources were previously surveyed. No agricultural-related resources were located for this time period during the 2008 survey project.*



*Figure 14: Outbuildings for the Munford Post Office (011-0123). Barn and alleged cannery associated with the resurveyed property.*

### ***Industry/Processing/Extraction***

From its establishment, Botetourt County’s rural setting demanded thrift and self-sufficiency of its settlers. As a result, industries such as paper milling, tanning, distilling, and iron production flourished, even though grist milling remained the dominant industry. Grist mills, which relied on water power, provided a critical service within the rural economy, and by the early 1800s, water-powered mills of brick, stone, or wood operated along streams and rivers across Virginia.

Booze’s Mill was located on Looney’s Creek, Sizer’s Mill was located on Roaring Run, and a number of other flour mills were located along Jennings Creek and Purgatory Creek. Mill Creek alone supported at least two saw mills, three grist mills, and a paper mill operated by William Obenshain, Jr. (Fulwiler 260-62, Honts 2). In addition to their economic importance, grist mills often became the heart of the community. Stores, post offices, and entire villages developed around them. The communities of Springwood, Pattonsburg, Cloverdale, Brugh’s Mill, New Amsterdam (later Daleville), and Arch Mill, developed partly because of mills.

Arch Mill was typical of many grist mills located along Mill Creek. Built around 1840, the mill was named for the arch in its stone wall that allowed wagons to unload and pick up cargo. In 1884, Sam Obenshain set up a post office at the mill in his name; it was eventually changed to Arch Mill. Nininger’s Mill (011-0057), built ca. 1847, was an early grist mill located on present-day Route 675 at the foot of Tinker Mountain, and is listed in the National Register of Historic Places. James Huffman ran one of the earliest saw mills in the Jennings Creek area (Arcadia), which often attracted visitors from Buchanan who rode log hauling cars down the mountain (Fulwiler 266-267).

Due to abundant iron ore deposits, iron smelting ranked high among early industries in Botetourt County, where 14 furnaces operated for much of the nineteenth century. Prior to the Civil War, iron furnaces employed scores of residents, as well as many slaves. “Colonial furnaces were conducted by slave labor under the direction of a few skilled white men...and throughout the



Valley, the chief iron manufacturing region of Virginia before 1840, negro slaves constituted the bulk of labor. As for the period after 1840, abundant evidence exists to show that Negroes constituted the major part of the labor in Virginian blast furnaces” (Bruce, 231-232).

Several iron furnaces were built in the early nineteenth century, including Rebecca Furnace (1819), and Jane (ca 1829), which were located on Longs Entry Creek. Joseph Martin states in his 1835 Gazetteer of Virginia that these two furnaces employed 150 people, 87 of which were slaves, and produced an average of 800 to 850 tons of pig metal per year. Botetourt County’s iron furnaces, like its mills, often served community hubs, with related businesses and dwellings nearby. Catawba Furnace (1830), which was purchased in 1847 by J.R. Anderson of Tredegar Iron Works in Richmond, was used as a cold blast charcoal furnace until 1850. It was revived by Tredegar Iron Works during the Civil War, but went out of blast in 1865. Catawba Furnace was situated on 10,000 acres on Catawba Creek, and at one time the property included a corn mill, saw mill, stable, blacksmith and wheelwright shops and several domestic buildings. Catawba (011-0040) is listed in the National Register of Historic Places along with Callie Furnace (011-0065 and 011-5116), built around 1873, and located just north of Glen Wilton. *No industrial-related resources were located for this time period during the 2008 survey project.*

### ***Commerce/Trade***

The village of Jackson, which became Springwood in 1841 (proposed Springwood Historic District 011-0419), was established on the west bank of the James River around Copp’s Mill in the early nineteenth century. Jackson once supported warehouses and a hotel, as well as a large brick flour mill (established in 1848), owned by Robert & George Waskey and Samuel Obenshain. The mill was the center of commerce at Jackson for many years (McClane 42, George Honts 1-5). Three resources were previously surveyed from this time period in the Buchanan Historic District (180-0028): the Wilson Warehouse (180-0028-0030), Hotel Botetourt (180-0028-0025) (recently demolished), and the Zimmerman Hotel (180-0028-0053). A fifth previously surveyed resource was the ca. 1851 Valentine House (180-0005), a Federal style brick house on Main Street in Buchanan. The house served as the home and office of Dr. Valentine, with a later office built in the rear; both buildings have been demolished. *No commerce-related resources were located for this time period during the 2008 survey project.*

### ***Education***

The statewide economic prosperity that preceded the Civil War was reflected in the establishment of private schools and academies in Botetourt County. Martin’s 1835 Gazetteer lists two academies in Fincastle, and a “common school” in Buchanan that also served the Village of Pattonsburg. Churches continued to maintain a role in education, with ministers holding classes in churches or in separate outbuildings built for instruction.

In 1834, the Fincastle Female Seminary was officially chartered in the town of Fincastle and in 1835, a school building was constructed to accommodate between 40 and 50 girls from around the county. A corresponding Botetourt Seminary was built in Fincastle for men around this same time. An early log school known as the Maple Elementary School House (011-0139) was located on present-day Route 611 near Buchanan. The ca. 1840 building had a side-gabled, standing-seam metal roof, was clad in weatherboard siding, and was most likely supported by a stone foundation. The one-room school house was converted to a residence sometime around the mid-

twentieth century, but was later demolished.

Other private schools and academies were established during the antebellum period in the Buchanan area. These included the James River Academy (1838), the Buchanan Institute (1846), the Young Ladies School (1847), the William Galt School (1850), the Buchanan Male Academy (1851), the Mountain Home School (1854), and the Buchanan Female Institute also established in 1854 (Fulwiler 1980: 365-370). *No education-related resources were located for this time period during the 2008 survey project.*



*Figure 15: Houston School (outbuilding to 218-0051-0073). A good surviving example of a private one-room schoolhouse operated by a religious institution is located just south of the Presbyterian Parsonage House (218-0051-0073) in the Town of Fincastle. The ca. 1856 Houston School, which has a side-gabled standing seam metal roof, is clad in weatherboard siding, and rests upon a stone foundation.*

### **Religion**

The antebellum years were characterized by controversy and division within Botetourt County congregations over the question of slavery; a loss of membership plagued some denominations. However, new congregations were formed in some communities, and a number of new churches were built in popular revival styles of the period. Ministers who rotated their duties in various churches throughout the region typically served these churches.

The Town of Fincastle continued to develop as a religious center of the county. In 1837, the Episcopal congregation built St. Mark's Church (218-0022), a brick nave-plan church with Gothic details which are seen in the pointed arches and simple tracery of the entrance door and windows of the church (Neiderer, 1965: 42). In 1840, the Methodist congregation built a new church (218-0011) in Fincastle using Greek Revival details, visible in the Greek key patterns and moldings above the entrance door and church windows. Ten Doric columns inside the church support a slave gallery (Neiderer, 1965, 44). The 1770 Fincastle Presbyterian Church (218-0012) was enlarged and renovated in 1849 also in the popular Greek Revival style. The Presbyterians shifted the church entrance to face the south, added a recessed porch, and put two Doric columns between flanking walls in a traditional Greek distyle-in-antis pattern. A new gabled roof and classic cornice were added, and a new steeple was constructed (Neiderer, 1965: 50). The

Presbyterian Church also had a Parsonage (218-0051-0073) built in the vernacular Greek Revival center-passage-plan style. The manse was built ca. 1840 and was used until the 1920s.

Other congregations were established elsewhere in the county, and built new church buildings during this time. In 1834, the Presbyterian Church of Buchanan was organized, and, in 1845, the Greek Revival style Buchanan Presbyterian Church (180-0001) was built to house the congregation (Fulwiler 1980: 452-454). The ca. 1840 one-story brick Crossroads Church/Pierce Chapel (011-0118) rests on a stone foundation with a bell tower and is an important example of a regionally popular form. The church served the Presbyterians and Methodists. Several German congregations in Botetourt County built a number of shared “union” churches, such as the ca 1835 Brick Union Church formerly located in the area called Howrytown. The Lutherans, known as the Brick Union congregation, shared this building with the Brethren, and Methodists are believed to have conducted services there at one time. As well the Brethren denomination continued to expand through the antebellum period. In 1859, the Mount Joy Church of the Brethren was organized, but relied on preachers from Augusta and Rockingham counties. The Mount Joy congregation conducted worship services in nearby schoolhouses for many years until their own church could be built in the 1880s (011-5230).

Many of the earlier log meetinghouses and frame churches do not survive from this time period; however, one brick church and one frame church were surveyed from this time period for the current project. The small brick ca. 1850 **Glade Creek Baptist Church & Cemetery (011-5334)**, features the front door and one large 12/12 wood window on the front elevation with a small brick smokestack on the gable end. The brick church has an American bond.



*Figure 16: The ca. 1850 Glade Creek Baptist Church & Cemetery (011-5334) in the Blue Ridge community along the former Lynchburg and Salem Turnpike.*

The ca. 1855 **Lithia Baptist Church and Cemetery (011-5373)** is a frame, or possibly log (according to a local historian), nave plan church with three side windows (six-over-six) and a tall steeple (probably added later) at the front gable end entrance. A large early cemetery surrounds the church on the south and east sides—“Grave Yard Hill,” a burial ground, was already established on the church property. The property was originally designated to be used for

religious worship by all Christian denominations: the Baptist, Methodist, Brethren, and Lutheran have all held services in the church.

### *Domestic*

Thirty single dwellings were recorded from this time period during the 2008 survey project, including ten previously surveyed properties that were re-surveyed. The ten re-surveyed houses include: Old Gray Place (011-0009), Samuel Rader House (011-0016), "Mill Creek Manor" (011-0020), Glencoe (011-0034), James Hogshead House (011-0059), House and Munford Post Office (011-0123), Millie Hammett Place (011-0125), Booze House (011-0132), Pearl Alphine House (011-0138) and Vacant House (011-5144). The ca. 1840 log Booze House (011-0132) was in the process of being demolished during this 2008 survey.

Although frame construction became more popular during this period, log construction (basically the two-room plan) with exterior-end stone chimneys was still common for residential use. A typical example is the re-surveyed House and Munford Post Office (011-0123), a log house that was built in two distinct, side-gabled sections that served as the ca. 1890 Munford Post Office. The right-side one-story section was constructed in the early to mid-1800s and the left two-story section was constructed ca. 1873 (most likely the post office). Both log sections are of hand-hewn, v-notched logs and are clad in board-and-batten siding. An interior stone chimney is located between the two sections.

A rare house type in Botetourt County is the re-surveyed Pearl Alphin House (011-0138), a rectangular-shaped, ca. 1830-1850 one-story limestone single dwelling above the James River near the Rockbridge County line. An associated two-story frame house adjacent to the stone house has been demolished. The Pearl Alphin House stone house is threatened by vacancy and neglect.



*Figure 17: Pearl Alphin House (011-0138). These VDHR survey photos show how the ca. 1830-1850 stone house and adjacent frame house appeared in 1973.*



*Figure 18: Pearl Alphin House (011-0138), present-day. The stone house now sits vacant and threatened by deterioration off of Route 622.*

An increasingly popular plan that continued into the twentieth century and eventually replaced the more common one- and two-room plans was the symmetrical center-passage-plan, also commonly referred to as the I-house. The center-passage-plan house has a center passage flanked by equally spaced rooms. The façade is typically three or five bays wide. The floor plan is one room deep, and referred to as a single-pile plan. The later antebellum versions incorporated a two-room deep plan, known as the double-pile plan; this plan was also referred to as a Georgian Plan or a four-over-four plan. The center-passage-plan house and its variations became the most popular plan throughout the Upland South and Midwest regions.

Many variations of the center-passage-plan house can be found throughout Botetourt County, whether in frame or brick, although the more common form is frame with exterior-end brick chimneys; many are found in rural areas such as the ca. 1830-1850 **House (011-5333)** in the Blue Ridge community on an early road that is now by-passed by Route 460.



*Figure 19: I-House (011-5333). This early ca. 1830-1850 I-house (011-5333) in the Blue Ridge community features a three-bay center-passage, single-pile plan on a limestone foundation. An exterior-end Flemish bond brick chimney heated the residence. Brick nogging is exposed in the right-side gable end.*

In addition to the numerous log and frame houses constructed with native limestone foundations and chimneys, some substantial brick homes of more sophisticated design were also built during this period by the established and prosperous citizens of the county. A series of brick dwellings, all with three-bay facades, document the increasing wealth of Botetourt County farmers and leaders around 1840.



*Figure 20: James Hogshead House (011-0059).* The resurveyed, ca. 1846 James Hogshead House (011-0059) sits off the east side of Catawba Road on a five acre parcel near Tinker Creek. The two-story, symmetrical three-bay, single-pile brick dwelling features a Flemish bond façade and a hounds-tooth brick cornice. The original owner, James Hogshead, hired local contractor Samuel Rader to “build a kiln to produce 50,000 brick for a 36’x 20’ 2/2 central-hall house with 13” thick walls.” (Description based on the original contract).

Around 1840, the popular Greek Revival style houses began to be built, with most builders relying on pattern books for guidance involving detailing and even room arranging. Two good examples of vernacular Greek Revival style houses include the ca. 1850 Farmstead (011-5174) and the ca. 1850 Starkey Robinson House (011-5223). The Farmstead (011-5174) house is a two-story, three-bay frame house resting on a limestone foundation. This property boasts 13 historic outbuildings, including a frame barn and smokehouse with assorted early twentieth-century outbuildings such as sheds, a milk house, dairy barn, and granary. The Starkey Robinson House (011-5223) is a three-bay, two-story frame, single-pile house resting on a raised stone foundation with a tall exterior-end stone chimney. The centered, one-bay front porch has had a room added to it on the second floor. The house was constructed in 1847 (as noted in the stonework of the chimney) and is lit by six-over-six wood windows. Three early twentieth-century outbuildings are located behind the house including a two-story frame barn.

**Civil War (1861-1865)**

Botetourt County saw little combat during the Civil War, but mobilized its manpower and industry in support of the Confederate cause. The service of the county's men and women is evident in the Botetourt companies who served the Confederacy: Botetourt Dragoons, the Fincastle Rifles, the Blue Ridge Rifles, and the Botetourt Artillery (Anderson's Battery). Woolen mills provided wool for hundreds of Confederate uniforms, and grist mills ground flour and feed for the Confederacy. Wagons, saddles, and harnesses were supplied by Fincastle manufacturers (Cohen et al., 1942. pp.16-21).

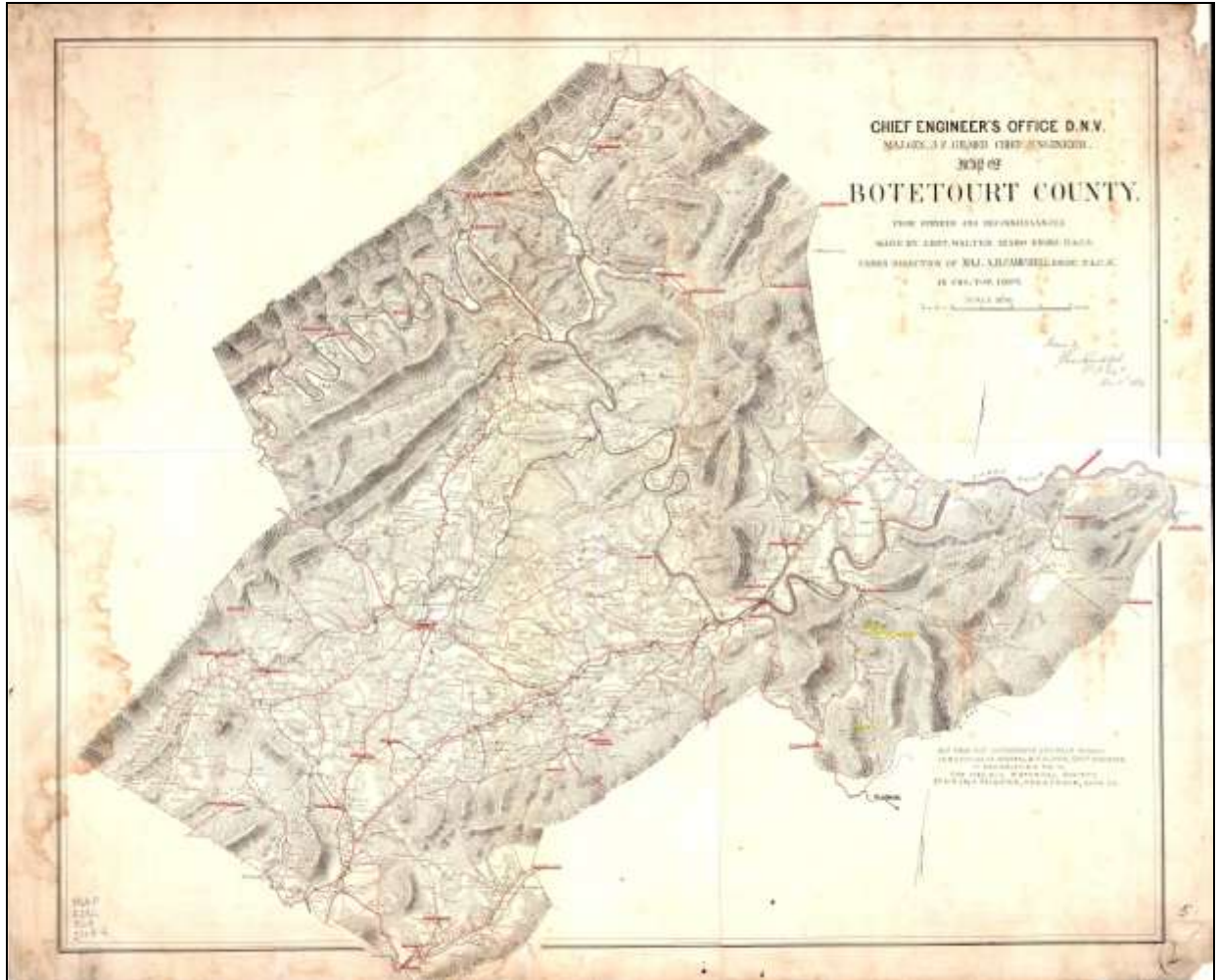


Figure 21: 1864 J. F. Gilmer Map of Botetourt County

Botetourt County's iron furnaces played a major role in the Civil War, supplying approximately 50 tons per week of pig iron, probably by canal, to Tredegar Iron Works in Richmond, a manufacturer of cannons and heavy artillery. Arcadia Furnace, built in 1862, was one of four furnaces constructed during the war to supply iron to the Confederacy. Catawba Furnace, built in 1830, which was purchased in 1847 by Botetourt native J.R. Anderson, owner of Tredegar Iron Works in Richmond, was used as a cold blast charcoal furnace until 1850, but was revived during the Civil War. The community of Saltpetre Cave supplied potassium nitrate which was used to make gunpowder.

Damage caused by the Civil War was generally confined to Buchanan, which was a major supply depot and shipping point, and the scene of heavy skirmishing during Hunter's Raid in June of 1864. Much of Buchanan burned when the Confederate army set fire to the bridge in an attempt to stop a Union advance across the James River. Federal forces inflicted further damage on Buchanan with artillery and cannon fire. Union troops also burned Mount Joy estate, home of Colonel John Anderson at the time it burned, but was the site of an earlier iron works, and eventually destroyed much of the James River & Kanawha Canal. *Although several resources were previously surveyed for this time period, no resources were located for this time period during the 2008 survey.*



### **Reconstruction and Growth (1866-1916)**

The Reconstruction Period marked a painful time of transition for both whites and newly-freed blacks as the social, economic and political system changed and adapted to the new order that included freedom for all. In addition to the social upheaval left by the war, the South was battle-scarred and destitute financially: this was particularly true in Virginia as the debt incurred by the war was immense, and its economy, based on slave labor, was devastated, as were many of the financial institutions which were destroyed. Even though Botetourt County was not the scene of intense fighting during the war, its resources in terms of men and materials were depleted. An additional hardship came in the form of the Virginia Constitution of 1902, which disenfranchised blacks and poor whites by enforcing a requirement that based the right to vote on a demonstrated understanding of the state Constitution, an unfair prerequisite for uneducated or illiterate citizens.

The population of Botetourt County during the second half of the nineteenth century increased 54% from 11,516 in 1860 to 17,727 in 1910, as new opportunities beckoned families to the far reaches of the county. During the 1880s, the county experienced a building boom that was stimulated by the coming of the railroad and the development of area limestone quarries, iron mines and other extractive industries. Villages such as Bessemer, Nace, Eagle Rock, and Glen Wilton, among others, emerged as minor industrial centers in previously underdeveloped regions of the county. Botetourt County farmers, who were never very dependent on slave labor, further diversified their output. As a result, communities such as Troutville, Cloverdale and Lithia experienced development due to late nineteenth century experimentation with orchard farming, vegetable “trucking” and canning. By the turn-of-the-century the after effect of the Civil War was, in many aspects, a distant memory. *The majority of all previously surveyed and currently surveyed properties were recorded from this time period.* One hundred and eighty six properties were surveyed for this time period during the 2008 survey, of these properties, five properties were re-surveyed. These five re-surveyed properties include: the Troutville School (315-0003), Cherry Hill (011-0282), Old Taylor Place (011-5417), New Hope Church (011-5098), and Spec Power Plant (011-5143).

### ***Government/Law/Political***

Fincastle was untouched physically by the war, although devastating fires in 1870 and 1871 destroyed numerous buildings in the town. The courthouse was spared destruction and continued its administrative functions. In 1897 an elaborate late Victorian three-story jail (0218-0009) was built adjacent to the courthouse in Fincastle. The exterior has a central tower with arched windows above an iron porch.

Post offices continued to expand across Botetourt County, and an 1884 business directory listed 22 locations. In 1880 a post office was established at Daggers, but was discontinued in 1907 as mail delivery was transferred to Eagle Rock. The post office established as “Carolina” in 1881, was named Glen Wilton in 1885. Other post office locations included Gala, which was established in 1881, and discontinued in 1932 when its service was transferred to Eagle Rock.

A good example of a domestic post office is found in a log dwelling situated in a rural area on Jennings Creek in the Jefferson National Forest north of the Peaks of Otter. The re-surveyed House and Munford Post Office (011-0123) was built in an open area amid rock outcroppings with numerous log outbuildings. It is thought that a post office was run from this dwelling after

one was established in the Munford area ca. 1890. This post office closed ca. 1924 when it was moved to another dwelling in Arcadia. This saddlebag log house was built in two, side-gabled sections: the right-side one-story section was built in the early to mid-1800s and the left two-story log section was constructed ca. 1873. A stone chimney is located in-between the two sections.



*Figure 22: Munford Post Office (011-0123). The log constructed Munford Post Office (011-0123) with a ca. 1850 one-story section and a ca. 1873 two-story section.*

A second domestic post office that was recorded during this time period is the **House with Post Office (011-5332)** that reportedly served as a post office for Cloverdale ca. 1890. The house has been updated to a more Bungalow appearance. The property also contains a separate post office building that was built ca. 1940.

### ***Transportation***

In addition to its economy, the Civil War damaged Botetourt County's transportation system. For several years its roads were neglected, and Union Forces ruined the James River and Kanawha Canal. As Botetourt County rebounded after the war, the expansion of the county's iron and coal mining industries generated a renewed interest in the construction of railroads, which became the dominant means to transport goods, replacing roads and water transport. Turnpikes became increasingly unprofitable as railroads entered the county, and by 1871, the General Assembly ceded state control of the turnpikes to the counties, who became responsible for their upkeep and construction. Although several new turnpikes were built in the late nineteenth century, turnpike construction declined during this period, and never returned to its pre-Civil War levels.



Figure 23: Botetourt County from 1895 state map

Flooding in 1873 and 1877 ended any consideration to rebuild the James River and Kanawha Canal. The James River and Kanawha Company had planned to lengthen the canal beyond Buchanan, and to build a railroad, but neither endeavor was realized when the canal was purchased by the Richmond and Allegheny Company Railroad in 1880. The company built an east-west railway that stretched 100 miles along the James River from Richmond to Clifton Forge. This line was later purchased by the Chesapeake and Ohio Corporation. Another important railroad, the north-south Shenandoah Valley Railroad was chartered in 1867, and by 1880, it ran from Waynesboro to Hagerstown. With a stop in Buchanan, the railroad reached Roanoke in 1882; it later became the Norfolk and Western Railway. Neither of these railroads ever reached the courthouse town of Fincastle, but instead followed the James River.

The coming of the railroads influenced the growth of towns such as Springwood, whose role as a river port and shipping point heightened during the 1880s following construction of a railroad along the James River linking the Norfolk and Western at Buchanan with the Chesapeake and Ohio at Clifton Forge. Railroad transportation bolstered Springwood's economy, but the town did not become urbanized to the degree that other James River railroad towns did--Eagle Rock and Glen Wilton, for example, whose economies were based on extractive industry.

Railroad construction later in the century furthered the growth of spas for wealthy urban families seeking cooler mountain air. Blue Ridge Springs and Coyner's Springs both were located along the Norfolk & Western Railroad, while Lithia Springs was located near the Shenandoah Valley Railroad. One transportation-related structure was surveyed, the ca. 1910, coursed ashlar **Norfolk & Western railroad tunnel (011-5201)** that carries the railroad over Curry Creek Road and Curry Creek off of State Route 640 near Spec.



Figure 24: Norfolk & Western railroad underpass (011-5201), constructed ca. 1910 of coursed ashlar.

### ***Subsistence/Agriculture***

After the Civil War, the average size of farms decreased throughout the Shenandoah Valley, but especially in Botetourt County, where the average-sized farm decreased from 429 acres in 1860 to 119 acres in 1910. The decrease in the farm size after the Civil War most likely related to the loss of slave labor, manpower, and income. Conversely, the number of farms in the Shenandoah Valley doubled between 1860 and 1910 and tripled in Botetourt County. Corn and wheat production in the Shenandoah Valley increased from the period of 1860 to 1910, while oat production declined. Hay production in Botetourt County increased drastically in the 1880s.

Orchard production became important to Botetourt County when in 1867; J.C. Moomaw of Cloverdale planted 4,000 peach trees, and by 1890 had become the principal peach producer in the state with a harvest of 63,000 bushels. Although ten years later in 1900, the harvest had plummeted to only 2,000 bushels. Tomatoes became in great demand and tomato canneries were located on almost all the farms around Troutville. The railroad center of Roanoke and towns, colleges, and spring resorts provided markets for fresh vegetables and other products. Tobacco continued to be grown and production peaked in 1880; livestock such as cattle, sheep, and horses continued to be raised in Botetourt County and the valley as a whole.

Most of the surveyed agricultural properties date to this period and include meathouses, corn cribs, barns, and granaries. Most outbuildings were beginning to be built of frame during this time, while log construction was still common. The most popular barn form in this period remained the double-crib barn, whether of log or frame. Conventional bank barns were still being built well into the twentieth century.

Some good examples include the ca. 1870 **Rhodes Farmstead (011-5293)** near Catawba, the ca. 1890 **Wilkinson Farmstead (011-5300)** in Cloverdale, and a ca. 1880 abandoned **Farmstead (011-5200)** near Spec. Other farmsteads include the ca. 1875 **House (011-5291)** near Catawba and the ca. 1880 **House (011-5314)** near Catawba. All of these houses and outbuildings are of frame construction. The outbuildings include secondary dwellings, granaries, corn cribs, barns, springhouses, privies, and sheds.



*Figure 25: Outbuildings for Rhodes Farmstead (011-5293). Barns and corncribs on the 36-acre parcel of the ca. 1870 Rhodes Farmstead (011-5293).*

### ***Industry/Processing/Extraction***

The late nineteenth-century and early twentieth-century industries included milling, carriage and wagon construction, cloth manufacturing, and liquor distilling. Lime became an important raw material and Botetourt County began producing lime for a plant in Alleghany County. Iron manufacturing continued, but never increased significantly after 1865 (Worsham, 1988). Princess Iron Company operated in Boyd County, Kentucky beginning in 1876 until it moved its operation to Wilton Station (Glen Wilton) and began a successful venture in the iron ore mining business. It was the only modern blast furnace in Botetourt County. Company houses were built to accommodate the increasing population. There were several of these identical houses (011-5353) built in the field for Princess Iron Furnace workers but only one survives. The ca. 1890 two-story, three-bay, single-pile frame board-and-batten sided dwelling resting on a coursed ashlar foundation. Iron ore mining was the chief industry in Glen Wilton until the furnace was forced to close in 1923 because of fierce competition by the Great Lakes iron ore operation.

The Pulaski Iron Company was formed by Philadelphia financiers in connection with the Shenandoah Valley Railroad, later the Norfolk & Western. The railroad was built through Botetourt County along the Cloverdale Furnace Tract property in 1882. The Pulaski Iron Company was incorporated in 1904 and made a large investment in Botetourt County because of the competition from big steel plants in the Midwest. The blast furnace was located at Pulaski, Virginia, from which came the name. There were two iron ore mines in Botetourt County, one in Lithia (Spec) and one in Buchanan (Pico).

The Spec Mine is located at the site of the old Cloverdale #2 Iron Ore Mine and was named “Specular” for the type of ore mined there. Three tunnels were dug into the mountain to remove the ore. The company owned the **housing (011-5197)**, **commissary store (011-5194)**, **power plant (011-5143)**, its own tract and tipper at the N&W. There was an incline going up the mountain to the mines and the ore was hauled by electric-powered cars. Both mines closed in the mid to late 1920s. The Pulaski Iron Company Power Plant was built in ca. 1910 to burn coal in

order to produce the electricity needed to power the large operation. This building was later used as the Fringer Canning Company in the 1930s. There were about fifteen small houses built for the miners and at least two larger dwellings for management. The one-story frame houses were built as duplexes and the narrow, decorative novelty siding was painted yellow.



Figure 26: The Spec Mining Power Plant (011-5143) and its Company Housing (011-5197)

The previously surveyed Callie Furnace (011-0065) is located north of Glen Wilton and was built as a hot-blast charcoal furnace around 1873-1874 for D.S. Cook of Wrightsville, Pennsylvania. It was named after Cook's wife Caroline. By 1876 it was enlarged and converted into a coke furnace and was eventually abandoned in 1884. The Callie Furnace is listed on the National Register of Historic Places.

### *Commerce/Trade*

Bartering continued to dominate the farm economy on the local level during this period; however, the increased dependency on local markets throughout the region necessitated the growth of stores and banks across the county. The ca. 1880 **Houseman Store (011-5173)**, located at the intersection of Routes 630 and 635, served the community west of Springwood and northeast of Fincastle. The one-story frame building appears to have been constructed in two sections: the front-gabled section most likely served as the storage area, while the main three-bay, side-gabled section served as the store.



Figure 27: The ca. 1880 Houseman Store (011-5173) served the community west of Springwood and northeast of Fincastle.

One of the best examples of a general store surveyed for this project is the ca. 1900 **Arcadia Mercantile store (011-5319)** on Route 614 in Arcadia. The two-story, three-bay frame store has a gable-front standing seam metal roof. The two-story, full-width three-bay front porch is supported by square posts on concrete piers. The wooden storefront has two large four-light display windows. The area under the display windows features narrow recessed panels. The recessed entry has a single-leaf door with a covered light over two large rectangular panels inlaid with beaded board paneling.

A commercial-style building in the town of Troutville served as the **Farmers' and Canners' Bank (315-5037)** and later as an office for an insurance company. The ca. 1900 rock-face concrete block building located at 5433 Lee Highway has been altered over the years.



*Figure 28: Commercial Building, 5441 Lee Highway (315-5038). Located in the town of Troutville, this ca. 1900 two-story brick commercial building currently serves as Troutville Upholstery. A similar building next to it burned in the 1940's. This two-part commercial form is typical of urban commercial development.*

### ***Education***

Education in Botetourt County changed drastically in 1870 when Virginia adopted a new constitution and established a segregated public school system that was supported by state funds and local taxes (Trent: 108, 110). In 1870, 40 public schools were established in Botetourt County, which grew to 114 schools by 1906 (Trent: 119). These schools were located within walking distance of every student, often near a church or crossroad community.

Many of the public schools constructed between 1870 and 1900 were simple, one-room, rectangular-shaped, frame buildings with gabled roofs. Large double-hung sash windows along the side elevations illuminated the interior and a central single-leaf wood door on the front elevation provided entry. From 1880 to 1917, two and three-room schools became more frequent, sometimes replacing an older one-room school. Multiple rooms allowed the separation of the children by grade; if three rooms were present, one of them was used for high school education.

However, a unique glimpse into early Botetourt education is the Daleville College (011-0003-0005), which was founded in 1890 as a private school for the children of Benjamin F. Nininger and George Layman Jr. In 1891, the school was expanded and renamed the Botetourt Normal

School, a college preparatory school serving Botetourt County. By 1909, the school became Daleville College, a degree-conferring four-year college. In 1912 Daleville College became denominational when the First District of the Virginia Church of the Brethren took over the school. In 1925, Daleville College merged with Bridgewater College, another Brethren school, and became Daleville Academy, a secondary school that closed its doors in 1933. The three remaining college buildings have been converted to apartments.

An extant example of an early frame school in Botetourt County is the ca. 1890 **Tin Top School (011-5236)**, located about a mile north of Buchanan off of Route 43. The school has a stone foundation, weatherboard exterior, and front-gabled standing seam metal roof. It is thought that the school's name was derived from its metal roof. The Tin Top School was converted into a dwelling after its closure in 1939, but is well-preserved due to few alterations, excluding the addition of the modern front porch.

Similar in design to the Tin Top School is the ca. 1893 two-room **Lithia School (011-5235)**. This school closed in 1914 and was used as the meeting place for the Modern Woodsman of America. Currently, it is used as a storage building and has deteriorated beyond its original appearance. The second school, the **1914 Lithia School (011-5374)** was constructed as a two-room school, but was enlarged in the 1920s, and serves as a residence; it is located behind the Lithia Methodist Church (011-5212).



*Figure 29: Lithia School #1 (011-5235). This ca. 1893 two-room school off Hardbarger Road in Lithia is currently used for storage and is in poor condition.*

An example of a two-room school is the ca. 1907 **Cinder Hill School (011-5286)**, located in the Spec Mine area. This school was named after a pile of cinders produced by the nearby power plant (later known as the **Fringer Cannery, (011-5143)**, which smoldered for years. This frame one-story building has a stone foundation and a gabled roof. The school was severely altered when it was converted into a dwelling about 25 years ago.

Although most schools from the late nineteenth century were of frame construction, the ca. 1872 **Troutville School (315-0003)**, located off of Route 11, is brick. This one-room school also served as the first meeting place for the Troutville Baptist Church from 1875 through 1880. After the construction of a newer Troutville school in the early twentieth century, the old school was expanded with a frame addition on its southern (side) elevation and used as a dwelling until



its present use as a garage. Its frame addition and wraparound front porch have been removed, but the old schoolhouse still stands as an early testament to public education in Botetourt County.

After an increasing public interest in providing secondary education to children in Virginia, the Mann High School Bill of 1906 created and maintained a system of free public high schools. The early high schools established under this bill were: the Buchanan High School (1901), Asbury High School (1904) in Haymakertown, Fincastle High School (1905), Troutville High School (1905), and the Eagle Rock High School (1909) (Trent: 124). None of these original high school buildings remain today.



Figure 30: The ca. 1872 Troutville School (315-0003), off of Route 11

### **Religion**

After the Civil War, religious congregations built new church buildings in rural areas and in towns across Botetourt County. The German Church of the Brethren splintered and organized separate conservative and liberal factions. By 1907, twenty liberal Progressive Brethren churches held one thousand members, while there were 63 conservative churches comprised of 5,000 members. Approximately 7,000 Lutherans maintained seventy churches by this time. The Episcopal Church expanded in Eagle Rock and Buchanan, and established a mission in the community of Purgatory. The Methodist Episcopal Church and the African Methodist Episcopal Church both expanded after the Civil War. *Sixteen churches were surveyed during this time period.* All but one of the churches are frame constructed. All of the churches except for the brick **Cloverdale Church of the Brethren (011-5301)** are of a simple nave plan with a front gable roof and three lights on the side elevations. Most of the churches rest on a stone foundation and are clad in weatherboard siding. Standing-seam metal sheathes the steeply pitched gable roofs. Vinyl siding has been added to some of the churches, while other churches have gone vacant and are in disrepair. Some churches, such as the small, ca. 1900, vernacular **Jennings Creek Church (011-5326)** have been converted into residences. Likewise, the one-room side-gable ca. 1895 **Lutheran Church (011-5244)** on Route 220 was converted to Harris Antiques.



*Figure 31: King Memorial Community Church (011-5259). Located in Oriskany, this church was dedicated in 1904 as the Methodist Episcopal Church, is a good example of a more elaborate church for this time period. This intact and well-maintained frame church still serves this rural community along Craig's Creek.*

### ***Domestic***

Frame had replaced log construction as a building practice by this time, and the center-passage plan was the most predominate. This two-story three-bay wide, single-pile plan was found throughout Botetourt County and also include the similar T-plan. Double-pile frame houses were also being constructed during this period. Many of these houses still retain their weatherboard siding, two-over-two wood sash windows, and metal sheathed gable roofs. Most of these houses rest on limestone foundations with brick chimneys, both exterior-end and interior-end brick chimneys. Exterior-end stone chimneys and log construction were rare during this time period. For all house construction methods, interior stove chimneys begin to replace the use of fireplace heat that required exterior-or-interior-end chimneys.

A good example of a brick center-passage-plan house is the ca. 1875 **House (011-5177)** in the southern part of the county that exhibits details of a house that would have been built by a prosperous owner. The house is located on the south side of Wheatland Road (Route 639) in a semi-rural area. The house is surrounded by rolling hills and is used as a horse farm. This two-story, three-bay house has a medium-pitched side-gabled roof clad with standing seam metal. The house is built of brick in a American bond with a solid brick foundation. A one-story, full-width, five-bay porch has a hipped roof clad with standing seam metal. The Italianate porch is supported by bracketed turned wood columns, and a flat sawn balustrade.



*Figure 32: House, 1819 Wheatland Road (011-5177). This two-story, symmetrical three-bay brick house (011-5177) with interior-end brick chimneys is a good example of a more prosperous house-type built in Botetourt County ca. 1875.*

Although sawmills were in existence since the early 1800s in Botetourt County, the advent of the railroad provided additional pre-cut lumber for house construction and for flat-sawn trim. The trim took the form of spindlework across the porches, brackets in the eaves, bargeboards on the gable ends, decorative front porch railings, fishscale shingles, and other assorted details. The trim was ornamented mostly in the Queen Anne style of architecture which became prevalent during this time period. Although the use of decorative trim was introduced with the Italianate style in the 1850s, this style was not common in Botetourt County.



*Figure 33: House, 5402 Roanoke Road (011-4257). A typical T-plan house common to Botetourt County for this time period is found in the house in the Trinity area off Roanoke Road/Route 220 (011-5257). Note the associated outbuilding, a possible springhouse.*

Workers' housing also developed at this time period, stimulated by more mining operations. Many of these houses were one-story, two-room longitudinal plans with a window and door leading into each room, a stove and chimney flue centered in the middle, and a front porch. The remaining worker's housing are either now located on individual parcels or remain with the associated farmstead. The housing either served as tenant housing or as the overseer's or farm manager's house. One such mining operation was the Princess Iron Company that operated in Kentucky until it moved to Wilton Station (Glen Wilton) and began a successful venture in the iron ore mining business. It was the only modern blast furnace in Botetourt County. Company houses were built to accommodate the increasing population.



*Figure 34: Worker's House, 8 Quarry Drive (Glen Wilton) (011-5357). The only intact example of several identical ca. 1890 houses built for Princess Iron Furnace workers in Glen Wilton. The other remaining workers' houses have been altered with vinyl siding, replacement windows, or additions.*

Few stylish houses were found for this time period, but those that were surveyed were Queen Anne style or were vernacular with Queen Anne style trim.

### **World War I to World War II (1917-1945)**

The population of Botetourt County began to decline in 1920, after an increase during the Reconstruction and Growth period (1866-1916). This decline in population continued throughout the World War I to World War period (1917-1945) with a population of 16,557 in 1920 down to 15,760 in 1950. Likewise, the total number of farms and their crop value continued to decline during this period. One hundred and five properties were located and surveyed for this time period during the 2008 survey, none were re-surveys. Of these properties, 14 churches, nine businesses, five schools and gas stations, two farmsteads, one railroad tunnel, barn, and motel were surveyed.

#### ***Government/Law/Political***

The building of government structures did not increase substantially because the county remained predominately rural. Although it occurred after this time period, it is important to note that the 1848 Greek Revival Botetourt County Courthouse (218-0005) in Fincastle was severely damaged by fire on December 15, 1970 with its interior gutted and its roof destroyed. It was reconstructed and restored by 1975, but had to be removed from the National Register of Historic Places (Niederer, 1965: 46-49; Wyatt, 2005). Although hospitals and nursing homes were being built at this time, none were located during this 2008 survey; neither were any other government-related resources located.

#### ***Transportation***

The introduction of the automobile and paved roads during this time would prove to be the most far reaching and enduring development of the period. While railroad construction dominated the late nineteenth century, the automobile would capture the imagination of society for the next half century and beyond. With the establishment of the State Highway Commission in 1906, and an appropriations program for road construction in 1909, county and state road systems began to improve. In 1918, the state purchased the Valley Turnpike north of Staunton and began a widening and rebuilding effort that continued for many years. In 1933, Lee Highway, which was the portion of the Valley Turnpike south of Staunton, was widened and paved through Botetourt.



*Figure 35: Conoco Filling Station (315-5032). The ca. 1929 Conoco Filling Station (315-5032) on Route 11 in Troutville was constructed by the Whiting Oil Company of Covington. Although it no longer serves as a gas station, it is used for a Troutville business.*

As the automobile asserted its dominance, frame gas stations such as the ca. 1920 **Gas Station/Route 11 (180-5001)** in Buchanan emerged as a new building type, characterized by a porte-cochere, or wide overhang, which provided shade and weather protection. Three gas

stations were surveyed for this time period. The porte-cochere gas station was a popular form throughout Virginia in the 1920s and 1930s and now has mostly disappeared from the landscape. Motels and tourist courts also appeared along major roads, particularly on the north/south Route 11, although only one was located for this project; the vacant and about to be demolished **Traveltown Motor Court (011-5295)**. The original building began ca. 1930 with a main dining area, swimming pool, and 18 separate cottages. The small cottages were later relocated throughout the Cloverdale area when the complex was updated around 1950 and the current two-story motel was built. The construction of Interstate Highway 81 to the northwest in the early 1980s took away the traffic from Route 11, and the motel has been vacant since the 1985 flood.



*Figure 36: Traveltown Motor Court (011-5295) on Route 11 in Cloverdale*

### ***Subsistence/Agriculture***

The total number of farms, their size, and crop value decline from 1920 through 1940 with a slight increase in 1950. The total number of acres being farmed in 1920 was 187,137, which decreased sharply to 140,600 in 1940, and rebounded to 164,800 acres in 1950. Similarly, the total number of farms decreased from 1,666 in 1920 down to 1,307 farms in 1940 and back up to 1,339 farms in 1950. The average size farm in 1940 was 99 acres with an increase to 1,231 acres in 1950. Dairy farming became more widespread during this time as agricultural practices shifted from a diversified economy to a single crop or product. Though some large 1920s farmsteads were surveyed, few single dwellings still retained their outbuildings. Many small farmsteads with Bungalow or American Foursquare style houses featured garages, sheds, and small barns. Examples include **American Foursquare, Rt. 220 (011-5238)** and **Bungalow, Precast Way (011-5282)**.



*Figure 37: Agricultural building (011-5270). This 1920 barn located at the intersection of Route 220 and Shaver's Farm Road is a surviving example of a dairy barn from this time period.*

### ***Industry/Processing/Extraction***

The first half of the twentieth century saw the continuation of many of the major nineteenth century industries, but with increased manufacturing and mining. Botetourt County exploited, and continues to do so, a wealth and a variety of stones and ores. A manganese mine operated near Troutville in the early 1940s, and other minerals such as iron ore, lead and zinc were mined, while marble, building stones, lithographic stone, and limestone for burning were all quarried in Botetourt County. The Boxley Materials Company was established in 1906, with its corporate headquarters in Roanoke, and a concentration on the railroad business, straightening and double tracking the main line railroads for N&W, C&O, and the Virginian. In 1908, the first quarry was started in Giles County to furnish ballast and concrete base for the construction of the Virginian railway and stones for new streets such as in Roanoke. Their fourth quarry, and still their main production facility, Blue Ridge Stone Company (known as Boxley Quarry) opened in 1917 on the Botetourt/Bedford county line in the community of Blue Ridge.

The Liberty Limestone Corporation near Buchanan produced crushed stone and the James River Hydrate and Supply Company at Indian Rock was producing agricultural lime and crushed stone. Additionally, the Roanoke Webster Brick Company was established in 1922, and continues today as General Shale Brick, produces brick and shale for brick production, in the hamlet of Webster just south of Blue Ridge along the N&W Railway line.

Increased fruit and vegetable cultivation created the necessity for processing plants, especially canneries (Worsham, 1988). The **Fringer Canning Company (011-5143)** was located in the former Spec Power Plant and operated from the 1930s to the 1950's. A label from the Fringer Canning Company of Lithia touts the "Banner Mill Brand Hand-Packed Tomatoes".

The ca. 1940 **Troutville Poultry Plant (315-5021)** was built as a hatchery by E.C. "Ben" Firestone. Ben Firestone started his at-home chicken business in the mid- to late 1920s, when he was delivering about 60 chickens to Roanoke, until he began supplying eight Kroger stores. Firestone also constructed a processing plant in Troutville which is now Diversified Industry. Business was good and the operation employed 60-70 people until Firestone went out of business and sold the plant to Southern States in 1960.



*Figure 38: The ca. 1940 Troutville Poultry Plant (315-5021) located on Route 11 in Troutville*

### *Commerce/Trade*

Commercial enterprises expanded during this time period to include urban commercial buildings including banks, automobile repair shops, restaurants and other commercial establishments. Rural areas still relied heavily on general merchandise stores. *Six stores were surveyed for this time period.* **McFarland's Store (011-5331)** is a ca 1925 grocery store located in Cloverdale next to a ca. 1925 gas station along heavily traveled Route 11. This store not only served the community of Cloverdale, but also travelers along the highway. The store building now serves as the Cloverdale Grill. The ca. 1930 **Whitt and Son Store (011-5342)** in Coyner Springs is another frame commercial-style building which used to serve traffic traveling along the former Salem and Lynchburg Turnpike. The gable-front design with two-over-two double-hung sash



windows and double-leaf five-panel wood doors.

*Figure 39: The ca. 1930 Whitt and Son Store (011-5342) in Coyner Springs*

The ca. 1930 **Kincer Store (011-5340)** in Webster on the former Salem and Lynchburg Turnpike served the local community as well as employees of Webster Brick Company, now General Shale Brick. The store is associated with an adjacent dwelling and is also located in front of the N&W Railway tracks. The store has had several additions and is vacant; after the original owner



passed away, the new owner was unable to continue its operation because zoning does not allow a commercial operation so close to the road.

*Figure 40: The ca. 1930 Kincer Store (011-5340) in the hamlet of Webster; note the raised bed for the N&W Railway line in the background*





*Figure 41: A good example of a rural country store is the ca. 1920 Store (011-5290) on Little Catawba Creek Road. It lies in an undeveloped area near the Craig County and Roanoke County lines. The one-story, three-bay frame building is currently vacant and threatened.*

### ***Education***

After 1920, many of the one- and two-room schools that characterized the first public education system were slowly replaced by consolidated schools, which were designed to serve a larger number of students over greater distances. The improvement of roads and transportation during the time leading up to and following World War I aided in the consolidation of the public schools. Many of the consolidated schools were constructed from similar architectural plans based on the 1920 specifications published by the School Building Service of Virginia's State Department of Education (Kern: 7). These larger and better-designed brick schools, which had several classrooms situated around a central auditorium, began to replace many of the older frame high schools.

Both one- and two-story consolidated schools were built in Botetourt County. Eagle Rock High School was built in 1926, replacing an older frame building. Demolished in 1976, it was a two-story brick school with a symmetrical façade, large banks of double-hung windows, and projecting gabled bays with patterned brickwork accenting each end of the front elevation.

The ca. 1927 **Troutville High School (315-5034)**, which was the third high school built in Troutville, was similar to the Eagle Rock High School with its fenestration and patterned brick exterior, but with only one story. A central pedimented recessed entry, with Colonial Revival detailing, opens into the auditorium. A 1950s rear addition created a central courtyard that permitted light to the interior classrooms.



Figure 42: The ca. 1927 Troutville High School (315-5034)

The last high school constructed during this period is the **Colonial High School (011-5337)**, built in 1939 within the Blue Ridge community as a Works Progress Administration project. It replaced an earlier four-room brick building that was constructed in 1920. When built, the new school had eleven classrooms, several auxiliary rooms, and served all twelve grades. Since this originally one-story, eleven-bay brick building was built later than the other high schools, it exhibits more of the Colonial Revival style, with its side-gabled roof, pedimented recessed entry, and large 8/8 double-hung windows.

By 1940, the first phase of the consolidation of the Botetourt County public schools was nearly complete. Many of the smaller schools closed in the years before and after 1940, including the Midway School (early 1930s), Tin Top School (1939), Cinder Hill School (1940), second Lithia School (1940), Chestnut Run School (1941), and Trinity School (mid-1940s). Public transportation carried students to the nearest primary and secondary school. By 1940, there were only 21 schools in operation -- eight had one room, two had two rooms, five had three or more rooms, and six were high schools with four or more rooms. Also in 1940, 71% of the schools were white and 29% were black (“Educational Movement in Botetourt County”). Academy Hill was constructed for blacks in Fincastle in 1937; the structure still stands but is now used for apartments (Barnett).

The improvement of African-American schools progressed at a slower rate than that of the white schools until the contribution of private philanthropists, particularly Julius Rosenwald, in the early twentieth century. The Rosenwald Fund was incorporated in 1917 to aid in the construction of African-American schools in rural areas of the south. The fund required a matching contribution from the community and for certain criteria to be met in order to receive the aid, such as a minimum of a two-acre school lot and a design based on published plans and specifications. The fund stimulated public funding and interest in the education of African-Americans (Clark, 4-6).

In Virginia, the Rosenwald fund aided in the construction of 381 schools, with only four schools built in Botetourt County. Information provided by Fisk University Special Collections and available through the Multiple Property Document on Rosenwald schools in Virginia, indicates that these four schools were located in Buchanan, Eagle Rock, Indian Rock, and Hollins (on the Roanoke-Botetourt county line). The Indian Rock School, which was located near the intersection of Indian Rock Road and Lee Highway, was a two-teacher school constructed during

the budget years of 1917-1920. The Hollins School, which supported four teachers, was the largest of these schools and was constructed in 1921. The Eagle Rock and Buchanan School, which had two and three teachers, respectively, were built ca. 1925 (Clark, Appendix II). Each of these communities had a large African-American population in relation to the rest of the county. The Indian Rock School has been demolished, and it does not appear that any of the other Rosenwald schools exist today.

### ***Religion***

Although religious activity in the county during the first half of the twentieth century is not well-documented, it is known that Baptist, Methodist, Presbyterian, and African-American denominations continued to expand. New churches were often built in the Gothic and Classical Revival styles that were popular in the period. Churches in rural Botetourt County were typically frame, and featured simple nave plans.



*Figure 43: The 1927 New Bethel Church of the Brethren (011-5199) is located on SR 606 (Bethel Road) between the communities of Spec and Nace and near the 1927 Camp Bethel (Church of the Brethren).*

### ***Domestic***

Seventy resources were documented for this time period that related to the domestic theme, including worker's housing, farmsteads, and bungalows. In the twentieth century, domestic architecture responded to classical forms which were popularized as the Colonial Revival style. This influenced the construction of large frame and brick houses in traditional forms; many of these houses take the double-pile center-passage form. The brick American Foursquare house and the frame or brick Bungalow style became popular in Botetourt County and throughout the United States.



*Figure 44: The current Dominion Accounting and Tax Service (011-5238) on Roanoke Road (Route 220) is a good example of a ca. 1920 American Foursquare with Craftsman details.*



*Figure 45: The owner of "Shadowland" (011-5203) a strong example of an Arts and Crafts house stated that the house was built 1920 for William Baldwin, co-founder of the nationally known Baldwin-Felts Detective Agency located in downtown Roanoke.*

The construction of vernacular worker's housing continued into the early twentieth century. Two reported railroad-related workers' houses, built in 1920 outside the town of Cloverdale, housed workers for the nearby construction of the Norfolk & Western Railway system. These two railroad worker's houses are identical and feature a three-bay front-gabled façade with a side wing and front porch. Both are intact with their original wood siding and gable fronted garages in the rear yards.



*Figure 46: The ca. 1920 Railroad Worker's House #2 (011-5306) faces the east side of Sanderson Road/Route 605 at the southern base of Tinker Mountain with Tinker Creek and the N&W Railway to the north.*



*Figure 47: An atypical house found in Botetourt is the vernacular log Max Brugh Farmstead (011-5202) with side wings that was completed in 1933 by the owner's father, Mr. Brugh, from a set of Simmons House Plans. His father worked as a mailman from the nearby hamlet of Nace, and worked the farm with cattle, chickens, and orchards. Many outbuildings remain with this property.*



*Figure 48: The large cattle barn, associated with the Max Brugh Farmstead (011-5202), is located in the adjacent field and is covered with vertical wood planks, the steeply pitched gable roof is covered with standing seam metal.*

### **Summary**

Two major industries dominated Botetourt County history for the past 200 years; mining in the northern half of the county, and agriculture in the southern half of the county. Communities like Nace, Lignite, Oriskany, Glen Wilton, Buchanan, Eagle Rock, and even Cloverdale, were completely or to some extent dependent on iron ore mines or their related furnaces, or quarrying. Particularly, the mines and communities of and around Lignite, Oriskany, Glen Wilton and Iron Gate (Iron Gate straddles the Botetourt/Allegheny County line), grew to substantial size in the late nineteenth and early twentieth centuries while the iron ore industry dominated the county's economy with 14 iron furnaces. Much of the iron ore; however, was depleted or was inferior to the Pennsylvania iron ore, yet stone and shale mining operations remain strong in the county.

The other major industry, agriculture, has changed drastically in the past 60 years: where apples, peaches, cornfields, hay and produce once grew on farm after farm in the southern end of the county, subdivisions have replaced orchards, dairy farms, and pastures that once teemed with cattle (Benson, OurValley.org). The major travel routes through Botetourt once focused on the James River, which begins in the northern section of the county and continues south through the town of Buchanan. The railroad and the canal along the James River also played a significant role in the county's prosperity and continued development, but all have been replaced by Interstate 81. New development has focused along the I-81 corridor and its connection with State Routes 220 and 11 in the southern half of the county. While Botetourt County has retained its prosperity, the southern half of the county continues to be more developed than the more rugged northern half, and county-wide many of its rich architectural resources are threatened by neglect, abandonment, and development.

## **SURVEY FINDINGS AND EVALUATION**

### **Previously Identified Resources**

Prior to the commencement of the present Botetourt County architectural survey, a list of previously identified architectural resources and a map of their locations were obtained from the Virginia Department of Historic Resources (VDHR). There were approximately 992 previously inventoried architectural resources in Botetourt County for which some information had been archived in the survey files of the VDHR. Specific survey projects that had been conducted in Botetourt County include: Works Progress Administration (WPA) surveys in 1938; Historic American Building Survey(s) conducted in 1957 and 1958 (updated in 1967 and 1968); a Phase I survey in 1973; and, a Cost-Share Survey by Gibson Worsham in 1988. Additional resources have been surveyed by the Roanoke Regional Preservation Office of VDHR and others by the Virginia Department of Transportation as part of road and bridge improvement projects. The Hill Studio field team utilized copies of topographic maps that were marked with locations of recorded properties (obtained from the VDHR archives) in an effort to avoid resurvey of previously inventoried properties except in the cases where resurveys were planned in order to verify the condition of a resource or expand upon the existing survey information.

The level of documentation for the approximately 992 previously inventoried properties varies greatly. For properties that have been listed on the National Register of Historic Places or the Virginia Landmarks Register, there is more information available about the history and appearance of the property, along with maps, plans and photographs of the property. Some of the other inventoried resources have minimal information, such as a photograph or just a reference to a location on a topographic map. Hill Studio, P.C. conducted resurveys of 23 properties that lacked sufficient information in their existing files or were determined to be threatened. Not all previously identified resources have survived. Others that previously were in disrepair have been restored.

### **Survey Findings**

For this survey project, HSPC was asked to document 350 properties at the reconnaissance level. HSPC was also asked to identify any potential cultural landscapes and/or historic districts. A total of 327 properties were surveyed on the reconnaissance level that had not previously been documented. In addition, 23 previously documented properties were re-surveyed due to either their lack of information in the existing archives or their threatened condition. In a few cases, properties were resurveyed because they were not mapped correctly in the archives and this information was updated with the resurvey. Based on field survey and an understanding of the county's history, the survey team identified several potential historic districts, which are listed below in the "Recommendations" section. In addition, the survey team also followed guidelines outlined by the National Park Service in *Preservation Brief #36: Preservation of Cultural Landscapes: Planning, Treatment and Management of Historic Landscapes* and *National Register Bulletin 18: How to Evaluate and Nominate Designed Historic Landscapes* in an effort to identify and survey cultural and/or historic landscapes.

The list of properties inventoried during the survey is included as an appendix. The information on the reconnaissance inventory form was entered into the Data Sharing System (DSS), the

VDHR web-based electronic database. The use of DSS allows VDHR and other agencies and researchers to search on a wide range of fields of information.

For most historic themes, the actual survey findings closely paralleled the expected findings as outlined in the survey methodology. With the exception of intense development adjacent to the major thoroughfares of Interstate 81 and State Routes 11, 220 and 460, Botetourt County remains rural with many farms with agricultural related outbuildings. Unfortunately, many of these agricultural properties are currently vacant and not in use. In addition, many of the large tracts of farm and orchard lands have become subdivided over time and reflect a shift in the patterns of development as well as the use of land and the historic buildings. Many of the smaller communities and towns that developed around crossroads, railroads and mines – which included stores, schools, post offices, railroad facilities, churches and dwellings – have disappeared. In these areas and throughout the county, vacant buildings that have lost their use are threatened, such as schools, railroad-related buildings, agricultural outbuildings and small crossroad stores.

### ***VDHR Themes***

The relationship of resources to specific historic themes identified by VDHR helps to identify their places within the overall context of the history of Botetourt County. In some cases, a building may relate to more than one theme, such as a country store that also serves as a post office. The frequency count of buildings within certain themes should be considered in conjunction with an understanding of the history of the county. In some cases as in the mining industry or development of the railroad, the lack of representative buildings may indicate a loss of resources that were once important to the county. Hill Studio analyzed the existing survey information as part of the project’s survey methodology and compared it with the history of Botetourt County to identify themes that were under represented. Resources related to these themes were a priority for the survey project. The table below illustrates the representation of the VDHR themes within the current survey as well as the overall survey data for the county.

*Table 1: Frequency of surveyed properties by historic themes*

<b>VDHR Historic Themes</b>	<b>% Current Survey</b>
Architecture/Community Planning	2.1
Architecture/Landscape	5.9
Commerce/Trade	5.3
Domestic	59
Education	2.4
Ethnic/Immigration	.8
Funerary	1.0
Government/Law/Political	.4
Health Care/Medicine	.4
Indeterminate	0
Industry/Processing/Extraction	.8
Landscape	0
Military/Defense	0
Other	0
Recreation/Arts	0
Religion	6.5



Settlement Patterns	.6
Social	.4
Subsistence/Agriculture	15.5
Technology/Engineering	.2
Transportation/Communication	2.6

***VHDR Periods of Construction***

The date range for the buildings included in this survey indicates the pattern of development of Botetourt County. Many buildings have survived to the present, giving Botetourt County a rich architectural heritage. Even though the county was settled by the third quarter of the 18<sup>th</sup> century, relatively few buildings have survived that were built before the 19<sup>th</sup> century. Most early buildings tended to be hastily and poorly built as they were intended to be replaced by more substantial and permanent structures once farms or communities were established. Therefore, many of the earliest sites in the county are now only archaeological resources. As the current survey project attempted to achieve a more comprehensive survey of the county, the date patterns of the previously surveyed properties were analyzed along with the historic development of the county to identify under-represented periods in the development of Botetourt County. The first column in the table below, providing the breakdown of dates of buildings surveyed for this project, reflects that goal. The second column, showing the date distribution for all properties surveyed to date in Botetourt County, gives a better picture of the overall development of the county over time.

*Table 2: Frequency of surveyed properties by historic time periods*

<b>DHR Historic Time Periods</b>	<b>%Current Survey</b>
Contact Period (1607 - 1750)	0
Colony to Nation (1751 - 1789)	1.7
Early National Period (1790 - 1829)	3.7
Antebellum Period (1830 - 1860)	9.5
Civil War (1861 - 1865)	0
Reconstruction and Growth (1866 - 1916)	53.4
World War I to World War II (1917 - 1945)	30.1
The New Dominion (1946 - Present)	1.4

***VDHR Architectural Styles***

Architectural style is one of the principal markers or identifiers of historic buildings. While not always the most accurate or descriptive label, style does provide a method to organize and categorize historic buildings and place them within the larger context of national trends. However, it is often common for a building to lack a specific style or design or even applied ornamentation, resulting in external simplicity. In other cases, a building is simply vernacular, reflecting the materials and craftsmanship available at that time and location rather than an intentional design. It is also common for a building to exhibit elements from several different styles or to be vernacular in form with minimal characteristics from the Queen Anne, Italianate, Gothic Revival, or other styles. For this reason, the use of the categories “Late 19<sup>th</sup> and Early 20<sup>th</sup> Century American Movement,” “No Style Listed,” and “Other” provide categories for those buildings with minimal ornamentation.

*Table 3: Frequency of surveyed properties by architectural style*

<b>Architectural Style</b>	<b>%Current Survey</b>
Bungalow/Craftsman	5.2
Classical Revival	0
Colonial Craftsman	0
Colonial Revival	1.5
Commercial Style	.7
Dutch Colonial Revival	0
Early Classical Revival	1.5
Gothic	0
Gothic Revival	1.5
Italianate	0
Late 19th and 20th Century Revivals	0
Late 19th and Early 20th Century American Movement	0
Late Gothic Revival	0
Late Victorian	0
Mid 19th Century	10
Mixed (more than 3 styles from different periods)	.7
No Style Listed	32.6
Other	13.4
Queen Anne	6.7
Shingle Style	0
Tudor Revival	0
Vernacular Greek Revival	3

### ***USGS Topographical Quadrangle Maps***

The geographic distribution of resources in Botetourt County was also analyzed to help direct HSPC’s survey efforts for this project. While it was not expected that the county would have even geographic distribution, the location of existing surveyed resources was compared to the location of towns, major thoroughfares, rivers, and other geographical features that might dictate settlement to identify under-represented areas. The geographic distribution of the historic resources surveyed in the current project as well as all resources surveyed to date in Botetourt County is given in the table below:

*Table 4: Frequency of surveyed properties by quadrangle location*

<b>Quadrangles</b>	<b>%Current Survey</b>
Arnold Valley	5.1
Buchanan Quad	9.9
Catawba Quad	2.8
Clifton Forge	6.5
Daleville	30.4
Eagle Rock	2.5
Jordan Mines	0
Longdale Furnace	0
Montvale	2.5
Natural Bridge	0

New Castle	0
Oriskany	4.2
Peaks of Otter	.5
Roanoke	5.4
Salisbury	12.5
Snowden	0
Stewartsville	6.2
Strom	2.0
Sugarloaf	.5
Villamont	15.6

### ***VDHR Threats***

The threats noted on the survey reports are helpful to identify as they can direct recommendations for the preservation of the historic resources in the county. The major threats identified included vacant or abandoned properties in rural areas and development in the areas of major thoroughfares such as State Routes 11, 460, and 220.

### ***Cultural and Historic Landscapes***

Hill Studio reviewed the property types listed in Preservation Brief #36: Preservation of Cultural Landscapes: Planning, Treatment and Management of Historic Landscapes and National Register Bulletin 18: How to Evaluate and Nominate Designed Historic Landscapes as well as historic and topographic maps of the county within the context of the historic development of the county in an effort to identify cultural and historic landscapes during the field survey of Botetourt County. Although a number of cemeteries were surveyed in association with rural churches, these cemeteries were not determined to be designed as historic landscapes or have a specific cultural affiliation. The only eligible cultural/historic landscape identified by the survey team is the Blue Ridge Parkway, which runs along the southeast and southern edge of the county. The Blue Ridge Parkway was identified in a 1993 study as eligible for listing on the National Register of Historic Places as a cultural landscape but formal listing has not occurred to date. The impact of the construction of the Parkway is evident in several nearby properties, including Fox Folly Farm (011-5403), where stone retaining walls were constructed by Parkway construction workers, and the Clarence Smiley House (011-5405), where workers boarded during the construction of the scenic highway. The survey team also looked at the Appalachian Trail as a potential cultural landscape but determined that while recognizing that this is a significant system of trails that extends through the county, the trail system does not feature design elements unique to it.

### **Evaluation**

Each surveyed property was evaluated according to the criteria of the National Park Service through the National Register Criteria for Evaluation administered by the Virginia Landmarks and National registers. These criteria are outlined in *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* and were used by Hill Studio to determine a property's relation to defined historic contexts, its period and areas of significance, as well as its level of integrity. In order to qualify for listing on the National Register (NRHP), a property or district must be determined to be significant through its association with an important historic context and it must retain its historic integrity. Based on this evaluation, a statement of significance is included in each site file.

## NATIONAL REGISTER OF HISTORIC PLACES

### Significance

In order for a property or district to be considered for National Register listing, it must be shown to be significant for one or more of the four NRHP Criteria for Evaluation. Significance of a property or district is determined through its association with an important historic context (historical pattern). Historic contexts relate to the 18 historic themes developed by the Department of Historic Resources (DHR) as follows: architecture/landscape architecture/community planning, commerce/trade, domestic, education, ethnicity/immigration, funerary, government/law/political, health care/medicine, industry/processing/extraction, landscape, military/defense, recreation/the arts, religion, social, settlement patterns, subsistence/agriculture, technology/engineering and transportation/communication. Properties and districts can be determined to be significant within more than one historic context. These could also be deemed significant on one or more geographic levels, that is, local, state and national.

The Criteria describe how properties or districts are significant for their association with important event or persons (Criteria A or B, respectively), for their importance in design or construction (Criterion C) or for their potential to provide information (Criterion D) (U.S. Department of the Interior, 1991). The following is a brief description of each of the four NRHP Criterion for Evaluation (excerpted from *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"*):

“The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of significant persons in or past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded or may be likely to yield, information important in history or prehistory.”

### **Criterion A: Event**

Properties can be eligible for the National Register if they are associated with events that have made a significant contribution to the broad patterns of our history. Types of events may be either a specific event marking an important moment in American prehistory or history or a pattern of events or a historic trend that made a significant contribution to the development of a community, a state or a nation. The property must be documented to have existed at the time of

the event or pattern of events and to have been associated with those events. A property is not eligible if its associations are speculative. Mere association with historic events or trends is not enough, in and of itself, to qualify under Criterion A. The property's specific association must be considered important as well.

***Criterion B: Person***

Properties may be eligible for the National Register if they are associated with the lives of persons significant in our past. The persons associated with the property must be individually significant within an historic context. A property is not eligible if its only justification for significance is that it was owned or used by a person who is a member of an identifiable profession, class or social or ethnic group. It must be shown that the person gained importance within his or her profession or group during the time period associated with the property. Properties eligible under Criterion B are usually those associated with a person's productive life, reflecting the time period when he or she achieved significance. The individual's association with the property must be documented. Speculative associations are not acceptable. Properties associated with living persons are usually not eligible for inclusion in the National Register.

***Criterion C: Design/Construction***

Properties may be eligible for the National Register if they embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction. Resources that represent a significant and distinguishable entity whose components may lack individual distinction, such as districts, are defined within the context of this criterion. Districts must be a unified entity and possess a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development (U.S. Department of the Interior, 1991: 5).

Properties may be eligible under Criterion C as an example of distinctive characteristics of types, periods and methods of construction. A property must clearly illustrate, through "distinctive characteristics", either the pattern of features common to a particular class of resources; the individuality or variation of features that occur within the class; the evolution of that class; or the transition between classes of resources.

Properties that illustrate the work of a master qualify under Criterion C. A master is a figure of generally recognized greatness in a field, a known craftsman of consummate skill, or an anonymous craftsman whose work is distinguishable from others by its characteristic style and quality. The property must express a particular phase in the development of the master's career, an aspect of his or her work, or a particular idea or theme in his or her craft. A property is not eligible as the work of a master; however, simply because it was designed by a prominent architect.

Properties possessing high artistic values also qualify for listing under Criterion C. High artistic values may be expressed in many ways, including areas as diverse as community design or planning, engineering and sculpture. A property is eligible for its high artistic values if it so fully articulates a particular concept of design that it expresses an aesthetic ideal. A property is not eligible; however, if it does not express aesthetic ideals or design concepts more fully than other

properties of its type.

### ***Criterion D: Information Potential***

Properties may be eligible for the National Register if they have yielded, or may be likely to yield, information important in prehistory or history. Criterion D most commonly applies to properties that contain or are likely to contain information bearing on an important archaeological research question. Criterion D can also apply to buildings, structures and objects that contain important information. In order for these types of properties to be eligible under Criterion D, they themselves must be, or must have been, the principal source of the important information.

### ***Integrity***

Integrity is the ability of a property or district to convey its significance. To be listed in the National Register of Historic Places, a property or district must not only be shown to be significant under the National Register Criteria, but it also must have integrity. The Criteria recognize seven aspects that define integrity as follows: location, design, setting, materials, workmanship, feeling and association (U.S. Department of the Interior, 1991). The following is a brief description of each of the seven aspects of integrity (excerpted from the National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"):

#### ***Location***

Location is the place where the historic property was constructed or the place where the historic event occurred.

#### ***Design***

Design is the combination of elements that create the form, plan, space, structure and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation and materials.

#### ***Setting***

Setting is the physical environment of an historic property. Setting refers to the character of the place in which the property played its historic role. It involves how, not just where, the property is situated and its relationship to surrounding features and open space.

#### ***Materials***

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form an historic property.

#### ***Workmanship***

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

#### ***Feeling***

Feeling is a property's expression of the aesthetic or historic sense of a particular time period.

***Association***

Association is the direct link between an important historic event or person and an historic property.

***Properties Listed on the National Register***

Properties and districts in Botetourt County that are currently listed on the Virginia Landmarks Register and the National Register of Historic Places include the following:

Anderson House (011-0056)  
Annandale (011-0041)  
Breckenridge Mill Historic District (011-0187)  
Buchanan Historic District (180-0028)  
Callie Furnace (011-0065)  
Catawba Furnace (011-0040)  
Fincastle Historic District (218-0051)  
Greyledge (011-0010)  
Hawthorne Hall (011-0037)  
Lauderdale (011-0048)  
Nininger's Mill (011-0057)  
Phoenix Bridge (011-0095)  
Prospect Hill (011-0185)  
Santillane (011-0032)  
Thomas D. Kinzie House (011-5034)  
Varney's Falls Dam (011-0068)  
Wheatland Manor (011-0038)  
Wiloma (011-0039)  
Wilson Warehouse (180-0006)

**Properties Evaluated by VDHR National Register Evaluation Team and Determined Eligible for National Register Listing**

The following properties have been evaluated by the VDHR National Register Team and determined eligible for listing on the state and national registers.

Bryan McDonald, Jr. Farm House (011-0021)  
Bowyer-Holladay House, Lewis Holladay House (011-0028)  
George Washington Rader House (011-0058)  
Roaring Run Furnace (011-0063)  
Henry Stair House (011-0082)  
Emanuel Episcopal Church (011-0109)  
Camper/Cronise House (011-0116)  
James River & Kanawha Canal Tunnel (011-0144)  
Jeter Barn (011-0176)  
Fort Fauquier, Lipes Site, Looney Mill Creek Site (011-0184)  
Bessemer Archaeological Site (011-0188)  
Bridge # 6100, Route 817, Craig Creek Bridge (011-0404)  
Daleville College Historic District (011-5095)  
Blue Ridge Hall (011-5096)  
The Iron Industry of Virginia (011-5116)  
Gala Site (011-5155)

**Properties Potentially Eligible for National Register Listing**

As a result of the field survey, HSPC has identified the following properties and districts as potentially eligible for listing on the state and national registers and recommended for further investigation and/or intensive-level survey so that they can be formally evaluated by the VDHR National Register Evaluation Team:

Eagle Rock Historic District  
Fox Folly Farm (011-5403)  
Glen Wilton Historic District  
Glencoe (011-0034)  
Hammit House (011-5216)  
Mill Creek Manor (011-0020)  
Mulberry Bottom (011-0049)  
Oakland (011-0050)  
Shadowlands (011-5203)  
"Soldier's Retreat" (011-0181)  
Spec Mine Facilities (011-5143)  
Springwood Historic District  
Stonelea (011-0035)  
Troutville Historic District  
William Booze Farmstead (011-5171)  
Greenfield Plantation Site (011-0026)



## **RECOMMENDATIONS**

Based on the survey of 350 properties in Botetourt County, Hill Studio, P.C. recommends that the following actions be taken in planning for future survey work and the stewardship of the historic resources already identified.

### **National Register Listing**

The County and the Roanoke Regional Preservation Office (RRPO) of VDHR encourages and supports property owners in pursuing the listing of properties eligible for inclusion on the Virginia Landmarks Register and the National Register of Historic Places. The County and VDHR could sponsor workshops conducted by the RRPO and/or private preservation consultants to assist property owners and communities in the preparation of nomination forms. If a property has not already been evaluated by the VDHR National Register Evaluation Team and recommended as eligible for listing on the registers, the first step would be the submittal of a Preliminary Information Form (PIF) to determine a property's eligibility. Once a property is determined eligible for listing, the National Register Nomination Form is completed and submitted to the VDHR. The RRPO is the first point of contact for the submittal of these forms and can provide technical support as well as recommendations for professional consultants to help a property owner with the nomination process.

### **Further Survey Work**

Further survey work should be conducted to gain a comprehensive knowledge of all historic resources in Botetourt County. The survey of additional resources could be achieved partially through the training of local volunteers who already have knowledge of the resources, so that their information could be integrated into the DSS data system used by VDHR. In the course of the field survey, many structures were identified as historic (over 50 years of age) in addition to the 350 that were actually surveyed. Thematic areas that warrant additional survey include:

- African-American history
- Iron Furnace Industry
- Mining Industry
- Orchard Industry
- Canning Industry
- Private family cemeteries
- Lost Communities
- Threatened Churches
- Threatened Communities, such as Amsterdam

In addition to these thematic surveys, a building-by-building survey of the Town of Troutville should be conducted to determine its eligibility for listing as an historic district and to document the historic resources in the area in the face of development pressures along Route 11. The existing survey of the community of Springwood should be updated to include addresses for each property and accurate mapping of the potential district. A Preliminary Information Form (PIF) should be completed for both the Troutville and Springwood historic districts to determine the eligibility of these districts for listing on the registers. *Please see **Survey Findings** for a complete list of potentially eligible properties.*

### **Archaeological Survey**

The scope of this project did not allow for an archaeological survey. It became evident during the course of the project that Botetourt County has a potential for unidentified archaeological resources including prehistoric, Native American, Antebellum, Civil War and post-Civil War industrial time periods. Particularly the areas along the James River and its major tributaries should be investigated for potential archaeological sites related to the Indian settlements, early river transportation (canals and bateaux). The locations of former iron furnace and other mining operations should also be investigated.

### **Historic American Building Survey (HABS) / Historic American Engineering Record (HAER)**

It is recommended that all threatened properties whose significance is particularly associated with their construction techniques or means of operation should be documented with measured drawings through the documentation programs sponsored by the Historic American Buildings Survey (HABS) or Historic American Engineering Record (HAER). In particular, the structures related to the James River and Kanawha Canal system, the iron furnace industry and the Slave Cabin at Greenfield Plantation are recommended for this level of documentation.

### **Multiple Property Documentation Form (MPDF)**

The Multiple Property Submission Form is a method of nominating groups of properties that are related by one or more common historic themes. The Multiple Property format is an effective way of organizing information collected in surveys of potentially eligible properties for registration purposes and in preservation planning. The format provides for properties to be evaluated as part of historic themes and patterns. The thematic approach allows the preservation specialist to address more than the unique resources, but to deal with resources having like characteristics and associations. It makes possible a comparative basis for examining a group of related resources to determine the relative importance among members of the group. For National Register registration, the multiple property submission streamlines the nomination and designation of groups of eligible properties (National Register Bulletin 16 B). Based on the survey of the project area, multiple property submissions are recommended for the following thematic groups:

- African-American related resources
- James River and Kanawha Canal
- Iron Furnaces
- Mining Industry
- Orchard Industry
- Canning Industry
- Schools
- Threatened Churches
- Threatened Communities, such as Amsterdam

## **PUBLIC POLICY**

The first step in promoting the preservation of historic resources in Botetourt County is to develop public policy that recognizes the importance of these resources and supports their identification and protection. The basis for local planning efforts to preserve historic resources is found in the Comprehensive Plan.

### **Public Stewardship of Historic Resources**

The County should lead by example in their stewardship of county-owned historic resources. Resources such as the Slave Cabin at Greenfield Plantation should be properly preserved and maintained by the County.

### **Land Use Issues**

During its long history, Botetourt County has always been a rural agricultural region. Since the end of World War II, the county has gained new residential buildings, mostly along rural highways such as Route 220, Route 460 and Route 11. New developments and shopping center complexes along major transportation corridors have resulted in the loss of some of the county's older properties and crossroad settlements. As a result, farmland and older residential and commercial communities are being converted into housing, roads, and modern commercial and professional centers that relate more to the through highway than to the community surrounding them.

### **Historic Preservation Plan or Element**

The historic resources of Botetourt County are a valuable asset to the county and their value should be recognized in its public policy. Although the current Botetourt County Comprehensive Plan addresses historic resources in the county in the chapter "Cultural and Natural Environment," it should also consider adopting a Historic Preservation Plan or Element to be included in the county's comprehensive plan. The overall Historic Preservation Element would be applicable to all historic sites in the county. Such a plan would:

- Define local preservation issues and goals;
- Integrate preservation goals with other goals of the County Comprehensive Plan;
- Identify strategies and actions necessary to achieve the preservation objectives;
- Explore tax and other financial incentives for historic rehabilitation;
- Develop historic zoning and conservation district zoning; and
- Establish a plan for implementation
- Develop an inventory and management plan for all county-owned historic properties.

### **Geographic Information System (GIS)**

Botetourt County's GIS system should incorporate the location of all inventoried historic architectural and archaeological resources for use in making land use and other planning decisions. The county should seek this data from VDHR. This information is available through the Data Sharing System (DSS), administered by the VDHR.

### **Archaeological Data Base**

A significant number of archaeological sites have been identified in Botetourt County. However, most archaeological investigations were undertaken to answer specific research needs or for compliance with federal and state historic preservation regulations. While some parts of the county have been developed, there are extensive tracts of land, especially along the rivers and streams, which have a high potential for important archaeological sites. The county should undertake the preparation of an archaeological assessment that identifies the areas of high archaeological potential. Resulting maps and studies should be incorporated into the county's planning process in a manner that ensures that the archaeological record is recognized and

protected, including the protection of the county's data from unauthorized use by relic collectors.

A county-wide archaeological assessment should be completed. This assessment should include, at a minimum, the following four principal goals for the identification and protection of archaeological resources in Botetourt County:

- Identify areas of the county where archaeological resources are most likely to exist;
- Describe anticipated resources and assess their potential significance;
- Assess the integrity of the archaeological data base (how reliable is the data available and how complete is the inventory?); and
- Suggest research priorities that will provide the data needed to formulate archaeologically sensitive management strategies.

### **Financial Incentives for Historic Preservation**

There are a variety of financial incentive programs in place on the federal, state and local levels that help encourage preservation. While there are few outright grants available, there are state and federal historic rehabilitation incentives in the form of tax credits that may be used by property owners when rehabilitating an historic building listed on the state and national registers or located within and contributing to a registered historic district. The introduction of local real estate tax abatements for historic property should be considered. Conservation and historic easements are another incentive that can be effectively used to preserve the historic character of the county and may provide tax benefits to the property owner. These are incentives that should be promoted by the county in order to encourage preservation of endangered properties. Information on various incentives is available on the VDHR web site at [www.dhr.virginia.gov](http://www.dhr.virginia.gov).

### **Regulatory Measures: Land Use and Zoning**

#### ***Historic Overlay District Ordinance***

Local governments are authorized by the Code of Virginia to adopt zoning regulations to protect their historic resources. Such zoning regulations, which are written as historic district ordinances, typically apply as an overlay district that provides restrictions in addition to the existing zoning. As specified in the state code, a district can be a single building, a collection of buildings, or an historic area. The intent of the overlay zoning regulations is to protect historic properties and their settings from inappropriate and irreversible alterations, demolition or relocation. A review board may be established to review proposed actions for their impact on the historic resources within the district.

The typical steps to establishing an historic overlay district ordinance are: 1) amend to the existing ordinance to include the district regulations and 2) identify the historic overlay districts on the county's land-use map. Oftentimes, historic overlay districts consist of landmarks and districts that are listed on the state and national registers. However, these districts can also be locally designated. Public understanding of and participation in the formal zoning amendment process is important. *It is recommended that the Fincastle Historic District () receive a historic overlay zone to protect the county's most comprehensive and earliest historic resources.*

### ***Growth Management: Subdivision Ordinances***

Growth management is another important responsibility of the county and a method for preserving historic resources and their settings. Botetourt County should strive to retain the historic rural character and setting of the county. The courthouse town of Fincastle is centrally located within Botetourt County, a rural county that historically developed as an agricultural economy. As the town grows, efforts should be made to manage this growth that will retain this rural character. The Comprehensive Plan should include a growth management policy.

Growth management can be achieved through zoning ordinances and land-use plans. Botetourt County should identify areas for growth and development within the county that will not have an adverse effect on historic resources or areas. Zoning ordinances, particularly subdivision ordinances, can dictate the density of development allowed in specified areas. Such ordinances may also provide for open space and watershed protections.

### ***Zoning Compatible with Historic Preservation***

Another way in which local policy can promote preservation of historic resources is to make sure that local zoning is compatible with historic preservation. This may require greater flexibility in local codes for buildings within historic districts or areas in order to encourage the adaptive reuse of these resources. When a vacant building can no longer serve its original and/or historic function yet current zoning prohibits a new use, the zoning is actually promoting the deterioration of the resource by not allowing it to be used. This type of conflict between zoning and historic preservation should be reviewed and remedied. Historic overlay district ordinances can provide for the necessary flexibility in these cases. Other measures that might be incorporated into county plans could be a commitment, through an ordinance, for the protection of archaeological sites and historic buildings during the site plan/zoning review processes. This might include a requirement for applicants to conduct cultural resource identification surveys in areas where significant resources may be present or are known to be present.

### ***Certified Local Government and Historic Preservation Ordinance***

Through the Certified Local Government (CLG) program, local governments may become partners with the VDHR and the National Park Service under the National Historic Preservation Act of 1966, as amended. As CLGs, local governments benefit from technical assistance, training, and information from the VDHR and from the National Park Service; and they can play a more active role in the Virginia Landmark Register and National Register process. CLGs are eligible to apply for federal matching grants from Virginia's CLG fund. While the grants are usually small, they may be used as seed money to attract funding from a local government as well as the private sector to accomplish the preservation of local resources.

To qualify for designation as a CLG, Botetourt County would enact a historic preservation ordinance and create a review board to administer it, among other requirements. Members of the local review board would include county citizens, many of whom would be chosen because they possess various skills and specialize in certain fields, such as architecture, history, or architectural history -- a requirement for CLG designation.

## **PRIVATE INITIATIVES**

In addition to the regulatory measures that the County can take to achieve its historic preservation goals, there are a variety of voluntary measures on the local, state and national level that can be taken by individual property owners. Botetourt County should make information on these measures available to property owners and provide assistance in pursuing these options.

### **Landmark Designation**

Owners of properties that are at least 50 years of age, possess architectural and/or historical significance, and retain their integrity may want to pursue listing their property on the Virginia Landmarks Register and the National Register of Historic Places. These designations are purely honorary and do not restrict property owner's rights in any way. Designation on the state and national registers does, however, provide some level of resource protection through the Section 106 process, provided for in the National Preservation Act of 1966, that reviews the impact of federally funded, licensed or permitted projects on the historic resource and requires mitigation where necessary. Listing on the registers also provides access to preservation incentives, such as the state and federal rehabilitation tax credits and easements. Guidance in evaluating the eligibility of a property for listing is available through the Roanoke Regional Preservation Office of the VDHR as well as *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* and *National Register Bulletin 16a: How to Complete the National Register Registration Form*.

### **State and Federal Historic Rehabilitation Tax Credits**

Properties listed either individually or as contributing to a district listed on the state and national registers are eligible for the historic rehabilitation tax credit program. The state tax credit program, which offers a 25% credit on eligible expenses, is available to both income-producing and private residential properties. The federal tax credit, equal to 20% of eligible expenses, is only available for income-producing properties. Both programs require a minimal amount of investment to qualify and all work must be reviewed for compliance with the *Secretary of the Interior's Standards for Rehabilitation*. For more information on the historic rehabilitation tax credit programs, consult the VDHR website at [www.dhr.virginia.gov](http://www.dhr.virginia.gov).

### **Historic Easements**

Owners of properties that are listed on the Virginia Landmarks Register may choose to protect their property with a historic easement. Under the Open Space Land Act (Code of Virginia Sections 10.1-1700-1705) the Virginia Department of Historic Resources accepts and administers historic easements. The primary benefit of such easements, which are granted in perpetuity, is the continued protection of historic resources by prohibiting the inappropriate use or development of scenic and historic land and buildings. In accepting an easement, VDHR makes a commitment on behalf of the Commonwealth to monitor and support the preservation of the resource through the technical assistance of its staff. In addition, there are financial advantages associated with historic easements, including tax credits and the potential to lower inheritance taxes and stabilize or lower property taxes. More information is available on the VDHR website at [www.dhr.virginia.gov](http://www.dhr.virginia.gov).

### **Conservation Easements**

Conservation easements for the purpose of protecting natural, scenic, or open space values are

also allowed under the Code of Virginia 10.1-1009 et seq. Landowners may donate such easements to the Virginia Outdoors Foundation or other public holding agencies. The easement agreement typically includes language to limit development and potential subdivision, to protect the historic property. The minimum term of the easement is five years, but in order to qualify for federal tax deductions, it must be written for perpetuity. The creation of conservation easements does not directly involve the local government. State and federal tax credits for conservation easements are also available. Recent changes in the laws governing easement tax credits have limited the maximum tax credit allowed and have precluded the historic tax credit and the easement tax credit from being taken simultaneously. For more information, visit the websites for the Trust for Public Land ([www.tpl.org](http://www.tpl.org)), the Virginia Department of Forestry ([www.dof.virginia.gov](http://www.dof.virginia.gov)) or the Virginia Outdoors Foundation ([www.virginiaoutdoorsfoundation.org](http://www.virginiaoutdoorsfoundation.org)).

### **Preservation Action: Public and Private**

The following actions are recommended as ways to foster good stewardship of these resources through a general awareness, understanding and appreciation of the county's history by its public administrators, local residents and visitors. These actions are also recommended to integrate the historic resources that have been identified by the survey into the economic development of the county by promoting Botetourt County as a unique place and experience.

### **Education**

- Support the efforts of the Botetourt County Historical Society and the Fincastle Historical Society as they promote the preservation of historic resources. Their newsletter is a valuable educational tool that should be made available to all those interested in Botetourt County. If possible, create a compilation of articles written about Botetourt County resources and people and publish it as a separate volume. The various collections of these groups should be well catalogued, publicized and made accessible to the public.
- Develop a local history curriculum in the County's schools that incorporates information available through VDHR and the local historical societies. It should be recognized that an understanding of the architectural and historic resources within the county is essential to the proper and successful stewardship of these resources and the heritage they represent. An educational curriculum should be devised that uses field trips to take advantage of the local resources that depict aspects of local, state and national history. Some programs used in other counties that could be implemented include an ABC book of county resources and the development of a website with virtual tours of historic resources.
- An oral history program should be created to collect the knowledge of places, times and events as recalled by the older residents of the area. In particular, groups that have not previously been included in recorded histories of the county should be recognized and documented, such as the African-American culture of Botetourt County.
- Develop programs to focus on the history of the James River and Kanawha Canal as well as the mining and orchard industries.

- Develop a book or highway marker program to document the lost communities of Botetourt County.
- Develop an interpretive trail through the Botetourt Center at Greenfield to interpret the Greenfield Plantation site and the early settlement of the William Preston family and their impact on the development of Botetourt County and Southwest Virginia during the frontier period.

### **Tourism**

- Develop a county-wide Visitors Center, possibly at the Botetourt Center at Greenfield using the buildings that survive from the former Greenfield Plantation.
- Convene a Tourism Committee to create and implement events.
- Create Historic Resources Week - An Annual Affair. Set aside a week to focus on the historic aspects of Botetourt County and involve the schools, libraries, churches and any other social organizations that will promote the special resources available for appreciation in the county. For example, begin having Canal Days, orchard plantation tours, and railroad excursions (or bike rides on rails-to-trails). Choose one historic resource for that year's focus/mascot and market it with fund-raising items such as a souvenir painting by a local artist.
- Promote community gatherings at country stores featuring oral history, local industries and other folklore relating to Botetourt County.
- Develop and/or expand existing driving tours of historic resources. Post these tours on a website as a virtual tour. Create one or a series of driving tours that focus on different thematic aspects of resources around the county. For example, commence a driving tour of National Register properties or a tour that focuses on crossroad settlement stores or a tour of resources related to the African-American history of the county.
- Promote Botetourt County as a place to stop and visit on the Blue Ridge Parkway or the Appalachian Trail.
- Create a walking tour of the Fincastle and Buchanan Historic Districts with tour guides in period costumes who provide interpretation of the community's history. Candlelight walking tours have proven to be successful in other towns and communities that are also fortunate to have so many valuable resources closely related in location.



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**APPENDICES**

***Appendix A - Botetourt County Survey (in order of street address)***

VDHR #	911 Address		Resource Name	Date	Quad
011-5423	629	Allen Branch Rd.	Old Stull Place	1892	Eagle Rock
011-5232	658	Alpine Road		1900	Buchanan
011-5231	754	Alpine Road		1870	Buchanan
011-5256	120	Amsterdam Road	Wampler Eanes Foursquare	1930	Daleville
011-5255	148	Amsterdam Road	Grace Bible Church	1920	Daleville
315-5051	23	Apple Orchard Lane		1910	Villamont
011-5205	444	Apple Orchard Lane		1860	Villamont
011-5206	448	Apple Orchard Lane		1930	Villamont
011-5319	6	Arcadia Road	Arcadia Mercantile	1900	Arnold Valley
011-5223	2305	Arcadia Road	Starkey Robinson House	1847	Buchanan
011-5308	263	Arrington Lane	Read Mountain Animal Hospital	1895	Roanoke
011-5343	216	Barger Farm Lane		1915	Clifton Forge
011-5344	270	Barger Farm Road		1880	Clifton Forge
011-5175	2028	Beaver Dam Road		1850	Salisbury
011-5174	3548	Beaver Dam Road		1850	Salisbury
011-5276	6	Belle Crest Lane	Anderson House	1900	Daleville
011-5366	243	Bessemer Lane		1890	Eagle Rock
011-5196	383	Bethel Road		1898	Villamont
011-5195	511	Bethel Road	"Twin Pines" Log House	1930	Villamont
011-0120	593	Black Magic Farm Road	Old Linkenhoker Place/Black Magic Farm	1780	Salisbury
011-5310	3111	Blacksburg Road		1920	Daleville
011-5413	3730	Blue Ridge Blvd.		1920	Stewartsville
011-0009	5240	Blue Ridge Boulevard	Old Gray Place	1849	Villamont
011-5208	1645	Blue Ridge Springs Road		1920	Villamont
011-5188	5320	Blue Ridge Turnpike	Old Toll House	1820	Villamont
011-5189		Blue Ridge Turnpike	Obenchain Log House	1880	Villamont
011-5278	887	Botetourt Road		1900	Oriskany
011-5186	1013	Botetourt Road		1850	Salisbury
011-5422	2097	Botetourt Road	Red Fox Hill	1880	Clifton Forge
011-5179	2586	Botetourt Road		1930	Salisbury
011-5180	3248	Botetourt Road		1930	Salisbury
011-5288	4741	Breckinridge Mill Road		1900	Daleville
011-5345	191	Bridge Street		1941	Clifton Forge
011-5346	355	Bridge Street		1880	Clifton Forge
011-5204	2340	Brugh's Mill Road		1880	Villamont
011-5277	3756	Brugh's Mill Road	3756 Brugh's Mill Rd.	1776	Daleville
011-5229	2372	Buffalo Road		1900	Buchanan

VDHR #	911 Address		Resource Name	Date	Quad
011-5230	2565	Buffalo Road	Mount Joy Church of the Brethren	1859	Buchanan
011-5314	1001	Catawba Road		1880	Catawba
011-5313	1061	Catawba Road		1900	Catawba
011-5311	1068	Catawba Road		1880	Catawba
011-5312	1092	Catawba Road	Catawba Valley Baptist Church	1922	Catawba
011-0059	1836	Catawba Road	James Hogshead House	1846	Daleville
011-5283	2153	Catawba Road		1913	Daleville
011-0085	9780	Catawba Road		1755	Catawba
011-5284		Catawba Road		1910	Daleville
011-5285		Catawba Road		1875	Daleville
011-5396	151	Cedar Lane		1905	Salisbury
011-0125	2166	Cedar Lane	Millie Hammett Place	1850	Salisbury
011-5233	16	Cherry Tree Bottom		1875	Buchanan
011-5325	49	Chestnut Run Road		1898	Arnold Valley
011-5324	693	Chestnut Run Road	Chestnut Run School	1927	Arnold Valley
011-5323	1705	Chestnut Run Road		1820	Arnold Valley
011-5322	1936	Chestnut Run Road	Watson/Mosely House	1900	Arnold Valley
011-5373	201	Church Hill Road	Lithia Baptist Church	1855	Villamont
011-5207	1289	Coaling Road		1850	Villamont
011-5333	423	Colonial Road		1800	Stewartsville
011-5245	32	Country Club Road		1890	Daleville
011-5316	3756	Country Club Road		1820	Daleville
011-5411	540	Coyners Springs Road		1900	Stewartsville
011-5412	1007	Coyners Springs Road	Spradlin House	1925	Stewartsville
011-5367	456	Craig Creek Road		1920	Eagle Rock
011-5368	468	Craig Creek Road		1910	Eagle Rock
011-5385	8960	Craig Creek Road	R.H. Drummond House	1900	Strom
011-5386	9735	Craig Creek Road		1880	Strom
011-5387	9948	Craig Creek Road		1910	Strom
011-5265	15173	Craig Creek Road	Harlow, Ruby House	1920	Oriskany
011-5264	15176	Craig Creek Road		1900	Oriskany
011-5369		Craig Creek Road		1880	Strom
011-5201		Curry Creek Road	N&W RR Tunnel	1920	Villamont
011-5371	727	Deisher Blvd.	Old Longdale Church	1900	Strom
011-5370	727	Deisher Boulevard		1880	Strom
011-5372	2119	Deisher Boulevard	Thomas House	1900	Strom
011-5212	21	DeLong Lane	Lithia United Methodist Church	1899	Montvale
011-5226		Fennel Road	Blake House	1890	Buchanan
011-5279	9	Fern's Lane		1930	Oriskany
011-5347	118	Fieldale Road		1880	Clifton Forge
011-5348	317	Fieldale Road		1925	Clifton Forge
011-5349	55	Firehouse Lane	Glen Wilton School	1919	Clifton Forge
011-5298	197	First Avenue		1924	Roanoke
011-5299	198	First Avenue		1920	Roanoke

VDHR #	911 Address		Resource Name	Date	Quad
011-5168	525	Flowing Spring Road		1890	Salisbury
011-5379	1950	Forest Oaks Road		1920	Arnold Valley
011-5378	2565	Forest Oaks Road		1880	Arnold Valley
011-5350	54	Forrest Hill Drive		1915	Clifton Forge
011-5145	621	Frontage Road		1800	Buchanan
011-5144	705	Frontage Road		1860	Buchanan
011-5294	39	Gibson Lane	Meadow View Inn	1800	Roanoke
011-5363	1410	Glen Wilton Road		1875	Clifton Forge
011-5414	236	Goode Lane		1850	Montvale
011-5211	2144	Gravel Hill Road	Gravel Hill Baptist Church	1875	Villamont
011-5272	2457	Gravel Hill Road		1919	Daleville
011-5217	3317	Greyledge Road		1900	Buchanan
011-5427	1859	Grove Hill Road	Theimer House	1890	Oriskany
011-5235	1267	Hardbarger Road	First Lithia School	1893	Montvale
011-5415	1277	Hardbarger Road	Delong House	1890	Montvale
011-5213	5213	Hardbarger Road		1860	Montvale
011-5417		Hardbarger Road	Old Taylor Place	1890	Montvale
011-0046	752	Haymakertown Road	Sessler House	1800	Daleville
011-0282	752	Haymakertown Road	Cherry Hill	1887	Daleville
011-5287	2044	Haymakertown Road		1870	Daleville
011-5202	1793	Houston Mines Road	Max Brugh Farmstead	1933	Villamont
011-5281	329	Humbert Road	Humbert Dairy Farm	1932	Daleville
011-5228	192	Indian Rock Road	Indian Rock Baptist Church	1890	Buchanan
011-5227	214	Indian Rock Road		1900	Buchanan
011-5376	1475	Indian Rock Road		1850	Buchanan
011-5377	1487	Indian Rock Road		1902	Buchanan
011-5224		Indian Rock Road		1900	Buchanan
011-5225		Indian Rock Road	Mt. Zion Church	1870	Buchanan
011-5321	545	Inn Road	Bryant House	1897	Arnold Valley
180-5005	109	James River Terrace	Windy Hill	1900	Buchanan
180-5004	353	James River Terrace		1947	Buchanan
180-5003	399	James River Terrace		1926	Buchanan
011-5320	48	Jennings Creek Road		1880	Arnold Valley
011-5326	4572	Jennings Creek Road	Jennings Creek Church	1900	Arnold Valley
011-5327	5486	Jennings Creek Road	Jennings Creek Gospel Church	1920	Peaks of Otter
011-0123	6102	Jennings Creek Road	Munford House & Post Office	1850	Peaks of Otter
011-5328		Jennings Creek Road	Stagecoach Tavern	1850	Arnold Valley
011-5222	419	Lake Catherine Drive		1783	Buchanan
011-5400	1464	Laymantown Rd	Church of Christ New Haven	1900	Stewartsville
011-5401	2455	Laymantown Rd	Little Green Acres	1900	Villamont
011-5408	130	Laymantown Road		1925	Stewartsville
011-5407	271	Laymantown Road	Outbuildings	1920	Stewartsville

VDHR #	911 Address		Resource Name	Date	Quad
011-5210	1147	Lee Highway	Mill Creek Baptist Church	1917	Villamont
011-5329	1180	Lee Highway	McFarland Service Station	1955	Roanoke
011-5330	1190	Lee Highway	Filling Station Building/Barber Shop	1925	Roanoke
011-5331	1194	Lee Highway	McFarland's Store/Cloverdale Grill	1925	Roanoke
011-5421	1261	Lee Highway	Obenshain House and Store	1891	Villamont
011-5295	1674	Lee Highway	Traveltown Motel	1930	Roanoke
011-5380	2460	Lee Highway		1890	Buchanan
011-5381	2631	Lee Highway	Mount Olivet Methodist Church	1877	Arnold Valley
011-5382	2718	Lee Highway	Old Gas Station	1930	Arnold Valley
011-5383	2725	Lee Highway		1910	Arnold Valley
315-5005	4875	Lee Highway		1890	Daleville
315-5006	4909	Lee Highway		1930	Daleville
315-5007	4914	Lee Highway	Schmid House	1893	Daleville
315-5008	4927	Lee Highway		1950	Daleville
315-5009	4937	Lee Highway		1940	Daleville
315-5010	4949	Lee Highway		1930	Daleville
315-5011	4972	Lee Highway		1910	Daleville
315-0003	4988	Lee Highway	Troutville School	1872	Daleville
315-5012	4988	Lee Highway	Fred Bare House	1930	Daleville
315-5013	5027	Lee Highway		1900	Daleville
315-5014	5034	Lee Highway		1930	Daleville
315-5015	5073	Lee Highway		1926	Daleville
315-5016	5080	Lee Highway		1915	Daleville
315-5017	5088	Lee Highway		1925	Daleville
315-5018	5096	Lee Highway		1900	Daleville
315-5019	5105	Lee Highway		1933	Daleville
315-5020	5159	Lee Highway		1900	Daleville
315-5021	5164	Lee Highway		1900	Daleville
315-5022	5173	Lee Highway		1900	Daleville
315-5023	5185	Lee Highway		1900	Daleville
315-5024	5201	Lee Highway		1900	Daleville
315-5025	5209	Lee Highway		1900	Daleville
315-5027	5212	Lee Highway	D&P Welding	1940	Daleville
315-5026	5223	Lee Highway		1920	Daleville
315-5028	5262	Lee Highway		1935	Daleville
315-5029	5271	Lee Highway	Troutville Poultry	1940	Daleville
315-5030	5296	Lee Highway	Texaco	1952	Daleville
315-5031	5307	Lee Highway		1930	Daleville
315-5032	5325	Lee Highway	Conoco	1929	Daleville
315-5033	5374	Lee Highway	Troutville Automotive	1950	Daleville
315-5034	5383	Lee Highway	Troutville High School	1927	Daleville
315-5035	5402	Lee Highway	Boone Lodge	1939	Daleville
315-5036	5414	Lee Highway	Thriftway	1942	Daleville

VDHR #	911 Address		Resource Name	Date	Quad
315-5037	5433	Lee Highway	Old Bank	1920	Daleville
315-5038	5441	Lee Highway		1900	Daleville
315-5039	5465	Lee Highway		1925	Daleville
315-5040	5485	Lee Highway		1922	Daleville
315-5041	5494	Lee Highway		1940	Villamont
315-5042	5546	Lee Highway		1915	Villamont
315-5043	5559	Lee Highway		1908	Villamont
315-5044	5572	Lee Highway		1926	Villamont
315-5045	5583	Lee Highway		1940	Villamont
315-5046	5590	Lee Highway		1930	Villamont
315-5047	5599	Lee Highway		1945	Villamont
315-5048	5610	Lee Highway		1936	Villamont
315-5049	5621	Lee Highway	J. W. Layman House	1920	Villamont
315-0001	5760	Lee Highway	Kessler House	1780	Villamont
315-5052	5907	Lee Highway		1920	Villamont
011-5424	6184	Lee Highway		1874	Villamont
011-5425	6358	Lee Highway		1850	Villamont
011-0016	8367	Lee Highway	Samuel Rader House	1830	Villamont
011-0020	9275	Lee Highway	Mill Creek Manor	1830	Villamont
011-5209	9686	Lee Highway		1830	Villamont
011-5315	621	Lee Lane	Deer Run Farm	1903	Daleville
011-5428	616	Lee's Gap Road		1900	Oriskany
011-5191	2885	Lithia Road		1880	Villamont
011-5192	2952	Lithia Road		1880	Villamont
011-5197		Lithia Road	Spec Worker's Housing	1910	Villamont
011-5290	1807	Little Catawba Creek Road	Store	1920	Catawba
011-5289	1907	Little Catawba Creek Road	New Hope Baptist Church	1920	Catawba
011-5291		Little Catawba Creek Road		1870	Catawba
011-5193	52	Maier Farm Road		1920	Villamont
011-5198	117	Maier Farm Road	Spec Bungalow/Manager's House	1910	Villamont
011-5351	41	Main Street	The Restaurant	1941	Clifton Forge
011-5352	95	Main Street		1903	Clifton Forge
011-5353	131	Main Street	Glen Wilton Methodist Church	1890	Clifton Forge
011-5354	176	Main Street		1890	Clifton Forge
011-5355	204	Main Street		1880	Clifton Forge
180-5002	1745	Main Street		1900	Buchanan
180-5001	1747	Main Street	Gas Station	1920	Buchanan
315-5050	22	Maple Avenue		1901	Villamont/ Daleville
011-0181	5152	McKinney Hollow Road	Soldier's Retreat	1820	Clifton Forge
011-5364		McKinney Hollow Road		1880	Clifton Forge
011-5161	29	Minnix Lane		1860	Salisbury
315-5004	11	Moomaw Drive		1930	Daleville



VDHR #	911 Address		Resource Name	Date	Quad
011-5356	140	Mount Beulah Road	Mount Beulah Baptist Church & Cemetery	1909	Clifton Forge
011-5215		Mount Joy Road		1860	Buchanan
011-5398	649	Mt. Moriah Road		1881	Salisbury
011-5430	1987	Mt. Pleasant Church Road	Smith House	1926	Oriskany
011-0050	657	Muse Road	Oakland	1800	Villamont
011-5199	3643	Nace Road (SR 640)	New Bethel Church of the Brethren	1927	Villamont
011-5200		Nace Road (SR 640)		1880	Villamont
011-5420	1280	Narrow Passage Road		1920	Eagle Rock
011-5234	1372	Narrow Passage Road	Branham Hall	1850	Buchanan
011-5219	3591	Narrow Passage Road		1900	Buchanan
011-5418	7463	Narrow Passage Road	Montgomery House	1880	Buchanan
011-5221	9726	Narrow Passage Road		1900	Buchanan
011-5419	10630	Narrow Passage Road	Mt. Bethel Church of the Brethren	1900	Sugarloaf Mtn.
011-5220		Narrow Passage Road (Rt. 43/Rt. 688)		1860	Buchanan
180-5006	255	Newtown Road		1900	Buchanan
011-5389	2207	Old Fincastle Road		1939	Oriskany
011-5399	6259	Old Fincastle Road		1940	Salisbury
011-5190	64	Old Hollow Road	Berkley House	1887	Villamont
011-5280	50	Old Mine Road		1920	Daleville
011-5263	67	Oriskany Square		1910	Oriskany
011-5259	125	Oriskany Square	King Memorial Church	1904	Oriskany
011-5292	238	Our Road		1870	Catawba
011-5216		Penn Hollow Road	Hammit House	1800	Buchanan
011-5218	918	Pico Road	Virginia Presbyterian Church	1918	Buchanan
011-0132	466	Pond Road	Booze House	1840	Salisbury
011-0034	1088	Poor Farm Road	Glencoe	1860	Salisbury
011-5181	3409	Poor Farm Road		1880	Salisbury
011-5282	40	Precast Way		1925	Daleville
011-5365	1002	Prices Bluff Road		1891	Eagle Rock
011-5214	50	Pulaski Mines Road		1880	Montvale
011-5357	8	Quarry Drive		1890	Clifton Forge
011-5358	58	Railway Road		1915	Clifton Forge
011-5359	118	Railway Road		1890	Clifton Forge
011-5406	1057	Rainbow Forest Drive	Tomato Knife Factory	1945	Stewartsville
011-5405	1067	Rainbow Forest Drive	Clarence Smiley House	1921	Stewartsville
011-5404	1106	Rainbow Forest Drive	Bessie Deacon Bungalow	1940	Stewartsville
011-5403	1139	Rainbow Forest Drive	Fox Folly Farm	1873	Stewartsville
011-5300	4574	Read Mountain Road	Wilkinson Farmstead	1890	Roanoke
011-5301	4682	Read Mountain Road	Cloverdale Church of the Brethren	1913	Roanoke
011-5302	4682	Read Mountain Road	Parsonage, Cloverdale Church of the Brethren	1929	Roanoke
011-5304	4735	Read Mountain Road	Meggies Mercantile	1940	Roanoke

VDHR #	911 Address		Resource Name	Date	Quad
011-5303	4752	Read Mountain Road	Trinity Church of God	1920	Roanoke
011-5296	4839	Read Mountain Road	Stone House	1850	Roanoke
180-5008	301	Red Horse Lane		1900	Buchanan
180-5007	365	Red Horse Lane		1900	Buchanan
011-5260	386	Reid Road	"Shopland's Almost a Farm"	1930	Oriskany
011-5261	462	Reid Road	Crush House	1945	Oriskany
011-5262	531	Reid Road	Reid Compound	1890	Oriskany
011-5293		Rhodes Lane	Rhodes Farmstead	1850	Catawba
011-5240	1532	Roanoke Road		1890	Daleville
011-5242	1683	Roanoke Road		1895	Daleville
011-5239	2009	Roanoke Road	Layman Farm	1893	Daleville
011-5238	2449	Roanoke Road		1920	Daleville
011-5237	2582	Roanoke Road	Baileywick Farm	1902	Daleville
011-5254	2911	Roanoke Road	Day, Myrtle Bungalow	1881	Daleville
011-5253	2923	Roanoke Road	First Baptist Church Amsterdam	1920	Daleville
011-5244	5016	Roanoke Road	Lutheran Church/Harris Antiques	1895	Daleville
011-5243	5088	Roanoke Road	Trinity Church of the Bretheren	1940	Daleville
011-5258	5248	Roanoke Road		1901	Daleville
011-5274	5274	Roanoke Road		1930	Daleville
011-5257	5402	Roanoke Road		1902	Daleville
011-5248	5483	Roanoke Road		1860	Daleville
011-5271	5845	Roanoke Road		1900	Daleville
011-5275	6589	Roanoke Road		1880	Daleville
011-5268	28	Roberson		1894	Daleville
011-5384	485	Rocky Road		1900	Arnold Valley
011-0138		Rocky Road	Pearl Alphin House	1850	Arnold Valley
011-5429	228	Ruby Road		1900	Oriskany
011-5187	3860	Salt Petre Cave Road		1800	Salisbury
011-5098		Salt Petre Cave Road	New Hope Church	1900	Salisbury
011-5307	7812	Sanderson Drive		1930	Roanoke
011-5305	8030	Sanderson Drive		1920	Roanoke
011-5306	8050	Sanderson Drive		1920	Roanoke
011-5332	8958	Sanderson Drive	Post Office	1890	Roanoke
011-5297	1312	Second Avenue	Golden Oaks Antiques House	1895	Roanoke
011-5246	482	Shavers Farm Road	Henry Farmhouse	1790	Daleville
011-5270		Shavers Farm Road	Agricultural Outbuildings	1920	Daleville
011-0035	672	Shawnee Trail	Stonelea	1799	Daleville
011-5317	1844	Solitude Road	Solitude School	1929	Arnold Valley
011-5318		Solitude Road	Pine Haven	1920	Arnold Valley
011-5143	58	Spec Mine Road	Spec Power Plant/Fringer Cannary	1900	Villamont

VDHR #	911 Address		Resource Name	Date	Quad
011-5194	58	Spec Mine Road	Spec Commissary/Fringer Store	1900	Villamont
011-5286	58	Spec Mine Road	Cinder Hill School	1907	Villamont
011-5395	807	Spreading Spring Road		1880	Salisbury
011-5394	822	Spreading Spring Road		1880	Salisbury
011-5163	925	Springwood Road		1900	Salisbury
011-5392	1685	Springwood Road		1904	Salisbury
011-5391	1710	Springwood Road		1850	Villamont
011-5164	2270	Springwood Road		1880	Salisbury
011-5166	3265	Springwood Road		1880	Salisbury
011-5250	3722	Springwood Road		1910	Salisbury
011-5167	3954	Springwood Road		1930	Salisbury
011-5169	4121	Springwood Road	Eight Maples	1920	Salisbury
011-5251	4374	Springwood Road		1900	Salisbury
011-5170	4464	Springwood Road	Lily of The Valley Church	1890	Salisbury
011-5171	4752	Springwood Road	William Booze House	1800	Salisbury
011-5393	5863	Springwood Road	Spreading Springs Farm	1838	Salisbury
011-5173	7301	Springwood Road		1900	Salisbury
011-5252	8050	Springwood Road		1880	Salisbury
011-5162		Springwood Road		1900	Salisbury
011-5172		Springwood Road		1900	Salisbury
011-5402	250	St. Clair Lane	Norman St. Clair House	1900	Villamont
011-5426	814	Stoney Battery	Rock Home Place	1900	Villamont
011-0077	2866	Stoney Battery Road	Vest House	1767	Villamont
011-5203	3353	Stoney Battery Road	Baldwin House	1920	Villamont
011-5388		Sugar Tree Hollow Road		1900	Oriskany
011-5390	126	Timber Ridge	Cross Roads School	1910	Salisbury
011-5184	749	Timber Ridge Road	Twelve Oaks	1900	Salisbury
011-5185	1742	Timber Ridge Road	St. Jacob's Church	1898	Salisbury
011-5236		Tin Top Road	Tin Top School	1890	Buchanan
011-5266	1768	Trinity Road		1910	Daleville
011-5267	1918	Trinity Road		1900	Daleville
011-5269	2523	Trinity Road		1910	Daleville
011-5249	2679	Trinity Road		1910	Daleville
011-5247	3200	Trinity Road	Trinity Elementary School	1912	Daleville
011-5374	72	Tucker Hill Drive	Second Lithia School	1914	Montvale
011-5416		Tucker Hill Drive		1890	Montvale
011-5273	49	Tucker Road		1899	Daleville
011-5241	1540	Valley Road	Church of the Brethren	1920	Daleville
011-5339	684	Webster Heights Road		1930	Stewartsville
011-5342	243	Webster Road	Whitt Store	1930	Stewartsville
011-5340	2536	Webster Road	Kincer Store and Duplex	1890	Stewartsville
011-5338	2812	Webster Road		1900	Stewartsville

VDHR #	911 Address		Resource Name	Date	Quad
011-5337	2941	Webster Road	Blue Ridge Colonial Elementary School	1939	Stewartsville
011-5336	2964	Webster Road		1920	Stewartsville
011-5335	3094	Webster Road		1930	Stewartsville
011-5334	3148	Webster Road	Glade Creek Baptist Church & Cemetery	1850	Stewartsville
011-5410	214	Welches Run		1868	Stewartsville
011-5409	404	Welches Run		1870	Stewartsville
011-5183	910	Westwind	Rakes Q. A. House	1912	Salisbury
011-5182	1134	Westwind		1920	Salisbury
011-5375	247	Wheatland Road	Lauderdale School	1908	Villamont
011-5176	1476	Wheatland Road	Pillis House	1900	Salisbury
011-5177	1819	Wheatland Road		1875	Salisbury
011-5178	1973	Wheatland Road	Hammond House	1870	Salisbury
011-5165	3770	Wheatland Road		1900	Salisbury
011-5341	335	Willow Brook Lane		1890	Stewartsville
011-5360	52	Wood Town Road		1890	Clifton Forge
011-5361	967	Wood Town Road		1900	Eagle Rock
011-5362	1390	Wood Town Road		1900	Eagle Rock
011-5309	45	Woodland Road	Woodland Union Church	1900	Daleville
011-5397	608	Zion Hill Road	Lapsleys Run Baptist Church	1930	Salisbury

**Appendix B - Botetourt County Survey (in order of VDHR #)**

VDHR #	911 Address		Resource Name	Date	Quad
011-0009	5240	Blue Ridge Boulevard	Old Gray Place	1849	Villamont
011-0016	8367	Lee Highway	Samuel Rader House	1830	Villamont
011-0020	9275	Lee Highway	Mill Creek Manor	1830	Villamont
011-0034	1088	Poor Farm Road	Glencoe	1860	Salisbury
011-0035	672	Shawnee Trail	Stonelea	1799	Daleville
011-0046	752	Haymakertown Road	Sessler House	1800	Daleville
011-0050	657	Muse Road	Oakland	1800	Villamont
011-0059	1836	Catawba Road	James Hogshead House	1846	Daleville
011-0077	2866	Stoney Battery Road	Vest House	1767	Villamont
011-0085	9780	Catawba Road		1755	Catawba
011-0120	593	Black Magic Farm Road	Old Linkenhoker Place/Black Magic Farm	1780	Salisbury
011-0123	6102	Jennings Creek Road	Munford House & Post Office	1850	Peaks of Otter
011-0125	2166	Cedar Lane	Millie Hammett Place	1850	Salisbury
011-0132	466	Pond Road	Booze House	1840	Salisbury
011-0138		Rocky Road	Pearl Alphin House	1850	Arnold Valley
011-0181	5152	McKinney Hollow Road	Soldier's Retreat	1820	Clifton Forge
011-0282	752	Haymakertown Road	Cherry Hill	1887	Daleville
011-5098		Salt Petre Cave Road	New Hope Church	1900	Salisbury
011-5143	58	Spec Mine Road	Spec Power Plant/Fringer Cannary	1900	Villamont
011-5144	705	Frontage Road		1860	Buchanan
011-5145	621	Frontage Road		1800	Buchanan
011-5161	29	Minnix Lane		1860	Salisbury
011-5162		Springwood Road		1900	Salisbury
011-5163	925	Springwood Road		1900	Salisbury
011-5164	2270	Springwood Road		1880	Salisbury
011-5165	3770	Wheatland Road		1900	Salisbury
011-5166	3265	Springwood Road		1880	Salisbury
011-5167	3954	Springwood Road		1930	Salisbury
011-5168	525	Flowing Spring Road		1890	Salisbury
011-5169	4121	Springwood Road	Eight Maples	1920	Salisbury
011-5170	4464	Springwood Road	Lily of The Valley Church	1890	Salisbury
011-5171	4752	Springwood Road	William Booze House	1800	Salisbury
011-5172		Springwood Road		1900	Salisbury
011-5173	7301	Springwood Road		1900	Salisbury
011-5174	3548	Beaver Dam Road		1850	Salisbury
011-5175	2028	Beaver Dam Road		1850	Salisbury
011-5176	1476	Wheatland Road	Pillis House	1900	Salisbury
011-5177	1819	Wheatland Road		1875	Salisbury
011-5178	1973	Wheatland Road	Hammond House	1870	Salisbury

VDHR #	911 Address		Resource Name	Date	Quad
011-5179	2586	Botetourt Road		1930	Salisbury
011-5180	3248	Botetourt Road		1930	Salisbury
011-5181	3409	Poor Farm Road		1880	Salisbury
011-5182	1134	Westwind		1920	Salisbury
011-5183	910	Westwind	Rakes Q. A. House	1912	Salisbury
011-5184	749	Timber Ridge Road	Twelve Oaks	1900	Salisbury
011-5185	1742	Timber Ridge Road	St. Jacob's Church	1898	Salisbury
011-5186	1013	Botetourt Road		1850	Salisbury
011-5187	3860	Salt Petre Cave Road		1800	Salisbury
011-5188	5320	Blue Ridge Turnpike	Old Toll House	1820	Villamont
011-5189		Blue Ridge Turnpike	Obenchain Log House	1880	Villamont
011-5190	64	Old Hollow Road	Berkley House	1887	Villamont
011-5191	2885	Lithia Road		1880	Villamont
011-5192	2952	Lithia Road		1880	Villamont
011-5193	52	Maier Farm Road		1920	Villamont
011-5194	58	Spec Mine Road	Spec Commissary/Fringer Store	1900	Villamont
011-5195	511	Bethel Road	"Twin Pines" Log House	1930	Villamont
011-5196	383	Bethel Road		1898	Villamont
011-5197		Lithia Road	Spec Worker's Housing	1910	Villamont
011-5198	117	Maier Farm Road	Spec Bungalow/Manager's House	1910	Villamont
011-5199	3643	Nace Road (SR 640)	New Bethel Church of the Brethren	1927	Villamont
011-5200		Nace Road (SR 640)		1880	Villamont
011-5201		Curry Creek Road	N&W RR Tunnel	1920	Villamont
011-5202	1793	Houston Mines Road	Max Brugh Farmstead	1933	Villamont
011-5203	3353	Stoney Battery Road	Baldwin House	1920	Villamont
011-5204	2340	Brugh's Mill Road		1880	Villamont
011-5205	444	Apple Orchard Lane		1860	Villamont
011-5206	448	Apple Orchard Lane		1930	Villamont
011-5207	1289	Coaling Road		1850	Villamont
011-5208	1645	Blue Ridge Springs Road		1920	Villamont
011-5209	9686	Lee Highway		1830	Villamont
011-5210	1147	Lee Highway	Mill Creek Baptist Church	1917	Villamont
011-5211	2144	Gravel Hill Road	Gravel Hill Baptist Church	1875	Villamont
011-5212	21	DeLong Lane	Lithia United Methodist Church	1899	Montvale
011-5213	5213	Hardbarger Road		1860	Montvale
011-5214	50	Pulaski Mines Road		1880	Montvale
011-5215		Mount Joy Road		1860	Buchanan
011-5216		Penn Hollow Road	Hammit House	1800	Buchanan
011-5217	3317	Greyledge Road		1900	Buchanan

VDHR #	911 Address		Resource Name	Date	Quad
011-5218	918	Pico Road	Virginia Presbyterian Church	1918	Buchanan
011-5219	3591	Narrow Passage Road		1900	Buchanan
011-5220		Narrow Passage Road (Rt. 43/Rt. 688)		1860	Buchanan
011-5221	9726	Narrow Passage Road		1900	Buchanan
011-5222	419	Lake Catherine Drive		1783	Buchanan
011-5223	2305	Arcadia Road	Starkey Robinson House	1847	Buchanan
011-5224		Indian Rock Road		1900	Buchanan
011-5225		Indian Rock Road	Mt. Zion Church	1870	Buchanan
011-5226		Fennel Road	Blake House	1890	Buchanan
011-5227	214	Indian Rock Road		1900	Buchanan
011-5228	192	Indian Rock Road	Indian Rock Baptist Church	1890	Buchanan
011-5229	2372	Buffalo Road		1900	Buchanan
011-5230	2565	Buffalo Road	Mount Joy Church of the Brethren	1859	Buchanan
011-5231	754	Alpine Road		1870	Buchanan
011-5232	658	Alpine Road		1900	Buchanan
011-5233	16	Cherry Tree Bottom		1875	Buchanan
011-5234	1372	Narrow Passage Road	Branham Hall	1850	Buchanan
011-5235	1267	Hardbarger Road	First Lithia School	1893	Montvale
011-5236		Tin Top Road	Tin Top School	1890	Buchanan
011-5237	2582	Roanoke Road	Baileywick Farm	1902	Daleville
011-5238	2449	Roanoke Road		1920	Daleville
011-5239	2009	Roanoke Road	Layman Farm	1893	Daleville
011-5240	1532	Roanoke Road		1890	Daleville
011-5241	1540	Valley Road	Church of the Brethren	1920	Daleville
011-5242	1683	Roanoke Road		1895	Daleville
011-5243	5088	Roanoke Road	Trinity Church of the Bretheren	1940	Daleville
011-5244	5016	Roanoke Road	Lutheran Church/Harris Antiques	1895	Daleville
011-5245	32	Country Club Road		1890	Daleville
011-5246	482	Shavers Farm Road	Henry Farmhouse	1790	Daleville
011-5247	3200	Trinity Road	Trinity Elementary School	1912	Daleville
011-5248	5483	Roanoke Road		1860	Daleville
011-5249	2679	Trinity Road		1910	Daleville
011-5250	3722	Springwood Road		1910	Salisbury
011-5251	4374	Springwood Road		1900	Salisbury
011-5252	8050	Springwood Road		1880	Salisbury
011-5253	2923	Roanoke Road	First Baptist Church Amsterdam	1920	Daleville
011-5254	2911	Roanoke Road	Day, Myrtle Bungalow	1881	Daleville
011-5255	148	Amsterdam Road	Grace Bible Church	1920	Daleville
011-5256	120	Amsterdam Road	Wampler Eanes Foursquare	1930	Daleville
011-5257	5402	Roanoke Road		1902	Daleville

VDHR #	911 Address		Resource Name	Date	Quad
011-5258	5248	Roanoke Road		1901	Daleville
011-5259	125	Oriskany Square	King Memorial Church	1904	Oriskany
011-5260	386	Reid Road	"Shopland's Almost a Farm"	1930	Oriskany
011-5261	462	Reid Road	Crush House	1945	Oriskany
011-5262	531	Reid Road	Reid Compound	1890	Oriskany
011-5263	67	Oriskany Square		1910	Oriskany
011-5264	15176	Craig Creek Road		1900	Oriskany
011-5265	15173	Craig Creek Road	Harlow, Ruby House	1920	Oriskany
011-5266	1768	Trinity Road		1910	Daleville
011-5267	1918	Trinity Road		1900	Daleville
011-5268	28	Roberson		1894	Daleville
011-5269	2523	Trinity Road		1910	Daleville
011-5270		Shavers Farm Road	Agricultural Outbuildings	1920	Daleville
011-5271	5845	Roanoke Road		1900	Daleville
011-5272	2457	Gravel Hill Road		1919	Daleville
011-5273	49	Tucker Road		1899	Daleville
011-5274	5274	Roanoke Road		1930	Daleville
011-5275	6589	Roanoke Road		1880	Daleville
011-5276	6	Belle Crest Lane	Anderson House	1900	Daleville
011-5277	3756	Brugh's Mill Road	3756 Brugh's Mill Rd.	1776	Daleville
011-5278	887	Botetourt Road		1900	Oriskany
011-5279	9	Fern's Lane		1930	Oriskany
011-5280	50	Old Mine Road		1920	Daleville
011-5281	329	Humbert Road	Humbert Dairy Farm	1932	Daleville
011-5282	40	Precast Way		1925	Daleville
011-5283	2153	Catawba Road		1913	Daleville
011-5284		Catawba Road		1910	Daleville
011-5285		Catawba Road		1875	Daleville
011-5286	58	Spec Mine Road	Cinder Hill School	1907	Villamont
011-5287	2044	Haymakertown Road		1870	Daleville
011-5288	4741	Breckinridge Mill Road		1900	Daleville
011-5289	1907	Little Catawba Creek Road	New Hope Baptist Church	1920	Catawba
011-5290	1807	Little Catawba Creek Road	Store	1920	Catawba
011-5291		Little Catawba Creek Road		1870	Catawba
011-5292	238	Our Road		1870	Catawba
011-5293		Rhodes Lane	Rhodes Farmstead	1850	Catawba
011-5294	39	Gibson Lane	Meadow View Inn	1800	Roanoke
011-5295	1674	Lee Highway	Traveltown Motel	1930	Roanoke
011-5296	4839	Read Mountain Road	Stone House	1850	Roanoke
011-5297	1312	2nd Avenue	Golden Oaks Antiques House	1895	Roanoke
011-5298	197	1st Avenue		1924	Roanoke
011-5299	198	1st Avenue		1920	Roanoke
011-5300	4574	Read Mountain Road	Wilkinson Farmstead	1890	Roanoke
011-5301	4682	Read Mountain Road	Cloverdale Church of the Brethren	1913	Roanoke



VDHR #	911 Address		Resource Name	Date	Quad
011-5302	4682	Read Mountain Road	Parsonage, Cloverdale Church of the Brethren	1929	Roanoke
011-5303	4752	Read Mountain Road	Trinity Church of God	1920	Roanoke
011-5304	4735	Read Mountain Road	Meggies Mercantile	1940	Roanoke
011-5305	8030	Sanderson Drive		1920	Roanoke
011-5306	8050	Sanderson Drive		1920	Roanoke
011-5307	7812	Sanderson Drive		1930	Roanoke
011-5308	263	Arrington Lane	Read Mountain Animal Hospital	1895	Roanoke
011-5309	45	Woodland Road	Woodland Union Church	1900	Daleville
011-5310	3111	Blacksburg Road		1920	Daleville
011-5311	1068	Catawba Road		1880	Catawba
011-5312	1092	Catawba Road	Catawba Valley Baptist Church	1922	Catawba
011-5313	1061	Catawba Road		1900	Catawba
011-5314	1001	Catawba Road		1880	Catawba
011-5315	621	Lee Lane	Deer Run Farm	1903	Daleville
011-5316	3756	Country Club Road		1820	Daleville
011-5317	1844	Solitude Road	Solitude School	1929	Arnold Valley
011-5318		Solitude Road	Pine Haven	1920	Arnold Valley
011-5319	6	Arcadia Road	Arcadia Mercantile	1900	Arnold Valley
011-5320	48	Jennings Creek Road		1880	Arnold Valley
011-5321	545	Inn Road	Bryant House	1897	Arnold Valley
011-5322	1936	Chestnut Run Road	Watson/Mosely House	1900	Arnold Valley
011-5323	1705	Chestnut Run Road		1820	Arnold Valley
011-5324	693	Chestnut Run Road	Chestnut Run School	1927	Arnold Valley
011-5325	49	Chestnut Run Road		1898	Arnold Valley
011-5326	4572	Jennings Creek Road	Jennings Creek Church	1900	Arnold Valley
011-5327	5486	Jennings Creek Road	Jennings Creek Gospel Church	1920	Peaks of Otter
011-5328		Jennings Creek Road	Stagecoach Tavern	1850	Arnold Valley
011-5329	1180	Lee Highway	McFarland Service Station	1955	Roanoke
011-5330	1190	Lee Highway	Filling Station Building/Barber Shop	1925	Roanoke
011-5331	1194	Lee Highway	McFarland's Store/Cloverdale Grill	1925	Roanoke
011-5332	8958	Sanderson Drive	Post Office	1890	Roanoke
011-5333	423	Colonial Road		1800	Stewartsville
011-5334	3148	Webster Road	Glade Creek Baptist Church & Cemetery	1850	Stewartsville
011-5335	3094	Webster Road		1930	Stewartsville
011-5336	2964	Webster Road		1920	Stewartsville
011-5337	2941	Webster Road	Blue Ridge Colonial Elementary School	1939	Stewartsville
011-5338	2812	Webster Road		1900	Stewartsville
011-5339	684	Webster Heights Road		1930	Stewartsville

VDHR #	911 Address		Resource Name	Date	Quad
011-5340	2536	Webster Road	Kincer Store and Duplex	1890	Stewartsville
011-5341	335	Willow Brook Lane		1890	Stewartsville
011-5342	243	Webster Road	Whitt Store	1930	Stewartsville
011-5343	216	Barger Farm Lane		1915	Clifton Forge
011-5344	270	Barger Farm Road		1880	Clifton Forge
011-5345	191	Bridge Street		1941	Clifton Forge
011-5346	355	Bridge Street		1880	Clifton Forge
011-5347	118	Fieldale Road		1880	Clifton Forge
011-5348	317	Fieldale Road		1925	Clifton Forge
011-5349	55	Firehouse Lane	Glen Wilton School	1919	Clifton Forge
011-5350	54	Forrest Hill Drive		1915	Clifton Forge
011-5351	41	Main Street	The Restaurant	1941	Clifton Forge
011-5352	95	Main Street		1903	Clifton Forge
011-5353	131	Main Street	Glen Wilton Methodist Church	1890	Clifton Forge
011-5354	176	Main Street		1890	Clifton Forge
011-5355	204	Main Street		1880	Clifton Forge
011-5356	140	Mount Beulah Road	Mount Beulah Baptist Church & Cemetery	1909	Clifton Forge
011-5357	8	Quarry Drive		1890	Clifton Forge
011-5358	58	Railway Road		1915	Clifton Forge
011-5359	118	Railway Road		1890	Clifton Forge
011-5360	52	Wood Town Road		1890	Clifton Forge
011-5361	967	Wood Town Road		1900	Eagle Rock
011-5362	1390	Wood Town Road		1900	Eagle Rock
011-5363	1410	Glen Wilton Road		1875	Clifton Forge
011-5364		McKinney Hollow Road		1880	Clifton Forge
011-5365	1002	Prices Bluff Road		1891	Eagle Rock
011-5366	243	Bessemer Lane		1890	Eagle Rock
011-5367	456	Craig Creek Road		1920	Eagle Rock
011-5368	468	Craig Creek Road		1910	Eagle Rock
011-5369		Craig Creek Road		1880	Strom
011-5370	727	Deisher Boulevard		1880	Strom
011-5371	727	Deisher Blvd.	Old Longdale Church	1900	Strom
011-5372	2119	Deisher Boulevard	Thomas House	1900	Strom
011-5373	201	Church Hill Road	Lithia Baptist Church	1855	Villamont
011-5374	72	Tucker Hill Drive	Second Lithia School	1914	Montvale
011-5375	247	Wheatland Road	Lauderdale School	1908	Villamont
011-5376	1475	Indian Rock Road		1850	Buchanan
011-5377	1487	Indian Rock Road		1902	Buchanan
011-5378	2565	Forest Oaks Road		1880	Arnold Valley
011-5379	1950	Forest Oaks Road		1920	Arnold Valley
011-5380	2460	Lee Highway		1890	Buchanan
011-5381	2631	Lee Highway	Mount Olivet Methodist Church	1877	Arnold Valley
011-5382	2718	Lee Highway	Old Gas Station	1930	Arnold Valley
011-5383	2725	Lee Highway		1910	Arnold Valley

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011-5384	485	Rocky Road		1900	Arnold Valley
011-5385	8960	Craig Creek Road	R.H. Drummond House	1900	Strom
011-5386	9735	Craig Creek Road		1880	Strom
011-5387	9948	Craig Creek Road		1910	Strom
011-5388		Sugar Tree Hollow Road		1900	Oriskany
011-5389	2207	Old Fincastle Road		1939	Oriskany
011-5390	126	Timber Ridge	Cross Roads School	1910	Salisbury
011-5391	1710	Springwood Road		1850	Villamont
011-5392	1685	Springwood Road		1904	Salisbury
011-5393	5863	Springwood Road	Spreading Springs Farm	1838	Salisbury
011-5394	822	Spreading Spring Road		1880	Salisbury
011-5395	807	Spreading Spring Road		1880	Salisbury
011-5396	151	Cedar Lane		1905	Salisbury
011-5397	608	Zion Hill Road	Lapsleys Run Baptist Church	1930	Salisbury
011-5398	649	Mt. Moriah Road		1881	Salisbury
011-5399	6259	Old Fincastle Road		1940	Salisbury
011-5400	1464	Laymantown Rd	Church of Christ New Haven	1900	Stewartsville
011-5401	2455	Laymantown Rd	Little Green Acres	1900	Villamont
011-5402	250	St. Clair Lane	Norman St. Clair House	1900	Villamont
011-5403	1139	Rainbow Forest Drive	Fox Folly Farm	1873	Stewartsville
011-5404	1106	Rainbow Forest Drive	Bessie Deacon Bungalow	1940	Stewartsville
011-5405	1067	Rainbow Forest Drive	Clarence Smiley House	1921	Stewartsville
011-5406	1057	Rainbow Forest Drive	Tomato Knife Factory	1945	Stewartsville
011-5407	271	Laymantown Road	Outbuildings	1920	Stewartsville
011-5408	130	Laymantown Road		1925	Stewartsville
011-5409	404	Welches Run		1870	Stewartsville
011-5410	214	Welches Run		1868	Stewartsville
011-5411	540	Coyners Springs Road		1900	Stewartsville
011-5412	1007	Coyners Springs Road	Spradlin House	1925	Stewartsville
011-5413	3730	Blue Ridge Blvd.		1920	Stewartsville
011-5414	236	Goode Lane		1850	Montvale
011-5415	1277	Hardbarger Road	Delong House	1890	Montvale
011-5416		Tucker Hill Drive		1890	Montvale
011-5417		Hardbarger Road	Old Taylor Place	1890	Montvale
011-5418	7463	Narrow Passage Road	Montgomery House	1880	Buchanan
011-5419	10630	Narrow Passage Road	Mt. Bethel Church of the Brethren	1900	Sugarloaf Mtn.
011-5420	1280	Narrow Passage Road		1920	Eagle Rock
011-5421	1261	Lee Highway	Obenshain House and Store	1891	Villamont
011-5422	2097	Botetourt Road	Red Fox Hill	1880	Clifton Forge
011-5423	629	Allen Branch Rd.	Old Stull Place	1892	Eagle Rock

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011-5424	6184	Lee Highway		1874	Villamont
011-5425	6358	Lee Highway		1850	Villamont
011-5426	814	Stoney Battery	Rock Home Place	1900	Villamont
011-5427	1859	Grove Hill Road	Theimer House	1890	Oriskany
011-5428	616	Lee's Gap Road		1900	Oriskany
011-5429	228	Ruby Road		1900	Oriskany
011-5430	1987	Mt. Pleasant Church Road	Smith House	1926	Oriskany
180-5001	1747	Main Street	Gas Station	1920	Buchanan
180-5002	1745	Main Street		1900	Buchanan
180-5003	399	James River Terrace		1926	Buchanan
180-5004	353	James River Terrace		1947	Buchanan
180-5005	109	James River Terrace	Windy Hill	1900	Buchanan
180-5006	255	Newtown Road		1900	Buchanan
180-5007	365	Red Horse Lane		1900	Buchanan
180-5008	301	Red Horse Lane		1900	Buchanan
315-0001	5760	Lee Highway	Kessler House	1780	Villamont
315-0003	4988	Lee Highway	Troutville School	1872	Daleville
315-5004	11	Moomaw Drive		1930	Daleville
315-5005	4875	Lee Highway		1890	Daleville
315-5006	4909	Lee Highway		1930	Daleville
315-5007	4914	Lee Highway	Schmid House	1893	Daleville
315-5008	4927	Lee Highway		1950	Daleville
315-5009	4937	Lee Highway		1940	Daleville
315-5010	4949	Lee Highway		1930	Daleville
315-5011	4972	Lee Highway		1910	Daleville
315-5012	4988	Lee Highway	Fred Bare House	1930	Daleville
315-5013	5027	Lee Highway		1900	Daleville
315-5014	5034	Lee Highway		1930	Daleville
315-5015	5073	Lee Highway		1926	Daleville
315-5016	5080	Lee Highway		1915	Daleville
315-5017	5088	Lee Highway		1925	Daleville
315-5018	5096	Lee Highway		1900	Daleville
315-5019	5105	Lee Highway		1933	Daleville
315-5020	5159	Lee Highway		1900	Daleville
315-5021	5164	Lee Highway		1900	Daleville
315-5022	5173	Lee Highway		1900	Daleville
315-5023	5185	Lee Highway		1900	Daleville
315-5024	5201	Lee Highway		1900	Daleville
315-5025	5209	Lee Highway		1900	Daleville
315-5026	5223	Lee Highway		1920	Daleville
315-5027	5212	Lee Highway	D&P Welding	1940	Daleville
315-5028	5262	Lee Highway		1935	Daleville
315-5029	5271	Lee Highway	Troutville Poultry	1940	Daleville
315-5030	5296	Lee Highway	Texaco	1952	Daleville
315-5031	5307	Lee Highway		1930	Daleville
315-5032	5325	Lee Highway	Conoco	1929	Daleville
315-5033	5374	Lee Highway	Troutville Automotive	1950	Daleville

VDHR #	911 Address		Resource Name	Date	Quad
315-5034	5383	Lee Highway	Troutville High School	1927	Daleville
315-5035	5402	Lee Highway	Boone Lodge	1939	Daleville
315-5036	5414	Lee Highway	Thriftway	1942	Daleville
315-5037	5433	Lee Highway	Old Bank	1920	Daleville
315-5038	5441	Lee Highway		1900	Daleville
315-5039	5465	Lee Highway		1925	Daleville
315-5040	5485	Lee Highway		1922	Daleville
315-5041	5494	Lee Highway		1940	Villamont
315-5042	5546	Lee Highway		1915	Villamont
315-5043	5559	Lee Highway		1908	Villamont
315-5044	5572	Lee Highway		1926	Villamont
315-5045	5583	Lee Highway		1940	Villamont
315-5046	5590	Lee Highway		1930	Villamont
315-5047	5599	Lee Highway		1945	Villamont
315-5048	5610	Lee Highway		1936	Villamont
315-5049	5621	Lee Highway	J. W. Layman House	1920	Villamont
315-5050	22	Maple Avenue		1901	Villamont/ Daleville
315-5051	23	Apple Orchard Lane		1910	Villamont
315-5052	5907	Lee Highway		1920	Villamont