

HISTORIC ARCHITECTURAL RESOURCES SURVEY OF HALIFAX COUNTY, VIRGINIA



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ABSTRACT

Beginning in late 1999 and extending to 2001, a comprehensive survey of the historic structures of Halifax County, Virginia was conducted by MAAR Associates, Inc. (MAI) on behalf of the Halifax County Planning Office and the Virginia Department of Historic Resources (VDHR). During the execution of this survey, a research team from MAI surveyed a total of 210 historic Halifax County properties at the reconnaissance level and another ten historic properties were recorded at the intensive level. In addition to the structures actually inventoried, all other structures observed during the comprehensive “every road” vehicle survey that were older than 50 years and that had not been previously recorded by any survey effort, were identified by marking their locations on topographic maps. The MAI work concluded with a draft survey report with recommendations for further survey and preservation planning initiatives.

In 2006, Hill Studio P.C. (HSPC) was contracted by VDHR and Halifax County to complete the survey project. Work included the assessment of survey files prepared by MAI and their integration into the VDHR Data Sharing System (DSS) as well as their Archives collection. In addition to completing the existing survey files, HSPC conducted 30 additional reconnaissance-level surveys. Existing survey files in the VDHR Archives collection were reviewed and public input sought to identify under-represented building types, periods and geographic locations. Existing survey files were also reviewed to identify previously surveyed properties that were either threatened or in need of additional documentation, focusing in particular on the very early surveys conducted by the Works Progress Administration (WPA) and the Virginia Historic Landmarks Commission (VHLC). HSPC also completed the DSS data entry and file preparation for the ten intensive-level surveys conducted by MAI and prepared a Preliminary Information Form (PIF) for the Scottsburg Historic District. These intensive-level surveys and PIF were submitted to the VDHR National Register Evaluation Team to determine their eligibility for listing on the Virginia Landmarks Register and the National Register. In addition to the survey work, HSPC made final revisions to the draft Survey Report prepared by MAI to include the additional survey work, evaluation results and recommendations. A public presentation was made to the Halifax Board of Supervisors and the town councils of South Boston and Halifax outlining the survey project, findings and recommendations. The final Survey Report and a survey file for each property were submitted to VDHR and Halifax County and are available to the public through the Halifax County Planning Office, VDHR Archives collection or the data sharing system (DSS) database.

ACKNOWLEDGMENTS

Principal Investigator and Project Manager for the 1999-2001 survey project was the late Ronald A. Thomas, President of MAI. Mr. Stephen Del Sordo, AICP, Preservation Planner, planned and participated in research and survey activities, with assistance from Jerome D. Traver, research associate with MAI. Susan G. Horner and Kim Chen, of Kim Chen and Associates, both participated in the survey effort. Mr. Jack Zehmer, architectural historian, was the project liaison from the Capital Region Preservation Office of the Virginia Department of Historic Resources (VDHR). Ann Andrus, historian with the VDHR Capital Region Office, also reviewed all survey materials. Margaret T. Peters, Cost Share Survey Manager, also assisted the effort from the VDHR central office in Richmond.

A number of other individuals, without whose assistance the initial survey project could not have been undertaken by MAI, also deserve mention. Jessica Billy, report coordinator, assisted by Diane Puleo, undertook computer inputting on survey forms. Ms. Puleo, graduate student at the University of Delaware's Center for Historic Architecture and Design, also ably assisted with historic site evaluation and analysis. Richard L. Green and Robert F. Hoffman assisted with mapping, graphic rendering, and production tasks. Ms. Billy and Eileen Best, project administrator, provided editorial services for the various project documents.

For the completion phase of the survey project in 2006-2007, Alison Blanton, architectural historian at HSPC, served as the project manager with assistance from Sarah Crawford. Susan Smead served as Survey Program Manager for VDHR, Ann Andrus and Kristin Kirchen from the Capital Region Preservation Office of VDHR also assisted in the management of the project and the review of all survey materials. Quatro Hubbard and Jeff Smith provided invaluable support and technical assistance from the Archives with DSS Database management at VDHR.

In addition to the consultants and VDHR staff that worked to complete the Halifax Survey project, a number of local officials and citizens also assisted with the project, providing invaluable information and assistance. Gerald Lovelace, Assistant County Administrator for Halifax County, served as the project liaison for the locality. Carl Espy, Halifax Town Manager, provided insight into historic structures throughout the county as well as contacts with local residents. Mr. Espy also provided the survey team with meeting space and project field support. The Halifax County Historical Society, represented by Barbara Bass, also provided support to this project by identifying historic structures, providing background history, and making contacts for the project team with local residents and property owners. Finally, the HSPC would like to thank the *News & Record* for their assistance in promoting awareness of the project throughout the county with regular coverage of the project.

1 INTRODUCTION

1.1 Project Purpose and Survey Goals

In October 1999, the Commonwealth of Virginia, Department of Historic Resources (VDHR), commissioned MAI to conduct a cultural resources survey of Halifax County, Virginia (**Figure 1.1**). The primary goal of the project was to conduct an architectural survey of standing historic resources in the county. All buildings over 50 years of age were to be identified through a “windshield survey” and marked on USGS topographical quadrangle maps of the county. Of these, approximately 210 structures were to be recorded at a reconnaissance level and at least ten resources surveyed at the intensive level. The remaining buildings over 50 years of age were to be identified on topographic maps for use in future planning. Survey products were to include the entry of all survey data on VDHR’s Data Sharing System (DSS), computer disks with survey data, a survey report, USGS topographical maps with locations of all surveyed and identified properties marked, photographic negatives with photo logs, color slides, and a final PowerPoint presentation. Survey files for each resource surveyed, including computer-generated reconnaissance and intensive-level survey forms, black and white photographs, site plans and location maps, were also submitted to VDHR for their Archives collection.

In July 2006, VDHR contracted HSPC to complete the Halifax Survey project. Work included an assessment of existing surveys in the county, the review and completion of all survey forms prepared by MAI, reconnaissance-level surveys of 30 additional properties, the completion of the Preliminary Information Form (PIF) for the Scottsburg Historic District, and the completion of the survey report.

This report, the final product of the survey, is intended to serve as a planning tool for making land-use decisions, and makes recommendations for future survey, evaluation, and treatment of historic architectural resources within the county.

1.2 Survey Coverage and Study Area

Halifax County is located in the Lower Piedmont of Virginia along the Virginia-North Carolina border (**Figure 1.2**) in an area that is often referred to locally as the “Southside.” The county is a rural, agricultural area that covers 819.3 square miles. Halifax County is the fourth largest county in Virginia. The landscape is gently rolling with elevations that range from 300 to 600 feet above sea level. Halifax County has four major river drainages: the Dan River, the Staunton River, the Banister River, and the Hyco River.

Forests cover sixty-five percent of the land area. The forests are mostly hardwoods, pine, pine-hardwood, and bottomland hardwood. The commercial forestry industry is an important segment of the county’s economy. The principal crop is bright-leaf tobacco, a milder tobacco grown in sandy soils and flue-cured using charcoal, which developed just before the Civil War. Tobacco culture has shaped the agricultural landscape and the agricultural buildings on the farms beginning in the era before the establishment of Halifax County in 1752. According to the 1997

Federal Census of Agriculture, there were 940 farms on 355 square miles in the County. Of that number 836 were family-owned farms. After tobacco, cattle and hog production and dairy farming were the principal agricultural commodities. Besides tobacco, Halifax County farmers also produced wheat, soybeans, and corn. The Halifax County Chamber of Commerce sponsors a cantaloupe festival every July to celebrate Halifax County melons.

The principal towns are South Boston (reverted from city to town status in 1995), Halifax (the county seat), Scottsburg, Clover, and Virgilina (which straddles the border of Virginia and North Carolina). There are 82 small crossroads communities in the county. Most of these communities have a church or store and dwellings. The town of South Boston was not included in the survey project as it was an independent city at the time that the initial MAI project was initiated. The South Boston Historic District was listed in 1986 and additional survey work for possible boundary expansion was commissioned by the Town of South Boston and VDHR in 2007 through the VDHR Cost Share program.

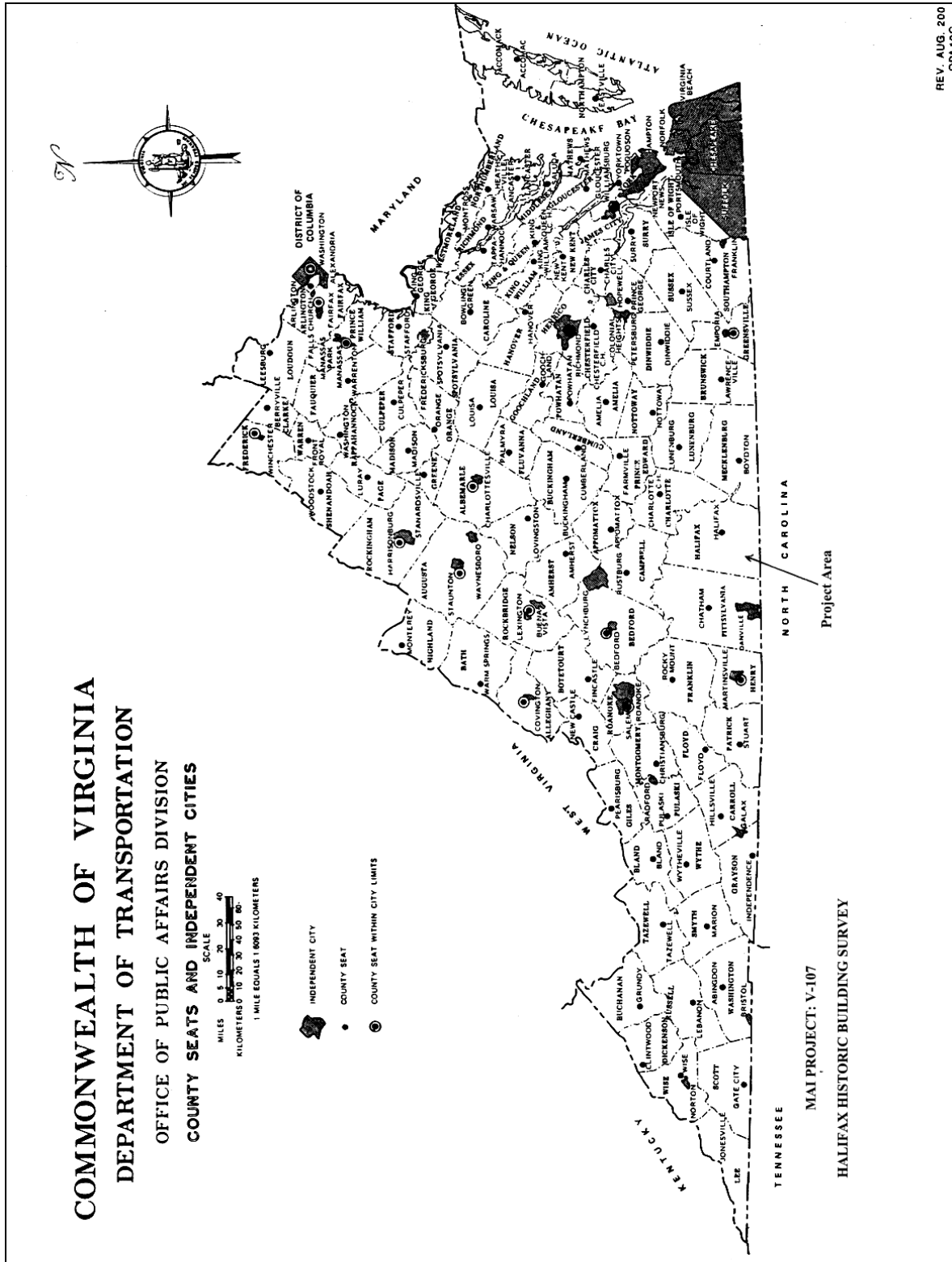


Figure 1.1: Halifax County Location Map

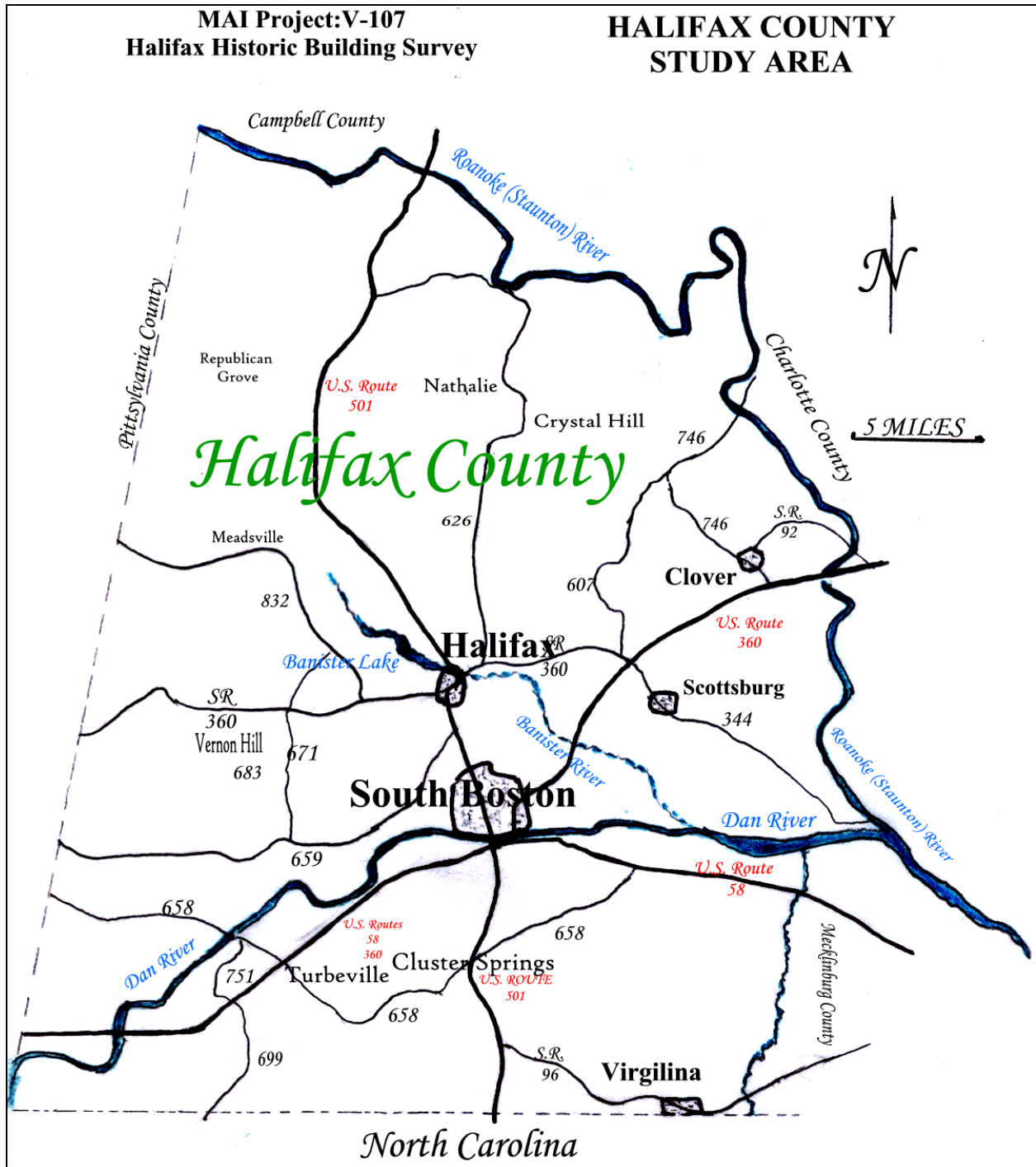


Figure 1.2: Halifax County Study Area

1.3 Survey Methodology

1.3.1 Background Research

Archives utilized for background research include the archaeological and architectural files of the Virginia Department of Historic Resources (VDHR) and the Library of Virginia in Richmond, Virginia; Swem Library at the College of William and Mary in Williamsburg, Virginia; the Rockefeller Library at Colonial Williamsburg in Williamsburg, Virginia; various county offices; the Morris Library at the University of Delaware in Newark, Delaware; and the in-house library of MAI.

1.3.2 On-Site Survey

After attending the initial county meetings to discuss the architectural survey and conducting preliminary background research, Halifax County resources were reviewed by MAI through a reconnaissance windshield survey. This was a comprehensive windshield survey; all structures on every road in the county were scrutinized to identify any building over 50 years old. All buildings that appeared to be at least 50 years of age were circled on the appropriate United States Geological Survey (USGS) topographic maps (7.5 minute series). County property tax maps were utilized in the field as well. In addition to using the *Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines* (U.S. Department of Interior 1983), the project also utilized *Guidelines for Conducting Cultural Resource Survey in Virginia*, published by VDHR (1999).

After the historic structures were identified, the survey team selected the most representative examples to conduct a field survey and record on the inventory forms. Conducting the reconnaissance-level surveys required visiting individual properties, filling out inventory forms, taking exterior photographs and drawing site plans for each property. Finally, ten resources were identified as being potentially eligible for National Register listing and were surveyed on the intensive level. In addition to the documentation conducted on the reconnaissance level, the interiors were documented for the intensive-level surveys with photographs, floor plans and descriptions.

Following the work conducted by MAI in 1999-2000, HSPC analyzed all existing MAI surveys to date in the county to identify under-represented building types, periods of construction or geographical areas for future survey. Dates of buildings surveyed range in date from 1700 to 1949 with 115 properties (57%) dating to the 19th century; 86 (42%) dating to the first half of the 20th century and only 2 properties dating prior to 1800. An assessment of the geographic distribution by USGS topographic maps showed that the quads of Alton, Clover, Halifax, Oak Level, Republican Grove, Scottsburg and Vernon Hill contained at least ten or more surveyed properties while all other quads have less than 10 properties surveyed, representing less than 5% of the total survey coverage. This analysis did not take into account population figures or the amount of area within each quad section that lies within Halifax County.

The distribution of building types is as follows:

- Churches: 37 properties (18%)
- Commercial: 34 properties (17%)
- Dwellings: 107 properties (53%)
- Schools: 10 properties (5%, including one Rosenwald School)
- Other: 16 properties (8%, including a bank, bridge, cemeteries, depot, hotel, mills, offices, post offices, service station, taverns/ordinaries, tobacco barn, and warehouse)

Building types initially identified as under-represented include the following:

- Bridges
- Post Offices
- Mills (grist or saw)
- Railroad-related buildings
- Churches (particularly African-American)
- Schools (particularly African-American and Rosenwald schools)
- Social Halls
- Funeral Parlors
- Taverns

HSPC also reviewed with VDHR the earlier surveys in the county to identify surveys that should be updated either due to lack of information in the files or due to the threatened condition of the resource. Approximately 45 properties were identified in the VDHR files that had been surveyed in the 1950s-1970s and were identified as potential candidates for re-survey. Finally, HSPC worked closely with the staff of Halifax County and the Town of Halifax, the Halifax County Historical Society and the public to identify potential resources for new surveys. A list of all existing surveys organized by USGS topographical quadrant maps was published in the local newspaper to invite public input. The purpose of this was to solicit either corrected or additional information on existing surveys as well as prompt the public to suggest resources that had not been previously surveyed. Based on these efforts, HSPC identified approximately 60 resources to survey. These were prioritized according to their building type, date of construction and geographic location to address the under-represented areas previously identified. Priority was also given to properties that appeared to be threatened due to their condition. Some of the larger and more prominent properties that were recommended were not surveyed as part of this effort, as it was determined that they would be included in the manuscript for a book on the architecture and history of Halifax County being done concurrently with the HSPC survey.

This analysis and public input resulted in the selection of 30 additional surveys as part of this project:

- Berry Hill Presbyterian Church
- Creekside

- Dan Owen House (including Shaw/Harris House)
- Elmo Store
- Guthrie House
- Springfield
- William Terry Kitchen Dependency
- Arbor Baptist Church
- Osborne House
- The Cedars
- Elkhorn School (Rosenwald)
- Hyco School
- Noland Post Office
- Jacob Faulkner Farm
- Mulhauser Farm House
- Oak Cliff
- Arrington Trail Log Cabins
- Turbeville Elementary School
- Sandy Level Farm
- Flint Rock School
- Turbeville General Store
- Brandon Chapel School
- Memorial Baptist Church
- Mount Zion Baptist Church
- White Oak School
- Oliver J. Betts House
- Sam Younger House
- Henderson Academy
- Sedge Hill / Thomas H. Averett House
- Virgilina School

A reconnaissance survey was conducted for these 30 additional properties. There were nine resurveys (30%) and 21 new surveys (70%). As with the initial phase of the project conducted by MAI, the survey documentation consisted of DSS reports, location maps, detailed site plans, and both black and white and digital photographs.

2 HISTORIC OVERVIEW AND CONTEXTS FOR HALIFAX COUNTY

2.1 Civil History

Initially, all of the early Virginia settlements were under the authority of the Virginia Company and governed from Jamestown. The exception to this was the “particular plantations.” As an inducement to attract settlers to Virginia, large tracts of land were offered by the Virginia Company to anyone with sufficient wealth to transport new settlers to Virginia at their own expense. One of the inducements to invest in a “particular plantation” was the proviso that these new settlements would not be subject to the same laws that had been made by the Virginia Company for Jamestown and its other settlements.

During the 1620s, the Virginia Company divided the James River settlements into four boroughs or corporations, including James City, Elizabeth City (originally Kecoughtan), the City of Henrico, and Charles City (Cocke 1964:31). In 1634, the Virginia assembly reorganized the colony by dividing the settled areas of Virginia into eight counties, originally called shires after their English counterparts. At this time, the four existing corporations or boroughs became counties and four new counties were created including Warwick County, Isle of Wight County, Accomac County, and Charles River County. As originally laid out, Isle of Wight County was larger than the present day county. It was originally called Warrosquoyake, and included the territory that is now Halifax County. In 1635 there were 532 inhabitants of Warrosquoyake County. Surry County, from which Halifax County would descend, was taken off of Isle of Wight County in 1652. Brunswick County was formed from Surry County in 1720 and Lunenburg County was formed from Brunswick County in 1746 and included what is now Halifax County (Carrington 1924:15).

In 1752 Lunenburg County was divided into three counties: Lunenburg, Mecklenburg and Halifax; and the part of old Lunenburg’s territory that was west of the Roanoke River and Aarons Creek became Halifax County. Halifax County is bounded on the west by Pittsylvania County, on the northwest by Campbell County, on the northeast by Charlotte County, on the east by Mecklenburg County, and on the south by lands of the State of North Carolina.

Halifax County is governed largely at the county level through the courts as it has been since its inception in 1752. Initially, the county court met at Hampton Wade’s house. Wade was one of the first justices of Halifax County and his house is believed to have been on the south side of the Dan River in an area called Spanish Oak Ridge (“Mountain Road Walking Tour”). The first courthouse was located near the Pittsylvania County line but it was moved eastward before 1767 (after Pittsylvania County was established) to a site east of the Banister River. That second county court house was located east of Terrible Creek, a few miles from the present county seat. The next courthouse was built at the present site in the town of Halifax (called “Banister” then “Houston”) by 1792. The present courthouse was built in 1839. Since 1870 Halifax County has operated under the board of supervisor’s plan of local government. A New England style township system was created in 1869, with one supervisor, one clerk, one assessor, one collector, one road commissioner, etc. This system was abolished by an 1875 amendment, but the

geographical and electoral divisions persisted as magisterial districts, and the board of supervisors and the county treasurer continued to exist. In 1902, the county court was abolished and its former duties and powers were shifted to the circuit court (Salmon 1983:41-52).

Magistrate Districts were (and still are) Staunton, Roanoke, Meadville, Banister, Birch Creek, Mount Carmel, Black Walnut, and Redbank. In 1907 there were four towns: Houston (now Halifax) the county seat at the center of the county and located on the Norfolk and Western Railroad; South Boston, a county metropolis located at the intersection of the Norfolk and Western Railroad and the Southern Railroad; Virgilina, a mining town in the Redbank District and on the North Carolina border; and Clover, located on the Richmond-Danville division of the Southern Railroad (Morrison 1907:12-13). Present-day towns are Halifax (county seat), South Boston (was an independent city until 1995), Clover, Virgilina and Scottsburg. There are 82 unincorporated communities in Halifax County.

2.2 Parish Divisions

Until 1786, the Church of England was the established church of Virginia, with the parish boundary lines defined by law. Churches were built from public funds, and the clergy was maintained at public expense (Salmon 1983:167). The first churches in Virginia, which are sometimes called “plantation churches,” were apparently established on a much less formal basis, requiring only enough people in a newly-settled area to form a congregation (Cocke 1964:169). Halifax County, also known as Antrim Parish, was thus formed with the decree “from the 10th day of May 1752, the County of Lunenburg [will] be divided into two counties; all that part thereof lying on the southside of Black Water creek, and Staunton River to the confluence of the river Dan and from thence to Aaron’s creek to the county line, shall be one distinct county and parish, and called and known by the name of Halifax and Parish of Antrim” (Chiarito 1997: Introduction to Vestry Book of Antrim Parish). The Vestry of Antrim Parish was empowered to establish property lines through “processioning.” Each clerk of a Vestry kept two record books: a Vestry Book and a Register. The Vestry record dealt with matters concerning the parish, church buildings, glebe lands and the care of people. The parish register recorded births, marriages, deaths and other information about members of the parish.

2.3 Historic Contexts

It should be recognized that the principal objective of the historical research undertaken as part of the resources survey was not to compile a comprehensive and detailed cultural history of Halifax County, but rather to provide a general overview of the county’s development over time to facilitate the dating, identification, and evaluation of potentially significant resources. The cultural periods utilized for the historic overview of Halifax County are broadly defined by the VDHR (VDHR 1999:29-52), but modified somewhat for the current study, as relevant to the county’s historical development, namely:

Settlement to Society: Contact Period (1607-1750)

Colony to Nation (1750-1789)

Early National Period (1789-1830)

Antebellum Period (1830-1860)
Civil War (1861-1865)
Reconstruction (1865-1880)
Growth (1880-1900)
Modern Halifax County (1900-1950)

2.3.1 Historic Themes

Within the above-mentioned cultural periods, eighteen historic themes have been defined by the VDHR. Thirteen of the eighteen themes were considered relevant to architectural resources identified in the Halifax County survey (VDHR 1999:53-57), and include:

Domestic
Government/Law/Political
Education
Subsistence/Agriculture: Historic Farmsteads/Plantations
Religion
Social
Settlement Patterns
Industry/Processing Extraction
Recreation/Arts
Military/Defense
Commerce/Trade
Transportation/Communication
Health Care/Medicine

2.3.2 Historic Contexts and the Halifax County Architectural Survey

A historic context is a guide to understanding the relationship between historical events and patterns, geographic features and influences, and the passage of time on the development and change in the physical patterns that mark a region's history and culture. Historic contexts have become an important tool to help planners, government officials, interested citizens, and others gain a better understanding of the forces that have shaped the evolution of the cultural landscape. Historic contexts may be prepared for a small neighborhood or community, for municipal government areas or counties, and for states and extensive regions of the country. They can also be prepared for the entire nation and beyond. Historic contexts can help individuals understand the significance of architecturally undistinguished buildings or their ruins, or they might help illustrate seemingly unrelated events that may have caused a specific industry, ethnic community, or village to be located in a particular area.

The VDHR has adopted the standardized Historic Context system as a specific method for understanding the physical patterns of development and as one means of determining the significance of the historic buildings, structures, sites, and objects that mark the growth of a community or region. The VDHR, and the individuals who conduct cultural resource related

activities under guidelines established by that agency, use the historic contexts and the criteria of significance established for the National Register of Historic Places and the Virginia Landmarks Register, to evaluate the impact of federal undertakings on properties that might have historical or cultural significance to a community or to a region. Under the VDHR Cost Share Program, historic contexts that have been developed through research activities are applied during the evaluation process to categorize architectural properties that were recorded during survey fieldwork; essential steps in characterizing and quantifying a property's relative importance.

In Halifax County, the developed historic contexts was used to organize the results of the historic architectural survey and to classify the types of properties included in the survey by community, function and/or time period so that appropriate plans could be developed (i.e. historic districts) to encourage the recognition of Halifax County's history and heritage. The historic contexts, previously recorded properties, and the properties identified in the survey represent the existing data about the architectural resources of the county. The identified resources represent the properties that have managed to survive the impacts and effects of time and development. The historic context and survey data can be a means to encourage recognition of the county's history and existing architectural resources when it is incorporated into the Halifax County planning processes and related systems.

2.4 Contact Period – Native American (1607-1715)

The human occupation of the land that is now Halifax County extends more than ten thousand years into the past. The Roanoke River system, including the Dan River and its tributaries, shows a strong, conservative ceramic tradition that covers territory that also includes parts of the New River and Upper James River drainages. This southern Piedmont region of Virginia, the physiographic region in which prehistoric cultural elements of the study area are located, was the territory of the Siouan tribes identified as the Tutelo, Occaneechee and Saponi, especially during the Late Woodland period (A.D. 1,000 - A.D. 1600) and early contact period. The Paleo-Indians, who were the earliest inhabitants of the area, favored this region, as did the Archaic Period hunters and gatherers that followed (Hranicky 1973:80).

When the English settled on the James River in 1607, the Coastal Plain region of Virginia was occupied by a number of Algonquin-speaking, Native American tribes who lived in permanent and semi-permanent villages located along the major rivers and creeks. Subsistence of the Native American tribes at this time was based on agriculture (corn, squash, etc.) supplemented by hunting and gathering. The Indians that were present represented more than 150 separate villages of bands or tribes that had been formed into a chiefdom (**Figure 2.1**). By one estimate, the population was probably between 14,000 and 21,000 individuals (Egloff and Woodward 1992:43).

During the last years of the 16th century and in the early years of the 17th century, the lands of the lower Piedmont that were south of the Roanoke River were occupied by the people who were identified as the Saponi. They spoke a language that is part of the Siouan language family group and appear to be part of a southeast cultural tradition. The principal lands of the tribes of the



Figure 2.1: John Smith's Map of Virginia, ca. 1607

Piedmont tend to be along the major river valleys of the region. These lands were best suited to the forms of agriculture that were practiced by the native people. Other tribes of the lower Piedmont were the Nahyssan, the Manahoac, the Monacans, and the Occaneechis. These tribes appear to have had close ties and may have met for ceremonies and trade. They may also have had alliances with the tribes in the valleys and mountains of western Virginia and in North Carolina. For example, the Saponi were closely allied with a tribe in the Roanoke Valley and the New River Valley known as the Tutelo (Egloff and Woodward 1992: 48 49) (Figure 2.2).

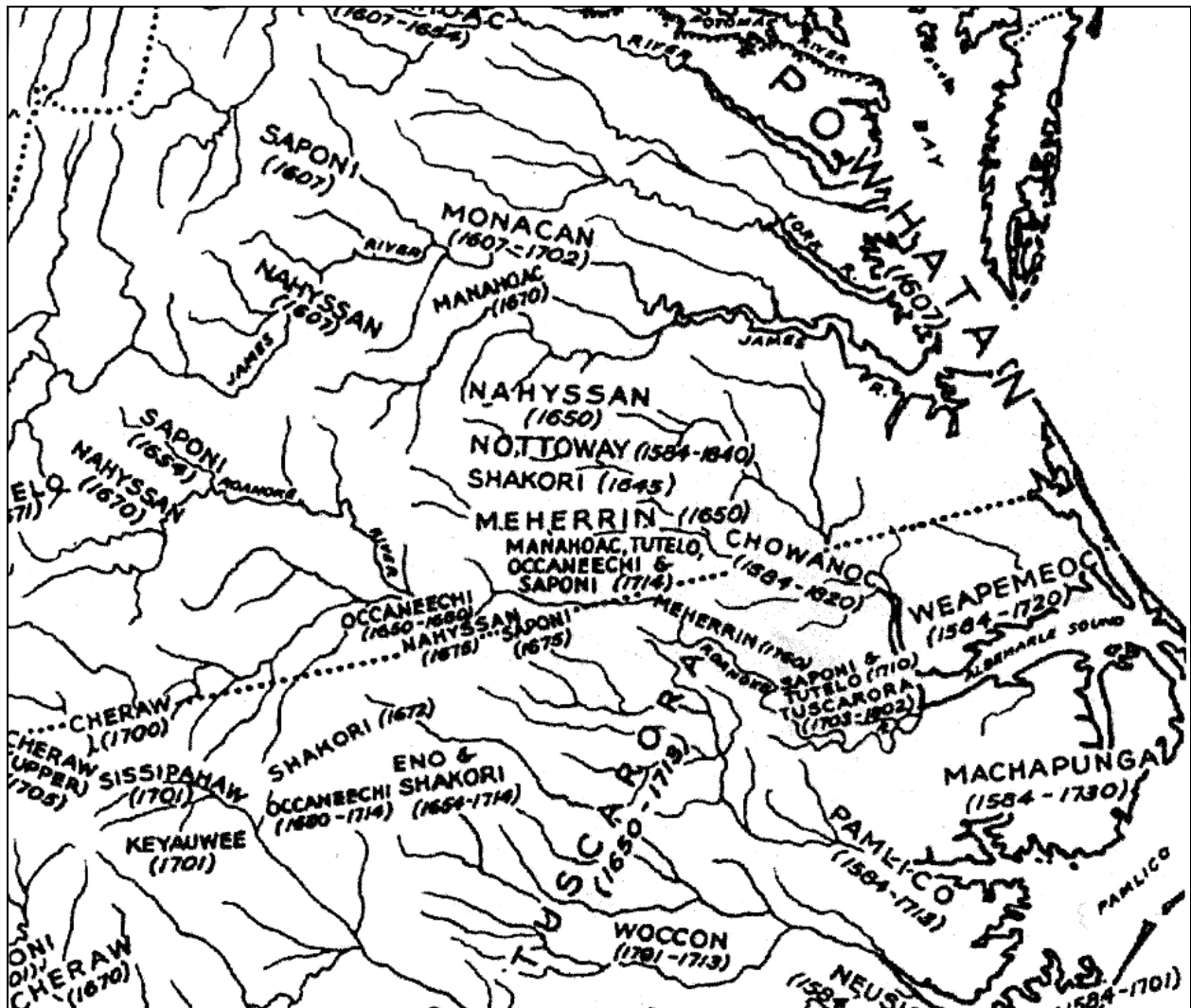


Figure 2.2: Location of Indian Tribes in the Southeast at Different Periods
Source: John R. Swanton, 1979

In 1676 northern Indian tribes, the Susquehannocks and the Doegs, attacked and killed settlers in the colony. In retaliation, Nathaniel Bacon led a group of planters from the James River region down to the Roanoke River where they attacked the Occaneechi Tribe near the present City of Clarksville in Mecklenburg County.

During the 1680s, the Indian trader Colonel Cadwallader Jones of Rappahannock County noted that the Iroquoian Senecas had raided some Piedmont Indian towns in Virginia (Clement 1981:16). Subsequently, the Occaneechee, one of the Siouan tribes that traditionally were living near the site of Clarksville in Mecklenburg County, had to abandon their island in the Roanoke about 1700 A.D. because of Iroquois attacks. Because of warfare, displacement, and European diseases, most of the Native American tribes were dwindling in size. The Siouan tribes – the Occaneechee, Tutelo and Saponi – were often at war with the nearby Nottoway, Meherrin and Tuscaroras. The remnants of the Siouan tribes united as the Saponi and sought the protection of the Colonial Virginia government. In 1714, Governor Spotswood established a school for the Indians at Fort Christiana in Brunswick County. Fort Christiana was later attacked by a party of Iroquois. In the Treaty of Albany in 1722, the Iroquois were restricted to the area west of the Blue Ridge, but seemed to have ignored this restriction. In 1726, a Saponi hunting party was attacked along the Roanoke River by the Tuscaroras. In 1728, the Saponis left Virginia, but returned in 1732, settling on the Roanoke or Appomattox River (Clement 1981:20). In 1733, the Saponis made peace with the Nottoway and Tuscaroras and went to live with the latter tribe. The Tuscaroras departed North Carolina in 1740, moved north and became the sixth nation of the Iroquois Confederacy.

Streams had been major transportation and communication routes for the Native American tribes. Fertile flood plains provided areas that were broad, sandy and easily tilled to plant corn. A number of village sites have been uncovered along the Dan River and in the upper Roanoke Valley that had been occupied in the years before Europeans arrived in Virginia (Goode and Dutton 1999: 4; Traver 1991). The first archaeological investigations conducted along the Roanoke River in Halifax County were made by Carl F. Miller, of the Smithsonian Institution, in 1947 during his archaeological investigation of the John H. Kerr Reservoir Basin (Miller 1962). He recorded the first nine prehistoric archaeological sites in Halifax County.

There are no above ground physical remains from this early period, only tools and other artifacts, or stains from fortified village sites, that are found in cultivated agricultural fields. The documentation of Native American use of the region has been explored through archaeological investigation and through the recorded oral traditions of descendants of tribes that once lived in the Piedmont area. The archeological record is extensive for the Woodland and Contact periods (Traver 1991). Among the artifacts recovered are worked tools and pottery, features that include large, deep, and bell-shaped storage pits for corn that were often lined on the bottom with large pottery fragments. Sites identified included temporary campsites and work sites; as well as large base camps and villages. Almost all of the larger village and encampment sites were located along watercourses. Accordingly, much of the archeological record for this early period has been recovered in the course of environmental clearance activities before approving government-financed development projects (such as the John H. Kerr Reservoir), contract archaeological projects, and sites identified during Halifax roadway projects or by professional archaeologists in Staunton River Park. One result of the extensive archeological record and oral traditions has been the recognition that the Native Americans who were present at the time of first contact with Europeans had a well-developed culture and social system.

2.5 Settlement to Society – European (1607-1750)

Although a small group of Spanish Jesuits established a short-lived mission on the Virginia Peninsula at the end of the 16th century (perhaps in the area that is now York County), the first successful European settlement in the English-controlled portion of North America was the Jamestown Colony of 1607. Consisting mostly of English colonists, they landed at Cape Henry at the mouth of the Chesapeake Bay before they moved inland to the island at Jamestown on the James River, within the current bounds of James City County. During their short stay at Cape Henry and on their journey to Jamestown, the colonists sent out small groups of men to explore the Chesapeake Bay and the York and James Rivers. These expeditions found that the area was occupied by a number of Native American tribes.

The settlement site at Jamestown Island was chosen because it was considered defensible from attack by the local native peoples and was a sufficient distance upriver from the entrance of the Chesapeake Bay that the colony would have some warning of any potential military threat from Spain. In addition to the construction of dwellings and support buildings plus a fortified structure, the leaders of the colony organized an expedition to explore the new land. The expedition was led by Captain John Smith.

As the Virginia population grew during the 17th century, the colonial settlements began to expand along the coast and the navigable waterways of the Chesapeake Bay and its tributaries. Except for trading and other contacts, the colonial farms were located north of the James River during the first ten years of the colony's existence. Eventually, the colonists ventured south of the James River and began to occupy the region between the James River and the Blackwater River.

In 1634 the first eight counties of Virginia were created. Isle of Wright County occupied most of the land south of the James River, including the territory that over a century later would become Halifax County.

In popular tradition, tobacco is often held to be the first and principal crop in the southern American colonies. In Virginia, John Rolfe is credited with planting the first crop in 1612; a sweet variety he imported from the West Indies (Dabney 1971: 25). The cultivation of tobacco increased every year and was the basis for most of the wealth in Virginia for several generations. Legislation was passed that established markets, trading days, and the market location for each of the counties.

As the Virginia Colony grew and matured into its second and third generations, efforts were made by the local leaders, merchants, and the Crown to develop some order in the colony and create normal English institutions and systems in the colony. A number of laws were passed, with varying success, to establish regular towns and to force people to live within settled communities rather than on outlying farms. The English Crown also tried to regulate commerce between England and the colonies through a series of Navigation Acts and restrictions on local manufacturing. In addition, there were a number of serious challenges to the legal authority of

the colony and the Crown from the retreating native people and from factions of colonists. England fought a number of small wars with its European neighbors and suffered an internal Civil War during the same period.

By 1715, the colony was populated by 72,500 European-Americans and 23,000 African-Americans. Most of the latter were slaves. Because of the expanding settlement pattern of the Virginia Colony, both North Carolina and Virginia became more concerned about the exact boundary between the two colonies. Several efforts had been made to settle the issue. The 1728 survey of the Virginia and North Carolina border was one with which both colonies and the English Crown agreed. The 1728 survey is remarkable for the land issues it resolved and because one of the members, William Byrd of Westover, kept a journal of his observations. Byrd made extensive notes about the land, the native peoples, and the colonists whom they encountered. Byrd and the survey party found a region that was inhabited by Indians in settled villages using newly understood English models of farming and settlement, and colonists living on scattered farms. There were a few Anglican churches along the border and an occasional tavern (Parramore 1978: 28).

In order to reduce the tensions between the Virginia Colony and the Indians, a number of treaties were made, one of which was the Indian Act of 1714. This act established a trading post and school for the Indians south of the James River. In 1717 the King repealed this Act (Dabney 1971: 78). One of the provisions that was repealed was the provision limiting white settlement to the east side of the Nottoway River. By 1720, there were so many settlers moving westward that Brunswick County was established from Surry County. Settlement continued westward at a rapid pace because those who settled in the new county were exempt from land patent costs and from colonial taxes until the year 1728. That was the same year in which the border between North Carolina and Virginia was established by a joint commission.

By the middle of the 18th century, the landscape of Lunenburg County (which was established from Surry County in 1745) would begin to have the appearance and exhibit the traditions of a rural English countryside (**Figure 2.3**). The colonists who settled Virginia and whose families continued to grow and prosper ranged from second and third generation colonists to those who had just arrived from England, Africa, and a variety of European and Caribbean nations. For these people, the buildings that they erected and their agricultural practices were based on English precedents and traditions that were common in the British Isles they had departed. The settlement pattern that developed in Virginia was one that emphasized the rural farmstead or plantation rather than towns because the economy was based initially on the growing and exporting of tobacco. Unlike the New England colonies, Virginians resided in rural areas unless they had livelihoods that required living in a village or town. As a result, there were few villages in Lunenburg County or elsewhere in Virginia.

In the first years and for some time thereafter, the colonists built lightly framed dwellings that resembled rude huts. Soon colonists were building small one- and two-room dwellings and agricultural buildings typical of an English community. Many of these early buildings were made of hewn or sawn frames that were fastened together by mortise and tenon joints to create a

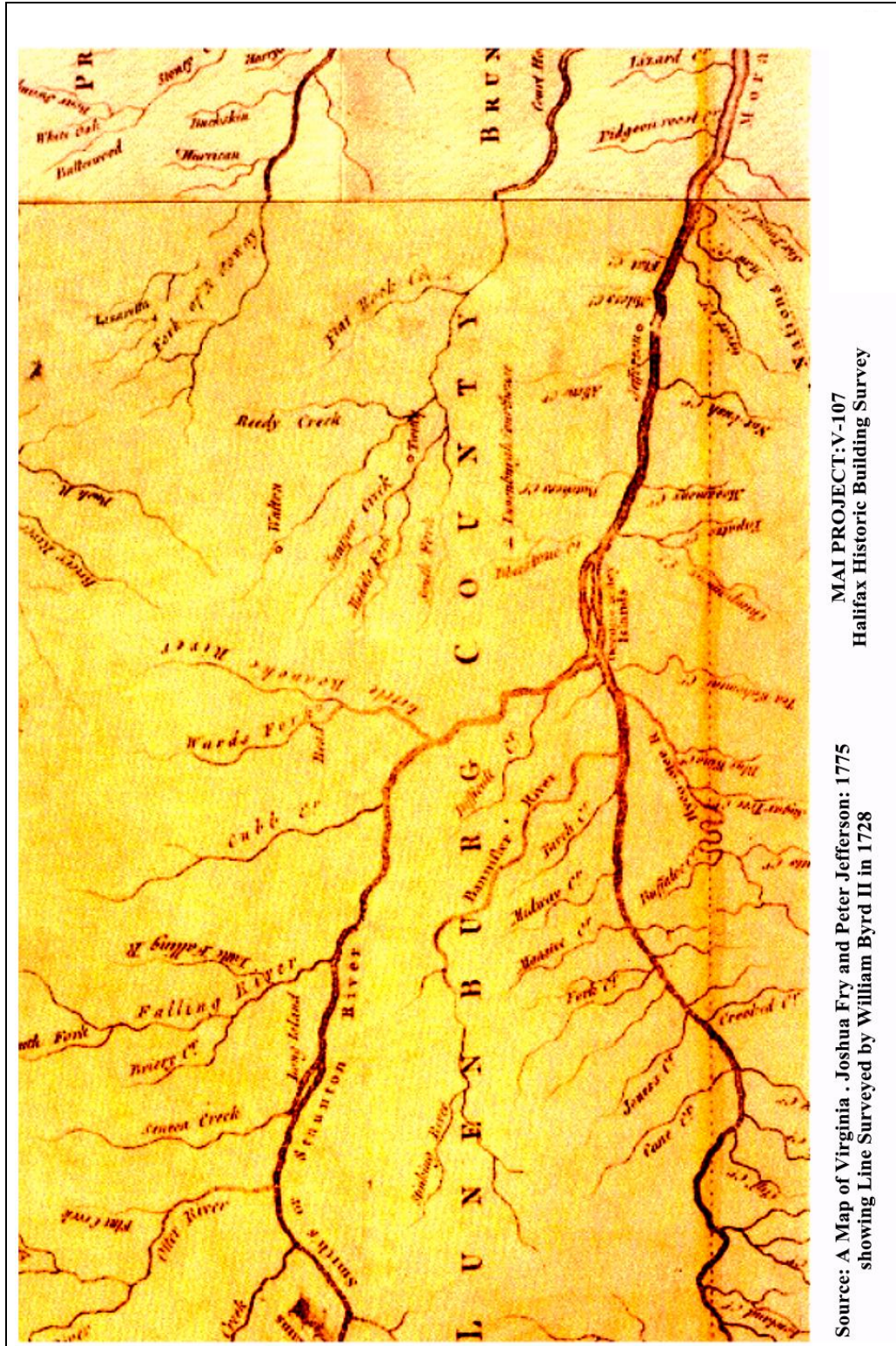


Figure 2.3: Lunenburg County, 1728

sturdy structure. Some of these buildings were built on the ground without benefit of a foundation. Most planters set posts into the ground for a more stable building. These houses were not intended to last for generations. The frontier subsistence farmer of southern Virginia lived in a primitive fashion. Richard Beeman (1984:18) noted that:

“the houses in which they lived, earthfast structures built on posts buried in the ground and walled with turf, earth, or logs, were indicative not only of a people whose supply of capital was small but often of settlers who were often not committed to staying in any one spot long enough to justify investment of scarce resources in more permanent structures.”

Some log construction was in use in Virginia early in the 18th century. William Byrd records in his journal of the colonial boundary survey that “Most of the houses in this part of the country are log-houses, covered with pine or cypress shingles...hung upon laths with peggs, and the doors too turn upon wooden hinges, and have wooden locks to secure them, so that the building is finisht without nails or other iron-work.” (Parramore 1978:27). One of the supposed actual structures described by Byrd is recorded at VDHR (i.e., Cornelius Keith’s Cabin, Mecklenburg County, located on the north side of the Roanoke River) and photographs of this structure while it was still standing show that it was a horizontal-laid log building with corner notches to secure the ends. It has now collapsed but the remains are still present (Traver 2000: personal observation). The earliest settler in what was later Halifax County, Tom Wilson, was present during Byrd’s 1733 visit to “the land of Eden” (Mathis 1964:7).

One of the factors that accounted for the relatively late settlement of the region was that the rivers of the area all drain south into North Carolina, which had only a limited European settlement in the early 18th century. Settlement in the Tidewater region of Virginia followed the course of the rivers, and for that reason, the Rappahannock and Potomac River areas were settled relatively early. Since there was no convenient river route to the west in the part of the Piedmont, the settlement of the Brunswick, Lunenburg, Halifax, and Pittsylvania county area was late in relation to the northeastern part of the colony. The first court for Brunswick County was not established until 1732 – twelve years after the county was organized (Clement 1981:34). Colonel Beverly, Byrd and others applied for large land grants in order to bring in settlers, and some of these grants amounted to 100,000 acres, while subsequent land grants to William Randolph and others ranged from 15,000 to 40,000 acres. Generally, it was customary to allot 400 acres to each settler (Clement 1981:36). Inducements were also offered to “aliens” such as Quakers, Germans and the Scots Irish of Ulster. These latter settlers entered the Valley of Virginia from the Pennsylvania area in large numbers during the 1730s and 1740s. Many of these settlers subsequently crossed over and settled east of the Blue Ridge. Because the area had no established roads, these early settlers were fairly isolated.

Land along the North Carolina line and Dan River was taken up fairly early. One of the justices of the Brunswick County court had taken up Dan River land by 1738. When Lunenburg County was formed in 1745 there were apparently more Tidewater Virginia settlers present. A large influx of settlers came into the region after 1745, and by 1752 it was necessary to create the new

county of Halifax. The building of roads was one of the first issues taken up by the new county, and several roads were laid out – one from the Dan River settlements to the Falls of the Banister River and another from the Banister Mountains to the site of the Halifax Courthouse. There were several that were marked, including one across the Blue Ridge Mountains. An early north/south route was established from the Valley of Virginia to North Carolina. A wagon road had been made from Magotty's Gap, in the Blue Ridge, through present-day Franklin and Henry Counties to the Yadkin River in North Carolina. This allowed the Moravian settlers from Pennsylvania to follow this route to the Yadkin River area of North Carolina.

Lunenburg County records indicate that from 1739 to 1749 the population of the area doubled: from 4,642 to 9,542 (Beeman 1984:26). The county records also indicate that the later immigrants had relatively meager assets. Twenty-two percent of the households owned slaves, with only two percent of the tithables owning more than five slaves (Beeman 1984:33). While Halifax County was still a part of Lunenburg County, a survey record book was established for the region that was then identified as the southern district of Lunenburg County. One of the first properties surveyed in this book was a warehouse for William Byrd on the Staunton River. Byrd was probably the single largest landholder. He had a patent for 105,000 acres below the Dan River that was recorded 16 April 1742 (Dodson 1989:17). Within a dozen years he was selling off this land to the settlers coming in to settle what would become southern Halifax County. The numerous patents and surveys recorded in those first years after Halifax County was formed in 1752 were almost all located along the many streams and creeks in the new county. Also, many of the surveys were for tracts of land that numbered in the hundreds of acres (Carrington 1924: 34).

There are no clear statistics on the numbers of settlers that migrated into Halifax County from the north, but records of families that originated in areas of Pennsylvania or in north central Virginia have an early presence in Halifax County. For instance, the Johns family traces part of its past to the Boyds of Halifax County. One of their early ancestors was a Patrick Boyd. He was born in Antrim, Ulster, Ireland in 1711 and died in Halifax County in 1762. He was living in Chester, Pennsylvania when he married his wife, Rachel, in 1732. She died in Halifax County before 1751 (Johns 2001). Boyd owned land along the Dan River in what is now part of the Town of South Boston and at a spot that was known as Boyd's Ferry for many years (Powell 2001).

Almost all that can be deduced about the physical remains of the built environment in the study area for the period up to 1750 is based on data recovered in archeological excavations. There is a written record that includes government documents and church records, as well as traveler's accounts and descriptions. There are also genealogical records and family papers which detail life in the colony. There are no surviving architectural resources from this period in Halifax County.

2.6 Colony to Nation (1750-1789)

One of the early settlers of the area along the Virginia/North Carolina border in 1757 was John Warren, recently of Granville County, North Carolina. Warren bought his 179 acres of land on

both sides of Warren's Creek and bounded south by the county (NC) line directly from William Byrd's attorney on 19 May 1757 (Halifax DB1: 270). Warren appears to have been moving from one area to another looking for land to settle. He was the son of Thomas Warren and Mary Hackley of Spotsylvania County, Virginia and had departed that area sometime after 1750. He later deeded land adjoining the North Carolina line to his son, Hackley Warren. John Warren's land was processioned by Antrim Parish as early as 19 March 1760 (Chiarito 1997:48). Warren was just one of many land sales made and recorded by Byrd's attorney on 19 May 1757. Purchasers included Robert Wade, Peter Torian, Daniel Smith, John Harrelson, and William Evans, among others.

With the creation of Halifax County in 1752 the courts had to be established and locations arranged for court to meet on a regular basis. The locations of the early courts in the county reflect the frontier nature of the region and its large size. When Pittsylvania County was formed in 1767, Halifax County's size was reduced to its present dimensions. The early courthouse had been placed to meet the needs of the residents that lived further west. Those early court buildings located near the Pittsylvania County boundary were constructed and then abandoned when the next courthouse was moved to Faulkner's Crossing east of the Banister River (**Figure 2.4**). In 1775 a story-and-a-half structure, with a large hall, was built by Colonel Berryman Green (a vestryman of Antrim Parish in 1784), where many of the county's caucuses were held. That residence is known as "Green's Folly" (**041-0019**). The courthouse east of Terrible Creek was also subsequently abandoned when the present location was fixed in the late 18th century (Carrington 1924: 33).

Roads, ferries, and bridges were authorized and constructed, and taverns were licensed. Also, the Anglican Church had to be formally supported as mandated by Colonial law. In 1753 the Antrim Vestry book recorded that "The courthouse of this County is appointed a Reading place Instead of the Plantation of Clement Read Gent. On Elkhorn Creek Commonly called Queen's place and it is Ordered that James Wood Attend at the Courthouse to Read accordingly" (Chiarito 1997:9).

In May 1754 the Antrim Vestry Book recorded that a house was to be built on the Glebe lands that was "twenty eight feet in length by sixteen feet in breadth and eight feet pitch in the clear, to be well fraimed and the Sides & Ends Boarded with feather edged Plank the upper and lower Floors to be planked and there be erected at each end a Dirt or Plaistered Chimney And that they also Agree for the Sawing of a Sufficient Quantity of Plank for the Mansion House and that they take Bond and Security of the Undertakers for the Performance of the Works aforesaid as soon as possible" (Chiarito 1997:10).

The Antrim Parish boundaries were changed in 1766 when Halifax County was reduced to its present size. The Anglican Church was the "established" religion of the colony and all were required to contribute funds for the upkeep of the churches and to pay for its ministers. In 1753 however, a petition was entered into the county's court records for a meeting house on Difficult Creek by a religious group that was identified as "dissenters." Permission was granted and William Russell provided three acres for the meeting house (Carrington 1924: 27). The

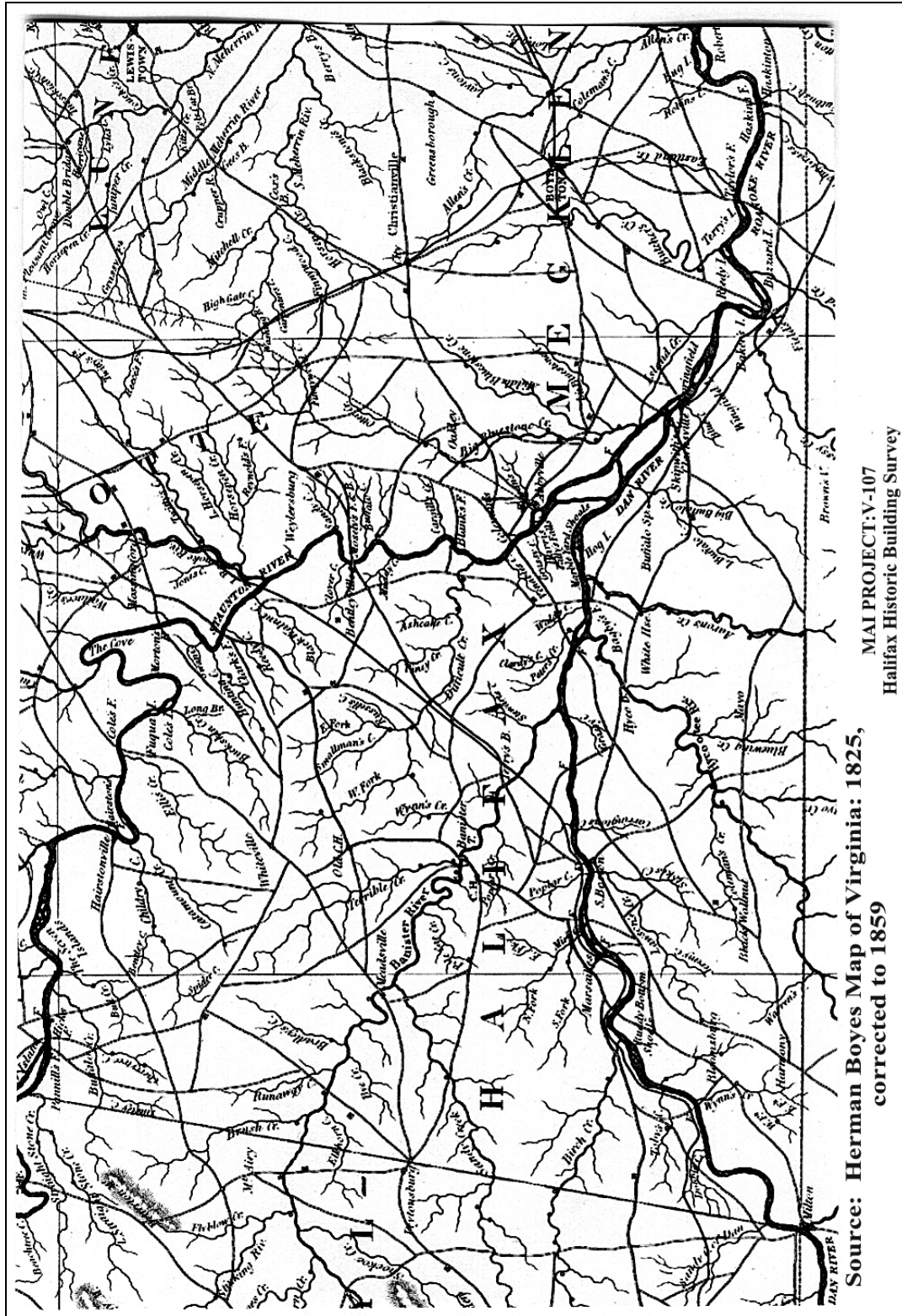


Figure 2.4: Halifax County, 1825, corrected 1859
Reverend James Foulis was the minister for Antrim Parish.

dissenters may have been Baptists. The Anglican churches mentioned in the Antrim Vestry book on 17 January 1769 and 29 December 1769 included: Allen's Creek Church; St. Patrick's Church (near the Dan River, with George Boyd reimbursed for transporting the inhabitants across the river to and from church); Dan River Church; St. George's Church; Difficult Church and church at Burches Creek. The vestry also petitioned to use twelve feet of the courthouse for the vestry room (Chiarito 1997:100-103). The description of the churches that were ordered built in the parish was:

“thirty six feet in length by twenty feet in breadth” – “and it is further ordered that there be erected therein a Gallery and four Pews on each side, a good Pulpit, a Communion, and Table well Banistered round and good Doors and that inside of the Church be well Cieled with Plank, Six Windows well Sashed with Eighteen Lights in each Window, ten inches by eight and Glass for the same and good foulding Shutters to each Window. The Roof to be well Shingled with Pine, Red-Oak or Poplar Shingles and well Boarded on the outside with good Feather edged plank and to be Twelve feet Pitch in the Clear and Michael Machie with Jeremiah Hatcher his Security undertakes to Perform the same according to the Dimentions and Descriptions above mentioned” (Chiarito 1997:2-5).

The church on Allen's Creek was located near where the Banister Road crosses the creek on land of Luke Smith; the Dan River Church on land of David Lawson; a church on the plantation of Clement Read on Elkhorn Creek (near the courthouse), and a church on John Hanna's land.

The early court documents in the county contain numerous requests for roads to connect villages and scattered settlements in Halifax County. Almost all of the road petitions refer to a property owner's house (Carrington 1924:28). On occasion, they refer to a tavern or to a mill or some other prominent point. One of those places was the gristmill established by William Pearman in 1756. Pearman had petitioned the county court for permission to place a gristmill on the Banister River and requested that 12 freeholders visit the site and determine the value of any damage that his milldam might create for property owners either upstream or downstream. Less than a month later, it was recommended that Pearman be assessed 1 pound, 1 shilling, and 6 pence to John Laws for the damage that his dam and mill would cause (Halifax County, 1755 - 1758: Virginia court orders, Vol. 1. Plea Book 2, Part 1.) Richard Perremon or Perryman (probably the son of William) was granted patents on tracts of 143 acres and 400 acres on Mill Creek of Banister River in February 1771 and another patent for 232 acres on the branches of Mill Creek and Little Cherrystone Creek on 19 February 1780 (Dodson 1989:73). Pearman's mill was not the only mill in Halifax County during this early period. The survey books and the court records document numerous mills in the county. Many of the creeks that could provide water-power for mills were dammed to create a millpond for a grist or saw mill. Another structure mentioned in the county records was a bridge over the Banister River, also known as the King's Highway Bridge (**Figure 2.5**). Nathaniel Terry constructed this bridge in 1753. The bridge was built to provide an all weather stream crossing on a main transportation route. Many roads were impassable when streams were high and fords were the only means to cross the streams. Ferries were established early on the major river crossings, and Halifax County approved the establishment of several during the early period. Five ferries, owned and operated

by various individuals along larger waterways such as the Staunton River, are mentioned with petitions for rate approvals in the 1754 court papers of the county (Carrington 1924: 29).



Figure 2.5: Stone Piers of King's Bridge

During the French and Indian War, which began in 1752, forts were built in what was then the western part of the county: Fort Trial at Reed Creek (west of Martinsville), Fort Mayo and Fort Hickey. The Indian tribes that had once occupied the area had retreated from Halifax County prior to the formation of the county.

By 1753 planters in Halifax and neighboring counties had petitioned for the construction of a tobacco warehouse and inspection station in the lower part of Southside Virginia (Bracey 1977:117).

The growth of the county was such that most of the best lands were patented within two decades after the founding of the county. The settlers entering Halifax County during its first years were one of two types. Those who came to the area from eastern Virginia tended to be tobacco planters. They used the same agricultural practices as the planters in the more settled areas of the colony. Without the use of fertilizers and a crop-rotation system, tobacco plantations had exhausted the fertility of the soils in the older counties. This was true in Halifax County as well, but the soils were better suited for the growing of tobacco. Tobacco was a labor-intensive crop that required the use of slave labor to be profitable. By one estimate, eighteen percent of the labor force in Halifax County at its creation was slave labor (Nicholls 1972: 123).

The second type of settler generally came into the county from the north and northwest, but this also included some subsistence farmers who had migrated from the Tidewater region. These settlers were primarily farmers who planted grain and raised cattle and hogs. Their farms were generally smaller holdings farmed by the owner and his family. Although some of these farmers may have owned a slave or two, most farm labor was provided by the landowner and his family.

While most of the small farmers raised grains and livestock for home consumption, these small farmers also raised tobacco because it was the main cash crop.

Both types of settlers, farmers and planters, required substantial cash or credit to purchase land and buy supplies needed to establish a plantation on Virginia's frontier. Some of those who came to Halifax County were the sons of wealthy planters from the Tidewater area who were able to rely on family assets to finance their projects. Others were poor white laborers who squatted on unimproved land and for whom purchasing or patenting land was beyond their financial resources (Kulikoff 1986:150). The majority of the settlers appear to have needed some form of credit to purchase their farms. In many situations, credit was available during the second half of the 18th century from Scottish firms that recognized the value of the new lands for both tobacco and grain farming. The Scottish merchants had been engaged in the tobacco import and factor market since the early days of the Virginia Colony and had provided the necessary credit to planters in return for control of the American tobacco market. The Scottish firms provided much of the cash needed by the settlers of the Southside and operated a number of stores across the Southside and the Piedmont. In return, they were able to direct the export of both grains and tobacco into the European market through English and Scottish ports. While this benefited the factors, it also made it easier for the Southside farmer and planter to participate in the general rise in crop prices in Europe during the 1760s and 1770s (Kulikoff 1986: 123). In addition to financial control, the first ministers of Antrim Parish were Scottish (Carrington 1924: 356).

As the 1760s and 1770s brought increased difficulties between the American colonies and Great Britain, little of the politics had a direct impact on life in Halifax County although to the south, in North Carolina, the Regulators had caused civil disorder and a great deal of strife in the backcountry region (Beeman 1984:216, 228). Tobacco inspection laws and restrictions on domestic manufacturers were less significant to the planter, because their primary concern was ensuring that crops were planted and harvested. Taxes and restrictions on local manufacturing were not major issues for residents of the county because that type of industry was not largely represented locally. The control of taxation by the Anglican Church was another matter. The Baptist meetings were becoming more successful at inducing fellow residents into considering their faith as an alternative to the Anglican Church. The first formal Baptist meetings in the county were organized in 1773 as the Catawba Creek Meeting and Wynn's Creek Meeting (Carrington 1924: 361). The Baptist congregation near Scottsburg was organized in 1779.

By the 1770s the economic opportunities of the earlier period were fewer in number (Kulikoff 1986:153). A local elite had begun to develop so that in nearby Lunenburg County the "fusion of political, religious, and economic power was nearly complete" (Beeman 1978:464). It was during this period that the more wealthy planters began to bring large numbers of slaves into the area, taking up the large tracts of land. By the early 1780s about 60 percent of the householders of the region owned slaves (Kulikoff 1986:156).



Figure 2.6: The Cove (041-5086)

Source: MAI, Feb. 2003

An example of this “elite planter class” was William Sims who, with his brothers, acquired large landholdings in Halifax County and settled there before the Revolutionary War. Sims served as Halifax County surveyor, county vestryman, vestryman for Antrim Parish, and was the proprietor of a ferry located south of the Cove property. By 1773, William Sims had married, had constructed a house on the Cove property (**041-5086**) (**Figure 2.6**) and had established a tobacco plantation, which was expanded by his heirs and subsequent owners. Sims lived there until his death in 1778. The property retains a high degree of architectural integrity as a vernacular plantation house. The intact tobacco barns and the ruins of slave quarters illustrate the property’s importance as an early tobacco plantation.

When the Revolutionary War began in 1775, Virginia supported and was a mainstay of the revolutionary effort. Besides George Washington, a large number of Virginia gentlemen became military officers. These patriots were not only great leaders, but they also helped to fund and organize the military units. Virginia also furnished a number of important representatives to the Continental Congress, such as Thomas Jefferson, whose ideas and wisdom helped to found the democratic principles of our nation. Virginia also provided troops, equipment and ships for both the Continental Army and the Navy. The new state maintained an active militia force within its bounds that was used during many of the campaigns in the southern states in the last years of the war. Several Halifax County gentlemen, including John Wynn, James Turner, Henry Burnley, John Beckley, William Clarke, and John Falkner, served as captains for local companies that fought in battles in South Carolina, Guilford Court House, Jamestown and Yorktown, to name a few (Carrington 1924:541).

A court was held in Halifax County in 1776 for the purpose of “examining several natives of North Britain (subjects of King George Third, King of Great Britain) who were residing in the county...” namely Donald McNichol (a factor for James Murdoch and Company, Merchants of Glasgow). The justices were of the opinion that he ought to depart the county. They also

considered James Steven, John Calder, Hector McNeil, John Smith, Walter Robertson, Thomas Hope and James Calland, all of Scotland, who were also told to depart the county (Morrison 1907:73).

Beyond troops and supplies, Halifax County was little affected by the Revolutionary War; unlike those who lived in the Tidewater area. The county's farmers lost their English markets and their Scottish lenders and factors. But they also, at least momentarily, lost their debts to those firms as well. Those farmers that were primarily growing tobacco found that there was no European market for their crops and they quickly switched to grain crops and to cattle and hog farming (Kulikoff 1986:157).

From the beginning of the war in 1775 in New England and through the campaigns of the Mid-Atlantic states, the American army had few victories to encourage the troops and the country. News of the French alliance in 1780 made the war effort more successful because it forced the British to protect themselves from French attack. The alliance also made it easier for the American troops to obtain supplies and equipment. The Revolutionary War finally came to Halifax County in 1781.

The significant events of the southern campaign, that led to the American and French victory over the British at Yorktown, began on 17 January 1781 with a decisive American victory over the British at Cowpens in North Carolina. In February, after a short period of maneuvering by both armies, the American army moved northwestward across North Carolina into Halifax County, Virginia in an effort to draw the British army away from its supply lines and reinforcements. This maneuver was celebrated as the "March to the Dan." This organized and orderly American retreat succeeded in drawing the British inland. The retreat was successful due in part to the efforts of the Halifax County militia. In addition to marking routes and fords, the militia also gathered a number of boats to allow the American army to cross the Dan River, and kept the boats from being used by the British army. In a subsequent engagement the American army was defeated in March 1781 at Guilford Courthouse in North Carolina. This battle was followed by a series of skirmishes in the Carolinas and in southeastern Virginia as the British army made its way to Yorktown where the English planned to debark. The British army was ultimately trapped and besieged by American and French troops, as were British ships, resulting in the British surrender at Yorktown in October of 1781 (Ward 1952:770-776).

Histories of the "Crossing" have designated the site where the American army crossed and camped. One researcher (Powell 2001) speculates that the American army crossed the Dan River at two places. One crossing may have been at Irvine's Ferry near the town of Turbeville; the other crossing was probably at Boyd's Ferry. While in Halifax County, American General Nathaniel Greene made his headquarters near Irvine's Ferry and at Halifax Courthouse east of the Banister River.

At the end of the Revolutionary War, Halifax County farmers continued to work on increasing the productivity of their plantations. The 1782 property tax list for Halifax County enumerated a small population of about 6,000 white individuals and slightly fewer than 4,000 African

Americans. The annotated property tax list (Weaver 1998) does not show a separate category for free and enslaved African Americans. The list records the number of horses, mules, and cattle owned by the residents of Halifax County.

The 1785 Halifax County property tax listed 6,576 white residents. That tax list also recorded the number of dwellings and the number of other buildings in the county. The tax records listed 1,132 households living in 964 dwellings. Also listed were 2,170 “other” buildings. The other buildings were mostly agricultural buildings, industrial buildings, or commercial buildings. Slave quarters would probably have been assigned to the “other” buildings category.

Together the two property tax lists reveal a great deal about post Revolutionary War Halifax County. The county was rural, and agriculture was its primary economic base. Most of the property owners were small farmers with only a few outbuildings on their property in addition to their dwelling. Most of the small farmers had a horse and a few cattle; mules were less common at this period. Those farmers that did own slaves had only a small number, but there were some large landowners in the 1780s who held extensive tracts of land, large numbers of cattle and large numbers of slaves along with an array of outbuildings. For example, Mildred Cole had 27 buildings in addition to her dwelling house in 1785. The 1782 property tax list recorded that her husband’s estate had 57 slaves, 15 horses, and 55 head of cattle. At the other end of the economic scale, a neighbor of Mrs. Cole, John Brumfield had one dwelling and two other buildings in 1785 and a horse and three head of cattle in 1782. Other neighbors of Mrs. Cole had no dwellings and no other buildings or one or two other buildings and no dwellings.

Woodlawn (**041-0107**), built ca. 1785, is an excellent example of one of the more “upper class” plantations of the period. This two-story, three-bay frame dwelling has a hall-and-parlor plan with Federal-style detailing. The interior features hand-carved wainscoting throughout the house. The property includes a frame smokehouse, cemetery (with gravestones dating back to 1817), and several barns.

Taverns were commonly located along major roadways, providing shelter and food for those traveling by stage or horseback. An early example in Halifax County is Carter’s Tavern (**Figure 2.7**) (**041-0008**), built in 1773 on River Road, which stood on the route between New York and New Orleans. Joseph Dodson operated the tavern in the early 1800s before Samuel Carter purchased it in 1807. Carter, who operated it until his death in 1840, is responsible for the tavern’s current two-story form. Carter’s Tavern has an unusually high level of integrity, particularly on the interior, giving a rare glimpse into tavern life at the turn of the century (Loth, 1986: 182).



Figure 2.7: Carter's Tavern (041-0008)

Source: VDHR archives

DeJarnette's Tavern (**041-0067**) (**Figure 2.8**), is another early tavern located on the road between the courthouses of Pittsylvania and Dinwiddie counties that eventually led to Richmond. The tavern was built by 1782 and was initially owned by Thomas DeJarnette, and court documents filed in 1782 list Thomas DeJarnette as a tavern owner. It was later owned and operated in the early 19th century by his brother Daniel DeJarnette. DeJarnette's Tavern is listed on the National Register and is considered by the Colonial Williamsburg Foundation to be the most unchanged 18th century tavern in Virginia.



Figure 2.8: DeJarnette Tavern, western side elevation (041-0067)

Source: <http://www.oldhalifax.com/Historical/images/DeJarnettesTavern700.jpg>

After the American Revolution, tobacco production in Halifax County and other Southside counties dramatically increased. In 1792, a number of Southside counties petitioned for the

construction of a tobacco warehouse at the confluence of the Dan and Staunton Rivers (Bracey 1977:117).

One of the earliest settlements in Halifax County was the Town of Meadville (**041-0055**), established in 1798 by Meade Anderson. Laid out in grid pattern, the town was one of the most prosperous in the county at the turn of the century. There were several stores, a warehouse, tobacco factory, wheelwright shop, post office, tavern, tanyard, school, church just outside the town, a blacksmith shop, grist mill, as well as offices of doctors and lawyers. The businesses flourished and their products were shipped to many places. Boats carried Meadville products down the Banister River to meet ocean-going ships in Albemarle Sound. Meadville began to decline in the mid-19th century as the railroad replaced the river as the primary means of shipping goods. None of the early buildings of Meadville survive today (VDHR Survey File). Another early settlement dating to the turn of the century is News Ferry (**041-0174**), which consisted of churches, schools, dwellings and several commercial buildings. Several of the churches and dwellings in News Ferry still exist today, but the African-American school (Terry School) and the post office have been demolished.

The Carter-Wooding House (**041-5178**) (**Figure 2.9**) represents the second generation of housing for Halifax County. The first section of this house was constructed with logs in the 1780s or 1790s. This story-and-a-half building was later covered with weatherboard. A separate frame section was added in 1846 and a separate log kitchen was built in the 1860s. This house was probably typical of the type of dwelling house built by the farmers of moderate means. The property is also a good example of an agricultural resource with a large complex of outbuildings.



Figure 2.9: Carter-Wooding House (041-5178)

Source: MAI, Oct. 2000

Green's Folly (**041-0019**), on the other hand, was a large frame Early Classical Revival Style dwelling house built by Colonel Berryman Green about 1775, and was occupied by the planter elite. This two-and-a-half story end-gabled frame house had a two-story end-gabled wing on each end. One end had an exterior chimney. There was a two story square-columned front porch with a recessed portico and later balustrade (Virginia State Library 1992). Berryman

Green was a Captain of the Light Dragoons and quartermaster on Washington's staff during the Revolution. Green was the clerk for Halifax County before the Revolution and he made the hall of his house spacious enough to be used as a courtroom. County business was transacted here before 1800.

2.7 Early National Period (1789-1830)

As the last decade of the 18th century drew to a close, the landscape of Halifax County began to take on the appearance of the Virginia countryside that is familiar today. The courthouse was placed at its present location in the town of Halifax. Sometimes referred to as Halifax Courthouse, the first name for the place where the courthouse is located was Banister because of its location near the Banister River. The town of Banister was renamed Houston in 1890.

There was an influx of new residents coming into Halifax County by 1790, resulting in a significant rise in the population of the county. The first United States Census taken in 1790 documented 14,722 individuals living in the county, with 5,565 slaves. At least 226 individuals were free blacks. The cultural mix of the county's population was English and Welsh with 5,803 persons reporting those countries as their country of origin. Only 524 reported themselves as Scottish, and 129 identified themselves as Irish. There were 79 residents of Germanic descent and ten other nationalities.

The federal census taken in 1800 provides some additional clues to the agricultural choices made by farmers and planters in Halifax County. The total population had increased to 19,377, which included 11,466 whites. Of the total non-white population of 7,911, only 298 were listed as non-slave citizens; generally this was the number of free blacks in the county and the remaining 7,613 were slaves. These numbers placed Halifax County as the fourth most populous county in the Commonwealth of Virginia in terms of total population and the only high population area outside of the Tidewater region. The county's slave population was the third highest in Virginia.

These figures would indicate that while it was some distance from markets and with few roads, Halifax County was a productive agricultural community that was profiting from the sales of both tobacco and grain. The county's population continued to increase in the first decade of the 19th century. By 1810, the total population had reached 22,133 with 9,663 slaves. During the second decade of the 19th century the population decreased, with the loss of 3,290 whites. The total population in 1820 had fallen to 19,060 people. Slaves represented 9,880 people and there were 422 free blacks. The 1820 federal census also provides a closer look at the economics of the county. A breakdown of the census by occupation shows that 6,105 people were employed in agriculture; 475 individuals were engaged in manufacturing and 75 were employed in commercial activities. The number of Halifax County residents engaged in agriculture was the second highest in the state. The three counties with the highest numbers of farmers were Halifax, Pittsylvania, and Mecklenburg. These three lower Piedmont counties are adjoining and were the center of Virginia's tobacco region.

The county's population reduction was the result of a number of factors that affected farming in the county. Part of the difficulty was the federal government's economic policy of isolation in

the early 19th century. An additional cause was the end of the European wars and a return to agriculture by the countries of Europe. A third cause of farmers departing the county was the opening up of new lands to the west.

By the first decade of the 19th century, new farm lands were being sought by farmers leaving older counties of Tidewater and Southside Virginia. Farms where large families subsisted became unprofitable when the children were grown and had their own families to support. Overworked tobacco plantations had created low crop yields on some of the older plantations. Because cheaper and more fertile lands were available in Tennessee, Kentucky, and Georgia many farmers packed their carts and wagon, sold the farm and moved on to a better farming opportunity.

There are no readily available records to show the specific crops that provided the economic basis for Halifax County in the early 19th century. Inferring from secondary sources, tobacco and corn, along with cattle, were the important farm products (Craven 1926; Low 1951). The price of corn appears to have been stable from the 1790s into the first years of the 19th century. The price of tobacco fluctuated a great deal because the price was dependent on the European market, which was disrupted during this period by the warfare between England and France. Different crops began to replace tobacco in Tidewater counties causing the center of the Virginia tobacco district to shift to the lower Piedmont, making tobacco a major Halifax County cash crop during this period. (Low 1951: 123).

By 1820 there were eight tobacco warehouses in Halifax County (Beeman 1984:169). Improvements in the capability to transport tobacco overland compensated for the inability to use the county's rivers for navigation (Beeman 1984:167). When the rest of Virginia was abandoning the crop of tobacco, Halifax County and other Southside counties were experiencing a tobacco boom (Nicholls 1972:222).

The problem of unproductive soils has been present since tobacco was first sown in Virginia in the 17th century. Because new and cheap land was always available elsewhere, there was no incentive to correct the problem of planting the same crop repeatedly. The situation in Halifax County and the other tobacco counties of the Piedmont was that soil became depleted of nutrients after eighty years of intensive tobacco and grain production without any type of crop rotation system or the use of fertilizers. As one observer noted, "the Piedmont in Virginia and the Carolinas had also reached a stage of some exhaustion and depopulation. The great liability of the hillsides to the washing away of their soil made the preservation of fertility peculiarly difficult in this rolling countryside, and the plantation system as generally administered was notorious for its carelessness of tillage" (U. B. Philips as reported by Turner 1952: 80 - 81).

In addition to the development of agricultural plantations around Halifax County, small communities began to develop due to commerce and trade. The community of South Boston was established around the Boyd's Ferry area on the south side of the Dan River due to the importance of the ferry and trading posts (see **Figure 2.4**). This would later evolve into the Town of South Boston when the residents of the settlement at the ferry moved out of the flood

plain and up the hill on the north bank of the river. Aside from ferries and commercial buildings, another marker of a developing town within a settled area is the establishment of a religious organization and the construction of a church. The Baptist Congregation in Republican Grove was organized in 1802 (Barbour 1941: 175 - 176).

An indication of the prosperity of the area during this period, as well as population growth, was the establishment of the Melrose Academy (041-0015) along River Road. Established as a private school for boys in 1790, the boarding school continued to operate until the Civil War. All that remains today of the academy, which was once a complex that consisted of many buildings, is what is now known as Elmo's Store (**Figure 2.10**).



Figure 2.10: The Elmo Store/Melrose Academy (041-0015)
Source: HSPC, Nov. 2006

2.8 Antebellum Period (1830-1860)

In the decade between 1820 and 1830, the population of Halifax County grew from just over 19,000 individuals to 28,034 people. Halifax County's population in 1830 consisted of 12,916 white residents and 14,528 slaves; 590 individuals of Halifax County were free blacks. The county's population indicates that the white residents who had departed in 1820 had been replaced, for an overall gain of 446 from 1810. The number of slaves had increased by 47 percent: 4,648 more slaves than in 1820.

After the initial increase of the 1820s, the Halifax County population stabilized at about 26,000 people for the remainder of the Antebellum Period. The ratio between the white and African American slave population remained about the same. In 1840, the population was 25,936. There were 11,145 white residents and 14,126 slaves. The number of free blacks was 575 individuals. In 1850, there were a few more slaves and free blacks and a slight decline in the white population, with a total population of 25,962. In 1860, there were 26,520 individuals listed on

the census. Whites numbered 11,623, with 14,897 non-whites, including 563 free blacks.

Darby and Dwight's 1832 *Gazetteer of the United States of America* described Halifax County as a well-watered county with excellent soil. Banister was listed as the principal town (Darby and Dwight 1832: 195). The information on Banister showed that the post office listed Halifax Courthouse as the official name for the town. In the southwestern portion of the county, Bloomsburg is noted as a small community about 13 miles south of Banister (Darby and Dwight 1832: 59). Scottsburg, Brooklyn, Barksdale, and Meadville were listed as post villages and provided with separate listings that show their distance from Richmond and from Washington City (Washington, D.C.) (Darby and Dwight 1832). In the 1830's Samuel Pannill built a covered bridge across the Staunton River to Campbell County (the bridge was burned in 1865).

Joseph Martin's 1835 *Gazetteer of Virginia* provides a more in-depth view of Halifax County. The population of 1833 was listed as 28,034, slightly higher than other figures for the period. Slaves numbered 7,727. There were 5,769 horses, 20 studs, 78 coaches (a fairly significant number that probably mirrors the number of very large plantations), 81 carryalls, and 102 gigs. Banister, a post village and the county seat, listed "besides the usual county buildings" 25 dwelling houses, with a number of outbuildings; mechanic's shops; and two spacious churches: the Episcopalian and the Methodist; a large Masonic Hall (which had been lately erected of brick in about the middle of the village); several handsome and commodious taverns, three general stores and one grocery. The mechanic's shops were listed as a saddler, a coach maker, two wheelwrights, three blacksmiths, two tailors, one cabinet-maker, and two boot and shoe manufacturers. In the general vicinity there were two extensive flour manufacturing mills, two saw mills and two cotton gins (a first glimpse of any cotton production in Halifax County). The village was described as "long and broken" (because of steep hills) and the houses were built in a scattered matter, except around the courthouse, where all the stores and shops are located (Martin 1835:184-185). The population of Banister was 250, including 3 attorneys and 3 physicians.

Other villages and communities of 1835 Halifax County included Barksdale, Bennett's Store, Bentleysville, Black Walnut, Bloomsburg, Brooklyn, Centreton, Meadville, Mount Laurel, Republican Grove, Scottsburg and Warren's Store. Barksdale, 14 miles north of the courthouse, was a village with several dwellings, a Baptist Church, a common school, a missionary and temperance society, an apothecary, a wheelwright, a boot and shoe factory and a blacksmith. The staple commodity was tobacco. Bloomsburg was located 13 miles southwest of Banister, south of the Dan River. It had a dwelling house, a mercantile store, a Baptist and a Presbyterian church, with farms producing tobacco, wheat, Indian corn and cotton. Brooklyn was a village with 12 dwellings, a mercantile store, a druggist shop, a tanyard, a boot and shoe factory, a coach and wagon maker, a tailor, two blacksmith shops and a house carpenter. Brooklyn had a population of 60 persons. Meadville was 10 miles northwest of the courthouse. It had 12 dwelling houses, two general stores, a tobacco warehouse, an iron foundry and a plow manufacturer, a cabinet-maker, a tanyard, a tailor, a blacksmith, two extensive flour manufacturing mills, a wool carding machine and a cotton gin. The population of Meadville was 70 persons, one of whom was a physician. Scottsburg had several dwelling houses, a tavern, a mercantile store and blacksmith shop. The population of Scottsburg was 40 persons (Martin

1835:184-185).

The present Halifax County Courthouse (**230-0077-0001**) (**Figure 2.11**) was built at Banister between 1838 and 1839, and is listed on the National Register of Historic Places (Peters and Peters 1995:83-85). The courthouse was built in the Greek Revival style by Dabney Cosby, one of Thomas Jefferson's workmen at the University of Virginia. Cosby had previously built courthouses at Goochland (1826), Lunenburg (1827) and Sussex (1828); each of these was styled in a temple form using Roman orders (Peters and Peters 1995:84). The brick Halifax Courthouse is T-shaped and uses the Greek Ionic order for the porch columns. It has a massive Ionic entablature with dentils, which extends around the pedimented ends of the building. The Courthouse commands an elevated site on the Courthouse green, edged by five clerks' offices. Three of these offices date to the late 19th century, while the other two date to 1920 and 1949.



Figure 2.11: Halifax County Courthouse (230-0077)

Source: VDHR archives

Halifax County's prosperity from 1830 to 1860 was marked by a building boom. Agriculture continued to be the mainstay of the economy and a significant number of new, large plantation structures were built during the Antebellum Period, and many of the older dwellings and outbuildings were enlarged and upgraded. Master craftsmen were kept employed in these construction projects during most of this period. A number of rural properties with extensive agricultural outbuildings date to this period, including the ca. 1830 Snowhall Gate (**041-0057**) with its barn and dovecote, and the Harnett Farm (**041-0126**), also built ca. 1830 and featuring a smokehouse, barn, privy and pumphouse. The building boom helped to improve the small villages and towns of Halifax County. The economy of tobacco and grain also attracted the railroads to Halifax County, including the proposed Richmond and Danville Railway shown as "in progress" on an 1848 map of internal improvement of Virginia (C. Crozet 1848). The earliest store surveyed to date in the county was built during this period. The ca. 1859 Alchie Store (**041-5045**) stands as another example of the prosperity of the times.

Between 1842 and 1844, James Coles Bruce, who was a wealthy financier and tobacco planter of Halifax County, planned and built the house at Berry Hill Plantation (041-0004) (Figure 2.12). It has been described as the finest example of Greek Revival architecture in the Commonwealth of Virginia (Ellis 2000:161). The house, which is on the National Register of Historic Places, “sits on a platform atop a series [of] granite steps like the stylobate and stereobate of classical Greek temples. Its broad, well-proportioned octastyle Doric portico supports a full Doric entablature with metopes and triglyphs in the frieze, and a low-pitched pediment invites a comparison with the Parthenon” (Ibid: 161). Ellis explains that the plantation house is a radical departure from the 18th century plantation house, and in the decade of the 1840s James and Eliza Bruce, with the assistance of local builders and the plantation’s enslaved population, planned and built an extensive and intricate plantation landscape. Among the unusual features on the plantation were masonry and stone slave quarters that were built for the families serving the plantation. Surviving examples of these story-and-a-half buildings show that they had a chimney on each gable end and a partition between the two first story rooms, with a loft (Loth 1995:37). Bruce built at least 12 of these single family stone slave houses at Berry Hill for his 17 slave families (some quarters already were present). A large slave holder, Bruce had 108 slaves at Berry Hill, which was just one of his five plantations (Ellis 2000: 196).

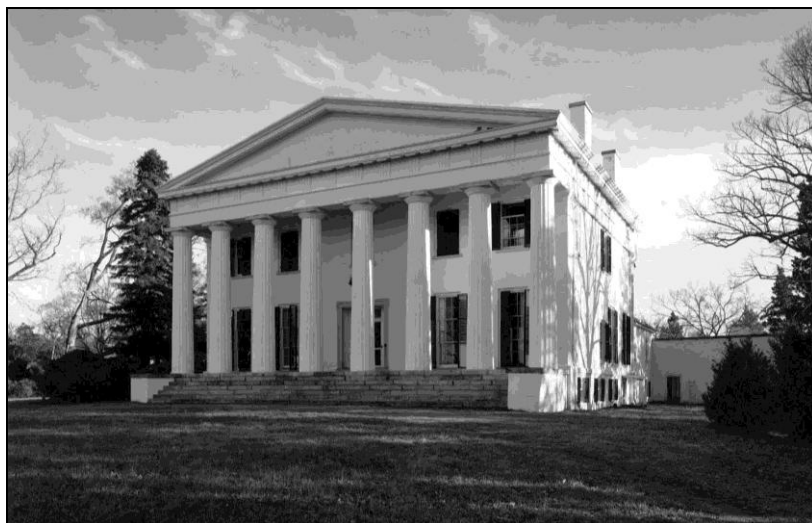


Figure 2.12: Berry Hill (041-0004)

Source: VDHR archives

In 1845, Howe’s *Historical Collections of Virginia* provided information about Banister and Halifax Courthouse. Banister and Halifax Courthouse are described as separate but adjacent towns. The description of the county uses Banister and Halifax Courthouse as interchangeable names for the same place. The town is described as a “long, scattering village, well elevated by a gradual ascent of three quarters of a mile from Banister River” and it had a population of about 300 (Howe 1845: 290).

By 1850, Halifax County was the second largest tobacco-producing county in the United States

(Carrington 1924:16). Crops raised in 1850 included 6,485,762 pounds of tobacco; 649,896 bushels of corn; 146,769 bushels of wheat; and 365,182 bushels of oats. Statistics from the 1850 census show that Halifax County had five flour mills, four grist mills, two farm implement manufacturers, and two tanneries. The county had 51 churches, 252 students attending public schools, and 36 students attending an academy (Carrington 1924:16). The Richmond and Danville Railroad was being constructed across the county during this period. In 1855, the Brooklyn Tobacco Factory (041-0259) (Figure 2.13) was constructed for planters Joshua Hightower and Beverly Barksdale. The two-story building was probably built by noted Halifax County builder Dabney M. Cosby, Jr. The factory was uncommonly large and substantially built for its rural location, suggesting high expectations on the part of its proprietors.



Figure 2.13: Brooklyn Tobacco Factory (041-0259)

Source: VDHR archives

Throughout this period, the primary economy of Halifax County was agriculture. Prior to 1820, there had been little or no interest in improving agricultural systems in Virginia. Beginning at the end of the 18th century, large landowners such as Washington and Jefferson developed a general interest in improving agricultural practices. Crop rotation systems and a number of types of fertilizers were gradually introduced into the countryside. Agricultural reform began in Virginia in the 1820s. Led by such men as Edmund Ruffin (Turner 1952: 81), a number of local and state agricultural societies were formed across the state during the Antebellum Period. While Ruffin was not the first American to advocate the use of a crop rotation system and to propose that farmers use fertilizers and improved agricultural equipment, he was one of the earliest and most vocal Virginians on this issue. The results of his pioneering work across the state and throughout the South helped to improve the productivity of all crops.

In 1850 there were 1,309 farms; by 1860 some of these farms had been consolidated. The census figures for 1850 indicate that there were often two or more families living in separate dwellings on the farms. There were 2,155 farm families reported in 1850 but were only 2,152 dwellings for those families.

In 1860, there were 1,029 farms; approximately 50 percent had 100 to 499 acres. There were 41

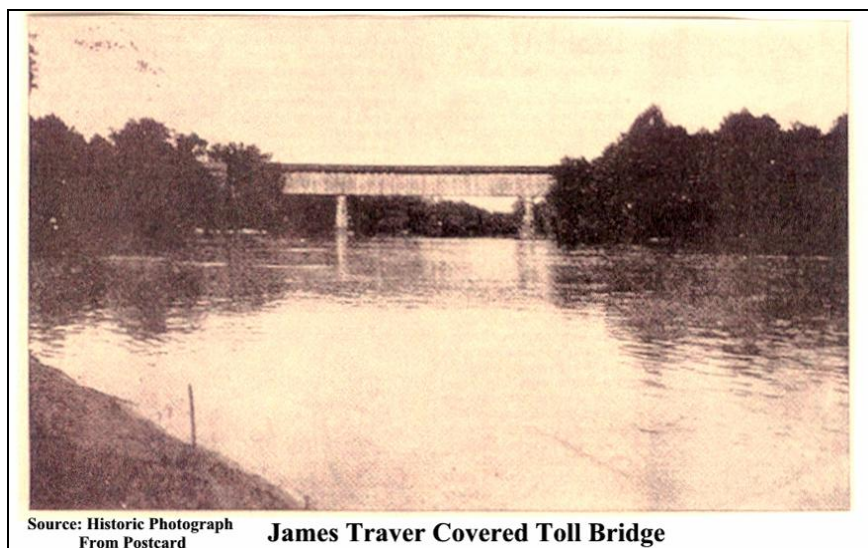
farms that were over 1,000 acres - these farms supported 2,288 families. In 1860 the county consisted of 277,913 acres of improved farm-land and 196,552 acres of unimproved land. Crops consisted of 8,544,532 pounds of tobacco; 237, 518 bushels of wheat; 731 bushels of rye; 533,012 bushels of corn; 229,790 bushels of oats; 9,394 bushels of peas and beans; 13,671 bushels of Irish potatoes; 38,252 bushels of sweet potatoes; and 3 bushels of buckwheat. There are no figures for bales of cotton ginned. There were 22,307 pounds of wool. There were 3,837 horses; 902 asses and mules; 8,609 milk cows; 2,104 working oxen; 6,221 cattle; 11,334 sheep and 22,012 swine. The value of slaughtered animals was \$257,810.

One of the reasons for the productivity of Halifax County farms may have been a result of the teachings of Ruffin and the agricultural societies that had been formed in the 1820s across the state (Turner 1952: 81). There was an agricultural society established at Clarksville. The efforts of the agricultural societies included furnishing information about improved farming methods through meetings and publishing agricultural newspapers and magazines. The most popular publication in Southside Virginia appears to have been the *Southern Planter*. This periodical was published into the 20th century.

As word of the success of the improved farming techniques spread throughout Virginia and the other Mid-Atlantic states, there were dramatic improvements in agricultural profits. The profits were put back into farms through investments in fertilizer, fences, equipment, and tools. The value of farm implements in Halifax County in 1860 was \$147,181. A new tool for harvesting wheat, the mechanical reaper, was developed in Virginia and marketed by Cyrus McCormick in the 1850s. The reaper was expensive and was only profitably used on large farms.

Agricultural profits could also be realized through increases in land value. Based on the 1860 census evaluation of \$6,922,479 placed on Halifax County farms for 474,465 acres of farm land (improved and unimproved), the average value of Halifax County lands was about \$14.60 an acre. Lands in the older Tidewater counties of Virginia ranged from \$3 to \$20 per acre, with land south of the James River selling for about \$8 per acre. The regions along the North Carolina border often advertised land for prices that started at \$25 per acre and ran as high as \$50 per acre. Land in the Valley of Virginia often sold for \$50 an acre or higher (Gray 1958: 644 - 645).

The town of Boston Depot had a post office called South Boston Depot by June 20, 1855 that was listed as a quarter-mile north of the Dan River. The Richmond and Danville Railroad had reached South Boston by 1854 and Danville by 1856. Notley Jordan and Charles S. Younger operated a grocery at South Boston in January 1854. In 1856 the General Assembly created the South Boston Toll-Bridge Company to build a bridge across the Dan River at South Boston. Between 1856 and 1858, a noted bridge builder, James Traver who was from New York but living in Fredericksburg, constructed a covered two-lane wooden bridge across the Dan River (**Figure 2.14**). It was peg-and-tenon construction, sheathed with weatherboard and it had a gabled shingle roof. It rested on two massive stone pillars that were built by Dennis O'Geary, a local stonemason. Three local carpenters were employed to work on the bridge. The Traver Covered Toll Bridge was replaced in 1925 and torn down in 1927 or 1928; only the piers remain.



Source: Historic Photograph
From Postcard

James Traver Covered Toll Bridge

Figure 2.14: James Traver Covered Toll Bridge across the Dan River at South Boston

The 1860 census of manufacturers showed Halifax County with 55 manufacturing establishments, but with only 217 people employed in manufacturing. This indicates that all manufactured goods produced in Halifax County were made by skilled craftsmen with a minimal amount of help.

There were 53 churches in the 1860 census: Baptist congregations numbered 22; the Methodist congregations had 16 churches; there were 4 Episcopal churches; 5 Presbyterian churches; 2 Christian churches and 2 Union church congregations. Several churches from this period still survive, including the 1847 Mercy Seat Presbyterian Church (041-5219) and the ca. 1850 St. Thomas Church (041-5143) – both of which were designed in the Gothic Revival style. Pleasant Grove Christian Church (041-05221) also dates to ca. 1850 but is designed in the Greek Revival style.

When the 1864 Johnson's *Map of Virginia, Delaware and West Virginia* was published, Halifax County villages were identified and the Richmond and Danville Railroad had been completed through Halifax (Figure 2.15). By 1856 the Richmond and Danville Railroad crossed the county and connected rail terminals in Petersburg and Danville. The new railroad built several depots in the county and a stone railroad bridge across Birch Creek. Scottsburg was an old post village, and South Boston had been a small settlement on the south side of the Dan River, with the depot on the north side of the Dan River. The community north of the Dan River was called Boston Depot and grew with the establishment of the railroad and toll bridge across the Dan River. In 1859 Jeffress and Ragland were issued a license to operate an ordinary at Boston Depot. At this time Boston Depot consisted of a freight depot, a passenger depot, a wagon shop, one hotel and several stores. Unfortunately, none of these early railroad-related resources survive today.

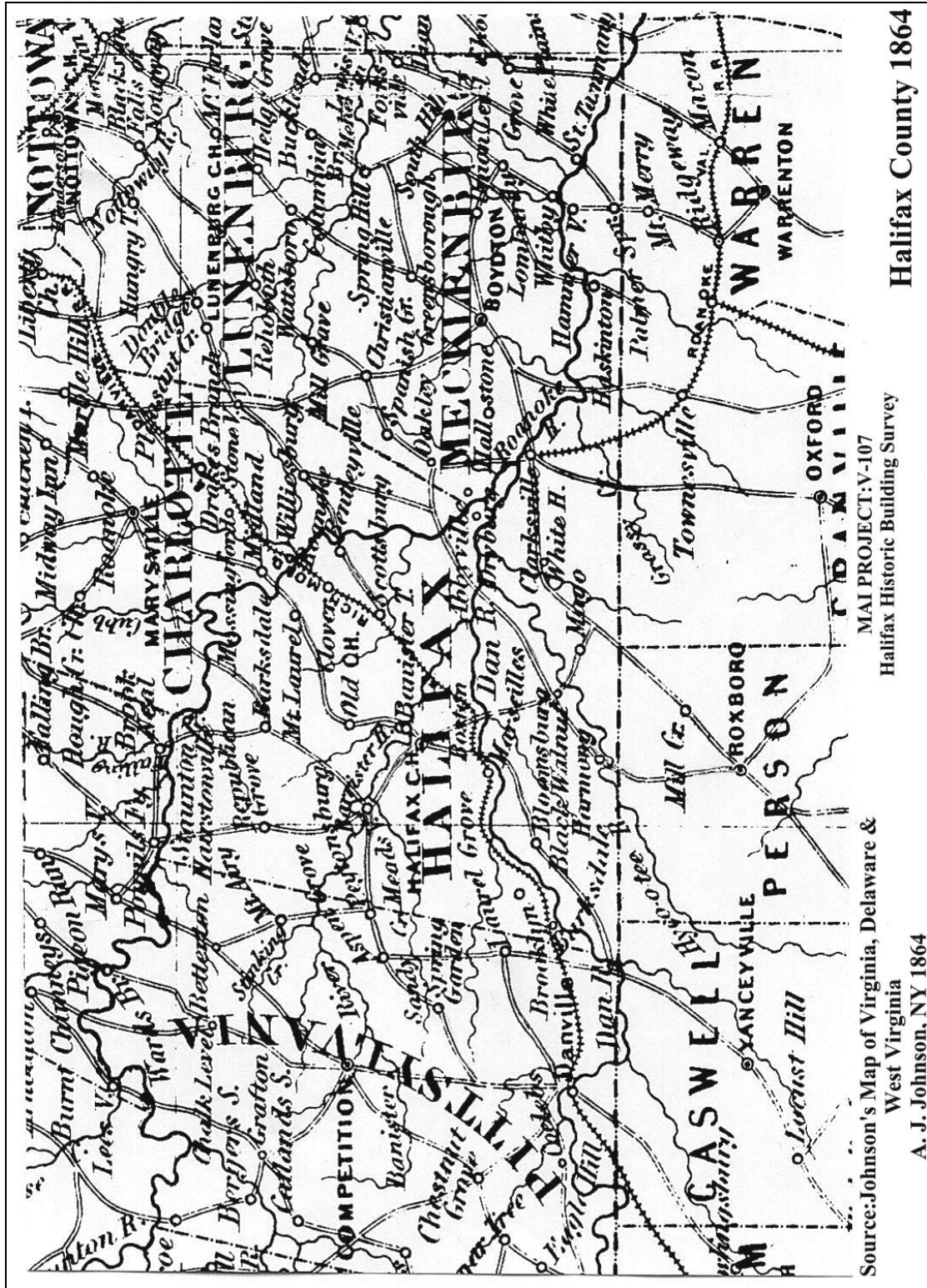


Figure 2.15: Halifax County, 1864

Clover, in the eastern part of the county, was another depot. Other villages include Harmony, Barksdale (with a depot), Bloomsburg, Black Walnut, Marseilles (with a depot), Republican Grove, Dryburg, Mayo, Meadville, Burksdale, Mt. Laurel, Old Court House, Banister, and Bentlyville. (None of these depots have been surveyed so it not known if they still exist.) In addition to the railroad, there was an extensive network of roads in the county.

2.9 Civil War (1861-1865)

In 1861, on the eve of Virginia's secession from the Union, most Virginians of Halifax County favored secession. Those who favored secession were the slave-owning plantation owners. David Chalmers of Halifax was president of the state convention that met to determine if Virginia would secede from the Union. The tobacco growing Piedmont delegates voted overwhelmingly 32 to 4 in favor of secession. The state convention had, in fact, a large anti-secessionist majority. But, the commencement of war in April of 1861 between the Federal government and Confederate states of the deep South caused the Virginians to choose secession. Typically, young white males from privileged families were the first to join the Confederate ranks. Cavalry volunteers had to furnish their own horses. Halifax County furnished more than thirty companies to the Confederate army.

Although there were a few incidents of Union raids into Halifax County by members of Sheridan's troops, there was no fighting in Halifax County until June of 1864 (Mathis 1964: 23-24). The Richmond and Danville Railroad was one of the remaining supply lines to the Confederates surrounding Richmond and entrenched at Petersburg. In an effort to close off the Confederate supply lines, a Union force of 5000 cavalry and 16 pieces of artillery under Brigadier General James H. Wilson and Brigadier General August V. Kautz departed Petersburg with the intention of destroying the railroad track and the railroad bridge across the Staunton River. Confederate cavalry under General W. H. "Rooney" Lee were in pursuit of the Union force but were unable to stop their advance on the covered railroad bridge across the Staunton River. This bridge was defended by Captain Benjamin Farinholt and a battalion of 296 Confederate reserves. In the first three days of their raid, the Union forces had destroyed 60 miles of railroad track and burned two trains and several railroad stations (Taylor 1999). The Confederates had built defensive earthworks on the west side of the Staunton River and an earthwork on the east side of the bridge.

On June 23rd, 1864, Captain Farinholt received a message from General Robert E. Lee that a large force of enemy cavalry was moving in his direction and that Farinholt should "make every possible preparation immediately." Farinholt sent orderlies off on the 12 o'clock trains that night with circulars urging citizens of Halifax, Charlotte and Mecklenburg to assemble to defend the bridge and local companies were ordered to report. By ten o'clock on the 25th of June a force of volunteers arrived. Farinholt had 642 reinforcements that included 150 regular soldiers, and the volunteers consisting of old men and boys for a total force of 938. The regulars were placed east of the bridge and the volunteer force was on the west side of the bridge. In order to fool enemy scouts, Farinholt ordered an empty train to run back and forth between the Clover Depot and the bridge, with "reinforcements" apparently disembarking. Federals at Mulberry Hill Plantation

were told that a Confederate force of 10,000 men was lying in wait for the Union force and that every train was bringing reinforcements. The Union troops made four separate charges in an attempt to reach the bridge and set it on fire, but were repulsed by the “old men and young boys” who were in shallow trenches around the bridge. By the time the sun was going down, Confederate General W.H.F. Lee had arrived on the Federal rear and struck the Union soldiers as they were making their fourth charge on the bridge. The Federals were withdrawing towards Petersburg by midnight. Farinholt’s forces took 8 prisoners and buried 42 Union soldiers left on the field. The Confederate losses were 10 killed and 24 wounded (Taylor 1999). Today this battlefield and earthworks are preserved as part of Staunton River Battlefield State Park (**041-0115**), maintained by the state.

With General Lee’s surrender at Appomattox Courthouse in April 1865, confusion followed. Food and money continued to be scarce, the pardon of Confederate soldiers was uncertain and the future of the newly-freed slaves was unknown. With the emancipation of slaves, the social, agricultural and economic foundations of the county were dismantled. As supporters of the Confederate government, local officials were considered traitors and not allowed to hold office. Halifax County, like most of Southside Virginia, became a defeated (and depleted) territory occupied by Union troops. The period that would follow would be one of social and economic, as well as physical, reconstruction.

2.10 Reconstruction and Growth (1865-1917)

At the close of the Civil War the south was bankrupt: Confederate money was worthless; railroads and rolling stock were worn out, and many cattle, hogs, horses and sheep had been stolen or killed. Slaves had been freed and the labor force was gone. Many of the soldiers who went to war never returned. One widow called all of the slaves together and told them they were free and could go if they chose, but if they wanted to stay she would let them have all the land they wanted to work and they could pay her rent; or if they wanted to go, she would give them food and clothes (Mathis 1964:27). All of the women except two, left; all of the men stayed and planted the crops. A property owner described the state of destitution:

“Nearly everyone is broke that owed me anything and all I have to depend on is what little produce I had on hand and the rent of my land and I fear it will take nearly all my rents to pay my taxes. I am only working three hands to try and make a little corn and do not believe that any person can make one cent by hiring Negroes at one hundred and odd dollars to farm. I have rented out most of my land (all that I could) on shares. Our crops are very unpromising. We are now in the midst of a most distressing drought, not having any rain for four or five weeks. Our garden is completely burnt up. Have no vegetables at all except tomatoes and potatoes and if it doesn’t rain shortly, there must be a famine in the land as the wheat crop was an entire failure.” (excerpt from an 1866 letter in *Old Marster’s Cedar Grove*) (Mathis 1964:28).

The dire conditions described in this 1866 letter reflected the economic and social upheaval that

followed the Civil War. The land had been ravaged and neglected during the war and the drought conditions that followed did not help. The labor force was lost with the abolition of slavery and the landowners had no funds to hire help. To compound this, the economy in general was weak following the war, making it difficult to justify the investment needed to get crops planted, harvested and sold. It would take several decades for the agricultural economy of Halifax County to recover and adjust to the new system of tenant farming.

Elections were conducted under military supervision in 1867. Virginia had a conservative Republican government headed by Henry H. Wells, which was monitored by Generals Schofield and Stoneman. Virginia was working toward the end of military rule, the restoration of Virginia's rights as a state, and the reinstatement of civil rights for most of the men of voting age in the state (Salmon 1983: 42). The Underwood Constitution prepared in the Convention of 1867-1868 disenfranchised many former Confederates, provided for universal manhood suffrage, abolished viva voce voting, established a statewide system of publicly supported schools and created procedures for amending the state constitution. The constitution was adopted without the provisions concerning former Confederates. Civil rights were restored in 1870.

The railroads recovered after the Civil War and improved with the steel rail tracks to dominate transportation and shipping at the end of the 19th century and beginning of the 20th century. As a result, settlement patterns began to shift from farms dispersed across the county to more concentrated towns and villages.

The population of Halifax County in 1880 was 33,588. Halifax County land in 1880 consisted of 451,231 acres of farmland. Farms with improved land consisted of 198,538 acres, of which 170,283 acres were tillable. There were 252,693 acres of unimproved lands. The estimated value of all farm production was \$1,419,922. Of the 2,463 total farms, 1,289 farms had between 100 and 500 acres of land. One hundred ten of these farms were rented for money and ninety-one were share cropped. There were 131 farms (89 owner-operated) that had between 500 and 1000 acres and 28 farms (17 owner-operated) with over 1000 acres. There were just 42 farms that were between 3 acres and 10 acres and 21 of these were farmed by the owner. There were 110 farms that were between 10 acres and 20 acres. Fifty-seven of these farms were cultivated by the owners. Of the 244 farms that were between 20 and 50 acres in size, 116 were owner-operated. There were 516 farms that were between 50 and 100 acres, and 241 of these farms were owner-operated. A total of 282 farms (11.5 percent) were rented for money and 148 farms (6.0 percent) were sharecropped (Report of the Production of Agriculture as Returned at the Tenth Census 1883, II: Table V, VII).

The population of Halifax County in 1910 was 40,044. There were 5,454 farms: 3,086 farms (56 percent) were owned by whites of American birth; 24 were whites of foreign birth; and 2,344 farms (43 percent) were owned by African-Americans or other non-whites. Farmland consisted of 95.7 percent of the land in Halifax County, and 47.5 percent was improved. The average farm was 91.4 acres, with the average improved acreage of 43.4.

The Agricultural Census for 1910 shows that Halifax County lands consisted of 520,960 total

acres of which 498,473 acres were farmland. Improved farmland consisted of 236,541 acres. The value of Halifax County farms in 1910 was \$10,309,444. This is an increase of 147.3 percent above 1900. There were 219,774 acres of woodlands on Halifax County farms.

Among the farmers in Halifax County in 1910, 45.1 percent (2,459 farmers) owned the land they farmed, as opposed to 46.8 percent (1,916 farmers) in 1900. There were 1,528 white landowners in 1910 and 909 African-American or other non-white landowners. There were 2,971 tenant farmers in 1910, of which 1,536 were white and 1,433 were African American or other non-white. Of the 3,088 white farmers (Americans and foreign born), 50.2 percent owned their own land. There were 2,342 African-American or non-white farmers in 1910, of which 38.8 percent owned the property they farmed. There were 24 Halifax County farms operated by managers. In 1910 there were 39,364 acres planted in corn; 9,387 acres in oats; 14,609 acres in wheat; 19 acres in rye; 27,973 acres planted in tobacco; and 116 acres planted to cane sorghum. There was no cotton planted. Farm animals consisted of 6,051 horses, 1,968 mules, 9 asses and burros, 15,909 swine, 2,840 sheep, and 13,872 cattle, of which 7,100 were dairy cows. Poultry (all kinds) numbered 96,416; and there were 1,218 bee hives.

Some mines were developed in the Redbank District after the turn of the century. Mines and prospects in the area were Chappell Mine, Pontiac Mine, Pandora Mine, Morong Mine, Baynham Mine, Anaconda Mine, the Littlejohn Mine and the Wall Mine. The Seaboard Mine in 1907 had three shafts of 115 feet, 120 feet and 260 feet. The company was planning to build a smelter (concentration plant) (Morrison 1907:33). The Redbank Mine was a goldmine that was in operation in 1912. Gold veins were discovered at the mine in 1903 (as the Goldbank Mine, Inc.) and the mine was sold to the Virgilina Mining Company of Buffalo, NY. In 1907 the mine had been open three years and had shafts that ran to 156 feet (Morrison 1907: 33). The mine had produced \$22,000.00 in gold by 1912. Buildings located at the mines (from historic photographs) were weatherboard covered frame, single-story, gabled structures with metal roof coverings, similar to outbuildings that might be present on farms of the area. Rails were present at the Holloway Copper Mine in North Carolina. Unfortunately, none of the buildings survive today.

Already an established village by the beginning of the Civil War the Town of South Boston became an active business center with the establishment of a tobacco warehouse in 1870. New federal revenue laws that forbade the retailing of tobacco to anyone without a license helped to establish centers for tobacco trade, such as South Boston, where warehouses and licensed dealers were located (Mathis 1964:22). Within four years four tobacco warehouses were in operation in the town. In 1873 the Flag (Tobacco) Warehouse was in operation and by 1878 the warehouse was owned by T. B. Powell who was also the auctioneer. His brother, J. L. Powell was the clerk. The first bank at South Boston was established by R. E. Jordan and W. L. Jordan in 1875.

The Town of South Boston was incorporated in 1884 (**Figure 2.16**). There was a building boom at South Boston in the late 19th century, which was partially driven by agricultural prosperity. In the 1880s the businesses in South Boston included the Howard Hotel, eight dry goods and grocery stores, and several saloons. There were three tobacco warehouses and two factories for

manufacturing. Hupps Mill, a two-story frame structure with an overshot wheel, was a grain milling establishment on Popular Creek, north of town. Isadore Summerfield had a mercantile store by 1880 but departed in 1881. In 1881 Hall & Norwood & Company were selling domestic sewing machines, boots, shoes and hats. Leading merchants in 1882 were W. H. Shepherd & Co.; F. M. Sibley; Stebbins & Lawson; Brooks, Bailey & Co.; and J.W. Easley & Co. In 1885, the J. H. Franklin Steam Planing Mill was in operation. There was a livery stable operated by J.J. Matthews and a hotel on Bank Street. There was also a South Boston Candy Company. In 1897 the first hospital, Magnolia Retreat, was in operation. In the same year the Hotel Nichols, formerly Hotel Boston, was operated by G.Y. Nichols and son.



Figure 2.16: South Boston Historic District
Source: VDHR archives

The Town of South Boston continued its growth in the 20th century. In 1907 it was described as a country metropolis that had become a major business center in a span of 22 years. South Boston by this time had five banks, warehouses, factories, and wholesale houses for dry goods, groceries, hardware and clothing. A dam to generate electricity had been built west of the town and this powered the town's machinery. Factories were flanked by rows of tenant houses. South Boston was a major tobacco market. Bright leaf tobacco was sold at seven warehouses. Tobacco stemming establishment owners were the American Tobacco Company, the R. J. Reynolds Tobacco Company, the Imperial Tobacco Company of Great Britain and Ireland, and C. W. Walters, along with eight or ten private buyers. The three wholesale grocery houses were R.W. Lawson Grocery Company; Easley Grocery Company and Blackwell and Walker (Morrison 1907: 15-17).

Other businesses included the Virginia Implement and Hardware Company; R. A. Penick and Son (hardware dealers); Farmers Hardware and Supply (established 1907); The Keystone Drug Manufacturing Company; Stebbins, Lawson and Spraggins Company (wholesale dry goods and notions); the Barbour Buggy Company (manufactured wagons, buggies and dray and had an

immense storage warehouse). The latter company produced 14,000 vehicles per year. The Century Manufacturing Company was producing cloth in South Carolina. The Century Cotton Mills, which were established at South Boston about 1897, were leased to Paramount Knitting Mills of Chicago. This mill had 8,088 spindles, employed 125 workers, and used about 4,000 bales of cotton per year. The mill produced 6,000 pounds of knitting yarns per day. The mill had built a brick school for the children of their employees. Other businesses included the Boston Brick Company, the J. A. Mebane Company (electrical supplies), the South Boston Ice Company, and South Boston Lumber Company. Most of the lumber produced was being used locally. South Boston also had a destructive fire in 1906 that destroyed some of the stores, factories and warehouses. South Boston's Opera House, with a seating capacity of 600, was incorporated into the three-story Masonic Temple (Morrison 1907: 19-21). The town had some very fine dwelling houses built during this development period that are presently included in the South Boston Historic District, which is on the National Register of Historic Places. There were 9 white schools and 3 schools for African Americans (Morrison 1907: 57).

There were 10 tobacco companies doing business in South Boston in 1923. By that time the town had four churches and two chapels for whites and three churches and four schools for African Americans (Carrington 1924: 60). By 1923 South Boston had three banks, several large stores including a department store, three hotels, several restaurants, three furniture stores, two electrical supply stores, six garages, one filling station and two battery stores, three five and ten cent stores, three drug stores, six insurance companies, a fire department, doctors and dentists, an ice factory, a theatre and music emporium and a large reservoir. South Boston's population in 1930 was 4,841 (Jurney, Perkins, Devereux, Obenshain, Shulkcum and Patteson 1938: 3). Later in the century (mid 1960s) South Boston became an independent city, but by July 1995 it had reverted to the status of a town of Halifax County (Pop. 7000).

The Town of Houston (now Halifax) had a population of 800 in 1907, but just 473 in 1930. Houston had a beautiful residential area, now the Mountain Road Historic District (**230-0077**) which is on the National Register of Historic Places, an electric plant, two banks, a brickyard, a flour mill, two corn mills, two hotels, two hardware stores, two drug stores, three dry good stores and four groceries (Morrison 1907:22-23). There were six churches and a high school located in Houston. There were three white schools and two schools for African Americans (Morrison 1907: 57). The name "Houston" was changed to "Halifax" in 1920.

The Town of Virgilina, adjacent to the North Carolina state line, was located on the Norfolk Branch of the Southern Railway, in Halifax County's Redbank District. In 1907 it was the center of a developing copper mining area. It had two tobacco warehouses, a bank, seven commercial establishments, two hotels, two schools, and three churches, besides a number of dwellings (Morrison 1907:23-24). W. D. Amis & Company had a mercantile store in Virgilina by 1895 that was still in operation in 1912 (Mathis 1964: 98). In 1911, the Red Star Drug Company and Virgilina Pharmacy were competing for business. Virgilina had a population of 338 in 1930.

The Town of Clover, incorporated in 1895, had its beginnings as a village in 1854 when the Danville and Richmond Railroad built a depot. In 1907, this railroad was part of the Richmond

Branch of the Southern Railway; the town had five churches, including the Gothic-Revival style Clover Methodist Episcopal Church (ca. 1900), two warehouses, seven commercial establishments, a hotel, a graded school and a number of dwellings. The Bank of Clover was also established in 1907 (Morrison 1907:24). Scottsburg, which had been a post village as early as 1803, was also located on the Richmond Branch of the Southern Railway in 1907. It would not be incorporated as a town until 1926. By 1854 there was a railroad depot at Scottsburg and the Baptist Church built there in 1884 burned in 1908. A new brick church was built in 1909. In 1907 the town consisted of a number of dwellings (some dating from the 19th century), three tobacco warehouses, a bank, two churches, a high school and five commercial establishments (Morrison 1907: 24). A proposed historic district in Scottsburg (**297-5000**) has been found eligible for listing on the National Register of Historic Places. Merchants in 1907 were J. M. Lacy and R. L. Lacy and Company. In 1990, Scottsburg had a population of 133 people.

In 1907 there were over 100 merchants operating country stores located throughout Halifax County. The hardware companies in South Boston were reporting that farmers were buying improved tools, and the merchants were having a difficult time keeping building materials, nails, and iron in stock. Morrison (1907:26) reported that there were probably thirty gristmills and twenty sawmills operating in the county; four grain mills and three sawmills in each district. The country merchants offer fresh meats, clothing, magazines, wire fencing, and were sometimes machinery agents and buyers of eggs for shipment to the towns.

During Reconstruction, education slowly became more available. The Cluster Springs School was operated as a private school commencing in 1865. Rev. J. J. B. Shearer, who was in charge of the Spring Hill Presbyterian Church, bought the school property and operated it as a boarding and day school for both boys and girls. After two years, enrollment was limited to males (Mathis 1967:55). In 1870, Dr. Shearer moved away and the property was leased to Mr. T. Oscar Rogers, a teacher and elder of the Spring Hill Presbyterian Church, who later purchased the property. The school was operated until the late 1880s. It was later reopened as a Presbyterian school under the name "Cluster Springs Academy." Spring Hill Presbyterian Church (**041-5224**) was first established in 1838 and built their present church in 1895.

The Halifax County School Board was organized in 1872. School Districts covered the same territory as the present Magistrate Districts: Staunton; Roanoke; Meadville; Banister; Birch Creek; Mount Carmel; Black Walnut; and Red Bank. In the Red Bank District, early schools included a log one-room structure at North Fork. Prior to 1876, there was a school at the Hubbard place near North Fork called the "Five Corner School" due to the shape of its fireplace. The Ridgeway School was built in 1876. Unfortunately, none of these early educational resources survive today.

In 1906 there were 25 Baptist churches; 3 Christian churches; 7 Episcopal churches; 2 Methodist Episcopal churches; and 7 Presbyterian churches in the county. There were 3 newspapers in the county: *South Boston News* and *Halifax Gazette* at South Boston and *Halifax Record* at Houston. There were five telephone companies operating in the county.

Public schools had been in operation in Halifax County for just eight years at the beginning of the 20th century. By 1900 there were 130 white schools and 76 schools for African-Americans; and there were high schools at Houston, Scottsburg and South Boston, and the incorporated high school at Cluster Springs. There was a high school for black students at Houston (under church control) and an independent black high school at Meadville (Morrison 1907: 28-29). Pleasant Grove School, built in 1884, was the oldest school for black students still in operation in 1949 (Burruss 1989). This building was a single-story, front-gabled, weatherboard-covered frame structure with a metal roof. It had a central entrance with 6-over-6 lights on each side of the entrance. The interior description stated the ceiling was only 8 feet, 8 inches high (3 feet and 4 inches below the standard), the blackboards were 40 inches above the floor, the floor was in poor condition, and in 1949 there were 43 students in attendance. The Pleasant Grove School no longer exists.

By 1906 there were 28 graded schools in the county: 13 white (130 schools total) and 15 black (76 schools total). There were 130 white teachers and 76 black teachers. There were 3,552 white students (seating capacity 4,895) and 3,033 African-American students (seating capacity 3,735) in the county, indicating there was more room per student in the white schools. Commencing in 1906, it was decided to consolidate some of the schools in the county by taking students from six schools and placing them in one (Morrison 1907: 30; 57).

The first school bus to operate in the county was operated at the Oak Level High School in 1913-1914. It was described as a long wagon with a cover, which held 25 students (Mathis 1964:45). There were schools at Hitesburg, Aarons Creek, Shady Grove and Mountain Schools (Redbank District) until 1930, when those schools were closed and students were sent to Virgilina or Cluster Springs schools. The Shady Grove School was a two-story, cross-gabled frame structure with a metal roof and an entrance on one gabled end (Mathis 1964: 49). Aarons Creek School was a single-story frame structure with a hip roof and an integral wrap-around porch on three sides. The Mountain School, Rice, and Red Bank schools were single-story end-gabled frame structures. The Red Bank School had a boxed cornice with partial returns. School consolidations also took place in other districts. A number of rural schools were still in operation according to the 1934 Halifax County Soils Map (Jurney, Perkins, Devereux, Obenshain, Shulkcum and Patteson 1938). Rural schools in operation in the Staunton District in 1934 were: Buffalo, Clarkton, Wesley, Ellis Creek, Hudson, Leda, and Guthrie schools. Roanoke District rural schools included Cove, Clays Mill, Red Level, Green Level, Whitlaws, and Vaughns. Meadville District rural schools also included a Ridgeway School. Redbank District rural schools in 1934 included Hyco Falls, High Hill, and Ridgeway. The Ridgeway School was a single-story, gabled-frame structure with a gabled wing. The building had two to three rooms with two entrances to the building. Birch Creek District had a school at Sutherlin School (south of Sutherlin) and Black Walnut District had the Lawsons Creek School. Few of these schools have been surveyed, so it is unknown whether they still exist.

2.11 World War I and World War II

The period following Reconstruction was characterized by stabilization in Halifax County with a

steady but slow growth in population and progress in technology. Between the years 1910 and 1930 the population of Halifax County increased by only three percent to a total of 41,283. Although towns were growing, the county remained primarily rural with 4,841 residents listed as urban in 1930 and 36,442 listed as rural. Whites made up 54.1 percent of the inhabitants and 45.7 percent were African-American (Jurney, Perkins, Devereux, Obenshain, Shulkcum and Patteson 1938:3). The social and political upheaval of race relations following the Civil War had been constrained by Jim Crow laws that would persist until the Civil Rights movement of the 1960s. Although the country faced the stressful times of two world wars and an economic depression, there was an underlying sense of unity across the county. While technology and the economy continued to advance, it was a steady progress rather than a revolution.

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 19th century, the automobile would capture the imagination of society for the next half century. 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. Gas stations such as the ca. 1930 store at 5075 Mountain Road (**041-5101**) and the White Oak Market (**041-5126**), built ca. 1920, emerged as a new building type, characterized by their location on well-traveled routes and the porte-cochere, or wide overhang, that provided protection from the weather.

Agriculture continued to be the primary industry of the county; however, the diversification of crops that was promoted in the reform movement of the late 1900s began to take place. Tobacco production in Halifax County reached a high of 34,201 acres in 1919. This was down to 30,328 acres in 1929 and by 1934 production had fallen to 16,068 acres (Jurney, Perkins, Devereux, Obenshain, Shulkcum and Patteson 1938:5). Corn production was fairly consistent: 39,869 acres in 1919; 36,359 acres in 1929 and 38,116 acres in 1934. Wheat was also fairly consistent: 16,044 acres in 1919; 13,138 acres in 1929 and 14,198 acres in 1934. Oats went from 2,878 acres in 1919 to 345 acres in 1934. On the other hand, soybeans, which were first planted in 1919, with 45 acres, increased to 1,074 acres in 1929 and remained steady with 1,001 acres in 1934. Potatoes (Irish variety) increased from 488 acres in 1919 to 817 acres in 1934. Sweet potatoes, another staple crop, had an increase in production from 509 acres in 1919 to 1,176 acres in 1934.

In 1935 there were 5,847 farms in Halifax County with an average size of 83.4 acres. Land in farms represented 93.6 percent of the total county area. Average improved farm lands were 36.5 acres. Of the 5,847 farms, 40.7 percent were operated by the land owner and tenants farmed 59.2 percent of the farms. Several tenant houses dating to this period survive at Sandy Level Farm (**041-5298**) (**Figure 2.17**). Most farms were rented on the share crop basis (Jurney, Perkins, Devereux, Obenshain, Shulkcum and Patteson 1938: 6). When the landlord furnished one-half of the fertilizer, the work animals and tools, he received one-half of the crops as his share. If the landlord furnished only one quarter of the fertilizer and the tenant supplied the rest of the fertilizer, work animals and tools, then the tenant received three-quarters of the crops. About 50 farms were rented on a cash basis with charges of \$2.00 to \$5.00 per acre for land that could be

cultivated.

Most of the farmhouses built by 1935 were described as large and substantial, many having modern conveniences (Jurney, Perkins, Devereux, Obenshain, Shulkcum and Patteson 1938: 7). Barns, such as the 1930s barn at Sandy Level Farm (041-5298) (Figure 2.17) were described as large enough to shelter livestock and to store crops. Farms generally had several outbuildings for storage and tobacco farms had from one to eight tobacco barns, most of them of log construction, for use in curing tobacco. These farms also had a farmhouse cellar and “pack house” in which the tobacco was put in “order”, assorted and stored until ready for sale on the market. Farm equipment generally consisted of one-horse and two-horse turning plows, walking cultivators, peg-tooth harrows, and hand scythes. Some of the farms had mowing machines, hayrakes, disk harrows, binders, manure spreaders, grain drills, and riding cultivators. A few farmers used tractors or the equipment used with tractors. Threshing machines were moved from farm to farm to thresh the grain.



Figure 2.17: Tenant House and Tobacco Barn, Sandy Level Farm
Source: HSPC, 2007

Cultivated fields on the farms were generally not fenced and fences around pastures were usually barbed wire (Jurney, Perkins, Devereux, Obenshain, Shulkcum and Patteson 1938: 7). Both horses and mules were used for work, but mules predominated. The 1935 census listed 1,975 horses and 4,931 mules in Halifax County. Dairying and cattle-raising were not considered important in Halifax County, as seen by the relatively small number of dairy farms in the county. There were five or six dairies and the markets for milk were South Boston and Danville. Milk from the northeast part of the county was shipped to the cheese factory at Randolph, in Charlotte County. Most farmers kept at least one milk cow, sometimes as many as three. Beef cattle were raised in some areas along the Dan and Roanoke rivers, in herds of 15 to 30 head of cattle. The 1935 census enumerated 12,806 cattle in Halifax County. Most hogs were raised for farm consumption, but some pork was sold in South Boston. Hogs raised in 1935 totaled 11,340. There were 37 flocks of sheep in the county (numbering 1,072), mostly Hampshire breed. Wool was sold to the National Wool Growers Association. At least 100 farms raised improved poultry. In 1935 there were 135,224 chickens and 3,104 turkeys raised in Halifax County.

There were a number of mills still in operation in Halifax County in 1934 that were identified on the soils map of the county. In the Roanoke District Blackstocks Mill was located on Hunting Creek, Lloyds Mill was located northeast of Mt. Laurel, Bradshaws Mill was located on Piney Creek (west of Clover), and Allens Mill and Johnsons Mill were located on Difficult Creek. In Redbank District Pollard Mill was located on the Hyco River and Raglands Mill was located on Bluewing Creek. In the Black Walnut District Blaines Mill was located on Butrum Creek and Hupp Mill was located on the Dan River. In Mount Carmel District Wilkins Mill was on Lawsons Creek and in Banister District Hupps Mill was located on Poplar Creek. Moorefield Mill was located north of Nathalie on Catawba Creek in the Staunton District. Bridges mentioned were Concord, Cowford and Terrys on the Banister River; and Watkins Bridge on the Roanoke River. Nichol Ferry was in operation at the convergence of the Banister River and the Dan River. While still in operation in 1935, the construction of these mills most likely dated to the late 19th and early 20th century. Only three mills, including the Halifax Roller Mill (**230-5002**), Mount Laurel Mill (**041-0045**), and Hites Flour Mill (**041-5157**), are known to survive.

While the county remained predominantly rural, towns and villages continued to develop and grow. The town of Houston was renamed Halifax in 1920 and by 1930, its population had decreased from 800 in the early 1900s to 473. The majority of its commercial block, which is part of the Halifax Courthouse Historic District (**230-5001**), was built during this time as a fire in 1890 destroyed much of the earlier commercial district. By 1930, Virgilina had a population of 338, Clover had a population of 251, and Scottsburg had a population of 133 people.

In South Boston, there were 10 tobacco companies doing business in 1923. By that time the town had four churches and two schools for whites, and three churches and four schools for African Americans (Carrington 1924: 60). By 1923 South Boston had three banks, several large stores including a department store, three hotels, several restaurants, three furniture stores, two electrical supply stores, six garages, one filling station and two battery stores, three five and ten cent stores, three drug stores, six insurance companies, a fire department, doctors and dentists, an ice factory, a theatre and music emporium and a large reservoir. South Boston's population in 1930 was 4,841 (Jurney, Perkins, Devereux, Obenshain, Shulkcum and Patteson 1938: 3).

Riverdale (now part of South Boston), located on the south side of the Dan River, was referred to as black settlement in 1923 (Carrington 1923: 61). Located west of present day U.S. 501 and along both sides of Route 58, Riverdale consisted of a fairly large community of early to mid-20th century dwellings as well as two churches, including the 1923 Memorial Baptist Church (**041-5302**).

A number of schools were constructed during this period. In particular, the Rosenwald Fund strived to improve conditions for black education in the South by contributing funds for construction. A number of African-American schools in Halifax were constructed in this manner, including the Clover Black School (**041-5106**), the Elkhorn School (**041-5290**) -- both built in 1920 -- and the Halifax Training School (later known as the Mary M. Bethune High School), constructed in 1930. By 1920, Clover also boasted the (white) Clover Elementary School (**197-5003**) (**Figure 2.18**). Clover had a population of 251 in 1930. Other white schools

built during this period included the ca. 1920 Elmo Public School (**041-5095**), the ca. 1930 Plato School (**041-5169**), the ca. 1930 Mt. Zion School (**041-5173**) and the Henderson Academy. Most of the high schools in the county were built in the 1920s and 1930s, including Turbeville High School (now Elementary School, **041-5297**) and the 1931 Volens High School (**041-5023**). All the schools that have been surveyed remain today.



Figure 2.18: Clover Elementary School (197-5003)

Source: MAI, May 2000

There were at least 65 schools for black students in operation by 1950. Most of these were rural, one-story frame structures that were built in the 1920s and 1930s. Photographs of these schools taken in the late 1940s were preserved, along with a brief description and the period of construction, in *Black Schools in Halifax County (Late 1940's)* by F. A. Burruss, which was compiled and published by Barbara Bass in 1989.

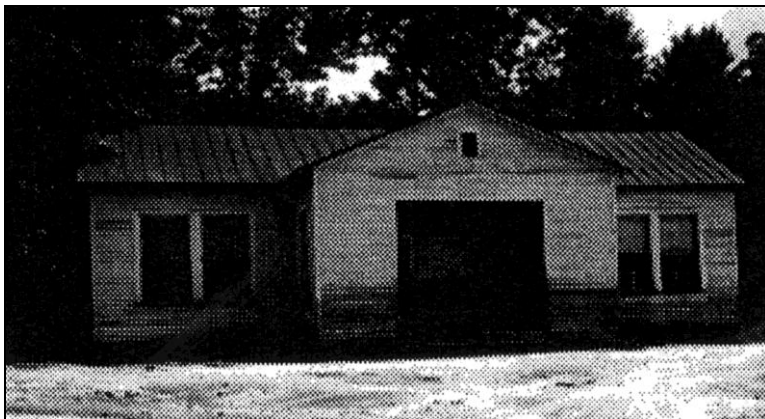


Figure 2.19: Brandon Chapel School (041-5301)

Source: F. A. Burruss [Black Schools in Halifax County](#)

The Brandon Chapel School (**041-5301**) (**Figure 2.19**), built in 1927, was a side-gabled, two-room school with a front-gabled foyer with an integral porch. This school had 71 students. The Bold Springs School built in 1910 had three rooms and water had to be obtained from a spring a quarter of a mile away. One small school at Hudson was a one-room log cabin. The one room-school at Leda was built in 1923. It had 28 pupils, the lighting was poor and the building had no electricity. The school on Hickey Road was built in 1934 and was described as modern in design. It was too crowded for the enrollment of 50 students and water had to be brought from a

neighbor's well that was two tenths of a mile distant. Black schools near Virgilina were Omega, Virgilina Elementary #2, and Owens Grove (Mathis 1964:50-52). The Halifax Training School was a large, single-story structure that served as a training school from 1920 to 1956 and as the Mary M. Bethune High School from 1956 to 1969. It was integrated as the Halifax Junior High School in the 1969/1970 school year. Many of these black schools no longer survive (but those that do are listed in Section 4.8.8).

Churches also continued to be built throughout the county during the period between the wars, particularly in the 1920s. New churches were located both in the growing towns as well as along country roads, indicating that the county continued to be primarily rural. These churches, such as the Ingram Christian Church (**041-5198**) and Oak Level Presbyterian Church (**041-5193**), often gave a sense of identity to the rural community surrounding them.

2.12 The New Dominion (1945 – Present)

The return of servicemen from the war resulted in the formation of social and civic organizations based on their service. In 1946 American Legion Post #337 was organized at Virgilina and met in the Woodsmen of the World Hall. The Post bought the old Reine Street's hotel at Virgilina for a meeting place. The old hotel building (**318-5004**) was a two-and-a-half-story, front-gabled, gambrel-roofed frame structure that was covered with weatherboard and had exposed rafter ends. The old hotel had a central entrance with a two-story porch that had a second-story balustrade. The porch was supported by four square wood pillars placed on brick pilings (Mathis 1964: 126-127). Virgilina also had a Masonic Lodge that had been organized in 1911.

School consolidation became an issue in the late 1940s. Consolidation of public schools in Halifax County began in 1948 when the Booker T. Washington High School merged with the Halifax Training School (Edwards). Eight of the white county high schools were closed in 1953 (Clover, Cluster Springs, Halifax, Scottsburg, Turbeville, Virgilina, Volens and Wilson Memorial) and in 1954 students went to the Halifax County High School in South Boston (Edmunds 1979:II:580). Many of the old high schools, such as the Turbeville School (**041-5297**), the Volens School (**041-5022**), the Clover School (**197-5003**), and the Halifax School (**230-0035**) were turned into elementary schools.

In 1954 the U.S. Supreme Court struck down the segregation laws of Virginia and sixteen other states. The 1954 decision of the U.S. Supreme Court changed not only the way black students were to be educated, but the manner in which all Virginia residents, black and white, were to be treated. In 1955, there was another decision by the court on how desegregation was to be implemented. The court cases and litigation that resulted gave opponents opportunities to delay the implementation of the court's decisions. In the schools, almost nothing changed. The Commonwealth of Virginia reacted cautiously to the 1954 ruling, but the official stance of the state was to offer "Massive Resistance," which led to the closing of some public schools in Prince Edward County. The school closings were determined by the courts to be unconstitutional in 1959. In this year less than one percent of black children in the south were attending schools with whites, and Halifax County schools were still segregated. In an effort to

maintain segregation through the approach of “separate but equal,” the two-story ca. 1948 Halifax Training School was expanded in 1954 to include the first gymnasium and cafeteria for black students.

The Civil Rights Act of 1964 permitted the Federal government to withhold funds from school divisions that were not in compliance with court desegregation orders. In 1964, there was one white and one black high school for the entire county, but five years later there were initiatives toward total integration of the school system. In 1969, the Halifax County schools became integrated and the Mary M. Bethune High School (for blacks) became Halifax County Junior High School. By 1973, more than 46 percent of the black children in the southern states were in schools with whites and the Halifax High School was integrated. By 1989 the county had one secondary school (operated with South Boston which was still an independent city at the time), one middle school and 13 elementary schools, with 5,903 students enrolled in the county’s schools, including 399 children in kindergarten. There were 466 graduates from the county’s single high school in 1988-89, and 198 of these later attended college (Clements 1991:177). By 2004 the county had 15 elementary schools.

Major industries in Halifax County in 1964 were Halifax Cotton Mills, Inc., Daystrom, Inc., Capital Plastics, Burlington Industries, Craddock-Terry Shoe Corporation, J. P. Stevens and Co., Inc., White House Milk, American Supplies, Inc., C. W. Walters Tobacco Co., Export Leaf Tobacco Co., Imperial Tobacco Co., J. P. Taylor Tobacco Co., United State Plywood Corporation and Blue Ribbon Creamery (McKinney 1964: 14).

In 1990 the population of Halifax County was 28,859 (not including the population of South Boston). South Boston became an independent city in the 1960s, when the population of the county decreased by 11 percent between 1960 and 1970 (Clements 1991:177). In July 1995, however, South Boston reverted to town status. The population of Halifax County was 100 percent rural on the 1970 and 1980 censuses. The population of Halifax County in 1980 was 60 percent white and 40 percent black. In 1987 farms occupied 46 percent of the Halifax County land area and 39 percent of farmland was under cultivation (Clements 1991:177). Primary crops were hay, wheat, soybeans, and tobacco (second in the state). In 2000, Halifax County had 940 farms and harvested 2,900 acres of tobacco (flue-cured). Hay to feed cattle was raised on about half of the farms and consisted of 21,000 acres. There were 21,000 head of beef cattle produced and more than 10,000 hogs. There were 35 hog farms in the county. The county was the top producer of green cowpeas and Southern peas, and it ranked fourth in the production of pumpkins and sweet corn. An annual cantaloupe festival has been held at Turbeville since 1981. The county ranks fourth in the production of cantaloupe. In 2000 there were 37,355 residents of Halifax County. South Boston had a population of 8,491; Halifax had 1,389 residents; Scottsburg had 145 and Virgilina had 159.

In 1989 there were 425 business establishments in the county and by 2000 there were 773 businesses. Minority firms owned 20.2 percent of the businesses in 2000. Businesses with the most employment in 1988 were highway and street construction, plumbing, heating and air-conditioning contractors, trucking and courier services, grocery stores, wholesale trade, the

manufacture of textile mill products and reconstituted wood products. Metal and non-metal mineral production amounted to 632,924 tons. There were 348,892 acres of commercial forestland in the county in 1986, including 1,106,880,000 board feet of saw timber. There were seven mills for wood products (Clements 1991:177).

The median value of homes in Halifax County in 1980 was \$29,000 and by 2000 it was \$73,300. In 1989 permits were issued to build 80 new single-family dwellings and in 2000 there were 72 permits issued.



Figure 2.20: Halifax County War Memorial
Source: <http://www.oldhalifax.com>

In May 2003 the Halifax County War Memorial (**Figure 2.20**) was dedicated. Names of Halifax County residents who died in military action are inscribed. In World War I there were 59 residents who served and died; in World War II there were 121 Halifax County soldiers who died; the Korean War claimed 8, Vietnam 14, the Persian Gulf War 1 and so far one Halifax soldier has been killed in Iraq. The memorial is a black granite stone beneath a white dome supported by white round columns. The memorial is at the Mountain Road and Route 501 intersection in Halifax.

3 REPRESENTATIVE BUILDING TYPES IN HALIFAX COUNTY

3.1 Introduction

The representative building types of Halifax County are addressed within the historic themes that have been defined above. There are eighteen historic themes defined by the Virginia Department of Historic Resources (VDHR). Not all of them apply to the architectural resources of Halifax County. Twelve of the themes were considered suitable for the county. Themes not addressed include landscape, funerary, ethnicity/immigration, settlement patterns, and technology/engineering. Although cemeteries were recorded during the survey, the funerary theme applies to the investigation of gravesites for demographic data to study population composition, health and mortality, which is not the goal of the present study. Ethnicity explores the material culture diversity. All property types may be associated with this theme, but of particular interest are properties that exemplify the ethos of immigrant or ethnic groups, the cultural traditions of peoples transplanted to Virginia or the dominant aspirations of an ethnic group. Many of the buildings inventoried were categorized under the architecture/landscape architecture/community-planning theme because that was the broad theme for the entire historic architecture project. Specific architectural styles and building traditions were discussed within the themes associated with the building type (i.e. domestic, religion, education).

Many of the broader themes, such as Domestic, Commercial, Education and Religion, are organized by the historic time periods delineated by VDHR (which are defined within Chapter 2). Other themes, such as Government/Political/Law, Subsistence/Agriculture and Social, among others, are better organized by resource type rather than time periods. The theme of Architecture is woven into each of the themes as properties are discussed.

3.2 Domestic/Residential Buildings

The domestic theme relates broadly to the human need for shelter, a home place, and community dwellings and can apply to both standing structures and archaeological sites.

Resource types:

Single dwellings - residence, row house, mansion, rock shelter, cave, or farmstead

Multiple dwellings - duplex, apartment building, rock shelter or cave

Secondary domestic structures - dairy, smokehouse, storage pit, storage shed, kitchen, garage or other dependency

Hotels - inn, hotel, and motel, way station

Institutional housing - military quarter, staff housing, a poor house or orphanage; or campsites

Domestic buildings are the most numerous building types identified in the course of the Halifax County survey, with approximately 126 (51%) domestic-related properties surveyed. The buildings surveyed include a wide range of resource types that date from the mid-18th century to the mid-20th century. Given the agrarian nature of Halifax County, the majority of the residences

are rural in nature, associated with large plantations in the mid-18th to mid-19th century and smaller farms in the century following the Civil War. A few individual houses surveyed in town or village settings were built as the communities grew during the late 1800s and early 1900s. One hotel was surveyed in Scottsburg. Secondary domestic resources relating primarily to these rural properties include outbuildings such as kitchens, well houses, smokehouses, dairies, slave quarters, tenant houses, carriage houses, and garages. Although Halifax County had a large population of slaves, very few resources related to slavery survive in the county. Only two slave quarters were documented in this survey.

Domestic buildings in Halifax County represent a wide range of architectural styles, depending on the tastes at the time of construction; the availability of pattern books and skilled builders and craftsmen; as well as the prosperity of the owners. Some of the earliest houses built in the mid-18th to early 19th century, as well as more modest houses built through the mid-20th century, depended more on function and the skills and materials available than on architectural styles for their construction. These vernacular houses often followed traditional building forms, such as the hall-and-parlor plan, the I-house (three-bay, single-pile), or the later cottage form with square or rectangular plan, two-pile with a pyramidal hip roof. Some of the earlier dwellings, built in the mid- to late 18th century, appear to be vernacular without any stylistic influences from the exterior; however, interior investigation may reveal detailing that is associated with a style such as Federal or Greek Revival. In later years, traditional building forms were influenced by the current styles in their detailing, particularly in the porch and cornice detailing, without being academically designed in a specific style. Folk Victorian is an example of such influence on vernacular houses.

Dwellings intended for family life exhibit plans ranging from rectangular buildings to irregular plans such as the Queen Anne and other high Victorian styles. The latter plans provide spaces that break with the confines of the traditional box. Plans before 1840 relate to various arrangements of spaces into room and passage relationships. Other plans resulted from adding sections to the original forms. Choice as to plan and form, and subsequent cumulative patterns are important factors as well. Although style becomes a significant factor in the growing towns of Halifax County, most houses are designed primarily as living space. Some rural farmhouses show evidence of adapting the Victorian styles that were more popular in the towns, but most farmhouses (including those recorded in this survey) seem to have retained the rectangular plans, often with a rear ell.

1607-1750: Settlement to Society

The majority of the first generation buildings erected in Halifax County would most likely have resembled the post-in-the-ground housing constructed in the 17th and early 18th centuries in the Tidewater counties of Virginia, Maryland and North Carolina. These buildings had no permanent foundation and were supported by posts set into holes in the ground (Reinhart 1987; Traver 1991). This form of dwelling would have a life expectancy of about twenty or thirty years before it would have to be replaced or repaired. The basic room plans of the first generations of settlers in the middle Atlantic region were a one-room or two-room house with a

gable end fireplace (a common plan in Halifax County also). For the early periods of dwelling construction, there would have been no private spaces or distinctions made between the public space and private space. No example of a structure of this type was identified in the survey because none have survived to the present. The evidence for this type of structure is present in archaeological contexts only. An alternative to the post-in-the-ground building was a braced-frame example that was set on wood or stone piers. This would have been slightly more permanent and is a common foundation system used in Halifax County for agricultural buildings and for some dwellings that were constructed into the 19th century.

1750-1789: Colony to Nation

By the end of the 18th century, certain basic floor plans had become accepted as common or traditional in Virginia and throughout the mid-Atlantic and upper South (Glassie 1969). These floor plans tended to be either one or two rooms or a hallway and a room on the first floor. The door tended to be in the center of the long side with windows set on either side of the door. Most houses were only one room deep. Depending on the family needs, houses would be a single story, story-and-one-half, or two stories in height. Many of these dwellings had domestic support buildings arranged just behind the dwelling and would include an exterior kitchen, a dairy and a smokehouse. The plan and form of the dwelling was not determined by the construction method used, log or braced frame, but by the common acceptance of the proper form of a house.

Many of the small farmstead dwelling houses built in the mid- to late 18th century were built on this modest rectangular one- or two-room house plan, with a loft. This was probably the most frequent type constructed in colonial Halifax County. Additions to smaller early structures were a fairly common occurrence in Virginia. As families grew or as more space was required, additions to meet those needs were constructed adjoining original buildings. Examples of such houses surveyed in Halifax County include Sedge Hill (**041-5309**) and the house at 2181 Wilkins Road (**041-5064**), both of which were originally built in the 1750s and greatly enlarged with later additions. The original section of Sedge Hill, which has been encased with later additions, was a one-story, one-room log house with a large exterior end stone chimney (now an interior chimney), which is still visible. The house is now one-and-one-half stories with weatherboarded wings to create an “L”-shape. The original one-and-one-half story section of the house at 2181 Wilkins Road is still visible with its rectangular, three-bay form with steeply-pitched side gable roof and exterior end chimneys of stone. A two-story, frame structure with Early Classical portico was built in front of the original building in the mid-19th century and connected with a hyphen. The original ca. 1756 section was completely remodeled in the 1850s with the addition.

Woodlawn (**041-0107**), built ca. 1785, is a much larger example of the hall-and-parlor plan with Federal-style detailing. This two-story, three-bay frame dwelling has two one-and-one-half story side wings. This house, which was built on a brick basement laid in Flemish bond and is covered with beaded German siding, has a side-gable roof, two interior brick chimneys (Flemish bond), and a cornice with modillions and dentils. The windows are nine-over-nine, double-hung sash on the first floor and six-over-nine on the second floor. The interior features hand-carved

wainscoting throughout the house. Woodlawn has been determined eligible for individual listing on the state and national registers. The property includes a frame smokehouse, cemetery (with gravestones dating back to 1817), and several barns.

1789-1830: Early National Period

A total of 12 domestic resources dating to the Early National period were surveyed as a part of this survey project. The period encompasses a wide range of types of construction and styles, ranging from log to brick construction and from the vernacular cabin to large Early Classical and Greek Revival style residences. Although very few original outbuildings from this period survive, many of the properties include family cemeteries.

In many respects, the last years of the 18th century and the first few decades of the 19th century were very interesting in terms of the development of dwelling house patterns and styles because new ideas about formality, proportion, style and classical themes (i.e. Greek Revival) were emerging in America. However, not all would share in the developing architectural tradition. Many slaves and poor whites would continue to live in small frame houses and log cabins. Many had dirt floors and were crowded. Thatched roofs and wattle and daub walls were common in parts of Southside and central Virginia as well as the Carolinas (Vlach 1993:155-156).



Figure 3.1: Tucker House (041-5181)
Source: MAI, Oct. 2000

The simple one-and-one-half story, three-bay, single-pile, frame structure with steeply pitched roof and exterior end chimneys continued to dominate the countryside. Examples include the ca. 1790 Tucker House (041-5181) (Figure 3.1), the 1795 Cedars (041-0114), and the ca. 1830 Guthrie House (041-0029). Characteristic of the time and of Halifax County, the simple exterior appearance of these houses can be deceiving. The Works Progress Administration survey from the 1930s describes the interior of the Tucker House as being very elaborate with beaded and hand-carved woodwork. Although the interior of the Cedars was not accessed, the front entrance

features a pair of Federal-style, paneled double-leaf doors. Cedar Grove (also known as Blane/Pace House and not recorded as part of this survey), near Blane's Mill, is a similar house, with no basement, that was purchased by James Warren in 1803.



Figure 3.2: Carter-Wooding House (041-5178)

Source: MAI, Oct. 2000

The Carter-Wooding House (**041-5178**) (**Figure 3.2**) and the Jacob Faulkner House (**041-5293**) consist of early sections that were later enlarged with additional wings as space required or resources allowed. The Carter-Wooding House is located along the banks of the Banister River north of the town of Halifax. The Carter-Wooding family, which is related through marriage, has occupied the property since that first dwelling was built. The middle portion of the house is the earliest, being constructed out of logs in the 1790s and then enlarged in the 19th century. The first addition to the house was placed to the north of the original structure and it also is a separate building (with a connecting porch). This addition, made in the 1840s, is a frame two-story structure (a bedroom upstairs and a parlor downstairs), with an exterior stone chimney on one gable end. It has a half-winder stair with an upper hallway on one end of the one-room deep building. To the right and set back somewhat from the original building is the kitchen wing of the house. This log portion is one-and-one-half stories and was the last addition to the house in the 1860s. The logs are hewn flat on the sides and have V-notched joints. This section of the house, like the rest of the building, sits on a stone foundation and has an exterior gable end stone chimney. This portion of the house is a single room. It does not appear that there was ever a partition or room divider in this late section. Access to the second level is by a half-winder stair that is located behind a board partition wall set into one corner. All of the buildings have excellent integrity and are well maintained. The Carter-Wooding House, surveyed at an intensive level, is recommended for placement on the National Register of Historic Places.

An example of an Early National period dwelling from the Cluster Springs area is Oak Grove Plantation (**041-0022**). The original building was erected about 1800 as a two-story, frame building on a raised brick foundation. There was one room on each floor. This type of one-room plan had its roots in the architectural traditions of the English countryside and Tidewater Virginia. Approximately twenty years after the first part of the house was constructed, the

owners enlarged the house and brought it into the mainstream of architectural design for the 19th century. The simple addition of a central hall and another room to be used as a dining room gave the Oak Grove Plantation house the same floor plan as the Tucker House (041-5181). The ca. 1815 house on the property of Sandy Level Farm (041-5298) features the same side-gable form with an extension added to the eastern end in the 1870s that duplicates the original form. Two interesting features of the old Sandy Level farmhouse are a three-way fireplace in the original section and the two front doors (one in each section). The Jacob Faulkner House (041-5293) features a one and one-half story section with side-gable roof and exterior-end chimney built ca. 1791 with a two-story, two-bay section added in 1820. Although the siding has been replaced on the exterior of this house, the interior Federal-style woodwork, including mantels and doors, is intact. This property is significant as it retains its early 19th-century slave quarters (Figure 3.3). This one-story, two-bay frame building has a side-gable roof with interior ridge chimney.



Figure 3.3: Jacob Faulkner slave quarters (041-5293)

Source: HSPC, Jan. 2007

The only Georgian-style dwelling documented during this period is the ca. 1790 Oak Cliff (041-5295). This two-story, three-bay frame dwelling features a side-gable roof of slate shingles with brick exterior end chimneys. The cornice is accented by modillions. Windows are double-hung sash with nine-over-nine lights on the first floor and six-over-six on the second floor. The central entrance, which is sheltered by a three-bay, hip-roof porch, features a double-leaf, two-panel door surrounded by a diamond-patterned transom and sidelights. One-story, one-bay wings with a side-gable roof frame the main section of the house.

The ca. 1807 Royall Hill Farm (041-5190) features a two-story portico typically associated with the Early Classical style during this time period. The Royall Hill Farm is one of the earliest brick structures surveyed and combines features from the Early Classical and the Greek Revival styles. This two-story, three-bay brick dwelling has a hip roof with a modillioned cornice and

two-story front porch. The single-leaf entrance has an eared surround with transom and sidelights. This property also includes a one-story brick office with hip roof and three-bay porch.

One of the few surviving stone outbuildings, the ca. 1819 William Terry Kitchen Dependency (041-0054) (Figure 3.4), which is located about two miles east of the Town of Halifax, was re-surveyed during the project. This one-and-one-half story, four-bay dependency is built with rough-cut rubble stone with two large, interior-end stone chimneys. The side-gable roof no longer exists, although the gable ends remain with window openings. The building features two entrances, most likely separating the kitchen from the living quarters. The main William Terry House no longer exists. Similar stone dependency buildings are found at the ca. 1844 Berry Hill Plantation (041-0004), which is located about two miles west of the Town of South Boston.



Figure 3.4: William Terry Kitchen Dependency (041-0054)
Source: HSPC, Dec. 2006

1830-1860: The Antebellum Period

The 25 surveyed domestic buildings constructed during the Antebellum Period reflect the prosperity of these years in Halifax County. Domestic architecture during this period typically reflected the relative economic status of the landowner. The larger plantations had grander, more visible, dwelling houses. Trends that had begun in the early 19th century -- such as the double-pile plan, the use of brick, the influence of pattern books, and the emergence of master builders -- now became the standard for the homes of the prosperous planter class. The greatest contributions to domestic design were made by the Jefferson-trained brick mason Dabney Cosby and his son, Dabney Cosby, Jr., the North Carolina carpenter Thomas Day, and the architect John E. Johnson, as they popularized the romantic styles of the Italianate, the Greek Revival, and the Gothic Revival.

Many of the vernacular style dwellings retained the traditional log construction and building

forms of the earlier periods. Examples of one-and-one-half story log houses with a side-gable roof include the ca. 1840 House #2, 1155 Green Valley Road **(041-5214)**, the log house at 4178 Bailey Highway **(041-5043)** and the Bowen Log House **(041-5070)**. Earlier surveys indicate some of these houses as being of the Federal style and they may contain interior detailing in the style not visible from the exterior. The ca. 1850 Pullian Log House **(041-5067)** appears to be a slightly more refined log house with weatherboard siding, six-over-six sash windows and a single-leaf wood paneled door. A unique variation of this form is the ca. 1845 Mulhauser Log House **(041-5294)** **(Figure 3.5)**. Influenced by their German heritage, the Mulhausers employed a gable-on-hip roof on their one-and-one-half story log house.



Figure 3.5: Mulhauser Log House (041-5294)
Source: HSPC, Jan. 2007

Frame houses with weatherboard siding were also constructed during this period in the traditional one-and-one-half story building form with side-gable roof and exterior end chimneys. The house on Piney Creek Road **(041-5206)** appears to be a side-passage plan while the Chaffin Trail House **(041-5127)** has a wider footprint with two exterior end chimneys that suggests it has a central-passage plan. The house at 1116 James D. Hagood Highway **(041-5217)**, built ca. 1850, is a more stylized example with cornice returns and gabled dormers, which may have been added at a later date.

A new vernacular form that would remain prevalent through the early 20th century, the I-house, first appears during this period. The I-house is characterized by a two-story, three-bay, central passage, single-pile form with side-gable roof and exterior end chimneys. Examples include the ca. 1860 house at 1036 McNear Trail **(041-5187)** and the ca. 1850 Lyn Bowen House **(041-5077)**. The Lyn Bowen House has the added features of a central, intersecting gable and a two-story, full-width porch, which was probably added at a later date. This property also contains a log smokehouse, a dairy and a tenant house as well as other agricultural buildings.

Large plantation houses often were constructed in variations of the Georgian style, such as Glenwood (**041-5201**) located on Philpott Road near South Boston. Built in 1847 as a late version of the Georgian style, Glenwood is a two-story, three-bay frame plantation house with a central-passage plan and one-story wings at either end. The hip roof is accented with modillions and framed by shouldered, exterior end brick chimneys. The original one-story, frame kitchen (detached) with side-gable roof is located at the rear and connected with a passageway or colonnade to the rear door of the central hall.

A neighboring plantation house built in the period 1832-1839 is Bloomsburg (**041-0024**), revisited during the present survey. This two-and-a-half story, side-gabled central hall plan, double-pen, frame building has two shouldered brick chimneys on each gable end and two-story, single-pen, side-gabled wings (added after 1971) on each end. The two-story pedimented porch (built after 1971) is supported by four round columns and the entrance has double-leaf wood doors with a transom. The entrance façade has 12-inch wide boards horizontally aligned beneath a dentil-decorated pediment with an interior acorn and wreath. There are wood pilasters on the corners of the central hall section. The original front porch matched the one-story porch with Tuscan columns on the rear of the building. Its original appearance would have been Federal style, but with the recent addition of the two-story porch, it has the appearance of being an Early Classical Revival style building.

The Old Carter Farm house (**041- 5042**), built ca. 1840, uses the traditional three-bay, central passage plan with side-gable roof and exterior end chimneys. The raised basement and twelve-over-twelve light windows reflect the influence of the Federal style combined with a Greek Revival inspired entry porch with pedimented gable and paired Doric columns. Another transitional building is Lynwood (**041-5062**) with its two-story classical portico mixed with the traditional diamond-patterned transom and sidelights associated with the Greek Revival style. The property is one of the few that retains its original frame kitchen, as well as the smokehouse. Built in 1854, Lynwood is one of about twelve homes in Halifax County that are known to have woodwork created by Thomas Day (Melchor and Melchor 1997:1-23). Day was an African-American freedman from North Carolina who provided carpentry and cabinetry for customers throughout the region. The Brandon Plantation (**041-0157**) near Delila is another example of a house with Day's woodwork. Other plantations where he worked were Dewberry Hill (near Alton), Three Oaks (burned), Creekside (**041-0009**), Springfield (**041-0052**), Woodside (**041-0058**), Hudson House, and Elm Hill (**041-0014**).

The Greek Revival style, with its architectural references to the democratic ideals of the Greeks, dominated the newly independent United States through much of the first half of the 19th century. This style is characterized by elements such as Doric-columned porches, wide cornice and frieze emulating the classical entablature, and the rectangular door surround of transom and sidelights (Rifkin 1980:30,39). The best example of the Greek Revival style in Halifax County is Berry Hill (**041-0004**), an extensive plantation that was built between 1842 and 1844 for James Cole Bruce. The plantation building complex was designed by John E. Johnson and built by Josiah Dobbs. This property has been designated as a National Historic Landmark because it is one of the best examples of Greek Revival architecture in the United States. The monumental

facade is modeled after the Parthenon in Greece (Loth 1999: 203).

The influence of designers and contractors such as the Dabney Cosbys, Thomas Day and Josiah Dobbs helped to fuel a desire for buildings reflecting the styles of the day. Beginning in the 1820s and continuing throughout the 19th century, architectural plan book authors found a market for their designs and theories on the proper forms of buildings for the growing country market. Several buildings in Halifax County are either copies of buildings shown in pattern books or have elements of their design copied from those books. For example, the mantels at Glenmary (**041-0104**), near Riverdale, are copied from Asher Benjamin's *The Practical House Carpenter* (1820).

The younger Dabney Cosby, son of Dabney Cosby Sr. who trained under Jefferson and built the Halifax County Courthouse, also designed and built a number of dwellings along River Road and Mountain Road during the Antebellum Period, and Rosebank (Clarkton) (**041-0048**) on the Staunton River in the 1840s. Other properties built by Dabney Cosby, Jr. include the Halifax Methodist Church (**230-0004**) (which was built as St. Mark's Episcopal) in 1831 and St. John's Episcopal Church (**230-0005**) in 1846. The two churches and the associated residential buildings are all constructed in the Classical or Greek Revival style.



Figure 3.6: Creekside (041-0009)

Source: HSPC, Jan. 2007

Two other fine examples of the Greek Revival style built by Dabney Cosby Jr. are found at Creekside (**041-0009**) (**Figure 3.6**) and Springfield (**041-0052**), both of which were built in the early 1840s along River Road. These two-story, three-bay mansions with hip roofs feature the brickwork of Cosby as well as woodwork by Thomas Day. These houses feature the classic elements associated with the Greek Revival style, including the simple form with strict symmetry, the low-hip roof with frieze board, eared window and door surrounds, and the simple, one-story entrance porch with paired Doric or Tuscan columns.

While these buildings were influenced by the fashion for classical details based on Roman and

Greek precedents, other builders chose to use the Gothic style that was becoming popular in the 1830s and continued to be used for residential construction into the 1870s. Located near Oak Level, Redfield (**041-0047**) is a rural plantation house that was built in 1857 and is based on the designs and philosophy found in Andrew Jackson Downing's *The Architecture of Country Houses* (**1850**). Tarover (**041-0053**), located on River Road, was built in 1855/1856 for a member of the Bruce family of Berry Hill. The building was most likely a design by John E. Johnson, architect of Berry Hill, but is based on a house plan shown in Downing's book on country houses. Another property which might be based on a Gothic cottage found in Downing's book is Seaton (**041-0050**) which is located near Halifax. This house is a one-and one-half story frame cottage with extensive Gothic details and was built in 1857 by Josiah Dobbs who also built the Greek Revival Berry Hill mansion. Another example of the Gothic Revival style is the ca. 1850 house at 8243 Mt. Laurel Road (**041-5216**) (**Figure 3.7**), with its steeply-pitched intersecting gable with decorative vergeboard and diamond-pane windows in the attic and door surround.



Figure 3.7: House, 8243 Mt. Laurel Road (041-5216)
Source: MAI, Feb. 2002

Some of the service functions, particularly kitchens, were located in separate buildings near the main house as dependencies. Practical reasons for constructing a kitchen as a separate building were safety, comfort, and movement of servants and commotion away from the main house. Many house fires originated in the kitchen (and many outdoor kitchens burned as well) and in the summertime cooking generated a great amount of heat. With cooking functions removed from the house more space was available for other uses and the house was cooler in the summer. Later still, these functional buildings would be moved closer to the main house and actually be joined or incorporated into the main house as cook stoves replaced the fireplace as the cooking mode. This pattern became the new traditional form of dwelling for most of the Middle-Atlantic States and a common housing form throughout Virginia.

The best example of an intact plantation house with dependencies built during this period is Berry Hill. This expansive plantation complex included two formally placed dependencies that

flanked the main house, one of which was an office. An arcaded range of domestic outbuildings and servants quarters extend from the rear of the building, out of view from the primary temple façade. In contrast to the classical formality of the plantation house complex, there are a number of one-and-one-half story stone slave quarters scattered in the fields leading up to and surrounding the main house. These stone buildings deviate markedly from the Greek Revival style of the main house and appear to evoke a romantic memory of Scotland, home of the Bruce family's ancestors. Another example of a surviving slave quarter is found at the house at Hunting Creek Road (**041-5142**), built ca. 1860. This one-and-one-half story cabin has a stone chimney on each gabled end and has two entrances on the same side. The structure had round logs chinked with clay and some weatherboard covering. Glenwood (**041-5201**) retains its original detached kitchen, which is now connected at the rear by an open colonnade. A number of houses also feature smokehouses, which were typically located close to the main dwelling for convenience and security.

1870-1917: Reconstruction and Growth

The majority of the domestic buildings surveyed in the current project date to the Reconstruction and Growth period. Styles continue to range from the vernacular farmhouse or log house to high-style Italianate, Queen Anne and Colonial Revival houses, reflecting the continued diversity of the population in Halifax County. Notable during this period is the rise in the number of houses constructed within towns as growth and development began to shift from the rural farms to urban communities. Rural residences, however, continued to be built as well, often on smaller tracts of land in the post-slavery agricultural economy.

Log houses continued to be built through the beginning of the 20th century. These houses were built in the same one-and-one-half story form with side-gable roof, exterior-end chimneys and simple front porch that characterized this type of construction since the late 18th century (although the roof is typically not as steep in the later examples). Examples include the ca. 1880 Gordon Log House (**041-5057**), the ca. 1890 Clements Log Building Complex (**041-5170**), and the ca. 1890 Arrington Trail Log Cabins (**041-5296**). The Gordon Jackson Log House (**041-5055**) is a ca. 1880 example that has been covered with weatherboard siding, a typical treatment to log houses.

The most prevalent form surveyed from this period is the vernacular I-house. This is a simple, two-story, three-bay, single-pile frame dwelling with a side-gable roof. The ca. 1870 Anderson Home Farm (**041-5168**), the ca. 1900 Bell Air Farm (**041-5050**), and the house at 9227 Chatham Road (**041-5185**) are typical examples without embellishment. Often, a central peak or intersecting gable embellished this traditional form as in the ca. 1890 house at 1190 News Ferry Road (**041-0017**) and the 1870 Long Farm (**041-5151**).

A new vernacular form that began to appear during this period is the "cottage form". This one-story, three-bay form has a rectangular footprint and is characterized by a pyramidal hip roof and either an integral or full-width front porch. Examples include the ca. 1895 house at 1163 Flint Rock Road (**041-5202**) and the ca. 1910 house at 1029 Piney Creek Road (**041-5207**), which also

features a dormer. As seen from the examples in Halifax County, this form was often embellished with either Victorian or Craftsman-style detailing.

The style most often observed in Halifax County is vernacular Victorian (referred to as “folk Victorian”). Rather than being academically designed in the Queen Anne or Italianate styles, these structures adapt existing traditional building styles such as the I-house (two story, three-bay, single-pile with side-gable roof); the intersecting-gable form (one- or two-story with “stepped façade” and L-shaped footprint); and the cottage form (one-story with pyramidal hip roof and integral porch). The Victorian features added to these folk buildings are usually Italianate or Queen Anne inspired decorations, which are usually less elaborate than the high style Victorian interpretations. Typical features might be a full return cornice with brackets under the eaves and/or turned or spindlework porch detailing.

The ca. 1870 Thomas Lacy House (**041-5208**) on Drybridge Road is an example of an I-house with features suggesting an Italianate inspiration, particularly the front gabled dormer with the arched window, the tripling of the center upper story windows, the multi-pane double door entrance with sidelights, and the one-story hip roofed porch. The ca. 1870 house at 4059 Mt. Carmel Road (**041-5059**) and the ca. 1900 Sam Younger House (**041-5307**) (**Figure 3.8**) are other examples of I-houses with Victorian detailing in the intersecting gable or the porch columns.



Figure 3.8: Sam Younger House (041-5307)

Source: HSPC, Mar. 2007

Italianate style buildings were popular in the period 1840 to 1885 (McAlester 1998:211). Structures in this style usually have a low-pitched hip roof, often with overhanging eaves decorated with brackets, and sometimes a cupola or a tower. Four dwellings in this style were recorded during the survey, a late example in Clover (**197-5001-0002**), the Powell House (**041-5141**), and a good example in Scottsburg (**297-5008**) (**Figure 3.9**). The house at 3069

Scottsburg Road (297-5008) is a frame, two-story house with a slightly hip roof that has overhanging eaves and decorative brackets. There is a central one-story entrance porch that has a flat roof with overhanging eaves, decorative brackets, and is supported by squared beveled posts. Second story windows are paired. The frame structure has weatherboard covering and the front façade has a one-story bay window on each side of the porch. There are two interior brick chimneys. This building is an excellent example of the Italianate style and is one of the inventoried resources in the proposed Scottsburg Historic District. Another example of this style in Scottsburg is the house at 2236 Scottsburg Road (297-5002). This two-story frame dwelling features a low hip roof with overhanging eaves decorated with brackets, a one-story bay window on a front wing, a double door entrance with a transom and a hip roofed one-story porch in the “L”. This house has weatherboard covering. The windows of this house have narrow two-pane glazing and the windows are paired with a bracketed crown, a typical elaboration (McAlester 1998:212-213). This house is in excellent condition and is one of the inventoried resources of the proposed Scottsburg Historic District (297-5000).



Figure 3.9: House, 3069 Scottsburg Road (297-5008)
Source: MAI, May 2000

A few Gothic Revival-style houses were built during this period, although generally the style was more prevalent before the Civil War. The 1879 Mason House (041-5176) features a steeply-pitched intersecting gable and interior ridge chimneys that emphasize the verticality of the building. The ca. 1880 house at 3053 Scottsburg Road (041-5007) is a two-story, three-bay frame building with steeply-pitched, gabled dormers and decorative vergeboards. The best example is the ca. 1880 Gothic Revival Cottage (041-5049) on Mountain Road in Halifax. This one-and-one-half story cottage features a cruciform plan with steeply-pitched intersecting gables, board-and-batten siding and a wraparound porch.

The Victorian Queen Anne style appeared at the beginning of the Reconstruction and Growth

period and was popular into the early 20th century in Halifax County. Features of this style quite often include steeply pitched roofs with irregular shapes, a dominant front-facing gable, patterned shingles, bay windows, and decorative spindle work and brackets. The town of Scottsburg has several houses built in the Queen Anne style that were constructed during this period. A total of 16 Queen Anne style houses were recorded during the survey, plus a few houses with some Queen Anne elements, as discussed above. Many of these were farm houses. Only one of the Queen Anne style dwellings, the Osborne House **(041-0088)** (**Figure 3.10**), features a turret.



Figure 3.10: Osborne House (041-0088)

Source: HSPC, Jan. 2007

The house at 4190 Beulah Road **(041-5223)**, in the western part of the county, is a good example of a Queen Anne style house that was built in the rural area of Halifax County. This two-story, three-bay house has an intersecting-gable roof and L-shaped plan. The gable ends feature an arched cut out bargeboard with drop pendants and scallops; and there are sawtooth shingle decorations in the gables with a round rosette cut-out plaque in each. There is a one-story full wraparound porch that has turned porch supports and spindle work ornamentation that consists of brackets and drop pendants. The porch railing has turned posts. The 1911 house at 111 S. Main Street in Clover **(197-5001-0005)** is a one-story example of the Queen Anne style with an intersecting-gable, polygonal bay window on the side, and a front porch with spindlework detailing. Other examples include the ca. 1880 Dan Owens House **(041-0011)**, with its polygonal bays and two-story porch with scrollsawn brackets and railing, and the 1895 Osborne House **(041-0088)** (**Figure 3.10**) with its corner turret, arched verge board, and wraparound porch.

Only a few houses were identified during the survey that have features that fall within the

definition of the Neoclassical style, such as the ca. 1870 rural mansion house located on Melon Road **(041-5220)** (**Figure 3.11**). This is a two-story, three-bay, frame dwelling with hip roof and interior chimneys. The dominant feature that places this house in the Neoclassical style is the two-story pedimented entry porch, supported by two classical Doric columns flanked by lower full width one-story flat roofed porches (McAlester and McAlester 1998:342-343). This porch represents a relatively uncommon subtype of Neoclassical porch styles and most examples of this style were built in the period 1895 to 1915, with few built after World War I. This frame structure has a weatherboard covering and the hip roof has a standing seam metal covering. The eaves have large modillions. A large early Colonial Revival style eagle decorates the porch pediment. Another example of this style with a two-story portico is the ca. 1900 house at 1105 Wilkins Road **(041-5061)**, which features a two-story portico on the front and the side elevations.



Figure 3.11: Neoclassical House on Melon Road (041-5220)

Source: MAI, Feb. 2002

One of the few apartment buildings surveyed in Halifax County dates to this period. The ca. 1910 Clover Apartments **(041-5089-0003)**, located in the town of Clover, is an unusual form and building type for this rural county. The two-story, three-bay brick building features projecting polygonal bays at each end and a recessed double-leaf entrance in the center with second-story balcony. The paired windows and heavy cornice with brackets exhibit the influence of the Italianate style.

1917-1945: World War I to World War II

Domestic architecture in Halifax County in the period between the wars included a continuation of the late 19th century vernacular style dwelling houses, referred to as the Late 19th and Early 20th Century American Movement, some with Victorian/Queen Anne decorative elements, and others a continuation of the log house tradition. A total of seven dwelling houses were assigned to this category. The gable-front-and-wing houses, both one- and two-story, were popular, along with the side gabled one- and two-story types.

Although a number of Colonial Revival style buildings were inventoried, only a few of these were dwelling houses and the remaining buildings were schools, stores or commercial buildings, and churches. Throughout the country, Colonial Revival houses were popular during this period, often incorporating the two-story with hip or pyramidal roof form with a full front porch (popular from 1890 until about 1915) as well as side-gabled and hip-roof plans (without a porch) (McAlester 1998:325). The house at 203 S. Main Street (**197-5001-0004**), built ca. 1930 in the town of Clover, is a typical example of the style with its two-story, three-bay, hip-roofed form with central entry porch and one-story side porches at either end (open and enclosed). The windows are paired, double-hung sash with four-over-four lights. The entrance porch features paired Tuscan columns. Ashton Hall (**041-5191**) is another example of the Colonial Revival style dating to this period. Located in a rural area, this large, two-story brick dwelling with side-gable roof and dormers features a two-story, full-width portico with shed roof supported by large Tuscan columns. One-story side porches, one open and one enclosed, flank the main section and a one-story wing projects from the rear. Both of these houses feature historic garages designed to complement the style of the house, which represent the new outbuilding that would accompany domestic resources from this time forward.

A front-gabled gambrel roof version of the Colonial Revival style was introduced in the 1890s. The gambrel roof became more popular as a side gabled gambrel after 1920. A good example of a two-and-a-half story front-gabled gambrel-roofed building from ca. 1900 to 1910 is the old Virgilina Hotel (**318-5004**), now utilized as an apartment building on Florence Avenue in the Town of Virgilina. As noted previously, this frame, weatherboard covered building has a two-story, two-level front porch supported by four large square posts. It has some Craftsman features, such as exposed rafter ends. In 1950 the front attic façade featured a pair of twelve-over-one double-hung sash windows.

Bungalows and cottages in the Craftsman style (low pitched roofs, side- or front-gabled, exposed rafters, tapered porch roof supports, etc.) were popular from about 1905 into the 1930s and some features (such as the exposed rafters noted above) were identified during the survey, but no bungalows or cottages of this type were included in the present survey inventory. Craftsman buildings were very popular throughout southeastern Virginia in the early 20th century. Many samples were likely included in the houses built before 1950 that were identified in the windshield survey (2,000 houses or more) but not field surveyed.

The house at 2188 Jones Ferry Road (**041-5099**) is one of several examples in the county of a log tobacco barn that has been converted into a residence. These conversions perhaps reflect the ready availability of tobacco barns and the decline of the tobacco industry as well as population growth and the demand for housing.

1945-Present: The New Dominion

Many new residences have been built in the county since 1950. Suburban residential growth has occurred in the once rural areas adjacent to and between Halifax and South Boston, making those

two towns nearly one contiguous urban area, especially in the Route 501 corridor and along the alternate north-south routes between the Court House and South Boston. Housing types constructed in Halifax County subsequent to World War II range from trailer parks to upscale housing developments, the majority of which are single-family homes. Modern house types and styles include one-story ranch houses, split-level houses, contemporary shed roof styles and houses with minimal traditional elements (picture windows, car ports, etc.) and other contemporary themes. As of 2000 there were 16,953 residential buildings in Halifax County and 12,525 of these were single-family dwellings (73.9 percent). There were 932 multi-family housing units and 3,360 mobile homes. The latter represented 19.8 percent of the housing in Halifax County. There were 2,303 houses built before 1939 and 3,369 houses built between 1940 and 1959 (U.S. Census Bureau 2000). Therefore the potential data base of historic dwellings (those built before 1950) is somewhat less than 33 percent, perhaps a quarter of the total dwellings in Halifax County, not including abandoned structures.

3.3 Government/Law/Political

This theme relates to activities associated with governing of a locality, state or nation and administration of laws.

Resource Types:

- Post Offices
- Jail
- Courthouse
- Voting precinct
- Law office
- Clerk's office
- Fire and police station

Halifax County Seat and Administrative Buildings

The best example of a government related structure in Halifax County is the Halifax County Courthouse (**230-0077-0001**), built 1838-1839 (previously inventoried and listed in the National Register and Virginia Landmarks Register (NR/VLR)). It was designed and constructed by Dabney Crosby, Sr., who assisted Thomas Jefferson on the construction of the University of Virginia and the Buckingham County courthouse (1823), and from him gained knowledge and understanding of classical architecture (VHLC). The Halifax County Courthouse was designed in the Greek Revival style and differs from earlier Cosby courthouses (in Goochland, Lunenburg, and Sussex counties) in that it is T-shaped and features columns of the Greek Ionic order (Peters and Peters 1995:83-85) (**Figure 3.12**). The main entry has a large triangular pediment supported by four Ionic columns. The windows are double-hung sash with sixteen-over-sixteen and eight-over-twelve lights and have flat lintels with block corners. The heavy cornice line is decorated with dentils. Typical of Cosby's work, the brick exterior is laid in Flemish bond.

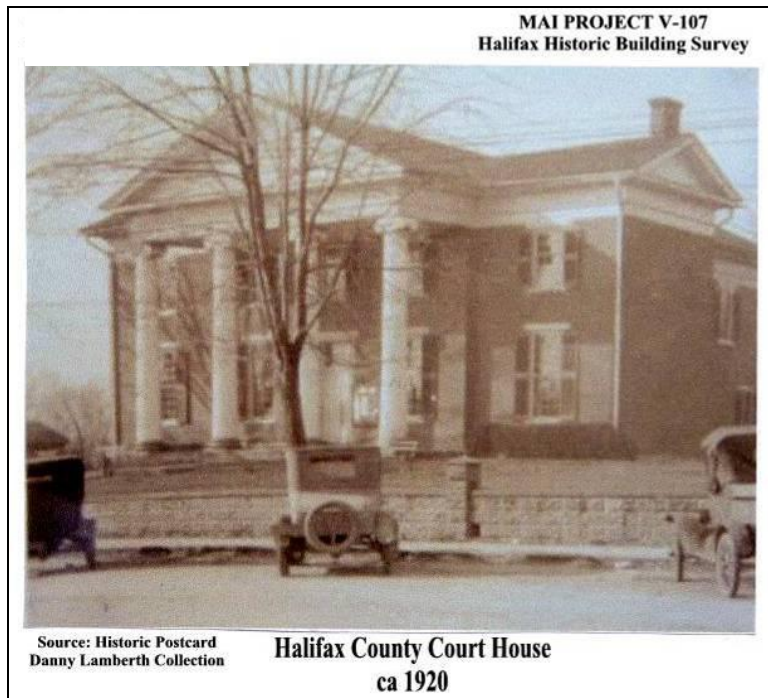


Figure 3.12: Halifax County Courthouse, ca 1920

The Town of Halifax administrative office (**230-5001-0007**) is located in the old bank building along South Main Street, which was built ca. 1920. This Classical Revival structure's facade has a large pedimented portico with a denticulated entablature supported by fluted Ionic columns. Further down along South Main Street is the Halifax County administrative offices, which will be included in the Halifax Courthouse Historic District. Designed in the Colonial Revival style, this two-story, five-bay structure has a low-pitched, hip roof and a central, one-story, one-bay pedimented entry supported by paired square columns.

Law Offices

Surrounding the courthouse are five law offices (**Figure 3.13**) that were constructed at various times during the late 19th and early 20th centuries (**230-0077-0004 through -0008**). Most of the brick offices are one-story and four bays wide with two single-leaf entries and side-gabled roofs. They exhibit some minimal Greek Revival detailing to mimic that of the courthouse, such as the double-hung sash windows and single-leaf entries topped with flat lintels. The earlier offices in the courthouse square were constructed in seven-course American bond and Flemish bond brick work.



Figure 3.13: Law offices in Courthouse Square
Source: HSPC, May 2007

Post Offices

In the late 19th and early 20th centuries, post offices were commonly located within general merchandise stores along main thoroughfares and at major crossroads. As such, their architectural form and detailing relates more to their function as a store than as a governmental building. Only about eight post offices have been surveyed in Halifax County, though many more existed. The earliest known post office is the Brooklyn Store and Post Office (**041-0007**) (previously surveyed and listed on the National Register), which is located along Route 659, once a main road to Danville. A store/post office had been located in Brooklyn as early as 1825. The current Brooklyn Store and Post Office was constructed ca. 1850 and operated until 1903, after which time it was also used as a voting precinct. This two-story, three-bay store/post office has a simple rectangular form and some Greek Revival detailing, as seen in its front-gabled, pedimented roof (Pezzoni). The Elmo Store (**041-0015**), built ca. 1790 as the Melrose Academy, was converted into a general merchandise store and post office by Captain William Haymes in 1883. The post office operated until 1910, and afterwards the building continued to be used as a store.

The ca. 1865 Crystal Hill ordinary (**041-5137**) was originally a post office. It has a front-gabled roof and stepped parapet wall along the front elevation. This building is currently used a store and has a large storefront area with recessed entry. The Turbeville General Store (**041-5300**), built ca. 1900, is located along US Route 58. The two-story, three-bay, frame building was designed in a vernacular commercial style, with a side-gabled roof and a ribbon of double-hung sash windows serving as the storefront. Hubert St. John bought the store in 1944, and his wife, Viola, served as the postmistress.

Noland Village, located in the area of Providence, has the Noland Village Post Office (**041-5291**)

(Figure 3.14), which also operated as Lacks Store. It is a simple two-story, three-bay, rectangular building with a steeply-pitched, front-gabled roof. The building served as the post office from 1891 until WWI, when the post office was moved to Lennig. According to documentation on file at VDHR, the Lennig Train Station (**041-0065**) (1890) once served as a post office. The Scottsburg Post Office (**297-5006**) was built ca. 1930. This one-story, three-bay, rectangular building has a simple form with a front-gabled roof and gable returns. A one-story, three-bay, hip roof porch extends across the front elevation and is supported by turned spindle posts. During WWII, a major post office was established in Nathalie, where a new building was constructed and attached to a 1920s Texaco gas station. The Nathalie Post Office (**041-5145**) is of a modern commercial strip design, with a brick exterior, simple storefront, and stepped parapet roof.



Figure 3.14: Noland Village Post Office/Lacks Store (041-5291)
Source: HSPC, Dec. 2006

3.4 Education

The Education theme relates to the process of conveying or acquiring knowledge or skills through systematic instruction, training or study and includes both private and public efforts to this end.

Resource Types:

- Academy
- One-room, two-room, or consolidated school
- Boarding school
- Dormitory (none surveyed in Halifax Co.)
- Field school

Grammar school
Secondary school
Colleges (none surveyed in Halifax Co.)
Library (none surveyed in Halifax Co.)

1789-1830: Early National Period

Some of the earliest educational facilities in Halifax County were in the form of private schools. The Melrose Academy, which served as a private boarding school for boys, is believed to have opened in 1790 and closed during the Civil War. Melrose Academy once consisted of many buildings, but the only one that remains is the building now known as the Elmo Store (**041-0015**) (**Figure 3.15**).



Figure 3.15: The Elmo Store/ Melrose Academy (041-0015)

Source: HSPC, Nov. 2006

The Halifax Academy (**230-0033**), located about 300 yards west of the Halifax County Courthouse, is the one of the earliest surviving schools in Halifax County, and until recently, continued to be used as such. This brick school began as the Davies' Institute in 1830, with Mr. Davies as its first teacher (Rice). In 1836 the school was incorporated as the Halifax Academy and was run by a board of 11 trustees ("Halifax Academy").

The second earliest school building recorded during the present survey was the Cartier School (**041-5092**). This building, constructed between 1820 and 1850, was a front gabled one-and-a-half story log structure with a shed roof addition on one side and a gabled wing on the other side. This log building appears to be in very good shape.

1860-1865: The Civil War

Many of the schools built before the Civil War, like the Melrose Academy (041-0015), ceased operations due to the lack of funding and attendance. During the 1860s, John Powell, an educator at the Halifax Academy, became its principal. The Halifax Academy persisted through the war and reportedly Powell and 150 of his students defended Halifax at the Battle of the Staunton River Bridge (“Halifax Academy”).

1865-1917: Reconstruction Period

The Halifax Normal Institute was formed in 1872 by the Banner Baptist Association and finished construction in 1897-1898. It served as a private African-American training and boarding school until it was purchased by Halifax County in 1920, renamed the Halifax Training Institute, and operated as a public African American high school until consolidation (Edwards).

Public school buildings were established in Halifax County by 1876. Many schools were constructed during the fourth quarter of the 19th century. There were separate schools for whites and African Americans. The peak number of schools seems to have been about 130 white schools and 76 black schools in 1907, with the majority being frame, one-room schools. One brick school was built at South Boston by Paramount Knitting Mills about 1897 for children of its workers. After 1907 there was a gradual consolidation of schools and by 1950 there were at least 65 schools in use for black students that included one secondary school. With gradual consolidation, the size of the schools became larger as the requirements for space changed: from one-room to two-room and to four-room buildings. In 1907 the three county high schools were at South Boston, Houston (now Halifax) and Scottsburg. Towns such as Scottsburg, Clover and Virgilina had their own high schools.



Figure 3.16: Hyco School, present-day (top)
Source: HSPC, Jan. 2007

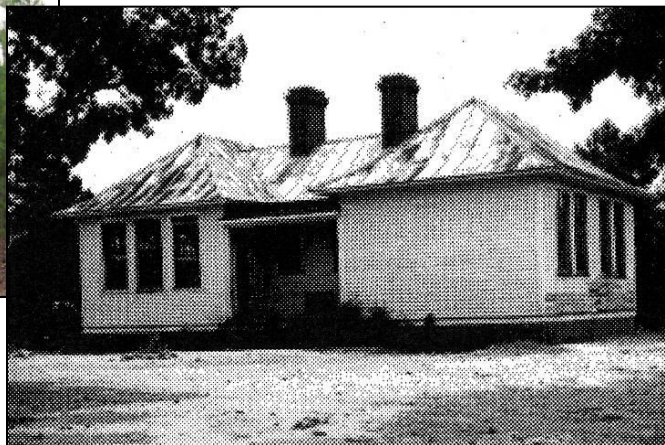


Figure 3.17: Hyco School, late-1940s (right)
Source: F. A. Burruss Black Schools in Halifax County

African American schools were constructed in large numbers between 1910 and 1930. One of the earliest African American schools identified in the present survey was the Hyco School (041-

5292) (Figures 3.16 & 3.17). The Hyco School, built in 1912, exhibits the influence of the early 20th-century American movement with its wide eaves, which are typical of the Prairie style, and windows with starburst lights, which are more typical of the Classical Revival style. Like many of the rural African American schools, the Hyco School has fallen into a severe state of disrepair and is threatened with vacancy, deterioration and structural failure.

The most intact example of a rural African American school is the Virgilina School (**041-5310**). Built in 1915, this two-room school features a less-conventional form and fenestration than other rural schools, specifically those built in the 1920s and 1930s. Instead of a rectangular building with large banks of windows, the Virgilina School has an L-shaped form and retains its original double-hung sash four-over-four lights windows. It still has two of its privies to the rear of the building, which were common among African American schools even until the late 1950s.

1917-1945: World War I and World War II

The Julius Rosenwald Fund was established in 1912, by Julius Rosenwald (president of Sears, Roebuck and Company), to improve the quality of education for African Americans in the rural South. Rosenwald supplied a portion of the money required to build a school, with the communities and localities supplying the rest. The program continued through 1932, combining modern design elements, functionality, and aesthetics into standard plans, which served as models for other rural schools. There are 14 identified Rosenwald Schools in Halifax County, all of which were built after 1917.



Figure 3.18: The Clover Rosenwald School (041-5106)
Source: MAI, May 2000

The only two Rosenwald schools that have been found and surveyed in Halifax County are: Clover School (**041-5106**), built in 1920, and the Elkhorn School (**041-5290**), also built in 1920. Rosenwald Schools feature many different designs, ranging from one-teacher plans to eleven-

teacher plans, but all based on published plans. The Elkhorn School, built as a three-teacher facility, has survived over the years due to alterations, additions and its present use as the Elkhorn Fellowship Hall for the nearby Elkhorn Church. The Clover School (**Figure 3.18**) has a more traditional Rosenwald design. Built as a three-teacher school, the Clover School has large banks of nine-over-nine light windows along its front and rear elevations. Banks of windows are a common feature among many rural and Rosenwald Schools due to the lack of electricity.

Many of the Rosenwald schools were built within the vicinities of the towns of Halifax and South Boston, such as the Halifax School (ca. 1920), Halifax Training School (ca. 1930), Sinai School (ca. 1917), Riverdale School (1925), South Boston School (1930), and the Coleman School (1926). The larger communities, such as Clover, Riverdale, and South Boston, had larger schools with four-room plans. The Sinai School in South Boston, which was built between 1917 and 1920, was the largest African American school in 1949 with 147 pupils. However, the Rosenwald fund also provided a means for constructing African American schools in the less-populated areas of the county, such as the Terry School (1928) near News Ferry and the Catawba School (ca. 1920) in the northern part of the county.

Rural schools constructed during the 1920s featured a variety of rectangular plans. The majority of African-American schools constructed during this time often had the following features: frame structure clad in weatherboard; two or three rooms; a side-gabled roof with a projecting entry bay with intersecting gable roof; and large banks of windows along one or several elevations. The remaining black schools recorded by F.A. Burruss in his *Black Schools in Halifax County (Late 1940s)* were one-room structures. Some, like Zion Hill (Mayo), built in 1928, had an integral entrance porch at one corner of the building, others had a small gabled entrance porch/cloak room, and some had a central entrance with a hip or shed roof entrance porch. Another version has a shed roof addition on the gable end that had an integral central entrance porch on the long side.

None of the rural African American schools are currently in use as educational facilities. Most were abandoned or demolished, but some were converted to other uses, such as the ca. 1919 Mountain Road School No. 1 (**041-5124**), which opened as the L. E. Coleman African American Museum in 2005, and the ca. 1930 Flint Rock School (**041-5299**), which is currently being used as a dwelling.

The one, two, and three-room white schools did not differ much architecturally from African American schools of this era. Most of these 20th-century schools were strictly rectangular in plan, with gable ends and central passages, and this is true of the former school house on Chatham Road (**041-5177**), which has a shed roof entrance porch. The Elmo Public School (**041-5095**) is a one story, three-room, central hall, hip roof, frame building. Plato School (**041-5169**) is a one-story, two-room, hip roof building with a hip central entrance foyer. The Henderson Academy (**041-5308**), built ca. 1925, is a very intact example of a rural white school with minimal embellishment. It is a three-room school with a side-gabled roof and a rear gabled wing, which was a later addition. There is a tapered bell tower with pyramidal roof centered on the front elevation above the hip-roof entry porch.

The majority of the Halifax County high schools built during the 1920s and 1930s were designed in the Georgian Revival style. The specific details vary from school to school, but the Georgian Revival style is exemplified with: hip roof, ornamental brick exterior, projecting bays, two-story porticos with Classical columns, dormer windows, rooftop cupolas, and overall symmetry in design and fenestration. The Volens High School (**041-5022**), built in 1917, has a side-gabled roof with gable-end parapet, dormer windows and a central recessed arched entry. The new Turbeville High School (**041-5297**) building, built in 1935, features a central rooftop cupola, two-story portico, and an arched entry surrounded by a concrete triangular pediment, Doric pilasters, and quoins. The Halifax High School (**230-0035**) has two, two-story porticos along its front elevation, pedimented entry surrounds, and dormer windows.

Several of the old high schools retain some of their outbuildings that housed their departments of agriculture and home economics. The agricultural buildings of the Turbeville and Volens schools (constructed ca. 1923 and 1931) were a typical inclusion for many rural schools and are a testament to the establishment of the Halifax farming tradition. Though the old Wilson Memorial High School has been demolished, its ca. 1930 agriculture building (**041-5195**) still remains (**Figure 3.19**).

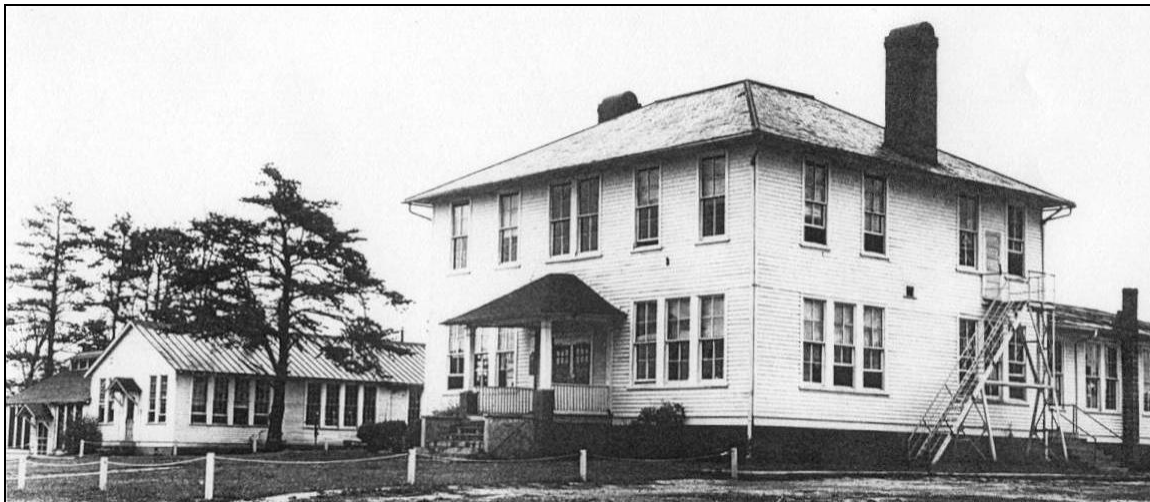


Figure 3.19: Wilson Memorial High School and agricultural building (041-5195)

Source: Mary Ligon, resident of Vernon Hill

1945-Present: The New Dominion

Consolidation of public schools in Halifax County began in 1948 when the Booker T. Washington High School merged with the Halifax Training School (Edwards). Eight of the white county high schools were closed in 1953 (Clover, Cluster Springs, Halifax, Scottsburg, Turbeville, Virgilina, Volens and Wilson Memorial) and in 1954 students went to the Halifax County High School in South Boston (Edmunds 1979:II:580). Many of the old high schools, such as the Turbeville School (**041-5297**), the Volens School (**041-5022**), the Clover School (**197-5003**), and the Halifax School (**230-0035**) were turned into elementary schools.

Consolidated schools, such as the Halifax Training School, expanded with additions. New buildings were also constructed at the Halifax Training School, including the Vocational and Agriculture Building (1953) and the two-story building which housed the cafeteria, gymnasium, and library (1955). The addition of new buildings was an effort to satisfy the “separate but equal” ruling in the landmark *Brown v. Board of Education* case. The Halifax Training School changed its name in 1956 to the Mary M. Bethune High School. In 1964 there was one black high school (Mary Bethune High School) and one white high school (Halifax County High School) (McKinney 1964:15). The main H-shaped building of the Mary Bethune High School, which was demolished in the 1980s, was a Colonial Revival one-story brick structure with gable ends. It was a very long building and had a central entrance with a round arch gabled entrance porch supported by columns.

In the 1969-1970 school year, all of the high schools in the county were integrated (Edmunds 1979:571), and the Mary M. Bethune High School became the integrated Halifax Junior High School.

3.5 Subsistence/Agriculture

The theme of Subsistence/Agriculture encompasses the methods and strategies for the acquisition, processing and storing of food. Agriculture refers to the process and technology of cultivating soil, producing crops, and raising livestock and plants.

Resource Types:

- Farmsteads
- Barns (animal, tobacco, storage)
- Smokehouses
- Granaries
- Corncribs
- Chicken Coops
- Dairy Barns
- Silos
- Stables

A large number of historic crop-production farms were observed in Halifax County, and many of the dwellings recorded have associated barns and outbuildings. Prior to the survey there were at least 47 properties in Halifax County that had been inventoried as plantations, farmsteads or barns, but many more previously inventoried dwellings probably had farm related outbuildings that no longer survive.

Barns

The most common agricultural outbuilding in Halifax County is the barn. Often it is difficult to identify a particular outbuilding as a granary, carriage house, corncrib, dairy, workshop, tobacco

barn, animal barn, shed etc., without examining the interior of a structure. The use of the word “barn” is slightly vague and indicates structures that could have been used for any of those purposes, unless specifically mentioned. In addition, the use of these outbuildings has often changed over the years as active farming has declined.

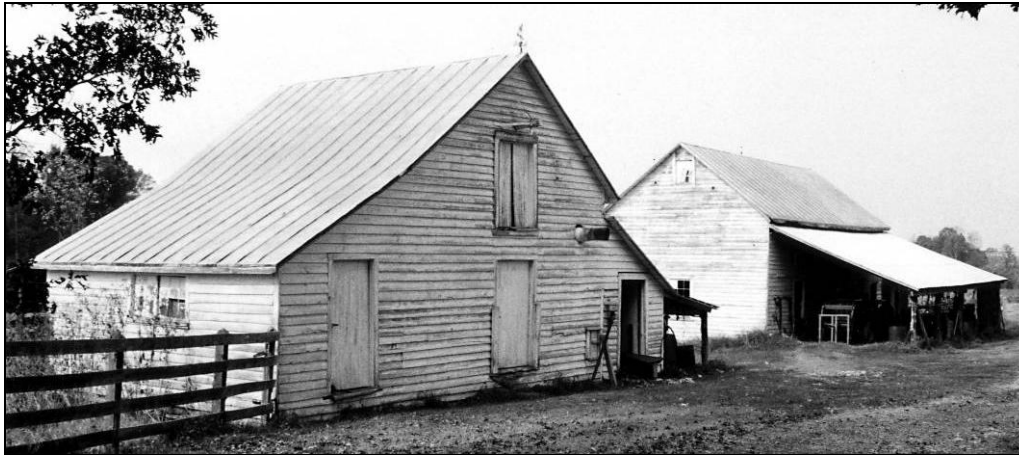


Figure 3.20: Barns at Mason/Johnson Farm (041-5176)
Source: MAI, Oct. 2000

Generally the inventoried farms have barns and other farm outbuildings that are of frame or log construction, and some have related tenant houses. The frame structures usually have weatherboard siding and both types of structures (log and frame) usually have standing seam metal roofs. Most barns have gable ends, with open bays for moving equipment into and out of the buildings. The main barn may also have had open bay shed roof additions for equipment storage or animal shelter. Some more recent equipment sheds (open bay) are earth-fast (post-in-ground). Good examples of typical barns are on the Mason/Johnson Farm (041-5176) (Figure 3.20). One of the barns is frame, two stories, and clad in weatherboard siding. There are various single leaf entries and a hay loft in the upper story. The other barn is frame, one-story, with an open shed attached to the side elevation.

Tobacco Barns

The most common type of barn in Halifax County is the tobacco barn, which was used to dry or cure tobacco leaves. At least 23 properties surveyed during the recent project have tobacco barns. Tobacco barns are a common fixture on a Halifax County plantation, which often specialized in tobacco growing. Their form and function changed very little over the years, and up until the 20th century, most of the tobacco barns were made of logs built on a stone foundation. The 19th century log tobacco barn along Route 501 (041-5041) (Figure 3.21) is a traditional example of a rural tobacco barn. This two-story log tobacco barn has a gabled, standing seam metal roof, and entry is provided by small doors on each side of the structure. Attached to one of the side elevations is an open-air shed that once provided shade to workers and a place to prepare tobacco for hanging. The typical tobacco barn is constructed of hewn logs with V-notched ends, which seems to be the most common type of notching in Halifax County.

This is a flue-cured tobacco barn with two sets of flues that run from gable end to gable end and another set that runs from the middle of the front wall to the middle of the rear wall. The interior of the barn has four levels of poles used to hang the tobacco while it dried. The early-to-mid 19th century log tobacco barn at the Old Carter Farm (041-5042) is very similar to the tobacco barn along Route 501. It was converted into a flue-cured barn with two sets of flues visible at the apex of the gable ends. It has an open-air shed which wraps around the barn and is supported by log posts.



Figure 3.21: Log Tobacco Barn (041-5041)
Source: MAI, May 2000

The Sedge Hill Plantation (041-5309) has three large tobacco barns and one tobacco packing barn on the property with dates of construction that range from mid-to-late 1800s to the 1970s (Figure 3.22). Without looking very closely, most of the tobacco barns, regardless of age, are very similar in appearance. They are two stories tall with no windows, gabled roofs, small entry doors, asphalt paper-clad exteriors, and sheds attached to their side elevations. Upon closer examination, some of the older tobacco barns on the property (which date to the late 1800s or early 1900s) are made of logs and are typically supported by a stone foundation. The tobacco barn located furthest west has a large flue and a furnace that is sheltered by one of the sheds.



Figure 3.22: Sedge Hill (041-5309) tobacco barns, looking west
Source: HSPC, Mar. 2007

Granaries and Silos

The granary is a building used to store grain. Granaries are typically of frame construction and built raised off of the ground or two stories tall to protect the grain from rodents. The lower portion of a two-story granary may serve as a barn or equipment storage while the upper level stores the grain. Typically rows of grain bins are found inside granaries.

Many of the outbuildings identified as granaries in Halifax County are one-and-a-half or two stories tall with a main front-gabled section and enclosed sheds attached to the side elevations. The granary at the Lyn Bowen House (041-5077) has a full second story with a small loft door and is clad in vertical board siding. The attached sheds may be later additions, as one is clad in corrugated metal siding. The granary at the Old Carter Farm (041-5042) (Figure 3.23) is one-and-a-half story with enclosed sheds attached to the side elevations, which may have been added later. This frame structure is clad in narrow horizontal wood siding and entry is provided by a door made of vertical boards.



Figure 3.23: Granary at the Old Carter Farm (041-5042)

Source: MAI, May 2000

Silos, which are cylindrical towers used to store grain, did not widely appear in Virginia until the 1890s and were mostly used for large dairy farms or in the milling industry. The Halifax Roller Mill (230-5002) is the only property surveyed in Halifax County with documented silos. To the rear of the Halifax Roller Mill are six, three-story, circular metal silos that were built in the early 1900s. For agricultural plantations, storage of grain in frame granaries was still preferred.

Corncribs

Corncribs are structures used to store and dry corn. To aid the drying process, corncribs are narrow in width and are constructed with sides of widely spaced, narrow slats. The inventoried corncribs are typical in appearance and are identified by their narrow box form with spaces

between slats. Some examples are found at: the Lyn Bowen House (**041-5077**), the Fisher Tenant Farm (**041-5148**), and the house at 1128 Waller Road (**041-5150**).

Smokehouses

Smokehouses are a common outbuilding on most farms and were necessary for preserving meat. Smokehouses need to be as airtight as possible. Frame or log smokehouses, which are the variety seen in Halifax County, have a stone base or pit where a fire can be built. Often they are small in dimensions and have a front or side-gabled roof. The earliest example of a smokehouse is the one at the Dan Owen House (**041-0011**), which is believed to date back to the early 19th century. It is tall and narrow and has a side-gabled, standing seam metal roof. This frame structure is raised off of the ground by a stone pier foundation and has a board-and-batten exterior. An example of a 19th century log smokehouse is found at the Lyn Bowen House (**041-5077**), which has V-notched logs and a front-gabled roof that projects slightly from the front elevation of the structure. There were no examples of brick smokehouses observed in Halifax County.

Stables

Few dwellings in Halifax County retain their original stables. The stable belonging to the Dan Owen House (**041-0011**) is the most remarkable. It is a two-story frame structure, built ca. 1906 by Dan Owen, who raised horses. It has an open central aisle and stalls that branch off of the sides. The side-gable roof has a central projecting cupola.

Tenant Houses

Some of the agricultural plantations have houses for tenant farmers, which are set away from the primary dwellings. During this project, nine tenant houses were identified. The Sandy Level Farm (**041-5298**) retains its one-and-a-half story, side-gabled tenant house, which has shed-roofed wings on its rear and side elevations. The Springfield property (**041-0052**) also has a one-and-a-half story tenant house with a side-gabled roof and shed-roofed wings off the rear and one of the side elevations. These houses are modest, with only two, three, or four rooms. They are of frame construction and are clad in horizontal clapboard siding.

Other Agricultural Outbuildings

At least 27 properties from the current project have five or more outbuildings, indicating they historically functioned as agricultural plantations. Aside from the common outbuildings, some properties have workshops, like the ca. 1850 Pullian Log House (**041-5067**), and windmills, like ca. 1854 Lynwood plantation (**041-5062**). Almost every agricultural resource has a shed as an outbuilding. Most sheds are frame and were built during the 20th century. The oldest examples of sheds are of log construction with V-notched logs and a simple rectangular shape. The most interesting notching is seen on the late-19th century shed located to the rear of the Berry Hill School (**041-5164**). This shed has diamond-notched logs, which is the only example of such

notching observed during the current survey project.

3.6 Religion

The Religion theme encompasses the system of beliefs, practices, traditions and settings of rituals relating to the expression of faith.

Resource types:

- Religious structure
- Ceremonial site
- Church school
- Church-related residence

Halifax County has an interesting variety of active historic churches. There were 91 active churches/synagogues in Halifax County and South Boston in 1980 (Clements 1991:171). There are 15 previously recorded church related structures in the county. During this survey project, there were 35 religious properties recorded (32 churches, two cemeteries associated with newer buildings, and one family cemetery), representing about 33 percent of the county's churches. These religious structures range in date from the 1840s to 1949. The majority of the churches are of frame construction and feature the rectangular nave plan. The Greek Revival style, with either a pedimented gable or gable returns, influenced most church designs in the first half of the 19th century while the Gothic Revival and Classical Revival styles began to appear in the late 19th and early 20th century. The majority of these churches and related structures remain intact and in good condition as they continue to serve their congregations. The application of siding and the addition of front porticoes and rear wings represent the primary threat to these religious resources. Of the 34 churches recorded, 20 had cemeteries associated with them.

1830-1860 Antebellum Period

A total of four churches dating to this period were surveyed. All four churches are of frame construction with a front gable roof; however, each varies in style. The earliest of these churches is Arbor Baptist Church (**041-0075**), built ca. 1840 along River Road. This Classical Revival-style church is unique with its Palladian-arched opening and recessed entrance. The interior transept plan is reflected in the intersecting gable roof at the rear. The ca. 1847 Mercy Seat Presbyterian Church (**041-5219**) is a simple, rectangular nave plan with Gothic Revival detailing in the arched windows and entrance as well as the central belfry and spire. The Gothic Revival style is also evident in the St. Thomas Church (**041-5143**) with its steeply pitched gable roof and arched windows. A projecting side vestibule with steeply pitched roof differentiates this church from the standard front-gabled entrance facade. Pleasant Grove Christian Church (**041-5221**) (**Figure 3.24**), built ca. 1850, is an example of a church constructed in the Greek Revival style with Gothic Revival style elements. This frame, three-bay building features a pedimented front gable roof with modillions and dentils coupled with a corner bell tower with a Gothic Revival style hexagonal spire. The integral entrance portico is supported by two Neoclassical fluted wood Corinthian columns that have acanthus capitals and plinth bases. There are five pairs of Gothic Revival style arched windows with stained glass on each side elevation. Two lancet-

arched, stained-glass windows flank the double-leaf front entrance with its pointed arch transom light.



Figure 3.24: Pleasant Grove Christian Church (041-5221)
Source: MAI, Feb. 2002

1870-1917 Reconstruction and Growth Period

The majority of the churches surveyed, numbering 22, date to the period after the Civil War, when social communities were rebounding from the social and economic uncertainty immediately after the war. With the emancipation of slaves, it would be expected that many new churches were established by the large African-American community in Halifax County. Unfortunately, none of the churches surveyed from this period were identified as African-American, but further study is recommended. The churches built during this period continued to be spread throughout the county, however, as towns such as Halifax, Scottsburg and Clover Hill began to grow, and more churches were built in these concentrated areas. The majority of the churches were still built of frame construction; however, a few brick churches began to appear and while the rectangular nave form was still typical, it was often combined with a rear ell or “T” wing signifying the growth of Sunday School programs and fellowship halls. The Greek Revival style was the predominant style during this period; however, a broad range of styles began to appear, including the Gothic Revival, Romanesque, Carpenter Gothic and Classical Revival.



Figure 3.25: Mount Zion Baptist Church (041-5303)
Source: HSPC, Jan. 2007

A total of four churches, dating from 1880 to 1915, designed in the Greek Revival style were surveyed. These churches -- which include Mount Zion Baptist Church (**041-5303**) (**Figure 3.25**), Mount Vernon Baptist Church (**041-5197**), Berry Hill Presbyterian Church (**041-0005**) and Winn's Creek Baptist Church (**041-5128**) -- feature a dominant temple front with pedimented gable roof and portico supported by large Doric columns. The Berry Hill Presbyterian Church (**Figure 3.26**) has the added feature of a belfry on the central ridge. All of these churches have had wings added to the rear to house classrooms and fellowship halls.



Figure 3.26: Berry Hill Presbyterian Church (041-0005)
Source: HSPC, Jan. 2007

Two Gothic Revival style churches were surveyed, including the ca. 1895 Clover M.E. Church South (**041-5089-0012**) (**Figure 3.27**) and the ca. 1890 Scottsburg United Methodist Church (**297-5001**). Both of these churches are of frame construction and distinguished by their pointed-arched window and door openings. The Clover M.E. Church South features the simple nave form with a large arched window of stained glass at the gable end flanked by double-leaf entrances with arched transoms. The Scottsburg United Methodist Church modifies the rectangular nave form with a rear ell and bell tower/entrance vestibule introduced at the intersecting corner. Similar in form is the ca. 1900 Clover Apostolic Church/St. Paul's M.E. Church (**197-5004**), designed in the Carpenter Gothic style with interior corner bell tower and decorative wood detailing in the gable ends and entrance porches. The only board-and-batten church surveyed was the ca. 1887 Clover Bottom Baptist Church (**041-5160**). This simple, rectangular form church with front gable and two entrances has little stylistic detailing beyond the siding.



Figure 3.27: Clover M.E. Church South (041-5089-0012)

Source: MAI, May 2000

The two Romanesque style churches surveyed include Scottsburg Baptist Church ca. 1909 (**297-5010**) and Spring Hill Church ca. 1895 (**041-5224**). Both are constructed of brick with complex forms and detailing. Spring Hill Church, which was surveyed at the intensive level, is a two-and-a-half story structure with a front gable roof flanked by an open belfry with crenellated parapet on one corner and a pyramidal-roof bell tower on the other corner (**Figure 3.28**). The front gabled roof has a box cornice with a decorative verge board at the peak. The eaves are supported by decorative brackets. This Romanesque style church features rough stone window and door lintels and patterned brickwork. The standing seam metal roof has a gilt paint finish. There are three stained glass windows in the front facade. The front gabled entry porch has a

high central peak decorated with a Stick style vertical “truss” cut-out design (related to interior decorative trusses inside the church). The porch brackets are decorated with tiered cut-out square drop pendants and the porch is supported by six square wood posts. The porch railing has a decorated solid wood panel with carved decorations. The interior of this church features a large, open sanctuary with a wood balcony located at the rear. Decorative trusses of dark walnut or mahogany stretch extend across the church ceiling. The wainscoting begins at the bottom of the windowsills and extends to the floor, of the same dark wood utilized in the decorative trusses. There is a rail across the sanctuary at the lectern and the choir is behind this rail. The pulpit faces the center aisle and there is an open rectangular bay behind the pulpit. Windows are one-over-one glazing, with five windows on each side. This significant structure was recommended eligible for the National Register of Historic Places.



Figure 3.28: Spring Hill Church (041-5224)

Source: MAI, Feb. 2002

The Classical Revival style also proved to be newly popular among churches surveyed during the Reconstruction and Growth period. This style retained the simple, rectangular nave form with gable front and portico that is often smaller in size with more slender columns that may vary from the Doric order. Examples surveyed include the ca. 1887 Olive Branch Methodist Church (**041-5063**), the ca. 1891 Union United Methodist Church (**041-5097**) and the ca. 1880 Halifax Baptist Church (**041-5182**) (**Figure 3.29**).



Figure 3.29: Halifax Baptist Church (041-5182)

Source: MAI, Oct. 2000

1917-1945 World War I and World War II

A total of eight churches dating to the World War I and World War II period were surveyed, with the majority of these dating to the 1920s. Churches continued to be located in towns as well as rural areas during this period, indicating that the county continued to be primarily rural. Memorial Baptist Church (**041-5302**), built in 1924 in the African-American community of Riverdale, is the earliest church surveyed in Halifax County that can be identified as established by a black congregation. The designs and construction materials of these churches vary from simple, frame vernacular churches to more elaborate revival styles of brick construction.



Figure 3.30: Ingram Christian Church (041-5198-0003)

Source: MAI, Apr. 2001

The persistence of the simple rectangular form with gabled roof is illustrated in the ca. 1920 Gothic Revival style Ingram Christian Church (**041-5198-0003**) (**Figure 3.30**) and the 1928 Oak Level Presbyterian Church (**041-5193**), with their pointed-arched windows, as well as the ca. 1930 Greek Revival style Crystal Hill Southern Baptist (**041-5132**)

More complex forms also began to appear in the churches built during this period. Corner bell towers are added to the rectangular nave plan, as seen in the ca. 1920 Murphy's Grove Baptist Church (**041-5046**) and the 1924 St. Paul's C.M.E. Church (**041-5122**). The Hitesburg Baptist Church (**041-5069**) is unusual for its side-gable form with intersecting cross-gables, with full-width integral portico supported by slender Ionic columns and a decorative vergeboard in the center gable. The most complex form is seen in the 1924 Memorial Baptist Church (**041-5302**) (**Figure 3.31**), built by the African-American community of Riverdale. This large brick church, with front gable flanked by projecting corner bays that frame a portico with raised entrances, is influenced by a number of early 20th-century revival movements in its design and detailing.



Figure 3.31: Memorial Baptist Church (041-5302)
Source: HSPC, Jan. 2007

1946 – Present: The New Dominion

Three churches that date to after 1946, all constructed of either brick or brick veneer, were surveyed during this project. Their presence in rural areas of Halifax County reflects the continued growth of the county with retention of rural demographics. Two of these churches, the 1949 Catawba Baptist Church (**041-5146**) and the ca. 1950 Shiloh Baptist Church (**041-5144**), are designed in the Classical Revival style with rectangular nave plan and a front-gable roof with classical portico. The 1946 New Zion Baptist Church (**041-5174**) is a more modern design with a broader front gable roof and enclosed front vestibule with side entry porches.

Cemeteries

Of the 34 churches surveyed for this project, 20 have cemeteries associated with them. In addition to these, one family cemetery, the Hite Family Cemetery (**041-5078**) was also surveyed. A number of residential properties surveyed also contain family cemeteries. These cemeteries, which contain gravesites dating from the mid-19th century to the mid-20th century, are not designed in any specific style or configuration. The cemeteries associated with churches are typically located in a yard next to the church with burials in rows of some fashion. Family cemeteries on private property are often enclosed with some type of fencing or walls. Gravestones are found in a variety of materials and styles that reflect the tastes of the period.

3.7 Social

The social theme relates to social activities and institutions, the activities of charitable, fraternal, or other community organizations, and places associated with broad social movements.

Resource Types:

- Community centers (none surveyed in Halifax Co.)
- Granges (none surveyed in Halifax Co.)
- Meeting halls and lodges
- Taverns/ordinaries

Meeting Halls and Lodges

Previously inventoried meeting halls and lodges are the Club House (**041-0298**) and the Halifax Masonic Lodge (**230-0009**) on Mountain Road in the Town of Halifax.

The only structure surveyed during the current project that falls into this category is the old Virgilina Hotel (**318-5004**), built in the early 1900s. This two-and-a-half story, frame, weatherboard-clad structure has an unusual front gambrel roof and a two-story, full-width porch. Its use as a social hall predates 1946, when it was occupied by the Woodsmen of the World. Later, the building was leased to the American Legion Post #337.

Taverns/Ordinaries

Several taverns/ordinaries were previously surveyed in Halifax County, including: Carters Tavern (**041-0008**), Hailey's Tavern (**041-0020**), Wiley's Tavern Archaeological Site (**041-0039**), Pate's Tavern (**041-0046**), Boyd's Tavern (**041-0251**), and Bell Tavern (**230-0064**).

During the MAI survey, the previously surveyed Dejarnette Tavern (**041-0067**) (**Figure 3.32**) was revisited. This property was listed on the National Register of Historic Places and the Virginia Landmarks Register in 2007. This structure was built as late as 1782 by Thomas Dejarnette, who was listed as tavern owner in early court records. Daniel Dejarnette, for whom the tavern is named, acquired the property in the early 1800s and used it as a stagecoach stop and ordinary. Like most successful taverns, it is located along a once major travel route (Stagecoach

Road/VA Route 40). When trains and automobiles became the predominant mode of travel in the 1900s, the tavern was converted into a private residence. It continued to be used by the DeJarnette family as a meeting place for locals and a venue for Saturday night dances. This one-and-a-half story, frame, weatherboard-clad structure has a steeply pitched side-gabled roof, an exterior gable-end stone chimney, and rear one-story wing. Despite some alterations over the years, the DeJarnette Tavern retains many of its character defining features, such as the large front room with minimal detailing and exposed roof joists, which served as a gathering room for events (Eskridge).



Figure 3.32: DeJarnette Tavern, western side elevation (041-0067)

Source: <http://www.oldhalifax.com/Historical/images/DeJarnettesTavern700.jpg>

On the property of the Dan Owen House (041-0011) is a late 18th or early 19th-century structure that the 1958 HABS survey calls the “Denniston Tavern” (Figure 3.33). Written and oral history, however, indicates that this structure may have been built as a dwelling for Alexander Shaw in the late 1700s. It was also the home of Dr. Thomas F. Harris and family from 1836 through the 1880s, until it was bought by Dan Owen. The structure is typical of a house from this period with its simple rectangular form, steeply-pitched gable roof and large exterior end chimney constructed of stone and brick. Another structure, the Crystal Hill Ordinary (041-5137), was built ca. 1865 and is said to have been an ordinary for people traveling down present-day Howard P. Anderson Road/Route 626, which was a primary north-south travel route in the late 1880s.



Figure 3.33: Shaw/Harris House, now a secondary dwelling to the Owen House (041-0011)
Source: HSPC, Jan. 2007

3.8 Industry/Processing/Extraction

The industry/processing/extraction theme explores the technology and process of managing materials, labor, and equipment to produce goods and services. Included in this theme are activities related to the extraction, production, and processing of materials such as quarrying, mining, manufacturing, lumbering, technology, electronics, pottery, textiles, food processing, distilling, fuel, building materials, tools, seafood, and many other industries.

Resource Types:

- Quarries (none surveyed in Halifax Co.)
- Mills (grist, carding, textile, woodworking)
- Factories
- Distilleries (none surveyed in Halifax Co.)
- Shipyards, mines, forges, and furnaces (none surveyed in Halifax Co.)
- Power plants and dams
- Tanneries, village shops, and other small craft and industrial sites (none surveyed in Halifax Co.)

Mills

Only three known mills have been surveyed in Halifax County. The previously surveyed mill is the Mount Laurel Mill (041-0045), built in 1830.

The Halifax Roller Mill (230-5002) (Figures 3.34 & 3.35), which has been found to be potentially eligible for National Register listing, was constructed in 1915 along the Norfolk and Western railroad tracks in the Town of Halifax. Traditionally, mills were built next to a river, which was the source of power generation for grinding grain into flour. Instead of being

dependent upon the river, the Halifax Roller Mill used electric power. This three-story, four-bay structure has a stepped, parapet roof and an Italianate-style, bracketed cornice. The frame structure is clad in German weatherboard and bricktex siding. Two freight doors are located underneath the loading dock, facing the railroad tracks. To the rear of the mill are six circular grain storage bins (Blanton).

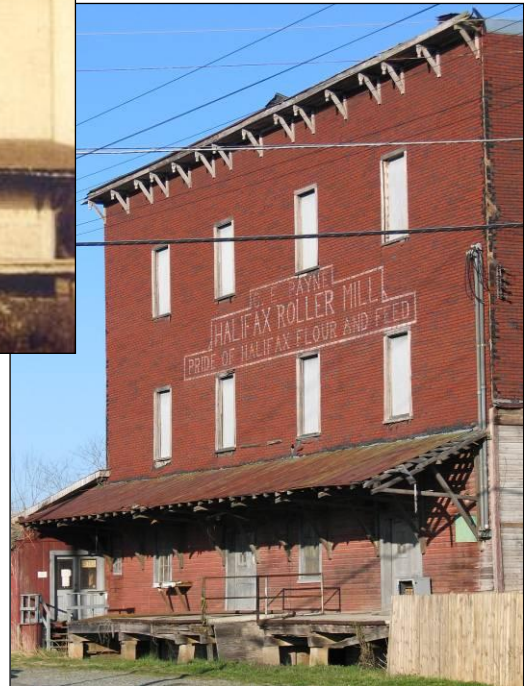


Figure 3.34: Historic photograph of the Halifax Roller Mill (230-5002) (top)

Source: Halifax Roller Mill PIF

Figure 3.35: Halifax Roller Mill (230-5002), 2004 (right)

Source: Halifax Roller Mill PIF



Hills Flour Mill (**041-5157**) dates to the early 20th century. Considering that this mill is not located next to a river either, it may have also used electric power. It is a two-and-a-half story, frame, weatherboard-clad building with a front-gabled roof and brick pier foundation. There is a one-story shed roof addition on one side and a two-story side gabled wing on the other. There are first and second story sliding doors to interior open bays.

Factories

Though no additional factories were surveyed during the current project, the previously inventoried factories in Halifax County include: Barksdale Tobacco Factory (**041-0002**), built ca. 1855 by Berverly Barksdale II and Joshua Hightower, the ca. 1829 Davenport Tobacco Factory (**041-0010**, destroyed by fire) in Meadville, and Brooklyn Tobacco Factory (**041-0259**).



Figure 3.36: Brooklyn Tobacco Factory (041-0259)

Source: VDHR Archives

Listed on the National Register, the Brooklyn Tobacco Factory (**041-0259**) (**Figure 3.36**) is a well-preserved example of an antebellum tobacco factory. Located in the heart of Virginia's bright leaf tobacco belt, the two-story brick building was erected for planters Joshua Hightower and Beverly Barksdale ca. 1855, probably by noted Halifax County builder Dabney M. Cosby, Jr. The factory was uncommonly large and substantially built for its location, suggesting high expectations for the tobacco industry in Halifax. Its whitewashed interior walls (untouched since the enterprise folded in the 1880s) and a wooden office partition are covered with stenciled labels and graffiti, a potentially important source of information on daily operations and workforce composition. The interior features a lumpmaking room, a pressroom, an office, and other specialized work rooms, and preserves remnants of a hand-operated lift and screw presses. This evidence of hand-powered machinery opens a window onto an early phase in the development of American tobacco manufacturing before the introduction of steam power (abstracted from Pezzoni, 1995: National Register Nomination, Statement of Significance).

Power Plants and Dams

Only two dams have been documented in Halifax County, including the ca. 1800 Hites Mill Dam (**041-0074**) and the 1921 Halifax (Banister) Dam (**041-0156**) (**Figure 3.37**). No additional power plants or dams were surveyed during the current project. The Bannister Dam relates to the development of the Town of Halifax, which saw a significant period of growth in and housing and industry during the early 20th century. The dam was built to provide flood control along the Bannister River and the water supply for the town.



Figure 3.37: Banister Dam (041-0156)
Source: Carl Espy, Halifax Town manager

3.9 Recreation/Arts

The recreation/arts theme relates to the arts and cultural activities and institutions associated with leisure time and recreation. It encompasses the activities related to the popular and the academic arts including fine arts and the performing arts, literature, recreational gathering, entertainment and leisure activity, and broad cultural movements.

Resource Types:

- Theaters (movies, plays, and drive-ins)
- Campgrounds and state parks
- Museums (none surveyed in Halifax Co.)
- Monuments/Markers
- Social Halls (see section 3.7)
- Taverns (see section 3.7)

Theaters

Though no additional theaters were surveyed during the current project, the Tri-County Drive-In (041-5277), which operated from 1952 through 1980, has been previously inventoried.

The ca. 1948 Randolph Movie Theater (230-5001-0005) (Figure 3.38), located within the Halifax Courthouse Historic District, relates to the second wave of commercial development that occurred in the Town of Halifax during the mid-20th century. The movie theater only operated for a brief amount of time. The building later became Vaughan's Furniture Store and currently appears to be unoccupied. Though the original theater storefront has been replaced and the original marquis has been removed, it still retains its original form, parapet walls, and decorative brickwork along the side elevations, which are typical features found on movie theaters from this time period.



Figure 3.38: Randolph Theater, Halifax (230-5001-0005)
Source: Carl Espy, Halifax Town Manager

Campgrounds and State Parks

The only previously inventoried properties pertaining to this theme are the Staunton River State Park. This park consists of some 55 associated resources, including contributing and non-contributing buildings, sites, and structures, which constitute the Staunton River State Park Historic District (041-0100). No additional campgrounds or state parks were surveyed during the current project.

Monuments/Markers



Figure 3.39: Civil War Monument located in Courthouse Square
Source: HSPC, Jun. 2007

A monument (**230-0077-0003**) (**Figure 3.39**) is located in front of the Halifax Courthouse in the Courthouse Square and is part of the Halifax Courthouse Historic District. The original marble monument was erected in 1911 in remembrance of the Confederate Soldiers of Halifax County who fought in the Civil War. In the 1920s, a strong wind broke a nearby tree-limb, knocking the monument down. For a time, only the pedestal stood, until a new marble statue was made in 1937 by W.D. Rowe & Co., Inc., from Danville, Virginia.

3.10 Military/Defense

The military/defense theme relates to the system of defending the territory and sovereignty of a people and encompasses all military activities, battles, strategic locations, and events important in military history.

Resource Types:

- Battlefields
- Armories (none surveyed in Halifax. Co)
- Fortifications (none surveyed in Halifax. Co)
- Military bases and coast guard facilities (none surveyed in Halifax. Co)

Battlefields

There were no resources identified during this survey that could be assigned to this theme. The Staunton River Bridge and Battlefield Site (**041-0115**) has been previously recorded and is now part of Staunton River Battlefield State Park. Resources at the park include well-preserved earthworks. The Staunton River Bridge and Battlefield is a good surviving example in an undeveloped area of Civil War earthworks constructed by Confederates and used in a significant Confederate victory by a band of “old men and boys” that protected the railroad bridge over the Staunton River from Union troops (DSS record 041-0115).

3.11 Commerce/Trade

The commerce/trade theme relates to the process of trading goods, services, and commodities.

Resource Types:

- General merchandise and grocery stores
- Trading posts, market buildings (none surveyed in Halifax Co.)
- Service stations
- Office buildings, banks, department stores
- Restaurants
- Warehouses

1830-1860: Antebellum Period



Figure 3.40: Alchie Store (041-5045)
Source: MAI, May 2000

Only three commercial structures that date to before the Civil War have been surveyed, including the previously surveyed Brooklyn Store and Post Office (**041-0007**), which dates to 1850. The Elmo Store (**041-0015**) is the oldest structure surveyed in the county for this project; however, it was originally built in the 1790s as a private school and did not operate as a store and post office until the 1880s. The alterations to this two-story frame building that reflect its commercial use date to the late 19th century and include a recessed, double-leaf entrance flanked by storefront windows and concrete bases for gasoline pumps in front of the building. The earliest structure built as a commercial building identified in the present survey is the vernacular style Alchie Store (**041-5045**) (**Figure 3.40**) that was erected ca. 1859. This one-story, frame building with board-and-batten siding and a projecting front gable is simple in form with decorative wood detailing on the exterior. This commercial complex also features early 20th-century gasoline pumps, sheds, and log barns.

1865-1917: Reconstruction and Growth Period

During the Reconstruction and Growth period, a number of general merchandise stores were built in a vernacular commercial style. The General Store along Birch-Elmo Road (**041-5122**) (**Figure 3.41**) was built in the late 20th century. It is a long one-story rectangular building with a two-story, gable-roof section centered at the front. A shed-roofed porch extends across the front elevation. This store is similar to one located in the Vernon Hill area (which has not been surveyed and is believed to have been demolished). The Vernon Hill store (**Figure 3.42**) also had the one-story form with a two-story section at the front.



Figure 3.41: Old General Store along Birch-Elmo Road (041-5222)

Source: MAI, Feb. 2002



Figure 3.42: Vernon Hill Store

Source: Barbara Bass, South Boston Historical Museum

The stores built in the county before 1900 are set apart from later stores because they are usually frame and are supported by a solid or stone pier foundation. The Hyco Store (041-0071) (previously surveyed) is an excellent example of a ca. 1895 frame, two-story, front-gabled rural store (Figure 3.43). It is a rather long, rectangular building supported by a solid stone foundation laid in coursed rubble. The Hyco Store has an Italianate storefront with a bracketed cornice along the first floor and recessed panel pilasters along the corners of the front elevation and flanking the entrance. The ca. 1900 Oak Level Store (041-5194) also has Italianate detailing in its front parapet wall with bracketed cornice.



Figure 3.43: Hyco Store (041-0077)

Source: HSPC, Jan. 2007

The Virgilina area has two unique stores. One of the stores, the Florence Avenue Store (**318-5003**), built ca. 1900, is a frame, two-story building with a shaped parapet wall and a bracketed cornice along the first story. The other store, the ca. 1890 M & G Store (**318-5006**) is similar in form to the Hyco Store, but lacks any ornate detailing. It is a front-gabled, frame structure with gable returns, recessed entry, and a random rubble stone foundation.

The Ingram General Store (**041-5198-0001**) (**Figure 3.44**), built ca. 1880, is one of the more interesting Italianate style stores in Halifax County. This two-story commercial building has a bracketed front parapet wall with center gable and a denticulated cornice along the first floor. The storefront retains all of its fixed, two-light windows and its double-leaf, recessed entry.



Figure 3.44: Ingram General Store (041-5198-0002)

Source: MAI, Apr. 2002

Many of the other stores built before 1900 do not exhibit any particular style. The Leda Store (041-5149) was built ca. 1874 and is one of the few commercial buildings surveyed still in use. This frame store with weatherboard siding has a front-gabled roof and a one-story, three-bay, shed-roofed porch along the front elevation. It has a simple storefront with a single-leaf door and double-hung sash windows. Other similar front-gabled stores are the ca. 1890 Rodden Store (041-5186), and Clarks Self Service (297-5004), built ca. 1900. They have a simple rectangular form with a flat storefront. Clarks Self Service has a porch that is recessed under the second story, while the Rodden Store has a full-width flat-roofed porch. The ca. 1890 Piney Grove Store (041-5199) has a full second story, front-gabled roof, and a hip roof porch along the front elevation. This store had living space on the second story, which accounts for the unusual second-story balcony with square columns along the eastern side elevation.

After 1900, stores began to take on a more uniform appearance, with a gabled roof and a front entry porch, which eventually gave way to the service stations that appeared in the 1920s. The ca. 1910 Harmony Store (041-5052) is a one-story, front-gabled, frame store with a simple storefront, a single-leaf door, and barred double-hung sash windows. This is one of the few rural stores that retains its log tobacco barns. This store and barn complex represents the importance of the rural store and the storekeeper's effort to earn extra income by curing tobacco and providing storage for local farmers. The Younger Store (041-5048), built ca. 1900, was once part of a residential and commercial complex owned by Sam Younger of the Younger House (041-5307). The Younger Store (Figure 3.45) has a side-gabled, standing seam metal roof and is clad in vertical wood siding rather than weatherboard siding. It has a one-bay, flat-roofed entry porch and lacks a definitive storefront area.



Figure 3.45: Younger Store (041-5048)
Source: HSPC, Mar. 2007

By 1907, the town of Clover had several established commercial buildings. Within incorporated towns, such as Clover, Scottsburg, and Virgilina, the commercial buildings are in the form of

urban commercial strips rather than the rural crossroads store that is typical of Halifax County. The commercial strip in the town of Clover (**041-5089-0008**), built ca. 1900, is brick with a corbelled parapet wall. These commercial buildings appear to be more elaborate than their rural counterparts. Although one of these is boarded over, it has arched window surrounds while the other has a wood storefront and stained glass transom windows. On the other side of the street is another commercial strip (**041-5089-0007**) that also has a brick parapet wall. The frame storefront has a recessed entry and transom windows. The central storefront has Queen Anne-style transom windows that has a large pane of glass surrounded by smaller panes of glass.

1917-1945: World War I and World War II

Along with the increasing availability of automobiles in the early 1920s, service stations began to replace the common crossroads store. The service stations built between the 1920s and 1930s all follow a very similar pattern: they are frame and have either a hip or gabled roof which projects from the front elevation to form a porte-cochere that once housed the gas pumps and is often large enough for a car to drive underneath. Hip roof examples, like the ca. 1920 Ingram Store (**041-5198-0002**), the ca. 1930 South Clover Store (**041-5107**), and the ca. 1920 Wilkins Road Store (**041-5065**), are three bays wide with simple storefronts, six-over-six-light double-hung sash windows, and single-leaf doors. The Republican Grove Store (**041-5153**), built ca. 1920, shows minimal Craftsman style detailing with its wide roof eaves and exposed rafter ends.



Figure 3.46: White Oak Market (041-5126)

Source: MAI, Oct. 2000

Gable-front service stations appear more frequently during this period. The store at 5075 Mountain Road (**041-5101**), built ca. 1930, and the ca. 1920 White Oak Market (**041-5126**) have gable roofs which project from the front elevation to form a service area. The White Oak Market (**Figure 3.46**) is one of the most elaborate service stations in Halifax County, with its Queen Anne-style spindlerwork frieze suspended from the porte-cochere roof, the Craftsman style sashing in the windows and door, and the brick skirt which wraps around the entire lower portion

of the building. Other gable-front examples, like the store along Route 360 (**041-5118**) and Ms. Branch Hudson's Store (**041-5134**), both built ca. 1930, have a porch area that is not an extension of the main roofline. The store along Route 360 has shed-roofed additions along its side elevations, which is seen often in many commercial buildings of all types. The A & B Cash Market (**041-5135**), located in the Crystal Hill area, appears to be an earlier building with a hip-roof service porte-cochere added in the 1920s. Its form is atypical of many service stations, with its gabled roof with stepped parapet along the front elevation, the large two-light storefront windows, and double-leaf recessed entry. The hip-roof service porch has some Craftsman-style detailing in the tapered columns on brick piers.

The Town of Scottsburg has several commercial buildings built between the 1920s and 1930s. The ca. 1920 Scottsburg Bank (**297-5003**) has Classical Revival detailing typical of many financial institutions. It has a front-gabled roof and a pedimented portico supported by paired Doric columns.



Figure 3.47: Town of Halifax commercial block along South Main Street, looking south
Source: HSPC, May 2000

The Main Street commercial block in the Town of Halifax consists of a mix of one- and two-story brick buildings built in the 1920s with corbelled parapet walls (**Figure 3.47**). The buildings at 75-79 South Main Street (**230-5001-0003**) and 37 South Main Street (**230-5001-0004**) both feature frame storefronts with recessed entries, large display windows and transom windows above. The storefront at 37 South Main Street is the least altered and still retains its original double-leaf doors. The store at 7 South Main Street (**041-5001-0005**) is one of the few to have a full second story and arched brick lintels. The Bank of Halifax (**230-5001-0007**) (currently the Town of Halifax Administrative Offices) and the Hite Insurance Company building (**230-5001-0002**) are two singular commercial buildings that date to the same period. Typical of many banks built within towns, these two buildings exhibit Classical Revival detailing. The old Bank of Halifax has a Classical Revival, three-bay portico with a pedimented roof supported by fluted Doric columns. The Hite Insurance Company building has a

rectangular hooded entry surround, which is flanked by Doric pilasters, and a stained glass arched window above.

An excellent example of an African American commercial building is Dixon's Barber Shop (**230-5004**) located in the Banister area of the Town of Halifax. This brick store relates to the African American community who settled in the Banister Town area after the relocation of the County Court House. It has a side-gabled roof, arched windows, rectangular entry, and a historic rear addition.

1946-Present: The New Dominion

No modern commercial buildings were surveyed during the present survey. Some of the previously surveyed commercial buildings are the ca. 1957 concrete block commercial building in Meadville (**041-0055-0003**), the M. C. Turner Store along Route 501 near Cluster Springs (**041-0136**), and Ronnie's Auto Service at the intersection of Route 501 and Route 360 (**041-5285**). Several modern commercial buildings were also surveyed as part of the Halifax Courthouse Historic District, including the ca. 1947 Exxon Gas Station (**230-5001-0099**), the ca. 1948 Halifax Department Store (**230-5001-0098**), the ca. 1949 former ABC Store (**230-5001-0094**), the ca. 1950 restaurant, Paulette's Place (**230-5001-0128**), among others. These modern commercial buildings feature a wide variety of shapes and styles, usually displaying a simple form with minimalist detailing. Many of the country stores and service stations built in the first half of the 20th century have been abandoned as they were replaced by modern gas stations and grocery stores along VA Route 360, US Route 501, US Route 58, and other major highways.

3.12 Transportation/Communication

The transportation/communication theme relates to the process and technology of conveying passengers, materials, and information. Studies focus on transportation and communications networks involving roads, water, canals, railroads, and air as well as on the various structures, vehicles, equipment, and technology associated with each mode. Property types may be generally classified as either rail-related, air-related, water-related, road-related, or pedestrian-related.

Resource Types:

- Railroads, stations, and depots
- Airports, airplanes, and landing fields (none surveyed in Halifax Co.)
- Piers, wharves, ferries, and canals
- Roads, turnpikes, tollhouses, and trails

Train Stations

Three railroads were built in Halifax County in the middle and late 19th century. The Richmond & Danville Railroad, chartered in 1847, was in operation by 1854. The Lynchburg & Durham Railroad, built during 1887-1890, had stations at Clarkton, Lennig, Halifax, South Boston, and

Denniston in Halifax County. The Atlantic and Danville Railway began service in the southern part of the county in the 1880s.

The only previously inventoried train station in Halifax County is the ca. 1890 Lennig Railroad Station (Post Office) (**041-0065**). The north-south Norfolk and Western Railroad (previously the Lynchburg and Durham Railroad) ran through Clarkton, Nathalie, Lennig, Crystal Hill, Town of Halifax (Houston), South Boston, Cluster Springs (Black Walnut), and Denniston. The east-west Southern Railway went through Alton, Harmony, Denniston, and Virgilina. Another east-west line of the Southern Railway went through News Ferry, South Boston, Scottsburg, and Clover. Most of the major towns and intersections through which the railroad traveled had a freight and passenger depot. Unfortunately, many of these depots no longer survive. The only known remaining depots of the old L&D Railroad are at Lennig and Cluster Springs (“Nathalie Virginia”).

Many of the railroad depots and stations along the north-south railway were built by the Lynchburg and Durham Railroad Company in the 1890s. Some of the depots were constructed later when the L&D Railroad became the Norfolk and Western Railroad. Many of the depots along this railway feature the same Victorian details and simple form. For example, the Houston Railroad Depot (**Figure 3.48**), which no longer exists, had a gabled roof with widely overhanging flared eaves, exposed rafter ends, and a decorative vergeboard. The area under the gable ends of the one-story, rectangular structure had patterned shingles. The area under the gable ends of the one-story, rectangular structure had patterned shingles.



Figure 3.48: Houston Railroad Depot

Source: <http://www.retroweb.com/lynchburg/rails.html>



Figure 3.49: Virgilina Railroad Station (318-5007)

Source: MAI, May 2000

The Virgilina Railroad Station (**318-5007**) (**Figure 3.49**) was built ca. 1900 when the Southern Railway was constructed through the town. Its style and construction are typical of many railroad depots of the era, yet very different than the ones along the Norfolk and Western Railroad. Like most depots, it has many windows, a steeply-pitched hip roof, and widely overhanging eaves. It exhibits minimal Craftsman Style detailing seen in its hip roof and large brackets supporting the roof eaves.

Bridges

Previously inventoried bridges include: the ca. 1902 Staunton River Bridge/Battlefield Site (**041-0115**), the ca. 1930 steel truss bridge (**041-0123**) on Route 501, and 24 bridges inventoried by the Virginia Department of Transportation.



Figure 3.50: Aarons Creek Bridge (041-5081)

Source: MAI, May 2000

The only bridge surveyed during the current project is the Aarons Creek Bridge (**041-5081**) (**Figure 3.50**) along Hites Mill Road (Route 602) over Aarons Creek and the Halifax/Mecklenburg county line. Constructed ca. 1930, this steel one-lane bridge is typical of many that were built during the first half of the 20th century. The Aarons Creek Bridge has a wood plank deck, poured concrete abutments, and H-shape supports. These bridges connected Halifax County to the adjacent counties and made transportation more reliable. As traffic demands require better bridges, many of the older bridges (including the Banister Bridge (**041-5005**) along US Route 360 in the Town of Halifax) are currently threatened by demolition and replacement.

According to prior survey recommendations, several resources related to pre-Civil War stone bridges survive in the county. These include the stone railroad bridge over Birch Creek (1854); the stone piers for the old covered bridge across the Dan River at South Boston (1856); and the stone piers from Pannills covered bridge that once crossed the Staunton River into Campbell County during the period 1830-1865. These resources have not been inventoried to date. The stone piers of the King's Highway Bridge across the Banister River north of Halifax still exist and have been surveyed as part of a Virginia Department of Transportation project to construct a new bridge where Route 360 crosses the river.

Others

Other previously inventoried structures related to the transportation theme include Collins Ferry (**041-0040**), an unnamed road (**041-0307**), the Stage Coach Road (**041-0308**), old Route 712 (**041-0309**), and a Ferry Crossing Site (**041-0312**).

3.13 Health Care/Medicine

The health care/medicine theme refers to the care of the sick, elderly, and the disabled and the promotion of health and hygiene.

Resource Types:

- Hospitals
- Drug Stores
- Medical offices and clinics (none surveyed in Halifax Co.)

Hospitals

The first hospital in Halifax County was the Magnolia Retreat, a home for the sick, built in South Boston in 1897. Dr. R. H. Fuller had a hospital at South Boston from the 1920s until World War II. The Keystone Drug Manufacturing Company sold its proprietary medicines at South Boston in 1907. Other surviving structures that were utilized for health care at South Boston may be included in the South Boston Historic District (**130-0006**) (South Boston was not included in the present survey as it was an independent city when the project was initiated). The South Boston Hospital was in operation after 1943. The Halifax Community Hospital was organized in 1950.

Both the Halifax Community Hospital and the South Boston Hospital and Clinic were operating in 1964.

Others

There were no previously inventoried Health Care/Medicine resources in the county (unless in South Boston) and there were no resources related to this theme inventoried during the present survey. A former drug store (**230-5001-0097**) is located along the Main Street commercial strip within the Town of Halifax and is part of the Halifax Courthouse Commercial District.

4 SUMMARY AND ANALYSIS

4.1 Survey Background

The identification and documentation of historic properties in Halifax County has been an ongoing effort for several decades. A notable result of previous survey efforts is that some of the county's most significant properties were identified early and have already been placed on the Virginia Landmarks Register and the National Register of Historic Places. Halifax County's resource base before the present survey was a very impressive 465 previously recorded properties. The Historic American Buildings Survey of the National Park Service has additional materials housed in the Library of Congress for four properties in Halifax County -- Berry Hill, Fort Hill Farm, Edgewood Farm and Clarkton Bridge. The Halifax County Department of Planning has some documentation and survey material on properties in the county and has made an effort to archive copies of all of the information on its historic properties, both standing and demolished. The Virginia Department of Historic Resources (VDHR) maintains the archived survey files of previously recorded historic properties in Halifax County. These files contain information submitted to the VDHR concerning individual properties that have already been identified and to which a number has been assigned. The Virginia Department of Transportation (VDOT) has also identified and evaluated historic and more recent properties as part of their planning work prior to the construction or alteration of State-owned highway facilities. Data from those surveys has also been submitted to the VDHR archives. Consultants have also recorded historic Halifax County properties as part of the Section 106 review processes. Private individuals and historical groups, such as the Halifax County Historical Society, are major voluntary contributors to the Halifax County data in the historic properties files.

The VDHR was originally established as the Virginia Historic Landmarks Commission in 1966 by the Commonwealth of Virginia as part of a nationwide system of State Historic Preservation Offices (SHPO) under the terms of the National Historic Preservation Act of 1966. The SHPO offices work with federal agencies, especially highway departments and urban renewal and housing agencies, to develop mechanisms to provide for the consideration of historic properties in the planning process. The VDHR uses available state monies awarded by the Virginia General Assembly to encourage counties, towns and cities of the Commonwealth to participate in a Cost Share program that includes projects to enhance the inventory of Virginia's surveyed resources. The present survey project in Halifax County is an example of the typical type of Cost Share project, consisting of survey and documentation of historic resources.

The National Historic Preservation Act also created the National Register of Historic Places as a list of properties that "embody the historical and cultural foundations of the nation" and which met criteria included in the language of the Act. Responsibility for maintaining the National Register resides with the National Park Service of the U.S. Department of the Interior. VDHR and historic preservation offices in other states use the National Register criteria to evaluate inventoried properties for National Register and Virginia Landmarks Register eligibility. In addition, the VDHR maintains a companion register known as the Virginia Landmarks Register. Like the National Register, the Virginia Landmarks Register recognizes properties that are

significant to the Commonwealth of Virginia and to the communities where they are located. Listing in the Virginia Landmarks Register does not confer automatic inclusion in the National Register, but most registered properties are listed on both registers because the same standards for evaluation are used.

4.2 National Register of Historic Places Criteria

A wide variety of resources are eligible for or have been listed on the National Register of Historic Places. The most common resources on the National Register are residential and commercial buildings. Also included are structures, objects, industrial properties, archaeological sites, and cultural landscapes. Not all properties are listed individually; some properties are part of a larger collection and as such are included in historic districts. Historic districts are usually found in villages, towns, and cities, but collections of rural agricultural buildings and farm complexes have also been identified as historic districts. In addition to buildings and building ruins, properties associated with a traditional culture in a community have also been listed on the National Register.

Potentially significant historic properties include districts, structures, objects, or sites which are at least 50 years old and which meet at least one National Register criterion. Criteria used in the evaluation process are specified in the Code of Federal Regulations, Title 36, Part 60, National Register of Historic Places (36 CFR 60.4). To be eligible for inclusion in the National Register of Historic Places, a historic property(s) must possess: the quality of significance in American history, architecture, archeology, engineering, and culture [that] 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. associated with the lives of persons significant in our past, or*
- c. 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 lack individual distinction, or*
- d. that is likely to yield, or have yielded, information important in prehistory or history.*

There are several criteria considerations. Ordinarily, cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- a. *a religious property deriving primary significance from architectural or artistic distinction or historical importance, or*
- b. *a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event, or*
- c. *a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his/her productive life, or*
- d. *a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events, or*
- e. *a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived, or*
- f. *a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historic significance, or*
- g. *a property achieving significance within the past 50 years if it is of exceptional importance.*

A contributing building, site, structure, or object adds to the historic architectural qualities, historic associations, or archaeological values for which a property is significant because:

- a. *it was present during the period of significance, and possesses historic integrity reflecting its character at that time or is capable of yielding important information about the period, or*
- b. *it independently meets the National Register criteria.*

A non-contributing building, site, structure, or object does not add to the historic architectural qualities, historic associations, or archaeological values for which a property is significant because:

- a. *it was not present during the period of significance, or*
- b. *due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity reflecting its character at that time or is incapable of yielding important information about the period.*

Historic properties of Halifax County that were listed on the Virginia Landmarks Register and the National Register of Historic Places prior to the commencement of the survey are:

Property Name	VDHR #	Vicinity
Berry Hill	041-0004	South Boston
Black Walnut	041-0006	Clover
Brandon Plantation	041-0157	Delila
Brooklyn Tobacco Factory	041-0259	Brooklyn
Brooklyn Store and Post Office	041-0007	Brooklyn

Property Name	VDHR #	Vicinity
Buckshoal Farm	041-0108	Omega
Carter's Tavern	041-0008	Paces
Glennmary	041-0104	Riverdale
Bowling Eldridge House	041-0081	Elmo (moved)
Halifax Church (Old Providence Presbyterian)	041-0113	Providence
Halifax County Courthouse	230-0077	Halifax
The Little Plantation (Fourquarean House)	041-0073	South Boston
Mountain Road Historic District	230-0078	Halifax
Pleasant Grove	041-5033	Oak Level
Redfield	041-0047	Oak Level
Seaton	041-0050	Halifax
South Boston Historic District	130-0006	South Boston
Tarover	041-0053	River Road
Indian Jim's Cave Archaeological Site	44HA18	Brookneal
Reedy Creek Archaeological Site	130-0003	South Boston
Wiley's Tavern Archaeological Site	041-0039	Danripple
Carlbrook	041-5034	Ingram

In addition, the following properties have been listed since the survey project began:

Property Name	VDHR #	Quad
Staunton River Bridge Fortification at Fort Hill (pending)	041-5276/ 44HA0096	Saxe
The Cove	041-5086	Saxe/Aspen Grove/ Conner Lake
Staunton River State Park	041-0100	Buffalo Springs
DeJarnette's Tavern	041-0067	Long Island

4.3 Previously Identified Resources

Prior to the commencement of the present Halifax County architectural survey, a list of previously identified architectural resources and a map of their locations was obtained from the Virginia Department of Historic Resources (VDHR). As noted above there were 465 previously inventoried architectural resources in Halifax County for which some information had been archived in the survey files of the VDHR. Among these are a range of properties that include residential, commercial and industrial properties such as rural country stores, plantations, churches, tobacco factories and mills. Other resources have been surveyed as part of highway improvement projects and include: bridges, mobile homes and some houses less than 50 years old. Included with the inventoried properties are a range of 19th-century agricultural buildings and facilities at Staunton River State Park. Finally, the survey list includes archaeological sites. Not all previously identified resources have survived. Some are no longer standing or were moved. Others that were in disrepair have been restored.

The MAI 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. As noted, many properties had already been recorded and data on some of the forms was incomplete. A few of these resources were revisited to update information on the properties.

In addition, the HSPC field team, contracted in 2006 to complete the earlier survey project, worked closely with representatives from the county, the town, the Halifax County Historical Society and VDHR to verify the existence of previously-surveyed properties that appeared to be threatened and to correct incomplete survey information on file. This effort included an analysis of existing survey information to identify under-represented building types, periods of construction or geographic areas. A list of all surveyed properties was listed by USGS topographic quadrangle map in the local newspaper to invite the public to provide additional information or suggestions for new surveys. HSPC also worked with VDHR to review existing survey files and identify properties that either appeared threatened or had very little information in the files as candidates for re-survey.

The level of documentation for the 465 previously inventoried properties varies. For those 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 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.

4.4 Survey Findings

For this survey project, MAI was asked to document 210 properties at the reconnaissance level. MAI was also asked to inventory 10 properties at the intensive level. HSPC was contracted in 2006 to survey an additional 30 properties at the reconnaissance level. The list of properties

inventoried during the survey is included as **Appendix A**. While most of the properties documented are individual properties or related complexes, one historic district was identified and recommended for further study. This proposed historic district is in the town of Scottsburg.

The difference between the two levels of survey (reconnaissance and intensive) is in the amount of information recorded and entered on the survey database. A reconnaissance survey requires black and white photographs of the exterior of the building or structures on the property, a sketch plan of the property to show the location and relationship of the individual historic and modern resources on the property, a topographic map that shows the location of the property, and the preparation of a survey form to document the property. The reconnaissance inventory form requires rather detailed information on each inventoried property, including the date of construction, address, resource type, exterior materials, style, architectural description, condition, threats, stories, plan, historic context, and an architectural/historical statement concerning the property. Besides the data required at the reconnaissance level, the intensive survey requires a higher level of historical documentation, more detailed property plans, and interior floor plans and photographs, plus a narrative statement on the significance of the property.

The information on both the reconnaissance inventory form and the intensive survey 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.

4.5 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. However, it is often common for a building, especially one constructed during the late 19th century, to lack applied ornamentation, resulting in external simplicity (McAlester 1998:5). For this reason, the use of the categories “Late 19th and Early 20th Century American Movement,” “No Style Listed,” and “Other” provide categories for those buildings with minimal ornamentation. In other cases, a building is simply vernacular, reflecting more 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, or Gothic Revival styles.

Of the 129 domestic buildings surveyed during this project, the majority of these were identified as either “no style” or vernacular, reflecting traditional and local building patterns, such as the I-house, rather than academic architectural styles. Styles that were frequently identified included the Queen Anne, the Greek Revival, the Gothic Revival and the Italianate style. However, these styles tend to be limited to more specific time periods and therefore are not as widespread in occurrence. The least frequently occurring style among domestic buildings is the Craftsman/Bungalow style. Commercial buildings often exhibit a simple form with minimal stylistic influences, if any, in the cornice and window surrounds and are thus labeled

“commercial style.” A minority of commercial buildings have Italianate or Colonial Revival details, particularly in the cornice. For the churches, there are about an equal number of Classical Revival, Greek Revival, Gothic Revival, and vernacular buildings. The earliest architectural styles, Classical Revival and Early Republic, and later distinctive mid-to-late 19th century styles, Romanesque, Italianate and Neoclassical, were the least represented in the inventory.

4.6 Periods of Construction

The date range for the buildings included in this survey indicates the pattern of construction, retention and demolition of buildings in Halifax County. Many buildings have survived to the present, giving Halifax County a rich architectural heritage. Even though the county was settled by the third quarter of the 18th century, relatively few buildings have survived that were built before the 19th 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 the farm was established. Therefore, many of the earliest structures in the county are now archaeological resources.

In other cases, early structures were incorporated into later structures during various historical periods, changing their exterior appearance. Still others were built on a grand scale and have been maintained to the present. In the 18th century the general trend was to build in frame, although Halifax County’s architecture includes log and stone structures as well. Finally, the population and settlement patterns changed with time.

The earlier and more grandiose properties tend to be associated with larger tracts of land and dispersed in the rural areas (with the exception of the Mountain Road Historic District in the Town of Halifax). A relatively large number of high profile properties are situated both north and south of the Dan River in the western half of the county or along the Staunton (Roanoke) River in the northeast part of the county. The turn of the century brought a trend towards urbanization of selected areas of the county, particularly in association with the railroad, as towns began to develop as denser centers of population and commerce. There was also a gradual reduction in the number of working farms in the past century. These trends mean that there are more turn-of-the-century dwellings than buildings of earlier periods represented in the more populated areas and towns.

Historic Period	Number of Properties Represented in Survey
Contact Period (1607-1750)	0
Colony to Nation (1750-1789)	2
Early National Period (1789-1830)	19
Antebellum Period (1830-1860)	32
Civil War (1861-1865)	1
Reconstruction and Growth (1865-1914)	125
World War I to World War II (1914-1945)	64
The New Dominion (1945- Present)	4

4.7 Recommendations for Proposed National Register Properties

MAI suggests that the following properties be considered for listing on the National Register: The properties will be discussed in the following subsections.

1. Scottsburg Historic District (297-5000)
2. All properties surveyed at the intensive level, if determined by VDHR staff to be eligible for listing :

VDHR #	Property Name	Town/Vicinity
041-5066	Woodlawn	Clover
041-5074	Allen/Sneed House	Scottsburg
041-5075	John Janes Hudson House	Liberty
041-5076	1830s Halifax House	Town of Halifax
041-5079	Dixons Barber Shop	Town of Halifax
041-5086	Ward Burton House	Cove
041-5087	Sen. Howard Palmer Anderson House	Crystal Hill
041-5176	Johnson/Mason House	Meadville
041-5178	Wooding Farm	Halifax
041-5224	Spring Hill Church	Town of Cluster Springs

4.7.1 Scottsburg Historic District (297-5000)

The proposed Scottsburg Historic District is located within the incorporated Town of Scottsburg. The district boundaries are clearly defined by the town limits when entering from the north along VA Route 344 (Scottsburg Road). The boundary includes both sides of VA Route 344 and continues along that road through town, to the stream on the east edge of the town (about 0.20 miles southeast of where VA Route 344, Route 720 (Green Level Road), and Route 724 (Drybridge Road) intersect). The boundary also extends about 0.25 miles along Route 720 and includes several houses on both sides of the road that have not been surveyed but appear to be contributing resources.

There are approximately 26 properties within these boundaries that are 50 or more years old. Of these, there are: two historic churches, two historic banks, a former post office (currently Town Hall), several commercial properties, and several residential properties. Ten of the 26 properties have been inventoried. The seven residential properties on Green Level Road have not been recorded but are certainly eligible since most of these properties date to the last half of the 19th century and have decorative features that contribute to the significance of the proposed historic district. Non-contributing properties include the present post office, the fire station, a gas station of the corner of Dryburg and Scottsburg Roads, and several residential properties that are not 50 years old.

A Preliminary Information Form (PIF) for the Scottsburg Historic District was submitted to the VDHR National Register Evaluation Team in April 2007 for their recommendation of eligibility to the State Review Board (**Appendix B**). The Scottsburg Historic District was evaluated as locally significant under Criteria A (Community Planning) and C (Architecture) with a period of

significance of ca. 1880-1940. The committee recommended that the Scottsburg Historic District go to consideration by the State Review Board in June 2007 as eligible for listing on the state and national registers.

4.7.2 Properties Surveyed at the Intensive Level

MAI discussed proposed buildings for inclusion in the Intensive Survey phase of this project with the Halifax County Planning Staff and members of the VDHR. A list of proposed properties (from which accessible properties were selected) were presented to MAI that was representative of the range of property types in the county, with a preference for the earlier and most significant architectural properties. The intensive survey sample does include properties that represent a range of Halifax County's architecture and historic themes. These properties, which are addressed below, were submitted to the VDHR National Register Evaluation Team for evaluation and determination of potential eligibility for individual listing on the state and national registers. In the case of properties that were determined not potentially eligible for listing on the registers, it may be that additional research and information may change this determination.

Woodlawn (**041-0107**), built ca. 1785, is an excellent example of the hall-and-parlor plan with Federal-style detailing. This two-story, three-bay frame dwelling has two one-and-one-half story side wings and a ca. 1837, one-story three-bay Gothic style porch with hip roof. This house, which was built on a brick basement laid in Flemish bond and covered with beaded German siding, has a side-gable roof, two interior brick chimneys (Flemish bond), and a cornice with modillions and dentils. The windows are nine-over-nine, double-hung sash on the first floor and six-over-nine on the second floor. The interior features hand-carved wainscoting throughout the house. The property includes a frame smokehouse, cemetery (with gravestones dating back to 1817), and several barns. Woodlawn has been determined eligible for individual listing on the state and national registers under Criteria A, B and C with significance at the local level for its architecture and association with the Coleman family for the period 1779-1840.

The Allen/Sneed House (**041-5074**), reportedly built ca. 1790 and extensively remodeled in the late 19th century, is located on Green Level Road near Scottsburg. It is a two-story, three-bay, single pile, I-house that has Federal and Early Classical Revival characteristics. It is a weatherboard covered frame structure supported by a solid parged brick foundation. There are shouldered brick chimneys on each gable end. The side-gabled roof is covered with pressed metal shingles and has box cornices. The house has a full-width front porch supported by Tuscan columns, topped by a hip roof also covered with pressed metal shingles. A shed roof addition was made to the house in the 1890s. The interior features a central hall with molded wood trim. The right parlor has a corbelled brick hearth with a molded wood mantel, with chairboard and tongue and groove wainscoting on the right side of the fireplace and solid panels or 18-inch planks in the remainder of the room. Wood pegs are used in the floorboards by each entrance. Walls are plaster and lath, with wide baseboards. The house was vacant at the time of the survey but survives in good condition. Outbuildings include several frame barns and equipment buildings, a side gabled frame smokehouse and a front gabled frame one-car garage.

The Allen/Sneed House was found eligible under Criterion C (Architecture) with a period of significance of ca. 1790-1920.

The John James Hudson House (**041-5075**) is a late 19th/early 20th century dwelling located near Liberty. It is a one-and-a-half story, three-bay, front gabled, single pile building with a one-story, five-bay, hip roof porch. There are two exterior brick chimneys and a central chimney. One of the rooms has a fireplace with a paneled wood mantel. This building sits on a parged stone foundation and has vinyl siding. Outbuildings include a one-story, three-bay frame log tobacco barn, with a tin covered gabled roof, a one-story frame cabin, and a one-story log cabin. The frame cabin is a possible two family share-cropper residence. It is a single pile side gabled building with a loft and a shed roof rear addition. It has two single leaf doors and a window in front, with a central interior chimney. There is a one-story, four-bay shed roof porch with square wood posts and a stone pier foundation. The single pen log cabin is constructed with saddle notched logs and sits on stone piers. It has a stone and brick stack chimney and is covered in board-and-batten siding on one section. The gable roof was replaced in the 1830s. The interior is whitewashed and has a simple Greek Revival mantel. The log house is not currently in use. The 1830 log building on the John James Hudson House property has been determined eligible for individual listing under Criterion C (Architecture) with a period of significance of 1830.

The 1830s Halifax House (**230-5003**) is located on North Main Street in the courthouse town of Halifax. This is a frame, one-and-a-half story, five-bay, single pile, side-gabled dwelling with a central hall plan. The building has German beaded weatherboard siding under asphalt shingles and has a heavy timber pegged frame supported by a solid parged brick foundation. The roof has a standing seam tin covering. There are two interior brick chimneys on each end of the building. There is a one-story, three-bay, hip roof front porch with a box cornice, box posts and picket balustrade. There is a one-story, three-bay, rear, shed addition that has a one-story, three-bay, integral porch. The interior features include a simple Greek Revival mantel in the right parlor and a reeded surbase in the central hall. The left parlor is paneled. There are HL hinges on the basement door and on second floor doors. The left parlor has a molded chairboard and plain surbase. The south wing has molded baseboards. The stairway features a picket baluster, plain rails and square newel posts. The building is vacant and shows some neglect, but appears to be structurally sound. Though local tradition holds that this was a tavern, there is no supporting evidence. The committee recommended not eligible under Criterion C (Architecture) with a period of significance of ca. 1830. Additional research may provide information that would justify a re-evaluation of this property for National Register eligibility.

Dixon's Barber Shop (**230-5004**) is a ca. 1920 1-story, 4-bay brick (6-course American bond) building, with segmentally arched windows on the front. Original windows have been boarded over with newer windows inset, and the interior contains one room with a dropped ceiling. It is located in the Banister area of Halifax, traditionally an African-American neighborhood; the building originally functioned as a service station along the new bridge and highway alignment and was later converted to a barber shop. The building, which is located on the site of the late 19th century Banister Brick Company, established by descendants of Dabney Cosby, is constructed of bricks found from the brickyard. The committee recommended not eligible under

Criteria A (Ethnic Heritage: Black, Commerce) and C (Architecture) with a period of significance of 1920. However, this site of the former Banister Brick Company should be identified and interpreted with a highway marker

The Cove (also know as the Ward Burton Place) (**041-5086**), built ca. 1774, is located on Cove Road in the northeast part of the county near the Staunton River. The property is owned by the Ward Burton Wildlife Foundation (WBWF), a wildlife refuge and educational facility. The Cove is a frame one-and-a-half story, three-bay, side-gabled, single-pile building with a center hall, double parlor plan. The gabled roof has a standing seam tin covering. The building has a sandstone foundation and beaded weatherboard siding that was attached using hand-wrought nails. The windows are 8-over-8, double-hung sash, with shutters. There is a hearth in the north end foundation and the exterior chimney (partially collapsed) is of stone construction. The walls are two feet thick. Rafters and lathes are presently exposed. Fireplace mantels have Greek Revival elements. There is also a very deep rock-lined well and the footprint of an icehouse. A chimney is all that remains of one of the original slave quarters. There is a cemetery and a prehistoric Native American archaeological campsite on the property. The building is presently vacant and not maintained.

The Cove is listed on the National Register (2006) under criteria A, B, C, and D. The Cove is eligible for listing under criterion A, because the intact archeological evidence and extant buildings clearly illustrate the evolution of Halifax County from prehistoric settlement to first contact through the rise and fall of the plantation economy. The Cove is eligible for listing under criterion B because of its association with William Sims who, with his brothers, acquired large landholdings in Halifax County and settled there before the Revolutionary War. Sims served as Halifax County surveyor, county vestryman, vestryman for Antrim Parish, and was the proprietor of a ferry located south of the Cove property. By 1773, William Sims had married, had constructed a house on the Cove property, and had established a tobacco plantation, which was expanded by his heirs and subsequent owners. Sims lived there until his death in 1778. The property is eligible under criterion C because of the high architectural integrity of the vernacular plantation house and the evidence it presents for the understanding of the evolution of a modest colonial dwelling to a plantation dwelling. The intact tobacco barns and the ruins of slave quarters speak to the property's importance as an early tobacco plantation. The Cove is eligible under criterion D primarily because of the existence of the Conner Midden and village archeological site, a late-prehistoric and early-historic period Native American village. Sites from the Contact Period between Native Americans and Europeans are some of the scarcest archaeological resources that contain information on the rapidly changing Native American social organization and economy. In addition, many of the soil deposits at contributing structures and historic archaeological remains have the potential to provide new information on agricultural practices, plantation organization, and slave lifestyles from the late 1700s and onward.

The ca. 1905 Senator Howard Palmer Anderson House (**041-5087**) is located on Newbill School Road. It is a frame two-story, side-gabled I-house with a center hall plan and a two-story rear wing that has a one-story addition at the rear. The house is weatherboard-covered and sits on a brick foundation. There are shouldered brick chimneys and box cornices with partial returns on

the gable ends. There is a full-width, one-story, shed roof entrance porch supported by four square posts and a chair railing around the porch deck. Front façade windows are six-over-six double-hung sash with shutters. The hallway stairs have a plain banister rail with picket balusters and a turned newel post. The hallway has a paneled wainscot and molded chair rail. This house is in good condition. The Senator Howard Palmer Anderson House was determined not eligible for individual listing under Criterion B (Politics) with a period of significance of 1906-1957.

The ca. 1879 Johnson-Mason House and Farm (**041-5176**), located near Meadville, is a farm complex consisting of a two-and-a-half story, cross-gabled, frame, central passage dwelling house of the Gothic Revival style. A feature of the second story of the entrance hall is a graceful curved banister rail. Outbuildings consist of a story-and-a-half front gabled frame barn, a side-gabled frame tobacco-packing barn, an open bay front gabled frame shed, a smokehouse with a pyramid roof and finial and an open storage bay, and several other frame structures. The house and most outbuildings are in excellent condition. The Johnson-Mason House was determined eligible for individual listing under Criterion C (Architecture) with a period of significance of 1879.

The Carter-Wooding House (**041-5178**) is a late 18th/mid 19th century complex consisting of two dwelling houses (one historic house built in three side-gabled sections and the other of modern construction) and a large collection of farm outbuildings. Historically, the house belonged to the Carter and Wooding families. The middle section of the early house was probably built in the 1780s and it is of log construction. The south section is also of log construction. It serves as the kitchen and dates to the 1860s. It is free standing with a massive stone slab hearth and stone fireplace, and contains a loft. The north section is attached to the middle section by an integral wraparound porch, and consists of a weatherboarded frame two-story structure, with a room on each story and an interior stairwell and upstairs hall. The north section dates to ca. 1840. Outbuildings consist of a metal water-tower, a sawmill, two log tobacco barns, a gabled log barn with open shed shelters on each end, a weatherboard framed livestock barn with shed roof additions, a cattle chute, another front gabled log barn, a frame chicken house, a log corncrib, and a tobacco packing barn. The Carter family cemetery is also present. Buildings are all in good condition. The Carter-Wooding House was determined eligible for individual listing under Criteria A (Agriculture) and C (Architecture) with a period of significance of ca. 1790-early 20th century (to account for outbuildings).

Spring Hill Church (**041-5224**) is located in Cluster Springs. The present church building dates from the 1880s. The first Spring Hill Presbyterian Church was built on Cherry Hill Road in 1838. The present brick structure was built in the Romanesque style ca. 1895. This is a two-and-one-half story, five-bay, front-gabled building with a partial crenellated parapet and a bell tower on one corner. The front-gabled roof has a box cornice and full return at the eave. The building has wood stick decoration on the exterior and Roman arches, buttresses and other features that set it apart from other rural churches of Halifax County. The striking interior uses dark wood beams and woodwork against beige plaster walls. The sanctuary is a large hall with ten pews on each side of the center aisle. There is a foyer with a central entrance. The property

includes an associated cemetery, and is in excellent condition. The Spring Hill Church was determined eligible for individual listing under Criterion C (Architecture) and Criteria Consideration A (Religious Property) with a period of significance of ca. 1879.

4.8 Preservation Planning Recommendations for Halifax County

4.8.1 Land Use Issues

During its long history, Halifax 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, but also in areas surrounding Halifax and South Boston, as well. 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.

One recommendation to address the preservation of rural historic properties and communities would be for Halifax County to adopt historic **conservation zones** in areas of the county where there are concentrations of historic buildings, agricultural or otherwise. The zones would not constitute historic districts but rather would be areas of special concern – in areas that were traditionally agricultural fields, a crossroads community, or historic residences that related to the river, for example - which deserve some form of recognition, sensitivity and protection. On the basis of available data, the county's GIS database could include all existing surveyed properties with links to survey information (date, significance, context) as well as historic properties that were observed in the field and recorded on USGS topographic maps, but not on survey forms (a component of the present survey). This information should be integrated into the county's GIS system to provide as much information and context for properties as possible at the planning level. Overlay zones could not only discourage development in some areas, but could identify areas for development as well. In some cases, such as crossroad communities, appropriate compatible development should be encouraged that maintains that community's identity.

The county should consider developing a **historic preservation ordinance** that would allow for the designation of significant sites. This should provide guidance and an architectural review board to evaluate requests for modification, movement, development, demolition, or other actions that impact historically significant properties. One of the county's Land Use Objectives in its Comprehensive Plan is to "preserve, protect and enhance cultural, environmental, and historic areas," and this would be in keeping with that objective.

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 **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.

The Banister River should be identified as a **scenic blueway** and recognized for its role in the development of Halifax County. The early settlements of Meadville and Banister Town as well as the early industrial sites of the Easley Mill and the Banister Brick Company should be identified with **historic highway markers** and their sites interpreted in some manner. The Banister River should continue to be developed as a recreation and conservation area that integrates its historic past with future uses.

4.8.2 Historic Preservation Plan or Element

The historic resources of Halifax County are a valuable asset to the county and their value should be recognized in its public policy. Although Halifax County has a comprehensive plan, it should also consider adopting a Historic Preservation Plan or Element to be included in the county's current comprehensive plan. The overall Historic Preservation Element would be applicable to all historic sites in the county. Since the format of the comprehensive plan uses separate subject areas as "elements," this would be an ideal way to incorporate a historic preservation component into the existing plan. Such a plan would:

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

4.8.3 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.

4.8.4 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 fairly 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, Halifax County would have to 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.

4.8.5 Local History Center and Historic Study Topics

Halifax County should allocate or seek funds to create and maintain a local historical archive at a repository that is open to the public. This effort should be coordinated with the Public Library in South Boston and the Halifax County Historical Society and Museum. Materials such as historic photographs of the county, when available, should be stored there and solicitations should be made to local citizens for donating such materials. In addition, the agricultural community and the African American community would benefit from historical studies to ensure that their contributions to Halifax County are recognized and preserved. Especially important for both of those communities would be an active oral history program. The Halifax County web sites with their virtual tours are active educational mediums that offer comprehensive historic and photographic coverage of the significant architectural resources of Halifax County. These sites are quite exceptional, and offer data on sites such as Woodlawn (041-5066) and its restoration. The website can be accessed at: <http://www.oldhalifax.com/county/historic.htm>.

4.8.6 Geographic Information System (GIS)

Halifax 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.

4.8.7 Archaeological Data Base

A significant number of archaeological sites have been identified in Halifax 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.

The following suggests four principal goals for the identification and protection of archaeological resources in Halifax County:

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

4.8.8 Recommendations for Future Survey Efforts

While Halifax County and VDHR have an extensive amount of information on the historic resources in the county, survey efforts should continue. Older or threatened properties should be re-surveyed to verify their existence and condition and new surveys should be added to expand the range of dates, geographic distribution, and building types that are recorded. Existing and new surveys should be reviewed and assessed for properties to be listed with potential for listing on the state and national registers.

In reviewing the existing survey files at VDHR, HSPC identified the following properties as properties that should be resurveyed to verify their existence and condition. Because many were surveyed more than 50 years ago, the documentation on file for these resources is often insufficient. In addition, many of these resources appeared to be in a threatened, fragile or neglected condition at the time they were surveyed and, unless positive intervention has taken place in the meantime, it is likely that these resources no longer exist. For these reasons, it is recommended that these properties be resurveyed as part of any future survey effort.

VDHR#	Historic Name	Date of Construction	Survey Date
041-0003	Belle View	1839	1958
041-0012	House	1773	Feb. 1958
041-0018	Residence	1845/rear- later	Feb.1958
041-0023	Ridgeway Farm	1st quarter of the 19 th century	1958
041-0027	House	late 1800s	
041-0028	Byrd Rogers house	ca. 1800	1958
041-0029	No name known	1st quarter of the 19 th century	1958
041-0030	Residence	1800	Feb. 1968
041-0031	Tavern?	Early 19 th century	Mar. 1958
041-0032	Residence	1850s	Feb. 1958
041-0033	House	1800s	Feb. 1958
041-0035	House, Rt. 621		
041-0035	Residence	1787	
041-0036	Residence	1800s	Feb. 1958

VDHR#	Historic Name	Date of Construction	Survey Date
041-0037	House	late 1800s	Feb. 1958
041-0040	Collins Ferry		
041-0041	Carrington House	ca. 1800	1958
041-0043	Mayo	1887	1958
041-0044	Mt. Laural Episcopal	ca. 1820	1958
041-0045	Mt. Laural Hill	ca. 1860	1958
041-0048	Clarkton	1848	1958
041-0049	Round Hill	1832	1958
041-0057	Woodland Heights	1836-1847	1958
041-0059	Creath House	1764 or earlier	1974
041-0061	Carter House	1st quarter of the 19 th century	1958
041-0068	Fairy Land	1754	1954
041-0069	Dwelling	late 1700s-early 1800s	May 1971
041-0070	Dwelling	over 200 years old	Sep. 1971
041-0071	Hyco Store	1800s	
041-0074	Overby's Mill, Poole's mill	early 1800s	Nov. 1973
041-0076	Barksdale Log Cabin	Late 1700s	1974
041-0077	Barksdale Cemetery	mid 1800s	May 1974
041-0078	Merrymount	1885	
041-0079	Brooklyn Mansion	pre 1800/1853/1887	
041-0083	Haymes House	late 1700s	1974
041-0084	Meriwether	1850-1885	1974
041-0085	Mills-McDonald Cemetery		
041-0087	Cottage Home	1841	1974
041-0089	Riverside	mid-1700s	1974
041-0091	Tanner Log Cabin	early 1800s	1974
041-0102	Mildendo		
041-0103	Reubin Wilkins House	early 1800s	
041-0120	Millwood		

Multiple-property documentation studies should be conducted to identify and evaluate the work of various builders and master craftsmen that helped to define the architectural legacy of Halifax County, including the work of Dabney Cosby, Sr. and Dabney Cosby, Jr., Josiah Dobbs, and Thomas Day.

In addition to these individual surveys and multiple property documentation, HSPC identified the following potential historic districts that should be surveyed and evaluated through the preparation of a Preliminary Information Form to determine the resource's potential eligibility for listing on the state and national registers:

1. Noland Village
Noland Village is located at Providence in Halifax County, at the intersection of Morton's Ferry Trail (Route 623) and Cole's Ferry Road (Route 624). This area has some very well preserved 19th-century dwellings and structures, only two of which have been surveyed: Noland Post Office/Lacks Store (**041-5291**) and the Halifax Presbyterian Church (**041-0113**, VLR, NRHP).

2. Riverdale

Riverdale, located southwest of the intersection of US Route 58 and US Route 501, is a historically African American neighborhood established in the early 1900s and is one of the largest African American communities in the county. It was primarily a working community, with some people employed at the local tobacco factory and others as farm hands. This neighborhood retains a moderate level of integrity and has not been invaded by the modern commercial development along US Route 58 and US Route 501. Two resources have been recently surveyed in the area: Memorial Baptist Church (**041-5302**) and the Oliver J. Betts House (**041-5305**). Older architectural resources associated with African American neighborhoods are often vulnerable to new development and should be addressed in planning any major redevelopment.

3. River Road Rural Historic District

River Road (Route 659) is a roughly 15-mile stretch of road that extends west from South Boston and follows the northern banks of the Dan River. Previously inventoried properties in the road corridor include: Tarover (**041-0053, VLR, NRHP**), Bethell House/Merrymount (**041-0078**), Meriwether (**041-0084**), house at 10025 River Road (**041-5094**), Bridge # 6057 (**041-5012**), Riverside (**041-0089**), Elm Hill (**041-0014**), Hales-Derrick House (**041-0082**), Haymes House (**041-0083**), Creath/Tacrea House (**041-0059**), Carter's Tavern (**041-0008, VLR, NRHP**), Brooklyn Tobacco Factory (**041-0259, VLR, NRHP**), Brooklyn Store and Post Office (**041-0007, VLR, NRHP**), Barksdale Cemetery (**041-0077**), Oak Circle (**041-0087**), and Myrtle View (**041-0086**). Included in the recent survey project are: Springfield (**041-0052**), Creekside (**041-0009**), Elmo Store (**041-0015**), and Arbor Baptist Church (**041-0075**). The 19th century plantation houses along River Road are some of the most intact examples of this type of property in Halifax County.

4. Staunton River Rural Historic District

The Staunton River borders the northern edge of Halifax County. The study area should be limited to a half-mile radius from the river and focus on river-related dwellings, plantations, and structures. There are many identified archeological sites such as caves, sluices, canals, and temporary campsites that should be included in the study. Some previously inventoried resources on the Halifax County side of the Staunton River include: Collins Ferry (**041-0040**), Indian Jim's Cave Site (**041-0106, 44HA0018**), Seven Islands (**041-5273**), Mildendo (**041-0102**), and the Cove (**041-5086, VLR, NRHP**). The existence of more plantation houses and bridges should be further investigated.

5. Clover Historic District

The Town of Clover has 17 inventoried architectural resources (**197-5001-0001** through **197-5001-0013**; and **197-5003** through **197-5006**) and has good potential for a National Register and Virginia Landmarks Register eligible historic district. These resources include a supermarket, two stores, a school, two churches, an apartment, and ten dwellings.

6. Virgilina Historic District

The Town of Virgilina, located at the intersection of VA Route 96 and Route 734 at the Virginia/North Carolina state border, has some interesting houses and stores. Most, if not all, of the commercial buildings in the town have been inventoried (**318-5001** through **318-5007**). There are some dwellings on the edge of town, along VA Route 96, which should be surveyed. A potential commercial historic district could be developed, or the district could also include some of the late 19th century residential structures.

Currently, a Multiple Property Documentation Form (MPDF) exists for Rosenwald Schools in Virginia. Based on a report from Fisk University Special Collections, as provided in the MPDF, the following Rosenwald Schools are recorded as built in Halifax County:

VDHR #	Name	Date
	Andrew Farmer	1927
	Catawba	1923
041-5106	Clover	1920
	Coleman	1927
	Cross Roads	1920
041-5290	Elkhorn	1920
	Green Valley	1918
	Halifax	ca. 1920
	Halifax Training School	ca. 1930
	Riverdale	1925
	Shiloh	1914
	Sinai	1915
	South Boston	ca. 1930
	Terry (News Ferry)	1928

Of the Rosenwald Schools listed above, only two have been surveyed to date. Field survey indicates that four of these have been demolished (see chart below). A comprehensive survey of all Rosenwald Schools should be conducted and individual school properties should be listed on the National Register using the historic context and criteria provided in the Multiple Property Documentation Form.

A comprehensive list of Halifax County African American schools has been compiled based on the book *Black Schools in Halifax County (late 1940s)* by F. A. Burruss and from the Multiple Property Documentation Form for Rosenwald Schools in Virginia. HSPC attempted to locate many of these schools during the recent field work. Those that have been previously surveyed or have been demolished are noted to assist in any further fieldwork that may be conducted on African American schools in Halifax County. If the property has been surveyed, a VDHR number has been provided as well as the Cultural Resource Management event.

School Name	Date ¹	VDHR #	Demolished	Rosenwald
Alton	1923			
Andrew Farmer	1927			Yes
Blue Rock	1932		Yes ⁵	
Bold Springs	1910			
Brandon Chapel	1927	041-5301 ²		
Buffalo	1933			
Catawba	1923			Yes
Clay's Mill	1929			
Clover	1920	041-5106 ³		Yes
Coleman	1927		Yes ⁶	Yes
County Line	1924		Yes ⁵	
Cowford	1918		Yes ⁶	
Cross Roads	1920			Yes
Crystal Hill	1910			
Denniston	1912		Yes ⁶	
Dryburg	1900			
Elkhorn	1920	041-5290 ²		Yes
Five Forks	1920			
Flint Rock	1930	041-5299 ²		
Green Valley	1918			Yes
Halifax School (frame building on same property as Halifax Training School) ⁷	1920		Yes ⁶	Yes
Halifax Training School (H-shaped building, later part of Mary M. Bethune H. S.)	1930		Yes ⁶	Yes
Haskins	1929			
Hickey Road	1934			
Hickory Grove	1922			
Hudson				
Hyco	1912	041-5292 ²		
Ingram	1932			
Leda	1923			
Lennig	1917		Yes ⁶	
Mason's Chapel	1934			
Meadville	1923			
Millstone	1924			
Mount Zion	1900	041-5173 ⁴		
Mountain Road No. 1 (L. E. Coleman African American Museum)	1919	041-5124 ³		
Mountain Road No. 2	1934			
Mountain Grove	1939			
Mt. Laurel	1922			
Mt. Mayo				

School Name	Date ¹	VDHR #	Demolished	Rosenwald
Murphy's Grove	1915			
New Arbor	1932			
Omega	1920			
Owen's Grove	1912			
Pannels	1920			
Piney Grove No. 1	1914	041-5282 ⁴		
Piney Grove No. 2	1929		Yes ⁵	
Pleasant Grove	1884			
Republican Grove	1926			
Ridgeway	1937			
Riverdale	1925		Yes ⁶	Yes
Scottsburg	1928			
Shiloh	1914			Yes
Sinai	1915			Yes
South Boston School ⁷	1930			Yes
Staunton River	1920			
Sutherlin	1921			
Terrible Creek	1917			
Terry (News Ferry)	1928		Yes ⁶	Yes
Virgilina (Wall Mine School)	1915	041-5310 ²		
Washington City	1916		Yes ⁶	
Wesley Chapel	1922	041-5192 ³		
West (Ellis Creek)	1925			
White Oak	1905	041-5304 ²		
White Oak Fork	1916			
Winn's Creek				
Zion Hill (Mayo)	1928			

- 1 Dates obtained from Black Schools in Halifax County (late 1940s) by F. A. Burruss. If no dates are given then no date was recorded or that school is not recorded by Burruss.
- 2 Hill Studio, P.C. survey
- 3 MAI survey
- 4 John Wells survey on file at VDHR
- 5 Assessment based on fieldwork conducted by HSPC
- 6 Assessment based on Halifax County aerials and GIS data
- 7 No school under this name appears in the Black Schools in Halifax County (late 1940s) by F. A. Burruss

Online resources useful in locating these historic schools are:

1. Full copies of historic topographic quad maps available through:
<<http://historical.maptech.com>>
2. Search topographic maps by historic school names, available through:
<<http://www.topozone.com/states/Virginia.asp?county=Halifax>>
3. 1936 VDOT Halifax County Map showing location of black and white schools, available through: <http://lvaimage.lib.va.us/cgi-bin/vhip_annotated/vhip.pl?&map=hal>

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APPENDIX A: HALIFAX COUNTY HISTORIC BUILDING SURVEY, BY SITE NUMBER

VDHR #	Address		Resource Name	Date	Quad
041-0005	1589	Berry Hill Road	Berry Hill Presbyterian Church	1915	South Boston
041-0009	10206	River Road	Creekside	1841	Oak Level
041-0011	2122	Denniston Road	Dan Owen House & Shaw/Harris House	1880	Cluster Springs
041-0015	6247	Birch-Elmo Road	Melrose Academy School (Elmo Store)	1790	Oak Level
041-0024	9000	Philpott Rd	Bloomsburg	1832	Oak Level
041-0029	11013	L. P. Bailey Mem Hwy	Guthrie House	1820	Republican Grove
041-0052	9096	River Road	Springfield	1842	Oak Level
041-0054	1162	Howard P. Anderson Rd	William Terry House (Rock House)	1819	Halifax
041-0058	1231	Mountain Rd	Woodside	1880	Halifax
041-0067	4080	Stage Coach Rd	DeJarnette's Tavern	1890	Long Island
041-0075	15120	River Road	Arbor Baptist Church	1840	Ingram
041-0088	2100	River Road	Osborne House	1892	South Boston
041-0107	6011	Clover Rd	Woodlawn (Krough House)	1776	Clover
041-0114	1181	Tom's Tr	The Cedars (Abbott Homeplace)	1795	Halifax
041-0174-0011	1219	News Ferry Rd	Chalmer-Mead House	1850	Oak Level
041-0174-0012	1218	News Ferry Rd	Pearce House	1870	Oak Level
041-0174-0016	1190	News Ferry Rd	Osbourne-Baker House	1870	Oak Level
041-0174-0017	1190	News Ferry Rd	House	1890	Oak Level
041-0174-0018	1156	News Ferry Rd	Williams Temple CME Church	1940	Oak Level
041-5041	2241	L. P. Bailey Mem Hwy	Old Tobacco Barn	1880	Halifax
041-5042	3180	L. P. Bailey Mem Hwy	Old Carter Farm	1940	Halifax
041-5043	4178	L. P. Bailey Mem Hwy	Log House	1850	Halifax
041-5044	110xx	L. P. Bailey Mem Hwy	Alchie House	1900	Republican Grove
041-5045	110xx	L. P. Bailey Mem Hwy	Alchie Store Complex	1859	Republican Grove
041-5046	1205	Murphy Grove Rd	Murphy's Grove Baptist Church & Cemetery	1920	Halifax
041-5047	1015	Woodbourne Rd	House	1890	Halifax
041-5048	1005	Cedar Fork Rd	Younger Store	1900	Halifax
041-5049	11xx	Mountain Rd	Gothic Revival Cottage	1880	Halifax
041-5050	2191	Denniston Rd	Bell Air Farm	1900	Cluster Springs
041-5051	2082	Harmony Rd	Harmony School	1920	Cluster Springs

VDHR #	Address		Resource Name	Date	Quad
041-5052	2176	Harmony Rd	Harmony Store	1910	Cluster Springs
041-5053	10xx	Woodsdale Rd	Woodsdale Store	1930	Cluster Springs
041-5054	2200	Alton Post Office Rd	Double Tenant House	1900	Alton
041-5055	1172	Blane Rd	Gordon/Jackson Log House	1880	Cluster Springs
041-5056	1188	Blane Rd	Jackson Log House	1880	Alton
041-5057	1230	Blane Rd	Gordon Log House	1880	Alton
041-5058	2189	Harmony Rd	Gothic Revival Cottage	1890	Cluster Springs
041-5059	4059	Mt. Carmel Rd	House	1870	Alton
041-5060	1092	St. Mark Church Rd	Old Chapel/Lawson's Chapel	1880	Alton
041-5061	1105	Wilkins Rd	House	1900	Alton
041-5062	2083	Wilkins Rd	Lynwood	1854	Alton
041-5063	2099	Wilkins Rd	Olive Branch Methodist Church & Cemetery	1880	Alton
041-5064	2181	Wilkins Rd	House	1850	Alton
041-5065	2238	Wilkins Rd	Wilkins Road Store	1920	Alton
041-5067	4026	Aarons Creek Rd	Pullian Log House	1850	Nelson
041-5068	2094	Aarons Creek Rd	Midway House	1890	Buffalo Springs
041-5069	2215	Aarons Creek Rd	Hitesburg Baptist Church	1919	Nelson
041-5070	60xx	Buckshoal Rd	Bowen Log House	1850	Buffalo Springs
041-5071	7028	Buckshoal Rd	William Bowen House/Old Daniel Farm	1850	Buffalo Springs
041-5072	1136	Aarons Creek Rd	Nye Farm	1800	Buffalo Springs
041-5073	11xx	Hites Mill Rd	Hites Mill Store	1920	Nelson
041-5074	31xx	Green Level Rd	Allen House (Snead House)	1790	Scottsburg
041-5075	3095	Lower Liberty Rd	John James Hudson House/Farmstead	1890	Halifax
041-5077	1204	Griffin Tr	Lyn Bowen House	1850	Nelson
041-5078	10xx	Hites Mill Rd	Hite Family Cemetery	1900	Nelson
041-5080	1056	Virgie Cole Rd	Thomas L. Wilson Farm	1890	Omega
041-5081		Hites Mill Rd	Aarons Creek Bridge (Rt. 602)	1930	Nelson
041-5082	40xx	East Hitesburg Rd	Duplex Tenant House	1900	Nelson
041-5083	4052	Kingswood Rd	Larkin Hill Farm	1890	Virgilina
041-5084	7186	Red Bank Rd	Union Avenue Store	1900	Virgilina
041-5085	31xx	Rip Rap Rd	Hite Farm	1880	Nelson
041-5086	5059	Cove Rd	The Cove (Ward Burton Place)	1830	Saxe, et al

VDHR #	Address		Resource Name	Date	Quad
041-5087	1075	Newbill School Rd	Senator Howard Palmer Anderson Homeplace	1845	Halifax
041-5088	1171	Hites Mill Rd	Hites Mill Porch House	1880	Nelson
041-5091	2062	Charles Ln	Cartier House	1820	Halifax
041-5092	1111	Charles Ln	Cartier School	1820	Halifax
041-5094	10025	River Rd	House	1880	Oak Level
041-5095	62xx	Birch-Elmo Rd	Elmo Public School	1920	Oak Level
041-5096	1122	Melon Rd	First Crossroads Baptist Church & Cemetery	1900	Oak Level
041-5097	3085	Union Church Rd	Union United Methodist Church & Cemetery	1981	Oak Level
041-5098	2105	Union Grove Rd	Union Grove CME Church & Cemetery	1906	Oak Level
041-5099	2188	Jones Ferry Rd	House	1920	Oak Level
041-5100	1149	Duck Tr	House	1870	Vernon Hill
041-5101	5075	Mountain Rd	Commercial Bldg	1930	Vernon Hill
041-5106	1187	Clover Rd	Clover Black School (Rosenwald)	1920	Clover
041-5107	1101	Clover Rd	South Clover Store	1930	Clover
041-5118	7095	Bethel Rd	Store at Rt 360	1930	Scottsburg
041-5119	5191	Bethel Rd	Piney Grove Store	1890	Scottsburg
041-5121	4166	Mountain Rd	House	1910	Vernon Hill
041-5122	4057	Mountain Rd	St. Paul's CME Church	1921	Halifax
041-5123	31xx	Mountain Rd	Emmanuel Episcopal Church & Cemetery	1870	Halifax
041-5124	3011	Mountain Rd	Project Hope Building	1919	Halifax
041-5125	2132	Swain Rd	Leigh House	1880	Vernon Hill
041-5126	5043	Chatham Rd	White Oak Market	1920	Vernon Hill
041-5127	1161	Chaffin Tr	House	1850	Halifax
041-5128	3098	Howard P. Anderson Rd	Winns Creek Baptist Church & Cemetery	1890	Halifax
041-5129	3119	Howard P. Anderson Rd	United Temple of God Pentecostal Holy Church	1900	Halifax
041-5130	5212	Howard P. Anderson Rd	Crystal Hill Baptist Church & Cemetery	1889	Halifax
041-5131	6100	Howard P. Anderson Rd	Store	1920	Halifax
041-5132	6172	Howard P. Anderson Rd	Crystal Hill Southern Baptist Church	1930	Halifax
041-5133	6191	Howard P. Anderson Rd	House	1880	Halifax
041-5134	6214	Howard P. Anderson Rd	Ms. Branch Hudson's Store	1920	Halifax
041-5135	6217	Howard P. Anderson Rd	Commercial Bldg (A&B Cash Market)	1925	Halifax
041-5136	6231	Howard P. Anderson Rd	Beadler House	1870	Halifax

VDHR #	Address		Resource Name	Date	Quad
041-5137	6237	Howard P. Anderson Rd	Crystal Hill Ordinary	1865	Halifax
041-5138	6241	Howard P. Anderson Rd	House	1900	Halifax
041-5139	6239	Howard P. Anderson Rd	House	1880	Halifax
041-5140	7001	Howard P. Anderson Rd	House & Barn	1920	Halifax
041-5141	9006	Howard P. Anderson Rd	Powell House & Tenant House	1880	Nathalie
041-5142	1192	Hunting Creek Rd	Log House & Kitchen	1890	Nathalie
041-5143	1036	Depot Ln	St. Thomas Church & Cemetery	1850	Nathalie
041-5144	1145	Shiloh Church Rd	Shiloh Baptist Church & Cemetery	1950	Nathalie
041-5145	1223	Nathalie Rd	Texaco Store/Post Office	1920	Nathalie
041-5146	1060	Volens Rd	Catawba Baptist Church & Cemetery	1949	Nathalie
041-5147	3220	Chestnut Rd	Fisher Farm,	1850	Republican Grove
041-5148	4022	Chestnut Rd	Fisher Tenant Farm	1850	Republican Grove
041-5149	1001	Leda Rd	Leda Store	1874	Republican Grove
041-5150	1128	Waller Rd	House & Barn	1870	Republican Grove
041-5151	3249	Cody Rd	Long Farm & Cemetery	1870	Republican Grove
041-5152	3047	Cody Rd	House	1890	Republican Grove
041-5153	3007	Cody Rd	Republican Grove Store	1920	Republican Grove
041-5154	4224	Leda-Grove Rd	Commercial Bldg	1920	Republican Grove
041-5155	4218	Leda-Grove Rd	House	1880	Republican Grove
041-5156	1064	Handy Bottom Tr	Bostick House/Carter House	1843	Republican Grove
041-5157	2031	Cody Rd	Hill's Flour Mill	1920	Republican Grove
041-5158	1177	Clinton Rd	Fisher Brothers Farm	1880	Republican Grove
041-5159	2042	Tobacco Rd	Stevens House & Cemetery	1860	Republican Grove
041-5160	7042	Stage Coach Rd	Clover Bottom Baptist Church & Oak Grove Methodist	1887	Republican Grove
041-5162	3146	Stage Coach Rd	Perth Store	1920	Brookneal
041-5163	12xx	McCulloch Ln	House	1870	Brookneal
041-5164	1530	Berry Hill Rd	Berry Hill School	1910	South Boston

VDHR #	Address		Resource Name	Date	Quad
041-5165	1530	Berry Hill Rd	Log House	1900	South Boston
041-5166	1121x	Chatham Rd	Commercial Bldg	1920	Vernon Hill
041-5167	4028	Chatham Rd	Walnut Hill	1886	Vernon Hill
041-5168	4042	Chatham Rd	Anderson Home Farm	1870	Vernon Hill
041-5169	2175	Asbury Church Rd	Plato School	1930	Vernon Hill
041-5170	2125	Asbury Church Rd	Clements Log Building Complex	1890	Vernon Hill
041-5171	2154	Asbury Church Rd	Asbury Church Cemetery	1890	Vernon Hill
041-5172	3200	Meadville Rd	First Baptist Church	1900	Vernon Hill
041-5173	70xx	Chatham Rd	Mt. Zion School (Church Fellowship House)	1930	Vernon Hill
041-5174	7103	Chatham Rd	New Zion Baptist Church	1946	Vernon Hill
041-5175	8140	Chatham Rd	House	1890	Vernon Hill
041-5176	8216	Chatham Rd	Mason/Johnson Farm	1879	Vernon Hill
041-5177	8221	Chatham Rd	Former School	1920	Vernon Hill
041-5178	1102	Wooding Tr	Wooding/Carter Farm	1790	Halifax
041-5179	8195	Hunting Creek Rd	Mt. Laurel Store	1890	Conner Lake
041-5180	10xx	Plato Rd	Plato Road House	1890	Vernon Hill
041-5181	10xx	Blue Rock Tr	Tucker House	1790	Vernon Hill
041-5182	9200	Chatham Rd	Halifax Baptist Church & Cemetery	1880	Vernon Hill
041-5183	9181	Chatham Rd	Rodden House	1890	Vernon Hill
041-5184	9211	Chatham Rd	House Complex	1890	Vernon Hill
041-5185	9227	Chatham Rd	House	1890	Vernon Hill
041-5186	100xx	Chatham Rd	Rodden Store	1890	Vernon Hill
041-5187	1036	McNear Tr	House	1860	Vernon Hill
041-5188	13181	Chatham Rd	Glazzer Farm	1910	Java
041-5189	12188	Chatham Rd	Farm Complex	1880	Java
041-5190	5094	Melon Rd	Royall Hill Farm	1807	Oak Level
041-5191	1099	Ashton Hall Rd	Ashton Hall/Osburn House	1933	Oak Level
041-5192	2242	Oak Level Rd	Wesley Chapel/Oak Level Black School	1922	Oak Level
041-5193	2140	Oak Level Rd	Oak Level Presbyterian Church	1928	Oak Level
041-5194	21xx	Oak Level Rd	Oak Level Store	1900	Oak Level
041-5195	2013	Oak Level Rd	Wilson Mem (Oak Level) High School Ag. Bldg.	1930	Oak Level
041-5196	2010	Oak Level Rd	House	1880	Oak Level
041-5197	10149	Mountain Rd	Mt. Vernon Baptist Church	1900	Vernon Hill
041-5198-0001	14184	Mountain Rd	Ingram General Store	1880	Ingram
041-5198-0002	1418x	Mountain Rd	Ingram Store	1920	Ingram
041-5198-0003	14181	Mountain Rd	Ingram Christian Church	1920	Ingram
041-5199	1011	Thompsons Store Rd	Thompson's Store	1920	Vernon Hill

VDHR #	Address		Resource Name	Date	Quad
041-5200	9116	Mountain Rd	Store	1930	Vernon Hill
041-5201	7040	Philpott Rd	Glenwood Plantation	1847	South Boston
041-5202	1163	Flint Rock Rd	House	1890	Alton
041-5203	11xx	Flint Rock Rd	Abandoned House	1880	Alton
041-5204	30xx	Coleman Rd	Abandoned Log Cabin, Coleman Rd	1820	Alton
041-5205	1033	Foster Rd	House	1880	Milton
041-5206	20xx	Piney Creek Rd	House	1850	Scottsburg
041-5207	1029	Piney Creek Rd	House	1910	Scottsburg
041-5208	1100	Drybridge Rd	Thomas Lacy House	1870	Scottsburg
041-5209	1184	Old Cedar Tr	House	1875	Conner Lake
041-5210	3097	Coles Ferry Rd	Ellis Creek Store	1910	Conner Lake
041-5211	3120	Harding's Mill Rd	House	1890	Conner Lake
041-5212	11xx	Lloyd's Mill Rd	House	1850	Conner Lake
041-5213	1155	Green Valley Rd	House Complex #1	1840	Conner Lake
041-5214	1155	Green Valley Rd	House Complex #2	1850	Conner Lake
041-5215	2122	Green Valley Rd	House & Grave	1880	Scottsburg
041-5216	8243	Mt. Laurel Rd	House Complex	1850	Saxe
041-5217	1116	James D. Hagood Hwy	House	1850	Scottsburg
041-5219	3068	Wooding Rd	Mercy Seat Presbyterian Church & Cemetery	1847	Milton
041-5220	10065	Melon Rd	House	1870	Ingram
041-5221	2154	Pleasant Grove Rd	Pleasant Grove Christian Church & Cemetery	1850	Oak Level
041-5222	22xx	Birch-Elmo Rd	Old General Store	1880	Ingram
041-5223	4190	Beulah Rd	House	1880	Vernon Hill
041-5224	11xx	Cluster Springs Rd	Spring Hill Church (Faith Mennonite Church)	1880	Cluster Springs
041-5290	4031	Leda Rd	Elkhorn School	1920	Vernon Hill
041-5291	5020	Morton's Ferry Tr	Noland Post Office	1889	Conner Lake
041-5292	10xx	Shady Grove Church Rd	Hyco School	1912	Virgilina
041-5293	1161	Arthur Ware Tr	Jacob Faulkner House	1791	Omega
041-5294	1085	Newton Farm Rd	Mulhauser Farm House	1815	South Boston
041-5295	10000	Huell Matthews Hwy	Oak Cliff	1790	Cluster Springs
041-5296	1032	Arrington Tr	Ramble Road Log Houses	1890	Omega
041-5297	1010	School House Rd	Turbeville School	1935	Oak Level
041-5298	1056	Wade Pond Rd	Sandy Level Farm	1815	Oak Level
041-5299	1085	Flint Rock Rd	Flint Rock School	1930	Oak Level
041-5300	10057	Philpott Rd	Mt. Carmel Antique Store	1900	Alton

VDHR #	Address		Resource Name	Date	Quad
041-5301	1144	Brandon Chapel Rd	Brandon Chapel School	1927	Milton
041-5302	1061	Memorial Drive	Memorial Baptist Church	1924	South Boston
041-5303	1212	Birch-Elmo Rd	Mount Zion Church	1880	Ingram
041-5304	2169	Mercy Seat Rd	White Oak School	1905	Ingram
041-5305	1033	Memorial Drive	House in Riverdale	1915	South Boston
041-5307	1171	Woodbourne Rd	Sam Younger House	1900	Halifax
041-5308	11xx	Woodbourne Rd	Henderson Academy	1925	Halifax
041-5309	1067	Sedge Hill Tr	Sedge Hill	1752	Halifax
041-5310	7052	Red Bank Road	Virgilina Black School	1915	Virgilina
130-0006-0418	701	Wilborne Ave (South Boston)	Planter's Tobacco Warehouse (Boyd, Garret & Bass, Inc)	1900	South Boston
197-5001-0001	112	Main St, S (Clover)	Gregory & Martin's Supermarket	1910	Clover
197-5001-0002	203	Main St, N (Clover)	House	1860	Clover
197-5001-0003	103	Main St, S (Clover)	Clover Apartments	1910	Clover
197-5001-0004	203	Main St, S (Clover)	House, 203 S Main St	1930	Clover
197-5001-0005	111	Main St, S (Clover)	House, 111 S Main St	1911	Clover
197-5001-0006	216	Main St, S (Clover)	House, 216 S Main St	1910	Clover
197-5001-0007	100	Main St, N (Clover)	Clover Hardware	1900	Clover
197-5001-0008	101	Main St, N (Clover)	Rosie's Clover Store	1900	Clover
197-5001-0009	109	Main St, S (Clover)	Melvin House, 109 S Main St	1880	Clover
197-5001-0010	204	Main St, S (Clover)	House, 204 S Main St	1910	Clover
197-5001-0011	212	Main St, S (Clover)	House, 212 S Main St	1880	Clover
197-5001-0012	213	Main St, S (Clover)	Clover M. E. Church	1895	Clover
197-5001-0013	214	Main St, S (Clover)	House, 214 S Main St	1900	Clover
197-5003	1085	Mt. Laurel Rd (Clover)	Clover Elementary School	1920	Clover
197-5004	1049	Mt. Laurel Rd (Clover)	St. Lukes P. E. Church (Clover Apostolic Church)	1900	Clover
197-5005	1044	Church St, W (Clover)	House, 1044 W Church St	1870	Clover
197-5006	1042	Church St, W (Clover)	House, 1042 W Church St	1880	Clover
230-5001-0002	87	Main St, S (Halifax)	Hite Insurance Store	1920	Halifax

VDHR #	Address		Resource Name	Date	Quad
230-5001-0003	75-79	Main St, S (Halifax)	Commercial Bldg	1920	Halifax
230-5001-0004	33	Main St, S (Halifax)	Exchange Store	1920	Halifax
230-5001-0005	7	Main St, S (Halifax)	Watson and Nelson P.C. Law Office	1920	Halifax
230-5001-0006	251	Main St, N (Halifax)	House	1838	Halifax
230-5001-0007	70	Main St, S (Halifax)	Town Administrative Offices	1920	Halifax
230-5002	5342	Main St, S (Halifax)	Halifax Roller Mill	1915	Halifax
230-5003	710	Main St, N (Halifax)	House	1830	Halifax n/m
230-5004	1104	Main St, N (Halifax)	Dixon's Barber Shop	1920	Halifax n/m
297-5001	2220	Scottsburg Rd (Scottsburg)	Scottsburg United Methodist Church	1890	Scottsburg
297-5002	2236	Scottsburg Rd (Scottsburg)	House	1880	Scottsburg
297-5003	3040	Scottsburg Rd (Scottsburg)	Scottsburg Bank,	1920	Scottsburg
297-5004	3041	Scottsburg Rd (Scottsburg)	Clark's Self Service	1900	Scottsburg
297-5005	3045	Scottsburg Rd (Scottsburg)	Old Hotel	1900	Scottsburg
297-5006	3024	Scottsburg Rd (Scottsburg)	Old Post Office	1930	Scottsburg
297-5007	3053	Scottsburg Rd (Scottsburg)	House	1880	Scottsburg
297-5008	3069	Scottsburg Rd (Scottsburg)	House	1880	Scottsburg
297-5009	3062	Scottsburg Rd (Scottsburg)	House	1890	Scottsburg
297-5010	1005	McDonald Rd (Scottsburg)	Scottsburg Baptist Church	1884	Scottsburg
318-5001	10xx	Carolina St (Virgilina)	Carolina Street Warehouse	1890	Virgilina
318-5002	8067	Florence Ave (Virgilina)	Tin-sided Store	1910	Virgilina
318-5003	8083	Florence Ave (Virgilina)	Store	1930	Virgilina
318-5004	8085	Florence Ave (Virgilina)	Apartment	1930	Virgilina
318-5005	1154	Seventh St (Virgilina)	M & G Commercial Block	1920	Virgilina
318-5006	11xx	Seventh St (Virgilina)	M & G Store	1890	Virgilina
318-5007	10xx	Carolina St (Virgilina)	Virgilina Train Station	1930	Virgilina

APPENDIX B: HALIFAX COUNTY HISTORIC BUILDING SURVEY, BY RESOURCE NAME

VDHR #	Address		Resource Name	Date	Quad
041-5081		Hites Mill Rd	Aarons Creek Bridge (Rt. 602)	1930	Nelson
041-5044	110xx	L. P. Bailey Mem Hwy	Alchie House	1900	Republican Grove
041-5045	110xx	L. P. Bailey Mem Hwy	Alchie Store Complex	1859	Republican Grove
041-5074	31xx	Green Level Rd	Allen House (Snead House)	1790	Scottsburg
041-5168	4042	Chatham Rd	Anderson Farm	1870	Vernon Hill
041-5087	1075	Newbill School Rd	Anderson, Senator Howard Palmer, Homeplace	1845	Halifax
318-5004	8085	Florence Ave (Virgilina)	Apartment	1930	Virgilina
041-0075	15120	River Road	Arbor Baptist Church	1840	Ingram
041-5171	2154	Asbury Church Rd	Asbury Church Cemetery	1890	Vernon Hill
041-5191	1099	Ashton Hall Rd	Ashton Hall/Osburn House	1933	Oak Level
041-5136	6231	Howard P. Anderson Rd	Beadler House	1870	Halifax
041-5050	2191	Denniston Rd	Bell Air Farm	1900	Cluster Springs
041-0005	1589	Berry Hill Road	Berry Hill Presbyterian Church	1915	South Boston
041-5164	1530	Berry Hill Rd	Berry Hill School	1910	South Boston
041-5305	1033	Memorial Drive	Betts, Oliver J., House	1915	South Boston
041-0024	9000	Philpott Rd	Bloomsburg	1832	Oak Level
041-5156	1064	Handy Bottom Tr	Bostick House/Carter House	1843	Republican Grove
041-5070	60xx	Buckshoal Rd	Bowen Log House	1850	Buffalo Springs
041-5071	7028	Buckshoal Rd	Bowen, William, House/Old Daniel Farm	1850	Buffalo Springs
041-5301	1144	Brandon Chapel Rd	Brandon Chapel School	1927	Milton
318-5001	10xx	Carolina St (Virgilina)	Carolina Street Warehouse	1890	Virgilina
041-5042	3180	L. P. Bailey Mem Hwy	Carter Farm	1940	Halifax
041-5178	1102	Wooding Tr	Carter-Wooding Farm	1790	Halifax
041-5091	2062	Charles Ln	Cartier House	1820	Halifax
041-5092	1111	Charles Ln	Cartier School	1820	Halifax
041-5146	1060	Volens Rd	Catawba Baptist Church & Cemetery	1949	Nathalie
041-0114	1181	Tom's Tr	Cedars, The (Abbott Homeplace)	1795	Halifax
041-0174-0011	1219	News Ferry Rd	Chalmer-Mead House	1850	Oak Level

VDHR #	Address		Resource Name	Date	Quad
297-5004	3041	Scottsburg Rd (Scottsburg)	Clark's Self Service	1900	Scottsburg
041-5170	2125	Asbury Church Rd	Clements Log Building Complex	1890	Vernon Hill
197-5001-0003	103	Main St, S (Clover)	Clover Apartments	1910	Clover
041-5106	1187	Clover Rd	Clover Black School (Rosenwald)	1920	Clover
041-5160	7042	Stage Coach Rd	Clover Bottom Baptist Church & Oak Grove Methodist	1887	Republican Grove
197-5003	1085	Mt. Laurel Rd (Clover)	Clover Elementary School	1920	Clover
197-5001-0007	100	Main St, N (Clover)	Clover Hardware	1900	Clover
197-5001-0012	213	Main St, S (Clover)	Clover M. E. Church	1895	Clover
041-5166	1121x	Chatham Rd	Commercial Bldg	1920	Vernon Hill
041-5154	4224	Leda-Grove Rd	Commercial Bldg	1920	Republican Grove
230-5001-0003	75-79	Main St, S (Halifax)	Commercial Bldg	1920	Halifax
041-5101	5075	Mountain Rd	Commercial Bldg	1930	Vernon Hill
041-5135	6217	Howard P. Anderson Rd	Commercial Bldg (A&B Cash Market)	1925	Halifax
041-5118	7095	Bethel Rd	Commercial Building	1930	Scottsburg
041-5222	22xx	Birch-Elmo Rd	Commercial Building	1880	Ingram
318-5002	8067	Florence Ave (Virgilina)	Commercial Building	1910	Virgilina
318-5003	8083	Florence Ave (Virgilina)	Commercial Building	1930	Virgilina
041-5131	6100	Howard P. Anderson Rd	Commercial Building	1920	Halifax
230-5001-0005	7	Main St, S (Halifax)	Commercial Building	1920	Halifax
041-5200	9116	Mountain Rd	Commercial Building	1930	Vernon Hill
041-5086	5059	Cove Rd	Cove, The (Ward Burton Place)	1830	Saxe, et al
041-0009	10206	River Road	Creekside	1841	Oak Level
041-5130	5212	Howard P. Anderson Rd	Crystal Hill Baptist Church & Cemetery	1889	Halifax
041-5137	6237	Howard P. Anderson Rd	Crystal Hill Ordinary	1865	Halifax
041-5132	6172	Howard P. Anderson Rd	Crystal Hill Southern Baptist Church	1930	Halifax
041-0067	4080	Stage Coach Rd	DeJarnette's Tavern	1890	Long Island
230-5004	1104	Main St, N (Halifax)	Dixon's Barber Shop	1920	Halifax n/m
041-5054	2200	Alton Post Office Rd	Double Tenant House	1900	Alton

VDHR #	Address		Resource Name	Date	Quad
041-5082	40xx	East Hitesburg Rd	Duplex Tenant House	1900	Nelson
041-5290	4031	Leda Rd	Elkhorn School	1920	Vernon Hill
041-5210	3097	Coles Ferry Rd	Ellis Creek Store	1910	Conner Lake
041-5095	62xx	Birch-Elmo Rd	Elmo Public School	1920	Oak Level
041-0015	6247	Birch-Elmo Road	Elmo Store (Melrose Academy School)	1790	Oak Level
041-5123	31xx	Mountain Rd	Emmanuel Episcopal Church & Cemetery	1870	Halifax
230-5001-0004	33	Main St, S (Halifax)	Exchange Store	1920	Halifax
041-5189	12188	Chatham Rd	Farm Complex	1880	Java
041-5293	1161	Arthur Ware Tr	Faulkner, Jacob, House	1791	Omega
041-5172	3200	Meadville Rd	First Baptist Church	1900	Vernon Hill
041-5096	1122	Melon Rd	First Crossroads Baptist Church & Cemetery	1900	Oak Level
041-5158	1177	Clinton Rd	Fisher Brothers Farm	1880	Republican Grove
041-5147	3220	Chestnut Rd	Fisher Farm	1850	Republican Grove
041-5148	4022	Chestnut Rd	Fisher Tenant Farm	1850	Republican Grove
041-5299	1085	Flint Rock Rd	Flint Rock School	1930	Oak Level
041-5177	8221	Chatham Rd	Former School	1920	Vernon Hill
041-5188	13181	Chatham Rd	Glazzer Farm	1910	Java
041-5201	7040	Philpott Rd	Glenwood Plantation	1847	South Boston
041-5057	1230	Blane Rd	Gordon Log House	1880	Alton
041-5055	1172	Blane Rd	Gordon/Jackson Log House	1880	Cluster Springs
041-5058	2189	Harmony Rd	Gothic Revival Cottage	1890	Cluster Springs
041-5049	11xx	Mountain Rd	Gothic Revival Cottage	1880	Halifax
197-5001-0001	112	Main St, S (Clover)	Gregory & Martin's Supermarket	1910	Clover
041-0029	11013	L. P. Bailey Mem Hwy	Guthrie House	1820	Republican Grove
041-5182	9200	Chatham Rd	Halifax Baptist Church & Cemetery	1880	Vernon Hill
230-5002	5342	Main St, S (Halifax)	Halifax Roller Mill	1915	Halifax
041-5051	2082	Harmony Rd	Harmony School	1920	Cluster Springs
041-5052	2176	Harmony Rd	Harmony Store	1910	Cluster Springs
041-5308	11xx	Woodbourne Rd	Henderson Academy	1925	Halifax
041-5157	2031	Cody Rd	Hill's Flour Mill	1920	Republican Grove
041-5078	10xx	Hites Mill Rd	Hite Family Cemetery	1900	Nelson

VDHR #	Address		Resource Name	Date	Quad
041-5085	31xx	Rip Rap Rd	Hite Farm	1880	Nelson
230-5001-0002	87	Main St, S (Halifax)	Hite Insurance Store	1920	Halifax
041-5088	1171	Hites Mill Rd	Hites Mill Porch House	1880	Nelson
041-5073	11xx	Hites Mill Rd	Hites Mill Store	1920	Nelson
041-5069	2215	Aarons Creek Rd	Hitesburg Baptist Church	1919	Nelson
297-5005	3045	Scottsburg Rd (Scottsburg)	Hotel	1900	Scottsburg
041-5223	4190	Beulah Rd	House	1880	Vernon Hill
041-5127	1161	Chaffin Tr	House	1850	Halifax
041-5175	8140	Chatham Rd	House	1890	Vernon Hill
041-5185	9227	Chatham Rd	House	1890	Vernon Hill
197-5006	1042	Church St, W (Clover)	House	1880	Clover
197-5005	1044	Church St, W (Clover)	House	1870	Clover
041-5152	3047	Cody Rd	House	1890	Republican Grove
041-5100	1149	Duck Tr	House	1870	Vernon Hill
041-5202	1163	Flint Rock Rd	House	1890	Alton
041-5203	11xx	Flint Rock Rd	House	1880	Alton
041-5205	1033	Foster Rd	House	1880	Milton
041-5211	3120	Harding's Mill Rd	House	1890	Conner Lake
041-5133	6191	Howard P. Anderson Rd	House	1880	Halifax
041-5139	6239	Howard P. Anderson Rd	House	1880	Halifax
041-5138	6241	Howard P. Anderson Rd	House	1900	Halifax
041-5217	1116	James D. Hagood Hwy	House	1850	Scottsburg
041-5099	2188	Jones Ferry Rd	House	1920	Oak Level
041-5155	4218	Leda-Grove Rd	House	1880	Republican Grove
041-5212	11xx	Lloyd's Mill Rd	House	1850	Conner Lake
197-5001-0002	203	Main St, N (Clover)	House	1860	Clover
230-5001-0006	251	Main St, N (Halifax)	House	1838	Halifax
230-5003	710	Main St, N (Halifax)	House	1830	Halifax n/m
197-5001-0005	111	Main St, S (Clover)	House	1911	Clover
197-5001-0004	203	Main St, S (Clover)	House	1930	Clover
197-5001-0010	204	Main St, S (Clover)	House	1910	Clover

VDHR #	Address		Resource Name	Date	Quad
197-5001-0013	214	Main St, S (Clover)	House	1900	Clover
197-5001-0006	216	Main St, S (Clover)	House	1910	Clover
041-5163	12xx	McCulloch Ln	House	1870	Brookneal
041-5187	1036	McNear Tr	House	1860	Vernon Hill
041-5220	10065	Melon Rd	House	1870	Ingram
041-5121	4166	Mountain Rd	House	1910	Vernon Hill
041-5059	4059	Mt. Carmel Rd	House	1870	Alton
041-0174-0017	1190	News Ferry Rd	House	1890	Oak Level
041-5196	2010	Oak Level Rd	House	1880	Oak Level
041-5209	1184	Old Cedar Tr	House	1875	Conner Lake
041-5207	1029	Piney Creek Rd	House	1910	Scottsburg
041-5206	20xx	Piney Creek Rd	House	1850	Scottsburg
041-5180	10xx	Plato Rd	House	1890	Vernon Hill
041-5094	10025	River Rd	House	1880	Oak Level
297-5002	2236	Scottsburg Rd (Scottsburg)	House	1880	Scottsburg
297-5007	3053	Scottsburg Rd (Scottsburg)	House	1880	Scottsburg
297-5009	3062	Scottsburg Rd (Scottsburg)	House	1890	Scottsburg
297-5008	3069	Scottsburg Rd (Scottsburg)	House	1880	Scottsburg
041-5061	1105	Wilkins Rd	House	1900	Alton
041-5064	2181	Wilkins Rd	House	1850	Alton
041-5047	1015	Woodbourne Rd	House	1890	Halifax
041-5140	7001	Howard P. Anderson Rd	House & Barn	1920	Halifax
041-5150	1128	Waller Rd	House & Barn	1870	Republican Grove
041-5215	2122	Green Valley Rd	House & Grave	1880	Scottsburg
041-5184	9211	Chatham Rd	House Complex	1890	Vernon Hill
041-5216	8243	Mt. Laurel Rd	House Complex	1850	Saxe
041-5213	1155	Green Valley Rd	House Complex #1	1840	Conner Lake
041-5214	1155	Green Valley Rd	House Complex #2	1850	Conner Lake
197-5001-0011	212	Main St, S (Clover)	Houset	1880	Clover
041-5075	3095	Lower Liberty Rd	Hudson, John James, House & Farmstead	1890	Halifax
041-5134	6214	Howard P. Anderson Rd	Hudson's, Ms. Branch, Store	1920	Halifax
041-5292	10xx	Shady Grove Church Rd	Hyco School	1912	Virgilina
041-5198-0003	14181	Mountain Rd	Ingram Christian Church	1920	Ingram
041-5198-0001	14184	Mountain Rd	Ingram General Store	1880	Ingram
041-5198-0002	1418x	Mountain Rd	Ingram Store	1920	Ingram

VDHR #	Address		Resource Name	Date	Quad
041-5056	1188	Blane Rd	Jackson Log House	1880	Alton
041-5208	1100	Drybridge Rd	Lacy, Thomas, House	1870	Scottsburg
041-5083	4052	Kingswood Rd	Larkin Hill Farm	1890	Virgilina
041-5060	1092	St. Mark Church Rd	Lawson's Chapel	1880	Alton
041-5149	1001	Leda Rd	Leda Store	1874	Republican Grove
041-5125	2132	Swain Rd	Leigh House	1880	Vernon Hill
041-5204	30xx	Coleman Rd	Log Cabin	1820	Alton
041-5165	1530	Berry Hill Rd	Log House	1900	South Boston
041-5043	4178	L. P. Bailey Mem Hwy	Log House	1850	Halifax
041-5142	1192	Hunting Creek Rd	Log House & Kitchen	1890	Nathalie
041-5151	3249	Cody Rd	Long Farm & Cemetery	1870	Republican Grove
041-5077	1204	Griffin Tr	Lyn Bowen House	1850	Nelson
041-5062	2083	Wilkins Rd	Lynwood	1854	Alton
318-5005	1154	Seventh St (Virgilina)	M & G Commercial Block	1920	Virgilina
318-5006	11xx	Seventh St (Virgilina)	M & G Store	1890	Virgilina
041-5176	8216	Chatham Rd	Mason/Johnson Farm	1879	Vernon Hill
197-5001-0009	109	Main St, S (Clover)	Melvin House	1880	Clover
041-5302	1061	Memorial Drive	Memorial Baptist Church	1924	South Boston
041-5219	3068	Wooding Rd	Mercy Seat Presbyterian Church & Cemetery	1847	Milton
041-5068	2094	Aarons Creek Rd	Midway House	1890	Buffalo Springs
041-5303	1212	Birch-Elmo Rd	Mount Zion Church	1880	Ingram
041-5124	3011	Mountain Rd	Mountain Road Black School No. 1 (L. E. Coleman Museum)	1919	Halifax
041-5300	10057	Philpott Rd	Mt. Carmel Antique Store	1900	Alton
041-5179	8195	Hunting Creek Rd	Mt. Laurel Store	1890	Conner Lake
041-5197	10149	Mountain Rd	Mt. Vernon Baptist Church	1900	Vernon Hill
041-5173	70xx	Chatham Rd	Mt. Zion School (Church Fellowship House)	1930	Vernon Hill
041-5294	1085	Newton Farm Rd	Mulhauser Farm House	1815	South Boston
041-5046	1205	Murphy Grove Rd	Murphy's Grove Baptist Church & Cemetery	1920	Halifax
041-5174	7103	Chatham Rd	New Zion Baptist Church	1946	Vernon Hill
041-5291	5020	Morton's Ferry Tr	Noland Post Office	1889	Conner Lake
041-5072	1136	Aarons Creek Rd	Nye Farm	1800	Buffalo Springs

VDHR #	Address		Resource Name	Date	Quad
041-5295	10000	Huell Matthews Hwy	Oak Cliff	1790	Cluster Springs
041-5193	2140	Oak Level Rd	Oak Level Presbyterian Church	1928	Oak Level
041-5194	21xx	Oak Level Rd	Oak Level Store	1900	Oak Level
041-5063	2099	Wilkins Rd	Olive Branch Methodist Church & Cemetery	1880	Alton
041-0088	2100	River Road	Osborne House	1892	South Boston
041-0174-0016	1190	News Ferry Rd	Osbourne-Baker House	1870	Oak Level
041-0011	2122	Denniston Road	Owen, Dan, House & Shaw/Harris House	1880	Cluster Springs
041-0174-0012	1218	News Ferry Rd	Pearce House	1870	Oak Level
041-5162	3146	Stage Coach Rd	Perth Store	1920	Brookneal
041-5119	5191	Bethel Rd	Piney Grove Store	1890	Scottsburg
130-0006-0418	701	Wilborne Ave (South Boston)	Planter's Tobacco Warehouse (Boyd, Garret & Bass, Inc)	1900	South Boston
041-5169	2175	Asbury Church Rd	Plato School	1930	Vernon Hill
041-5221	2154	Pleasant Grove Rd	Pleasant Grove Christian Church & Cemetery	1850	Oak Level
297-5006	3024	Scottsburg Rd (Scottsburg)	Post Office	1930	Scottsburg
041-5141	9006	Howard P. Anderson Rd	Powell House & Tenant House	1880	Nathalie
041-5067	4026	Aarons Creek Rd	Pullian Log House	1850	Nelson
041-5296	1032	Arrington Tr	Ramble Road Log Houses	1890	Omega
041-5153	3007	Cody Rd	Republican Grove Store	1920	Republican Grove
041-5183	9181	Chatham Rd	Rodden House	1890	Vernon Hill
041-5186	100xx	Chatham Rd	Rodden Store	1890	Vernon Hill
197-5001-0008	101	Main St, N (Clover)	Rosie's Clover Store	1900	Clover
041-5190	5094	Melon Rd	Royall Hill Farm	1807	Oak Level
041-5298	1056	Wade Pond Rd	Sandy Level Farm	1815	Oak Level
297-5003	3040	Scottsburg Rd (Scottsburg)	Scottsburg Bank	1920	Scottsburg
297-5010	1005	McDonald Rd (Scottsburg)	Scottsburg Baptist Church	1884	Scottsburg
297-5001	2220	Scottsburg Rd (Scottsburg)	Scottsburg United Methodist Church	1890	Scottsburg
041-5309	1067	Sedge Hill Tr	Sedge Hill	1752	Halifax
041-5144	1145	Shiloh Church Rd	Shiloh Baptist Church & Cemetery	1950	Nathalie
041-5107	1101	Clover Rd	South Clover Store	1930	Clover
041-5224	11xx	Cluster Springs Rd	Spring Hill Church (Faith Mennonite Church)	1880	Cluster Springs
041-0052	9096	River Road	Springfield	1842	Oak Level

VDHR #	Address		Resource Name	Date	Quad
197-5004	1049	Mt. Laurel Rd (Clover)	St. Lukes P. E. Church (Clover Apostolic Church)	1900	Clover
041-5122	4057	Mountain Rd	St. Paul's CME Church	1921	Halifax
041-5143	1036	Depot Ln	St. Thomas Church & Cemetery	1850	Nathalie
041-5159	2042	Tobacco Rd	Stevens House & Cemetery	1860	Republican Grove
041-0054	1162	Howard P. Anderson Rd	Terry, William, Kitchen Dependency	1819	Halifax
041-5145	1223	Nathalie Rd	Texaco Store/Post Office	1920	Nathalie
041-5199	1011	Thompsons Store Rd	Thompson's Store	1920	Vernon Hill
041-5041	2241	L. P. Bailey Mem Hwy	Tobacco Barn	1880	Halifax
230-5001-0007	70	Main St, S (Halifax)	Town of Halifax Administrative Offices	1920	Halifax
041-5181	10xx	Blue Rock Tr	Tucker House	1790	Vernon Hill
041-5297	1010	School House Rd	Turbeville School	1935	Oak Level
041-5084	7186	Red Bank Rd	Union Avenue Store	1900	Virgilina
041-5098	2105	Union Grove Rd	Union Grove CME Church & Cemetery	1906	Oak Level
041-5097	3085	Union Church Rd	Union United Methodist Church & Cemetery	1981	Oak Level
041-5129	3119	Howard P. Anderson Rd	United Temple of God Pentecostal Holy Church	1900	Halifax
041-5310	7052	Red Bank Road	Virgilina Black School	1915	Virgilina
318-5007	10xx	Carolina St (Virgilina)	Virgilina Train Station	1930	Virgilina
041-5167	4028	Chatham Rd	Walnut Hill	1886	Vernon Hill
041-5192	2242	Oak Level Rd	Wesley Chapel/Oak Level Black School	1922	Oak Level
041-5126	5043	Chatham Rd	White Oak Market	1920	Vernon Hill
041-5304	2169	Mercy Seat Rd	White Oak School	1905	Ingram
041-5065	2238	Wilkins Rd	Wilkins Road Store	1920	Alton
041-0174-0018	1156	News Ferry Rd	Williams Temple CME Church	1940	Oak Level
041-5195	2013	Oak Level Rd	Wilson Mem (Oak Level) High School Ag. Bldg.	1930	Oak Level
041-5080	1056	Virgie Cole Rd	Wilson, Thomas L., Farm	1890	Omega
041-5128	3098	Howard P. Anderson Rd	Winns Creek Baptist Church & Cemetery	1890	Halifax
041-0107	6011	Clover Rd	Woodlawn (Krough House)	1776	Clover
041-5053	10xx	Woodsdale Rd	Woodsdale Store	1930	Cluster Springs
041-0058	1231	Mountain Rd	Woodside	1880	Halifax
041-5048	1005	Cedar Fork Rd	Younger Store	1900	Halifax
041-5307	1171	Woodbourne Rd	Younger, Sam, House	1900	Halifax

APPENDIX C: HALIFAX COUNTY HISTORIC BUILDING SURVEY, BY ADDRESS

VDHR #	Address		Resource Name	Date	Quad
041-5072	1136	Aarons Creek Rd	Nye Farm	1800	Buffalo Springs
041-5068	2094	Aarons Creek Rd	Midway House	1890	Buffalo Springs
041-5069	2215	Aarons Creek Rd	Hitesburg Baptist Church	1919	Nelson
041-5067	4026	Aarons Creek Rd	Pullian Log House	1850	Nelson
041-5054	2200	Alton Post Office Rd	Double Tenant House	1900	Alton
041-5296	1032	Arrington Tr	Ramble Road Log Houses	1890	Omega
041-5293	1161	Arthur Ware Tr	Jacob Faulkner House	1791	Omega
041-5170	2125	Asbury Church Rd	Clements Log Building Complex	1890	Vernon Hill
041-5171	2154	Asbury Church Rd	Asbury Church Cemetery	1890	Vernon Hill
041-5169	2175	Asbury Church Rd	Plato School	1930	Vernon Hill
041-5191	1099	Ashton Hall Rd	Ashton Hall/Osburn House	1933	Oak Level
041-5164	1530	Berry Hill Rd	Berry Hill School	1910	South Boston
041-5165	1530	Berry Hill Rd	Log House	1900	South Boston
041-0005	1589	Berry Hill Road	Berry Hill Presbyterian Church	1915	South Boston
041-5119	5191	Bethel Rd	Piney Grove Store	1890	Scottsburg
041-5118	7095	Bethel Rd	Store at Rt 360	1930	Scottsburg
041-5223	4190	Beulah Rd	House	1880	Vernon Hill
041-5303	1212	Birch-Elmo Rd	Mount Zion Church	1880	Ingram
041-5222	22xx	Birch-Elmo Rd	Old General Store	1880	Ingram
041-5095	62xx	Birch-Elmo Rd	Elmo Public School	1920	Oak Level
041-0015	6247	Birch-Elmo Road	Melrose Academy School (Elmo Store)	1790	Oak Level
041-5055	1172	Blane Rd	Gordon/Jackson Log House	1880	Cluster Springs
041-5056	1188	Blane Rd	Jackson Log House	1880	Alton
041-5057	1230	Blane Rd	Gordon Log House	1880	Alton
041-5181	10xx	Blue Rock Tr	Tucker House	1790	Vernon Hill
041-5301	1144	Brandon Chapel Rd	Brandon Chapel School	1927	Milton
041-5071	7028	Buckshoal Rd	William Bowen House/Old Daniel Farm	1850	Buffalo Springs
041-5070	60xx	Buckshoal Rd	Bowen Log House	1850	Buffalo Springs
318-5001	10xx	Carolina St (Virgilina)	Carolina Street Warehouse	1890	Virgilina

VDHR #	Address		Resource Name	Date	Quad
318-5007	10xx	Carolina St (Virgilina)	Virgilina Train Station	1930	Virgilina
041-5048	1005	Cedar Fork Rd	Younger Store	1900	Halifax
041-5127	1161	Chaffin Tr	House	1850	Halifax
041-5092	1111	Charles Ln	Cartier School	1820	Halifax
041-5091	2062	Charles Ln	Cartier House	1820	Halifax
041-5167	4028	Chatham Rd	Walnut Hill	1886	Vernon Hill
041-5168	4042	Chatham Rd	Anderson Home Farm	1870	Vernon Hill
041-5126	5043	Chatham Rd	White Oak Market	1920	Vernon Hill
041-5174	7103	Chatham Rd	New Zion Baptist Church	1946	Vernon Hill
041-5175	8140	Chatham Rd	House	1890	Vernon Hill
041-5176	8216	Chatham Rd	Mason/Johnson Farm	1879	Vernon Hill
041-5177	8221	Chatham Rd	Former School	1920	Vernon Hill
041-5183	9181	Chatham Rd	Rodden House	1890	Vernon Hill
041-5182	9200	Chatham Rd	Halifax Baptist Church & Cemetery	1880	Vernon Hill
041-5184	9211	Chatham Rd	House Complex	1890	Vernon Hill
041-5185	9227	Chatham Rd	House	1890	Vernon Hill
041-5189	12188	Chatham Rd	Farm Complex	1880	Java
041-5188	13181	Chatham Rd	Glazzer Farm	1910	Java
041-5186	100xx	Chatham Rd	Rodden Store	1890	Vernon Hill
041-5166	1121x	Chatham Rd	Commercial Bldg	1920	Vernon Hill
041-5173	70xx	Chatham Rd	Mt. Zion School (Church Fellowship House)	1930	Vernon Hill
041-5147	3220	Chestnut Rd	Fisher Farm,	1850	Republican Grove
041-5148	4022	Chestnut Rd	Fisher Tenant Farm	1850	Republican Grove
197-5006	1042	Church St, W (Clover)	House, 1042 W Church St	1880	Clover
197-5005	1044	Church St, W (Clover)	House, 1044 W Church St	1870	Clover
041-5158	1177	Clinton Rd	Fisher Brothers Farm	1880	Republican Grove
041-5107	1101	Clover Rd	South Clover Store	1930	Clover
041-0107	6011	Clover Rd	Woodlawn (Krough House)	1776	Clover
041-5106	1187	Clover Rd	Clover Black School (Rosenwald)	1920	Clover
041-5224	11xx	Cluster Springs Rd	Spring Hill Church (Faith Mennonite Church)	1880	Cluster Springs
041-5157	2031	Cody Rd	Hill's Flour Mill	1920	Republican Grove
041-5153	3007	Cody Rd	Republican Grove Store	1920	Republican Grove
041-5152	3047	Cody Rd	House	1890	Republican Grove

VDHR #	Address		Resource Name	Date	Quad
041-5151	3249	Cody Rd	Long Farm & Cemetery	1870	Republican Grove
041-5204	30xx	Coleman Rd	Abandoned Log Cabin, Coleman Rd	1820	Alton
041-5210	3097	Coles Ferry Rd	Ellis Creek Store	1910	Conner Lake
041-5086	5059	Cove Rd	The Cove (Ward Burton Place)	1830	Saxe, et al
041-5050	2191	Denniston Rd	Bell Air Farm	1900	Cluster Springs
041-0011	2122	Denniston Road	Dan Owen House & Shaw/Harris House	1880	Cluster Springs
041-5143	1036	Depot Ln	St. Thomas Church & Cemetery	1850	Nathalie
041-5208	1100	Drybridge Rd	Thomas Lacy House	1870	Scottsburg
041-5100	1149	Duck Tr	House	1870	Vernon Hill
041-5082	40xx	East Hitesburg Rd	Duplex Tenant House	1900	Nelson
041-5299	1085	Flint Rock Rd	Flint Rock School	1930	Oak Level
041-5202	1163	Flint Rock Rd	House	1890	Alton
041-5203	11xx	Flint Rock Rd	Abandoned House	1880	Alton
318-5002	8067	Florence Ave (Virgilina)	Tin-sided Store	1910	Virgilina
318-5003	8083	Florence Ave (Virgilina)	Store	1930	Virgilina
318-5004	8085	Florence Ave (Virgilina)	Apartment	1930	Virgilina
041-5205	1033	Foster Rd	House	1880	Milton
041-5074	31xx	Green Level Rd	Allen House (Snead House)	1790	Scottsburg
041-5213	1155	Green Valley Rd	House Complex #1	1840	Conner Lake
041-5214	1155	Green Valley Rd	House Complex #2	1850	Conner Lake
041-5215	2122	Green Valley Rd	House & Grave	1880	Scottsburg
041-5077	1204	Griffin Tr	Lyn Bowen House	1850	Nelson
041-5156	1064	Handy Bottom Tr	Bostick House/Carter House	1843	Republican Grove
041-5211	3120	Harding's Mill Rd	House	1890	Conner Lake
041-5051	2082	Harmony Rd	Harmony School	1920	Cluster Springs
041-5052	2176	Harmony Rd	Harmony Store	1910	Cluster Springs
041-5058	2189	Harmony Rd	Gothic Revival Cottage	1890	Cluster Springs
041-5088	1171	Hites Mill Rd	Hites Mill Porch House	1880	Nelson
041-5078	10xx	Hites Mill Rd	Hite Family Cemetery	1900	Nelson
041-5073	11xx	Hites Mill Rd	Hites Mill Store	1920	Nelson

VDHR #		Address	Resource Name	Date	Quad
041-5081		Hites Mill Rd	Aarons Creek Bridge (Rt. 602)	1930	Nelson
041-5128	3098	Howard P. Anderson Rd	Winns Creek Baptist Church & Cemetery	1890	Halifax
041-5129	3119	Howard P. Anderson Rd	United Temple of God Pentecostal Holy Church	1900	Halifax
041-5130	5212	Howard P. Anderson Rd	Crystal Hill Baptist Church & Cemetery	1889	Halifax
041-5131	6100	Howard P. Anderson Rd	Store	1920	Halifax
041-5132	6172	Howard P. Anderson Rd	Crystal Hill Southern Baptist Church	1930	Halifax
041-5133	6191	Howard P. Anderson Rd	House	1880	Halifax
041-5134	6214	Howard P. Anderson Rd	Ms. Branch Hudson's Store	1920	Halifax
041-5135	6217	Howard P. Anderson Rd	Commercial Bldg (A&B Cash Market)	1925	Halifax
041-5136	6231	Howard P. Anderson Rd	Beadler House	1870	Halifax
041-5137	6237	Howard P. Anderson Rd	Crystal Hill Ordinary	1865	Halifax
041-5139	6239	Howard P. Anderson Rd	House	1880	Halifax
041-5138	6241	Howard P. Anderson Rd	House	1900	Halifax
041-5140	7001	Howard P. Anderson Rd	House & Barn	1920	Halifax
041-5141	9006	Howard P. Anderson Rd	Powell House & Tenant House	1880	Nathalie
041-0054	1162	Howard P. Anderson Rd	William Terry House (Rock House)	1819	Halifax
041-5295	10000	Huell Matthews Hwy	Oak Cliff	1790	Cluster Springs
041-5142	1192	Hunting Creek Rd	Log House & Kitchen	1890	Nathalie
041-5179	8195	Hunting Creek Rd	Mt. Laurel Store	1890	Conner Lake
041-5217	1116	James D. Hagood Hwy	House	1850	Scottsburg
041-5099	2188	Jones Ferry Rd	House	1920	Oak Level
041-5083	4052	Kingswood Rd	Larkin Hill Farm	1890	Virgilina
041-5041	2241	L. P. Bailey Mem Hwy	Old Tobacco Barn	1880	Halifax
041-5042	3180	L. P. Bailey Mem Hwy	Old Carter Farm	1940	Halifax

VDHR #	Address		Resource Name	Date	Quad
041-5043	4178	L. P. Bailey Mem Hwy	Log House	1850	Halifax
041-0029	11013	L. P. Bailey Mem Hwy	Guthrie House	1820	Republican Grove
041-5044	110xx	L. P. Bailey Mem Hwy	Alchie House	1900	Republican Grove
041-5045	110xx	L. P. Bailey Mem Hwy	Alchie Store Complex	1859	Republican Grove
041-5149	1001	Leda Rd	Leda Store	1874	Republican Grove
041-5290	4031	Leda Rd	Elkhorn School	1920	Vernon Hill
041-5155	4218	Leda-Grove Rd	House	1880	Republican Grove
041-5154	4224	Leda-Grove Rd	Commercial Bldg	1920	Republican Grove
041-5212	11xx	Lloyd's Mill Rd	House	1850	Conner Lake
041-5075	3095	Lower Liberty Rd	John James Hudson House/Farmstead	1890	Halifax
197-5001-0007	100	Main St, N (Clover)	Clover Hardware	1900	Clover
197-5001-0008	101	Main St, N (Clover)	Rosie's Clover Store	1900	Clover
197-5001-0002	203	Main St, N (Clover)	House	1860	Clover
230-5001-0006	251	Main St, N (Halifax)	House	1838	Halifax
230-5003	710	Main St, N (Halifax)	House	1830	Halifax n/m
230-5004	1104	Main St, N (Halifax)	Dixon's Barber Shop	1920	Halifax n/m
197-5001-0003	103	Main St, S (Clover)	Clover Apartments	1910	Clover
197-5001-0009	109	Main St, S (Clover)	Melvin House, 109 S Main St	1880	Clover
197-5001-0005	111	Main St, S (Clover)	House, 111 S Main St	1911	Clover
197-5001-0001	112	Main St, S (Clover)	Gregory & Martin's Supermarket	1910	Clover
197-5001-0004	203	Main St, S (Clover)	House, 203 S Main St	1930	Clover
197-5001-0010	204	Main St, S (Clover)	House, 204 S Main St	1910	Clover
197-5001-0011	212	Main St, S (Clover)	House, 212 S Main St	1880	Clover
197-5001-0012	213	Main St, S (Clover)	Clover M. E. Church	1895	Clover
197-5001-0013	214	Main St, S (Clover)	House, 214 S Main St	1900	Clover

VDHR #	Address		Resource Name	Date	Quad
197-5001-0006	216	Main St, S (Clover)	House, 216 S Main St	1910	Clover
230-5001-0005	7	Main St, S (Halifax)	Watson and Nelson P.C. Law Office	1920	Halifax
230-5001-0004	33	Main St, S (Halifax)	Exchange Store	1920	Halifax
230-5001-0007	70	Main St, S (Halifax)	Town Administrative Offices	1920	Halifax
230-5001-0002	87	Main St, S (Halifax)	Hite Insurance Store	1920	Halifax
230-5002	5342	Main St, S (Halifax)	Halifax Roller Mill	1915	Halifax
230-5001-0003	75-79	Main St, S (Halifax)	Commercial Bldg	1920	Halifax
041-5163	12xx	McCulloch Ln	House	1870	Brookneal
297-5010	1005	McDonald Rd (Scottsburg)	Scottsburg Baptist Church	1884	Scottsburg
041-5187	1036	McNear Tr	House	1860	Vernon Hill
041-5172	3200	Meadville Rd	First Baptist Church	1900	Vernon Hill
041-5096	1122	Melon Rd	First Crossroads Baptist Church & Cemetery	1900	Oak Level
041-5190	5094	Melon Rd	Royall Hill Farm	1807	Oak Level
041-5220	10065	Melon Rd	House	1870	Ingram
041-5305	1033	Memorial Drive	House in Riverdale	1915	South Boston
041-5302	1061	Memorial Drive	Memorial Baptist Church	1924	South Boston
041-5304	2169	Mercy Seat Rd	White Oak School	1905	Ingram
041-5291	5020	Morton's Ferry Tr	Noland Post Office	1889	Conner Lake
041-5049	11xx	Mountain Rd	Gothic Revival Cottage	1880	Halifax
041-0058	1231	Mountain Rd	Woodside	1880	Halifax
041-5124	3011	Mountain Rd	Project Hope Building	1919	Halifax
041-5123	31xx	Mountain Rd	Emmanuel Episcopal Church & Cemetery	1870	Halifax
041-5122	4057	Mountain Rd	St. Paul's CME Church	1921	Halifax
041-5121	4166	Mountain Rd	House	1910	Vernon Hill
041-5101	5075	Mountain Rd	Commercial Bldg	1930	Vernon Hill
041-5200	9116	Mountain Rd	Store	1930	Vernon Hill
041-5197	10149	Mountain Rd	Mt. Vernon Baptist Church	1900	Vernon Hill
041-5198-0003	14181	Mountain Rd	Ingram Christian Church	1920	Ingram
041-5198-0001	14184	Mountain Rd	Ingram General Store	1880	Ingram
041-5198-0002	1418x	Mountain Rd	Ingram Store	1920	Ingram
041-5059	4059	Mt. Carmel Rd	House	1870	Alton
197-5004	1049	Mt. Laurel Rd (Clover)	St. Lukes P. E. Church (Clover Apostolic Church)	1900	Clover
197-5003	1085	Mt. Laurel Rd (Clover)	Clover Elementary School	1920	Clover
041-5216	8243	Mt. Laurel Rd	House Complex	1850	Saxe

VDHR #	Address		Resource Name	Date	Quad
041-5046	1205	Murphy Grove Rd	Murphy's Grove Baptist Church & Cemetery	1920	Halifax
041-5145	1223	Nathalie Rd	Texaco Store/Post Office	1920	Nathalie
041-5087	1075	Newbill School Rd	Senator Howard Palmer Anderson Homeplace	1845	Halifax
041-0174-0018	1156	News Ferry Rd	Williams Temple CME Church	1940	Oak Level
041-0174-0016	1190	News Ferry Rd	Osbourne-Baker House	1870	Oak Level
041-0174-0017	1190	News Ferry Rd	House	1890	Oak Level
041-0174-0012	1218	News Ferry Rd	Pearce House	1870	Oak Level
041-0174-0011	1219	News Ferry Rd	Chalmer-Mead House	1850	Oak Level
041-5294	1085	Newton Farm Rd	Mulhauser Farm House	1815	South Boston
041-5196	2010	Oak Level Rd	House	1880	Oak Level
041-5195	2013	Oak Level Rd	Wilson Mem (Oak Level) High School Ag. Bldg.	1930	Oak Level
041-5193	2140	Oak Level Rd	Oak Level Presbyterian Church	1928	Oak Level
041-5192	2242	Oak Level Rd	Wesley Chapel/Oak Level Black School	1922	Oak Level
041-5194	21xx	Oak Level Rd	Oak Level Store	1900	Oak Level
041-5209	1184	Old Cedar Tr	House	1875	Conner Lake
041-5201	7040	Philpott Rd	Glenwood Plantation	1847	South Boston
041-0024	9000	Philpott Rd	Bloomsburg	1832	Oak Level
041-5300	10057	Philpott Rd	Mt. Carmel Antique Store	1900	Alton
041-5207	1029	Piney Creek Rd	House	1910	Scottsburg
041-5206	20xx	Piney Creek Rd	House	1850	Scottsburg
041-5180	10xx	Plato Rd	Plato Road House	1890	Vernon Hill
041-5221	2154	Pleasant Grove Rd	Pleasant Grove Christian Church & Cemetery	1850	Oak Level
041-5084	7186	Red Bank Rd	Union Avenue Store	1900	Virgilina
041-5310	7052	Red Bank Road	Virgilina Black School	1915	Virgilina
041-5085	31xx	Rip Rap Rd	Hite Farm	1880	Nelson
041-5094	10025	River Rd	House	1880	Oak Level
041-0088	2100	River Road	Osborne House	1892	South Boston
041-0052	9096	River Road	Springfield	1842	Oak Level
041-0009	10206	River Road	Creekside	1841	Oak Level
041-0075	15120	River Road	Arbor Baptist Church	1840	Ingram
041-5297	1010	School House Rd	Turbeville School	1935	Oak Level
297-5001	2220	Scottsburg Rd (Scottsburg)	Scottsburg United Methodist Church	1890	Scottsburg
297-5002	2236	Scottsburg Rd (Scottsburg)	House	1880	Scottsburg
297-5006	3024	Scottsburg Rd (Scottsburg)	Old Post Office	1930	Scottsburg

VDHR #	Address		Resource Name	Date	Quad
297-5003	3040	Scottsburg Rd (Scottsburg)	Scottsburg Bank,	1920	Scottsburg
297-5004	3041	Scottsburg Rd (Scottsburg)	Clark's Self Service	1900	Scottsburg
297-5005	3045	Scottsburg Rd (Scottsburg)	Old Hotel	1900	Scottsburg
297-5007	3053	Scottsburg Rd (Scottsburg)	House	1880	Scottsburg
297-5009	3062	Scottsburg Rd (Scottsburg)	House	1890	Scottsburg
297-5008	3069	Scottsburg Rd (Scottsburg)	House	1880	Scottsburg
041-5309	1067	Sedge Hill Tr	Sedge Hill	1752	Halifax
318-5005	1154	Seventh St (Virgilina)	M & G Commercial Block	1920	Virgilina
318-5006	11xx	Seventh St (Virgilina)	M & G Store	1890	Virgilina
041-5292	10xx	Shady Grove Church Rd	Hyco School	1912	Virgilina
041-5144	1145	Shiloh Church Rd	Shiloh Baptist Church & Cemetery	1950	Nathalie
041-5060	1092	St. Mark Church Rd	Old Chapel/Lawson's Chapel	1880	Alton
041-5162	3146	Stage Coach Rd	Perth Store	1920	Brookneal
041-0067	4080	Stage Coach Rd	DeJarnette's Tavern	1890	Long Island
041-5160	7042	Stage Coach Rd	Clover Bottom Baptist Church & Oak Grove Methodist	1887	Republican Grove
041-5125	2132	Swain Rd	Leigh House	1880	Vernon Hill
041-5199	1011	Thompsons Store Rd	Thompson's Store	1920	Vernon Hill
041-5159	2042	Tobacco Rd	Stevens House & Cemetery	1860	Republican Grove
041-0114	1181	Tom's Tr	The Cedars (Abbott Homeplace)	1795	Halifax
041-5097	3085	Union Church Rd	Union United Methodist Church & Cemetery	1981	Oak Level
041-5098	2105	Union Grove Rd	Union Grove CME Church & Cemetery	1906	Oak Level
041-5080	1056	Virgie Cole Rd	Thomas L. Wilson Farm	1890	Omega
041-5146	1060	Volens Rd	Catawba Baptist Church & Cemetery	1949	Nathalie
041-5298	1056	Wade Pond Rd	Sandy Level Farm	1815	Oak Level
041-5150	1128	Waller Rd	House & Barn	1870	Republican Grove
130-0006-0418	701	Wilborne Ave (South Boston)	Planter's Tobacco Warehouse (Boyd, Garret & Bass, Inc)	1900	South Boston

VDHR #	Address		Resource Name	Date	Quad
041-5061	1105	Wilkins Rd	House	1900	Alton
041-5062	2083	Wilkins Rd	Lynwood	1854	Alton
041-5063	2099	Wilkins Rd	Olive Branch Methodist Church & Cemetery	1880	Alton
041-5064	2181	Wilkins Rd	House	1850	Alton
041-5065	2238	Wilkins Rd	Wilkins Road Store	1920	Alton
041-5047	1015	Woodbourne Rd	House	1890	Halifax
041-5307	1171	Woodbourne Rd	Sam Younger House	1900	Halifax
041-5308	11xx	Woodbourne Rd	Henderson Academy	1925	Halifax
041-5219	3068	Wooding Rd	Mercy Seat Presbyterian Church & Cemetery	1847	Milton
041-5178	1102	Wooding Tr	Wooding/Carter Farm	1790	Halifax
041-5053	10xx	Woodsdale Rd	Woodsdale Store	1930	Cluster Springs

APPENDIX D: SCOTTSBURG PRELIMINARY INFORMATION FORM (PIF)

The following constitutes an application for preliminary consideration of eligibility for the nomination potential of a property to the Virginia Landmarks Register and the National Register of Historic Places. This does not mean that a property is being nominated to the registers at this time. Rather it is being evaluated to determine if it qualifies for such listings. Applicants will be notified of the staff and Board's actions in writing following the meeting.

Please type and use 8 2" X 11" paper, if additional space is needed.

All submitted materials become the property of the Virginia Department of Historic Resources and cannot be returned.

1. HISTORIC NAME OF PROPERTY (if not known, use current name or address): _____
Scottsburg Potential Historic District

2. LOCATION: Street or Route: Located along SR 344 and bounded by Scottsburg Town Limits

County or City: Halifax County, Virginia

3. LEGAL OWNER(S) OF PROPERTY: (Include names and addresses of all owners. Attach additional sheets if necessary)

Mr., Mrs., Miss, Ms. (Circle One) To Be Determined

Firm and/or Address: NA

City / State / Zip Code: NA

Daytime Telephone: Area Code (____) ____ - ____

OWNER'S SIGNATURE: _____ DATE: _____

In the event of corporate ownership you must provide the name of the appropriate contact person.

Contact person: NA

Daytime Telephone: Area Code (____) ____ - ____

4. GENERAL DATA:

A. Type of property: Commercial and Residential

B. Date(s) of resource(s) and source: 1870-1935
City Building Permits, Newspaper Articles, other published research

C. Outbuildings: Yes ___ No ___ if yes, number of outbuildings _____

D. Approximate acreage: 137 acres

E. Architect, carpenter or mason (if known): _____

F. Original Use: Commercial and Residential

G. Present Use: Commercial and Residential

5. GENERAL DESCRIPTION:

Describe architectural features, additions, remodeling and any alterations to the property. Description should also address setting and any designed landscape features. Additional information may be submitted on typed, consecutively numbered 8 2" X 11" sheets, as necessary.

The Scottsburg Historic District is located within the incorporated town of Scottsburg, Virginia. The district boundaries are clearly defined by the town limits when entering from the north, both sides of Route 344 and includes the first house on the first road to the right and continuing through the town on Route 344 to the stream at the east edge of the town. The district also includes the houses on both sides of Green Level Road (commencing at the Dryburg Road intersection near the Baptist Church) to and including 1080 Green Level Road.

There are approximately 26 historic properties within the Scottsburg Historic District. Of these, two are churches, one is a bank, one is a commercial building, and one is a Town Hall (originally a post office). Ten of the 26 properties have been recorded (297-5001 through 297-5010). The seven residential properties on Green Level Road have not been recorded. They date to the last half of the 19th century and have decorative features which clearly contribute to the significance of the proposed district. Non-contributing buildings include: present post office; fire station; gas station on the corner of Dryburg and Scottsburg Roads; and several residential properties that are less than fifty years old.

The residential properties in Scottsburg are typically composed of single-family dwellings sited on side-by-side lots along the two main thoroughfares of the village. The business properties were located initially near the railroad track. The Baptist Church is in the center of town and the Methodist Church is on the north end of town. The post office was also situated near the train

depot (no longer standing). Sidewalks are absent in most instances along the thoroughfares. Residential properties are typically two story frame buildings. Some have bay windows. The more impressive of these have decorative brackets, multiple gables, decorated gable ends, bay windows, and so forth. Victorian era features are eye-catching. These two story dwellings are typically large, some are in the central entrance I-house tradition and two of them appear to be in the 4-square category. One of the older residences, the Whitworth House, is set back from the road. This two story side-gabled building has exterior chimneys on both ends and first and second story full front porches. This residence belonged to one of the important town merchants of the late 19th century. While most of the residential properties are well maintained, some of them, perhaps owned by old estates or elderly family members, show their previous glory and could be restored to be very fine buildings. At least one of the more elaborate types is now abandoned. Two of the dwellings are classic Queen Anne style houses. Historic brick buildings include the Baptist Church, the Town Hall, and a commercial building that was once the bank.

6. HISTORY:

Briefly note any significant events, personages and/or families associated with the property. (Detailed family genealogies are not necessary.) Please list all sources of information. Only material contained on the form will be forwarded to the members of the State Review Board. Additional information may be submitted on typed, consecutively numbered 822" X 11" sheets, as necessary.

Scottsburg has had a village post office since before 1803 to 1822/5, and 1826 to the present (The Virginia Genealogist: Volume 12:185,187). Scottsburg was named for General John Baytop Scott who had property adjoining the town and whose grave is nearby. General Scott served as an officer in the American Revolution and a vice president of the Virginia Society of Cincinnati (General Washington was the president of the society) (Barbour 1941:214-215). Scott had been a student at Hampden-Sydney College, first class of 1776, and he entered the Revolution in 1777, as a lieutenant in Lee's Legion. He was a captain in the War of 1812 and he commanded the Virginia Militia. He served in the Virginia Legislature. He was commissioned a colonel commandant in the U.S. Army under President Jefferson and was appointed the military governor of the District of Girardeau, Missouri. He died in 1814 at the age of 53. As a farmer and landowner, Scott established sawmills and grist mills on Difficult Creek and before his death was planning to build cotton cloth mills on the creek (Compton 1981).

Scottsburg was on an established post route early in the 19th century. In 1818 there were two mail routes in Southside Virginia. One of them ran once a week from Petersburg via Dinwiddie Court House, Darville, Village Hill, Morgansville, Blacks and Whites, Hendersonville, Nottoway Court House, Hungarytown, Brydie's Store, Double Bridge, Pleasant Grove, Haleysburg, Wylliesburg, Bibbs Ferry, and Scottsburg, to Halifax Court House, 123 miles (Watson 1925:54). Scottsburg is in the Roanoke District. It had two rural delivery routes. The elevation at Scottsburg is 339 feet, well below the average of 600 to 700 feet for the county.

In 1830 Scottsburg was identified in Martin's Gazetteer as being a Post Village, containing several dwelling houses, one tavern, one mercantile store and one smith's shop, with a

population of 40 (Morrison 1907:83-85). Sometime before 1860 the Richmond and Danville Railroad had been constructed, with a depot in Scottsburg. During the Civil War, Confederate camps had been situated near Scottsburg and Clover. Captain J. C. Coleman of Clover's Company H sent a letter from Scottsburg Depot, Halifax, Va. to General S. Cooper, Adjt. General of the Confederate States Army at Richmond, concerning the exchange of prisoners from his company that were captured at the battle of Rich Mountain in 1862 (Headspeath 1997:14). Sergeant (or Captain) D. B. Easley of Scottsburg was in General Pickett's Charge at Gettysburg. On the 1850 U.S. Census for Halifax, Daniel B. Easley, age 29, is listed as a merchant, with property worth \$4,000. He has a wife, Amanda and a daughter, Lucy A. Easley, age 4. He apparently also took in boarders, because other persons at his address were William G. Pringle, 28, Clerk (probably an employee); Richard O. Pringle, 25, physician, and Thomas Y. Scott, 18, a salesman (also probably an employee). Mariah A. McCraw, 37, may have been the housekeeper. Neighboring families had occupations of farmers, laborers, physician, millwright, wheelwright, carpenter, tailor and shoemaker, indicating that the full range of services for the Scottsburg community were present. During Reconstruction the Bailey family owned the former John Baytop Scott plantation. Theofulous Scott, age 45, was a resident farmer in 1850.

Scottsburg's Baptist Church had its beginning some two and a half miles from Scottsburg in a log building called Musterfield in 1779. In 1884 the Musterfield Church congregation moved to Scottsburg and built a white frame church. This church, which was built by R. D. McKinney, burned in 1908. The present brick church was built on property purchased from the Roanoke District School Board in 1884 and the deed conveyed one and one quarter acre at Scottsburg in the fork of Allen's Mill Road and Dryburg Road. The purchase price was \$37.50. The new brick church was built with contractor M. D. Blanton in charge and was occupied early in 1909 (The Gazette-Virginian, South Boston, Va, 1979.). The parsonage behind the church was built in 1927 (sold in 1971)

In the 1890's the reverend Dr. S. H. Thompson, the local Baptist minister, inspired several Scottsburg merchants and leader to finance construction of the Scottsburg Normal College. The college enrolled both men and women from the county and around the state. Most of the students, except locals, were provided room and board on college property where both male and female dormitories were available. The cornerstone for Scottsburg Normal College was laid with Masonic rites and dedicated 1893. Dr. S. H. Thompson was the president. The college lost its first building to a hurricane, but another was built within a year. The school apparently had a military unit at the turn of the century. The college was located on College Street (now Dryburg Road), on four acres of land. The land had been the property of Howell C. Lacy and Florence V. Lacy his wife, who transferred the property to the trustees on August 8, 1898. Trustees were H. C. Beckett, H. C. Lacy, J. J. Stigall, J. T. Lacy, S. A. McCormick, William Hudson, R. L. Lacy, H. C. Hudson, Louis Wimbish and John M. Lacy. J. M. Lacy owned the local dry goods store and later became a State Senator. William "Tom" Whitworth, was a partner of H. C. Lacy, dealers in General Merchandise and specializing in hardware. He was born in Scottsburg in 1842 and died at his home in Scottsburg in 1916. His home, still standing, is located south of Scottsburg Road, behind the fire station. Cynthia Whitworth, his daughter, was in the first graduating class of the Scottsburg Normal College and became the first principal of the

Scottsburg Agricultural High School. The stockholders of the Scottsburg Normal College sold the lot and buildings in 1921 and it was purchased at public auction by the Roanoke District No. 2 School Board for \$1,500.00. The Scottsburg Normal College (no longer standing) (later the Scottsburg High School) was a one-story frame building with a hip and gabled roof, with central passages, with a shingle covered roof and stone foundations (The Gazette-Virginian, South Boston, Va. 1 Jun 1998:7). It appears to have been located near the present service station. The high school was closed when the schools were consolidated about 1954.

Merchants at Scottsburg in 1907 were J. M. Lacy and R. L. Lacy & Company. In 1904 the town of Scottsburg had a population of 100. At the time the train depot was a brick building (Compton 1981). The bank of Scottsburg was organized in 1906 with a capital of \$10,000 and deposits of \$7,800.00 (Morrison 1907:47). It was located in the one story brick building located just east of the railroad tracks on south side of Scottsburg Road. In 1907 the Scottsburg High School was one of the three public schools in Halifax County. The town had eventually become a tobacco market, and some facilities for manufacturing smoking and chewing tobacco were established before the turn of the century. The town was somewhat of a trading center with the railroad, tobacco facilities, dry goods and general stores and two saloons (Compton 1981). The tobacco market consolidated at South Boston and the advent of the cigarette making machine and the decline in the popularity of chewing tobacco resulted in closing of the tobacco facilities at Scottsburg in the early 20th century. The two leading farmers in Scottsburg in 1907 were H. J. McCormick and D. B. Easley (Morrison 1907:43). In the 1920's a tomato canning plant was established at Scottsburg. When the Great Depression came, the Scottsburg Bank failed, the canning factory closed and Scottsburg became just another sleepy village (Compton 1981).

The town of Scottsburg incorporated in 1926. The zip code for the village is 24589. The 1990 population was 133 people.

7. REASON FOR REQUEST:

Completed per cost share contract for survey of Halifax County, Virginia.

8. PHOTOGRAPHS:

At least FOUR *exterior* and FOUR *interior photographs*, preferably black and white, must be provided. Photographs of other buildings on the property and views of the general setting are also required. The inclusion of photographs is essential to the completion of this application. *Without photographs, the application cannot be considered and will be returned.* Photographs should be labeled on the reverse in pencil and should not be mounted or affixed in any way.

9. MAP:

Please include a map showing the location of the property. A sketched map is not acceptable. A USGS or county map is preferred. Please note street and route numbers.

Any outbuildings on the property should also be noted. Please include a North arrow.
This form cannot be processed without a map showing the property's exact location.

10. Is the property income producing? Yes ___ No X If so, will the applicant seek to use the State and/or Federal Rehabilitation Tax credits? Yes ___ No ___
Would you be interested in the easement program? Yes ___ No ___

11. ADDITIONAL COMMENTS:

12. APPLICANT INFORMATION (Individual completing form)

NAME: Gerald V. Lovelace, Director of Counting Planning Dept/ Scottsburg Town
Planner

TELEPHONE: (434) 476-7435

ADDRESS: 134 South Main Street / PO Box 699

CITY / STATE/ ZIP CODE: Halifax, VA 24558

APPLICANT'S SIGNATURE: _____ DATE _____