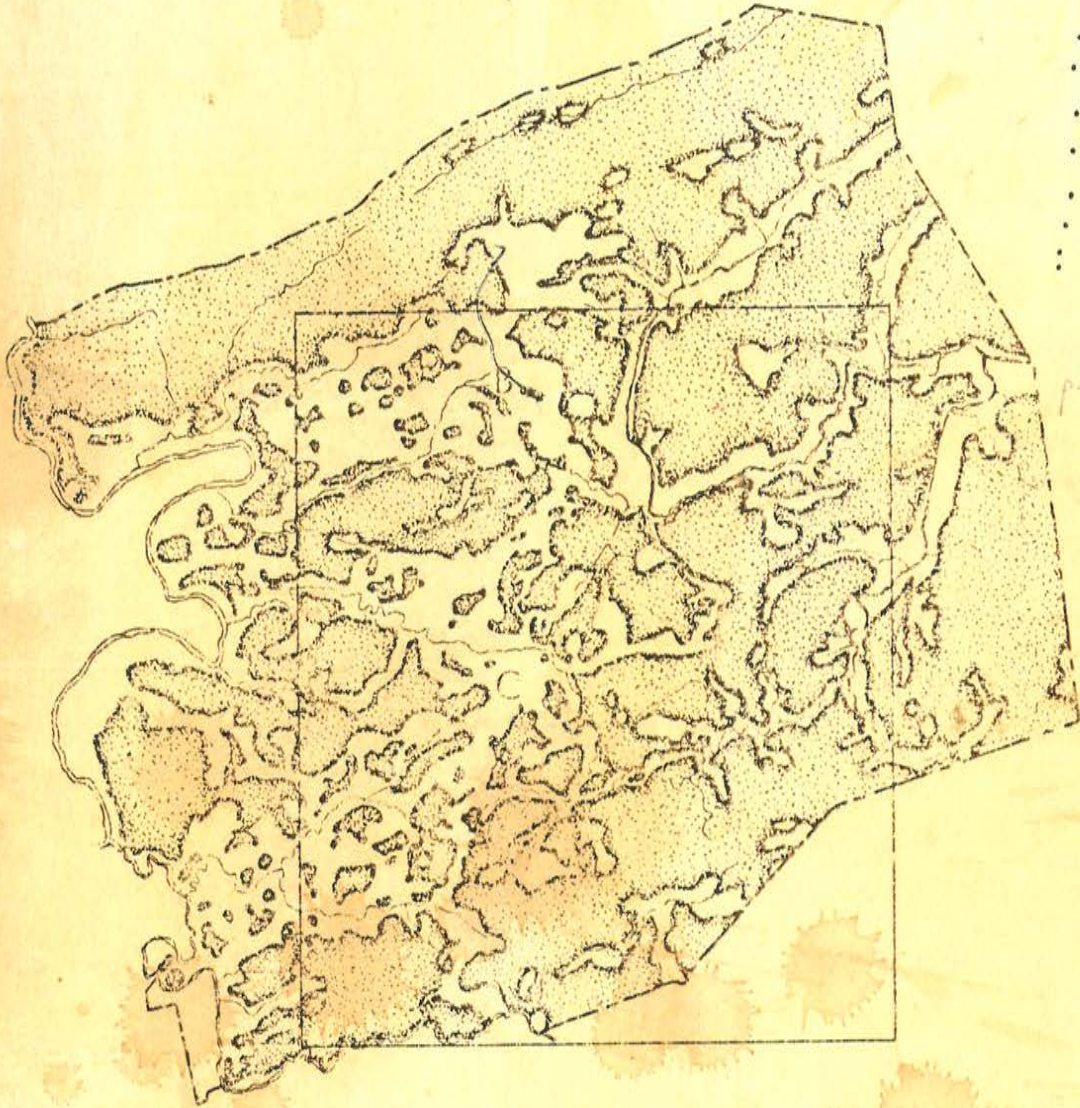


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MONTGOMERY COUNTY



HISTORIC SITES SURVEY
VOLUME 1

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MONTGOMERY COUNTY RECONNAISSANCE
LEVEL SURVEY
VOLUME I

JULY, 1986

VIRGINIA DIVISION OF
HISTORIC LANDMARKS

Montgomery County Reconnaissance
Level Survey

July, 1986

INTRODUCTION

Since the adoption of the Comprehensive Plan in 1983, Montgomery County has experienced increased development and population growth. In light of this growth, the Planning Commission became aware of the need for a tool to help plan growth and still preserve the County's historical and architectural resources. The need to inventory these resources was evident.

In 1985, Montgomery County applied and received a matching grant from the Division of Historic Landmarks to perform a Reconnaissance Level Survey of the County's architecturally significant buildings. This survey includes the following:

- 1) An Overview of the County's History
 - 2) A Comprehensive Inventory of significant structures and sites in the County--including photographs and floor plans
- and; 3) Maps delineating the location of said structures and sites.

It is anticipated that this survey will be a useful resource in future planning activities such as the evaluation of rezoning requests, the revision of the Comprehensive Plan and potential amendments of the County's Zoning Ordinance to create a Historic District Overlay. Further, it will provide citizens interested in doing historical, archaeological and geneological research with valuable information.

The following individuals contributed to the realization of this final report.

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TABLE OF CONTENTS

Volume I:

Introduction

Table of Contents

Survey Methodology	1
County Description	5
Study Unit Descriptions	12
Initial Settlement: 1745-1800	21
Urban and Rural Development	22
Transportation	34
Industry and Crafts	40
Agriculture	43
Commerce	47
Religion	49
Education and Government	56
Military	57
Domestic	59
Secondary Development: 1801-1830	67
Urban and Rural Development	68
Transportation	73
Industry and Crafts	79
Agriculture	83
Commerce	86
Religion	89
Education and Government	92
Military	94
Domestic	95
Antebellum: 1831-1865	100
Urban and Rural Development	101
Transportation	114
Industry and Crafts	135
Agriculture	158
Commerce	165
Religion	173
Education and Government	181
Military	186
Domestic	189

Late Nineteenth Century: 1866-1900	192
Urban and Rural Development	193
Transportation	205
Industry	212
Agriculture	224
Commerce	228
Religion	235
Education and Government	239
Domestic	246
 Twentieth Century: 1901-1950	 249
Urban and Rural Development	250
Transportation	255
Industry	258
Agriculture	266
Commerce	271
Religion	273
Education and Government	274
Domestic	280
 Bibliography	 283

Volume II:

Appendix I: Archaeological Overview of Montgomery County and the City of Radford, Virginia	1
Appendix II: Overview of Vernacular Domestic Architecture	xxxi
Appendix III: Study Unit Boundary Justifications, Map of Montgomery County, and Population Tables	xlii
Appendix IV: County Resources	1
Appendix V: Montgomery County Cleared and Forested Land Maps ..	liii
Appendix VI: National Register and Survey Recommendations	lvii
Appendix VII: Alphabetical and Numerical Lists of Survey Sites ..	lxv

SURVEY METHODOLOGY

The 1985-86 Montgomery County Reconnaissance Survey was funded under a new program of reconnaissance survey initiated by the Virginia Division of Historic Landmarks. The research and fieldwork were performed by the firm of Gibson Worsham, Architect. Gibson Worsham, Dan Pezzoni and Charlotte Worsham made up the survey team. In order to identify patterns of settlement and cultural activity within the county and the larger region, directed research was undertaken before the fieldwork was begun as recommended in the Resource Protection Planning Process (RP3) published by the National Park Service in 1980. The RP3 program is designed to link preservation planning with an analysis of the existing resources. In a planned implementation of the process, the Division of Historic Landmarks has created a series of regions including the Southwest Study Unit which contains Montgomery County and the other counties in Southwest Virginia.

Research was facilitated by division of the county into historical, temporal, and geographical units. Study Units, generally named for the principal stream or water course in an area, were devised based on political and geographical elements which influenced settlement and land use. Initial research suggests that in the relatively short period in which settlement and development have occurred these geographical boundaries have remained consistent. In general, mountain ridges or drainage divides have paralleled regions of distinct cultural activity, which were usually related to water sources, transportation, or the best agricultural land, all of which tend to relate to the lowlying land in the region. The geographical units, which contain varying numbers of sites depending on the density and type of settlement, consist of the

Little River, Crab Creek, the Town of Christiansburg, Toms Creek, the Town of Blacksburg, Upper North Fork, Lower North Fork, and South Fork Study Units. The City of Radford was not included in the survey.

Chronologically the county's history was broken into five generally meaningful units to allow and assure coverage of each theme. The periods are 1745-1800, 1801-1830, 1831-1865, 1866-1900 and 1901-1950. Finally the cultural material and research was organized into ten "themes" or categories as mandated by the Division of Historic Landmarks. These included Residential/Domestic, Agriculture, Government/Law/Welfare, Education, Military, Religion, Social/Cultural, Transportation, Commerce and Industry/Manufacturing/Crafts. The themes are broken down into the various temporal periods and discussed as far as research allowed and each was involved in the development of the county's historic resources.

The earliest architectural documentation undertaken in the county was by Warren H. Manning, a Cambridge, Massachusetts planner, who in 1927 made measured drawings of the John Black house and outbuildings on the VPI Campus in Blacksburg. The house was to be "retained, restored and equipped to show the domestic economy of Virginia's pioneer days". More extensive surveys have been executed by local historians, during the 1930's under the aegis of the Works Progress Administration, during the late 1950's by W. S. Hunt, Jr. of Lynchburg, using the Historic American Building Survey Forms, and by the Virginia Historic Landmarks Commission in 1973, following the start of comprehensive survey on a state level. While the earlier surveys preserve important material about many vanished buildings, they document buildings sporadically and incompletely, with a bias for very early buildings or unusually large or detailed structures. The 1973 survey by Joe Yates thoroughly documented sites photographically

and in sketch plans, but unfortunately did not follow any chronological or geographical pattern, and thus does not present an accurate picture of county building.

Division of Historic Landmarks directives indicated that, wherever possible, intensive survey techniques were to be followed, involving room-by-room descriptions, photographs, and measured drawings. All of the county's historic resources and architectural criteria were included in the survey. Criteria for inclusion were based on local historical and architectural significance as defined by the National Park Service in the National Register Standards and Guidelines and the Virginia Landmarks Commission Architectural Survey Guide.

Fieldwork proceeded by study unit. 7.5 minute U.S.G.S. maps were used to locate and travel all county routes and accessible private roads. Structures were usually considered if they were more than fifty years old. Interiors were examined where the owner allowed, when the building's age or relative importance suggested it. In many cases buildings were measured and the interiors photographed. Outbuildings and barns were recorded on site plans, and photographed and/or measured when they contributed to a farm complex or were in themselves significant structures. Sites were numbered consecutively within the rural study units, starting with Study Unit 1 and proceeding through Study Unit 8. The sites were located by number on U.S.G.S. maps and historical research performed wherever possible. Approximately 810 sites were surveyed, 125 of which were measured.

Of the various themes, six were surveyed from the Government/Law/Welfare category, 13 from agriculture distinct from

connection with a standing residential structure, 36 (4.4%) connected with education, one with the military subject, 37 (4.5%) with religion, two with social/cultural (Springs Resorts), 26 (3.2%) with transportation, 70 (8%) with commerce, and 16 with Industry/Manufacturing/Crafts. The remaining structures, with the exception of eight miscellaneous sites, were residential/domestic or farm related. The total number of approximately 810 sites surveyed is concealed in the actual survey numbering system which ends with 60-557, in that buildings in Blacksburg and Christiansburg were given independent prefixes (150 and 154) and buildings in potential historic districts (Lafayette, Prices Fork, Riner, Shawsville and parts of Blacksburg and Christiansburg) were given a district number and then a third individual number (such as 154-10-9).

In addition to surveyed sites most late-nineteenth and early twentieth-century dwellings which conformed to identified vernacular patterns, within limited parameters of building material and age, were recorded on field maps. A survey typology was used which was developed in Kentucky by Camille Wells and refined for the region by the authors in Pulaski County. (Vernacular Architecture Newsletter, No. 5, Fall, 1980, pp 3-5.) Only buildings built of light sawn wood were recorded. Four types of buildings were distinguished, and their number of stories, depth, fenestration, roof type, and chimney placement were recorded using a code. (See Appendix 2) Other dwelling types of various construction materials recorded in code on the maps included bungalows, "foursquare houses" and houses with bungaloid features (See Appendix 2). Churches, school houses, bank barns and tobacco barns were also recorded, if a survey was not made of the site. A total of 2077 buildings were typed.

COUNTY DESCRIPTION

Montgomery County is located in Southwestern Virginia between the Blue Ridge and Appalachian Mountains. The western portion of the county is drained by the New River and the eastern portion is drained by the headwaters of the Roanoke River. Presently the county contains 395 square miles.

Before presenting a general history of Montgomery County, it is helpful to outline the history of the county itself as a political unit, from before its formation in 1776 to the fixing of its present form in the mid-nineteenth century and the incorporation and boundary changes of its several towns in the late nineteenth and early twentieth centuries. The county's early formation and gradual division make the interpretation of the available statistics particularly difficult.

The land comprising Montgomery County was claimed by the Crown and by Virginia long before white men actually entered it. At the time of the area's earliest settlement in the early 1740's it was a part of Orange County (Kegley, M. Early Adventurers, v. 1, p. 91-96). In 1745 Augusta County was formed from Orange and it included Montgomery. In 1770 Botetourt County was formed from Augusta County and Montgomery was a part of it. In 1772 the area comprising present-day Montgomery County was split in half by the formation of Fincastle County. The half to the east of the Appalachian Divide went to Botetourt and the half to the west to Fincastle.

In 1776, due mostly to the agitation of its westernmost inhabitants, Fincastle County was dissolved and three counties formed from it: Kentucky, Washington and Montgomery. Montgomery stretched from the North Carolina border to the Ohio River and included all or portions of Giles,

Floyd, Pulaski, Bland, Wythe, Carroll, Grayson, Tazewell and Smyth Counties. The county seat was established at Fort Chiswell in present Wythe County and the first county court convened there on January 7, 1777. In 1789 Kanawha County was formed from portions of Montgomery and Botetourt Counties and the northern border of Montgomery County shrank to a point about half way between the Ohio River and the present Virginia - West Virginia state line. In 1790 Wythe County was formed from the western portion of Montgomery. The line between the two counties (surveyed by Gordon Cloyd) was formed by the western border of present-day Floyd County, the eastern border of present-day Bland County and a line across present-day Pulaski County. The formation of Wythe necessitated the removal of the Montgomery County Seat. On March 4, 1790, the court met at James Craig's house and tavern at Hans Meadows one mile east of present-day downtown Christiansburg. By 1791 the court was meeting in a Court House in the new town of Christiansburg (Kegley, M. Early Adventurers, v. 1, p. 107).

In 1806 Giles County was formed from the northern portion of Montgomery County. At some point between 1776 and 1806 Montgomery had annexed its present eastern half on the Roanoke drainage system including portions of the present counties of Roanoke and Craig. In 1806 Montgomery still included all of Floyd County and more than half of Pulaski County.

In 1831 Floyd County was formed from the southern portion of Montgomery. In 1839 Pulaski County was formed from the western portion of Montgomery and the eastern portion of Wythe. In 1849 Roanoke County annexed the eastern one-eighth of Montgomery and in 1853 Craig annexed a small piece of Montgomery extending down Craig Creek from the present

boundary. Sometime between 1864 and 1881 "Little Montgomery" on the west side of the Little River was annexed to Montgomery County. These last minor changes gave Montgomery County its present size: 395 square miles (Hiden, Virginia Acts).

The town of Christiansburg was officially established in 1792, Blacksburg in 1798 and Lafayette in 1828. Blacksburg was incorporated in 1871 and the governing of the town passed from the town trustees to an elected town government. Radford was incorporated in 1886 and became a separate city in 1892. Cambria was incorporated as a town in 1906. As originally platted, the town of Christiansburg contained 175 acres. The town of Blacksburg encompassed 38 1/4 acres and Lafayette ten acres (Kegley, M. Early Adventurers. Virginia Acts).

On April 2, 1870, the General Assembly passed an act dividing Montgomery County into four townships or magisterial districts for electoral purposes as well as for the collection of census data. The townships were: Christiansburg, Blacksburg, Alleghany and Auburn. Voting places were established at Blacksburg, Christiansburg, Riner, Central Depot (Radford) , Prices Fork, Pilot, Alleghany Springs, Big Spring (Elliston) and on the North Fork of the Roanoke River (Montgomery County deed book S, p. 273).

Two features of Montgomery County that invariably appear on eighteenth century maps are the New River and the "Alleghany Mountain". The New River was the great discovery of the Batts and Fallam expedition of 1671 - a river flowing westward to an unknown destination. Even after it was fully mapped and understood, the New River had a special importance as Virginia's prime potential water connection to the Ohio River.

The Alleghany Mountain was often portrayed as a sinuous ridge separating the waters of the New and the Roanoke. It was commonly referred to in eighteenth- and nineteenth-century deeds and persisted on maps as late as the Blacksburg Railroad map of ca. 1881. William B. Rogers, Virginia's foremost geologist of the early nineteenth century, attacked the popular notion of the Alleghany Mountain in his 1835 "Report of the Geological Reconnaissance of the State of Virginia". He wrote:

In Montgomery County, - the designation of Alleghany has been very strangely and unphilosophically applied to a comparatively elevated portion of the table lands of that county ... the speaker is seldom aware that [what] he is describing has no original in nature, and that what he represents as one mountain, a continuation of the Great Alleghany ... is in reality ... only a series of spurs, sometimes merely elevated table lands, dissimilar in structure and origin amongst each other, and only associated in an imaginary connection by the accidental circumstance that they form one portion of the watershed of the east and west-discharging rivers.

In fact, the Alleghany Mountain was very real to travelers in the early nineteenth century. After a series of gaps and slowly ascending valleys, the slope from the Roanoke River up to Christiansburg or Blacksburg must have been perceived as the first major obstacle the traveler would have had to overcome in his progress from the north.

Montgomery County was usually perceived by travelers to be a half-wild highland not particularly well suited for agriculture. These attitudes were also reflected in early place names such as Hans Meadows and Drapers Meadows (also called Drapers Glades). In the eighteenth century "meadow" and "glade" carried the connotations of dryness or elevation above more desirable stream bottoms. These meadows and glades may have originally appeared as clearings and open grassy woodlands of widely spaced oaks and other mature hardwoods. They were sometimes identified as barrens, and treated as unproductive land due to a lack of understanding of the reason for their openness as burned-off areas created by the Indians for the increase of game. Despite any negative connotations, James Patton chose Drapers Meadows over the New and Roanoke river bottoms and he and his successors, the Prestons, reaped the benefits of good meadow soils .

Negative comments were expressed by Bishop Asbury, who in 1800 wrote: "We passed Montgomery town and Court House among the mountain barrens; we pushed on to Christian's [on the New River] " (Clarke, p. 250). In April 1797 Louis Phillipe described the same landscape Asbury would pass through:

The Alleghanys (in the region where I crossed them) are covered with oaks; one sees hardly any pines. The soil is dry and arid. It is no more than stony sand, not cultivable ... The western slope of these mountains struck us as infinitely worse than the eastern. The soil is sandy and dry, the land is flatter, and the springs rarer. The vegetation is much less varied and flourishing than on the other slope ... The countryside was about the same as far as the Big Kanhaway, which around here they call the New River. The settlements here are few and squalid. (Louis Phillipe)

A gazetteer echoed Louis Phillipe in 1835: "Besides the mountains,

the whole face of this county is broken and rocky, yet though so rough and elevated, the streams are bordered with excellent soil" (Martin, p. 401).

Complaints about Montgomery County's poor roads were obligatory in the nineteenth century; nevertheless, travelers began to look with a romantic interest upon the same landscape that earlier travelers viewed with disfavor. Willis Blackford, a young surveyor for the Lynchburg and Tennessee Railroad, described the South Fork of the Roanoke and the rugged Elliott's Creek drainage in glowing terms (Blackford letters). In the 1850's a German traveler said of the Alleghany Mountain:

The road was bad, the region charming. We were already in the middle of the Alleghany Mountains; on both sides high mountain chains rose 2 to 300 hundred feet. A summit just like the Weser Mountains in Schaumburg, now reddish then greenish ever according to the quality of the tree growth. It was really a romantic region; narrow thin valleys, high mountains, often rugged and beautifully laid out farms surrounded by woods and fields. Often the road became a little too frightfully romantic and we ran the danger of breaking both arms and legs together with our coach.

Pennsylvanian visitor Lewis Miller was fascinated with Montgomery County's scenery. He and his Christiansburg relatives would drive through the countryside in horse and buggy, stopping at caves, villages and overlooks. One such jaunt Miller sketched and captioned "A visit to Elliott's Creek ... A wild stream foaming and dashing against the rocks." In another sketch he portrayed himself walking along the roadbed of the unfinished Virginia and Tennessee Railroad, and wrote: "Branches of the high mountain stretch down to the road, and as huge blue masses of lime Stone rock, the Summits of which are frequently divided by fearful clefts; Sometimes as undulating chains of hills whose Sides are overgrown with wood."

There came a point when travelers were coming to see Montgomery County itself. Early springs-goers came for the waters but they spent much time on walks and rides while visiting the springs. Edward A. Pollard, a Richmond journalist, visited Montgomery County in the summer of 1870 and lavished a good part of his description on the Puncheon Run Falls of Bottom Creek Gorge in the extreme southeast corner of the county. At the time of Pollard's writing, Captain Calhoun, proprietor of Alleghany Springs, planned to lay the falls open "to great hosts of sight-seers ... It is already planned to cut a path down the mountain side, and to overcome the most difficult places with ladders, and ... to open some romantic vistas through the forrest." Pollard also mentioned Fisher's View: "The name of the view is taken from [Flavius] Fisher, the artist, who made a picture of it last season" (Pollard, p. 89). Fisher's View Mountain had been known as Pilot Knob, but the name given it by Captain Calhoun is in use today.

The land on the western slope of the Alleghany, disparaged by earlier travelers, was extolled by Pollard. Of the country between Christiansburg and Blacksburg Pollard remarked: "Our road extended through the richest and most cultivated parts of Montgomery County. It was a vision on either sides of broad acres, wide, warm fields, the yellow harvest bound with the garniture of woods, and groves in which stood the square brick houses indicative of the country gentry of Virginia" (Pollard, p. 131).

STUDY UNIT DESCRIPTIONS

LITTLE RIVER

The Little River Study Unit (1) is mostly rolling farmland punctuated by small hills. A line of hills including Calfee's Knob and Pilot Mountain occupy its southern half and separate the more elevated Brush Creek drainage from the Meadow Creek and upper Elliott Creek drainages.

The Little River Study Unit seems to have been settled somewhat later and more sparsely than the Toms Creek and Crab Creek units, perhaps because it was more heavily wooded in the eighteenth century. Even in 1864 the level area around Riner was still forested. Today this area is one of the most intensively cultivated in the county and is in large part made up of agricultural/forestral districts. The five communities in the area did not appear until the 1850's, in the case of Graysontown and Childress, and the 1860's or later in the case of Riner, Rogers and Pilot. Graysontown (originally Grayson Mills) was established by the Graysons across the Little River from Snowville, an important regional industrial center in Pulaski County. Graysontown too became an industrial center and featured the county's largest mid-nineteenth century milling operation. Childress also developed at a mill seat. Riner, situated on the early Pine Spur Road, functioned as a regional center until the 1930's, with (at various times) a mill, hotel, tobacco factory, cooperative cannery and bank. The tiny community of Rogers had its start as Union Mills, also as the site of a toll house on the Jacksonville and Christiansburg Turnpike. Pilot also developed along this turnpike and was briefly the site of a large stave mill in 1900.

Lead and zinc mining was carried out at Calfee's Knob in the 1870's

and 80's and some sort of mining occurred at the county poor house site near Christiansburg. A small gold rush took place at Brush Creek in 1880. Later, Brush Creek was the site of flue-cured tobacco production from which several tobacco barns survive.

CRAB CREEK

The Crab Creek Study Unit (2) is hilly terrain with Barringer Mountain at its center and Price Mountain as its northern border. The early-settled Crab Creek valley stretches almost the full extent of the unit, and bottomland now occupied by the Radford Arsenal exists along the New River. A high neck of land (the top of the Alleghany or Christiansburg Mountain as it was once known) forms that portion of the unit to the east of Christiansburg.

Settlement in this area took place along the New River and Crab Creek in the 1740's and somewhat later at Hans Meadows near Christiansburg. The area is traversed by Southwest Virginia's major transportation routes past and present: the Great Road (crossing the New River at Ingles Ferry, now in Radford) and its successor, the Southwestern Turnpike; the Virginian and Tennessee Railroad and the Virginian Railroad (both now a part of the Norfolk Southern system), the Lee Highway and Interstate 81.

The several towns and communities in the unit owe their existence or at least their siting to these transportation routes. Christiansburg, the county seat, was established in 1790 on the Great Road, Cambria (originally Christiansburg Depot) developed to the north of Christiansburg on the Virginia and Tennessee (Christiansburg and Cambria comprise their own study unit). The small communities of Montgomery

Station, Vickers Switch and Walton also appeared on the Virginia and Tennessee (Montgomery Station as the railhead of Montgomery White Sulphur Springs). Where the Virginia and Tennessee bridged the New River, a depot and shops known as Central Depot became the focus of successful development in the 1880's and was renamed Radford. In 1892 Radford gained city status and was removed from county jurisdiction. Two nineteenth century industrial complexes which did not develop into communities developed around Chrisman's Mill and the Gardner/Zink mill west of Christiansburg.

A branch railroad was built from Cambria to Blacksburg in 1902-04 and with the Virginian Railroad (built through the area in 1907) stimulated the growth of Merrimac, long the site of coal mining at the eastern end of Price Mountain (coal mining occurred all along the southside of Price Mountain). The Southwestern Turnpike (1847-48) became the Lee Highway (Route 11) in the 1920's along which several motor courts and early service stations were built.

CHRISTIANSBURG TOWN

The Christiansburg Town Study Unit (3) is located on the headwaters of Crab Creek at the western end of the Crab Creek Study Unit. In the late eighteenth century most of the land in the unit was owned by the Craigs and constituted a portion of Hans Meadows. In 1790 the county court of Montgomery received from James Craig 175 acres on the Great Road as the site for the county buildings and shortly thereafter a town and public square were platted. The town was incorporated as Christiansburg in 1792 and was from an early point the location of a number of taverns. In the 1820's Methodist and Presbyterian congregations were formed and churches built. In the 1840's and 50's the Presbyterians established

male and female academies. By the 1850's Christiansburg had taken on many of the functions of a regional center with a bank, newspaper, Temperance Hall and photographer located there. Christiansburg Depot, one mile north of the Public Square, was established on the Virginia and Tennessee Railroad line in 1854. In 1906 the depot community was incorporated as Cambria and constituted the third largest town in the county.

Considerable suburban growth occurred between Christiansburg and Cambria in the first third of the twentieth century. In the post-Civil War period the Christiansburg Institute, an important black preparatory school, was established on Zion Hill between Christiansburg and the depot. At the turn of the century the Christiansburg Institute moved to a site west of Cambria on present Route 460 and built a number of brick school buildings. Christiansburg was a considerably more populous town than Blacksburg at the beginning of the twentieth century but fell behind by mid-century.

TOMS CREEK

The Toms Creek Study Unit (4) is a rolling plateau extending from a chain of hills east of Blacksburg to the bluffs and bottoms along the New River, and is walled in by the parallel ridges of Brush Mountain and Gap Mountain on the north and Price Mountain on the south. The area is drained by Stroubles Creek, Toms Creek and its tributary Poverty Creek, and Norris Run.

The Patton Tract of 3500 acres was selected in this unit in circa 1745 and Germans settled on Toms Creek at roughly the same time. The Patton Tract, also known as Drapers Meadows, was the site of the famous massacre by that name in 1755. Later the Prestons dominated the central section of the unit and built Smithfield, probably the county's earliest

surviving structure (1775), and two notable later houses. By the 1850's James R. Kent had amassed 6400 acres (nearly 2000 improved acres) at the mouth of Toms Creek, the largest and most valuable farm in the county. The post-Civil War black community of Wake Forest was settled in part by Kent's slaves on the northern edge of his holdings.

The road established in 1745 by Augusta County from the Frederick County line to the New River ended in the unit. At the end of the century this road was identified as the Pepper Road, a secondary route of the Great Road named for Peppers Ferry (in the Crab Creek unit). Blacksburg was established on this road in the mid-1790's (Blacksburg and Virginia Polytechnic Institute comprise their own unit). Prices Fork developed where the road forked to Peppers Ferry and Browns Ferry at the northwest corner of the county. Longshop developed on this road in the post-Civil War period.

The Virginian Railroad was built through this unit along the New River in 1907 and stimulated the growth of the coal mining town of McCoy at the east end of Brush Mountain. Many other coal mines were located on Brush Mountain as well as the north side of Price Mountain. An important regional millstone quarry was also located on Brush Mountain.

BLACKSBURG TOWN

The Blacksburg Town Study Unit (5) is located on the headwaters of Stroubles Creek at the western end of the Toms Creek Study Unit. Most of the land in the unit originally constituted the eastern end of the Patton Tract and belonged to the Blacks. Blacksburg was platted by William Black and incorporated in 1798. Despite its close proximity to Christiansburg, the county seat, Blacksburg managed to hold its own,

perhaps because it was located on the Peppers Ferry branch of the Great Road. By the 1850's Blacksburg had moved into competition with Christiansburg; it was the location of Methodist male and female academies, a bank (possibly two), many commercial and small-scale industrial establishments, and, like Christiansburg, Blacksburg was the center of turnpike and railroad subscription and agitation. From the 1860's until the early twentieth century Blacksburg was the location of the Bodell pottery, an important regional supplier.

In 1872 the Methodist Preston and Olin Institute was chosen as the location of Virginia's agricultural and mechanical college, later known as Virginia Polytechnic Institute. The presence of VPI stimulated the growth of the town and was a factor in the coming of the railroad in 1904, a spur line nicknamed the "Huckleberry Railroad" and operated by Norfolk and Western after 1913. By the mid-twentieth century Blacksburg had overtaken Christiansburg in population.

UPPER NORTH FORK

The Upper North Fork Study Unit (6) includes the North Fork of the Roanoke River and the headwaters of Craig Creek, a tributary of the James River which flows between Brush Mountain and Sinking Creek Mountain on the northern edge of the unit. Paris Mountain defines the southern and eastern sides of a continuous strip of bottom land along the North Fork. A rolling shelf of land occurs at the southern base of Brush Mountain roughly 500 feet higher than the river elevation.

In the 1740's some settlement occurred in the vicinity of Lusters Gate, a late-nineteenth century crossroads community. Bennetts Mill and McDonalds Mill on the North Fork are two of the county's three surviving

large nineteenth century mills. The Brush Mountain coal deposits of the Toms Creek unit continue in this unit and were mined at Coal Bank Hollow and Slusser's Mines.

LOWER NORTH FORK

The Lower North Fork Study Unit (7) includes a good deal of rugged mountain land drained by the North Fork of the Roanoke River and its tributaries Wilson Creek and Bradshaw Creek. Portions of the Peddlar Hills, Paris Mountain and Fort Lewis Mountain are within the unit.

Yellow Sulphur Springs is an early and largely extant mineral springs resort at the elevated western end of the unit and was joined in the 1850's by the extensive Montgomery White Sulphur Springs. The Salem and Peppers Ferry Turnpike (1839) ran the full extent of the unit and was paralleled by the Virginian Railroad (1907) along which the communities of Ironto, Fagg and New Ellett developed (the last in close proximity to the earlier crossroads hamlet of Ellett).

SOUTH FORK

The South Fork Study Unit (8), like the Lower North Fork unit, is mostly mountainous land, carved into numerous hollows by the small tributaries of the South Fork of the Roanoke River and Elliott Creek (itself a tributary of the South Fork). The county's lowest and highest elevations are in this unit: 1190 feet where the Roanoke River flows out of the county and 3770 feet at the top of Poor Mountain. Along the southern boundaries of the unit are Pilot Mountain and Fishers View Mountain. At the headwaters of the South Fork is Bottom Creek Gorge and Virginia's highest waterfall, Puncheon Run Falls.

Early settlement occurred on the wide bottoms of the lower South

Fork. Near present-day Shawsville stood Vauses Fort which was destroyed by Indian attack in 1756. The early Presbyterian New Derry congregation built a meeting house near the Forks of the Roanoke perhaps as early as 1769 and George Hancock built his impressive brick residence Fotheringay on a hillside overlooking the South Fork in circa 1797. Tobacco was cultivated throughout the unit from at least the 1830's into the twentieth century, and flue-curing barns are found on the upper reaches of the South Fork.

The regional transportation routes that cross the Crab Creek unit also pass through the South Fork unit. The section of the Great Road which climbed the Christiansburg Mountain (the major obstacle between the Valley of Virginia and the west) was improved as the Alleghany Turnpike in 1806-09. The town of Lafayette was established on this early turnpike in 1826 but languished when the later Southwestern Turnpike (1847) and Virginian and Tennessee Railroad (1854) bypassed it. The Virginian and Tennessee railroad generated the towns of Big Spring Depot (already a tiny community in the 1830's) and Shawsville. Big Spring Depot was the object of feverish speculation in 1890 when it was heralded as the emergent industrial center of the region: Carnegie City. The venture collapsed in 1893 but soon the town of Elliston was formed and several industries, railroad services and small resort hotels located there.

Shawsville, at the point where the railroad and turnpike diverged from the valley of the South Fork, developed into a railhead for southeastern Montgomery County and portions of Floyd County. Shawsville also served as the station for Montgomery County's two other mineral springs resorts: Alleghany Springs, developed in the 1850's, and Crockett Springs in 1889.

The many hollows in the unit were settled at a relatively early date (by the 1820's along Elliott Creek). A hilltop strip mine and masonry-buttressed road bed attest to some sort of mining (possibly iron) on Elliott Creek, and there are references to iron, lead and zinc mining and prospecting throughout the unit from the 1820's into the twentieth century.

INITIAL SETTLEMENT

1745-1800

URBAN AND RURAL DEVELOPMENT: 1745-1800

The earliest period of settlement in the region began in the mid-1740's, coinciding with the signing of the Treaty of Lancaster in which the Six Nations of Indians gave up their claim to lands in Virginia. Traders and trappers had been familiar with the region for many decades. The area had been accessible since the seventeenth century by the well-traveled Trader's Path, which may have followed the Little River from the east to its junction with New River. In 1671 Batts and Fallam explored the headwaters of the Roanoke River on an expedition sponsored by Abraham Wood and the colonial government. They crossed the Alleghany Mountains and described extensive clearings at the summit and abandoned Indian corn fields along the New River.

The Virginia leaders did not pursue settlement in the land beyond the mountains, but directed their principal interest to the region's fur trade. Settlement of the Shenandoah Valley in the 1730's by immigrants from Pennsylvania and Maryland began an era of rapid expansion into the largely uninhabited areas of the West. By the 1740's these settlers had reached the Roanoke River, and may have penetrated into the eastern portions of present day Montgomery County, on the North and South Forks of the Roanoke.

James Patton, an Ulster ship captain and agent for land developers in the Shenandoah Valley, arrived with several relatives in Virginia in 1738 and began almost immediately acquiring land west of the Blue Ridge. His activities are described in detail in F. B. and Mary B. Kegley's Early Adventurers on the Western Waters. By 1740, he had purchased all the shares in a 100,000 acre group of tracts on the James and Roanoke Rivers. He was active in the government of newly founded Augusta County,

serving in the most powerful positions. In 1745, the colony of Virginia began granting large tracts of land west of the Alleghanies to selected citizens and groups of speculators to be resold to settlers at a profit. Among the earliest and most important of these was the Wood's River Company (New River) Grant of 1745, which gave to Patton and his partners in the Wood's River Company 100,000 acres of land to be selected in smaller tracts in any location on the waters of the Clinch, Holston and New Rivers.

Patton and his partners began in 1746 to select and survey the best land in the region. Two tracts had already been surveyed, and were patented to John Harrison. One of these was on Stroubles and Crab Creeks in present-day Montgomery County. This tract represents one of the first tracts recorded in the New River lands. Starting in 1745, settlers had entered the area in anticipation of gaining title to land. Patton and John Buchanan viewed and blazed a road from the Augusta-Frederick County line in the Shenandoah Valley to the New River at Adam Harmon's house and ford. It was originally known as the Indian Road.

Drapers Meadow, near present-day Blacksburg, and the Dunkard settlement, on the west side of New River in present-day Pulaski County, were both established in circa 1745. Patton entered 7500 acres in his own name in the meadows east of New River and it became known as the Patton Tract or Drapers Meadow. The Patton Tract stretched between the future locations of Blacksburg and Prices Fork on the east and west, and Toms Creek and Prices Mountain on the north and south. The land was subdivided using the Indian Road, corresponding to present Prices Fork Road, as a spine to either side of which smaller tracts stretched down to Stroubles and Toms Creeks. Certain present-day property lines and roads

(such as Route 657) may preserve these early divisions. Patton also selected land on Crab Creek northwest of Christiansburg.

The Dunkard brethern of the Ephrata Society in Pennsylvania were a communal separatist religious group founded in Germany under the influence of Pietism in the early eighteenth century. A small group of Dunkards settled on the rich sections of bottom land west of the mouth of Little River, hoping to found a settlement of pious landowners and hermits. The mill they built was one of the first in the region. As tension on the frontier grew between the Indians and the settlers, the Dunkard Brethern on New River left the 900 acre tract for another site in what is now West Virginia, farther from the threat of Indian attack and with more opportunity for trading with settled areas.

Several German settlers had taken up residence on New River bottom land at the same time as the Dunkards. These included Adam Harmon on the east side of the river and Jacob Harmon on the opposite side, across from the mouth of Toms Creek. The New River region was one of the principal destinations for German settlers from the Shenandoah Valley for twenty years following 1743. Many of the settlers were of Moravian or Dunkard background, and tended to travel and settle in family and extended family groups. John Michael Preis (Price), Adam Wall, Philip Harlas (Harless) and Casper Berger (Barger) were among the early settlers of German descent. Harman was living in Strasburg, Virginia, in the lower Shenandoah Valley, in 1736; the others arrived together at Philadelphia on the ship "Winter Galley" in 1738. They settled on Toms Creek and on the higher land just to the south in the Patton Tract. James Patton purportedly wished to encourage Scotch-Irish and English settlement in particular. By August 1746 George Draper had settled on the Patton Tract

and he and other settlers by 1755 constituted a rural community known as Drapers Meadows.

The lands not included in the proprietary grants began filling up rapidly under a system of land distribution which dated back to the early days of the colony. A surveyor had been sent to Virginia as early as 1621, to record and to distribute land under the direction of the Colony. In 1705 several laws were passed describing the forms of patents, or gifts of land, and those persons entitled to land. In 1748 modifications were made in the laws which set the pattern for the settlement of the West.

Rights of Importation to 50 acres of land were to be assured to every free immigrant, with larger amounts based on the number of his dependents, and to indentured servants after they had finished their term of service. A certificate of importation rights was given to each applicant upon proof of eligibility. By the authority of that certificate, commissioned surveyors were required to lay out the acreage called for in the certificate on any vacant land. By mid-century the Importation Right was largely superceded by the Treasury Right which was a guarantee of land of up to 500 acres (with larger amounts based on the number of servants or slaves) upon payment of five shillings (1705) per fifty acres. A certificate was issued to applicants which authorized a survey of any vacant land.

In the case of both Importation and Treasury Rights, prospective landowners chose a site and filed a report of intention with the public surveyor, who entered the location in an entry book for an initial fee. The entry fee and a yearly fee to the Colony known as the quit-rent were

paid by the settler; the surveyor would then lay out the property and provide the owner and the Secretary for the Colony with copies. The survey report was held for two years to determine if there were conflicting claims, then it was considered by the Governor and Council and an order made for the patent to issue. The patentee then had five years in which to improve the land according to a proportional scale based on the type and amount of land, after which the title was confirmed. After 1763, grants or patents were given to veterans in payment for service in the Indian Wars, and the practice continued following later wars.

Many of the tracts in the Wood's River Grant were selected and surveyed by James Patton himself and by his associates and competitors in the business of land speculation. Beside the Drapers Meadow tract, Patton personally selected the Springfield tract of 4000 acres on Back Creek for members of his family. The 3000 acre Robinson's Tract on Peak Creek was selected by his associate, George Robinson. Both of these are today in Pulaski County. The Wood's River Company, like other land companies operating in the West, was authorized to dispose of lands in their 100,000 acre allotment by survey for a fee, which in their case amounted to four pounds and five shillings per one hundred acres.

German, Ulster, and English settlers from Pennsylvania, the Valley of Virginia and the East streamed into the region and settled on land in the hopes of eventually securing title. By the mid-1750's the best tracts of land in the county had been settled. John Harrison had a house on Meadow Creek (a branch of the Slate Branch of Stroubles Creek south of Merrimac) by the late 1740's which served as a stopping place for travelers and (later) companies of militia. The explorer Christopher

Gist stopped there in 1750 and said it was the home farthest west in the region. John Elswick and later his widow grazed horses on Crab Creek. William Ingles, near Ellett, and Tobias Bright, near Lusters Gate, and Francis Cyphers were then apparently the sole inhabitants of the upper North Fork of the Roanoke River. The rich bottom lands along New River (where Batts and Fallam observed old Indian corn fields in 1671) attracted numerous settlers, among them Frederick Stern, Jacob Shell, Adam Wall, John Stroud (near present-day Radford) and Henry Bingamin. The South Fork of the Roanoke may have been settled at an early point by Ephraim Vause (near Shawsville), James Calhoun, William Bones and John Breniger. The southwest portion of the county appears to have been largely unsettled until Revolutionary War times, with the exception of Reuben Radcliff at the mouth of Brush Creek on the Little River. In spite of the likely penetration of the area in the earliest days of exploration by the Trader's Path, the land was not seen as desirable by the first settlers, who generally preferred river and bottom land to higher elevations (Historical Creek Map of Montgomery County).

Between 1753 and 1755 there was a marked increase in confrontations between Indians and the British on the frontiers of settlement. These confrontations were in part a result of French and British tension on the Ohio and its tributaries. On July 9, 1755 British General Braddock was defeated by the French in western Pennsylvania as he attempted to march on Fort Duquesne. On July 30 and 31 a party of Shawnee Indians surprised a number of families at Drapers Meadows, killing James Patton who was visiting the settlement and making off with Mary Draper Ingles to the Ohio River. This incident and others like it (such as the destruction of Vause's Fort near present-day Shawsville in 1756) caused an exodus of

settlers from the area. Many settlers gathered at first in makeshift forts, but soon left the area never to return. A renewed wave of settlement followed the cessation of hostilities. The immigrants ignored the Proclamation of 1763, which prohibited settlement on the Indian's land west of the mountains. Many settlers claimed land under Military Warrant.

In 1764 other Indian difficulties caused a similar exodus with some families seeking refuge at the Moravian settlement at Winston-Salem in western North Carolina. Louis Phillipe commented in 1797: "It seems that fear of the Indians infected this area [between Christiansburg and the New] until the peace of '94." Louis Phillipe was apparently referring to the peace treaty that followed the Battle of Fallen Timbers (Louis Phillipe).

After the Revolutionary War, a further period of settlement resulted in the claiming of most of the remaining land and the resale and purchase of many earlier patents. Many settlers on the New River left their claims in Virginia for the cheaper land of Kentucky and Tennessee. A process of consolidation began in which some sections of the best lands were concentrated in the hands of a few wealthy men, although the majority of landholders were and remained yeoman farmers.

In the last decade of the eighteenth century, Montgomery County's first towns were formed. Christiansburg was laid out in 1790 and incorporated in 1792 and Blacksburg was incorporated in 1798. Before Christiansburg and Blacksburg, were developed, however, a town was proposed for a site adjacent to Fort Chiswell to serve as a courthouse community. In 1778 James McGavock donated 20 acres of land to Montgomery

County for the building of a court house and the establishment of a town. A survey or laid out the bounds of the property but it is not clear whether lots were laid out. By 1779 the court had decided that the McGavock property was "not suitable for the location of a town because it was on a barren hill far from sufficient wood and water." (Kegley, M. B. The Big Fort)

Christiansburg

On March 4, 1790, the county court of Montgomery moved to James Craig's house and tavern at Hans Meadows one mile east of present downtown Christiansburg and on the county's eastern boundary. In May 1790 the court directed that "the place for erecting the public buildings for the County of Montgomery shall be at the Mile Branch on the land of James Craig's." 175 acres were purchased from James Craig for \$1 by Francis Gardner and the other trustees of the town. A survey was made on May 21, 1790 and Christiansburg (then unnamed) came into being (Kegley, M. Early Adventurers, V. 1).

The form of the early town is revealed by a plat drawn between 1790 and 1793. This plat was probably drawn from either Francis Gardner's survey of 1790 or another survey of December 3, 1793, made by William Taylor. The major elements of the town's form were fixed at this time: a main street and a cross street intersecting at a public square, an arrangement identified by scholars as the Lancaster Plan, recognized as first appearing in use during the first half of the eighteenth century in southeastern Pennsylvania. The layout, in which the two streets enter

the square at the center of each of its sides, also bears a resemblance to the plan of Londonderry in Northern Ireland, the homeland of many of Montgomery County's early settlers (Christiansburg Town Minutes. Price, E. T., p. 30).

As platted, Main Street and Cross Street (now Franklin Street) were 66 feet wide and the Public Square was 264 feet square. Around the square were four odd-shaped blocks made up of 13 lots of quarter and half acre size. A fifth block and a portion of a sixth were strung along West Main Street separated from the others by a 22 1/2 foot side alley. Alleyways of 22 1/2 feet in width bordered the town on the northwest, northeast and southeast. The total number of lots shown on the plat was 60, although a rather haphazard numbering system yields 71.

Main Street and Cross Street were labeled on the plat according to the destinations of the four roads radiating from the edges of town. West Main was labeled "New River", East Main "Roanoke", Cross Street was labeled "Little River" to the south and "Toms Creek" to the north. Angling off southward from the southeast side of the town was another inscription "Little River" which suggests an alternate route up the Mile Branch towards Rose Hill and on southward.

The plan of Christiansburg is tilted 40 degrees from due south. The Public Square is situated on a slight rise between two creeks. One of these creeks was represented on the plat (probably the aforementioned Mile Branch). It flowed across the southwest sides of the south and west blocks. Five springs were shown flowing into it, four of them clustered at the Main Street crossing where it is said teams of horses were watered

at a later date.

Lots in the unnamed town were sold at the July and September courts of 1790. A list of the original purchasers shows that only six still owned their lots at the time the plat was made. Beside the column of purchasers is a column of "securities". John Preston, purchaser of lot 14, has listed beside him under securities, "The County". Lot 14 is the second lot on the north side of West Main; on the plat it is identified "Court House". Apparently, Preston bought the lot and had erected on it, by March 1, 1791, a temporary court house. On April 6, 1791, a prison and stocks were completed.

Sometime during the 1790's, a second and permanent court house was built in the center of the Public Square by "the Davises". As portrayed by Lewis Miller in 1831, the second court house was a two-story brick structure with two large windows and a central six-panel door with transom and steps on the southwest front and three smaller windows on the second story. The northwest gable was blank and a chimney was situated in the east corner (Crush 1957, p. 147. Miller.).

On November 10, 1792, an act was passed incorporating Christiansburg. The act reads in part:

One hundred and eighty acres of land, the property of the county of Montgomery ... are hereby established a town by the name of Christiansburg and Byrd Smith, James Barnett, Hugh Crockett, Samuel Eason, Joseph Cloyd, John Preston, Christian Snido[w], James Charlton, and James Craig, gentlemen, constituted and appointed trustees thereof." Christiansburg was named to commemorate Col. William Christian.

Ordinary licenses from 1793 suggest that in that year there were at least five houses standing in Christiansburg. Louis Phillipe passed

through the town on April 21, 1791, and described it as "a tiny village of about ten houses". Five homeowners (out of ten or fewer) applying for ordinary licenses suggests that for the most part Christiansburg served as a bed & breakfast for the county court. Three of the houses that received licenses were located across from the court house on West Main Street (Virginia Acts. Summers. Louis Phillipe).

The nature of these ordinaries is revealed by the account books of Henry Edmundson's tavern. Edmundson & King bought a lot on the east side of the Public Square in 1806; by the end of 1807 they were running the "Christiansburg Tavern". The tavern supplied room and board, served breakfast, dinner, gin and toddies, and catered to dancing. A purchase of five tons of hemp is also listed in the accounts, suggesting a merchantile side to the business (Edmundson papers).

Blacksburg

Blacksburg was formally established a town on January 13, 1798, but in reality it is at least a year older. The town was formed from the land of William Black on land that formerly belonged to his father, Samuel Black, and originally was a part of the Patton Tract. Upon Samuel Black's death in 1772 his land was divided between his sons William and John; the dividing line seems to have corresponded with the present Draper Road. This line was important in determining the placement of the town (Kegley, M. Early Adventurers, V. 1).

The circumstances of Blacksburg's beginnings are mentioned in a petition William Black made to the General Assembly for incorporation of

the town. The petition read in part:

William Black humbly sheweth that your petitioner having a piece of ground in a healthy climate a fertile neighborhood with excellent springs thereon, and agreeably and well situated for a small town, did at the request of a number of his friends and neighbors, lay off thirty-eight acres three quarters of an acre and twenty-five poles of the same, into lots and streets and disposed of a number of the said lots, the purchaser of which hath built and are now building several houses thereon.

It seems strange that a town should be established so near to Christiansburg, the county seat and a way-station on the Great Road. It is likely, however, that Blacksburg was meant to capitalize on the traffic of the Peppers Ferry Road, the alternate and parallel route of the Great Road.

The town that William Black had laid off by 1797 was a rectangular grid of sixteen blocks. The property line corresponding to Draper Road anchored the grid and was known in the past as Roap Street or Water Street (it occupied a marshy stream bed). The next street parallel to this line and running along a slight rise was the principal thoroughfare, originally known as Toms Creek Street but soon called Main Street. The sloping space between Main Street and Draper Road was occupied by the first range of four two-acre blocks; three more ranges filled in the rest of the town land. Each block was divided into four half-acre lots. The "Town Branch" of Stroubles Creek arose at a cluster of springs on the northeast edge of town and flowed through the town. There is historical and archaeological evidence of a profusion of springs along this branch and at points on the edges of town. When the General Assembly established the town in 1798, seven prominent local landholders were named trustees. These were William Black, John Black, John Preston, James P. Preston, John Henderson, George Rutledge and Edward Rutledge (Montgomery County deeds).

TRANSPORTATION: 1745-1800

The earliest route through Montgomery County used by white men was the "Trader's Path". It crossed the Blue Ridge between Franklin and Floyd Counties and may have followed the Little River to a ford of the New River at or near Ingles Ferry. Batts and Fallam very likely followed this path on their exploration to the New River in 1671.

On August 12, 1758, Captain Robert Wade and a company of soldiers more or less followed the Trader's Path when they marched from Fort Mayo (on the Mayo River near Martinsville) westward to the scene of Indian trouble in Montgomery County. The account of their movements provides a description of this early road. On August 14 Wade crossed the Blue Ridge and followed Pine Creek in Floyd County to the Little River which he followed to Francis Eason's. On August 15 he camped at Richard Ratcliffe's on Meadow Creek, a branch of Stroubles Creek. Other Revolutionary soldiers on their way from Southside Virginia to Montgomery County followed the Trader's Path or a variant of it (Kegley, M. Early Adventurers, V.1, p. 60).

In the mid-eighteenth century access to the region from the north was more important than a connection with Tidewater Virginia. By the terms of the 1745 Treaty of Lancaster, to which James Patton was a signatory, the road then extending as far as present Stanton was to be extended south for the benefit of the Indians, who expressed a desire for a road and safe passage on it as one of their terms. It was one of the few substantive gains the tribes won in the settlement. Soon after the Orange County Court ordered James Patton and John Buchanan to view the way from the Frederick County line through the upper Shenandoah Valley and beyond. They shortly thereafter reported that they had viewed the

road as far as Adam Harmon's farm on New River and had "blazed and laid [sic] with two notches and a cross". Patton stood to gain far more than the Indians from any road to New River particularly as the road passed through his own settlement on the James at Pattonsburg. In the following month the court ordered the road (referred to often as the Indian Road) to be cleared and direction posts erected, and the route was to be divided into sections with individual overseers and gangs of tithables (Backsights, p. 19). The county road system in place in Virginia prior to the Revolution and afterwards placed all roads under the control of the county courts; which directed the clearing of new roads and the maintenance of old. The Courts laid out the county into precincts, the inhabitants or tithables of which, based on the tax rolls, were responsible for sections of the roads and any bridges needed, unless the bridges required the skill of paid craftsman for which the county was to pay. If the costs of the bridge were too high, then individuals were usually authorized to build a bridge in return for a fixed toll (Backsights, p. 32).

In 1749, Leonard Schnell, a Moravian Missionary from Bethelhem, Pennsylvania, walked with a companion from Bethlehem to the New River, preaching to German settlers along the way. His path apparently took him along the Indian Road. The following are excerpts from Schnell's journal:

November 12, 1749: (on the James River in present Pendleton County, West Virginia) "We had great difficulty to-day to find out the way to the New River. At night I went to an Englishman who told me how to go."

November 17: "Our path led through the mountains. We heard an awful howling of wolves in the morning quite near . . . When we crossed the Catawba Creek a Quaker joined us, going with us three miles. In the afternoon

we came to Justice Robeson, who owns a mill [in present-day Roanoke County]."

November 18: "It snowed the whole night. We started early in the morning and went along on our way which was quite narrow and very wet on account of the snow. Moreover, we had to cross the Catawba Creek and a branch of the Roanoke, more than thirty times. There was no house for the first twelve miles and then none for the next fifteen miles. [The Lord] brought us in the evening to an English house, where we enjoyed a fire. [Tobias Bright's house near Lusters Gate?]

November 19: "We were glad in anticipation of seeing the New River to-day and asked the Lamb for a favorable reception among the Germans. Towards noon we arrived safely at the New River. We were taken across the river to Jacob Hermann [Harman] who, together with his wife, received us with great joy and love." (Virginia Magazine, v. II)

As the New River Valley filled up the region could be traversed by two routes, each a branch of the Great Road. The northerly route, which passed through Blacksburg and corresponded to Patton's Indian Road, was known as the Peppers Ferry Road and the southern road, which climbed the Alleghany ridge at Christiansburg, was called the Ingles or English's Ferry Road, each road named after the point of crossing of the New River. According to Louis Phillipe, who passed through the region in 1797, the Great Road forked at Pattonsburg (or Buchanan, in Botetourt County) and was reunited at Wythe (Wytheville) beyond Fort Chiswell. Ingles or English's Road passed from Pattonsburg through Amsterdam, Colonel Lewis's (Shawsville), Christiansburg, Ingles Ferry, New Dublin (in present-day Pulaski County), to Wythe. Pepper's Road linked Fincastle with Blacksburg along Catawba Creek and down the upper North Fork of the Roanoke River to Indian Run along which it climbed the Alleghany Mountain. It passed from Blacksburg to Peppers Ferry and through present-day Pulaski County and joined the Ingles Ferry Road at Wythe (Louis Phillipe).

Louis Phillipe travelled on the Ingles Ferry Road, and he seems to have followed many others. It was his understanding that the road was "a bit longer, but better in all respects" to the Peppers Ferry Road. In 1800 Bishop Francis Asbury was advised not to use the Peppers Ferry Road (Clark, V. II, p. 250-51). The Ingles Ferry Road preserved its edge throughout the nineteenth century and into modern decades; it was chosen over the Peppers Ferry Road for the route of the Southwestern Turnpike in 1846; the Lee Highway (Route 11) passed along much of it in the 1920's, and Interstate 81 parallels it closely. The Peppers Ferry Road has remained the relatively quiet back way it has almost always been. At present a portion of it (Rt. 785) is being considered for designation as a Scenic Byway by the Commonwealth.

The Ingles Ferry Road did not become the great corridor of migration known as the Wilderness Road until after the Revolutionary War, when thousands of emigrants poured through the New River Valley on their way to the newly opened territories in Kentucky and Tennessee. Previously the overwhelming majority of settlers moving south up the Shenandoah Valley had stopped at the spurs of the Alleghany Ridge and had passed through the Blue Ridge Mountains and on into the Carolina Piedmont.

Once the settlement of the region west of the Blue Ridge became extensive some Virginia leaders and merchants were anxious to secure as much of the trade generated by the region as possible, through the development of roads and canals. Much of the surplus produce of the area was being siphoned off to Baltimore and Philadelphia along the Great Road (Couper, p. 49). Several roads and the gaps through which they passed were cleared and improved to expedite passage through the Blue Ridge

Mountains into the Shenandoah Valley, but it became evident by the 1770's that the county road system then in force was not going to prove adequate in moving goods and products through the mountainous West. The eastern counties were more densely settled, and capital available for roads which traversed much shorter distances was greater, while the western counties were characterized by a smaller tax base and great distances between settlements. That the roads of the western regions were slow in developing is no surprise. Public support was essential, and political and economic forces were continually working against a sound system of state supported roads. The improvement of river and canal transportation was a major part of the hopes for closer ties between the east and west. While toll roads and publicly supported turnpikes were employed by the Commonwealth to encourage development of transportation in the West in the late eighteenth century, the roads of Montgomery County remained the responsibility of gangs of county tithables until the early nineteenth century (Backsights, p. 6-7).

In the early 1700's the Virginia General Assembly passed acts encouraging the building of roads to iron works and grist mills. In the eighteenth and nineteenth centuries, county roads in Montgomery also led to towns and villages, the Court House at Christiansburg and fords and ferries. Many of the county's present-day secondary roads had their beginnings as roads of these sorts. According to Wood (1969, p. 15): "These internal improvements served both general welfare purposes as roads to the county court house, and such specific private interests cloaked with civic utility as roads to the iron furnace."

An early nineteenth century road known as the Pine Spur Road or the road to Franklin Couth House may have corresponded to the Trader's Path.

This road was referred to in Montgomery County road reports of 1795, 1801, 1820, 1838 and 1850. Claudius Crozet noted it on a map of 1827. This road entered the county from Floyd along Brush Creek, passed through Pilot Mountain at the gap at Pilot and approached Riner (or "Five Points" as it was then known) from the east. It then continued westward from Riner "to the Ford of Little River at John Luster's" (at later Snowville). From there it passed through present-day Pulaski County on the south side of the New River which it may have crossed at Lowman's Ferry south of Newbern. The Pine Spur Road is not labeled on the 1864 Confederate Engineers' map.

INDUSTRY AND CRAFTS: 1745-1800

Among the first buildings to be erected by settlers were mills to grind corn and wheat. These were invariably water-powered and were generally located on a stream where the water dropped considerably over a short distance. Among the earliest mills was one built on Cedar Run southeast of present-day Blacksburg by William Ingles in 1750, and a mill built in the Dunkard Bottom area of present-day Pulaski County by the Dunkard community several years earlier. Many mill seats were developed during the late eighteenth century. Important examples include Abraham Chrisman's mill on Crab Creek and that of George McDonald on the North Fork of the Roanoke River. Mills operated until the late nineteenth century on a custom or toll basis. Most were operated on a part-time basis by farmers as a secondary source of produce, since the toll charged by the miller was a portion of the product being milled. In addition to milling, tanyards served as processing points for raw materials. Hides were converted into leather for shoe and harness makers.

Gunsmithing was carried on in the vicinity of Merrimac in the 1790's or before. A plat made for John Preston in 1799 of land he acquired in 1794-95 refers to a "Boring Mill Seat" on the headwaters of the Slate Branch. This would have been on the extreme southern edge of the Smithfield holdings adjoining the land of Thomas Sperry. The remains of a dam and a foundation exist at the site. The apparatus for boring rifle barrels in the eighteenth century usually consisted of a "boring bench" to secure the rifle barrel through which a drill bit (spun by water power in this case) was passed.

The Broces or the Bushongs may have been associated with this mill. A Jacob Bushong (1754-1818) operated as a gunsmith during the

Revolutionary War and two Bushongs - Andrew and George - lived north of Blacksburg in the 1790's. George Bushong served as marker during the surveying of a tract of land of John Preston's containing a coal bank on the upper Toms Creek. Another Montgomery County gunsmith of the eighteenth century was John Douglas (died 1775)(Gill).

Extractive Industries

Coal is found in two areas of Montgomery County: on the south side of Brush Mountain and on the north and south sides of Price Mountain. The coal-bearing rock exposed at these locations is known as the Price Formation and is of Mississippian age.

The earliest substantiated reference to coal in the county is in a plat description of 1799. The plat is for the land of John and Francis Preston "on the Laurel Lick near the Alleghany Ridge and including a bank of stone coal near the same and on the head of the north fork of Toms Creek". The same land was conveyed to John Preston by William Preston in March 1783.

Coal had been discovered along the James River at the beginning of the eighteenth century and was being mined at Richmond at the end of the century (Bruce). William Preston had reported "coal lands" on the Clinch and Sandy Rivers in his 1756 expedition against the Shawnee. It seems likely that he and his sons were aware of the value of coal and consequently mined it at an early date. In 1799 John Preston acquired a tract of land that included the uppermost waters of the Slate Branch.

The deed refers to a "Boring Mill seat" approximately one mile northeast of present-day Merrimac. The presence of a boring mill (for the boring of rifle barrels) lends credence to Burkhart's claim (1931) that mining and smelting operations were underway at present-day Merrimac after the Revolutionary War. Burkhart also asserted there were "records of strip mining in Brush Mountain near the present Slusser Mine, and on lower Toms Creek, in 1790." It is claimed that Jacob Broce, a former Hessian mercenary, was brought to Montgomery County by William Preston, and that he operated a blacksmith shop at Merrimac soon after (Nicolay, Broce Family, p. 14, 15).

AGRICULTURE: 1745-1800

The availability of good agricultural land in the back country which could be purchased at low prices (and oftentimes sold at much higher prices) was a major inducement for migration into western Virginia. In Montgomery County a number of clearings and open groves of oaks set far apart as well as rich river and stream bottom land attracted English, German and Scotch-Irish settlers from eastern Virginia and the Shenandoah Valley starting in the 1740's. Mitchell provides a description of an early farm in the Shenandoah Valley that is applicable to the New River region as well:

A typical pioneer farm in the valley consisted of a few acres of cleared land for cultivation (often river bottomland), a meadow (natural or timothy), a small orchard (apple or peach, a large amount of woodland in which cattle browsed and mast was available for swine, and occasionally some hilly grazing land (p. 136).

Average farm size might have been from 100 to 400 acres in the valley, 400 acres representing an upper limit set by proprietary policy. The 7500 acre Patton Tract in the Toms Creek Study Unit was divided into about 25 holdings by 1754 rendering an average farm size of 300 acres (Kegley, M. Early Adventurers, V. 1, P. 174). In the Valley only about ten or twelve acres would be cleared in a typical farm. this amount may have been greater in the Patton Tract owing to the pre-existing open and clear nature of the land.

Livestock production was the agricultural mainstay of the region in the eighteenth century. James Patton was an important early cattleman in western Virginia and there is record of him gathering a herd of 200 for payment of debts in 1753.

Other large holdings were 67 cattle belonging to William Ingles in

1782 and 88 belonging to William Preston in 1790. A study of eighteenth century estate appraisals yields 75 percent of estates with cattle, 40 percent with ten or more cattle (Kegley, M. Early Adventurers, V. 1, page 156). A study of the 1850 agricultural tables yields 154 farms out of 561, or 28 percent, with more than ten cattle (excluding milch cows). In 1850 there were four farms with 100 or more cattle.

Cattle herds were driven up the valley until favorable markets were encountered at Winchester, Philadelphia or even the West Indies. During the Revolution a new market was created by the military in eastern Virginia.

Aside from cattle production, agriculture in the region was almost entirely subsistence in the mid-eighteenth century. the Revolutionary War stimulated the growth of markets. Four milling centers developed at Richmond and Alexandria later in the century and mills also began to be established locally (the two earliest local mills known were Ingles Mill on Cedar Run and a mill at the Dunkard settlement on the New River, both established by 1750). A linen industry, based on the skills of Scotch-Irish weavers, had been encouraged in the Valley in the 1740's and the fulling and weaving of wool and the production of hemp and flax undoubtedly produced marketable goods in the New River region later (Mitchell, p. 146). Ginseng may have been gathered for the market (Mitchell, p. 138). Hunting undoubtedly supplemented local larders and also provided furs for trade.

The meadows of the New River Valley have always proved superior in the raising of horses. Blue grass, possibly introduced at an early date

by Europeans on the North American coast, either predated or accompanied settlement and thrived on the limestone soils of the continental interior. Montgomery County predominated in limestone soils especially in its eastern half and so presented the earliest settlers with ready-made grazing land. Batts and Fallam commented on the region's luxuriant grass in 1671. The burning off of undergrowth probably practiced by the Indians also contributed to the creation of these fine meadows.

The average early farm in the New River Valley had nine or more horses. This compares with the one to four horses per farm found elsewhere in the Colonies. John Elswick on Crab Creek had a herd of 65 horses as early as the 1740's (Kegley, M. Early Adventurers, V. 1, p. 153-154). Since limestone soil and blue grass are especially suited to the raising of riding and pleasure horses, almost all of Elswicks horses were of these varieties. It may be assumed that the raising of livestock was a principal agricultural activity in the early years, owing to the absence of roads for hauling produce. Such an agricultural focus would also explain the popularity of the more elevated, drier sections of the county, good for the raising of livestock but not as good as the river bottoms for the raising of crops.

A number of race courses and riding rings are known to have existed in Montgomery County in the eighteenth and nineteenth centuries. There was a long race path along the New River at Radford in the 1780's and in the nineteenth century the Bowyers had a race path along Mill Creek near Childress (Kegley, M. Early Adventurers, V. 1, P. 154. Lucas, p. 71). Lewis Miller sketched a riding ring in 1853 on the Craig Farm near Christiansburg. The Matamoras Race Track could still be made out in a field a few hundred feet north of St. Peter's Lutheran Church between

Blacksburg and Prices Fork in 1936. It is said that this track was popular during the first half of the nineteenth century, that men came from Kentucky to race their horses there and that betting was popular (W.P.A. Jacobus).

COMMERCE: 1745-1800

The stores in the eighteenth century New River region were probably similar to the country stores operated by farmer/merchants in the Shenandoah Valley back country; a source for finished goods, a market for surplus farm produce, often used to exchange directly for goods or on an account system in which the merchant functioned as the only reliable source of long-term credit (Mitchell, 1977, pp. 154,5). Farmers also offered their services for goods as is shown by an instance in which Casper Barger provided a log house for settlement of his account with John Preston's store in the Blacksburg area in 1797 (Kegley, M. Early Adventurers V.1, p. 258). Peddlers filled the interstices of the trading network, supplying areas which had no stores.

Frequently the store of a frontier merchant occupied only a room in his house. Most of the stores in Montgomery County during the eighteenth and early nineteenth centuries seem to have taken that form. Joseph Cloyd a farmer in the Back Creek area of present-day Pulaski County operated a store during the 1770's which was clearly designed to fill the needs of that agriculturally wealthy region in the absence of any other merchant. In New Dublin, a small settlement in southeastern present-day Pulaski County, James McConkle and William Christian operated an important store in the early 1770's. Account books from that store which survive reveal that numerous utilitarian articles and basic foodstuffs were sold there, as well as books, medicines, rum, and writing materials. Craftsmen in the area with accounts include seamstresses, tailors and hatters.

On the east side of New River, merchants in the 1770's and 1780's included John Elbeck, David Ross (who bought land at the head of Mill

Creek possibly near present-day Riner), William and James Donald Company, Frederick Ire and Company, Manassas Friel, William Dill, James Russell and William Hany (Montgomery County deeds).

RELIGION: 1745-1800

Religion was of foremost importance to the Montgomery County area's earliest settlers, a small band of Dunkard brethren from the Ephrata Society in Pennsylvania who in 1745 settled at Dunkard Bottom on the New River in present-day Pulaski County. The Dunkards were a communal separatist religious group founded in Germany under the influence of Pietism in the early eighteenth century; the Dunkards who came to the New River, Israel and Samuel Ekerlin and Alexander Mack, apparently intended to establish a settlement of pious land owners centering around a community of hermits. However, mounting tension between Indians and settlers on the frontier led the Dunkards to abandon their New River settlement in the early 1750's and move to a safer and less isolated site in northern West Virginia.

Before churches could be established in Montgomery County itinerant preachers were active in the area. Among the earliest of which records survive the Moravian Leonhard Schnell and a companion from Bethlehem, Pennsylvania, who in late 1749 traveled to the New River region and ministered to Jacob and Adam Harmon and other early German settlers. In the course of his travels Schnell had met a Quaker at the headwaters of the James River, suggesting that other religious groups were active in the area in that first decade of settlement. There was apparently a Moravian connection throughout the eighteenth century; when Montgomery County experienced Indian trouble, some German settlers fled to the Moravian settlements in Western North Carolina (Virginia Magazine).

The majority of settlers in the New River Valley were Scotch-Irish and they were at least nominally Presbyterian, although few saw or heard a minister during the regions first decades. Presbyterian preachers did,

however, visit the area more or less regularly throughout the late eighteenth century. The Presbyterians had experienced a split from 1740-1758 due in part to the influence of the Great Awakening; the "New Sider" Presbyterians embraced a more enthusiastic approach to worship, whereas the "Old Siders" stuck to a more reserved, traditional manner. The New Siders made substantial inroads in Western Virginia, outside the area served by John Craig, Virginia's only minister in the 1740's, who served several congregations in the upper Shenandoah Valley (Wilson, p. 30).

Hanover Presbytery, the first presbytery in the South, was founded in 1755 by New Sider elements, a few years before the Old Siders, having failed to keep pace effectively, were reconciled to the New Side positions. John Brown, an early New Side minister based in present-day Rockbridge County was assigned by Hanover Presbytery in 1758 to itinerate in Southwest Virginia. The presbytery appointed John Craig, a one-time Old Sider and minister of the Tinkling Springs congregation in Augusta County, to supply congregations at Roanoke River and Catawba Creek and in 1769 Craig visited the newly formed New Derry congregation at the Forks of the Roanoke. The founding members of this congregation included Joseph Barnett, David Robinson and Samuel and Hugh Crockett, all of them settlers on the South Fork of the Roanoke. The New Derry congregation built a meeting house (probably by 1769) which was described as being in a ruinous condition in 1791.

Another early congregation was that at New Dublin in present-day Pulaski County, which Craig visited in 1769. The New Dublin congregation occupied a building on the Ingles Ferry branch of the Great Road by 1770. In 1793 the congregation moved to a site provided by Joseph Cloyd near the Back Creek settlements. The New Dublin congregation continues to

meet in a church on the same site dating from the second quarter of the nineteenth century.

A revival took place in the Presbyterian Church following the legislation supporting religious liberty. Evangelizing students roamed the western regions, resulting in the strengthening of the church. The revival, which involved other denominations as well, and extended into the nineteenth century, is referred to as the Second Great Awakening. In 1790 Nash Legrand and in 1792 Matthew Lyle preached in the county. In 1791 Matthew Lyle and Cary Allen preached at James Charlton's house on Meadow Creek and William Hill and John Lyle (students at Hampden-Sydney College) preached at Mrs. Preston's (Smithfield), Christiansburg and Colonel Barnett's house (at present-day Elliston). Hill and Lyle remarked of the Forks area that like the meeting house there "religion as well as presbyterianism is nearly if not quite worn out." Robert Logan, minister at the Fincastle Presbyterian Church, preached on a wooded knoll at the Van Lear farm on the North Fork of the Roanoke River in 1799.

The Methodist Church in America was founded on the practice of John Wesley, an English Clergyman, soon after the Revolution freed local congregations of the Anglican establishment. It began as an evangelical, Arminian, perfectionist movement with the established church promoting concepts of universal salvation and regeneration following an experience of conversion. An itinerant ministry and a circuit system for preaching had helped the movement grow in England, and were ideally suited to the long distances and sparse settlements of the Western region. A revival began in Virginia in 1787, by which time Virginia had a large portion of the nation's Methodists. Although controversies over the strictness of the church's episcopal government caused the church to lose ground in the

1790's, by the turn of the century the western regions were growing rapidly (Sweet, p. 161).

One of the earliest adherents to Methodism in Montgomery County was Edward Morgan, who in c. 1773 built Page's Meeting House in present-day eastern Pulaski County. Page's Meeting House was a small log structure built on two acres of land donated by Alexander Page to the New River Methodist Society (deed dated 1795). Bishop Asbury, leader of the national church, preached at Page's Meeting House several times in the 1790's and early 1800's. In 1801, Asbury preached at Pepper's Chapel, another early chapel built by Morgan on land of Samuel Pepper's one mile east of Peppers Ferry (Morgan, p. 28, 119. Clark).

In 1783 Joseph McDonald on Toms Creek is said to have been successful in persuading a Reverend Green Hill of North Carolina to come preach at his farm (later known as "Green Hill"). The Methodist Church at Blacksburg counts this as its date of organization for the meetings held at McDonalds were held in Blacksburg soon after the town's establishment in 1797. One account states that there was an "old camp meeting ground" on the McDonald farm (News Messenger, Centennial Edition).

The Baptists, an important British Protestant group of strict Calvinist theology, had first appeared in Virginia in 1714. In mid-century the Baptists had an Old Light-New Light controversy over emotionalism in connection with the Great Awakening. The Baptists in Montgomery County were apparently connected with the New Light, emotional faction, because the region was in the jurisdiction of the Strawberry Association. The Association, which formed a loose government of the

congregationally governed churches in Southside and Southwestern Virginia, was formed in 1782 by New Light elements. The New River Association was formed in 1793 from that portion of the Strawberry Association west of the Blue Ridge.

The earliest Baptist Church in Montgomery County was the Bethel Church organized in 1774 with William Howard (d. 1815) as pastor and an initial membership of 21. In 1810 Bethel was the largest congregation in the New River Association with a membership of 78. The Bethel Meeting House is mentioned in a road report of 1846 and it appears on the 1864 Confederate Engineers' map of the county as "OLD CH[URCH]" at Dry Valley P.O. (approximately two miles northwest of Childress near the Little River). William Howard later served as pastor of churches at Meadow Creek, Salem and Pine Creek (Floyd County)(Semple).

The Meadow Creek Church was organized in 1785 by John Lawrence. According to Semple (1810), the congregation of 28 was formed "partly out of members who moved hither from New York [among them Lawrence] and partly of natives." The first meeting house was built in 1800 and in 1810 William Howard served as pastor and Robert Simpkins was a preacher connected with the church. The Meadow Creek Church was also known as Wineteer's Meeting House and preachers of other denominations preached there. A multi-denominational function was not uncommon among these early churches and "union" churches are important features throughout Montgomery County and Western Virginia.

A Baptist congregation was formed on the North Fork of the Roanoke in the late eighteenth century by James Mathews and was headed by Isaac Rentfro until 1798. At the time of its constitution the church had 27

members. The Greasy Creek Baptist Church in what was then Montgomery County and now is part of Carroll County.

As in Europe, the two principal German denominations in Western Virginia were Lutheran and Reformed. The Evangelical Lutheran Church was founded by Luther in reaction to the abuses of the Roman Catholic Church in continental Europe. The Reformed Church, the second arm of the Reformation in Europe, was more Calvinistic, and sided with Swingli rather than Luther. It was sometimes referred to as the "Dutch Presbyterian" Church in the past. Both churches suffered throughout the eighteenth century. The Moravians, an undogmatic, evangelical group which sought to unite all Germans in one body, regardless of belief, responded to the needs of frontier communities. In spite of a continuing lack of ministers, Lutheran and Reformed congregations gradually built churches and schools in the Valley of Virginia, although the more isolated German community in Montgomery did not have a Lutheran Church on record until c. 1790. There is no evidence of the organization of a Reformed congregation in Montgomery County, and by the second quarter of the nineteenth century all the Reformed congregations in Southwest Virginia had dissolved entirely (West, p. 142). Prior to 1755 James Patton promised the Lutherans of the area four acres on which to build a church. It may be that the promise was an enticement to draw early settlers. Patton's promise was formally honored in 1806 by the Prestons; St. Michaels Lutheran Church (later St. Peters) had already been moved to the site at the head of Walls Branch of Stroubles Creek from a site on Toms Creek. The elders of the Lutheran Church in 1806 included John Wall and Michael Surface. Lutherans of Toms Creek organized their church in 1790.

Little is known of the appearance or form of the churches of eighteenth-century Montgomery County. A Lutheran Congregation was formed in the Toms Creek area before 1793. Church tradition states that the congregation worshipped in a log structure moved from "McDonald's Fort" (the McDonald farm, 60-235) on Toms Creek. A log church on the west side of the New River near Peppers Ferry was built in about 1773 on land donated by Alexander Page.

Many of the early churches of the neighboring Shenandoah Valley region followed the meeting house plan, in which the rectangular structure was entered through doors in three of its four walls, with the main entry in the long wall opposite the pulpit, and with seats arranged in three groups, each facing the pulpit. The plan was popular throughout the colonies among puritan and dissenter congregations, but was largely superceded in the late eighteenth century by the church or nave-plan, in which entry is in one gable end with an aisle leading from the entry or entries to the pulpit and communion table at the opposite end.

EDUCATION AND GOVERNMENT: 1745-1800

Education in Montgomery County in the eighteenth century may have taken any of a number of forms (Heatwole, p. 109). Most schools probably took the form of community schools supplied by the parents of the children. These were sometimes called "old field" schools for the supposed practice of locating them on exhausted land. Public schools also existed but because the children of poorer families attended them they gained the reputation of being "poor schools" and the resultant stigmatization of those who attended them rendered them ineffective. Education could also be had at grammer schools for older students or under a tutorial system whereby neighboring children were taught along with the children of a wealthy individual by a tutor.

Public Buildings in early Montgomery County were located in Fort Chiswell. A "prison" of logs was ordered to be built at the April Court of 1778, not less than twenty feet by eighteen feet in the clear. The first courthouse (also of log) was to be 20 feet square, with a ten foot wide shed at the end for use as a jury room. The committee in charge was to direct the laying off of land for the public buildings. Evidence confirming the existence of these structures was found in excavations at the site by the University of Virginia's Archaeology lab in 1976 (Funk). After the division of Montgomery County in 1790, a log courthouse was constructed in Christiansburg, and in circa 1796 a stone jail and associated two-story brick jailer's house were ordered built by the court (Montgomery County Court Orders, Crush 1957).

MILITARY: 1745-1800

The first military activities in Montgomery County occurred in the mid-1750's when the area came under Indian attack associated with the French and Indian War. The Drapers Meadows Massacre of 1755 and the destruction of Fort Vause near Shawsville in 1756 were two of the more famous incidents of the period. Other fortifications erected at the time included Fort Frederick at Dunkard's Bottom on the New River (in present-day Pulaski County) and Barger's Fort northwest of Blacksburg. Montgomery County served as the base of operations for retaliatory campaigns against the Indians such as the Shawnee Expedition headed by William Preston in 1756.

Military operations in Montgomery County during the Revolutionary War focused primarily on the suppression of pro-British activities. According to Emory G. Evans, as much as 40 percent of both the militia and the general population of Montgomery County did not support Virginia's position in the Revolutionary War (p. 207). The wealth and geographic distribution of the loyalist element is indistinguishable from that of the Revolution's supporters. None of the disaffected rivaled William Preston of Smithfield in real and personal estate, but William Ingles, who was brought before the courts on a charge of Tory sympathy, had 907 acres, ten slaves and large numbers of livestock. Evans suggests that the Tories were newcomers to the area and that degree of disaffection may have been high throughout the state where new people felt left out of government, but that it was contained by tighter social and political controls. Through 1778 and 1779, Tory parties were active. Some were arrested, threats were made against William Preston, the county lieutenant, and other authorities. The court dealt reasonably with cases,

perhaps because there were no jails. Some patriot Leaders acted outside the law, executing offenders or confiscating property.

Continued activity in 1780, encouraged by the British landing in Charleston, led to more militia raids on suspected Tory strongholds and trials in August 1780. Persuasion was the tool used chiefly in Montgomery County as opposed to that in several other areas. Insurrection was suppressed, but disaffected persons continued to be charged by the courts in Southwest Virginia. Preston worried that there would be further resistance before the end of the war, and apparently only the defeat of the British at Yorktown brought peace to the county and region (p. 187).

DOMESTIC: 1745-1800

Most of the first dwellings in Montgomery County were constructed in the log building tradition, in a region devoid of sawmills and brickyards. Techniques of log construction were brought to the North American continent by German and Swiss immigrants as a part of their cultural heritage. It was well suited to a land with an ample supply of clear-splitting, inexpensive timber, while the craftsmanship and materials necessary to build a frame or masonry house were very expensive. The Scotch-Irish adapted the log building technology they encountered in Pennsylvania to the kinds of houses they were familiar with in Ireland and they and the settlers of German ancestry carried the tradition with them throughout the upland South. Logs as the material for building churches and public buildings as well as houses were a part of the means by which the settlers quickly tamed and improved the upland South, and its economy and rapidity of assembly made it possible for a family to relocate several times in a quarter-century during a gradual move west.

While logs continued to be a popular building material until the mid-nineteenth century and after, brick was introduced for the homes of wealthy landowners before 1800. Although at least one sawmill is known to have existed during a period preceeding 1798 (Kegley, M. Early Adventurers, v. 1, p. 204), few frame buildings survive from before the third quarter of the nineteenth century. Notable exceptions are Smithfield, built in the Drapers Meadow vicinity in the mid-1770's, and the Madison Farm (60-564) near Elliston on the South Fork of the Roanoke, probably in the fourth quarter of the eighteenth century or early nineteenth century. Few eighteenth-century log dwellings survive in

recognizable form. Those which are traditionally assigned early dates are frequently incorporated in later frame buildings and have been stripped of features which might help to establish their age.

While a few substantial homes from the period remain and others may have been built, the survival rate indicates that from the 1740's until well into the nineteenth century housing in Montgomery County was of a semi-permanent nature. Probably the most ubiquitous houses built by the early settlers, and the principal option for the majority of Montgomery County landowners during the first half of the nineteenth century as well, was the one-story one-room dwelling with garret. These were invariably constructed of logs and took square and rectangular forms. In some cases the logs were covered with weatherboarding at an early date, if not at the time of construction. The single-pen or one-room log house was usually equipped with a garret reached by a ladder or steep enclosed stair, and heated by an external chimney on one gable end.

While patterns of addition or combination of single-pen dwellings have been recognized in related settlement regions, such as saddlebag, dogtrot, and double-pen dwellings, no examples have been identified from the period. However, the earliest building in the New River Valley of which the form is known was contracted for by James Patton in 1753. Frederick and Henry Shore were to build a house for Patton on his Springfield tract in present-day Pulaski County with a shingled roof and Benjamin Harris was to construct two "round-log" houses in the same area 21 feet long by 15 feet wide, eight feet below the joists and three logs high above the joists. The two houses were to be connected by a 20 foot long log shed. The chimney was to be "cut out". This resembles the dogtrot form obtained, in this case, by linking two rectangular-pen units

by a wide, possibly open, section. The three logs specified above the joists raised the roof high enough to give standing room in the center of a garret.

Excavations made of Fort Chiswell, in present-day Wythe County, the county seat of Montgomery from 1777 to 1790, have uncovered several buildings which seem to represent early dwellings at the site. They are among the few early historic sites to have been documented in the region. One site is thought to be a house built by Alexander Sawyers (Sayers) in 1754, a deduction supported by the analysis of remains. It seems to have been a structure with no foundation, measuring 20 to 22 feet in length, with a brick chimney at one, and possibly both ends, supporting a two-room log building (Kegley).

John Preston, a son of William Preston, was important in the affairs of the county in the late eighteenth and early nineteenth centuries. In 1797 he had a store (perhaps in Blacksburg), and the survival of a record of one man's method of payment is illustrative of the region's barter economy as well as of the nature and form of log building. To settle an account at Preston's Store, Casper Barger, a farmer to the north of Blacksburg, built for Preston "A log house 30 feet by 20 feet, laying sleepers & joices and hewing down, agreed on @ \$50" (Kegley, M. B. Early Adventurers, v. 1, p. 258).

There seems to have been no middle ground in eighteenth century Montgomery County housing. In contrast to the many small and largely vanished houses of the early settlers, a number of wealthy landowners erected large and pretentious dwellings as soon as it was possible. Many of the landowners arrived with sufficient wealth, while others had

gradually accumulated it during the first decades of the county's settlement. The Prestons were of the first kind. William Preston was the nephew of James Patton, and had emigrated with Patton from Ireland to settle in the Shenandoah Valley. By 1752 he was deputy surveyor for Augusta County. He acted as surveyor for Patton's Draper Tract in 1754. In the 1760's he moved up the valley to the vicinity of the James River and developed an estate called Greenfield in Augusta County (later Botetourt County). In the early 1770's he purchased the lands patented by William Ingles and his brother-in-law John Draper and others and immediately built a house on the combined tracts, which he named Smithfield. He moved his family to the region then part of Fincastle County, from Greenfield before 1774. With each move Preston was able to reap large profits by the purchase of new land at cheaper prices in the riskier frontier areas (Mitchell, p. 52). The new house had enabled Preston also to be in closer touch with the important political centers at Fort Chiswell and the Lead Mines. The farm eventually included a mill and a row of slave cabins.

The house at Smithfield (60-273), originally the seat of a farm of 1,770 acres, is one of the most unusual surviving houses in the county, and certainly the oldest. Situated on a rise in the rolling land on the upper section of Stroubles Creek, Smithfield stands on a Flemish bond brick basement. The five-bay principal (southeast) facade is pierced by a central door which opens into a passage containing a steep open stair to the upper floor. The garrett is lit by four dormers on the south front and additional dormers on the rear and sides. An ell to the northeast joins the roof of the main house in a hip at the southeast corner, giving the house an L-shaped appearance. The rooms are plastered

and feature molded trim and chairrailing. The principal room features a panelled fireplace furrowed with a dentillated cornice (It should be noted that sites with survey numbers, such as Smithfield, are existing buildings or at least substantial ruins. Sites without survey numbers are gone). A double-shouldered chimney is set into the end wall of the ell. A chimney set in the re-entrant angle of the ell, an unusual feature, serves corner fireplaces in the corner room and the main room in the ell. Recent key-year tree-ring crossdating performed by the American Institute of Dendrochronology has established the date of 1775 as the last season of growth for the trees used in constructing the main body of the house. No early agricultural buildings survive at Smithfield, although archaeological excavations have uncovered evidence of such buildings.

Smithfield's plan in part represents trends which influenced domestic building on a national scale. The center passage with flanking rooms is characteristic of a house type which has been identified by architectural historians as the center-passage house. It seems to have developed out of an increased sense of privacy and a pervasive sense of classical symmetry and detail. In its two-story form the center-passage house is known as the I-house. As the nineteenth century passed the I-house and its one-story counterpart became a feature of the western Virginia landscape. Recent examination of the framing of Smithfield with an infrared sensor indicates that the building may have been built in sections, and in its original form may have been similar to that of the house discussed below.

George Hancock, an emigrant from England to the Fincastle area, purchased land from Joseph Kent and moved to the broad bottomlands of the

South Fork of the Roanoke River (in Study Unit 8) in 1796. Apparently he soon after began construction of a large brick house on a slope overlooking his farm, which he named Fotheringay. Fotheringay (60-442) is an elaborate two-story house with an unusually highly articulated interior. The original three-bay principal (north) facade is of Flemish bond. The entrance with a delicate two-story porch is in the west bay of the front. The nine over nine light double-hung sash windows on the first floor are headed with splayed stone lintels with keystones. The cornice, which is ornamented with a dentil course and modillions, extends around and forms a pediment above the two-story porch, supported on slender columns on pedestals. An arch-headed doorway with enriched pilasters and keystone surrounds the entry on each floor of the porch. The house, with its ell, forms an L-shape, with the roof hipped at the northeast corner. The east wall, actually longer than the original front, is pierced by an arched door, and forms a secondary facade.

The interior of Fotheringay is articulated with robust carved woodwork. Both first floor rooms have modillion cornices and reeded chair rails, and the door connecting the passage with the parlor is flanked by pilasters and surmounted by a garlanded frieze and cornice. The ceiling of the passage is ornamented with a bullseye modillion. The parlor mantel carries a carved frieze and tablet supported by paired colonettes, and above the shelf stands a pedimented overmantel with flanking volutes.

The house takes the form of a two-thirds I-house, a not unusual variation of the form in eastern Virginia. A single room opens off the passage to the east. The passage is wider than a conventional entry passage, but contains an open stair. While there is no evidence that

Hancock planned to add a room on the side of the passage opposite the parlor, the house was composed as if that was the case. In circa 1960 an addition completed the symmetry of the house.

Other buildings were built by wealthy emigrants from Botetourt County in Montgomery County in the late eighteenth century. Joseph Cloyd arrived in circa 1772 and settled on Back Creek, in what is now Pulaski County. He purchased 632 acres of land, and from that beginning amassed holdings of almost 5000 acres. His house, Back Creek (77-2), built in circa 1790, was the first brick house in the New River Valley. It is a full I-house of five bays, and features fine Federal details of more delicate scale than Fotheringay. A pedimented one-story porch is supported by Ionic columns, while the door is framed by fluted pilasters. A hipped corner and secondary ell facade with elaborate door is found at Back Creek similar to that at Fotheringay.

On the adjacent farm at Springfield (77-34), Joseph Cloyd's son, Gordon Cloyd, built an elaborate dwelling in circa 1800. Springfield was partially destroyed by fire in the 1950's, but portions of the five-bay brick I-house survive as well as photographic records of the interior. It was similar in many respects to Back Creek. It featured a doorway flanked by engaged colonettes, approached by a flight of stone steps with a delicate wrought iron railing. The windows, like Fotheringay, were headed by dressed stone flat arches, while the interior incorporated federal woodwork and a painted landscape of mountains on the dado of the stairway.

One house in Montgomery County provides a particularly clear connection to Shenandoah Valley forms. The Bell-Feather House (60-24),

east of Riner in Study Unit 1, is the only early house in the county constructed of stone. It is sited on a bank, so that the basement is entered at grade on the southeast facade. Probably built during the first decades of the nineteenth century or the last decades of the eighteenth century, the house is unique in the region in several respects. While numerous stone houses have been recorded in further southwest Virginia including Pulaski and Wythe Counties, they differ from the Bell-Feather House in that their gables are built of stone, while at the Montgomery County House the gables are framed on top of a plate resting on the stone wall of the first floor. The banked siting is known to occur in only a few instances elsewhere in the immediate region, the three-room upper floor plan, while rare in the area, is typical of houses in the Shenandoah Valley's upper half. The bank siting and three-room plan have been associated by some writers with German ethnic tradition (Chappell, p. 61; Herman, p. 160-171), although there is no evidence for such at the Bell-Feather House. The upper floor, which is reached by a door at ground level on the west and an apparent former porch on the east, incorporates a nearly square heated room at one end and two small rooms at the other, each originally heated by fireplaces set diagonally at the center of the end wall. The lower floor contained two rooms, one unheated and the other apparently serving as the principal cooking space of the house.

SECONDARY DEVELOPMENT

1801-1830

URBAN AND RURAL DEVELOPMENT: 1801-1830

The taking up and settlement of Montgomery County's prime land proceeded throughout the eighteenth century. The nature of settlement in the early nineteenth century, especially of the county's residual land, is not entirely clear, although the case of Benjamin Martin sheds some light on the question. (Montgomery County Chancery Suit No. 160)

Benjamin Martin was a surveyor employed by the state who in the mid-1790's surveyed and obtained patents to approximately 60,000 acres of marginal Montgomery County land. Martin's patents were for three tracts: 27,000 acres in the southwest corner of the county along the Little River including Pilot Mountain, 20,000 acres in the rugged Elliotts Creek watershed, and 15,000 acres on Poverty and Craig Creeks, including most of Brush, Gap and Sinking Creek Mountains (small portions of these tracts were in what is now Giles and Floyd Counties).

By 1825, the date of Martin's death, the three tracts had been sold by his son Andrew and subsequently broken up. A Montgomery County consortium comprised of John Tinsley, John B. Slusher and John Smith bought 18,000 acres of the Elliotts Creek tract, portions of which they sold to numerous others, keeping an iron-bearing tract on Cook's Run for themselves (a canal survey of 1827 shows vigorous settlement of the narrow bottoms along Elliotts Creek including the establishment of two sawmills, two grain mills and a "grinding" mill) (Virginia Board of Public Works, Southwestern Turnpike papers). Tinsley, Slusher and Smith also bought some or all of Martin's other tracts and Slusher probably mined coal on Brush Mountain at the head of Toms Creek (his descendents were doing so by the end of the century).

The Martin tracts comprised approximately a quarter of the county's total land area and accounted for an even larger ratio of the residual land. It may be assumed that the remainder of the county's residual land would have been acquired in vast tracts by speculators who sold to other speculators or who kept portions for mining or lumbering, selling to farmers the arable stream bottoms.

Slavery was not as strong an institution in Montgomery as it was in eastern Virginia. In the eighteenth century Montgomery County slaves often performed work not related to agriculture; William Ingles' slaves ran his ferry and other slaves worked in mills or in domestic capacities. Nevertheless, some farmers assembled sizable work forces. William Preston had 34 slaves in 1782 and soon after the Prestons of Smithfield had 42.

In the 1820's slaveholding increased markedly. Shelton (1978, p. 25) observed: "The increase in the number of slaves, slave holders, and the size of slave holdings in Montgomery County indicate that the economy characterized by slow growth before 1820, had suddenly boomed." The number of slaves grew 69 percent from 1820 to 1830, from approximately 1200 slaves to 2000. Between 1830 and 1840 the number of slaves dropped - a decrease which may have reflected the economic difficulties of the late 1830's but may also have reflected the formation of Floyd and especially Pulaski County during that decade. These were the years that Charles Featherstonhaugh witnessed a slave caravan of 300 slaves at Ingles Ferry. These slaves were being taken westward to the Old Southwest, and whether they were from Montgomery County or not, their fate was probably similar to the fate of some Montgomery County slaves of the same period (Featherstonhaugh, p. 36-37).

Christiansburg

It is evident from the Christiansburg town minutes of 1805 through 1826 that the town form was not static. On February 21, 1805, the town trustees resolved that a new street 45 feet wide would be laid out parallel to and one range of lots (198 feet) to the south of Main Street. The lots on the south side of Main must have required access on the rear, something the original plan did not provide. Another street of 22 1/2 feet in width was established to the south of the first street. Francis Gardner was appointed to survey the new streets and lay off new lots. He was to be paid 25¢ per lot.

On May 31, 1806, Gardner was paid \$31.25. If this payment was solely for lots then 125 lots were surveyed, roughly the number of lots the town was to have in 1826, occupying the remaining town land. Also on May 31 the trustees resolved to make the first street south of Main Street an alley 22 1/2 feet wide and the second street an alley five feet wide. Both remained in their 1805 positions. A new lot numbering system was introduced about this time.

Earlier, in May 1806, there is reference to the "old Plan" of the town. Gardner had apparently drawn up a new plan to incorporate the changes he had made. More changes were made in 1813 when the first street was moved back two ranges of lots (296 feet) from Main Street "being according to the original plan of the said Town". This change was not exactly accoring to the original plan but it was final. The street is called "First Street" today. On the 1877 Gray's map and on many nineteenth century deeds this street was called "Long Alley".

On August 22, 1822, the trustees resolved that "a stone at least

three feet long be placed at each corner of the public land belonging to the Town of Christiansburg to be set into the ground two feet and that locust posts be placed at the following corners of lots in said Town: - At the corners of the [Public] square and at the intersection of each street and alley - the said posts to be six inch diameter and three and a half feet long and let into the ground two and a half feet and to be done under the direction of the Trustees." David Page (a trustee and also a carpenter) did the work.

During the early 1820's there is reference to four acre lots and "cutting streets" and "cutting out avenues". On August 19, 1826, John Gardner and William Wade were "allowed the sum of fifteen dollars for a Map of the Town of Christiansburg." A copy of this map is displayed in the Records Room of the Montgomery County court house. The plan shows that the town land was completely laid out in the lots Francis Gardner surveyed in 1806. Only the two blocks on the north side of the Public Square retain their configurations of 1790-93.

Blacksburg

John Preston may have established Blacksburg's earliest store at the corner of Main and Jackson streets as early as 1798 (Montgomery County deeds). The town had a meeting house used by the Methodists and the Presbyterians at the corner of Church and Lee streets by 1819. Lydia Savine ran an early tavern which moved from an unspecified location in town to a house on Main Street in 1808. Dangerfield Dobbins taught school at a small schoolhouse on Roanoke Road on the eastern outskirts of the town (Crush 1957, p. 11).

The extent of the town's growth by 1833 is hinted at in a sketch map made by engineer and surveyor James Herron or an associate. The map is apparently limited to the lots abutting Main Street for it does not show any of the growth that is known to have occurred on Church Street and elsewhere. It has been sometimes asserted that Blacksburg was originally six blocks instead of sixteen; the 1833 map portrays roughly six blocks. It may be that only six out of the original sixteen blocks were surveyed and densely built upon by the 1830's (Virginia Board of Public Works, Southwestern Turnpike papers).

In 1828 John B. Goodrich (then a citizen of Blacksburg and a schoolteacher) dedicated a spring on the south side of Main Street "for the use and benefits of the citizens of Blacksburg [with the restriction that] no persons using the spring shall be allowed to wash themselves or any particle [sic] of clothing within the boundary of said [spring] lot, but allowed merely to take water from the spring in clean vessels." (Goodrich) This spring remained in use into the late nineteenth century when a stone wall enclosed it. It was abandoned about that time as it became increasingly polluted (Blacksburg Town Minutes).

TRANSPORTATION: 1801-1830

Until 1816 and the creation of the Board of Public Works, road improvement continued to be largely unresponsive to the needs of the western regions. Private funds and limited state aid could not effectively connect the eastern markets with the rapidly expanding west by roads or canal (Backsights, p. 7). A proposal in 1804 by the Richmond Enquirer suggested the provision of a good wagon road to the falls of the Kanawha, paid for and maintained by the state, connecting with tributary roads from the Roanoke, New River, and Holston Valleys, as part of a larger plan for a state highway system. However, beginning in the early years of the nineteenth century a number of private turnpike companies were formed. Among the earliest was the Alleghany Turnpike, chartered in 1805. John Ingles and Andrew Lewis, Montgomery County's delegates, sponsored the bill incorporating the turnpike "because the cost of maintaining the previous public road in good condition had proved too great a burden on the laboring tithables." (Wood, W.)

The route followed by the Alleghany Turnpike was that of the Ingles Ferry Road as it ascended the Alleghany Mountain between the South Fork of the Roanoke River and Christiansburg. George Hancock of Fotheringay (60-442), an important farm on the South Fork, was the low bidder for the construction of the turnpike, which opened in 1809. The road was 25 feet wide and more than seven miles in length. A gate and toll house were built on Jacob Kent's land near Shawsville. Temporary dwellings for the construction workers were also located on Kent's land. In 1828, Henry Edmundson, one of the original commissioners of the turnpike, paid Hancock (who had come into ownership of the road, presumably through default of the company) \$7,500 dollars for all property designated as the

Alleghany Turnpike, including 886 acres of land. Edmundson also acquired Hancock's farm in 1828. Elijah McClanahan was a partner of Edmundson's. Archibald Murray and his wife were hired as toll keepers and their toll house was at the top of the mountain (Wood, W.).

In 1816 the Board of Public Works was created along with a fund for internal improvements including canals and roads connecting them. While private turnpikes had been previously authorized by the legislature, a new act was passed in 1817 regularizing the incorporation of the increasing numbers of such companies. The government would issue charters and set the limits of the companies's stock, which would be divided into shares not to exceed \$100 each. The shares would be offered for sale at points specified in the act of incorporation, and the state would name the commissioners of each company. Once one half of the stock was subscribed the company was to elect officers, who would be authorized to let contracts and proceed with construction. When three-fifths of the capital was raised, the Board of Public Works could subscribe the remaining amount, with a proportionate voice in the company's management. The act provided for the widths and manner of construction of turnpikes as well as the toll rates and regulations (Backsights, p. 8).

In 1822, the French engineer Claudius Crozet was appointed Principal Engineer for the Board of Public Works, and he instituted a vigorous program of survey and development of road and river transportation. In 1827 Crozet put forward a plan for comprehensive development of the state's transportation routes, based on his progressive and cosmopolitan views. One of the principal elements in his plan was the connecting of the New River with the Roanoke, by either railroad or canal (Couper, p. 45). Although a railroad was soon to be chartered as well as a state

funded turnpike to connect Virginia and Tennessee, neither would actually be built until mid-century.

The upper reaches of the New River were considered marginally navigable in the nineteenth century. In 1819 Asa Moore examined the river for the Board of Public Works as far upstream as Sinking Creek in Giles County and reported that "the river is not more difficult to improve, for many miles, above the mouth of Sinking Creek, than below." He suggested hemp might be transported on the river from Montgomery County and other points upstream (Virginia Board of Public Works reports).

Historically, the principal ferry crossings of the New River in Montgomery County were Ingles Ferry and Peppers Ferry. It is probable they were used as fords before there is record of them as ferries. In 1762 William Ingles received a license to operate a ferry on the New River. After William Ingles' death ca. 1782, John, Crockett and Thomas Ingles operated the ferry (Kegley, M. Early Adventurers, V. I, p. 51). In 1797 Louis Phillipe, traveling westward on the Ingles Ferry Road, noted: "There is no inn at English's Ferry. We dined two miles on the other side [at] New Dublin." A structure known as the Ingles Ferry Inn (77-13) survives on the west side of the ferry crossing; it may have been built after Louis Phillipe's visit (Louis Phillipe).

George Featherstonhaugh crossed at Ingles Ferry in 1834 and observed the crossing of a slave caravan. He wrote:

"Just as we reached New River [we came upon] a camp of negro slave drivers ... they had about 300 slaves with them, who had bivouacked the preceding night in chains in the woods. We drove on, and having forded the river in a flat-bottomed boat, drew up on the road [and watched the crossing of the slaves]; first, a man on horseback selected a shallow place in the ford for the male slaves; then followed a wagon and four horses attended by another man on horseback. The other wagons contained the children and some that were lame, whilst the scows, or flat-boats, crossed the women and some of the people belonging to the caravan." (Featherstonhaugh, p. 36)

In the 80 day period from September 7 to November 26, 1836, Thomas Ingles recorded 7,560 persons crossing the river. It was estimated that 20,000 used the ferry annually at that time. Thomas Ingles (who acquired the ferry possibly in the year 1832) built a covered bridge at his ferry in 1842 but he continued to offer a ferry service (Virginia Board of Public Works, Southwestern Turnpike papers).

The Southwestern Turnpike bought Thomas Ingles' bridge and ferry in 1847 and discontinued the ferry. After Ingles Bridge was burned towards the end of the Civil War the ferry was reinstated, and it continued in use until 1939 when the last flat-bottom ferry boat sank with a load of coal (Rotenizer, Interview).

The other major New River crossing, Peppers Ferry, was operated first as Henry Bingamin's Ferry in 1754. It was operated privately by Samuel Pepper in 1770 and in 1779 it was licensed for the public (Kegley, M. Early Adventurers V. I, p. 51). Bishop Asbury crossed the New River by Peppers Ferry in 1795 and again in 1802 (Clark). In 1833 the house associated with the ferry was on the south side of the approach road on the Montgomery side (Virginia Board of Public Works, Southwestern Turnpike Papers). In 1839 Jesse Pepper and David F. Kent planned to

build a bridge at the ferry, perhaps as part of the general improvements to Peppers Road for the Salem and Peppers Ferry Turnpike (Virginia House of Delegates Journal). The bridge was probably not built. In 1864 the Union force under General Crook crossed at the ferry on its way to Blacksburg and there was mention of a ford just downstream (Official Records). By 1889 there is reference to a "Bridge Reservation" at the ferry. At that time J. E. and Mary Eskridge may have owned the land adjoining the ferry (Montgomery County Plat Book F, p. 507).

Other ferries and fords of the eighteenth and nineteenth centuries included Adam Harman's ford near Whitethorne at the mouth of Toms Creek and across from Jacob Harman's farm on the Horseshoe (Virginia Magazine). This ford was in use by 1749 but it appears to have come into disuse later in the century.

Near McCoy in the northwest corner of the county and across from Parrot (in Pulaski County) was an early ferry first known as Scott's and operated by Abram Brown in 1789. In 1791 Cornelius Brown received a license for the ferry. The ferry was used by Confederate forces after the Battle of Cloyd's Farm in 1864 and it was still in use at the beginning of this century.

James Addair's Ferry (also perhaps known as Johnson's Ferry) was in operation at the site of Radford around 1795 and served a bridle path (Montgomery County Road Reports). Taylor's Ford near the mouth of Plum Creek on the New was in use in the eighteenth century and was used by Union forces in 1864. There is reference to "Early's Ferry" on the New

in 1838 and to "Draper's Ferry and Ordinary" on the New in 1798. On the Little River there were Finche's, Bell's, Taylor's, Gragg's (Skagg's) and Broadshoal's fords and, across the mouth of Little River, Grayson's Ferry was in operation in 1864 (Confederate Engineers' map).

INDUSTRY AND CRAFTS: 1801-1830

By 1810, 557 (hand) looms and two fulling mills were in operation in Montgomery County, joining the grist mills which continued to be active in increasing numbers throughout the region (U.S. Census). Industries such as fulling and weaving wool, and the production of flax provided marketable goods for the farmers. The development of a linen industry, based on the skills of the Scotch-Irish population brought with them from Ulster, had been encouraged in the mid-eighteenth century in the Shenandoah Valley (Mitchell, p. 146). The New River Valley also had a sizable population engaged in the production of cloth.

Reference to early carpenters is rare. David Page (born in 1783 in New Jersey), a Christiansburg town trustee, may have been Christiansburg's foremost carpenter in the first half of the nineteenth century, although by 1850 he didn't qualify to appear in the industrial census (though still listed as a carpenter, he was probably not active as one). Besides purportedly building the Presbyterian Church of 1829 with brickmason Paul T. Woodward, Page apparently provided Christiansburg with other services. In 1824 he installed the locust posts that marked street intersections in Christiansburg.

Extractive Industries

In the early nineteenth century coal extraction was conducted on a small scale to suit small-scale needs. A revealing reference to coal was made by James Herron in a Southwestern Turnpike survey notebook of 1833. On a sketch map of a portion of the Slate Branch one mile southwest of present-day Merrimac, Herron indicated a lump of coal and noted: "Here an appearance of coal / several smiths have drawn away most of it but I have

been informed there is much slate in it" (Virginia Board of Public Works, Southwestern Turnpike papers). Blacksmiths were probably the largest group of consumers. Henry Linkous (d. 1822) was a blacksmith residing near the present juncture of Route 657 and 643 at Merrimac (Montgomery County Will Book 3, p. 454).

Farmers used coal as well. A deed from 1893 (citing earlier deeds) stated that a certain "coal interest" of 200 acres on Brush Mountain "was on the 27th day of January, 1853, sold [by John and Floyd McDonald] to William Ballard Preston, Noah Kipps and William Linkous ... Henry Elliott was digging coal on said January 27 ... for the purpose of using said coal in and about their [the McDonalds' ?] farming operations and for fuel on their farms."

Saltpeter continued to be mined and gunpowder manufactured in the county, at least during the War of 1812 as it had been during Revolutionary times, and it may have been produced at the time of the Civil War, as suggested by an article by "C. A. M." in the May 25, 1861 issue of the Christiansburg New Star:

In and during the last war with Great Britain and probably long before, saltpetre was made by citizens living on the banks of New River both in Montgomery and Giles. It was a profitable business to them then. Now, my object in this communication is, to enquire whether there are men not now living who can tell us something about their process in making saltpetre.

In the nineteenth century Montgomery County's limestone was used as building and paving stone and in the production of lime for agricultural and building purposes. John H. Kain discussed the county's limestone in an 1818 correspondence with the American Journal of Science and Arts. He wrote: "The siliceous carbonate of lime may be worth distinguishing from the common limestone. It is found in a bed near Col. Hancock's," that

is, between Shawsville and Elliston. "Hard carbonates of Lime - Stalactitical concretions [are found in] an extensive bed or vein in Montgomery County ... near the seat of Col. Hancock's."

A "Lime Pit" existed about one mile southeast of Blacksburg in 1831 and a lime kiln was operated near the lands of Shelbourne and Fowlkes southwest of Christiansburg in 1853 (Virginia Board of Public Works, Southwestern Turnpike papers. Montgomery County road reports). "White marble" was said to exist in the county in 1851 (McCue, p. 39). The availability of limestone was a factor in determining the route followed by the macadamized Southwestern Turnpike in the late 1840's. Old quarries probably line this route (recently a quarry was worked on the Route 641 segment of the old turnpike).

Two stone cutters are known to have operated in Montgomery and adjoining counties in the early nineteenth century. B. F. Spyker fashioned at least five head stones and four foot stones between 1817 and 1836 for the Barger Cemetery northwest of Blacksburg and also several stones in the town cemetery north of Blacksburg and the Craig Cemetery east of Christiansburg. Spyker's stones are adorned with acorns, leaves, willows, urns, full and half rosettes and representations of architectural elements such as arches with key stones and columns with ram-horn volutes and swirled shafts. Another tombstone maker was Lawrence Krone who is known to have built a stone graveyard wall for the Cloyd family in Pulaski County in 1830. Krone was very active in Wythe County (Kegley, M. Early Adventurers, v. II, p. 275).

The earliest sawmill to appear in the records is that of Abraham Chrisman on Crab Creek west of Christiansburg. He proposed building a mill on the site as early as 1769. In his will he left the land where the mill and sawmill stood to his son Jonathan. In the 1850's Lewis Miller sketched the old mill of Mr. Chrisman's. It was a large one-story frame building with a central door in the three-bay gable end. What is apparently the sawmill stands at the corner of the larger building, near the mill stream, and this long, narrow frame building has an opening at one end for the logs to enter. Abraham Chrisman was a multi-talented craftsman, to judge by his tools, described in an inventory completed after his death. He left carpenter tools, cooper's tools, shoemaker's tools, turning tools, saws, planes, drawing knives, and "two pile of plank at the new house in the woods" (Kegley, M. B. Early Adventurers, v. 1, p. 205).

Sawmills and related structures began to be noted in the county records in the early nineteenth century. Edward Rutledge, who lived near present Luster's Gate on the North Fork of the Roanoke River, operated a sawmill on Indian Run before 1806. Sawmills were frequently associated with grist mills. In 1819 David Craig's sawmill is mentioned on Brush Creek on the southern edge of the present county.

AGRICULTURE: 1801-1830

Self-sufficient agricultural practices continued in the early nineteenth century, but market-oriented agriculture was on the rise. The agricultural census of 1840 suggests that livestock numbers were large at the beginning of the century. Several authors have downplayed the importance of sheep in eighteenth century western Virginia (Kegley, M. Early Adventurers v. 1, p. 156, and Mitchell, p. 139) but sheep seem to have been important in Montgomery County in the early nineteenth century. Cattle certainly continued to range the woods of the county, and the development of Kentucky and Eastern Tennessee probably made the fattening of cattle on their way to market an increasingly important element in the agriculture of Montgomery County, situated as it was on the Great Road.

If antebellum trends can be extended back to the beginning of the century, it may be assumed that much more corn was produced than wheat. Oats were grown as feed and as spring pasturage, as was rye, which along with corn was used in making whiskey (Gray, p. 820). Hay production was probably limited.

Mitchell writes (p. 136-37) that the earliest fences in western Virginia were post and rail but that they were superseded by worm fences by the nineteenth century. Numerous surveys of the 1820's and 30's show worm fences marking boundaries and lining farm lanes, county roads and turnpikes. Fences along major roads probably served to prevent livestock being driven to market from trampling farmers' fields. Stone fences have a limited occurrence in the elevated and rocky sections of the county.

In 1773 the British Crown offered a bounty for the growing of hemp in its dominions. Hemp was used to make rope, and a dependable source

was vital to the British Navy (Kegley, M. Early Adventurers v. 1, p. 100-101). Southwestern Virginians responded enthusiastically; a number of Montgomery County's larger landholders were certified growers; most of them lived along the New River and also undoubtedly along the Roanoke River and major stream bottoms.

In 1807 the Christiansburg Tavern of Henry Edmundson purchased 10,000 pounds of hemp from John Hoge who owned land on Neck Creek and the New River in present-day Pulaski County. The 10,000 pounds of hemp bought by the Christiansburg Tavern was two times as large as the total production of Montgomery County in 1850 (Edmundson papers). In the early 1840's the United States Navy had pressed for a bounty for the growing of American hemp, to counter a growing dependence on foreign hemp, but by 1850 hemp production was declining throughout Virginia (Gray, p. 821). In that year four farmers on the South Fork of the Roanoke were responsible for all the hemp grown in Montgomery County. Most of their 5000 pounds probably went to Joseph B. Fulwiler, a rope maker on the South Fork of the Roanoke who used 6000 pounds of hemp (\$360) to make 100 dozen ropes (\$525). In 1860, 30 pounds of hemp were grown in the county and after that there is no record of any being grown (U.S. Census).

Flax, like hemp and wool, was a raw material which could be readily processed into an easily transported product. In 1810 557 looms and two fulling mills were in operation in the county. Flax fiber was generally made into linen for local use and for export and linseed oil was extracted from flax seed (Mitchell, p. 181-182). In 1840, 48,000 pounds of hemp and flax were grown in Montgomery County of which more than half was probably flax. The production of flax and flax seed dropped off throughout the nineteenth century but not as precipitously as hemp. In

1850, 10,045 pounds of flax were produced; in 1860, 8153 pounds; in 1870, 3485 pounds; and in 1880, 2380 pounds. In 1850, 800 bushels of flaxseed was produced; in 1860, 437 bushels; in 1870, 301 bushels and in 1880, 84 bushels. In 1850, John B. Moomaw had a water-powered oil mill that processed 200 bushels of flaxseed into 400 gallons of oil (U.S. Census).

Few barns and outbuildings were identified from the period. Most barns and outbuildings followed the patterns found in later periods. An exceptional octagonal brick meathouse from the period exists at Kentland (60-202), but the majority of farms featured log barns and outbuildings, in single and double-crib formations, which served as cribs, meathouses, springhouses, granaries, stables and other more or less specialized functions. A stone bank barn was built by the McDonalds on the North Fork of the Roanoke probably in the first quarter of the century. Another important stone and frame bank barn was constructed at Back Creek in present-day Pulaski in the same period by the Cloyd family, but apparently few other bank barns were built until the end of the nineteenth century and the beginning of the twentieth century. A large log tobacco barn (60-164) was built by Charles Taylor prior to 1834 (Virginia Board of Public Works, Southwestern Turnpike Survey), and there is record of a double crib barn built in connection with the county poor farm during the period (Nicolay, Montgomery County Poorhouse).

COMMERCE: 1801-1830

During the early nineteenth century the Great Road through Southwest Virginia continued to serve as the region's sole link to eastern and western areas. Access to the area was much improved by the construction in 1806-1809 of the Alleghany Turnpike along the critical stretch of the Great Road from Salem to the crest of the Alleghany Ridge near Christiansburg. The road carried a heavy traffic in hogs, sheep, cattle, chickens and turkeys and created an important market for local farmers throughout the Appalachian region (Wood, W.). This trade was served by merchants who erected stockades or "stands" where animals and their drivers were fed. These sometimes developed into local centers for trade where farmers could exchange produce for goods. Many developed where stock roads crossed or ran beside larger rivers, which were used for limited shipment of goods (Eller). Such a settlement may have spurred the initial development of Lovely Mount (Radford) among other early villages.

A rare reference to the region's commercial needs and activities is made in Montgomery County's 1809 petition for the establishment of the town of Triggsville in present-day central Pulaski County. The town was intended to "encourage a degree in the general scale of mechanism and manufactures" and was to remedy the lack of a convenient market in the area. The town plan included a "Commons" with a public spring, probably similar to a market square provided near the public water supply in Fincastle in nearby Botetourt County. Triggsville, situated on the Peppers Ferry branch of the Great Road, probably never took physical form, although lots were sold. Newbern, situated on the more heavily travelled Ingles Ferry branch of the Great Road was the only successful

mercantile center west of the New River (Kegley, M. Early Adventurers, v.2, p. 341). Other factors must have contributed to the failure of Triggsville, because Blacksburg, which shared an almost identical relationship to Christiansburg, prospered.

By 1828 Montgomery County trade supported 12 retail and no wholesale merchants (Virginia House of Delegates Journal). While several of the merchants were located in Jacksonville and Newbern in the present counties of Floyd and Pulaski (Newbern), the largest concentration was undoubtedly in Christiansburg. Today the stores of Newbern are the only surviving examples of early nineteenth century mercantile establishments. The best preserved is the store of Henry Hance (77-22) built sometime after 1810 which is incorporated into a lower room of Hance's extended log house. An unusual porch and door on the gable-end wall of the house appear to be related to the mercantile function of the house, providing a separate secondary entrance for the store.

Resorts

In the late eighteenth century wealthy landowners on the eastern seaboard began traveling to the mountain regions of Virginia in order to escape the heat and humidity of summer in the coastal areas. Following the examples of Berkeley Springs and the White Sulphur Springs beyond the Alleghany Mountains, a number of resorts were developed in the early nineteenth century to capitalize on the reputed healing properties of mineral springs in the western region. One of the earliest of these was located in Montgomery County. In operation as early as 1800, Taylor's or the Yellow Springs (60-558) was developed by Charles Taylor on a tract owned by David Robinson between Christiansburg and Blacksburg in a hollow

of the Alleghany Ridge just below the eastern continental divide. A characteristic of early resort life was its camp-like simplicity. Visitors to Taylor's Springs were housed in log buildings near the spring and in a central frame structure (Yellow Sulphur Springs, pamphlet). This early building, which apparently housed the dining room, stood on a coursed rubble English basement and was sheathed with beaded weatherboards. Bishop James Madison commented in an October 28, 1810 article in the Richmond Enquirer that "the accommodations, in every respect, are comfortable and agreeable," and that the spring "certainly deserves to be ranked among the most valuable waters, with which this state so eminently abounds."

In 1812 Charles Taylor purchased the resort, which he operated until 1842, when he sold it to Armistead W. Forrest. It was reached by the Blacksburg to Christiansburg Road which linked the Pepper's Ferry Road and the Great Road, the two principal east-west routes through the region. The Great Road or Ingles' Ferry Road was developed in 1848 as the Southwestern Turnpike, and provided the principal means of access to the springs for visitors from the South and the Tidewater.

RELIGION: 1801-1830

Numerous Methodist preachers followed in the footsteps of Matthews, Morgan, Hill, and Asbury. Thomas and Samuel Kennerly preached in the county in 1804 and the eccentric and flamboyant Lorenzo Dow preached in Christiansburg the same year. Dow also preached in the county in later years and he was described by Amos D. Wood: "The great herald of Methodism, Lorenzo Dow, preached to the enlisted soldiers in the War of 1812 at Christiansburg, sitting on his horse" (Wood, A., p. 333).

The earliest church buildings in both Blacksburg and Christiansburg were Methodist. The developer of Blacksburg, William Black, was Methodist, and a log Methodist meeting house was built on the north corner of Church and Lee Streets (the geographical center of the town plan) sometime soon after the town's establishment in 1797. The meeting house was definitely standing by 1819 when reference is made of it in a deed. Blacksburg's Presbyterians also worshipped in this building. It is said that the Methodists built a second meeting house, also of log but larger, on the same site in 1825 (Altman).

The Christiansburg Methodist Church was built in 1825 on Kyle's Hill to the north of the Public Square. It is said the Presbyterians helped raise the structure. The burying ground connected with this church is still in existence (Crush, 1957).

Other early nineteenth century Methodist churches in Montgomery County included a log church built at McDonald's Mill on the upper North Fork of the Roanoke River, around the year 1800, and Hall's Chapel on the lower North Fork, for which a deed was made in 1817.

A "general revival" is said to have taken place among the Baptists of Montgomery County in 1802, greatly swelling church membership. In 1803 forty members of the Salem Baptist Church in present-day Roanoke county formed the Pine Creek Church, now in Floyd County. A meeting house was built in that year and William Howard became pastor. Also in 1803, the New River Association convened at this church, appointing William Howard moderator and Joseph Rentfro (of the North Fork of the Roanoke?) clerk. Semple noted in 1810 that the Pine Creek church had "a promising arm" on Brush Creek, which could have been in either present-day Montgomery or Floyd Counties.

The churches of early nineteenth century Montgomery County continued, for the most part, to be built on a domestic scale. The earliest church in Christiansburg, the Methodist Church of 1825, appears in Lewis Miller's sketch as a simple frame rectangular building with three bays on the long wall and a door in the gable end, a form recognized as a nave-plan church. By contrast, the Presbyterian Church of 1829 was an elaborate brick nave-plan with a three-bay gable-end facade in which a pair of arch-headed doors flanked a central window. The much altered building survived until recent years as a lodge of the Odd Fellows.

Little is known of the form of other early nineteenth century religious structures. A quote from the journal of Bishop Francis Asbury gives an interesting perspective on the way in which the ecclesiastical ideas of the Methodists took architectural form: "I drew a plan of a house 40 feet long, 30 feet wide, and two stories high, of brick - to be built in Fincastle [seat of nearby Botetourt County]; 2/3's of the money

must be collected before we begin. This like many more of my good designs, may come to naught." Asbury founded many of the region's Methodist churches, and was a frequent traveler in Montgomery County at the time this was written, in the first years of the nineteenth century.

EDUCATION AND GOVERNMENT: 1801-1830

The educational system developed in the eighteenth century continued into the nineteenth but with the added aspect of funding from the state Literary Fund (Heatwole). The Literary Fund usually supported schools by matching funds. Unlike later supervisory agencies, the Literary Fund did not in any way control education.

A description of one of Montgomery County's early educators is given by James Herron in a survey notebook of 1833:

At the foot of a hill [beside Cedar Run] on which stands the house of one Dangerfield Dobyns a learned expounder of the alphabet in the neighborhood for the past forty years and who might be easily mistaken for Thomas Ritchie*, save that he does not make use of the finger over the mouth. (Virginia Board of Public Works, Southwestern Turnpike papers)

In the early nineteenth century, Dangerfield Dobbins conducted a school on Roanoke Road near Blacksburg which was called "Locksley Hall" by his students. Other early school teachers in the Blacksburg area were P. Byrns (1788), Sam Wilson, Charles Little and Davis Bennett, and elsewhere in the county, Adam Snavely, John Luckas and a Mr. Palfreman (Crush 1957, p. 112, 164).

The names of only a handful of early schools survive. The oldest in the county in 1936 was said to be the Barger School between Blacksburg and Toms Creek. The Sibold School in the same area was said to predate 1800 (W.P.A. Jacobus). One of these schools may be mentioned in a deed of 1836. Other early schools were the Altizer School on the farm of Jesse Altizer near the Little River and a school on the Rutherford-Haven

*Thomas Ritchie was owner and editor of the Richmond Enquirer during the first half of the nineteenth century and a celebrated toastmaster.

land on the New River (Kegley, M. Early Adventurers v. 1, p. 176).

School was also held in at least two of the county's meeting houses: in St. Peter's Lutheran Church at Matamoras in 1806 and at Forks Meeting House near Lafayette around 1820 (Montgomery County deeds. W.P.A. Vest). A log tenant house (60-234) on the Wall farm is said to be the relocated Matamoras School dating from the period. Christiansburg's first Presbyterian minister, Rev. William G. Campbell, and his wife, opened a small school for girls in Christiansburg in circa 1827, and the Presbyterians in Blacksburg operated a girls school in the former Burke Tavern on Main Street in the early nineteenth century. "Scripture lessons, and the Shorter Catechism" were taught at the Christiansburg girls school. Before 1831, John McAuley "conducted an early school on the street near Rose Hill farm close to the spring there". This was on the southern outskirts of Christiansburg.

At some point in the late eighteenth or first quarter of the nineteenth century a brick courthouse was constructed in Christiansburg in the center of the square. The domestic-shaped building was two stories in height, gabled, and with its principal entrance in the center of one long side, shown in an 1831 sketch by Lewis Miller. In 1829 the county built a brick building about two miles south of Christiansburg for use as a Poor House. The building cost \$2,000. The Poor House was shown on the Confederate Engineers' Map in 1864 (Nicolay 1982, p. 6).

MILITARY: 1801-1830

As was the case throughout Virginia, Montgomery County sent soldiers to fight in the War of 1812, but not everyone was eager to fight, as the presence of a deserter encampment in the Bottom Creek Gorge during the war attests (Pollard, p. 86). Gunpowder was manufactured in the county during the War of 1812, and it is likely that it was manufactured before this time as well (New Star, May 25, 1861).

There were at least three muster grounds in Montgomery County in the eighteenth and early nineteenth centuries. William Preston drilled his militiamen in a field near Prices Fork (Kegley, M. Early Adventurers V. 1). A road report of 1793 refers to "Lorton's old muster ground" in the vicinity of Meadow Creek (Montgomery County Road reports). In Lafayette, the public square was used as a muster ground (W.P.A.).

DOMESTIC: 1801-1830

In the early nineteenth century log single-pen or one-room dwellings continued to be the most common housing type. Of the approximately 600 domestic structures recorded in the county, as many as 105 seem to have been of the single-pen form, of which 14 were square in shape. As few as ten were identified as dating from the early nineteenth century. In this period the homes of middling and prosperous farmers began to take on a more substantial character. Surviving early nineteenth century houses in the Montgomery County area frequently take the form of the two-room or hall-parlor house. This house form, found in the Chesapeake area in both one- and two-story examples, was developed in seventeenth-century America from Medieval Irish and English precursors. Early examples in Virginia are characterized by an asymmetrical bay (door and window) organization reflecting the unequal sizes of the two rooms behind the facade. The larger room was served by a fireplace and is usually identified as the hall, where cooking and household activities took place. The smaller room, separated from the hall by a partition, usually functioned as a parlor or "best room", and secondarily as a bedroom. Second floor or loft areas were used for storage and sleeping, and were usually reached by an enclosed stair rising from the hall.

The Madison farm (60-564) in the broad bottomlands of the South Fork of the Roanoke just west of the forks of the River, is a very unusual house in the region. Built by a member of the Madison family, who had settled in the region in the eighteenth century, the house has been substantially altered since its building in the late eighteenth or early nineteenth century. The two story frame house retains a hall-parlor floor plan, but was converted to a side-passage layout in the third

quarter of the nineteenth century, at which time the stairs were removed and almost all of the interior was altered, a large ell and two-story front porch added. The chief features of the house remain the twin Flemish bond chimneys at either end, similar in many respects to those at Smithfield, where Madison's wife Elizabeth Preston's parents lived. The farm includes a group of important early log and frame outbuildings.

The remaining recorded two-room houses were built of log (of which several good examples survive) as well as stone and brick. Of the approximately 600 domestic structures recorded in the county, as many as 55 houses of all materials took the hall-parlor form, of which only a limited number of log examples were clearly identified as dating from the early nineteenth century. The George Walters House of 1820 (60-34) south of Christiansburg in Study Unit 1, the early part of Solitude (60-100-3), near Blacksburg in Study Unit 3, the Patterson-Eakin House on the North fork of the Roanoke in Study Unit 6 (60-355), the McDonald Farm (60-235) on Toms Creek in Study Unit 4, and the Earhart House (number 1) (60-385) near Ellett in Study Unit 7, are among the most important of the hall-parlor houses dating from this period.

Several brick two-room hall-parlor houses from the early nineteenth-century period have been identified in the portion of early Montgomery County now in Pulaski County, and more within present day county boundaries. The Keister House (60-280) near Blacksburg in Study Unit 4 and the Arrington House (60-300) are two-story brick hall-parlor houses probably dating from late in the period.

At least two brick center-passage houses were built in present Montgomery County during the period, such as the much-altered five-bay

Barnett House (60-440) near Elliston in Study Unit 8, which has a fanlighted front entry. Kentland, the Kent-Cowan House (60-202) in Study Unit 4, a five-bay I-house of brick which stands in the bottom lands of the New River, is related to the important series of brick houses built across the river in the Back Creek section of present-day Pulaski County. These include hall-parlor and center-passage homes of the Cloyd, Brown, Bish, and Hoge families. Kentland house features splayed jack arches and an elegant frontispiece at the entry, on which engaged columns flank the door below a full entablature. The Crumpacker-McPherson House (60-360), is a much altered brick five-bay I-house on the North fork of the Roanoke in Study Unit 6. Of the approximately 600 domestic structures recorded, 24 were of this I-house form. Only the two houses mentioned appear to date from the early part of the century. Only two-story center-passage houses were built after Smithfield until the mid-nineteenth century.

Blacksburg and Christiansburg, founded in the 1790's, apparently grew gradually through the period. According to one secondary source Christiansburg's lot sales were governed by a restriction that the buildings be a minimum of 16 feet square and be equipped with a brick or a stone chimney (Crush 1957, p. 145). Blacksburg's deeds carried a rider stipulating that the houses were to be built of brick, stone or wood, no less than seventeen feet square, and with a brick or stone chimney.

The town of Newbern was laid out in 1810 by landowner Adam Hance in what was then the western part of Montgomery County. Unlike Blacksburg and Christiansburg, Newbern has survived in its early form largely intact. The town, laid out along both sides of the Great Road, originally consisted of 29 lots divided into two blocks by a cross street. As in Christiansburg, regulations governed the minimum extent of

improvements on each lot. The regulations reveal that log structures remained popular in the nineteenth century as permanent dwellings. Each house was to be at least 16 feet square, with a brick or stone chimney, as in Christiansburg, with the added stipulation that the buildings be 1 1/2-stories of hewn logs. In addition there were to be two windows of at least twelve lights each. Each house was to have a shingled roof and was to face the street. The regulations (which are not unusual) seem to be designed to prevent the erection of a type of building of lesser quality. It is left to us to imagine the kinds of structures which would have been unacceptable, since few, if any, houses survive from the period which fail to meet the regulations.

The majority of houses in Newbern were built of weatherboarded logs well into the nineteenth century, and while such is not possible to deduce from the scant records of the physical forms of Christiansburg and Blacksburg, it seems probable that they closely resembled the surviving village at Newbern in their early days. Newbern contains as many as ten log hall-parlor plan dwellings, many of which have been altered or extended during the nineteenth century to form long buildings lining the road. The Hance-Alexander House (77-22) is perhaps the best preserved of Newbern's early dwellings. Built originally by the Hance brothers as two two-story three-bay log structures, the present house was created by the addition of two sections joining the original pens to form one long single-pile structure. The house features Federal mantels and chair rails, enclosed corner stairs and early one-story porches on the south wall(rear) and east end.

The few remaining early houses in Blacksburg and Christiansburg are single-pen and hall-parlor log houses. These include the Barnett-

Montague House (154-1-2) and the Lane-Moore House (154-1-9) on East Main Street in Christiansburg and the Croy House (150-8), the Smith-Montgomery House (150-6), the Spout Spring House (150-68), and others in the eight block area northeast of Church Street in Blacksburg. Two houses in Blacksburg which no longer exist, the Helm-Lancaster House and Sam Black's House (both on Main Street), also were apparently two-story hall-parlor house built of log.

ANTEBELLUM

1831-1865

URBAN AND RURAL DEVELOPMENT: 1831-1865

As in preceding periods, the taking up and settlement of Montgomery lands continued in the antebellum period. Although a large percentage of the land was as yet uncleared, most land was probably already claimed by this period.

Christiansburg

In 1835 the population of Christiansburg was 335 (230 white, 105 colored) and the town had 45 houses (Martin, p. 401). In 1840 the population was 400 and in 1860 it was 739 (454 white, 40 free colored, 245 slave) (U.S. Census).

In 1827 and 1833, surveyors working for the state passed through Christiansburg and made sketch maps of it. Claudius Crozet passed through in 1827 and noted the Public Square and central Court House and houses lining the North Cross Street. In 1833 James Herron noted the Methodist Church on Kyle's Hill, a tavern on the north side of West Main Street near the Public Square, and a large house to the west of town. Herron did not indicate houses along the North Cross Street nor did he note the Presbyterian Church on the South Cross Street (1829). (Virginia Board of Public Works, Southwestern Turnpike papers)

The 1831 sketch Lewis Miller made of the Court House also shows a lively Public Square. Men and women stroll, boys bounce balls off the court house wall, a carriage drives by, a wagon mires in the mud, figures sit at tables on which food or wares appear to be displayed, a man with a rifle leads another man. To the north of the court house Miller's sketch shows a pump. In 1826 William Peppers and Asiel Snow were paid \$100 "for digging a public Well and setting up the pumps". Crush described the

pump: "[The] huge old pump with its long curved handle and heavy ball on its end, was a rallying center for thirsty country folks." (Crush 1957, p. 152) In 1826 John Wade was permitted "to convey the Worst Water in pipes from the public Well into his stable yard." In 1836 "a privy for the use of the public" was built by the town probably near the Public Square (Christiansburg Town Minutes).

In March 1834 a commission was formed "to contract for a new court house and to select a site for it." The site was in the east corner of the Public Square and the builder was James Toncray. The new court house was completed by March 7, 1836 (Nicolay, 1982). The new northwestward facing brick court house was composed of a two-story three-bay central projecting mass with hipped roof and cupola and flanked by two two-story two-bay (door and window) gabled wings. The central door and the window above it were surmounted by large fanlights and the octagonal cupola was provided with arched louvered vents and a bell-shaped cap with a gilt ball atop of it. Lewis Miller portrayed the new court house in 1856 with its "Franklin rod" probably installed in 1836 (Montgomery County Court Orders).

The Methodist Church overlooking the town was built in 1825. In 1829 the Presbyterian Church was completed at the north corner of South Cross Street and the Long Alley. It is said to have been built by Paul T. Woodward (a brick mason) and David Page. (Crush 1957) In 1852 the new Presbyterian Church built by Crush and Hickok was completed and the old church was used by the Montgomery Female Academy and later by the Masons. The new Methodist Church on North Cross Street, dedicated in 1856, was pictured by Edward Beyer in 1855.

Other important brick buildings added to Christiansburg in the mid-nineteenth century were the Montgomery Academy building (1849) on the eastern outskirts, the Montgomery Female Academy building(s) (1859) on the western outskirts, and the bank and residence of Charles B. Gardner on the northeast side of the Public Square (1853), and the Temperance Hall on West Main (before 1855). Edward Beyer's painting and Lewis Miller's sketches of the 1850's indicate that residential growth was still confined to Main Street and Cross Street (Montgomery County deeds, Chancery Suit No. 378).

Blacksburg

Blacksburg in the antebellum period experienced growth much like that of Christiansburg. Methodist institutions such as the Blacksburg Female Academy (1842) and the Olin and Preston Institute (1854) were established while similar Presbyterian schools were being started in Christiansburg. The Presbyterians moved out of the meeting house they shared with the Methodists to a building called the Union Hill Church on the southern edge of town in 1832 and the Methodists probably built a new church beside the old meeting house around the same time. In 1848 the Presbyterians moved back into town into a brick building at the corner of Main and Lee (150-2). This may have prompted the Methodists to build another church on the site of their former one (Smyth, p. 4, 6). The Baptists built a church at Church Street and Roanoke in the 1850's (Conway).

Unlike Christiansburg, Blacksburg gradually filled the many blocks not directly on its main street. In fact, only the early houses built on

the narrower back streets have survived to the present.

Harmon Sifford established a tanyard at the west corner of town in 1809; (Montgomery County deed book E, p. 28) by 1871 there were three tanyard sites in and near the town, all of them along streams. Associated with these tanyards were a number of small-scale industries. The Conway tanyard at the east corner of town had a weaving shop, saddlemaker's shop and tin shop. The Sifford-Peck tanyard between Lee and Washington Streets on both sides of Main Street had a tin shop (this tanyard was defunct in 1871) (Conway).

Lafayette

The area surrounding the confluence of the North and South Forks of the Roanoke River was settled in the mid-eighteenth century by Isaac Taylor. His property, which soon after his arrival in 1751 consisted of 400 acres, was located in the path of the Ingles Ferry Road as it followed the Roanoke Valley toward the New River plateau (W.P.A. Vest). The position of Taylor's land at the head of a potential seasonal water transportation route and at the juncture of the two agricultural valleys of the North and South Forks suggests the eventual development of a regional center.

As early as 1769 John Craig mentioned the "New Derry" congregation meeting on John Rayburn's land on the South Fork and the Great Road. Rayburn's land seems to have been located immediately adjacent to the Forks of the Roanoke. A meeting house was constructed, but seems not to have prospered, for it does not show up in the records of Lexington Presbytery in 1786. By 1791 remains of "the old meeting house" were viewed by Hampden-Sidney students and preachers William Hill and John

Lyle. The interest in the community was revived, however, and under the same sponsorship for in 1807 John Rayburn states in his will that "the spot where the meeting house stands shall not be sold while that house is there, but may be sold afterwards (Montgomery County Will Book I, p. 336). It is possible that the structure from before 1791 merely remained standing but unused. In 1818 Samuel Shanklin, William Pepper, and William W. Reyburn appointed James Barnett, Thomas Mitchell, A. H. Robertson and John Pepper to repair what was by then referred to as Forks Meeting House, either a second building or a renovation of the first. The structure, which was to be used as a school and meeting house, was repaired from time to time and finally abandoned (Wilson, p. 76).

In 1822 local landowner George Hancock, James Barnett, John Pepper, Abram Deyerle, Thomas Watteson, Adam Fisher, Phillip Roberts, Thomas Mitchell, Jeremiah Early, Samuel Shanklin, and John Maddox agreed to build a grist and saw mill at the Forks of the Roanoke on the land owned by the heirs of William Taylor. By 1825 Shanklin, Early, Maddox, Roberts, and Mitchell has sold their shares to certain of the others, and the land where the mill stood was purchased from the Taylors. In that same year it is said that John Pepper laid out a town near the mill, referred to as Fayette in deeds for lots being sold by the Taylors beginning in 1826 (Montgomery County deeds).

In 1828 Fayette was officially established as a town by the General Assembly. Ten acres were designated as previously laid out in lots, streets, and alleys. Additional land might be laid off according to the same plan (according to the act) but this was apparently done as early as 1828 or even earlier. The legislation apparently mistakenly identified

George Hancock and John B. Goodrich as owners of the land. Hancock, who had moved to Kentucky in 1826, and Goodrich, a teacher in Blacksburg and Christiansburg, may have been the petitioner for the act of establishment. Neither of the men appear in the deed books as owners of any lots in Fayette.

The act names as trustees Joseph Barnett, Robert W. P. Carter, Charles L. Barnett, Henry Taylor, Charles Thomas, and Samuel McClure. Owners of lots were to enjoy the same privileges as freeholders of other towns in the commonwealth as soon as they had erected a dwelling of twelve feet square with a brick or stone chimney. The development of Lafayette may have been spurred by proposals in the late 1820's and 1830's to improve the Roanoke River from Salem to the Forks, probably through the construction of a canal. Salem was the termination of the Roanoke Canal of 1815, and provided much of the movement of goods and produce to and from the region.

In fact the town of Lafayette, as it officially styled itself after 1835, was successful in its growth during the 1830's. It was the most populous area between Christiansburg and Salem. In 1829 the General Assembly had established "an inspection of flour and Indian meal at the town of Fayette". In 1835 there were 43 houses, a large mill, a tavern, two general merchandise stores, a boot and shoe factory, a tanyard, a cooper's shop, four smith shops, and several mechanics in town. The earliest map available that includes the town was done by James Herron in 1833. It shows the layout of the town, several structures, and the mill and millrace. An active trading component to the economy of Lafayette is suggested by the listing of Thomas Jefferson Beyerle as a "trader" in the

1850 census. Two men are listed in his household as "tobacconists," leading to a conclusion that Lafayette was serving as a depot for the tobacco farms along the South Fork and further south and west (Virginia Acts. Martin, p. 401).

Lafayette was originally laid out in six blocks of 48 lots total. While only four are recognizable today, and only two obvious from Herron's map, the original plat of 1826 (which does not survive) probably included the six blocks, with two extending eastward from the present four. Surviving lot shapes indicate that the blocks, like certain blocks along West Main Street in Christiansburg, were approximately four acres in size and each contained eight rectangular half-acre lots arranged in two rows of four each. The ten acre size of the town called for in the legislation of 1832 suggests that at that time only the northwestern pair of blocks had been developed, an observation confirmed by Herron's map. The streets were named Water, Main, and High, running east and west, and Front, Union, Washington, and Back Streets running north and south (Montgomery County deeds).

By 1848 a Methodist Church (60-418-14) was constructed on a lot adjacent to the center of the four blocks of present-day Lafayette. The first trustees of the church were White Ryan, James V. Deaton, James R. Pepper, Alexander Deyerle, William Thomas, William A. Heslep, William Davis and Charles Thomas. White Ryan was the town's principal merchant during the mid-nineteenth century. The church appears today as a four-bay nave-plan structure of brick, but evidence in the west wall indicates that prior to late nineteenth century alterations the church could be entered by a door in the center of that facade, now bricked up. In that

case the building is unique in the county in incorporating a "meeting house plan" with entrances on several walls and a pulpit on the long east wall rather than the short north wall as at present. Alterations and additions on the north and east, and internal changes make any further analysis difficult. It is said that the church had a gallery constructed for the use of slaves, but no trace remains (Montgomery County deeds. W.P.A. Vest).

Pearl Vest states that there was a public square used as a muster grounds during the Civil War. This square was comprised of nine square poles subtracted from each of the the four lots at the intersection of Main and Union Streets. It was located directly in front of the church.

In 1846 the Southwestern Turnpike bypassed the town. Engineer Lewis Prevost, answering complaints sent by citizens of Lafayette to the Board of Public Works in Richmond, wrote that to accomodate the town would add three quarter's of a mile to the road and would cause two necessary bridges to cross at unfavorable points. He recommended against a route through the town, arguing that to force the transportation of the heavy produce the road was designed to carry over an additional three-quarters of a mile would "injure the many for the benefit of the few". The bypassing of the town by the turnpike probably contributed most to Lafayette's decline over the next decades. In 1881 the town was said to contain one or two stores, a nearby church and a flouring mill. The flouring mill, said to be the same built by the surrounding landowners in 1823 or soon after, was producing flour for commerce, as the term "flouring" indicates. The mill was known as the Forks Mill. It was destroyed by a storm in 1899, and was rebuilt, but only traces of the

building remain today (Virginia Board of Public Works, Southwestern Turnpike papers. Boyd. Montgomery County deeds. Interview, Margaret Northcross Ellis).

The two stores which operated in the late nineteenth and early twentieth centuries were owned by Glen Walthall and W. W. Gardner. The Walthall store stood on the east side of Main Street across from the Gardner store which was opened in 1886 (60-418-2). An Oddfellows Lodge was founded in 1899 on the west side of Main Street (Interview, Richard Barnett).

Several houses from the early years of the town remain, including the frame hall-parlor Preston Waskey (circa 1835) House (60-418-11) and possibly a portion of the log John Pepper House dating from 1829 (60-418-10), both dating from the second quarter of the nineteenth century. Many frame I-houses in the town date from the late nineteenth century and the early twentieth century.

Villages

A number of Montgomery County's villages had their start in the mid-nineteenth century. Mills and country stores seem to have been the kernels around which these communities formed. In turn, the presence of a turnpike or well-travelled road seems to have been an important factor in the location of stores and mills.

As one of the "country store villages", Rough and Ready may be the best example. The village was so named in 1851 when Amos Wade had a store there. It was situated on the road between Snowville and Christiansburg on the high shelf of land above the Little River. It also appears to have been the point where the many small farms of the Little Montgomery area gained access to the road. Two other country store villages were Matamoras which developed on the Salem and Peppers Ferry turnpike west of Blacksburg around Israel Price's store (circa 1848) and perhaps also Prices Fork at the junction of the roads leading to Pepper's and Brown's ferries. Prices Fork and Rough and Ready show up by name on the 1864 Confederate Engineers' map whereas Matamoras does not (although the latter is depicted, like Prices Fork, as a sparse collection of buildings) (Montgomery County chancery suit No. 210. W.P.A. Jacobus).

The other class of village might be termed the "mill village". A well-documented succession from mill to village makes Graysontown (Grayson Mills) the best example in the county of the mill village. A large grist and saw mill (60-542) was built by the Graysons on the Little River below Snowville between 1849 and 1851 and led to the establishment of a blacksmith shop and other manufactories. A store opened in 1853 to serve the burgeoning support community and the farmers and others attracted to the mills. Graysontown continued to function as an

industrial village into this century (Montgomery County Chancery Suit No. 210). Childress is also a good example. Stephen and Thomas Childress had a store there in 1850 which housed a post office designated "Childress Store" in 1852, but the grist mill that was there in 1852 may have occupied a mill seat that had been in use from the eighteenth century. In 1852 the village boasted eight log houses and soon gained a sawmill and John Myer's carpentry shop. The store no doubt contributed to the development of the village, but the mill and its location on the road between Snowville and Christiansburg seem to have been the seminal factors (Howard).

The village of Riner formed sometime between 1827 and 1853 and was first known as "Five Points" (Crozet). According to legend a nearby sawmill precipitated the formation of the village and it is true that a steam-driven sawmill was in operation just to the north of the main crossroads before 1853. The village did not grow considerably until after the Civil War, at which time a store (Kinsey and Cromer), a meeting house (Auburn Meeting House), a school house, lumberyard, tanyard, hotel (Auburn Hotel), shoe factory, barrel factory, blacksmith shop and a tobacco factory operated there. The townsfolk took water from a community well and from individual cisterns (Lawrence). A property map of 1878 shows the town's present form of a line of houses and shops running to the north and south of the town's principal crossroads (Montgomery County Chancery Suit No. 965). Pilot, another community with antebellum roots, may have been associated with Guerrant's Mill. The Jacksonville and Christiansburg turnpike and the Pilot House, a notable inn (60-7), may have provided additional stimulus to growth (Confederate Engineer's map).

Ellett (as distinguished from New Ellett) formed around the intersections of a number of minor roads and the Salem and Peppers Ferry Turnpike. In 1864 there was a blacksmith shop called Wilson's Shop there and also Trinity Methodist Church. Ellett was probably affected by the coming of the Virginian Railroad nearby in 1907 although the station (60-379) was located at New Ellett (Confederate Engineer's map).

Slavery

The slaves of the antebellum period continued to perform a variety of non-agricultural tasks. Jacob Guggenheimer and James Murray employed "ten negro men and one negro woman" at their mine on Brush Mountain (Montgomery County Chancery Suit No. 168). John Davis at Big Spring owned slaves, some of whom may have been employed in road construction.

Montgomery County, like other mountain counties, was not overwhelmingly in favor of the continuation of slavery. Governor John Floyd of Montgomery County encouraged an antislavery movement initiated by members of the House of Delegates from west of the Blue Ridge in 1831. His nephews James McDowell and William B. Preston "provided a nucleus around which liberal legislators gathered". The vote on the desirability of considering legislation concerning slavery was lost 58 to 73, and the vote clearly divided the state along the Blue Ridge; with only a few exceptions the 58 votes were from west of the mountains (Wilson, p. 94-95).

In 1860 only 21 percent of the county's white families owned slaves, which is above the average for the rest of Southwest Virginia but appreciably below the statewide average of 38 percent. The German-

descended farmers of Toms Creek were apparently anti-slavery and later Pro-Union. The following item appeared in the May 13, 1861, issue of the Christiansburg New Star:

Just as we go to press we are informed by Dr. Otey [of Walnut Spring on Toms Creek] that Messrs. Michael Kipps, Perfater and himself arrested Enos Price, living on Toms Creek, for inciting the negroes (or a negro) to insurrection. Price was caught while giving his plans to a negro, who had apprize[d] his master of what was going on, and had him with others secreted within hearing distance during the conversation. Price is in jail. He ought to be severely punished.

In 1860 only two landowners owned more than 50 slaves: James Randall Kent was one and the other may have been Jacob Kent at Shawsville or any one of three wealthy Prestons. This compares with eight holdings of over 50 slaves in Pulaski County where a few large farms commanded most of the superior agricultural land in the northern half of the county. In spite of this, regional sentiment was to support secession in 1861. In 1860 the editors of the New Star declared:

It the New Star will be devoted to the principles and interests of the Democratic Party, as the advocates and defenders of equal rights among the States and will be identified with the South in all its political actions.

During the Civil War, the confederacy began requisitioning slaves to work in the war effort, which put a strain on the county's agricultural production. By 1865, neighboring Pulaski County could no longer comply, as it had been drained of free and slave labor, food supplies and money.

TRANSPORTATION: 1831-1865

During the antebellum period the number of turnpike companies in the state authorized and completed with the help of the Board of Public Works was considerably more than in the previous decades. In addition the railroad became a serious competitor with canals and roads for transportation monies. Political struggles between rival regional forces delayed the implementation of plans developed by Claudius Crozet and the Board of Public Works, while the panic and depression of the late 1830's and early 1840's affected the progress of some projects (Backsights, p. 8).

Montgomery County turnpike projects, however, seem not to have been too adversely affected by the depression. Several privately supported road improvements were begun in 1839-41. The Salem and Peppers Ferry Turnpike was incorporated in 1839. In 1844-46 James R. Kent and Edwin J. Amiss (both prominent men in the northern half of the county) were president and secretary of the company respectively. The company collected its first tolls in August 1839 and in December 1841 it was reported to the Board of Public Works that "the tolls received on the small portion of five miles of the road have been applied towards the repairs of it, erecting a gate, mile posts, etc." John Peterman, a merchant and inn-keeper of Blacksburg, was paid \$6,262.54 for his services as contractor in 1841. James Walker was paid \$350 yearly for maintaining the road in the mid-1840's (Virginia Board of Public Works Reports). In 1850 there is reference to "the saloon of the Pepper's Ferry Turnpike road" on the northwest outskirts of Blacksburg (Montgomery County Deed Book P, p. 14). This seems to have been a toll house.

On February 9, 1839, an act was passed authorizing Jesse Pepper and

David F. Kent to erect a toll bridge across the New River. The bridge was probably not built, but the intention to build it indicates that certain men of means from the northern half of the county (Blacksburg in particular) were making their move to capture the traffic that passed through Christiansburg along the route of the Lafayette and Ingles Ferry Turnpike (established about the same time as the Salem and Peppers Ferry Turnpike). The Salem and Peppers Ferry Turnpike was sold in 1847 to the Southwestern Turnpike Company (Virginia Board of Public Works, Southwestern Turnpike papers).

The Lafayette and Ingles Ferry Turnpike Company was incorporated in 1839. Captain Craig was president of the company on July 6th of that year and the trustees were Hamilton Wade, John R. Charlton, J. Wade, Thomas Ingles, R. Gardner and Jeremiah Kyle. The company contracted with John Lester of Botetourt County to build the road "in three sections of five miles each". Lester also built two bridges for the company, the specifications calling for:

A bridge 20' X 10' with good and sufficient handrailings set upon stone walls [to be] constructed in the hollow at the foot of Kyles Hill in Christiansburg to be made of good heart white oak timber also another bridge of like material 20' X 5' across the branch at John Gardner's Tavern in Christiansburg (Montgomery County Common Law Suit A-1876).

The Lafayette and Ingles Ferry Turnpike was completed by September 30, 1843. In 1845 John B. Radford was president of the company and Rice D. Montague was secretary and, the following year, treasurer. The fact that the officers of the company lived in Christiansburg or along the course of the road may have been a factor in their willingness to sell the road to the Southwestern Turnpike Company in 1847 "on advantageous terms" to the latter, whereas the Salem and Peppers Ferry Turnpike

Company, which stood to lose from a macadamized road passing through Christiansburg, resisted selling its Salem-Lafayette section of road to the same turnpike.

On January 9, 1841, the General Assembly authorized Thomas Ingles to erect a toll bridge across the New River. Ingles Bridge was a necessary adjunct to the Lafayette and Ingles Ferry Turnpike if the turnpike was to preserve its place as the main east-west route through Montgomery County.

The bridge proposed in 1839 for Peppers Ferry had constituted a threat to both Thomas Ingles ferry and the Lafayette and Ingles Ferry Turnpike of which he was a trustee. In 1840 Ingles spoke before the General Assembly against an amendment to the charter of the Salem and Peppers Ferry Turnpike Company which would have permitted the construction of the Peppers Ferry bridge (Virginia House of Delegates Journal). In 1842 Ingles built his bridge (Virginia Board of Public Works, Southwestern Turnpike papers).

Ingles presented the situation this way in 1847: "After the passage of the Lafayette and Ingles Ferry turnpike [act], for the better accomodation of the public, and at great inconvenience to myself, I erected a bridge." The bridge cost \$17,000 to build. Ingles made more money from the bridge yearly than he had made from the ferry before the bridge, and he continued to operate the ferry until 1847.

The act of 1841 stipulated that Ingles' bridge be 16 feet wide. The covered superstructure was 569 feet in length and rested on stone piers and abutments. Lewis Miller's sketch of 1856 shows at least three spans with the lane for heavy traffic on the south side and a walkway on the

north side, both under the same roof. The abutments on the west banks can be seen today.

In 1847 Ingles stated that the bridge yielded \$1823 in 1844, \$1945 in 1845 and \$1896 in 1846. The stage was charged \$85 a year to cross, compared to the \$212.16 it would pay on a fixed rate. Ingles further stated, "A large portion of the county people are permitted to cross free of charge." In 1848 Lewis Prevost submitted to the Board of Public Works a "Statement of the Tolls received at Ingle's Bridge" beginning November 4, 1847, the day after ownership of the bridge passed to the Southwestern Turnpike Company. The total amount from November 4, 1847 to August 1, 1848, was \$1,362.80.

By 1862 there were structural problems with the Ingles Bridge. In 1863 the Superintendent of the Southwestern Turnpike Road, John McCauley, stated:

The New River Bridge is gradually giving way, and I can devise no means by which to prevent the lateral camber, which its own weight is gradually producing. Twice I have had trestles erected under it, but they have as often been swept away by high waters.

Before it had an opportunity to fail, Ingles' Bridge was burned by Union forces in May of 1864 towards the end of the Virginia and Tennessee Expedition (Official Records).

In the early 1850's, Montgomery County's two main north-south connections were improved: these were the route from Blacksburg north to Newport in Giles County and the route from Christiansburg south to Floyd County. The Blacksburg and Newport Turnpike Company was incorporated March 14, 1850. Officers included William H. Peck, William Thomas, Adam Wall, Edwin J. Amiss and Nicholas Mills Reynolds. The road was to be

cleared to a width of 25 feet and constructed to 18 feet "except in difficult places, where it may be reduced to fourteen feet, and the grade of the road shall nowhere exceed four degrees". The act of incorporation did not stipulate that the road be paved or gravelled.

The Blacksburg and Newport turnpike would have followed the Blacksburg to Giles Road established by the county in the late 1830's. However, it does not seem that the road was built under its chartered name. On the 1864 Confederate Engineers' map it appears as the Mountain Lake and White Sulphur Turnpike.

The Jacksonville (Floyd Court House) and Christiansburg Turnpike was Montgomery County's improved connection with the counties to its south (the turnpike route is now Route 615). On January 10, 1852, a meeting was held in Jacksonville at which Eli Phlegar of Christiansburg was elected president of the Jacksonville and Christiansburg Turnpike Company. By September 30, 1852, \$1822 had been paid out for construction of the road. Approximately eight miles had been completed and a bridge, utilizing the wooden lattice form patented in 1820 by Ithiel Town, was under construction across Little River, designed by Ludwell H. Brown, the Turnpike Company's engineer (Virginia Board of Public Works Reports). The bridge, which survived until 1944, was at that time the last Town lattice bridge in the state (Backsights, p. 27).

Two toll gates were established on the turnpike in Montgomery County by 1855. One was at the Topal O. Watkins place, one mile north of the Little River bridge, and the other was at Union Mills (present-day Rogers) about four miles south of Christiansburg (Wood, A., p. 291). Topal O. and George A. Watkins were listed as toll collectors in 1855.

Tolls for that year were \$340.82.

The turnpike was apparently finished to Floyd Court House by 1855. In that year there were plans to extend the road 37 miles from Floyd through Patrick County Court House (Stuart) to the North Carolina line. By 1859, fourteen miles of this extension were completed. This became the major road in Floyd County for the transportation of commercial goods.

The arrival of the Virginia and Tennessee Railroad in 1854 made the springs resorts of Montgomery County more accessible to tourists. This increased accessibility was anticipated by the resorts. On March 26, 1853, the General Assembly incorporated the Yellow Springs Turnpike Company. The turnpike was to extend from the depot at Christiansburg to the Yellow Sulphur Springs joining the Salem and Peppers Ferry Turnpike, near Blacksburg. Charles B. Gardner, William A. Wade and Henry M. Fowlkes (all of Christiansburg) and John Peterman, Nicholas M. Ronald and Edwin J. Amiss (all of Blacksburg) were the company's officers. Of the persons named in the act, Fowlkes and Gardner were proprietors of the springs in 1853 and Peterman and possibly Amiss had inns in Blacksburg.

The road was to be cleared to a width of 30 feet and constructed to 16 feet. The grade of the road was nowhere to exceed four degrees and the company was not required "to cover or pave their road with gravel or stone". In 1853 the Yellow Springs Turnpike Company contracted with William Davis and Walter Deyerle to build the turnpike for \$3480.35. Davis and Deyerle completed five miles of road according to the terms of their contract on March 4, 1854 (Montgomery County Chancery Suit No. 176).

Davis and Deyerle built the road to specifications but the company failed to pay them \$1588.60 of the agreed-upon price. In 1857 the county court ordered the Yellow Springs Turnpike Company to pay Davis and Deyerle but it still did not, whereupon Davis and Deyerle had the court arrange the sale of the company. William Davis bought the company at an auction held in front of the Christiansburg courthouse on May 29, 1858, for \$500.

In their statement to the court, Davis and Deyerle had claimed the Yellow Sulphur Turnpike Company had never erected gates or collected tolls on the road and had allowed the road to fall into disrepair.

Another act involving travel to and from the springs was passed March 27, 1860, to incorporate the Yellow Springs and Montgomery White Sulphur Springs Turnpike Company. The persons constituting the company were James P. Edmundson and Charles B. Gardner of Yellow Sulphur Springs and James W. Shields, presumably of Montgomery White Sulphur Springs. The company was to construct "a turnpike road, from some point near the Yellow springs in Montgomery County, to intersect the Mountain lake and Salt sulphur turnpike, near Wilson's shop". The road was probably what is now Route 642 between Routes 643 and 723. Wilson's shop was located at what later became Ellett and the Mountain Lake and Salt Sulphur Turnpike was the earlier Salem and Peppers Ferry Turnpike. The road was to be cleared to a width of 25 feet and constructed to 18 feet. Nowhere was the grade to exceed five degrees (a degree steeper than was customary). This turnpike may have been built to link Montgomery White Sulphur Springs with a circuit of travel between resorts or it may have served merely to provide a more direct connection between Yellow Sulphur

Springs and the larger Montgomery White Sulphur Springs.

Another turnpike incorporated in 1860 appears not to have been built. This was the Blacksburg, Catawba Creek and Fincastle Turnpike which probably would have been the "Catawba Road" shown on the 1864 Confederate Engineers' map. Those involved in the turnpike from Montgomery County were Edwin J. Amiss, Francis Henderson, William Thomas, Thomas T. Jackson and Edward McDonald. The turnpike was not to be less than 15 feet wide and was not to exceed a grade of four degrees.

Far more important than any of Montgomery County's local turnpikes was the Southwestern Turnpike, chartered in 1835 to link Salem and points north and east with Tennessee. The road, when built, would become one of four major western Virginia turnpikes, the Kanawha, the Northwestern, the Staunton and Parkersburg, and the Southwestern, which would serve to connect the rapidly expanding frontier with eastern markets. One historian remarks that their length (approximately 200 miles each) and their ambitious purpose would earn them the title of "superhighway" in the context of the period (Backsights, p. 21).

In 1833 the Board of Public Works had directed James Herron to survey various routes for a road or railway through Montgomery County (Virginia Board of Public Works, Southwestern Turnpike papers). Herron surveyed a route from Evan's Mill on the North Fork of the Roanoke to Indian Run, up Indian Run to the summit of the Alleghany Mountain and down Toms Creek to the New River. Another route followed Miller's Run (Cedar Run) from Evans' Mill to the summit and down the Slate Branch to the New. Herron also surveyed a North Fork - Catawba Creek route and a route more or less coinciding with the Alleghany Turnpike and Ingles

Ferry Road from Lafayette through Christiansburg to the New River. These surveys were apparently done in preparation for a regional turnpike.

After the Southwestern Turnpike was chartered, private capital was not forthcoming, and the petitioners who had established the company requested direct state aid. In 1841 a number of southwestern Virginia counties sent delegates to a convention in Christiansburg to propose in stronger terms the direct involvement of the state in the building of the road. The Christiansburg Convention postponed a decision on the exact terminus of the road but it did specify that the road should be macadamized. The convention also announced its opposition to a railroad then under construction between Charleston and Tennessee. The depression years which followed effectively ended any discussion of funding, but in 1846 the Legislature showed renewed interest in the road.

On January 28, 1846, the legislature granted the turnpike company a \$75,000 yearly allowance. This support saw the road almost to completion; when funding ceased in 1850, private capital took up the slack and the road was completed to the Tennessee line in 1851.

The 1846 legislation stipulated that the turnpike pass through either Christiansburg or Blacksburg. Lewis M. Prevost, the engineer, reexamined the territory Herron had covered in 1833. Prevost concluded that the southerly route through Christiansburg was the best. This route was shorter, had a gentler grade, required less bridging, and contained abundant limestone for capping the road.

About this time, citizens of the town of Lafayette complained to the Board of Public Works because the road was not projected to run through their town. Prevost found that "a location through Lafayette would add

3/4 of a mile to the road and would relocate two necessary bridges at less favorable river crossings" and consequently the turnpike bypassed the town.

The choice of the southerly route through Christiansburg solved certain technical problems but it also placed the Southwestern Turnpike Company up against the local turnpike companies that had preempted the route. The interest of the private stockholders of the Lafayette and Ingles Ferry Turnpike was bought for \$5366.66, but the Alleghany turnpike did not yield as readily. In 1846 the Alleghany Turnpike Company offered to drop its asking price from \$7000 to \$6000 but ultimately, in 1847, the Southwestern Turnpike Company paid \$7000 for the road - \$4000 for the section between the crossing of the South Fork of the Roanoke River east of Shawsville and the foot of the Alleghany Mountain and \$3000 for the remainder to the summit. The nine mile section of the Salem and Peppers Ferry Turnpike between Salem and Lafayette was probably acquired about this time.

Ingles' Bridge was yet another privately-owned link in the chain of improvements the Southwestern Turnpike was obliged to purchase. On July 7, 1847, Thomas Ingles asked \$20,000 for his bridge, and the turnpike agreed to pay that amount provided it receive the ferry rights as part of the bargain.

The Southwestern Turnpike was completed to Christiansburg on April 17, 1847, and to the New River by the beginning of 1848. Four contractors who built portions of the road through the county were Gorman, Crawley and McMahan, Charles Scott, Pryde and Bibb and Robert Harvey. Robert Harvey was also listed as a builder of "bridge

superstructures". Two covered bridges were built across the South Fork of the Roanoke near Big Spring (Elliston). Another contracting team which may have been active in the county was Bibb and Edmundson (Virginia Board of Public Works Reports).

Lewis Prevost or Charles B. Shaw may have been responsible for the lengthy "Specifications for the Southwestern Turnpike Road", divided into sections dealing with grading, bridges, mile posts, macadamizing and masonry. The specifications reveal a concern for adequate drainage, sound road cuts, safe and lasting bridgework and the convenience of road users during construction.

In 1847 the firm of Moore and Mayre contracted to build the turnpike toll house in Christiansburg. Two designs for Southwestern Turnpike toll houses survive, one dated February 1848 and the other 1849. The 1848 design is for a 30 foot by 25 foot, three-bay, one-and-one-half-story frame house of four rooms in a cross-shaped arrangement. The house is ornamented with Gothic bargeboards, hood molds, pinnacles and diamond-paned casement windows. The projecting central bay contains the toll room. The 1849 design is for a more compact, rectangular 32 foot by 26 foot, three-bay, one-and-one-half-story four room house stripped of the ornament in the 1848 design.

In spite of competition from the Lynchburg and Tennessee Railroad, which had been chartered only a year after the turnpike, in 1836, the building of the road progressed. The railroad was subject to the same political and economic forces as the turnpike, but it was eventually built and finished in 1854. Other turnpikes had been ruined by competing railroads in earlier years but the Southwestern Turnpike prospered,

perhaps, theorizes Howard Newlon, because it was kept in good repair and built to standards developed over a decade of similar projects (Backsights).

In 1860 the Southwestern Turnpike was described as carrying "a great deal of travel ... of the heaviest kind" (Virginia Board of Public Works Reports). On the railroad one could transport goods quickly and cheaply, but on the well-built Southwestern Turnpike the traveller or teamster was free to "become his own carrier and to regulate his own movements" (Backsights).

Among the most interesting, if perhaps unrealized projects in the county, were the proposed plans for toll-houses on the Southwest Turnpike. The first plan, drawn in 1848, shows a cross-shaped house of 1 1/2-stories with a door in the center of the principal cross gable. The picturesque label molds, mullioned casement windows and pointed arch-paneled doors, as well as decorative bargeboards with projecting finial spires, also show the influence of popular pattern books. The second plan, dated 1849, shows a more modest double-pile double-cell house with chimneys between the front and back rooms and a gabled roof. The label molds over the windows and doors, as in the first plan, were undoubtedly inspired by the books of A. J. Downing. Both houses were to be built of heavy braced timber, and both incorporate four roughly equal-sized rooms. The rooms in the rectangular plan are labeled kitchen, bedroom, parlor and toll-room while the cross-shaped plan has a larger kitchen, two bedrooms and a tollroom. The toll-house actually built on the western outskirts of Christiansburg was portrayed by both Beyer and Miller. It appears to be a variation of the cross-shaped plan in Beyer's painting, but Miller depicts it as a small square building of one bay with a cross gable on each side.

Railroads

When the Virginia and Tennessee Railroad was surveyed in 1848, Montgomery County offered the most practical east-west route for the line. Mountains blocked the way in counties to the north and south, whereas in Montgomery County the Alleghany Mountain posed the only obstacle separating the level valley of the Roanoke River from the chain of valleys leading along the New River and beyond to the Tennessee line.

Much earlier, this route appeared to Board of Public Works head Claudius Crozet to be one of the two best transportation routes in Virginia penetrating the mountains into the West. In 1827 Crozet wrote, "from the head of the Valley of James River, or of Roanoke, there is only one ridge to be passed over; after which the valley of New river may be pursued down to Ohio." (Couper, p. 45)

On January 22, 1828, Crozet began to survey the territory between the headwaters of the Roanoke and New Rivers. His survey followed a line up the South Fork of the Roanoke and Elliott Creek and down Meadow Creek and the Little River to the New (Virginia Board of Public Works, Southwestern Turnpike papers). Ostensibly, Crozet was making his survey for a canal connecting the Roanoke and the New, but it is likely he had a railroad in mind as well.

The first move towards the building of a railroad into southwest Virginia was made in 1831 with the incorporation of the Lynchburg and New River Railroad Company. As its name states, the principal interest of this company was to connect Lynchburg and the New but it was also authorized to build a railroad or canal or both along the New River and its branches. A capital of up to \$600,000 was to be raised through the

sale of 6000 shares of \$100 each. Books were opened in Christiansburg under James P. Preston, Gordon Cloyd, Hamilton Wade, William G. Charlton, John M. Taylor, Henry Edmundson, Thomas Bowyer and Rice D. Montague. The chairman of the board of commissioners in Lynchburg was Henry Davis; Claudius Crozet appears to have been either chief engineer or an important consultant (Virginia Acts).

It was Crozet's feeling that the Lynchburg and New River should follow his survey of 1828 and meet the New near the mouth of the Little River. Crozet referred to plans to extend the line to Tennessee; in 1831 he argued that a railroad would be the best way to capture the trade of Tennessee "which now goes to Baltimore, over the worst roads" through southwest Virginia (Couper, p. 49). In this respect the Lynchburg and New River anticipated its successor the Lynchburg and Tennessee. Also, it was originally planned that the Lynchburg and Tennessee follow the Little River route through Montgomery County.

During the planning stages for the Lynchburg and New River surveys were also made of the North Fork of the Roanoke and of Stroubles Creek but since their valleys were found to be "both crooked and rapid" they were passed over as potential routes.

No progress was made by the Lynchburg and New River towards actual construction of a road. The railroad lost out to the James River and Kanawha Canal in the sectionally motivated funding battles of the era (Backsights). The Lynchburg and Tennessee Railroad, chartered in 1836, also had difficulties. W. B. Thompson made surveys for the Lynchburg and Tennessee in 1836 and reported to Charles B. Shaw, the Chief Engineer of the State of Virginia. This report reads in part:

[The line of the railroad] follows the valley of the Roanoke to where the north and south forks come together at Lafayette; it thence pursues the valley of the south fork to the mouth of Elliott's Creek; thence up this creek to the summit of the Alleghany about 3 1/2 miles south of Christiansburg; thence down Meadow's Creek and Little River, to New River, which it crosses at the mouth of Little River about 1 1/2 mile above English's¹/₄Ingles¹/₂ Ferry. . . . [The] examination, in conjunction with the surveys, over it, enforcing the use of stationary power, left upon my mind no doubt as to the proper route for the road, which I am happy to state accords with the opinion of the former chief engineer of the state--captain Crozet.

Thompson goes on to recommend that the route leave Meadow Creek and follow Connally's Branch to the New, avoiding a rough section of the Little River and reaching a better crossing point on the New River.

Further down this proposed route, in Wythe County, Thompson refers to the surveyed line of the Danville and Junction Railroad. It seems possible that Lynchburg's desire at that time for a railroad linking it with the west was in part spurred by rivalry with Danville. Thompson was the first to suggest a route through present-day Radford (the Connelly's Branch Route) (Virginia Board of Public Works, Southwestern Turnpike papers).

The Panic of 1837 and the ensuing depression did much to suppress such internal improvement projects as the Lynchburg and Tennessee Railroad. On May 24, 1848, the Lynchburg and Tennessee Railroad was reincorporated. Books were opened in Lynchburg and other southwestern Virginia towns; in Christiansburg they were opened under Jeremiah Kyle, David Barnett, William Wade, John B. Logan, John B. Radford and R. A. Smith. Stock was offered for sale at \$100 per share with a maximum capital of \$25,000. New surveys were conducted along the Little River route in 1848 by Lewis M. Prevost. Prevost felt at that time that the

prospects for the railroad were "at best ... very uncertain". In 1848 the Southwestern Turnpike was being built through the area (Blackford letters).

On March 6, 1849, the Lynchburg and Tennessee was renamed the Virginia and Tennessee, and on August 7, 1849, a convention was held in Christiansburg to stimulate interest in the railroad. A "Northern Gentleman", writing in the American Rail Road Journal, observed what he felt to be apathy on the part of the participants. The President of the Virginia and Tennessee at the time, Oden G. Clay, was present, as was James R. Kent and Robert T. Preston of Montgomery County.

By 1850 the Virginia and Tennessee had already bought 6000 tons of rails from the Cwm Celyn and Blaina ironworks in Wales, and Joseph R. Anderson of the Tredegar Iron Works in Richmond had contracted to build nine locomotives. In November 1850 the board of directors of the company settled on the route that the railroad would eventually follow through Montgomery County. Principal Assistant Engineer Andrew Ellison had determined this location sometime in August or September of 1850, as he reported to the Chief Engineer, Charles F. M. Garnett, on October 1, 1850:

In August the whole available engineering force which could be spared from other duties, were employed upon surveys of lines to cross New river north of Little river. Several lines were traced, with the view of crossing from the North fork of Roanoke to New river, without success. A line was obtained, reaching New river by way of Connelly's branch, and another line crossing the dividing ridge between the waters of the North and South forks of the Roanoke, near Capt Kent's [and from present-day Cambria down Crab Creek to the New near present-day Radford], was found practicable; but it was not until much time was expended upon this very rough mountain section that it was deemed, in consideration of the value of the distance saved, advisable to adopt it.

With the question of route finally settled, the Virginia and

Tennessee began to acquire rights of way and sites for depots, shops, etc., beginning in 1851. Perhaps one of the more interesting acquisitions, in light of the legend surrounding it, was of the Christiansburg Depot site and right of way.

According to local tradition, railroad officials originally planned for the railroad to run down the main street of Christiansburg. This dismayed the citizens, who feared for children and livestock. Rice D. Montague, a clerk of court and prominent citizen, sought to defuse the situation by offering the railroad a right of way through his farm (now downtown Cambria), accepting \$5 for his trouble (Crush, 1957).

Although it is possible the railroad engineers may have considered some sort of connection between Elliott Creek (the preferred route for 20-odd years) and the Crab Creek drainage (the route decided upon in 1850) by way of Christiansburg, there is nothing in the records to point to this. Montague was simply the beneficiary of the railroad's pragmatic decision; the deed for the depot property bears this out:

Rice D. Montague ... did sometime in the year 1851 agree with the Virginia and Tennessee Railroad Company in consideration of the peculiar and extraordinary benefits which he was likely to derive from the location of the said company's Christiansburg Depot so called upon his land to furnish [three acres] over and above the 80 feet of right of way required for the construction of the Company Road, for said Company's Depot [the site being] one and a half acres on either side of the said company's railway leading east from the Christiansburg and Blacksburg Road - say for about 400 feet.

The site for the Big Spring Depot (Elliston) was purchased from George W. Barnett and the 15 acre site of the Central Depot (Radford, named Central Depot for its location halfway between Lynchburg and the Tennessee line) was purchased from Ed Hammet for \$1250.

The railroad opened to Christiansburg Depot on April 1, 1854, apparently to little fanfare. In comparison, when the line opened to Central Depot on June 1, a round trip excursion from Lynchburg was offered which included a free barbecue "given by the gentlemen in the vicinity of the Depot - these promotional-minded gentlemen perhaps being John B. Radford and Ed Hammet. At least one Lynchburg establishment tried to capitalize on the event: "Ho! For New River! The Great Excursion on the 1st of June / Persons going to New River on the 1st of June can be supplied with a tasty outfit by calling at the Franklin Cloth and Clothing House." Later in June, Christiansburg seems to have caught on to the promotional opportunities of a barbecue by hosting it own, as reported in Lynchburg, and on July 4th of the following year another excursion left Lynchburg for the New but rains put a damper on the festivities (Lynchburg Daily Virginian).

When the line reached Central Depot, several freight and engine houses and a machine shop were under construction, and a 730 foot six-span bridge known as Morgan's Bridge crossed the New River a few miles from the Depot. Earlier, before Spring 1854, three tunnels were built near Shawsville, the shortest 200 feet and the longest 750. One of these tunnels, the Little Tunnel , was portrayed by Edward Beyer and described by Samuel Mordecai in the 1857 Album of Virginia:

The traveller suddenly emerges from the dark Tunnel, and the eye is delighted by the picturesque scene which outspreads before him - the winding valley of the gently flowing Roanoke, gradually receding in the distance, until the sharp outlines of the Alleghanies rise upon the horizon. As a quiet picture of valley, water and mountains, it is lovely (Kukla).

Tourism was an important aspect of Montgomery County's economy in the 1850's, and the railroad helped to foster it. The sizable Alleghany

Springs and Montgomery White Sulphur Springs were built in response to the railroad. The railroad's effect on the economy as a whole was dramatic. During selected periods in 1855, 1857 and 1858, a total of 6641 tons of leather, lumber, mine and agricultural products were shipped out of two of the county's three depots and only 4100 tons of goods were imported, indicating a favorable balance of trade. (As for volume of trade, Christiansburg Depot dwarfed Big Spring and Central Depot, with Central Depot being the least active in trade of any station on the Virginia and Tennessee Line). Shelton has observed that Montgomery County land values rose from an average of \$5.84 an acre in 1850 to \$91.30 an acre in 1860 - an increase of 1463% - and that by the beginning of the Civil War, the economic importance of the railroad to the county "linked Montgomery County to Eastern Virginia, whereas Western Virginia, not well served by improvements, split to the north " (Shelton, p. 62-63).

A number of branch railroads were projected for Montgomery County in the 1850's, but none were built. In 1850, Andrew Ellison examined an alternative route for the Virginia and Tennessee that would have left the line at the Christiansburg Depot and passed northwesterly to the New River at present-day Whitethorne and from there to Saltville (Virginia Board of Public Works reports). On March 12, 1853, an act was passed to construct a line connecting the Virginia and Tennessee Railroad to the Covington and Ohio Railroad. This line was to leave the Virginia and Tennessee near present-day Cambria and join the Covington and Ohio at or near the mouth of the Greenbrier River on the New River. The Montgomery County portion of this route seems to have been considered in 1853 by a "New River Railroad Company" which was to form if the Virginia and Tennessee failed to pursue the matter. The company was to consist of

Virginia and Tennessee officers - Oden Clay, Charles Garnett and John R. McDaniel - as well as leading Montgomery County entrepreneurs - Jeremiah Kyle, William B. Preston, Robert F. Preston, James R. Kent, Edwin J. Amiss, Rice D. Montague, William H. Peck and William Thomas. It is not clear that this company ever formed.

Also in 1853, the Alleghany Railroad Company was incorporated with William H. Peck, William B. Preston, Thomas T. Jackson, George Keister, Edwin J. Amiss and N. M. Ronald as officers in Blacksburg. The purpose of this line was to penetrate the coalfields of Brush Mountain.

In 1854 the Virginia and Tennessee Railroad Company spent \$804.88 on a "Montgomery coal branch". It was intended that this line serve the same coal mines as those to be served by the Alleghany Railroad. In addition, the Virginia and Tennessee officials believed the agricultural products of the region between Price and Brush Mountains would alone be sufficient to make such a line profitable. However, it is doubtful either project was realized.

River Transportation

Apparently little was done to improve the New River until the Civil War when the use of the river in the supply and defense of Western Virginia necessitated improvement. On December 18, 1861, the General Assembly passed an act fostering the development of the New River. The act reads in part:

The board of public works [is] hereby authorized and directed ... to remove the obstructions to the navigation of New River by batteaux, and to improve the navigation of said stream by sluice, in such manner as will accommodate the transportation of

military stores in batteaux, from some point at or near the Central depot [Radford], on the Virginia and Tennessee railroad, to the mouth of Greenbrier river [Hinton, W. Va.].

\$30,000 was appropriated for the task, and from that sum the stockholders of the New River Navigation Company were to be reimbursed for their investment. The existence of this otherwise unrecorded company may imply some sort of boating before 1862, and the Virginia Board of Public Works report that follows suggests some improvements had already been carried out.

On November 30, 1862, Chief Engineer D. S. Walton reported from Central Depot on his work of improving the river. Walton had counted on a workforce of from one to two hundred men provided by the Confederate Army but when that was not forthcoming he made do with 25 men recruited from the area and paid them \$1.50 to \$2.00 a day plus rations.

Due to these restrictions, work began on improving only the most treacherous points between Central Depot and Narrows, Barnett's falls and rapids and the Long Shoals. Two sluices were cut through the rock and "four stretches of wing timbers" were constructed at Barnett's falls to funnel water into the sluices. Walton feared that the sluices constructed would not be durable enough to withstand high water, but for the time being river navigation was greatly improved from Central Depot to Narrows, in Giles County, a distance of 50 miles. During low water, only one half the capacity could be transported over several remaining unimproved shoals and falls. Walton mentioned that boats were "left in charge of J. Crockett Brown, on Back Creek [near the head of Long Shoals, on the Pulaski County side of the New River], as being the safest harbor from the winter ice and floods". In all Walton spent over \$7600.00 on the project.

INDUSTRY AND CRAFTS: 1831-1865

In 1840 in Montgomery County there were nine distilleries in the newly reduced county, eight tanneries, 19 gristmills, 19 sawmills and no oil mills. Montgomery County industry represented a total capital investment of \$59,345. In the same year, neighboring Pulaski County, approximately half of which was still a part of Montgomery County in 1839, had 20 distilleries, six tanneries, seven gristmills, five sawmills and one oil mill which represented a total investment of \$32,360. By contrast, Wythe County, beyond Pulaski, was the most industrially developed in the New River Valley, with 38 distilleries, 13 tanneries, 38 gristmills, 25 sawmills and one oil mill, the total capitalized at \$72,051. Wythe County also had the region's only significant iron furnace and forges, and the state's only lead mining and smelting industry. Floyd County, to the south, had the smallest industrial output in the area, with only six distilleries, and despite the existence of seven tanneries, 29 gristmills, 18 sawmills and three oil mills only recorded an investment of \$3,950, indicating operations at a small scale and of low productivity (U.S. Census).

By 1860 several merchant mills existed in the county in addition to the many grist mills. After the advent of increased regional and extra-regional transportation, flour and wheat could be shipped to and from mills and a related industry grew up, in which cash was used to buy and sell the raw materials and the product. Mills included the Forks Mill (1825), Big Spring Mill (1850), and Grayson Mills (1852).

One of the three large grist flour mills surveyed dates from the period. McDonalds Mill (60-357), a frame two-story structure on a

coursed rubble basement, is three-bays in width and seems to represent a typical large water-powered custom mill of its day. The mill is located on the North fork of the Roanoke in Study Unit 6. It was the only standing industrial structure recorded from the period. Other industrial sites include the Graysontown Mill foundation and millrace (60-116) on the Little River in Study Unit 1.

The village of Snowville on Little River in present-day Pulaski County is unique as the earliest manufacturing center in the county. Asiel Snow, a cabinetmaker from Massachusetts, had settled in Christiansburg. On a trip across the Little River he envisioned an industrial town site near an existing mill seat. Snow began acquiring land there and by 1833 had settled his family and begun to take advantage of the waterpower. The first industries were a sawmill and small foundry. By the post war period, when the village had been incorporated into Pulaski County, it supported a linseed oil factory, a lumber mill, a wool carding mill, a textile mill, a tannery, a harness and leather goods manufacturer, a shoe factory, an iron foundry, a blacksmith and a cooper (Hundley, p. 2-4). The small industries flourished and Snowville became one of the most prosperous towns in antebellum Southwest Virginia. Snowville influenced the growth of Graysontown, on the Montgomery County side of the river.

Grayson Mills (later Graysontown), on the Little River in southwestern Montgomery County, was established in 1847 by William Grayson and his sons John and Crockett across from the village of Snowville and a short distance downstream. The history of the development of this antebellum industrial village would probably have

been lost had not Crockett Grayson, in 1857, filed suit against William and John, claiming William had unlawfully deeded to John the mill property on which stood "improvements" which Crockett had helped finance and build, (the suit, Chancery case No. 210, preserved at the Montgomery County Court House, includes very informative depositions by many of the Graysons' former employees).

In 1811 William Grayson bought land that included the mill site (60-542) from David Hall and Adam Pate (upstream and adjacent to William Grayson, Asiel Snow bought the Hall mill or mill seat and began in 1833 the development of Snowville, Pulaski County's preeminent antebellum industrial center). William Grayson built his home near the Grayson Mills site and in 1847 his son, John, was living there with him. At that time Crockett Grayson was living at the "Elliott Place" a mile away in Pulaski County, where, in his father's words, he had recently "erected a large and costly brick dwelling, with brick outhouses (77-55), a fine and costly stable".

In 1847, John Grayson, "Having the sum of \$4000 or \$5000 in ready money, ... determined ... to erect a valuable manufacturing mill, upon the homeplace, with the consent of his father and with the understanding ... that the homeplace was to be conveyed to him." According to John, the reason for building the mill was that he, William and Crockett "desired as other persons wished, that a valuable mill should be erected, there being none in that immediate neighborhood." This is hard to reconcile with the fact that Asiel Snow had a grist mill in Snowville in 1850. Another reason may be that given by R. J. Roop, who worked for the Graysons and who was asked at his deposition why improvements were

commenced at Grayson Mills. " I think one of his [William's] reasons was him and the Foundry Folks [Snow and others] did not get along very well. I think he said it would be a good improvement for the Boys". The Graysons, farmers and Southerners, evidently conceived of Grayson Mills as a way to bypass Asiel Snow (a Connecticut Yankee) and his establishments, but Grayson Mills in its extended form as an industrial complex was no doubt inspired by Snowville.

It was eventually decided by the Montgomery County Chancery Court that Crockett Grayson assisted his father and brother in the establishment of the mill and other manufactories from the outset and therefore had a claim to them. According to Crockett they operated "under the style of William Grayson and Sons" until Spring 1850 when William dropped out and John and Crockett continued in partnership. "Upon the faith of their agreement, [John and Crockett] took possession of said land [William's twenty acre Mill Property] and made thereon, at a heavy expense, to which they equally contributed, a number of valuable improvements, consisting in part of a Grist and Saw Mill - Waggon - Machine - Cabinet and Blacksmith Shops - store and lumber houses - five dwelling houses, stables outhouses etc. etc."

The first work of which there is record is the construction of the mill dam late in 1847. Crockett cut the timber for this dam and a number of men helped in raising it, including Hezekiah R. Echols who worked for "four days with four hands". This dam may not have been the first improvement at Grayson Mills. The sawmill was in operation presumably by June, 1849, before the millrace for the grist mill was completed, and John claimed to have helped Crockett in "hauling timber to and from the

sawmill" for the construction of Crockett's house about 1847. Whether or not this is a reference to the Grayson sawmill is unclear, but it is clear that the sawmill was the going concern at Grayson Mills before the completion of the grist mill in early 1851. The 1850 industrial census lists William Grayson as owner of a water-powered sawmill producing \$1500 worth of lumber annually. This was the largest production of any sawmill in the county at the time, the next largest producing \$850.

After completion of the dam, work began on the excavation of the millrace. William Grayson and the firm of Bibb and Pryde (who were contractors working on the Southwestern Turnpike at the time) contracted on April 28, 1848 "for the making of a Millrace on Little River which race [will be] 297 yards long, 9 feet wide at the top, 6 feet wide at the bottom and upon an average of 7 feet deep ... and running level from the dam or butments to the forebay completed within 60 days". Bibb and Pryde failed to complete the race and John and Crockett were obliged to finish it. John T. Haley signed on as miller for the Graysons on November 6, 1849 and was employed in "opening race and fixing up forebay, blowing rock etc". Jacob Roop, millwright, helped with the millrace and N. M. C. Flyms, employed by the Graysons in 1849, listed "blasting" among his work. The impressive mill race at Grayson Mills is very much in evidence today (60-116).

Flyms also stated in his deposition, "A part of the work I did was quarry rock in 1849 for the basement story of the mill." He also did the masonry, work which William Grayson superintended. Crockett Grayson "worked at digging out the foundation for the mill and hauled timber and rock for the building of said mill". According to one source, the mill stood four stories tall (Interview, Bentley Hite). When completed in

early 1851 the Graysons' grist mill had "as many as three chimneys" built of bricks furnished by Crockett and probably made at his plantation. At one point Crockett loaned John \$20 "to enable him to pay for a smut machine which [he] had purchased for his mill." The Graysons' smut machine is mentioned in the 1870 industrial census when the mill was known as the Grayson and Warden Mill (the Grayson grist mill is unaccountably absent from the 1860 census). At that time the mill had five runs of stone, water power of 30 horsepower and a 150 bushel per day capacity. Presumably, the Grayson grist mill operated on this scale from the outset.

Jacob Roop probably oversaw the building of the mill machinery (he appears in the 1850 industrial census as a millwright and was in that year employed in "Building Flouring Mill ... materials furnished"). He was paid \$1725.75 for the work he did for the Graysons. He was asked in his deposition, when he "put in the last water wheel for [the] Graysons". He replied, "I think in '56 it was the Fall ... when I got ready to put up the wheel. I called on John Grayson to remove the old wheel and shaft out of my way, so I could raise the new wheel." R. J., Joseph W. and Charles Roop also worked for the Graysons in the early 1850's. They were probably Jacob's sons and also the three hands listed as his employees in the 1850 industrial census. Charles Roop claimed to have been "foreman in the building of the Mill and the other hands worked principally under my direction. As to the construction of said work such as building the Wheels and Geering of Said Mill, I boarded whilt [sic] at work with William and John Grayson".

The first miller for the Graysons was John T. Haley who worked as a sawyer until the grist mill was completed. Haley received one third of the toll in grain charged farmers for the milling of their grain. He

stated in his deposition that John Grayson did not keep hogs at the mill and that he did not use the "offal", or by-products, as animal feed. James Humphries succeeded Haley in June 1853 and worked at the mill for a year, lodging in the building.

Another early and important addition to the Grayson Mills complex was a blacksmith shop or forge. This was built near the mill by the partnership of Charles Roop and a Mr. Todd ca. 1853. The 1860 industrial census notes a blacksmith shop of Grayson and Evans. The shop began operation in November 1859, almost halfway into the census year of June 1859 to June 1860. Nevertheless, Grayson and Evans tied George W. Anderson for the largest value of product in the county (\$1200). Other figures for their operations are as follows: operating capital: \$325; raw materials used in production : 7000 pounds of iron at \$315, 100 pounds of steel at \$20, other articles at \$50 and 1400 bushels of coal at \$50; employees: two hands paid a total of \$54 monthly and employed year round; production: \$1200 worth of wagons, hoes, mattocks and job work. The Grayson and Evans blacksmith shop was the only one listed which used water power. The 1400 bushels of coal was the largest amount used by a blacksmithy in the county and the 3 1/2¢ per bushel paid by Grayson and Evans is significantly less than the county average of 12¢ per bushel (Dexter Snow's foundry at Snowville used about 400 bushels of anthracite at \$200, or 50¢ per bushel). The Grayson and Evans blacksmith shop was the only one in the county to manufacture farm implements. The others made wagons and did farm, job and custom work just as county blacksmithies were doing in 1850 (Dexter Snow's woodshop at Snowville, however, produced 200 plows in 1860 at \$1600 as well as wheat fans and wagons).

The firm of Roop and Todd also "seal[ed] and put up shelves in a room for a grocery and confectionary [sic] connected with the store house and built a machine for sawing shingles and laths". This machine was housed in its own shop and run for a time by another partnership: Acres and Todd.

The aforementioned store house was built in 1853, the foundation having been begun by Mr. Flyms in May. Before it was finished a temporary building served in its stead, and it was for the stocking of this building with "fine goods" that Crockett went to Richmond and points north the previous winter to sell a herd of cattle. Granwell H. Page and William Fortune were the carpenters for this building (and unspecified other buildings) which had a stone basement. William Fortune also erected a "Dairy" at Crockett's plantation and lived in a dwelling built specifically as worker housing on Crockett's land.

Other persons employed at Grayson Mills during the 1850's were Fielding Noel (cooper), James Haley (sawyer), Abraham Birchfield (foreman), James Rock (Crockett's overseer), Mr. Shepherdson (clerk), John Mullin (hand) and W. C. Taylor (unspecified).

John and Crockett's store must have had an encouraging success, for soon after, as John (or his lawyer) stated, Crockett "without the consent or knowledge of [John], purchased goods and opened a store in the Town of Christiansburg [known as] Crockett Grayson and Company ... from the beginning to the conclusion of the mercantile business, [Crockett's] conduct was characterized by a series of blunders, mishaps, extravagance and bad management unparalleled in mercantile history ... In the year 1857 it became apparent that [Crockett] was not only ruined himself but that he had involved [John] and William Grayson in vast and unexpected

liabilities ... he made the firm of Crockett and John Grayson responsible for his individual indebtedness".* This brought on a trust deed, William's deed of the mill property to John and Crockett's subsequent chancery suit.

Crafts

In Montgomery County in 1850 there were 84 craftsman directly involved in the building trades (U.S. Census). Of the 84, 65 were carpenters, eight brick masons, three stone masons, five plasterers and three painters. There was also one brick maker - Simon Havins, age 90, a free black. Twelve of the 65 carpenters were residents of Christiansburg, 12 were in Blacksburg and 3 in Lafayette. A significant number of the 65 - 30 or 46 percent - lived in households not their own, sometimes in gangs. Seven carpenters boarded with the important Christiansburg carpenter George Hubbard, a partner of Augustus M. Jordan. Michael and George W. Kipps lodged with their older relation Noah Kipps, all of them carpenters. Four carpenters lodged with Christian Keagy, a farmer who with William Johnson operated an important mill on the North Fork of the Roanoke (at the site of Bennett's Mill, 60-375). Sanford Ethel, age 54, was the senior carpenter in this group.

Hubbard and Jordan were the foremost builders of Montgomery County in 1850. George Hubbard, born in 1812, was a resident of Christiansburg. In 1850, seven carpenters lived in his household: William Snider (age 28), Patterson Walters (20), Joseph E. Pepper (24), William Craddock (16), Lemuel Wickman (20), William H. Ford (24) and Tazewell Radford (26). Augustus M. Jordan, the other partner, was hired in 1847 (along with T. N. Jordan) to do the carpentry for the Administration Building at

* The lumber for the small store or "lumber" house which Crockett had built in Christiansburg was "framed at the Mill and hauled ... at two or three loads."

Roanoke College in Salem (Whitewell, p. 107).

"Jordan & Hubbard" are listed in the industrial census of 1850; occupation, "building". They operated on a capital of \$1200, employed six hands at an average monthly wage of \$22, used \$1000 worth of lumber and built \$3100 worth of houses over the course of the census year (June 1849 - June 1850). The value of their product was approximately six times that of Noah Kipps, carpenter (\$550) and William Stover, carpenter (\$520).

On September 15, 1857, Hubbard and Jordan were taken to court by Caswell Raford (or Tazewell Radford), a former employee of Hubbard's (Montgomery County Chancery Suit). Raford, "a free man of colour", claimed that in April 1856 he completed his contract with Hubbard and Jordan whereupon George Hubbard executed for Raford a bond for \$54.86. Raford lost the bond, asked Hubbard to stop payment on it and later asked Hubbard to pay him the amount of the bond. Hubbard would not so Raford took him to court and won. Elijah B. Williams, a Christiansburg brickmason, made a deposition in which he stated, "I know George Hubbard had Caswell Raford employed, for several months, ... working upon the church, in Christiansburg." This was probably the Methodist Church on North Franklin Street in Christiansburg, dedicated July 2, 1856. Elijah Williams' knowledge of Raford's work on that church suggests Williams did the brickwork.

Another brickmason active in Christiansburg was Paul T. Woodward (born in 1806). Woodward may have learned the trade from John C. Cowarden (1769-1853) who lived with Woodward in 1850. Woodward, with David Page, is said to have built the first Presbyterian Church in

Christiansburg (north corner of South Franklin Street and First Street) which was under construction in 1829 and may have been completed in 1831 (Crush 1957). David Page was active during previous decades, and may have been one of Christiansburg's foremost carpenters. In 1853 or earlier, Woodward with others was owner of a steam-driven sawmill in Riner.

A Montgomery County road report of 1849-51 refers to "Clark's and Gardner's Machine Shop" west of Christiansburg and in 1853 Lewis Miller sketched the sawmill, gristmill and foundry of John Gardner Sr. two miles west of Christiansburg. In early May 1848, Gardner and Clark contracted with Lewis Prevost, Chief Engineer of the Southwestern Turnpike Company to make repairs on Thomas Ingles' bridge over the New River (Virginia Board of Public Works, Southwestern Turnpike papers). Prevost's report on the contract reads in part:

I have made a conditional agreement with Messers Gardner & Clark for painting New River bridge. They agree to furnish the requisite nails and to nail the weatherboarding where drawn by the sun, to furnish the paint & oil of good quality, & put on three coats for \$400. There will be upwards of 2300 square yards, and I consider the price very low ... Please let me hear in relation to [the approval of the board of the company] as soon as possible, as they are desirous of making other arrangements for the disposal of their oil, in case we do not have it done.

John Gardner Sr. of Gardner and Clark was a resident of Christiansburg. William H. Clark (born in 1795 in Massachusetts) lived in the county; he may have been the William Clark who is said to have built the Methodist's first church in Christiansburg in 1825 (Crush 1957). In 1850 William's son Edwin (age 23) was living at home, probably learning the carpenter's trade. In December of 1859, Edwin set up business on his own. The 1860 industrial census records that by June of

1860, on a capital of \$300, Edwin R. Clark used \$1200 worth lumber (180,000 feet) and \$150 worth of hardware, etc. to build three houses at \$1650. Clark also did \$350 worth of job work and employed two hands paid \$25 a month each.

Hubbard and Jordan do not appear in the 1860 industrial census. In that year Crush, Hickok and Company were the county's foremost builders (producing \$16,000 worth of building), followed by C. C. Johnson (producing \$10,000) and Edwin R. Clark (producing \$1,650).

James E. Crush, George Y. Crush, Samuel Hickok (born in 1828) and James W. Hickok (born in 1830) came to Christiansburg from Fincastle in the early 1850's. Their first substantiated work was the Presbyterian Church on West Main Street in Christiansburg, completed in 1853. They are credited with building the Montgomery (Male) Academy on the eastern outskirts of town, a building which was under construction in October 1850. They are also credited with building the Temperance Hall on West Main (before 1855).

In 1860 Crush, Hickok and Company were operating on a capital of \$1,000. They employed 15 hands paid an average of \$30 each monthly. They used 200,000 feet of lumber (\$3,000), 320,000 bricks (\$2,250) and other articles amounting to \$1,000. They built eleven houses for a total production of \$16,000. It is likely this large figure includes partial payment for the Montgomery Female Academy building(s) which they built beginning in 1859.

The details of Crush, Hickok and Company's work for the Montgomery Female Academy are disclosed in a chancery suit that the former brought against the trustees of the Montgomery Female Academy in 1869. Crush

Hickok and Company claimed that in 1859 they contracted "to erect certain collegiate buildings . . . in the town of Christiansburg" for \$11,850 to be paid in three equal installments upon commencement and completion of the work and one year after completion. "Said buildings were erected and completed by them according to contract" it was argued on behalf of Crush Hickok and Company, but the trustees did not pay a portion of the \$11,850 (Montgomery County Chancery Suit No. 378).

The trustees of the Montgomery Female Academy replied that "the roof was not put on with such material as was provided for in the said contract, but that a very inferior material was used for that purpose . . . in consequence of which the roof has already given way and a considerable expense incurred in repairs to the same." In a photo of the 1870's the building has a sheet metal roof so that may have been the specified material. According to the trustees, Crush, Hickok and Company "had sublet to other parties the putting on of the roof." There is mention in the suit of "specifications and drawings."

Other builders who were active in Montgomery County in the antebellum period and for whom a certain amount of information exists were John Fortune, Thomas Dorson, William (son) Fortune, James Toncray, the Deyerles, William Borden and John Swope. John Fortune and Thomas Dorson built a log barn for the county Poor Farm in 1833 for \$147 (Nicolay, 1982). This structure was 41 feet wide and 19 1/2 feet long and was probably built as a double crib barn with a threshing floor between two log pens. The barn had four barn doors, framed and weatherboarded gable ends and a wooden shingle roof. A William Fortune (along with Granville H. Page) built the store building at Grayson Mills in 1853 and a Williamson Fortune appears to have been one of the army of

carpenters that built the Montgomery White Sulphur Springs in 1855 (another may have been George Farmer) (Montgomery County Chancery Suit Nos. 210 and V-1).

James Toncray was the builder of the third Court House building in Christiansburg (1834-36) (Nicolay). James C. Deyerle (with Joseph Deyerle) was hired to do the brickwork on the Administration Building of Roanoke College in Salem in 1847 (Whitwell and Winborne, p. 107). A "Jake" Deyerle did the brickwork on the Blacksburg Presbyterian Church at Main and Lee completed in 1847 (Smyth, p. 6). Other Deyerles involved in building were Walter Deyerle, who with John Davis built the Yellow Springs Turnpike in 1854 (Montgomery County Chancery Suit No. 176); A. J. Deyerle, who made repairs "to the bridges across Roanoke River on the McAdamized Road at Toll Gate and at Peppers" (Montgomery County road report, 1876); and Benjamin Deyerle.

William Borden may have been Montgomery County's most successful stone mason in 1859-60. In that year, on a capital of \$275 and with three hands paid approximately \$16 monthly each, Borden transformed 1000 tons of rock into ten chimneys (worth \$500) and 9900 feet of foundation wall (worth \$1800). John Swope, a carpenter apparently from Rockingham County, is often credited with designing a number of houses in Pulaski and Montgomery County. When he died in Pulaski County in circa 1856, he left an estate which included a full collection of finish carpentry tools, including drafting instruments, saws, planes, chisels, axes, joiners, squares, knives, mallets, augers, pain brushes and paint, carving gauges, a lot of cornice molding planes, grindstone, screwdrivers, ginlets, "sprigg awls", braces and bits, keyhole dressing tools, glue pot, tool chests and boxes, and two work benches (Kegley, M.

B. v. 2, p. 330). While he is often credited with building Joseph Cloyd's house at Back Creek farm (now in Pulaski County), in fact he worked for his son and heir David Cloyd to repair the house. Receipts in the Cloyd papers indicate that Swope contracted, in addition to other work, to repair the cornice, shingle or repair the roof, make 24 pairs of window blinds, add 77 feet of partition and a closet, repair doors and locks, hew framing joists, set floors, doors and window sash, in addition to work on "the house in the garden". The list of duties and the tools used by Swope form a valuable picture of the work of a skilled carpenter in the antebellum period. Swope may in fact have built Kentland (60-202), and several other houses from the second quarter of the nineteenth century.

Blacksburg was the site of an important regional pottery in the mid- and late nineteenth century, that of David N. Bodell. Before Bodell came to Montgomery County ca. 1863, there were two potteries in the county in 1840. On a combined capital of \$200, the potteries produced \$300 worth of manufactured articles. Only two men were employed in these potteries. One of these potteries was at Merrimac: a road report of 1853 refers to a "Potter's Hill" there and a road report of 1851 refers to the "old Potter's Shop" on the south side of the Slate Branch. Both of the potteries of 1840 had ceased to function by 1850 (U.S. Census).

Bodell operated from the former Amiss Hotel and a nearby shop and kiln in Blacksburg in the 1870's (Montgomery County deeds and Chancery Suit No. 685). Later he moved his kiln to a somewhat more unobtrusive site beyond Draper Road. The 1870 industrial census records Bodell operating on a capital of \$100 and employing two hands at \$100 for eight

months (roughly \$4 a month). Bodell used two "machines" and required for his glazes 300 pounds of lead (at \$28). He produced 5000 pieces during the census year.

Garnett (1935), drawing on the memories of older Blacksburg residents, claimed that Bodell's wares were sold over several counties. Bodell's pottery was "one of the last [of Blacksburg's small industries] to go" when it closed after 1900.

Extractive Industries

William B. Rogers discussed Montgomery County's coal deposits in his 1835 "Report on the Geological Reconnaissance of the State of Virginia". Referring to Brush Mountain as "Catawba Mountain" he reported the "recent discovery ... of a semi-bituminous dry coal ... in the Catawba Mountain ... little as yet is known" and "In the coal from Catawba, I have found varying proportions of bitumen in the specimens from different localities. An average of these results indicated about 14% of volatile material, chiefly of a bituminous character." It was Rogers' opinion that the coal of the area would spur iron production.

Two of Rogers' "localities" are no doubt mentioned in an 1836 road report on the established path and proposed rerouting of the Blacksburg to Giles Road. The established route (Toms Creek Road and its extension over Brush Mountain - the "Old Martin Road") ran "near to a bank of coal at the foot of Brush Mountain". The proposed route (Giles Road and old 460) passed "near an excellent coal bank" - probably Coal Bank Hollow.

James Herron's map of 1833-34, "The Alleghany between the North Fork of Roanoke and New River," expanding on his survey notebook observations, shows coal at Coal Bank Hollow, on Brush Mountain near Kanode's Mill, at the point where Route 657 crosses the Slate Branch and one mile southwest of Merrimac.

The 1840 census lists one mine in the county producing 200 tons (5600 bushels) of anthracite coal with a capital investment of \$100 and a work force of two.

Montgomery County's isolation was the chief limiting factor in the development of its coal fields. This changed with the coming of the Virginia and Tennessee Railroad. In the debates over the necessity of the railroad, the potential of Montgomery County's coal was cited; a Mr. Segar, speaking before the Virginia House of Delegates in 1849, reasoned: "Scarcely a bushel is now taken from the mines of the Southwest. But construct this road, and ... Lynchburg, doubtless, will receive her whole supply from the coal beds of Montgomery, an item of no small moment, whether we regard the profit of raising the article, or the revenue which its transportation on the railroad will yield."

Montgomery County entrepreneurs did not wait for the railroad to arrive before launching into the buying of coal lands and mining of coal. One such entrepreneur was Jacob H. Guggenheimer, a merchant in Christiansburg (and owner of a mill on lower Stroubles Creek in 1864). In 1852 Guggenheimer formed a partnership with Robert Murray to mine coal (Montgomery County Chancery Suit No. 168); on March 3, 1854, they were incorporated as "The Brush Mountain Mining and Manufacturing Company" along with William Argabright and George B. Bone. The act of

incorporation also empowered them to build a railroad or other means of transportation to any main or branch line passing through the county.

Apparently, the partnership and company did not last long for on September 12, 1854, Guggenheimer dissolved the partnership and brought suit against Murray. The suit makes no mention of the Brush Mountain Mining and Manufacturing Company or of Argabright and Bone but it does provide a detailed account of an antebellum Montgomery County coal mining operation. The suit begins:

Jacob H. Guggenheimer ... represent[s] that about the [blank] day of December 1852 he and Robert Murray jointly purchased some coal lands lying and being on the brush mountain in the County of Montgomery which they paid but a small portion of the purchase money. Shortly after this purchase, [Guggenheimer] and the said Murray began to engage in mining coal in partnership. They agreed to five hands for the purpose and to purchase wagons and horses for the purpose of hauling coal to the railroad to be sent to Lynchburg for market, the said Murray and [Guggenheimer] supposing that the business could be made profitable and the said Murray agreeing to manage it.

Guggenheimer also stated that Murray had bought one six mule team, three horse teams and four wagons and that he had, at the beginning of 1854, hired ten negro men and one negro woman. Murray was in possession of all the books and papers of the firm and the coal shipped to Lynchburg was consigned to Henry A. Christian. The suit resulted in the sale of the firm's property in 1855.

In addition to Murray and Guggenheimer, at least three other coal mining companies were active in the county in the 1850's: the Blacksburg Mining and Manufacturing Company, the Price's Mountain Coal Mine Company, and the Southwestern Virginia Mining and Manufacturing Company.

The Blacksburg Mining and Manufacturing Company was incorporated February 28, 1853. It was comprised of William H. Peck, Nicholas M.

Ronald and Edwin J. Amiss (all apparently of Blacksburg) and Robert Murray of Murray & Guggenheimer. The earliest deed relating to the company was issued in July, 1853. William H. Peck was paid \$3000 by the President and Directors of the Blacksburg Mining and Manufacturing Company for a lease made to Peck by Jacob Kinzer in January, 1853. This lease was probably for coal lands on Toms Creek.

In 1853 an "Alleghany Railroad Company" was incorporated. It included William H. Peck, Nicholas M. Ronald and Edwin J. Amiss along with other Blacksburg area landowners and merchants. The intent of the company was to build a railroad from some point on the Virginia and Tennessee line "to the coal fields in the Brush mountain in Montgomery County, lying between the Blacksburg and Newport road and Poverty Hollow." No doubt this railroad was to serve the interests of the Blacksburg Mining and Manufacturing Company.

It was probably this branch that was discussed in the Virginia Board of Public Works report for the year 1854. A portion of the report reads:

"The board of directors have had a line for the branch, from near Christiansburg to the coal fields on Thom's creek in Montgomery county, surveyed and availed themselves of the services of Mr. J. P. Lesley, a well known, scientific geologist, to examine the deposits at this and other points on the line."

Although the Board of Public Works spent money on this "Montgomery coal branch" (perhaps for the survey) it does not seem that it was built.

The Price's Mountain Coal Mine Company was incorporated on April 11, 1853. The company consisted of Jeremiah Kyle, William McClanahan Montague and W. D. Kyle. Jeremiah Kyle was a merchant in Christiansburg and an influential stockholder in the Virginia and Tennessee Railroad Company. William McC. Montague was Rice D. Montague's son and Jeremiah Kyle's son-in-law. Before incorporation, the company had petitioned in

February, 1853, for a branch railroad to the Virginia and Tennessee.

Burkhart claimed that Jeremiah Kyle planned to build a tram road from Price Mountain to the Virginia and Tennessee line. In the 1850's Kyle was buying up land between Price Mountain and Christiansburg but there is no evidence his tram road was built. It is interesting to note that a "Kyle & Radford" built the 9.42 mile branch railroad from the Virginia and Tennessee line to the saltworks at Saltville in the 1850's, and it is possible that Jeremiah Kyle and John B. Radford of Montgomery County were Kyle and Radford.

The Southwestern Virginia Mining and Manufacturing Company was incorporated on March 8, 1856. The company consisted of Jacob H. Guggenheimer, Willard Messer and J. Wilson Ingell and presumably would have mined at Guggenheimer's coal lands on Brush Mountain.

The Price's Mountain Coal Mine Company appears in the industrial census of 1860 as "Kyle & Montague". By nineteenth century Montgomery County standards, the output of this one company was mammoth: 80,000 bushels of coal (2857 tons) per year. This compares to 2497 tons raised by twelve "farm diggings" in 1880 and 8165 tons raised by seven "local" and five "regular" mines in 1890. The company had a capital investment of \$20,000 and employed twelve hands at \$346 a month combined wages. Steam power was used requiring 6500 bushels of coal (at \$650) and 90 gallons of oil (\$125) per annum. The 80,000 bushels of coal fetched the company \$11,200. Kyle and Montague's mine was the only one in the county to produce more than \$500 worth of coal over the course of the 1860 census year. Montgomery County's blacksmiths consumed a total of 3450 bushels of coal at \$419 that year. Possible Lynchburg dealers for Montgomery County coal at the time were N. Kabler, T. S. Thurman and

McKinney and Company (Lynchburg Daily Virginian advertisements).

Kyle and Montague operated into the Civil War; William McC. Montague reported in 1894 that his mine produced coal for the manufacture of kettles for the making of salt (probably at Saltville) and also for the manufacture of shot and shell at Howardsville (presumably for the Howardsville Manufacturing Company established in 1860 at Howardsville in Albemarle County on the James and Kanawha Canal) for the Confederate Army (Montague, p. 234. Virginia Acts). The 1864 Confederate Engineers' map shows only one coal mine in the county: a Government Colliery one mile southwest of present-day Merrimac. Presumably this was the Kyle and Montague mine.

Burkhart wrote in 1931 that mining on Price Mountain was discontinued in 1861 but begun again as the Richmond coal fields were affected by Union military operations. Burkhart claimed that I. H. Adams of Lynchburg was responsible for renewed mining until May 1864 when General Averell's Union force passed through the area, burning a mining camp and destroying a mine. Burkhart reiterated the claim that Price Mountain coal supplied the famous Confederate ironclad "Merrimac" in its battle with the "Monitor", hence the area's name (the Virginia Anthracite and Coal Company propagated this story in the early twentieth century).

Montague made no mention of Averell's Raid or the "Merrimac" in 1894. In fact, very few of Burkhart's assertions are corroborated by the records. I. H. Adams appears as an industrialist in Lynchburg in 1890 but there is no known connection with Montgomery County. It is possible Burkhart meant J. R. Anderson. Anderson was owner of the Tredegar Iron Works in Richmond and furnaces in western Virginia and he was director of

the Richmond coal mines for the Confederate government (Bruce). As the official in charge of government mines it seems likely he was responsible for the Government Colliery on Price Mountain.

General W. W. Averell made no mention of Merrimac in his report of his activities in Montgomery County during the Union's Virginia and Tennessee Railroad Expedition. Averell was in Christiansburg on May 13, 1864, when he was led to believe that large Confederate reenforcements were moving towards him along the railroad, so his march northward to rejoin the other Union forces of the expedition must have been hasty. These other Union forces camped at Blacksburg for a while but neither Union nor Confederate reports mention coal mines on Price Mountain (Official Records).

The quarrying of rock constituted one of Montgomery County's most important minor industries throughout the nineteenth century. Among the most significant of the quarries were those which produced circular stones for use in milling grain and other products. The earliest recorded millstone quarry was probably worked for local consumption, but later operations were larger in scale, producing high quality millstones for the commercial trade.

The earliest documented millstone quarry in the county existed on Elliott Creek two miles west of present-day Riner. The quarry appeared on an 1827 map of Claudius Crozet's and was labeled "Burr Quarry". Near to the quarry was the mill and residence of Dr. Bell, the probable quarry owner. In 1855 Paul T. Woodward bought the Bell place and the deed made reference to a "Mill Stone Ridge". The quarry (or quarries) also appeared on the 1864 Confederate Engineers' map.

By far the county's most important millstone quarry was the Brush Mountain millstone quarry which operated in the nineteenth and twentieth centuries but may have been worked in the eighteenth century by Michael and Jacob Price (Interview, Jim Price). This quarry was located on the mountainside above Toms Creek near the Lick Run gap and was first mentioned in a road report of 1838. In 1850 the quarry was operated by Israel Price who was probably based at his store in Matamoras. A man named McCoy actually worked the quarry while Price handled the retailing. Price's Lynchburg agent was McDaniel and Lee. In September 1853 the following advertisement appeared in the Lynchburg Daily Virginian:

BRUSH MOUNTAIN MILL STONES (Israel Price & Co.)

The undersigned are now procuring from their celebrated quarry, at Brush Mountain, Montgomery County, Mill Stones and Burrs of the very best quality. The reputation of these stones is widely known, but the railroad giving us increased facilities in filling orders, we have appointed McDaniel, Hurt & Preston and Lee & Johnson, Lynchburg, our agents for the sale of them who will receive orders and have them fulfilled at the shortest notice. Our address: Blacksburg, Montgomery Co., Va.

Israel Price & C.
James M. Williams, Danville, Va. [and] Reynolds & Co.,
Leaksville, N. C. are also our agent.

Another advertisement appeared in the August 8, 1860 Lynchburg Daily Virginian for "Utica French Burr Mill Stones, Brush Mountain [Burr Mill Stones] for sale by Irby & Saunders."

AGRICULTURE: 1831-1865

The first half of the nineteenth century saw a surge in agricultural experimentation in the southern United States accompanied by a proliferation of agricultural societies and journals and the development of new agricultural implements (Gray, p. 779). Agricultural societies and journals provided agriculturalists with the means to disseminate new ideas and exchange information on the results of experimentation. Various societies existed at the state level, an important later one being the Virginia State Agricultural Society founded by one of the South's preeminent antebellum agriculturalists, Edmund Ruffin, and others in the 1840's. An agricultural society existed in the New River Valley at Wytheville at mid-century. Agricultural journals were published in the early nineteenth century but they especially proliferated in the period from the 1830's through the 1850's. Local newspapers often reported on the state of crops and new methods of cultivation as well as carrying advertisements for national-level agricultural supply houses and local implement manufacturers. The Christiansburg New Star, for instance, maintained that it was "devoted to general intelligence, Agriculture, etc.". In an issue of October 6, 1860, the New Star reported on the destruction by frost of the wheat crop in Montgomery County due to "the shallowness of the wheat in the ground".

Census statistics exist for the later antebellum period for the nature of land in farms and the size of farms in Montgomery County. The statistics suggest that the county was underdeveloped agriculturally in 1850 and 1860 compared to the beginning of the twentieth century (when it may in fact have been overdeveloped). 168,000 acres, or 66 percent of the county land was in farms in 1850 of which 37 percent (60,000 acres)

was improved farmland (tilled and fallow fields, meadow, pasture and orchard). These were the lowest amounts until the post-World War II period. The average farm size in 1850 was 299 acres, and there were quite a few farms of 1000 acres or larger (5 percent). There were few farms in the zero to 99 acres size range: 157, or 28 percent, compared to 859, or 59 percent in 1880.

Barns and agricultural outbuildings in this period were largely built of log. Popular types included single-crib and double-crib structures, often with added leantos on one or more sides. One important double-crib barn is located at the Aken farm (60-355) on the North fork of the Roanoke, and features a cantilevered second floor on both long sides. Corn cribs are often found standing alone or under a common roof with a shed, separated by a drive-through shelter for vehicles. Meathouses, often located near the kitchen ell of the house were usually of log until the middle of the century, when frame examples appear, and springhouses, of both log and stone were usually located in a hollow not far from the house. Other common specialized outbuildings which survive on county farms include granaries.

It would be difficult to isolate agricultural trends from the statistics for cereal grain production for the years 1840, 1850 and 1860. The effects of market fluctuations and weather and crop depredations (or their absence) over the ten year periods between censuses would probably make the statistics unreliable indicators of agricultural change. General comments, however, may be attempted. An analysis of the statistics for Southwest Virginia would be necessary for Montgomery County to be discussed in context. It is useful to compare Montgomery County with the counties of the Shenandoah Valley, where both intensely

production remained at low levels during the period compared to agriculture as a whole and also compared to future growth.

Livestock as a component of the agriculture of Montgomery County appears to have diminished in importance through the antebellum period. The decline in herds of sheep was most pronounced but horses, cattle and swine herds decreased only slightly during the period, and swine herds were larger than they were to be at any time in the future.

Montgomery County was an important sheep producer during the period. There were not as many sheep as there were in larger counties like Rockingham, Rockbridge and Augusta, but there were more than in many counties of comparable size. As mentioned above the number of sheep fell through the period, from 13,500 in 1840 to 8,200 in 1860.

Swine production in Montgomery County was on a scale with the larger counties of the Valley. There were 16,800 swine in the county in 1840, twice the average for the later nineteenth and early twentieth century. The number of cattle was relatively greater, also but there were fewer horses compared to most counties of the Valley.

Tobacco culture in Montgomery County in the nineteenth century underwent extreme fluctuation. Market conditions and the availability of transportation were the chief factors in both the quantity of tobacco grown and the expanding and contracting zones where it could be profitably grown in the county.

Tobacco prices were fairly good during the first two decades of the nineteenth century (Gray, p. 40-41). From 1819 to 1822 they began to decline and from 1823 to 1834 they began to decline even more steeply. Between 1833 and 1837 prices showed some improvement but the Panic of

1837 and the ensuing depression lowered the price of tobacco below the cost of transporting it to market (in the case of Montgomery County). Between 1837 and 1845 tobacco at the Lynchburg markets dropped from one half to one third the former price.

Initially, most of Montgomery County's agricultural produce including tobacco was probably either consumed locally or hauled in wagons to Lynchburg, the nearest major market. In 1815 the Roanoke Canal opened to Salem, Virginia and the tobacco markets of eastern North Carolina became accessible. The improvement of Montgomery County's roads by way of the formation of turnpikes (the Alleghany Turnpike in 1809, the Lafayette and Ingles Ferry and the Salem and Peppers Ferry turnpikes in 1839, and the macadamized Southwestern Turnpike in 1847) may have reduced transportation costs. The Virginia and Tennessee Railroad undoubtedly boosted the county's tobacco production for the late 1850's and early 60's but the presence of railroad transportation apparently did not completely override market and other conditions of the second half of the nineteenth century.

Montgomery County's sensitivity to the factors cited above was explained by John Floyd (Governor of Virginia and former Christiansburg resident) in the early nineteenth century: "[Montgomery County] is the precise point at which flour and other heavy products of the farms cease to be of value to the producer on account of the high price of transportation resulting from the distance to market and the bad conditions of the roads" (Floyd).

Before the existence of meaningful statistics (i.e. before 1840) for Montgomery County's agricultural output, an illustrative example must

serve to give some idea of the county's tobacco cultivation. In July 1831 Henry Edmundson and Elijah McClanahan cleared land on the crest of the Alleghany Mountain west of Christiansburg for the cultivation of tobacco. This land would have been immediately adjacent to the Alleghany Turnpike which Edmundson and McClanahan owned. 1831 was not a good year for tobacco prices and no profit was realized on the 12,000 pounds Edmundson and McClanahan shipped to North Carolina on the Roanoke Canal (Wood, W., p. 40). Despite initial disappointment, Edmundson and McClanahan may have continued to grow tobacco into the 1830's. An 1833 survey sketch map of a portion of the Alleghany Turnpike indicates two structures beside which is written "Tobacco H-s Culture" (Virginia Board of Public Works, Southwestern Turnpike Papers). This would have been along present-day Route 641 below the summit of the Alleghany Mountain.

In 1840 Montgomery County registered what by comparison to future years was a decent tobacco crop: 241,275 pounds. This was despite the deepening depression following 1837. In 1850 the county registered what was its smallest crop until 1910: 46,100 pounds. Presumably, tobacco cultivation was cut back to those areas where profits did not fall below transportation and other costs. An examination of the general and agricultural censuses of 1850 bear this out (U.S. Census).

The 24 cultivators of tobacco in 1850 were situated almost exclusively along the South Fork of the Roanoke and possibly on the lowest stretch of the North Fork of the Roanoke and near the Floyd County border (two exceptions being George Dudley at Childress and Charles Lucas north of Christiansburg). Tobacco cultivation on the Roanoke didn't appear to be associated with any particular farm size, although the largest landholders of the area - Howard Peyton, David and William

Edmundson and Jacob Kent - did not grow any. In 1850 there were three "tobacconists" in Montgomery County; all three lived in the vicinity of Lafayette.

In 1860 Montgomery County produced its largest crop of tobacco - 727,995 pounds - but in 1870 the crop was only 204,747 pounds. The 1870 crop was ten times larger than that of Pulaski County but only one twentieth the size of the crop of a major tobacco producer such as Pittsylvania County. Nevertheless, Montgomery County was one of the major tobacco producers of Virginia west of the Blue Ridge far into the twentieth century. Boyd (1881) noted that tobacco was "mostly cultivated in the southeastern and northeastern parts of the county." In 1889 it was stated that "bright" tobacco was the type grown in the county (Virginia Board of Agriculture report).

Tobacco barns that used hot air to cure the tobacco were improved about the time of the Civil War (Scism, p. 123). Before, open fires were burned in the barns, a hazardous procedure. Later, the fires were moved outside the barn and trenches dug in the floor of the barn and covered with sheet iron. This removed some of the fire hazard and also created a more even circulation of warm air through the barn. The next step was simply a refinement of the second step: two metal ducts (typically) instead of trenches took hot air from fireboxes (built into the foundation of the barn at the front corners) through the space of the barn, exhausting the hot air to either side of the door. This arrangement, known as flue curing, was developed about the time of the Civil War in Piedmont North Carolina, and its efficiency and convenience made it a popular means to cure tobacco. Most of the approximately one dozen tobacco barns identified in the county were flue-curing barns built of logs utilizing a double furnace or firebox arrangement. Good examples include sites 60-9 and 60-13.

COMMERCE: 1831-1865

During the majority of the antebellum period trade functioned as it had during the previous periods. The advent of the Southwestern Turnpike in 1848 stimulated trade along the route of the former Great Road. Barter and extension of credit continued to be primary roles of the merchant in his relations with local farmers. The arrival of the Virginia and Tennessee Railroad in 1854 largely opened the region to the national economic system, and began the alteration of the local structures.

The 1850 census schedules lists a total of 19 merchants in the county of whom eight were in Christiansburg, five in Blacksburg, one in Lafayette and five elsewhere. Of the last group, two (Stephen and Thomas Childress) were at Childress, one (James V. Deaton) may have been in Shawsville or on the South Fork of the Roanoke, another (Anthony Obenchain) may have been on the North Fork of the Roanoke at McDonald's Mill, and the last (Russell Carper) may have been near Lovely Mount, three miles southeast of present-day Radford. Carper and possibly Deaton seem to have been trading with travellers on the Southwestern Turnpike and Obenchain seems to have located near a prosperous mill.

The merchants in Christiansburg were William Wade, Hamilton W. Shields, William Wade, Jr., Robert Gardner, Charles B. Gardner, Jeremiah Kyle, Lewis F. J. Amiss (who was rooming at William Wade, Jr.'s) and Jacob H. Guggenheimer (who lived at Anderson's Hotel). Kyle and Guggenheimer were both soon to involve themselves in coal mining. Only one grocer is listed in the county for 1850: William C. Campbell of Christiansburg.

The merchants in Blacksburg were Nicholas M. Ronald, Germanicus Kent, William Thomas, John Peterman and Edwin J. Amiss. Peterman and Amiss were inn keepers as well as merchants. Thomas operated a number of tanyards and had hides taken to Buchanan in Botetourt County on wagons where they were shipped on the canal to Richmond. Merchandise for his store was then shipped and hauled back from Richmond (Robinson).

Lafayette seems to have been the headquarters of Montgomery County's diminished tobacco trade of 1850. Two "traders" lived there - Thomas J. Deyerle and James Moses. Two tobacconists (Charles Frasier and Isaac Lane) lived in the Deyerle household which was apparently an inn. The only other trader listed in the county was Edward A. Craddock in Christiansburg. Lafayette's sole merchant was White G. Ryan. Peddlers continued to serve the population of the more remote areas, as they had since the colonial period. Five are listed for the county, three of whom were based at Anderson's Hotel in Christiansburg.

In the Appalachian region, as in other rural parts of the United States, legal tender was scarce during the whole of the nineteenth century. Barter formed almost the only medium of exchange. Some banks were established in county seats before the Civil War, but generally very few were able to reopen afterwards. The merchant was the central figure in the local economy, in the exchange of retail goods for the farmer's surplus produce, and in the extension of credit. The community's service businesses, such as mills, provided a service in exchange for a toll or portion of the product. This commercial arrangement insulated the local economy from the cycles of the national markets.

The first bank in Montgomery County seems to have been the

Blacksburg Savings Institution incorporated on March 8, 1849. The original directors of this bank, which included most of the town's merchants, were Edwin J. Amiss, N. M. Ronald, John R. Phillips, Germanicus Kent, William Thomas, Thomas Taylor Jackson, Thomas R. Ewins, William H. Peck, John Peterman and Francis Henderson. Conrad wrote about the Blacksburg Savings Institution in 1881: "The bank, which at first occupied the corner room of Amiss's hotel, now Mr. Bodell's house, was organized through the agency of Jas. Kent, Ballard Preston, Col. Thomas and Ed Amiss. Afterwards others joined the enterprise. The late war cut short its career and made it a muddle of no ordinary consistency. The anticipations of its projectors sadly miscarried, though it contributed one of our finest residences to our village." The Amiss hotel was a brick house on the north corner of Main and Roanoke. The "fine residence" Conrad referred to was the large brick house on the south corner of Main and Jackson.

On March 16, 1850, in an apparent attempt to encourage the improvement of the regional economy, an act was passed by the General Assembly to establish a branch of a major bank at Fincastle, Salem, Christiansburg or Blacksburg. The Bank of Virginia, the Farmers Bank of Virginia, the Exchange Bank of Virginia "or any other bank of circulation within this commonwealth" was authorized to establish a bank in those towns. In 1853 the Bank of the Valley bought a lot on the northeast side of the Public Square in Christiansburg from John Gardner and erected a bank building and residence where Charles B. Gardner lived. The Farmer's Bank of Virginia may have availed itself of the legislation to open a branch in Blacksburg for in 1855 it purchased from Edwin Amiss the Amiss Hotel and adjoining lot. The Farmer's Bank may have absorbed the

Blacksburg Savings Institution by 1855. William A. Wade was the cashier for this bank from 1862 to 1867 (Montgomery County Chancery Suit No. 685).

In 1860 James W. Shields, a merchant of Christiansburg, served as the local agent for four insurance companies: the Fire Insurance Company of the Valley of Virginia, the Albemarle Insurance Company, the Virginia Fire and Marine Insurance Company and the Virginia Life Insurance Company. In 1861, John Gardner, also of Christiansburg, served as agent for the Lynchburg House and Fire Insurance Company (New Star).

There appears not to have been a regular newspaper in Montgomery County in the early nineteenth century. When the county court needed a notice published in a local paper, it chose the Fincastle Democrat in 1838 and 1844. However, by 1854 the Christiansburg Herald was being published in Christiansburg. In 1855 the Montgomery Herald was being published there by John Lower. Later in the century, H. H. Farmer wrote of early Christiansburg newspapers in an article in the Montgomery Messenger: "There were two papers there in the 1850's , The Montgomery Messenger (or The Herald), this was a Whig paper edited by Robert C. Trigg, later Colonel Trigg of the Confederate Army. The other paper, The Star, a weekly, was a democratic paper edited by attorney James C. Taylor, afterward, Attorney General of Virginia" (Crush 1957, p. 71). The Star was known as the Star and Herald from 1855 to 1860, and The New Star in 1860 and 1861 (Gregory).

The public and commercial buildings of this period continue to display domestic scale and fenestration patterns. The two banks built in Christiansburg and Blacksburg in the mid- 1850's were similar to large three-bay, two-story houses of brick. Both buildings

featured wood lintels and hipped roofs. The Christiansburg bank building on the Public Square featured a double door surrounded by a pilastered frontispiece, a tripartite window in the second story, and a deep stucco frieze. The Blacksburg building was the most elegant of its period in its town. It was built by John N. Lyle and featured a modillioned cornice and sidelighted and transomed doors on both floors in the center of the three-bay principal facade facing Main Street (Montgomery County Chancery Suit No. 685). Both buildings were demolished in the 1960's.

Resorts

In 1842 Charles Taylor sold the small resort at Yellow Springs to Armistead W. Forrest. By the antebellum period springs resorts were burgeoning throughout the western regions of Virginia. The major resorts at the White Sulphur, the Red Sulphur, the Salt Sulphur, the Sweet, and the Warm Springs, had augmented their facilities with extended rows of cabins, many linked by long colonnades. The lawns near the water sources were laid out often as elaborate pleasure grounds, and the spas were popular as social as well as health resorts. The springs functioned as political and marriage markets, where visitors could meet and exchange ideas and make deals (Reniers).

Forrest apparently added the group of four-room cottages to Yellow Springs. They are shown on the sloping ground around the spring in a drawing by Lewis Miller in ca. 1850. Each "cabin" or room in a cottage was equipped with a window to the rear, a door to the front, and a fireplace. Miller shows trestle tables under the trees in the center, and the spring issuing from a basin in the ground.

In the early 1850's the imminent arrival of the Virginia and

Tennessee Railroad connecting the New River region with the southwest and east stimulated the development of several other resorts. In Montgomery County a consortium of wealthy landowners formed a corporation to build the Montgomery White Sulphur Springs, one of the most extensive and elaborate undertakings of the period. The resort opened in July 1855, and was constructed to architectural plans prepared by Richmond designers Exall and Clopton (Lynchburg Daily Virginian). The buildings were arranged in a slight curve along one side of a valley not far from the North Fork of the Roanoke River. The center of the range was occupied by a large hotel with a central tower containing the dining room, parlor, ballroom, gambling room and lodging rooms, three stories in height, flanked by detached one- and two-story cottages. In the following year the opposite side of a large quadrangle was completed. In the center at one end of the lawn was a building identified as the reception house containing barroom, barber, post office, and at the opposite end was a bathhouse. The reception house served as the terminal for a small railroad, incorporated in 1856 to convey guests from the nearby station on the Virginia and Tennessee line at Montgomery Station. The buildings were equipped with running water and gas lights (Bengachea et al).

In 1853 the Alleghany Springs was opened by John W. Holt and Charles Calhoun on the South Fork of the Roanoke, 3 1/2 miles from the railroad at Shawsville. The resort grew quickly and housed four hundred guests in 1857. The principal structure was a two-story double-pile five-bay frame building on a raised basement. The hotel was fronted with square-columned porches on each floor. A central door on each floor gave access to the interior.

Turnpike companies were formed to expedite the conveyance of

visitors to and from the railroad stations and each other. The Yellow Sulphur Springs Turnpike Company was incorporated in 1853, and a road built directly to the Christiansburg Depot to permit the resort to compete with the other county springs, which were located closer to the railroad. The Montgomery White Sulphur Springs-Yellow Sulphur Springs Turnpike was constructed to link the two hotels.

The Yellow Springs had changed hands in 1853 and was incorporated in 1856 under the expanded title of the Yellow Sulphur Springs, although there was little sulphur in the water. The purchasers were Thomas H. Fowlkes, James B. Edmondson, and Charles P. Gardner. They enlarged the hotel and added a nine-bay two-story porch supported by paneled square columns and a full entablature. The regular columnation of the porch conceals the building's irregular fenestration. The cottage rows were extended and the improved Yellow Sulphur Springs now presented a much grander appearance, as depicted in Edward Beyer's Album of Virginia of 1857. The cottages, with unified Greek Revival facades incorporating engaged pilasters at the corners and between each room, extended in three long rows around the sides of the grove. An ornamental lake occupied the open end of the hollow.

In 1856 Edmund Ruffin visited many of the Virginia springs, the Yellow Sulphur included, propounding his ideas of southern independence and gauging the reaction of his peers. In the same year visitors to the Yellow Sulphur included state legislator and proponent of gradual emancipation James Bruce of Halifax County, and ambassador and soon to be governor, Henry A. Wise. At one point in the summer of 1857 the Yellow Sulphur Springs accommodated as many as 250 guests.

The Montgomery County springs operated into the second year of the

Civil War; the Montgomery White Sulphur advertising that the spring was "in these exciting times, a safe retreat for the ladies and children." In the later years of the war the Montgomery White was used as a hospital by the Confederates. A smallpox epidemic killed a large number of the wounded soldiers (Bengachea et al, p. 34-35).

The two-story hotel and cottages of Montgomery White Sulphur Springs constituted an important architectural grouping. Built in 1855, the quadrangle of frame buildings in the Italianate Style shows the influence of the picturesque forms promulgated by the architectural press, particularly in the alternating sizes and shapes of the cottages which symmetrically flanked the central hotel. One of the cottages (154-8) apparently was moved to Christiansburg in the early twentieth century. It is a one-story four-bay hipped roof structure with an integral porch supported on heavy square columns. The hotel was raised on a high basement, and featured a modillion cornice and a three-story tower in the center of its nine-bay facade. The springhouse at the resort was a large square building with three open arches on each side. The deep eaves were supported by brackets and the shallow roof concealed behind a scalloped cresting. By contrast, the Alleghany Springs Hotel of 1853, was a domestic-inspired double-pile five-bay frame structure related to the region's vernacular tradition.

RELIGION: 1831-1865

The Presbyterians built their churches in Christiansburg and Blacksburg after the Methodists but their initial efforts were on a somewhat grander scale. The Christiansburg Presbyterian Church was organized by the Reverend John McElhenny in 1827 and included Elders Thomas Rutledge and William Van Lear and a congregation of 25. Soon after organization the Presbyterians began construction of a large two-story brick meeting house on the north corner of South Franklin Street and First Street. This meeting house may have been completed in 1829. The building served after 1852 as the Montgomery Female College and then as a Masonic Lodge until its demolition in the mid-twentieth century (W.P.A. Allen and Showalter).

The Blacksburg Presbyterian Church was formed in 1832 with the Reverend Roswell Tenny of the Salem Presbyterian Church serving as supply minister. William Van Lear was a charter member and Thomas Rutledge was soon received into the church. The first Presbyterian church building erected in Blacksburg was the Union Hill Church built on a site on Clay Street overlooking the town. This first church was a modest weatherboarded frame structure but as the congregation prospered it commenced the construction of a new church in 1847. The second Blacksburg Presbyterian Church (150-2) was a two-bay nave plan brick building built at a more bustling location on the north corner of Main and Lee Streets (Smyth, p. 2, 4, 52).

The Presbyterians of Christiansburg also prospered. In 1845 they bought a site on the eastern outskirts of town for a Manse (154-32). It is said this house was built in 1852. Today the Manse houses the Montgomery County Museum. In 1852 the Presbyterians raised a handsome

new church building on West Main Street and in the 1840's and '50's they founded two schools in Christiansburg: the Montgomery Male Academy and the Montgomery Female College (Hall).

A Presbyterian church (commonly known as the Old Brick Church) was organized and built at Lovely Mount southeast of present-day Radford in or around the year 1852. Lewis Miller sketched the church and its site overlooking the Southwestern Turnpike in the 1850's, depicting it as a two-bay nave plan brick structure. A Presbyterian church was built on a hill south of Shawsville before October 1860 and also prior to the actual formation of a congregation (Montgomery County deeds. New Star).

The Methodists continued church building and the formation of new congregations throughout the antebellum period. One account states that the Methodists in Blacksburg began construction of a brick church beside their former church in 1840, completing it in 1846, but another account states that this brick church was not built until 1860. The Methodists in Blacksburg, like the Presbyterians in Christiansburg, founded academies: the Blacksburg Female Academy in 1842 and the Olin and Preston Institute in 1854. In Christiansburg the Methodists moved into a new brick church on North Franklin Street in 1857.

Elsewhere in the county the Methodists established or attempted to establish churches on the South Fork of the Roanoke River, at Lafayette, Ellett, Vicker's Switch and Shawsville. A deed was made for the site of an Alleghany Springs Methodist Episcopal Church in 1838. This church would have been located near the confluence of Elliotts Creek and the South Fork of the Roanoke but it does not appear on the 1864 Confederate Engineers map of the county. The deed for the Lafayette Methodist Episcopal Church (60-418-14) was made in 1848 and the church was built by

that time. The deed for the Trinity Methodist Church in Ellett was made in 1856 and in 1861 a deed was made for a Vicker Methodist Church to be built "near Old New Hope Church". These churches would have been located at Vicker's Switch. It is claimed that an Alleghany Methodist Church was built in Shawsville prior to 1865 by a Mr. Dudley with the labor of his slaves (Lucas, B.).

Missionary and tract activities by the General Baptist Convention were opposed by a large number of congregations throughout the country. The anti-missionary controversy was a starting point for many congregations to withdraw over changes they felt compromised the Calvinist principles of the Church. By 1840 many of the oldest Western Virginia churches had allied themselves with a group identified today as the Primitive Baptists. In the New River Association only one out of nine churches recorded in 1809 remained in the Missionary or Regular Baptist Church in 1892 (Semple, p. 349).

In 1842 a deed was made for a Baptist church to be built on the North Fork of the Roanoke River and it is stated in the deed that the church would be open to use by all denominations. In Blacksburg the Alleghany Baptist Church was organized in 1851 and a church building was built soon after on the east corner of Church and Roanoke Streets. At some point the Blacksburg church absorbed the congregation on the North Fork (possibly not by 1864, at which date a church appears on the North Fork four miles northeast of Blacksburg which may have been the 1842 Baptist church). It is said that the Alleghany Baptist Church building fell to ruins during the Civil War and was rebuilt afterwards (Crush 1957, p. 111). A photograph of either the first or second church shows what appears to be a weatherboarded frame structure with pedimented gable

and gable-front entry. The Sugar Grove Missionary or Original Baptist Church was built by 1864 (possibly in 1860) on the Dry Branch of Elliotts Creek (Confederate Engineer's map).

The Lutheran Church continued to be active in Montgomery County. During this period, St. Peters Lutheran Church (near Prices Fork) was removed from its former charge and placed in the Botetourt charge under the ministry of the Rev. Martin Walther, who was prominent in the organization of the Southwestern Virginia Synod in 1842 (Leslie, p. 5). A brick St. Peters Church replaced the old log church in 1861 (W.P.A. Jacobus).

In 1836 Dr. Chester Bullard organized the Snowville Christian Church now in Pulaski County, said to have been the first of its denomination west of the Appalachian Divide. Dr. Bullard organized other Christian churches in Montgomery County (Lucas, B.).

The deed for the Auburn Christian Church (Disciples of Christ) was made in 1848. This church was one of the earliest structures in Auburn (now Riner), succeeding a steam-powered sawmill on the same site. The church was commonly referred to as the Auburn Meeting House. In 1856 the deed was made for the Edgemont Christian Church (Disciples of Christ). Built by 1864 and also used as a school, Edgemont Church occupied a site on the Mud Pike roughly half way between Christiansburg and Ingles Ferry. The three-bay nave-plan weatherboarded frame church with pedimented gable end and applied pilasters is still standing.

The Episcopal Church made its first appearance in Montgomery County in 1857 when the St. Thomas Episcopal Church congregation met in the

recently vacated Methodist church building on Kyles Hill in Christiansburg. Between Christiansburg and Blacksburg Charles Taylor established a Union church (although he did not refer to it as such) on his lands prior to 1842. This church building also housed a school (Montgomery County wills).

Two sources from the 1860's provide an overview of Montgomery County's religious make-up in the late antebellum period. The first source is the census of 1860 which lists a total of 20 churches in the county along with their aggregate accommodations and value of church property. Of these churches, six were Union, five Methodist, three Presbyterian and three Lutheran, two Christian and one Baptist. The presence of only one Baptist church in the list suggests that most Baptist churches functioned as and were therefore classified as Union churches. Value of church property was smallest for the Union churches (\$280 for each church) and largest for the Presbyterian and Methodist churches (\$11,000 total and \$10,300 total respectively, but the inclusion of parsonages and college building may have inflated these figures).

The second source is the 1864 Confederate Engineers' map of Montgomery County which shows many of the churches already discussed as well as some churches that do not appear in secondary sources. These churches are Mount Tabor Church (three miles northeast of Blacksburg), Piney Grove Church (situated in the northwest corner of Montgomery County in what became the black community of Wake Forest), Dry Run Church (six miles northeast of Blacksburg on present Route 624), McDaniel's Church (four miles east of Christiansburg) and Stony Fork Church (one mile south of Rogers on present Route 615). It may be assumed that some of these churches were the Union churches listed in 1860.

Masonry, a social and quasi-religious movement begun during the enlightenment in Great Britain, had its start in the county in 1823 when the Montgomery-Harmony Lodge No. 130 was chartered in Christiansburg. In 1826 the lodge had 45 members but by 1833 the lodge had gone "dormant". A second attempt was made in 1854 when the McDaniel Lodge was formed in Christiansburg (Showalter, p. 9-11). This lodge has survived to the present.

In Blacksburg the Hunter's Lodge No. 156 was begun in 1856. This lodge concerned itself with education, assisting school children and in 1858 taking over the administration of the Blacksburg Female Academy (Shanks, p. 8). This lodge is still active and meets in a temple on Roanoke Street built by Wes Gray in 1928.

The Alleghany Lodge of the International Order of Oddfellows was active in Christiansburg in 1860 as was the Montgomery Division (No. 166) of the Society of Temperance, which met at Temperance Hall on West Main Street every Saturday night (New Star).

Almost all churches during the period were built following the nave plan. A number of brick churches were built in Blacksburg and Christiansburg. The Blacksburg Methodist Church which stood at Church and Lee Streets was fronted with four engaged columns with capitals adapted from a pattern book model in a flat and distorted manner. It, like the Blacksburg Presbyterian Church of 1848 (154-2) on Main Street, seemed dwarfed by a large tower and spire, imposed on the roof of the rectangular gabled structure. The Presbyterian Church survives, without spire, and retains its interior gallery above the twin entrance doors piercing its gable-end principal facade. Recently, a turn-of-the-century

brick facade was removed from the front of the building revealing two pilasters on the front corners and one central pilaster forming two bays corresponding to the twin entrance doors. A stuccoed pedimented gable was also revealed.

The Christiansburg Methodist Church (154-9) of 1855-56 survives in a much altered form on North Franklin Street. Lewis Miller and Edward Beyer show it as a rectangular three-bay nave-plan structure. The gable end featured a central double door. Windows lit the main floor and an apparent gallery above in each of the three bays. The bays were divided by strip pilasters. The gable was treated with a pediment and a small lantern with spire was placed on the roof just behind. The Christiansburg Presbyterian Church (154-3) of 1852 is a more complex building than the other contemporary church. The four-bay nave-plan sanctuary has a hipped roof. The principal facade has an in antis porch surmounted by a pediment and flanked by Greek paired columns. The central door is given monumental scale by a fixed panel above the outer bays of the three-bay. The outer bays originally contained large shuttered false windows. A two-stage tower surmounted by a slender spire rises from the pediment, the first stage with paired pilasters at the corners and the second nearly plain. The interior features a gallery around three sides of the sanctuary supported by fluted Doric columns. Originally there was a shallow pilastered recess behind the pulpit.

The Lafayette Methodist Church (60-418-14) of 1848 is similar in many respects to the several antebellum brick churches of Montgomery and Pulaski County. It features Flemish bond on the principal (south) gable end and square-headed windows on the side walls below a molded brick

cornice, but it differs from all others in that an original entrance is in the five-bay side wall between flanking pairs of windows. Although it is not conclusive, evidence would suggest a meeting house plan, with the entry and pulpit on the long walls of the building. The building has apparently been altered in the late nineteenth century to follow a more conventional nave plan, but the meeting house form links the architectural form of Montgomery's churches to the forms of post-reformation places of worship in Britain and the colonies until the mid-eighteenth century. Several examples of meeting house plans survive from the mid- to late eighteenth century in the Shenandoan Valley.

At least one rural church from the period was surveyed. The Fairview Church (60-361) on the North Fork of the Roanoke in Study Unit 6, now in use as a barn, employs the nave plan and is of frame construction. The church features paired doors on its pedimented principal facade and Greek Revival detailing.

EDUCATION AND GOVERNMENT: 1831-1865

Primary education in Montgomery County in the mid-nineteenth century probably differed little from earlier schooling. In the 1860's, the Blacksburg Hunter's Lodge of Masons was purchasing supplies for certain school children. In 1851 Davis H. Bennet acquired the Union Hill Church building on the southeast edge of Blacksburg, probably for use as a school house, which was its use in 1864 and after the war (Montgomery County deeds). At this time, this building was still being used intermittently by church groups (Shanks).

The mid-nineteenth century saw the birth of a number of academies, colleges and institutes in Montgomery County, specifically in Blacksburg and Christiansburg. According to one authority:

The academy was the type of school that spread through Virginia and served as the means of education for the majority of the children of the state. These schools, while they taught the classics, higher mathematics, and the sciences (Physics, chemistry and botany), also gave instruction in the elementary subjects, which was a necessary preparation for this secondary instruction (Heatwole, p. 127).

The Blacksburg Female Academy was the first academy in the county, built by Charles Black on land given by John Black in 1842 (Crush 1957, p. 113). The two-story brick school building with one story brick ell was located on the present Draper Road beside the present Armory building. O. P. Serber may have been a professor there in 1850 (U.S. Census).

A Christiansburg Female Academy was incorporated on April 4, 1848. The act provides no information besides listing the trustees: John B. J. Logan, David G. Douthat, Floyd Smith, Waddy G. Currin, Rice D. Montague, Cephas Shelburn, William Davis Davidson, W. L. Charlton, William N.

Bullard, Louis F. J. Amiss and Joseph S. Edie. It is not clear whether or not this institution evolved into the later Montgomery Female College.

In Spring 1849 the Presbytery of Montgomery resolved to establish a "High School" in or near Christiansburg to be called the "Montgomery Academy". Later the Presbytery purchased from John Craig "one acre on the south side of the McAdamized Road as it approaches Christiansburg at the point $\frac{1}{2}$ where John Craig and Jeremiah Kyles lots meet" on the east side of Christiansburg. William C. Hagan was appointed principal. In October 1849 the building was in the process of construction according to a plan adopted by the Presbytery and the school opened in 1850 (Montgomery County deeds). In the 1850's both Lewis Miller and Ed Beyer depicted this building which was also known as the "Montgomery Male Academy" and the "Montgomery Presbyterian Academy". In 1860 Hagan was still principal of the school and George G. Junkin was assistant principal. Boarding was with the principal or with "respectable families in the town" (Advertisement in the New Star).

Related to these educational developments was the passage of an act to incorporate the Christiansburg Circulating Library Company on March 16, 1850. Many of the men involved with the Christiansburg Female Academy are named in the act: William N. Bullard, Moses E. Tredway, James Gardner, David G. Douthat, Cephas Shelburn, John B. J. Logan, Eli Phlegar, Nicholas Chevalier and John R. C. Stephens.

On November 1, 1852, the Montgomery Collegiate Institute (later known as the Montgomery Female College) opened in the old Presbyterian Church in Christiansburg. The school was supported by the Presbytery of Montgomery. The Presbyterians of Christiansburg put up \$4000 towards the

construction of school buildings which were eventually built in 1860. Nicholas Chevalier was the first principal. In 1873 Dr. Cox headed the school which was bringing from \$7000 to \$10,000 into the county annually.

The Methodists of Blacksburg were responsible for the school that formed the basis for the VAMC (VPI) in 1872. On February 28, 1854, an act was passed to establish at Blacksburg the Olin and Preston Institute, "a seminary of learning for the instruction of youth in the various branches of science and literature, the useful arts, and the learned and foreign languages". Twenty-four men were constituted the trustees of the institute, among them M. R. White, W. H. Peck, James R. Kent, D. G. Douthat, N. M. Ronald, Harvey Black and Alexander Black and William Ballard Preston, R. T. Preston and James F. Preston.

The two-story, brick College Building was built (probably in 1854) on land acquired from Jacob Keister (Kinneer). The site was on a hill overlooking Blacksburg on a line with Main Street. By 1856 there is reference to a "Second Academic Building of the College" (Shanks, p. 8). William R. White was the first president of the institute and William H. Dawson taught mathematics, French and Latin (Interview, Croy). In 1859 a Mr. Gilmore and a Rev. Smith taught there and later a Rev. Graham. William H. Dawson headed the institute until it closed towards the end of the Civil War.

In 1858 the Blacksburg Hunter's Lodge of Masons acquired the Blacksburg Female Academy. According to F. O. Shanks (1956):

The lodge, during the summer of [that] year, voted to purchase the Female Academy in Blacksburg for a sum not to exceed \$1200 and it was to be run under the guidance of the lodge. The principal, Rev. J. M. Humphreys, agreed to remain for \$600 a year, and the

name of the Academy was to be Caldwell Masonic Female Institute. Ten of the members subscribed \$50 each toward the purchase of the Academy. Miss Lizzie Stratton and a Miss Peterman were hired at \$200 and \$250 respectfully to teach ... During the latter part of the year it was decided to erect a new building at the Academy, with furnishings not to exceed \$10,000. Bonds were to be sold in the state to raise the necessary funds and it was further decided that boys under 9 years of age be admitted to the school.

Humphreys and Stratton resigned in 1859 and G. G. Boyd served briefly as principal. Financial difficulties seem to have been the cause of these resignations, for Shanks notes, "Apparently, the lodge was hard pressed for funds for the Academy as they resolved to subscribe \$3000 towards its support." In 1861 the Academy was in deeper trouble and by 1869 it had closed.

The Blacksburg Female Academy, built in 1842, and the more extensive Preston-Olin Institute, built in 1854, were domestic in scale and detail. The Christiansburg Female Institute of circa 1860, was a three-story brick building with projecting end pavilions flanking a five-bay central section, and was also domestic in its modest Greek Revival detail. The Christiansburg Male Academy of 1848, however, was one of the most elegant buildings in the town. The two-story brick building took the form of a small Greek Revival temple, with pilasters between the bays on all facades. The pedimented principal facade was entered through a central double door. All of these buildings are gone.

The public and commercial buildings of this period continue to display domestic scale and fenestration patterns. The courthouse of circa 1834 in Christiansburg, as shown in a sketch by Lewis Miller, was a three-part two-story building which largely relied on its geometric form

for distinction. Located on the northeast quarter of the square, the hip-roofed three-bay central section was taller than the flanking gabled wings, and the wide entry and the window above it were round arched. The central hipped roof was topped by a large octagonal cupola with arched openings in the sides. It is similar to the still existant courthouse in neighboring Giles County.

MILITARY: 1831-1865

The only major destruction sustained by Montgomery County during the Civil War was to transportation - related structures such as railroad and turnpike bridges and railroad track and facilities. Other structures were left generally untouched.

In Spring 1864 Union Forces launched an assault on the Virginia and Tennessee Railroad, the saltworks at Saltville and the lead mines of Wythe County. The saltworks and leadmines proved untouchable but after the Battle of Cloyd's Farm the Union forces under General Crook succeeded in destroying the Virginia and Tennessee depot at Dublin and moved eastward along the railroad towards Montgomery County. On May 10, 1864, there was a small engagement at New River Bridge one mile west of Central Depot (Radford) in which the Union forces prevailed. The railroad bridge "and surrounding buildings" (probably at New River Depot on the Pulaski side) were burned. The Union forces then crossed the river at Peppers Ferry and Taylor's Ford and proceeded on to Blacksburg where they camped on the 11th. A separate Northern force under Brigadier-General W. W. Averell, hurrying to join Crook's force after a defeat at Saltville, forded the river at or near the remains of the New River Bridge on May 12 and marched on to Christiansburg. Railroad related structures were destroyed at Central Depot and the depot, commissary buildings and a recreation hall were destroyed at Christiansburg depot (Cambria). Averell's activities to a point four miles east of Christiansburg brought him close to Montgomery Depot and to the Montgomery White Sulphur Springs which was a Confederate hospital during the war (Official Records).

While at Christiansburg, Averell, who was eavesdropping on the railroad telegraph, learned of (fictitious) Confederate reenforcements coming by railroad from Salem and Lynchburg. Averell left Christiansburg hastily to rejoin Crook's main force (which had left Blacksburg). Both Crook and later Averell encountered guerilla bands, especially as they left the county by way of Gap Mountain. Averell rejoined Crook at Union, West Virginia, both having travelled over the Salt Sulphur Turnpike.

A few days after the events in Montgomery County, the Richmond Dispatch reported on "the situation in South-western Virginia": "Little damage has been done to the railroad, except at New river bridge - The lead mines and saltworks are safe." Neither Union nor Confederate official reports nor contemporary newspaper articles mention Merrimac or the destruction of mines and a mining village there, some have suggested (Burkhart).

In his official report on the expedition, Union Adjutant-General Will Rumsey commended "those officers and men of the division who have treated the inhabitants of the country with that courtesy, dignity and magnanimity which is inseparable from true courage and greatness; such conduct cannot fail to awaken in the hearts of the deluded people a respect and love for the Government we are determined to restore and maintain." It is said that the inhabitants of Toms Creek harbored pro-Union sentiments and that Confederate troops were at times called in to prevent sabotage directed at the Confederacy (Interview, Jim Price).

In the last days of the war, Union forces under General George Stoneman came through the area. Stoneman came by way of Hillsville and

Jacksonville (Floyd) from Tennessee and marched into Christiansburg at 1 a.m., April 5, 1865. As stated in the report of Brigadier General Alvan C. Gillem:

On the morning of the 5th Col. Parker, commanding First Brigade, was ordered to destroy the railroad track east of Christiansburg, whilst Brown's brigade did the same to the west. The Eleventh Kentucky Cavalry was sent to take possession of the railroad bridge and ferries over New River, and the Tenth Michigan Cavalry to destroy the bridges over Roanoke. Both these regiments performed the duty assigned them promptly and effectually. At this time at least 90 miles of Virginia & Tennessee Railroad was in our possession, via, from Wytheville to Salem. During the 6th the command was actively engaged in destroying the railroad, and by 4 p.m. of that day the bridge over New River had been disabled by cutting away two bents. The iron and cross ties for 20 miles east of the bridge were destroyed as well as numerous bridges on the Roanoke River.

At 8 p.m., April 6, the Union forces left Christiansburg for Jacksonville and North Carolina.

In 1870 Edward Pollard noted the existence of a curious class of military structures in the vicinity of Bottom Creek Gorge in the southeast corner of the county. He wrote:

In the almost inaccessible country near the top of the Puncheon Run Falls, where there was a more modern settlement known as Puncheon Camp, there are remains of a noted refuge of deserters in the war of 1812. There are imperfect walls of stone yet visible where they constructed rude abodes and defied pursuit. Farther down the side of the mountain, perched on a steep slope there is a house or cabin built of large stones, and so cunningly thatched with mosses that it has the appearance of one large rock ... This singular structure is known as the fortress and abode of a number of deserters from the Confederate army in the late war; and it is reported that as many as 40 or 50 of them harbored here; making predatory excursions into the surrounding country for subsistence.

DOMESTIC: 1831-1865

During the antebellum period, domestic and ecclesiastic, public architecture was influenced by national design trends to a greater extent than previously. The delicate and finely detailed finishes identified with the Federal style were gradually replaced by the heavier and more two-dimensional Greek Revival, based in part on an increasing reliance on popular pattern books by owners and builders, but the introduction of new plans and decorative forms did not mean that traditional plans and forms were abandoned by builders of any economic level. The hall-parlor plan continued to be employed, particularly in connection with log construction. Log continued to be the most popular building material during the antebellum period. As with earlier periods, the low survival rate among dwellings of poor farmers and landless inhabitants causes a distortion in the information available.

Out of a total of 105 recognizable single-pen houses, as many as 40 appear to date from the period, of which only two are square or nearly square in shape. While in some cases it is difficult to distinguish between hall-parlor and single-pen houses, due to inaccessibility or alteration, there appear to be in addition nearly forty log hall-parlor houses dating from the period. The houses of both forms appear in both one and one half- and two-story examples, with the front of hall-parlor houses often symmetrically pierced with three bays, and a single chimney of stone or brick at one end, although several log hall-parlor houses with two chimneys were recorded, including the Haven House (60-145) in Study Unit 2 near Radford, in which four bays on the principal facade include a pair of central doors opening to either side of a log partition. Two important frame hall-parlor houses were built including

the Preston Waskie House (60-118-11) in Lafayette, a two-story example built early in the period.

Frame and brick I-houses were built in larger numbers during the mid-nineteenth century in most of the study units. Five-bay fenestration was largely replaced by three-bay in the period, while hipped roofs became popular in connection with this house type. Nineteen frame I-houses were located from the period, and eight brick examples. The Evans House (60-389) near Fagg in Study Unit 7, is a good example of a largely unaltered brick I-house with a two-story Greek Revival-inspired portico centered in its two-story principal facade. The Earhart House (number 2) (60-380) near Ellett in Study Unit 7, and the Hall-Childress House (60-76) in Study Unit 1 are well-preserved examples.

A form originally derived, like the conventional I-house, from classical published prototypes, appeared in the area, known as the double-pile center-passage house. Essentially a two room deep I-house, in which a pair of rooms flank the passage on each side. One frame and three brick double-pile two-story center passage houses were located, including the brick Price House (60-224-1) in Prices Fork in Study Unit 4 and Whitethorne (60-241), the Preston Farm near Blacksburg. Whitethorne, for which a good inventory exists, has elaborate Greek Revival details. A house from early in the period, the Woods-Grubb House (60-362) on the North Fork in Study Unit 6, is a double-pile brick house, which, like Fotheringay (built in the late eighteenth century) is a two-thirds manifestation of the form. The Hall-Moses House (60-413) is one anomaly, possibly the only log I-house in the county. It is located near Ironto in Study Unit 7.

Few frame structures have been identified from before mid-century, the Preston Waskie House mentioned above and the hotel at Yellow Sulphur Springs (60-558) in Study Unit 7 being notable exceptions. Portions of the hotel date from the previous period, but the present structure was built as part of a redevelopment of the spa in the mid-1850's, and consists of a long two-story frame building on a raised basement with a triple-tiered Greek Revival porch running its full length. By 1840 the industrial census records five "wooden" houses built the previous year as opposed to two masonry houses. These were houses built by contractors who made more than \$500.00 per year in order to be counted in the industrial record - the census would not include houses constructed by any part-time or non-professional builder. A series of brick houses were built in the county during the period including the Woods-Grubb House (60-362) on the North Fork of the Roanoke in Study Unit 6, and the Martin House (60-415) on the South Fork in Study Unit 7, a hall-parlor house.

LATE NINETEENTH CENTURY

1866-1900

URBAN AND RURAL DEVELOPMENT: 1866-1900

An increase in the population of the county and in the number of farms in the late nineteenth century probably spurred the continued settlement of Montgomery County's residual land.

Christiansburg

From the end of the Civil War to the end of the century, Christiansburg's population declined (U.S. Census). In 1870 there were 864 people in the town, in 1880 there were 766, and in 1900 there were 659. Gray's map (1877) shows that most of the buildings of the town still clustered along Main Street and Cross Street (renamed Franklin Street). Large homes and institutional buildings occupied elevated sites around the town. A few houses and shops lined Center Street (now College Street) immediately below the town. Further west along Center Street and on C Street (now Depot Street) clustered the houses of freedmen. William McC. Montague's addition appears on the map not yet occupied by houses. Today Montague's addition is the neighborhood defined by Hill, Stone, Colhoun, Chapel and Stuart Streets and Quality Road. The Montgomery Intelligence Company was incorporated in 1886 and in 1900 its telephone office was situated at the corner of West Main and Hickok Streets (Virginia Acts, and Crush, p. 121).

Blacksburg

Blacksburg received a boost in 1872 when it was chosen as the host community for Virginia's agricultural and mechanical college, later known as Virginia Polytechnic Institute and State University (Kinnear). The new college occupied and enlarged upon the campus of the Olin and Preston Institute on the hill on the northwest outskirts of town. Whereas the

town composition and form had not responded noticeably to the earlier school, the new, larger-scale institution caused significant changes. Commercial establishments that formerly clustered at the intersection of Main and Roanoke streets jumped outside the original town grid to the streets fronting the campus (Montgomery County deed book U, p. 94, U, p. 478, and historical photographs in the Special Collections, Newman Library, VPI). In 1874 the town government made several modifications to the non-orthogonal lanes between town and campus which brought the town and campus into a pronounced axial relationship. The blocks proposed in 1874 never completely materialized but several residential streets (among them Progress Street) to the northeast of campus did take shape (these streets may have been the Keister Addition referred to in nineteenth century deeds) (Blacksburg Town Minutes).

Blacksburg was reincorporated in 1871 and the old system of trustees was replaced by a mayorial form of government (Virginia Acts). Among the activities of this new government in the late nineteenth century was the upkeep of public springs, sidewalks and streets and the installation of kerosene street lights in the mid-1870's. Also in the 1870's the town outlawed drinking establishments which had been attracted to the growing student population, an act which precipitated what was probably Blacksburg's first student riot (Gray Jacket July 1877).

Black Communities

After the Civil War, a number of black communities formed in rural areas and in Christiansburg, Blacksburg and Elliston. Former slaves of James R. Kent settled the community of Wake Forest in the vicinity of Piney Grove Church between Long Shop and McCoy. The community took its name later from Wake Forest Baptist Church (Kessler). Frank Bannister, a New River boatman during the Civil War, was an early leader in this community. Before the war years he had been a free boatman on the James River and a resident of Botetourt County (U.S. Census). The Bannister House (60-198) is an early log dwelling in the Wake Forest community, and may represent the home of Frank Bannister.

The Pine Woods community developed along the road between Riner and Snowville southwest of the later Fairview Methodist Church. Henry Clay was one of the original settlers; he had been employed in building a barrier in the James River during the Civil War (Lucas, p. 107).

Coal Hollow, at the west end of Prices Mountain, was the location of another post-war black community. Nearby on the present Route 11, Boyer Johnson founded a community known as St. Julia in 1901. Garnett (1935) noted a small black community south of Blacksburg on Nellies Cave Road and a very small community existed on the Little River below Graysontown (Linkous, p. 72).

The black neighborhoods that formed on the peripheries of Blacksburg and Christiansburg after the war have survived to the present. In 1874 the African Baptist Church of Blacksburg bought lot 63 (the lot in the original plat of the town furthest from the center of development). The trustees of the church were Gordon Mills, Churchill Reed, Iscar Fruslew

(?), Felix Johnson and Russell Mills (Montgomery County deed book U, p. 249). The neighborhood that formed near the church was also near the Palmer plantation on the southeastern outskirts of town. Another black neighborhood in Blacksburg formed before 1871 in the block between Roanoke, Penn, Jackson and Wharton Streets. In 1893 the African Methodist Episcopal Church of Blacksburg bought a site on Penn Street in that block for a church building that was built in 1900 (150-106). Some of the original trustees of the African Methodist Episcopal Church were George Washington, John D. Smith and Spenser Johnson (Montgomery County deed book 42, p. 421).

In Christiansburg black neighborhoods formed on Depot Street and also possibly on West College Street and between Christiansburg and Cambria (Gray's map). The lot for the Christiansburg African Methodist Episcopal Church was purchased by the trustees in 1889 from George and Frannie Washington. The trustees were Thomas Jarves, Phillip Carter, Sampson Gleaves, Herbert Thompson, Floyd Alexander, James Newlee, Taylor McNorton, John Morton and Kiah Richardson (Montgomery County deed book 39, p. 62).

With the growth of Big Spring Depot (Elliston) during the 1880's, a black community began to form near town on the Brakes Branch. The Big Spring Baptist Church (60-435) was built in 1888 with the financial assistance of Charles Schaeffer and the Friends' Freedmen's Association. It is today known as First Baptist Church.

Elliston

Charles Featherstonhaugh described the nascent community of Elliston and its major attraction in 1834:

Farther on we came to a small settlement called Big Springs one of those immense natural basins of pure water not uncommon in limestone districts and which seem to abound in this well-watered land.

Elliston (formerly Big Spring) is still a small community, and travellers can view the spring when they pass through Elliston on us 11/460. This limestone spring and the coming of the railroad in the mid-nineteenth century have played major roles in the history of Elliston.

Settlers arrived in the area as early as the 1740's. Families closely connected with its early history are the Peppers, the Robertsons, the Taylors (who settled where the North Fork and South Fork of the Roanoke River meet and who were instrumental in the development of the town of Lafayette) and later the Hancocks, Madisons, Robinsons and Barnetts. William Pepper settled near Big Spring in 1754. Records show that he fought the Indians at Fort Vause, was captured, and never returned. Colonel James Robertson was more fortunate. He fought the Indians at the Battle of Point Pleasant (on the Ohio River in West Virginia) and received a military land grant that added 2,000 acres to his holdings in Montgomery County. These holdings included the land surrounding the limestone spring and the tract of land that is now Fotheringay. James Robertson was the first landowner (1764) in the Elliston area and built a cabin near the Big Spring.

Religion held an important place in the lives of these settlers. As early as 1769, Reverend John Craig mentions the "New Derry" congregation that met near Lafayette. Listed among the officers of the church are

ment that can be linked to the early history of the Elliston area - James Robertson, David Robinson and Joseph Barnett.

Early travelers and those who came later on stagecoaches stopped at the Big Spring spring. George Featherstonhaugh an English geologist stopped in 1834, and later Lewis Miller (a Pennsylvanian carpenter and artist with relatives in Christiansburg) sketched the spring. His sketch shows the Barnett House (60-440) above the spring and stagecoach passengers getting "a drink of the good water".

The Southwestern Turnpike was built through Big Spring in the late 1840's; by 1854, the Virginia and Tennessee railroad had been completed and Big Spring was made Big Spring Depot. The railroad created much activity in the town. Farmers arrived at the depot with wagons full of produce, most of which was shipped on the train while some was sold directly to passengers who waited as the train took on water for its ascent of the Christiansburg Mountain.

In 1850 Joseph Pepper, son of John Pepper (a leading citizen and miller in Lafayette), built the Big Spring Mill. It served as a custom grist mill and saw mill (a successor mill (60-423) occupies the same site). Joseph Pepper is credited with building several of the houses standing in Elliston today. He also built the first church in Elliston - the Big Spring Baptist Church that was built for use by the blacks in the community. The money for the construction of the church was given by Charles Schaeffer of the Christiansburg Institute and the Friends' Freedmen's Association. This church is in use today and is called the First Baptist Church of Elliston (60-435) (Interview, Ellis).

Watering places in Montgomery County became popular in the mid-

nineteenth century. Alleghany Springs, Montgomery White Sulphur Springs and Yellow Sulphur Springs were perhaps the best known in the county and provided their wealthy visitors with access to restorative waters and fresh mountain air. Because of its mountain setting and easy access to spring waters, the village of Big Spring also became something of a summer resort. Not as large or costly as the better known spas, Big Spring catered to a less affluent clientele. The activities, however, were similar to those of the larger resorts. Croquet, card playing and the practice of holding tournaments followed by coronation balls were some common activities. Young men developed great skill at "riding to rings" and the winner of the tournament had the privilege of choosing a young lady to be queen or maid of honor at the ball that followed. An invitation dated October 16, 1874, tells of such events taking place at the Sycamore Hotel. A later invitation reads:

You are respectfully invited to attend a Tournament
and Coronation Ball to be given at Elliston, Virginia
Tuesday, June 16, 1891.
Riding to Commence at 2:30 p.m.
Coronation Address at 9:00 p.m.

Eventually Big Spring boasted three hotels - the Big Spring Hotel, the Sycamore Hotel and the Deyerle House. The hotels continued to operate until the 1920's and 30's.

Boyd (1881) wrote of Big Spring as follows:

This place is very attractive to persons seeking an excellent summer resort. The clear water, fine air, noble sugar-trees, and high mountains, with splendid fare at the hotel, render it very inviting.

There are several stores, and a factory for making lathes, upon which to turn wagon, carriage, and buggy spokes. The enterprising proprietor and inventor of this machine, Mr. Coffee, takes great pride in showing the machine at work, turning out two spokes per minute.

In addition to Mr. Coffee's industry, the 1880 Industrial Census indicates that Big Spring resident Crawford Gooson was a carpenter, Robert Fulwider was a builder and furniture maker, Charles Morgan was a shoemaker and Wimmer Fleming was a wheelwright. There were two blacksmiths listed in the census - Ross and Garrett, and Thomas Mitchell.

The 1880's and 1890's were a time of "booming towns" and for a brief while Big Spring Depot became the boom town of Carnegie City - named after the steel magnate. The Pittsburg Development Company laid out the City with broad avenues and streets given impressive names such as Pennsylvania Avenue and Pittsburg Avenue, names intended to lure investment. The latter was to be the main business street.

The Danville Register, in an article written in 1890, tells of the formation of the Pittsburg Development Company and what the principal stockholders - many being business men "interested in the iron industries of Pittsburg, Pennsylvania" - had planned for the town's future. The article states that "the basis on which Carnegie City will build its future greatness is the iron interest," and quotes the President of the Development Company, George McClean, as saying that the steel magnate was much interested in the development of the town. McClean also elaborated on the industrial development expected to occur in the area.

Advertisements were put out by the Pittsburg Development Company and on Tuesday, April 22, 1890, there was a "Big Sale attended by a big crowd," as reported by the Roanoke Times. The account in the paper goes on to state, "The train which left here for the West at 8:00 a.m. was crowded from engine to sleeper with capitalists, real estate agents and others bound for the big lot sale at Carnegie City." The highest price

paid for a lot was \$780.00 - aggregate sales wer \$156,000. Despite the seemingly large dollar amount of sales and a statement in the Roanoke Times that such sales placed "Carnegie among the most successful of the booming towns", the venture collapsed.

An iron and steel supply factory was actually established in Carnegie City but with the coming of the Panic of 1893 it went out of business. Richard Barnett, whose grandfather was involved in selling some of the land to the Pittsburg Development Company for the project, says that investors hoped that the Norfolk and Western Railroad would build their shops in Carnegie City as opposed to Big Lick. If that had happened, the city may indeed have prospered.

The Pittsburg Development Company became insolvent and law suits against the company were instigated by various individuals from whom the Company had bought land. Typically, the company had paid the owners a third of the agreed upon price for the land. The sellers held notes for the balance due them. Pittsburg Development paid little if anything on these notes. The Montgomery County Court ruled in favor of the creditors holding the notes and the property was auctioned off in Elliston. In some cases the land was simply repossessed.

In an article published February 24, 1985, in the News Messenger, Billie Northcross Ellis gives an account of how Carnegie City became Elliston. She says:

Railroad officials who didn't like the name Carnegie City approached President John Tyler's daughter, wife of Major William Munford Ellis, about what to name the town instead.

She said, "Why not name it after Major Ellis?" So they did.

And Elliston it became.

In the early 1900's another industry started in Elliston. Captain Barger bought the Big Spring property for his daughter who had married Olin Moomaw. Moomaw began a water cress business. An article in the Roanoke Times dated March 2, 1969, describes the business as follows:

. . . Moomaw built 18 cress lakes to the east of the Spring.
. . . wooden walkways, used to roll wheelbarrows of cut cress to the packing house, divided the lakes . . . At the packing house the cress was packed in burlap bags and ice for shipment to the northern markets for use as salad on luxury liners. Cress was preferred in those days because lettuce wouldn't keep as well.

This industry continued into the twentieth century.

The railroad provided many of the established residents of Elliston with jobs as well as bringing many new people into the town (another influx of people came to Elliston in order to commute by train to the Radford Arsenal in the early 1940's). About 30 men were employed to maintain the track.

Two general stores operated about this time. They were owned by the Hensens and Walter Butt. These stores were general merchandise stores providing grocery items, yardgoods, work clothes and other goods.

Today, the Elliston area is beginning to experience a surge of growth. The comprehensive plan of the County lists the Shawsville, Elliston/Lafayette area as one of the four expansion areas of Montgomery County. New construction of residential housing is underway, the town has public water and sewer and the development of the Elliston/Lafayette Industrial Park is contributing to its growth.

Villages

The site of Shawsville in 1833 was included in Jacob Kent's farm and a toll house for the Alleghany Turnpike was located there. Not far from the site were the ruins of Vause's Fort (1756). The Southwestern Turnpike was built through in 1847 and the nascent town took its name from Charles B. Shaw, the Chief Engineer of the State of Virginia at the time, even though Shaw did not directly supervise the construction of the road (Virginia Board of Public Works, Southwestern Turnpike papers).

Shawsville was first referred to by name in 1854. It was the stop for Alleghany Springs which was developed about that time. By October 1860 a Presbyterian Church was built on a hill south of town (New Star). On the 1864 Confederate Engineers' map Shawsville appears by name and a post office and the church are indicated but very few other buildings and no depot are shown.

Edward Pollard gave the first substantive description of the town in 1870. "We leave the railroad at Shawsville ... Here, at the railroad station, the [Alleghany] Springs managers have erected a commodious and pleasant hotel ... it being designed as a convenience for visitors who, leaving the cars in the night-time, may choose to defer the brief remainder of the trip by stage-coach until next morning, or may possibly be detained by the swollen mountain streams." Pollard noted that Shawsville had "since [been] named Alleghany Station, in consideration of the springs."

Boyd (1881) wrote of Shawsville: "Alleghany Station, on the Atlantic, Mississippi and Ohio Railroad, is a small place, as you approach the eastern side of the county. It is situated in quite a

tobacco producing section, and is of some importance as a shipper of that article. It likewise has stores and a church close by. It is the landing-place of visitors to the Alleghany Springs. Near to this is an opening on the zinc and lead vein."

Christiansburg Depot was established as the post office of Bangs in 1873, the name it had upon incorporation in 1878. The Methodist church was organized there in 1868 and the Baptist church in 1872 (Givens, p. 130-131). In 1880 the town had a population of over 200.

In 1875 a hillside and terrace upstream from the Grayson Mills complex was laid out in town lots by B. R. Linkous as a means of disposing of the property of the recently deceased Thomas G. Shelor. This was Graysontown, laid out in at least 39 lots of varying sizes and shapes and including a public spring. Four lots were sold in 1881 and six more by 1890.

TRANSPORTATION: 1866-1900

In the post-war era, many smaller turnpikes never resumed operations in Montgomery County. Destruction and deterioration suffered during the War Years probably took time to repair. Physical damage, especially to the Southwestern Turnpike, and depleted funds caused many turnpike companies throughout the state to return their roads to the counties. (Backsights, p. 10). In 1874 Montgomery County purchased the section of the Jacksonville and Christiansburg Turnpike within its boundaries (Virginia Acts), and presumably other companies were likewise acquired. At the same time, the Board of Public Works began to transfer the state's share of local companies to the county governments. During the late nineteenth century the counties took over responsibility for all bridge and road building and maintenance. (Backsights, p. 10)

In association with these later developments, several important metal truss bridges were built in Montgomery County. Only one survives today and it is listed among the less than sixty potentially significant metal truss bridges in Virginia. The bridge (60-338) was manufactured in 1892 by King Iron Bridge and Manufacturing Company of Cleveland, Ohio. It is a pin-connected through Pratt truss spanning 105 feet. Although bolted splice plates on the top chord of the truss indicate that the bridge was relocated to this site from an unknown location, probably elsewhere in the county, the bridge received high marks for age, maker and esthetic appearance when evaluated by the Virginia Highway and Transportation Research Council (Spero, Metal Truss Bridges, p. 10, and Newlon, Criteria, p. A-2). Another extremely important bridge is located in Montgomery County. The oldest metal truss bridge in the state, a bowstring truss from 1878, by the same King Iron Bridge and Manufacturing

Company, it was moved to the Iron-to rest stop on Interstate 81 from its original location in Bedford County (Spero, p. 10).

Railroads

After the destruction of the stations on the Virginia and Tennessee Railroad during the Civil War, a new depot was built at Christiansburg Depot, present-day Cambria (154-48). The board-and-batten-clad Italianate structure features a central tower on the west end between projecting one-story hip-roofed pavilions and a long, one-story freight section extending eastward along the tracks. The depot is one of only two remaining from the reconstruction period on the Virginia and Tennessee Railroad (now part of Norfolk-Southern). Few structures built in connection with railroading in Virginia are older. The building is the most imposing landmark in Cambria.

The Civil War did not suppress Montgomery County's railroad projects for long. A "Brush Mountain Mining and Transportation Company" was incorporated in 1865 or 1866. Blacksburg began to petition the General Assembly for a branch railroad in February 1874 and continued to through the remainder of the century (in 1889/90, 1891/92, 1895/96 and 1897/98) (Virginia Acts).

A "Blacksburg Railroad" map of ca. 1881 may show the original scheme: a "coal line" more or less following the route the Virginia Anthracite and Coal Railroad was to follow in 1904, from Bangs (Cambria) to coal mines at the eastern end of Price Mountain (Merrimac) and continuing on to Blacksburg. Separating from and then rejoining the coal line is a "short line" that follows the high ground between Bangs and Blacksburg. On the north side of Blacksburg the railroad splits into an

River Transportation

After the Civil War, land trade in the Appalachian region was increasingly supplemented by water transportation. Sections of larger rivers west of the Alleghanies were navigated by steamboats and for many miles into their headwaters by small boats called "batteaus". Until the region was opened to the railroads in the late nineteenth century, batteaus were important to Appalachian settlements, bringing in provisions and taking out agricultural products. The New River was certainly a part of the water transportation system in the mountains, and the improvements of 1862 probably helped foster a strong river trade, although it had undoubtedly existed in some form since the area was settled. During the 1870's the batteaus and crude flat-bottomed boats built and operated by farmers were joined by steam paddlewheelers in sections of the river. One such paddle boat is said to have been built at New River Depot across from Radford.

Evidence of post-war traffic on the New River was provided when in 1936 the Supreme Court took depositions from New River Valley residents in the case of The U. S. of A., Petitioner v. Appalachian Electric Power Company. The depositions were in part an attempt by the petitioner to halt construction of the Claytor Lake Dam. The question considered by the court was whether the New River was navigable (which it found to be so), and if so, whether the benefit to the public of the river's navigability outweighed the benefits of the power the dam would supply. The court decided for the power company's dam; the depositions it recorded provide a detailed account of boating on the New River from the 1860's into the twentieth century.

A. W. Snyder (born 1855) remembered seeing boats on the New River during the Civil War. "They were keel-boats. I think they was about 75 and 80' long and about eight or ten feet wide at the top. They [carried] rations for the men, the Confederate soldiers who were stationed at the Narrows."

Albert W. Snyder (born 1858) recalled a fleet of six boats, each boat manned by seven black boatmen and capable of carrying a "carload of load:

I remember Captain Earl Burke. He was a white man who seemed to be in charge of the fleet of these bateau boats ... [The steersman] was on the back, what they called the deck. That was boxed up and he had his bugle ... he had a pole that he used under his left arm this way, but it had a metal socket on it and a spear ... [he also manipulated a steering oar] with his right arm and he was quick too.

They called the four smaller [boats] 85' and the two larger ones 100' including the rudder, the sweep and the stern. They were made with keel bottoms, I would say with 'gunnels' 30" high or possibly higher. The front end kinda flared up a little higher. The rear part the steersman occupied it with his steering oar altogether, and six others pushed along a gang plank and loading was inbetween on each side.

Snyder remembered these boats running on the river until 1886 or 1887.

An illustration from an unidentified nineteenth century illustrated magazine may show one of these boats, although the boat portrayed is not as long as those described in the depositions. In the illustration, seven black boatmen are taking a keel-bottom boat over treacherous rapids. At the middle of the boat is an iron-hoop and canvas shelter and to the stern is attached a steering oar. Three of the men hold poles.

The illustration captures the atmosphere of what must have been a very dangerous undertaking (Kane, p. 273).

The names of some of the black boatmen of the nineteenth century include Frank Bannister (who was a boatman on the James River before the Civil War), Calvin Bannister, Roland Stuart, George Brown and Lewis Smith.

In his depositions, James H. Howard (born 1870) gives a detailed description of the keel-bottomed boats he had seen on the New:

They were about 65 to 70 feet long, about eight feet wide and they used 2x6s and sloped them 2x6s to make it rounded then under the bottom, and that was planked up the long way and on the inside they put 2x8s across and laid a subfloor in order to put everything they wanted to hold on, and then up about 6" above the subfloor there was a running board 8" wide from one end to the other for them fellows to walk on that run the boat. Those boats loaded were supposed to carry five tons.

Lewis Harvey recalled keel-bottom boats of from 50 to 70 feet in length with a capacity of 150 bushels of wheat. It took two men to pole these boats down the river and four to pole them up.

Paul F. James (born 1873) claimed to have seen steam side-wheelers on the river in 1877 and 1888. T. W. Coleman (born 1870) operated a steam-powered boat to carry stone, dynamite and commissary provisions from Peppers Ferry to Pepper's Tunnel then under construction for the Norfolk and Western Railroad.

Coleman also built, in 1901, a gasoline motor boat "built of blocks" and modeled on a "flat-bottom batteaux". His boat was 40 to 45 feet long and could carry 25 to 30 persons. Other gasoline-powered boats were those of Robert C. McWane, recalled by Walter H. Towe (born 1887):

"They had two boats ... I would say the first boat was 45 or 50 feet long. It had a cabin on it with windows and the men would sleep on the boat whcih was driven by a gasoline engine with a paddle wheel on the rear. The produce which they brought up consisted of sugar, coffee, oil and so forth ... the second [boat] carried passengers. They issued a schedule or bulletin for the second boat as to the certain places at which they would stop."

The second boat could carry 20 to 25 passengers and was in service for one year.

The cargo carried by the various boats, in addition to the stone, dynamite, commisary provisions, coffee, sugar and oil already mentioned, was: flour (from General Wharton's mill at New River Depot in Pulaski County), wheat, corn, bacon, groceries, pig iron (from Macks Creek Furnace), lumber (including fencing plank, siding plank and 2x4s) and cross ties. Logs were rafted on the river. Boating of all sorts more or less ceased on the river by the 1930's.

INDUSTRY: 1866-1900

Small scale industries continued to be of great importance in Montgomery during the late nineteenth century, including tanneries and grist mills. Unlike neighboring Pulaski and Wythe Counties, Montgomery County did experience a major immediate post-war industrial boom. By 1870 Pulaski was still behind both Montgomery and Floyd in numbers of industrial establishments (40 to 69 and 105 respectively) but the nature of the industries gave Pulaski an industrial income slightly higher than Montgomery and well above Floyd County. By 1890, the imbalance in the relationship between Montgomery and Pulaski was even more pronounced, indicating the heavy nature and large scale of the factories and furnaces of the Town of Pulaski, which had become the industrial center of the region. With only eighteen establishments Pulaski produced \$650,000 while Montgomery County's thirty-four manufacturers produced only \$111,000. Most of the manufacturing took place in the growing town of Radford incorporated in 1882, in Cambria, Elliston and Graysontown (U.S. Census).

During this period a new development in flour milling led to the construction of large new mills or conversion of existing mills. The gradual reduction system, a technique developed in Minnesota in the 1880's, led to the use of steel roller mills rather than horizontal millstones in all but the smaller custom mills, and continues to the present day at Big Spring Mill. The Christiansburg Roller Mill and a similar mill in Blacksburg dominated late nineteenth century milling and supplied the commercial market while rural custom millers continued to barter their services to farmers for a toll. A small grist mill survives (60-366) on Dry Run, a tributary of the North fork. Apparently the one-

story frame mill contained two runs of horizontal mill stones. The large brick structure at Bennett's Mill (60-375) clearly housed a large operation, possibly in conjunction with wood milling equipment. A large flouring mill continues operation on the corner of Depot and Franklin Streets in Christiansburg mill feed under the S & M Milling Company (154-33), while a defunct gasoline-powered mill, the Surface Mill (60-44-6), stands in Riner.

Industrial sites from the period include the frame Walnut Grove Mill (60-451) near Shawsville in Study Unit 8, and the large brick Bennett Mill (60-375) on the North fork in Study Unit 6. The frame grist mill at site 60-366 on Dry Run in Study Unit 6 is another type of mill. It is a single story in height on a stone basement, and apparently contained two runs of stones in its comparatively small rectangular form. The machinery which transmitted power from the waterwheel to the stones was housed in the basement.

The mill and accompanying small industries at Graysontown continued to operate. In the industrial census of 1880 the mill of John Grayson is identified as a flouring and grist mill (three quarters of the business being custom) with a ten foot fall and four center overcharge wheels powering three runs of stone. During the census year the mill produced \$23,620 worth of wheat, corn meal, feed and a small quantity of buckwheat flour.

The 1880 census also lists the lumbering and saw mills of Palmer and Richardson, apparently housed in a separate building from the flouring and grist mill because the two center discharge wheels were turned by a 7

1/2 foot fall. This saw mill was equipped with two circular saws and one muley or up-and-down saw and converted \$1000 worth of lumber into \$2000 worth of product (200,000 board feet of lumber and 5000 feet of lath). This may be the same establishment that Roderick Lucas (p. 55) identified as a sash and door factory.

Crafts

The Hickok brothers continued to work as carpenters until perhaps 1870, after which point they concentrated on coffin, furniture and cabinet making. The 1870 industrial census lists "Hickok & Brother" as carpenters and jobbers. They employed two hands and used a mortuary (?) turning lathe. Over the course of the census year they consumed 100,000 feet of lumber (\$1000), 2000 nails (\$140) and other materials costing \$200 to build six houses worth \$2700 and perform \$300 worth of repairs.

On June 27, 1870, Samuel Hickok declared his house and certain property "exempt from sale for debt [by] availing myself of the benefits of the homestead clause of article XI of the Constitution of Virginia." For exemption he declared "my family dwelling place containing about 1/2 acre situated on Centre Street [now College Street] corner of the first alley west of the Court House [the present Hickok Street] leading to Main Street" worth \$1000, "all my tools as Carpenter" worth \$50, "Books & Pictures" worth \$15, "my part of an unsettled account with Crush Hickok & Company" worth \$345, and "three shares in the Home Building Association" worth \$90, among other things. The house of Samuel Hickok's on Hickok Street is said to have been built between 1855 and 1860.

James Hickok built his house on West Main Street on the west end of town in 1855. Between 1877 and 1900 James built a house beside his on

the west for his son Ernest (born in 1872) who was also a carpenter. At some point he built another house (154-4) on the east for another son, Samuel. Both of these houses survive, although the older house between them is gone.

In 1888 Hickok and Brother were undertakers. "They furnished the coffin [for] the burial of Kitty Curtis [and provided other services] such as conveying the body to the grave." In 1889 they are listed in Chataigne's Business Directory as cabinet makers. In the 1900 census James, Samuel and Ernest Hickok were listed as carpenters.

In 1870 the county's foremost carpenter in terms of product was Isaiah Kabrich of Blacksburg (\$8500) followed by Hickok and Brother (\$3000), Edward Baker (\$2500) and Grayson and Richardson (\$2120). On a capital of \$300, Isaiah Kabrich employed four hands paid approximately \$17 each monthly, used 30,000 feet of lumber, built four houses (worth \$8000) and did \$500 worth of repairs. On a capital of \$100, Edward Baker employed three hands paid approximately \$15 each monthly, used 70,000 feet of lumber (worth \$1400) and hardware worth \$230, built five houses (worth \$2000) and did \$500 worth of repairs. Grayson and Richardson were set up at Grayson Mills on the Little River where they used a water-powered planing machine to convert 30,000 feet (\$500) of lumber into 25,000 feet (\$800) of flooring, 200 (\$1220) sashes and 40 (\$120) doors. They employed three hands paid \$8 each monthly.

Joseph E. Pepper was a carpenter and sawmill operator in Elliston in the second half of the nineteenth century. In 1850 he was 24 years old and a carpenter working in a gang for George Hubbard. In 1880 he was owner of a gristmill and a sawmill producing building materials for a

burgeoning community. Pepper's sawmill had a 20 horsepower turbine of four foot breadth and capable of 100 revolutions per minute which powered a single circular saw. Pepper purchased \$700 worth of logs from neighborhood loggers and sawed them into 150,000 feet (\$1500) of lumber. Usually two, sometimes four hands worked at Pepper's mill for the six months he was in operation and he paid out \$100 in wages over the course of the census year. Pepper's capital was \$1000.

Joseph Pepper built the Big Spring Baptist Church (60-435) in Elliston in 1888. He also built the Methodist Church and he is credited with building many of the houses in the older, river-side section of town.

The only carpenter to appear as such in the 1880 industrial census was Crawford Gooson (Goodson?). On a capital of \$300 he employed one hand (occasionally five) paid 75¢ a day, and used \$200 worth of materials to make \$800 worth of product.

A number of Montgomery County sheet metal workers produced building supplies in the mid- to late nineteenth centuries. A. A. Hobson, maker of tin and sheet iron ware in 1860, did \$500 worth of spouting, \$175 worth of roofing and \$100 of job work (beside his stock and trade of making tin ware) during the census year 1859-60. G. D. Thomas and Company produced some sheet iron in 1860. In 1870 Charles Folger (or Farger) and Company of Christiansburg produced \$4500 worth of tin ware and also copper and sheet iron products. In an advertisement of 1870 he listed "Cooking and Heating Stoves, Grates" among his product. In the 1870's a tin smith in Blacksburg named Effinger fashioned kerosene street lamps that were installed along Main Street and possibly Roanoke Street (Blacksburg town minutes).

Extractive Industries

After the Civil War, coal mining in Montgomery County went into a decline, due to the total disruption of the pre-war economy. In 1870 the only coal mine to produce more than \$500 worth of coal (thereby qualifying it to appear in the industrial census of that year) was John M. Cromer's mine, probably located on Toms Creek near the mouth of Lick Run. Cromer's mine had a capital investment of \$1000, employed six hands at \$314 monthly wages and produced 2000 bushels of coal (250 tons) per year, netting \$700 (U. S. Census).

In the Montgomery Messenger of June 13, 1873, an article appeared entitled "Our Coal Mines: A County Interest". The article reads in part:

"Of all the interests of this county, this one is the most neglected or managed with the least ability. The causes of this are several, to wit: no company or club looking earnestly to the development of the coal interest, and no public man of means and influence representing it. Until these are secured, our coal interests will drag out a disreputable existence ... so long as each farmer works his 'bank' and trades for groceries mere[ly], hauls his few loads and quits, mines in the winter and crops in the summer, no decided advance can be made, no business impression can be produced or positive market created. Our past is proof of this.

Under the present system we suppose the coal interest aggregates about \$10,000 annually - very small figures for the great interest. Under energetic management it would yield tenfold."

An advertisement appeared in the same issue for "T. W. Jones & Sons / 'The Depot Emporium' / 'Brush Mountain and Price Coal Mountain Coal'". In an issue of April 13, 1874, the following advertisement appears: "Nicholson & Clark / Wanted: Coal, Iron and Timber lands / 111 Broadway, Room 16, New York". The three resources were interrelated; nineteenth century deeds for coal and iron bearing outcrops often included whole

mountainsides - far more land than the outcrop that actually produced coal or iron. The timber fired charcoal furnaces and provided props for mine shafts.

By 1880, Montgomery County did experience a ten-fold increase in reported production over 1870, but not through the establishment of any large mines. The 1880 industrial census counted twelve "Farmers' Diggings" producing 2497 tons a year (\$6665). The average product for these mines was 208 tons - roughly equivalent to the product of the one mine of 1840 (200 tons) and Cromer's mine of 1870 (250 tons). 47 hands were employed at these mines receiving \$4155 annually in wages.

It is likely that one or more of the mines in the 1880 census were controlled by the Blacksburg Mining and Manufacturing Company. The trustees of this company in 1882 were John H. Kipps, J. P. Linkous, A. A. Phlegar, George W. Fagg and R. W. M. Charlton. Alex Black (of Blacksburg) was Treasurer in 1886. The Blacksburg Mining and Manufacturing Company was probably the same as the "Blacksburg Coal Mining Company", listed in Chataigne's business directory of 1889. Other mining companies listed for that year were:

Blinns and Buck (Bennett's Mills)
Kinzer and Schafer (Blacksburg)
Myers Bros. (Christiansburg)
Price, J. B. (Vicar's Switch)
Price, Zachariah (Price's Fork)

A detailed account of Montgomery's coal resources was given by C. R. Boyd in Resources of Southwest Virginia (1881). Boyd included a map, geologic section and the analyses of three geologists in his account. He mentioned the Kinser Bank on Brush Mountain and Bruce's Mine and Kyle's lands on Price Mountain, and he estimated, "The whole quantity of the

coal removed from these veins does not exceed 50, 000 tons to date. The average quantity per year is about 1,700 tons."

By 1890 five "regular" and seven "local" mines raised 8165 tons of coal ("all grades") bringing \$19,644 and an average price of \$2.41 a ton at the mine. 3062 tons of the coal were shipped, 4642 tons sold to the local trade, 226 tons used by employees and 235 for steam. 56 hands worked at these mines, a figure which included two office workers, and \$9935 in wages were paid to them. Power was supplied by two steam boilers and four "animals". Total capital investment was \$62,530. The Blacksburg Mining and Manufacturing Company was active in the county in the 1890's as was the Flat Top Coal Land Company and the West Virginia Coal, Iron and Lumber Company.

The Blacksburg Railroad map gives a good account of the county's marketable ores as they were known to exist in 1881, the probable date of the map. Shown are "red ore", "shale ore", "surface ores", "ore red shale", "limonite" and "sulphuret" as well as pipe stone, coal and mill stone. The red ore deposits on Gap Mountain (limonite) supplied Brown's Furnace just over the mountain on Sinking Creek in Giles County. Watson (1907) refers to this iron ore "in the Oriskany horizon near the crest of Gap Mountain which was mined for the Sinking Creek Furnace." Earlier this ore probably supplied a forge on Craig's Creek which is referred to as "OLD FURNACE" on the 1864 Confederate Engineers' map. This forge was operated by the Broces in the nineteenth century and was probably in operation during part of the Civil War (Nicolay, Broce Family, p. 16). Harper's New Monthly Magazine, citing information from 1851 in an article of 1865, stated that in Montgomery County there is found, "Iron ore in abundance. Lead ore [is] also found" (McCue, p. 39).

Limonite occurs in Montgomery County along the Pulaski fault between the Shenandoah limestone and the Price sandstone. Limonite was mined from the Henderson mine on the lower slope of Brush Mountain circa 1918 and transported six miles by truck to Blacksburg (Humbert). This particular deposit appears on the Blacksburg Railroad map.

A land sale bill from 1887 refers to "a tract of land on Elliott's Creek [and Cooks Run, 234 acres], known as the Kent and McConkey land, mostly in timber, on which is believed to be a valuable vein of rich IRON ORE. Watson (1907) states that zinc and lead was prospected "about 2 miles south of Christiansburg," i.e. near Rogers.

On the subject of zinc and lead in Montgomery County, Watson wrote, "As yet no productive areas of the ores have been found," although prospecting had occurred at several places: on Bony's Creek (east of Shawsville), south of Shawsville on the Langhorne estate, between Shawsville and the Big Tunnel on the Walker and Vaughn properties of the Norfolk and Western Railroad, and on the Cloyd property on the New River eight miles from Blacksburg.

Zinc and lead mining had taken place in the county but had apparently subsided at the time of Watson's writing. By 1881 William M. Langhorne of Shawsville succeeded Lorenzo D. Lorentz of Christiansburg mining zinc on Poor Mountain (Lorentz was authorized to build a tram road from Big Spring Depot to Poor Mountain in 1871 and Langhorne had formed the "Diamond Spring Mining and Manufacturing Company" of Patrick, Floyd and Carroll Counties in 1856). Prospecting is known to have taken place in a hollow behind the Gibson house on Bony's (Boners) Run in the first quarter of the twentieth century (Interview, Yopp). A "Blacksburg Zink

Company" of 1890 composed of William Ballard Preston, W. E. Stanger, H. D. Ribole, J. L. Ryan and F. P. Miles owned mining rights on land near Shawsville (Virginia Acts). An Eskridge Lead Ore property existed in 1881 south of Price Mountain (perhaps the "Cloyd Property" mentioned by Watson) (Blacksburg Railroad map).

The best documented zinc and lead operation was at Calfee Knob in the 1870's and 1880's. Hiram Haines bought the mineral rights for Calfee Knob (then called Abner's Knob) in 1874. Haines mined zinc, lead and silver ore and built a furnace with a tall stack. The fumes from this operation were said to have killed off nearby vegetation. In 1881 Haines and his partners sold the mining rights (Lucas, p. 66). Ownership may be traced to the "Abbs Knob Mining Company" which in September 1881 leased mining rights at or near Calfee Knob from Lauren N. Clark of New York City who had leased the rights in April from W. H. Spindle, perhaps one of Haines' partners. Clark may have been of "Nicholson & Clark", a firm that advertised in 1874 for coal, iron and timber lands in the area. Spindle was a Christiansburg merchant. Charles Howard seems to have been the actual owner of Calfee Knob. A "Calfee Lead Property" is mentioned in deeds and Boyd (1881) refers to the lead and zinc vein at "Calfee's in Little River District".

Mining companies that were or may have been active in Montgomery County included the "Iron Belt Land Mining and Development Company" (1884), the "King Mining Company" (1892-99) and the "Consolidated Mining Company" (Montgomery County deeds). Nickel and cobalt mining took place in Floyd County at the juncture of Floyd, Roanoke and Montgomery. In the early 1930's the Virginia Nickel Corporation in Floyd was trucking its product to Shawsville, the nearest railroad station (Wood, A.).

In May 1880, gold was discovered in Montgomery County by J. M. Thomas of Blacksburg, "an old California miner (49-er), who suspected its existence from the similarity of the rocks, timber and soil to that of the California diggings." William G. Guerrant of Pilot, a miller, reported on the discovery to The Virginias, a scientific and geologic journal. "I was at the location where gold is now found in paying quantity on Brush Creek two days ago [May 26]. Eight parties are at work on leases. The gold is found on a branch heading in a low ridge which runs through the middle of the valley. The branch is about 700 yards long and runs nearly due south ... Some quartz rock containing gold has been found, and a nugget that sold for \$2.35 on the spot. The gold found is bright yellow and has every conceivable shape." The Virginias further commented, "Parties are now regularly at work, 'sluicing' and 'panning' with satisfactory results. Two men with only a tin pan, lately, in 5 days, 'panned out' \$100 worth of gold."

By July, 35 to 40 men were panning in the area and \$2500 worth of gold had been found. "They are steady, earnest men," wrote Professor John L. Campbell of Washington and Lee University, "who seem to pay all due regard to the rights of one another, and of the owner of the land on which they are operating." Panning concentrated on the branch on John Walters property near the Floyd county line about 12 miles south of Cambria. Panning continued into the winter of 1880 and was still going on in 1883 when Professor William M. Fontaine commented in The Virginias on the "Brush Creek Gold District". Fontaine described two means of recovering the gold: "digging small pits and panning the alluvial earth in small amounts" and "working in rude sluices of the length of about 20

feet. No mercury was used." Both Fontaine and Campbell commented on the "very primitive fashion" in which the gold was recovered.

The workings at Brush Creek became somewhat more sophisticated in 1882 with the formation of the "Brush Creek Gold Mining Company". Theodore De Forest, of Ohio, founded this company and used a stamping machine that crushed the gold-bearing rock. De Forest's associates were still mining at Brush Creek in 1893 (Lucas, p. 48-51).

AGRICULTURE: 1866-1900

The post-war period is marked by an increase in improved land in farms and an increase in most livestock categories, but in crop production a general leveling out at or just above antebellum levels is indicated. The amount of all land in farms continued its antebellum surge upwards, accounting for 81 percent of the land in the county by 1870 but dropping back to 77 percent by 1900. The amount of improved land rose throughout the period, accounting for 39 percent (79,500 acres) of land in farms in 1870 and 58 percent (112,000 acres) by 1900. This suggests the stabilization of the amount of land going into farms and an increasing utilization of what land was in farms. Of the county's four magisterial districts, Blacksburg (comprised of the Toms Creek and Upper North Fork Study Units) had the most improved farm land in 1870 (24,500 acres) followed by Auburn (22,500), Christiansburg (19,500) and Alleghany (13,000).

Throughout the antebellum period and in 1870 the number of farms in the county had hovered at 600, but by 1880 this number ballooned to 1463 farms. As one might expect, small farms made up the bulk of this growth. In 1880, 59 percent of all farms were 99 acres or less. There were 156 farms (or 11 percent) in the zero to nine acre range alone (compared to seven farms in 1850 and 46 farms in 1900). In 1880 the number of large farms of 500 acres or more was slightly less than but comparable to the number in 1850 and also comparable to the number later in the century.

In total value of farms, their land and buildings, implements and machinery and livestock, Montgomery County showed little change during the post-war period. Post-war values were also not much more than antebellum values. Value of production decreased by almost half from

1870 to 1890, from \$667,000 to \$366,000.

Wheat production was down from its antebellum high of 118,000 bushels to an average of 86,000 bushels during the post-war period. Corn production was depressed in 1870 as it was throughout the state, but for the rest of the century achieved an average production of 307,000 bushels, above the antebellum peak of 267,000 bushels in 1850. Oat production was down from antebellum levels but well above twentieth century levels. Between 1890 and 1900, however, oat production plummeted from 75,000 bushels to 19,000 bushels. Hay production showed an increase from mid-century levels of roughly 4,000 tons to 9,500 tons in 1890. A similar step-up in production occurred in the Shenandoah Valley, and it is possible that the practice of ensilage was beginning to be adopted in the 1880's.

In 1889 a Montgomery County farmer corresponding with the Virginia Board of Agriculture claimed that corn and hay were the most profitable crops in the county. He also claimed that average wheat yields for the county were 14 bushels per acre, corn yields were 25 bushels, oats 25 bushels, rye 8 bushels and hay one ton. These yields are about equal to the mid-range for Shenandoah Valley counties (Virginia Board of Agriculture Report).

At the end of the nineteenth century, Montgomery County began its rise to becoming one of the major sheep producers of the state. The number of sheep increased from 5,000 in 1870 and '80 to 8,000 in 1890, 17,000 in 1900, and 31,000 in 1910. These later figures placed it in a league with Augusta and Highland counties (the former had 34,000 sheep in 1910). Dairy and beef cattle and horse numbers were also up from an 1870

low. 1870 was also a nineteenth century low for swine production. Numbers of Swine were down from 14,000 in 1860 to 8,000 in 1870 and for the rest of the century the number averaged 10,000.

At the Virginia Agricultural and Mechanical College (VPI) in Blacksburg, an Agricultural Experiment Station was established in the 1880's. Soon the station was publishing a bulletin and also publishing articles in The Southern Planter (Kinnear, p. 155). In 1899 the school completed construction of a "hillside barn" on the rise to the south of the present Drill Field. David O. Nourse, the author of the November 1899 Experiment Station Bulletin, explained the need for the barn:

For years the operations of the College farm have been seriously crippled by the lack of a good barn. Our horses and cattle were in separate buildings, our corn cribs, hay mows, silos and ricks at greater or less distance from them.

In other words, the various functions of the farm were housed in separate buildings as was the norm throughout the Upland South. The new barn was a bank barn, a form with Germanic roots that was championed in the agricultural press of the later nineteenth century as the most efficient type of barn. The VPI barn had room for hay and grain on the upper level and cow and horse stalls on the lower level and in two wings on the downhill side. Two squat round silos stood against the ends of the building. H. H. Huggins of the Roanoke firm of Huggins and Bates was the architect for the barn and Wes Gray of Blacksburg was the builder. The barn was no doubt intended as a model (for the area and for future farmers attending college as was a bank barn built at the Christiansburg Institute at the same time). As Nourse explained:

With the modifications and changes suggested in the bulletin this barn would meet the requirements and not strain the resources of any farmer successfully running a farm of 300 acres and upwards.

Montgomery County farmers did begin building small bank barns at the end of the nineteenth century and throughout the twentieth, but a causal relationship between the VPI or Christiansburg Institute barns and these barns has not been established. Two fine bank barns were built on the middle stretch of the South fork of the Roanoke near Shawsville at sites 60-471 and 60-459. Agricultural outbuildings and barns generally followed traditional patterns during the period, but frame barns with "Appalachian" and "English" forms began to appear beside the smaller log barns. Site 60-450 includes a frame Appalachian barn and site 60-369 contains a frame English barn adjacent to an earlier log single-crib barn.

Agricultural developments in post-war Montgomery County led to the construction of several bank barns which survive, including the framed timber barn with cantilevered forebay at the Crumpacker-McPherson farm (60-360) on the North fork of the Roanoke in Study Unit 6.

COMMERCE: 1866-1900

While barter continued to be an important economic tool in the farm economy, the increased dependence of the local market on extraregional commerce tied it more closely to the national economy, and led to the growth of several banks.

Chataigne's directory of 1889 lists 41 general merchants in Montgomery County. The breakdown by town is as follows: Lovely Mount (Radford), eight; Christiansburg, Blacksburg and Big Spring Depot (Elliston), five each; Prices Fork, four (all named Price); Shawsville, Alleghany Springs and Ronald (Cambria), two each; and one each for Lafayette, Riner, McDonald's Mill, Bennett's Mill, Childress, Vicker's Switch, Fagg and the county at large.

Two stores of the 1870's reveal information about commerce during that period by their advertisements in the Montgomery Messenger. D. W. Frizell's "dry goods, notions" store in Christiansburg advertised: "All kinds of produce taken in exchange for goods." T. W. Jones and Sons' "Depot Emporium", presumably in Cambria, sold "Brush Mountain and Price Mountain COAL".

The establishment of the state agricultural and mechanical college at Blacksburg in the 1870's caused a shift in the location of several Blacksburg merchants from shops near the traditional heart of town (the intersection of Roanoke and Main) to the streets fronting the campus. In 1875 W. G. Sarvay moved from his "stand" beside the old Amiss Hotel to a new two-story gable-fronted store building at the south corner of Main and College Avenue, the site of a store building that had been built a few years previous and burned (Gray Jacket, September 1875). Also in

1875, Charles A. Deyerle moved his general store and hack office from a frame building on Main between Roanoke and Lee to a new location (150-71) on North Main directly across from the College Building (Montgomery County Deed Book U, p. 249 and p. 478). He advertised his "House on the Hill" as the "store nearest and most convenient for students" (Gray Jacket, April 1877). Other stores to locate near the campus were Eakin's (1870's?) and Ellett's drugstore (1900) (150-39).

Among the first banks to be chartered in Montgomery County after the war were the Christiansburg Savings Institution incorporated in 1866 and the 1876 Christiansburg Bank. In 1888 the Bank of Christiansburg was chartered and opened in the building built in 1853 by the defunct Bank of the Valley. The first president of the bank was Judge Phlegar; the founding directors included Crockett Pierce, Rice Charlton and J. H. Johnson (Virginia Acts).

In Blacksburg the bank of Conway and Hubbert was established by 1889. The Bank of Blacksburg was chartered in 1891 with Alexander Black as its first president. Its first office was in the building originally built for the Blacksburg Savings Institution/Farmer's Bank in 1855 (News Messenger Centennial Edition).

The predominant newspaper of the period after the Civil War was the Montgomery Messenger. The first issue came out December 1, 1869. The editor was J. Sower and the publisher C. H. Carper. T. N. Conrad, a President of the Preston and Olin Institute and the VAMC, served as editor from 1873 to 1879-80. W. A. Bragg was editor from 1880 to 1882. From 1882 to 1892 the paper was run by J. A. Caldwell and Company. Tallant and Eoff ran the paper from 1892 to 1896, John R. Eoff ran it

from 1896 to 1921, George B. Terrell ran it from 1922 to 1929, and Russell H. Jones ran it from 1929 to 1931 when the Montgomery Messenger merged with the Montgomery News to form the Montgomery News Messenger. Marion J. Anderson had begun the News in 1924 and sold it to J. A. Osborne in 1928 who in turn sold it to Jones. Another late nineteenth century paper, of which scant record survives, was the Southwest Republican of Blacksburg, in 1886 owned by W. O. Austin and edited by C. A. Heermans (Gregory).

Together with the two major commercial buildings in Cambria from the turn-of-the-century period, the Dew Drop Inn (154-59) and the Surface-Lee Block (154-58), the depot forms the center of the proposed Cambria Historic District, a small area including significant commercial structures from the late nineteenth and early twentieth centuries.

The earliest of the county's historic commercial resources date from the late nineteenth century. The eight buildings from the period are generally of frame construction, of one or two stories in height and usually feature a gable or parapet toward the street or road. Pressed metal and iron are rare street front materials; usually wooden display windows, often heavily shuttered, flank a central door, and in many rural areas, a shed addition to one side serves as a warehouse or storage area. Good rural examples include the one-story Price Store (60-224-2) in Prices Fork in Study Unit 4, and the one-story Piedmont Store (60-535) on the South Fork of the Roanoke in Study Unit 8. The Deyerle Store (150-71) in Blacksburg is one of the largest and most elaborate surviving commercial buildings. Its three-story gambrel roofed mass is concealed behind a large weatherboarded parapet with a bracketted cornice. The store featured an ornate two-story porch in the early twentieth century.

Resorts |

The Montgomery White Sulphur Springs and the Alleghany Springs dominated post-war resort life in Montgomery County. In the 1872 season, attendance at these two springs and Yellow Sulphur Springs averaged a total of one thousand guests. The springs generated an estimated income of \$100,000, outstripping the combined income estimated for the county's educational institutions by \$70,000 (Montgomery Messenger, May 23, 1873). The resorts were clearly among the most important elements of the county's economy. Small farmers were able to market their produce locally without paying a commission or freight charge and at inflated prices. Inspection of surviving hotel registers both before and after the war shows a heavy attendance by local families at the springs as well as by families from the east and south.

In 1874, the Montgomery White was completely redecorated and advertised a well-stocked bar, ten-pin alleys, billiard room, boats, and a livery. The hotel was reached by a small train from the nearby station at Montgomery. The Board of Trustees of the newly established Virginia Agricultural and Mechanical College met at the Montgomery White in 1872, and the Southern Historical Society was reorganized there in 1873. By the turn of the century the resort had ceased to be profitable; it was closed and completely dismantled. Buildings and furnishings were sold, a pair of cottages on Airport Road in Blacksburg are said to have been moved from a local springs, probably the Montgomery White Sulphur Springs.

The Alleghany Springs was mentioned in social dispatches in the urban press almost as often as were the popular Greenbrier White Sulphur and the Rockbridge Alum Springs. By 1880 it could accommodate as many as

a thousand guests. The resort was especially popular as a social rendezvous in the "Springs tour" of prominent watering places in the mountains. The springhouse at the Alleghany (60-476) was built during the late nineteenth century and is one of few remaining structures on the site. The rustic building and two nearby gazebos were constructed of untrimmed posts combined with curved and convoluted rhododendron roots and branches forming an open arcade around a central space lit by a clerestory. A series of marble shelves surrounded the central spring. In the ceiling of each bay of the arcade a laurel root forms a knot at the center of the decorative vaulting.

The Yellow Sulphur Springs was acquired in 1871 by J. and J. J. Wade, who proceeded to improve the facilities. Galleries were added to the fronts of the cottage rows. A new hotel with 40 guest rooms and hot and cold mineral baths was constructed. A one-story porch surrounded the 2 1/2 story building, which featured a projecting center pavillion and a mansard roof with bracketted eaves. It contained a dining room, ballroom, and billiard room. Several L-shaped cottages were built in a similar Italianate style as well as a springhouse: an octagonal bracketted structure with polygonal columns crowned by a miniature balustrade. The waters of the spring contained iron, magnesium and a trace of other chemicals, and were advertised as helpful in cases of "general debility", skin diseases, disorders of the digestive tract, and for various children's diseases (Worsham, p. 37).

The new hotel at the Yellow Sulphur burned in 1873 and the resort struggled until 1886 under court-appointed commissioners. In that year Captain Ridgeway Holt built a new hotel which was the most modern and picturesque in the county. A billiard room, ballroom, dining room,

baths, and 60 guest rooms were housed in a rambling 2 1/2 story U-shaped hotel with an irregular roofline punctuated by superimposed gables, dormers and a domed turret. A one-story porch covered the entrance and wrapped around the turret. The new hotel faced the original building from the bottom of the lawn (60-558).

Crockett Springs opened in 1889 several miles upstream from the Alleghany Springs on the South Fork of the Roanoke River. It operated under the ownership of the newly-formed Virginia Arsenic Bromide and Lithia Springs Company. A 2 1/2 story frame pavilion contained the entrance and featured a shingled gable end, the corners of which overhung a polygonal lower section. The company operated at a loss for some years, but the resort's financial condition improved by the end of the century, just as the county's two largest springs went out of business. Crockett Springs advertised that its waters, which combined arsenic, bromide, magnesium, and lithium, were efficacious in treating eczema and other skin diseases, rheumatism, arthritis, kidney ailments, insomnia and nervousness (Bengachea et al, p. 40-47). Today only a two-room cottage (60-487) remains at this site. In 1905 the county boasted a fifth "Springs" which probably only existed as a mail-order business. This was the Carper Alleghany Lithia Springs near Barringer Mountain west of Christiansburg.

The Alleghany and the Montgomery White both closed in the first few years of the century: the Alleghany apparently as the result of a disastrous fire in 1900 (Montgomery Messenger, February 16, 1900). Both probably waned more rapidly than the Yellow Sulphur Springs because of their greater size and older buildings. Both the Yellow Sulphur and the Crockett Springs hotels were less than fifteen years old at the turn of

the century and both survived as resorts well into the twentieth century. The Yellow Sulphur operated until the early 1920's, while the hotel at Crockett Springs closed shortly before 1940. Both resorts suffered from the competition of more fashionable and more accessible destinations, now reached by automobile as well as by train, in addition to the decline in faith in the healing power of mineral water. Both hotels benefitted from the loyalty of families who had repeatedly returned every season, in some cases for more than fifty years.

A fifth Montgomery County spring was active in the second half of the nineteenth century. This was the Carper Lithia springs on the Southwestern Turnpike, the present Route 11, where a three-story hotel stood into the twentieth century (Interview, William Harmon).

RELIGION: 1866-1900

The various branches of Methodism experienced a period of expansion in the 1870's and 80's, adding at least six new churches to the five listed in 1860 and building three new church buildings to replace older ones. These churches were Piedmont Chapel (60-502, deed 1873), Peppers Ferry (Methodist Episcopal) Chapel (1873), Mount Elbert Methodist Church (1876), Prices Fork Methodist Church (1877, 60-224-7), McDonald's Mill Methodist Church (1878, 60-359), a Methodist Episcopal Church at an unidentified point on the Peppers Ferry Turnpike (deed 1880), Fairview Methodist Church (by 1883), Auburn Methodist Episcopal Church (South)(1885, 60-44-9), and St. Paul's Methodist Church (by 1888) (Lucas, B.).

Piedmont Chapel was built about the time the deed was made on Bottom Creek in the southeast corner of the county. Peppers Ferry Chapel was built across the road from the old Pepper's Chapel near Peppers Ferry by a group of farmers in the area. This church also functioned as a Union church (Howe, p. 110). Mount Elbert Church was built on land of Jesse Altizer by Jesse and Cornelius Altizer and others (the Altizer connection suggests a location near the present Route 8 crossing of Little River in southern Montgomery County). McDonald's Mill Church was built on a site given by Edward McDonald. George McDonald supplied timber for the construction of this church. Fairview church was built by Asa Hall. The Auburn Methodist Church was organized in the early 1870's (Lawrence). Today the church is known as the Auburn United Methodist Church. The new church building for St. Paul's Methodist Church was built on a site beside the court house in Christiansburg.

As early as 1870 a rational movement within the Methodist Church to restore Wesley's doctrine of perfection or sanctification following a second crisis of experience to follow conversion, receiving considerable support from laity and ministers. Beginning in 1885, however, the Southern Church began purging the popular movement from the Church. Between 1895 and 1905, many churches split or new churches formed in a score of New Holiness or Pentecostal denominations (Synan, p. 50-61).

The Presbyterian Church had not followed the evangelical path before the Civil War with the same spirit as other denominations and had numerically lost ground. The Church continued to exert an influence in the communities though few new churches were built.

The Baptists saw expansion in the late nineteenth century. In 1880 the Missionary Baptist Church was established near Lafayette and in 1891 a deed was made for the site of the Cambria Baptist Church. Charles Schaeffer, founder of the Christiansburg Institute, was also a tireless champion of the new black Baptist congregations of the area. In 1883-85 Schaeffer built the Baptist church on Zion Hill between Christiansburg and Blacksburg now called the Schaeffer Memorial Baptist Church (154-45) and in 1888 he built the Big Spring Baptist Church in Elliston (60-435). Wake Forest church was organized by the blacks of the Wake Forest community in 1866 (Swain, A.).

In 1875 a deed was made for a Lutheran church to be built on Toms Creek in the vicinity of "Shiloh Church" (presently there is a Shiloh Lutheran Church at Longshop). In 1878 a deed was made for a Lutheran church northwest of Blacksburg which may have been for the Luther Memorial Church completed in 1883 on a site on Turner Street in Blacksburg.

Christ Episcopal Church (150-10) was built in Blacksburg in the late 1870's, while St. Thomas' congregation built a now vanished frame sanctuary in Christiansburg.

A church for the use of all denominations was formed in 1874 in Elliston and known as Big Spring Chapel. The Union church that Charles Taylor built on the Christiansburg-Blacksburg Road was known as the Alleghany Christian Church by 1875. At that time a deed was made by which the church shared its building with the Christiansburg school district and agreed to build a new church building (60-171) nearby within five years.

A brick Gothic Revival church was built for the congregation of the Christiansburg Methodist Church during this period adjacent to the courthouse on the square. The church was of the nave-plan type, but was given a more picturesque silhouette by the tall tower at the south corner and by transepts projecting to the sides. Entry was gained through pointed-arched door in the tower, which was surmounted by corner crockets and an octagonal spire. The side windows and a large window in the front gable end all took the shape of traceried pointed arches. The church no longer stands.

The Episcopal congregation in Blacksburg built a church in the 1870's (150-10). The stone nave plan church is influenced by the Gothic Revival designs of Richard Upjohn, and features buttresses, pointed arch windows, a chancel, and exposed ceiling trusses. A tower, added in the nineteen-thirties to the designs of the firm of noted church architect Ralph Adams Cram, completed the picturesque profile.

Rural churches continued to employ the traditional nave plan. The 13 frame churches from the period include the elaborate Edgemont Methodist Church (60-139) in Study Unit 2 on the Mud Pike, Fairview Church near Childress (60-60) a simple nave plan structure and Alleghany Springs Methodist Church (60-478) an ornate Italianate-inspired church with bracketted eaves in Study Unit 8. Alleghany Christian Church (60-171) is one of the few churches from the period not to have been built by the Methodists.

The brick Shaffer Memorial Church (154-45) of 1885 on Zion Hill between Christiansburg and Cambria is a large brick church of Gothic Revival style built for a black congregation. A corner tower of two-stages is crowned by a pyramidal-roofed frame belfry. The Church is of the four-bay nave-plan form, with an attached frame chapel and features pointed-arched windows and doors. Plans and money were supplied by the Friends' Freedmen's Association, a group of Quaker philanthropists based in Philadelphia. Another important church with black community connections was founded by Captain Shaffer at Big Spring (60-435). The frame church features a nave plan with pointed windows and a two-stage central tower.

EDUCATION AND GOVERNMENT: 1866-1900

The Virginia Public Free School System was set up in 1870 by Dr. W. H. Ruffner, Superintendent of Public Education. In 1885 School Superintendent F. D. Surface, reported on the first decade of Montgomery County's public school system, and Boyd (1881) quoted the "recent report" of Dr. Ruffner. Surface's statistics were less conservative than Ruffner's. Surface plotted a growth of from 58 schools to 98 schools from 1874 to 1884, whereas Ruffner counted only 48 in 1881. The fact that all of Ruffner's schools had one teacher each suggests his count excluded graded schools. Surface documents a rise in attendance from 2464 pupils in 1874 to 3037 in 1884, whereas Ruffner counted 1050 in 1881.

Ruffner counted two graded schools: a colored school of two grades at Bangs (Cambria) with an average daily attendance of 120 (the Christiansburg Institute), and a white school of six grades in Christiansburg with an average daily attendance of 20. In 1884 Surface counted eight graded schools with 18 teachers.

Montgomery County's ungraded schools were probably similar to schools before 1870: one- or two-room buildings dotted through the countryside, presided over by a single teacher. The beginnings of public education in Riner may have been representative of the county norm. In 1873 a three-room v-notch log structure was purchased for \$30 for use as a school. In the 1880's a two-room schoolhouse was built and funded by the community with some assistance from the school board. Canaan Lawrence was the School Superintendent and Joseph Akers and J. T. Crabtree were teachers. Textbooks used at this school included readers, spellers, arithmetic and geography texts and "Language Lesson" books (Lawrence).

The several academies established in the 1840's and '50's provided (when they closed) ready-made school buildings for the public school system. The Blacksburg Female Academy building was acquired by the local school board in 1881 and the Montgomery Academy building served the Christiansburg public schools until 1907 (Montgomery County deeds).

For the first time black children had access to education. A colored school was established at the Wake Forest community in 1866 (Kessler). In 1885, for \$50, Crowell Henderson sold to the Blacksburg School District "the old [Union Hill] church on the hill which has been occupied by the colored people for a school" (Montgomery County deeds).

The Christiansburg Institute, one of the South's leading black institutions, was established near Christiansburg in 1866 by Charles Schaeffer, a Baptist minister supported by the Friends' Freedmen's Association of Philadelphia. Before the summer of 1866 he rented a log building in which classes were conducted for black children (Swain). Students from outside the area lodged with families in the neighborhood. In 1867 Schaeffer purchased land on "Zion's Hill" between Christiansburg and Cambria and in 1885 a two-and-a-half story brick school building (154-44, listed in the National Register) was built on it, replacing an earlier schoolhouse (1873) nearby.

The Olin and Preston Institute reopened in 1868 as the Preston and Olin Institute, directed by Dr. P. H. Whisner. Professors by the name of Moorman, Norris, Kern and (in 1869) T. N. Conrad formed the faculty. By 1871 Conrad was president, as a notice in an issue of the Montgomery Messenger of late 1871 indicates. Other faculty were: Col. A. Grabowskii, Ph.D., Professor of School of Mathematics and Modern

Languages; C. C. Rhodes, A.M., School of Classics; and H. C. Ewing, B.A., Principal of the Preparatory Department. The notice goes on to read, "The fourth annual session of this institute [begins] September 7, 1871 ... The course of study is divided in a Preparatory and Collegiate Department. The Collegiate Department has a two-fold course, vis. Classical and Scientific Students are prepared for the University, the Professions, and Business."

The Montgomery Female College was bought by Oceanas Pollock in 1876 and run on a private basis. An Announcement pamphlet of 1877 refers to "College Buildings" and describes the main building built by Crush and Hickok in 1859, "It is a substantial brick edifice ... capable of accomodating a large number [75] of boarding and day pupils." College parlors, a sick room and a reading room are mentioned, as are bedrooms with space for two students. In 1877, the seven acre grounds were being "beautifully ornamented and improved adding greatly to the natural attractiveness of the site". The 1877 pamphlet lists graduates from the 1870-71 session and succeeding years but not before.

Another private school of the late nineteenth century was the Riner Academy begun by Rev. Floyd Surface in 1887. Virginia Deal Lawrence (1981) wrote: "Classes were held in the Meeting House. The cost of the summer session of five months was \$8.00. Board was furnished the students by the people in the community for \$6-7 a month. The Academy lasted for three years. An old picture shows 47 attending during one session."

Towards the end of 1870, Harvey Black and Peter Whisner of the Preston and Olin Institute in Blacksburg conceived the idea of applying for Virginia's share of the Morill Land-Grant money made available by the federal government for the creation of agricultural and mechanical colleges throughout the nation. Virginia State Senator Penn agreed to support Preston and Olin's claim and Montgomery County pledged \$20,000 towards the formation of the new school. On March 13, 1872, after much political maneuvering, the Senate voted to give two thirds of the land-grant money to the Preston and Olin Institute, thereafter known as the Virginia Agricultural and Mechanical College and later as Virginia Polytechnic Institute (Kinnear).

Governor Gilbert C. Walker appointed himself and others to the Board of Visitors, including local doctor Harvey Black (who was soon to become the first rector of the school), John T. Cowan (heir to James R. Kent's estate on the New River), James C. Taylor (of Christiansburg, then State Attorney General), Joseph Cloyd (Pulaski County), William H. Ruffner (State Director of Public Education) and Joseph Reed Anderson (President of the Tredegar Iron Works in Richmond). All of the above had been involved in agricultural and mechanical societies before the war.

The second and third meetings of the Board of Visitors were held during the summer of 1872 at Montgomery White Sulphur and Yellow Sulphur Springs respectively. During these meetings Charles L. C. Minor of Sewanee College was chosen the first President of the college (Charles Martin, head of the Montgomery Female Academy at the time was also considered). The Virginia Agricultural and Mechanical College at Blacksburg officially opened on October 1, 1872.

The campus of the school at first consisted solely of the Preston and Olin Building. Many of the first students lodged in town at such places as Lybrook's Row ("Hell's Row") at the north corner of Roanoke and Church Streets and took their meals at the Western Hotel at the north corner of Main and Jackson Streets. By 1874 a two-story frame building was built behind the College Building as a dormitory and by 1875 the College Building had been given an additional, third story. In the first years of the development of the campus some new buildings such as the President's House (150-100-1, Henderson Hall, under construction in September 1875) and the Pavillion (1879) were built close to the town, but soon other parts of the present campus were to take shape. Academic Buildings 1 and 2 were built in the late 1870's, thereby establishing the Upper Quad, and the majority of the houses on Faculty Row were built by 1900, thereby establishing one side of the later Drill Field, the present heart of the campus. By the late 1870's the school had permanently adopted military discipline for all students.

By an 1873 estimate the college was spending \$20,000.00 annually in the county, and the Montgomery Female College \$7,000.00 to \$10,000.00; in comparison, the Springs resorts brought in an approximate combined local income for the county of \$100,000.00, while the railroad, the county's largest source of money brought in \$148,000.00 in salaries and purchase of material (Montgomery Messenger, May 23, June 6, 1873).

The buildings of the Virginia Agricultural and Mechanical College, built after 1872, were of brick, and were influenced by popular Italianate architecture. The central dormitory and office building, Lane Hall (150-100-2), has a central tower and a false mansard concealing a

shallow shed roof which drains to the rear. Blocklike brick dormitory buildings eventually formed the flanking arms of a quadrangle around Lane Hall. They were relieved by strip pilasters separating the arched windows of the second floor. A one-story porch surrounded the inside of the quadrangle and one also fronted Lane Hall.

MILITARY: 1866-1900

No military activities took place in Montgomery County in the late nineteenth century. The affects of Reconstruction were not as wide-ranging in the county as they were elsewhere in Virginia and the South.

DOMESTIC: 1866-1900

The large farms, small industrial concerns and mining industries stimulated the building of houses for many workers in the rural and town areas. Many homes built in this context were built as part of vernacular patterns of housing on a national scale. Most of these homes fit within types recognized by architectural historians as the three- or four-bay double-cell dwelling. Usually a single story in height, the double-cell house is a small frame dwelling frequently divided into two equal-sized rooms. The houses were built in the period between 1880 and about 1940. In the three-bay form the house is entered through a single central door into one of the rooms or a small lobby between them. Sometimes, in the symmetrical four-bay form, each room is equipped with a front door in the two center bays. Roofs are usually gabled, although examples of hipped roofs have been found in Pulaski County. The double-cell house is also found in agricultural districts, where it was used for tenant housing on large farms.

An apparent variation of the double-cell house, the T-plan, affords a more picturesque outline in keeping with late-nineteenth century popular styles, and by the shifting of one of its two rooms forward allows more freedom of circulation and greater privacy. Both of these house forms can be found in two-story and double-pile examples and with or without a center-passage. Approximately 1185 one-story double-cell houses were surveyed or typed, 864 of which had clearly visible three-bay fenestration and 110 of which could be seen to be of four bays. 91 two-story examples were surveyed. 379 of the total were of double-pile depth. The largest concentration of one-story, single-pile, double-cell houses in the typology (approximately 44%) was in the area of large

farms, railroad, and mining activities in Study Units 2 and 4. Christiansburg (Study Unit 3) had the next largest group, with 14% of the total. Approximately 150 T-plan houses were typed or surveyed, of which 61 were one-story in height, 14 were double-pile in depth, and 80 were equipped with a center passage. The 13 double-cell and 24 T-plan houses chosen for survey were selected because of unusual or traditional features or, in a few cases, as typical examples of their form. The vast majority of double-cell and T-plan houses were located on the field maps using a code described in the survey methodology section.

The three-bay I house continued to be built in increasing numbers on smaller farms and at crossroads communities and suburban locations. These houses are invariably framed and weatherboarded in this period, and frequently feature a two-story gabled or pedimented porch in the center bay. The houses were built well into the twentieth century. Additional rooms were built, as in previous periods, in an ell to the rear. See the attached chart of vernacular housing types for numbers and locations of these houses. Stylistic differentiation was achieved through the use of pattern book ornament applied to the porch or gabled ends in the form of spindle friezes, sawn brackets, and decorative wood shingles in fishscale or other patterns. Seventy-one I-houses were located from the period, on survey forms. I-houses which were surveyed were generally chosen because of features which tie them to the traditional forms, such as full exterior chimneys or two-story central porticos, or because of non-frame construction. Fourteen double-pile center-passage houses were located on survey forms, six were of brick construction, one of stone, and the rest of frame. In one-story examples, approximately 16 center passage houses were found, one of which, the John Will Sheppard House (60-231) was of

brick, and featured many traditional elements. Late nineteenth-century and early twentieth century center-passage houses which were typed on the field maps are discussed in the early twentieth century section.

TWENTIETH CENTURY

1901-1950

Blacksburg

There does not appear to ever have been a period when Blacksburg suffered a long-range decline in population. Growth slackened in the last quarter of the nineteenth century but starting in 1900 the rate picked up and accelerated with each decade, further spurred in the 1940's with the war-time influx of employees at VPI. From 768 in 1900, Blacksburg's population grew to 1400 in 1930, 2130 in 1940 and 3358 in 1950 (U.S. Census).

The beginning of the twentieth century saw the development of a new commercial district along North Main Street and new residential districts to the north of campus along the Peppers Ferry Road, up "Bitter Hill" on the northeast outskirts of the old town, and on the south side of the campus. The last mentioned neighborhood, along with Progress Street, was inhabited principally by college professors and town business leaders, whereas Bitter Hill and the Peppers Ferry Road neighborhood (sometimes referred to as "Pot-Licker Flats" comprised the support community for the college (Smyth, Interview). In the late 1920's the sizeable and fashionable Miller-Southside Addition extended the town to the south (Montgomery County deeds).

In the early 1920's Blacksburg's downtown underwent a rebuilding with brick-clad two- and three-story commercial buildings with apartments in the upper stories replacing earlier commercial buildings and houses. By the 1950's an almost solid wall of building fronts on College Avenue faced the campus.

Railroad and Mining Towns

By the turn of the century, Shawsville served as the railhead for the upper South Fork of the Roanoke and portions of Floyd County. It was customary for farmers on the South Fork and Floyd to "cut down a few oak trees, hew [them] into cross ties, bring [them] to Shawsville and take home cash or equivalent goods to carry [them] 'over the hump'." John and George White of Shawsville bought lumber from the farmers and the Gardners (of the Gardner and Doosing store in Shawsville) bought cross ties and tan bark. In the 1920's the nickel mines on the Floyd-Montgomery border trucked their production to the train at Shawsville (Wood, A.).

In 1907 Shawsville had a population of 350, a white and colored high school, Methodist and Presbyterian churches, three water-powered grist mills, and a daily mail and hack service up the South Fork to Floyd. The Shawsville Bank was organized in 1898 with a capital of \$12,500. Deposits in 1907 amounted to \$125,000. A spring two miles from town supplied drinking water (Watson).

By the beginning of the twentieth century, Cambria had a population of about 500 and had three hotels (probably including the Akers and Alleghany hotels), two mills (one of them probably the Montgomery Roller Mill), a furniture shop, a foundary and a lime kiln (Crush 1957, p. 144). A store and office building (154-50) built in 1910 housed the office of a Dr. Showalter who soon operated a small hospital there known as the Altamont. The Altamont moved to Christiansburg in 1920 (Givens).

Cambria was reincorporated in 1906 and in 1909 it attempted to have the county seat moved to it from Christiansburg but the attempt was strongly resisted by the more prominent citizens of Christiansburg, and the distance of the proposed move was adjudged too short to warrant the change (Argument).

The construction of the Virginian Railroad through the county in the first decade of the twentieth century added another chain of railroad communities to the county. Perhaps the oldest of these was Fagg, which pre-existed the railroad as a post office in 1889 and may have had its beginnings as Kirby's Mills in the antebellum period. Ironto (named Burkett until 1908) was the site of a railroad passing track in 1906 and a flag stop in 1910. A passenger and freight station was constructed north of Ellett in 1906 and in January 1912 the town of New Ellett was platted by the New River Land Development Company. The tiny new community boasted a Railroad Avenue and a Depot Street (Reid).

The 1910 flagstop of McCoy on the New River near the Giles County border was also a mining town connected with the large coal mines at the west end of Brush Mountain. Most of the community's growth appears to have taken place on the hilltop above the railroad and the river.

With the re-opening of the Merrimac mines at the east end of Prices Mountain, the community of Merrimac developed. The older, possibly nineteenth century portion of the community grew up along the old road (State Route 657) with the Linkous Store as its focus (Confederate Engineer's map). To the west of the older community a compact group of mine-related houses were built of which there were 77 originally and

eight in 1965 (Interview, Richard Linkous). Only fragments of concrete block and ubiquitous rock lilies or yucca plants remain of the community today.

Montgomery County's agricultural communities prospered into the twentieth century, as evinced by Riner, which in 1922 supported the Bank of Riner (60-44-4), the gasoline-powered Surface Mill (60-44-5, soon to be joined by another mill), Feather's Blacksmith shop, Shelor's Garage, Barnett's Store (60-44-10), the Lawrence Store, Altizer's Store (north of the downtown), the Baptist Church and two Methodist Episcopal Churches (60-443-3 and 9). In the 1930's the Works Progress Administration built sidewalks in the town and in 1934 two cooperative canneries were begun (both of which shut down within five years) (Lawrence).

TRANSPORTATION: 1901-1950

In 1906 the State Highway Commission was created to begin a coordinated effort of improving the state highways. The 1816 Board of Public Works went out of existence in 1902. Counties continued to be responsible for most road and bridge building (Backsights, p. 10-11). There were 76.50 miles of state administered highway in Montgomery County in 1929. Only 46 miles of that were improved with a macadamized surface. The national highway, U.S. Route 11 or the Lee Highway, extended across the county following the approximate route of the Southwestern Turnpike. It and portions of State Route 23, were macadamized (Humbert). Route 460 follows the path of Route 23 which traversed the county from north to south. The section of Route 23 connecting Christiansburg and Blacksburg was narrow and largely unimproved. The last section of the Lee Highway to open was the climb up Christiansburg Mountain. When the road was opened in November 1926, the citizens of Christiansburg had a celebration with a parade and floral arch over the road.

Roadside restaurants and diners became a feature along the Lee Highway and other state highways. Motels, such as a surviving Spanish Colonial auto court on Route 11 (60-143), grew up along the roads, and service stations with projecting canopies sheltering the gas pumps became a common feature along well-traveled highways. In 1932, the state took over maintenance of all county roads throughout Virginia, and a new era of standardized design of bridges and roads began. New bridges included the New River Bridge on Route 114, a reinforced concrete bridge with a steel truss central section.

Railroads

Montgomery County witnessed active railroad construction at the beginning of the twentieth century. In September 1904 the 8.88 mile Virginia Anthracite and Coal Railroad was completed linking Blacksburg and the Merrimac Mines to the Norfolk and Western at Cambria. J. W. Payne of Richmond financed this railroad and the reopening of the Merrimac Mines (Burkhart). A small depot was built in Blacksburg in the vicinity of the present public library. The Virginia Anthracite and Coal Railroad was nicknamed the "Huckleberry". In 1913 the Norfolk and Western bought the line and built a new station on the site of the present municipal building on Main Street in Blacksburg. A new Christiansburg Depot was built in Cambria in 1906 (154-47).

In 1907 the Tidewater Railroad (renamed the Virginian Railroad on March 8, 1907) was built through the county. An editorial of March 4, 1904, in the Montgomery Messenger discussed the proposed railroad and predicted the beneficial effects the road would have on the county coal industry. The line entered the county north of Lafayette, followed the North Fork of the Roanoke to Wilson Creek and climbed the Alleghany on a 1.5% grade, made a stop near Yellow Sulphur Springs, passed under the divide to Merrimac Junction by way of the mile long Alleghany Tunnel, and continued along the south side of Price Mountain and the Slate Branch to the New River and down the New on the Montgomery side, passing out of the county at Big Falls. The Alleghany Tunnel was completed April 30, 1909. Highway underpasses on the Virginia line include the unusual horseshoe shaped concrete solid spandrel arch at Ellett, given a high rating by the Virginia Highway and Transportation Research Council for historic value (Spero, Criteria, p. 4-35).

Several unsuccessful railroads were projected and even partially built in the first few decades of the century. In 1900 the Blue Ridge Railroad Company was formed to build a line from Salem, Shawsville, Radford or Pulaski to Floyd County (Montgomery Messenger, March 9, 1900). There is no evidence that such a railroad was ever begun. In 1915 John Vaughn of Shawsville began construction on the Radford and Willis Railroad (Willis is in southwestern Floyd County). A section of road bed was actually built along the Little River before the venture failed (Lucas, p. 61).

The small town of New Ellett, platted January 1912 seems to have been spawned by the Virginian Railroad and the New River Land Development Company. Two streets bear the name Railroad Avenue and Depot Street (Montgomery County deed book 61, p. 114-115). The Ellett passenger/freight station was constructed in 1910. New Ellett provided a railhead for the North Fork of the Roanoke Valley at least as far upstream as McDonald's Mill (Sammons, p. 49).

Ironto predated Ellett by a few years. Until July 31, 1908 it was named "Burkett". In 1910 it was a flag stop on the Virginian line. There was a passing track there in 1906.

Other stops along this line were Lafayette (a flag stop in 1909), Fagg (a flag stop in 1910 and the point at which a pusher locomotive was added to help westbound trains climb to the Alleghany Tunnel), Yellow Sulphur, Merrimac Junction, Price (a flag stop in 1909, later called "Pepper Station" in 1932, and site of an 85-car passing track in 1914), Whitethorne (a flag stop and site of a coaling station in 1910 and the point where a pusher locomotive was added to eastbound trains), and Coy (later McCoy, a flag stop in 1910 and site of a 100-car passing track).

INDUSTRY: 1901-1950

Renewed industrial growth accompanied the economic recovery following the depression years of the 1890's. Small-scale industrial activity centered in Cambria and Elliston with even smaller enterprises in Christiansburg and Blacksburg. Roller milling activities continued in the larger centers and custom milling served the needs of farmers until well into the century. The city of Radford sustained growth into the century and became the major industrial center within the County's boundaries. A factory for the manufacture of smokeless powder known as the Radford Army Arsenal was established north of Peppers Ferry beginning in the early 1940's. It is the largest industrial plant ever built in the area and employs thousands of workers from the surrounding area. The Arsenal includes army warehouses, factory houses, barracks, a railroad line, fire and emergency facilities and a hospital.

In 1905 James Grayson formed the Grayson Electric Corporation and built a generating plant below the Grayson mill on the Little River and a transmission line to Christiansburg. Power for the plant was supplied by the mill dam (which had been rebuilt after the Civil War). In 1908 Grayson sold the company to Shawsville entrepreneur John L. Vaughn. In 1913, after a succession of owners, the company was sold to the Appalachian Power Company which supplied power to the county from another source and so dismantled the transmission line (Weeks).

Crafts

In 1900 in Montgomery County there were 124 craftsman in the traditional building trades of carpenter, brick mason, stone mason and plasterer and ten men employed in more modern building occupations such

as contractor, contractor foremen, railroad contractor and civil engineer. There were two stone cutters and two "sculptors", all four probably employed in making gravestones. Of the 125 craftsmen in the traditional trades, 95 were carpenters (a figure which includes three bridge carpenters), eight were stone masons, five were brick masons and 16 were plasterers.

Twenty-six carpenters lived in the Blacksburg District, 24 in the Christiansburg District, 19 in the Alleghany District and 13 in the Auburn District. The town of Blacksburg had eight carpenters and the town of Christiansburg had six. The Christiansburg District had the most representatives of the other building trades: eight plasterers, three brick masons, three stone masons and two stone cutters. Two of the three bridge carpenters lived in the Christiansburg District. Of the 95 carpenters in Montgomery County, only 17 or 18 percent lived in households not their own.

There were six civil engineers in Montgomery County in 1900, a figure which does not include instructors of engineering at VPI who may at times have undertaken projects. There were two contractor foremen, one railroad contractor and one (general) contractor. Three civil engineers and the one railroad contractor were in the Alleghany District. Two of the civil engineers may have been associated with the Norfolk and Western at Elliston; the other, William Hooker, lived in the household of railroad contractor Joseph (John?) Vaughn in Shawsville. A John Vaughn was responsible for the half-completed construction of the Radford & Willis Railroad (1915) and a second track paralleling the Norfolk and Western in Shawsville. John Vaughn also built the Bank of Shawsville (60-456-3) building in 1910.

The one general contractor in Montgomery County in 1900 was Blacksburger Wesley W. Gray (born in 1864). In an 1895 issue of the VPI Gray Jacket magazine, "Wes" Gray is referred to as "Builder and Contractor". Among Gray's many buildings and residences in Blacksburg were the "Callaboose", a tiny lock-up at the corner of Church and Washington Streets (late nineteenth century), the brick Presbyterian Church (150-47) on Roanoke Street (brick, built in 1904), the Lancaster house on Washington Street (frame, 1913), the two-story brick Corner Drug Building (150-31) on Main and College Streets (brick, 1922-23), the Hunter's Lodge of Masons (150-43) on Roanoke Street (built in 1928 of brick and Bedford stone for \$25,000) and the Wes Gray house (150-78) on Faculty and Progress Streets (brick). Many of the foursquare houses in Blacksburg may have been built by Gray, and may partially account for the large proportion of the countywide total (43%) in that town.

Other builders residing and active in Montgomery County in the early twentieth century were Morris Miller of Christiansburg and Ambrose Mayre of Elliston, a road contractor and builder of several of Virginia Tech's limestone buildings (a Mr. Mayre built a section of the Southwestern Turnpike and the Christiansburg toll house in 1847). A number of buildings in Montgomery County are probably attributable to professors of architecture at Virginia Tech. Professor C. H. Cowgill designed the terminal building of the Virginia Tech airport (60-258) south of Blacksburg, the Virginia Tech University Club (150-100-8), completed in 1930, and several houses in the Miller-Southside Addition in Blacksburg.

At least two Roanoke architects designed large buildings in the county. H. H. Huggins of Huggins and Bates remodeled Christiansburg's 1834-36 Court House in 1909-10 (Morris Miller was the contractor). Louis Phillipe Smithey designed Blacksburg's Lyric Theater which opened in 1930. The Lyric Theater is a two-story concrete structure with an entrance lobby and shops opening onto College Avenue.

Extractive Industries

Coal mining in Montgomery County experienced boom times in the first decade of the twentieth century, in part due to the strikes of 1902 that closed anthracite coal mines in Pennsylvania (Burkhart). The building of the Virginian Railroad through the county in 1907 was also a factor. The biggest operations were at Merrimac and McCoy. In 1901 the Virginia Anthracite Coal and Railroad Company was formed to exploit the coal deposits at Merrimac. J. W. Payne of Richmond was behind this company, which by 1904 had built its branch railroad from Cambria to Merrimac and Blacksburg. A Virginia Geological Survey Bulletin of 1925 noted: "The present mine has resulted from the taking over of a number of earlier mines, each of which had worked out the more accessible coal near the outcrop." The workings included a breaker, a commissary and a small village of company houses. The mines at Merrimac were shut down from 1909 to 1918 due to flooding of the shafts but they were not shut down again until 1934 when forced to by the county's first coal miner's strike (Garnett, p. 31). Watson (1907) described Merrimac Mines as "the most extensive industry of the county".

The McCoy's were carrying on small-scale mining at McCoy in 1900 (U.S. Census). The opening of the Virginian Railroad through the county and through their property no doubt affected their output just as it stimulated mining on Price Mountain. In 1920 the Superior Anthracite Coal Company opened the Big Vein Mine one and a half miles east of McCoy on Brush Mountain; their improvements included a breaker (which stood until 1931) and a tram road (V. G. S. Bulletin). The Big Vein Mine closed in 1934 along with Merrimac but the Big Vein Mine reopened whereas Merrimac remained closed. Miner housing at McCoy was said to be better than that at Merrimac (Garnett, p. 31). Mining foundations (60-192) and the power generating plant survive at McCoy (60-220).

Other mines in operation during the early twentieth century were the Keister, Price and Plunkett and Wall mines on Brush Mountain along lower Toms Creek, the Diamond Coal, Slusser and Dowdy mines on Brush Mountain along upper Toms Creek, the Brumfield Mine on the south side of Prices Mountain and the Price, Kinzer, Kipps and Beacham Mines on the north side. In 1928, 116,555 tons of coal were mined in Montgomery County. In 1935 there were four mines with rail connections (probably the Big Vein, Merrimac, Brumfield and Beacham Mine) producing altogether 200 to 500 tons of coal a day, and there were 20 truck mines which operated intermittently, producing two to twenty tons of coal per day. The truck mines of Brush Mountain trucked their coal to the railroad at Blacksburg.

Just as in the 1870's, most coal miners in Montgomery County in the early twentieth century mined part-time and farmed part-time to make a living. In 1935 it was remarked (even of the big mines) that "Hand mining alone is practiced and in general working methods are antiquated."

Mining for the local market was still important in 1959. One mid-twentieth century mine was surveyed on Brush Mountain near Wake Forest (60-222).

The strike of 1934 severely distressed the approximately 400 coal miners of Montgomery as well as shutting down the large mines. One fifth of the miners in the Blacksburg District were dependent upon the Miner's Union at Merrimac. The strike was notably non-violent; the miners were not evicted from company housing. When mine commissaries closed, local merchants probably extended credit to miners and some may have failed because of this (Garnett, p. 29-31).

Lumbering in Montgomery County in the early years was probably undertaken to supply the local building trades and to provide charcoal for iron furnaces. James Herron noted extensive stands of pine on Price Mountain in 1833 which may have been either a natural result of the slaty soils of the mountain or an indication of new growth from cutting for iron industries which apparently existed at Merrimac (Virginia Board of Public Works, Southwestern Turnpike papers).

Boyd (1881) noted: "Over much of the area between Brush and Gap Mountains, there are fine bodies of good hard wood for charcoal purposes." Undoubtedly this timber was being exploited at the time for Brown's Furnace at Newport in Giles County. The large stave mill of Aaron Graham that had caused a small boom at Pilot moved in 1901 to a location a few miles north of Blacksburg (Montgomery Messenger, January 11, 1901).

Humbert (1929) noted: "The most important forest product at the present time is lumber. The forests of the region produce a considerable quantity of lumber for shipment to the manufacturing cities of the north, in addition to supplying the local demand ... The production of ties ranks second in importance to that of lumber ... Other products are poles, chestnut extract wood, oak and hemlock tanbark, cordwood, piling and pulpwood."

Garnett (1935) wrote: "In normal times a number of carloads of lumber are shipped from Blacksburg annually. Much of the timber cut in the [Blacksburg] section is used for mine props and sold to local mines."

Quarrying in Montgomery County continued to be an important minor industry in the twentieth century. One of the more important elements of this industry was the fashioning and exportation of mill stones. The Brush Mountain mill stone quarry appears on the Blacksburg Railroad map of 1881. Boyd (1881) wrote, "These [Brush Mountain] millrocks have even been used with satisfaction in the large mills at Richmond; and would, no doubt, form the basis of a large business, if there was a railroad passing by." Watson (1907) wrote, "Quarries have been opened for a distance of 3 miles in the sandstone conglomerate occurring on Brush Mountain, and the stone used for burhstones or millstones ... bears an excellent reputation and is known on the market as 'Brush Mountain' stone. It varies in color from white and gray to bluish and is made up of different grades or sizes of grit." Watson also stated, "So far as the writer is aware the Brush Mountain quarries ... are the only producing ones in the State." He lists Virginia's mill stone product for 1902 as

\$11,435, for 1903 as \$9,812, for 1904 as \$4,759 and for 1905 as \$8,186. Presumably, these figures are for the Brush Mountain quarry. Garnett (1935) wrote that "several carloads of buhrstone" were shipped from Blacksburg annually. The Pine Run Mill in southwestern Pulaski County (circa 1885 : 77-24) and Mabry Mill in Floyd County on the Blue Ridge Parkway (1910) both used Brush Mountain buhrstones.

In 1940 the last mill stone was made for the Bluefield Paint Company. Former mill stone makers Houston Surface and W. C. Seville live in the vicinity of the quarry (Jim Price, Interview).

Limestone was quarried extensively at the mouth of Little River on the Pulaski County side around the year 1920 and at Ellett until 1930. According to Watson (1907), "Shenandoah Limestone has been quarried at Blacksburg and used in the entire structures of recent buildings erected at $\frac{1}{2}$ VPI." Watson may have had the quarry at the present Derring Hall in mind. A "Virginia Lime and Cement Company" operated at Christiansburg in 1889 (Chataigne's) and J. L. Dudley ran a lime kiln at Fagg in this century (Dudley).

Watson also pointed out that "A black marble ... occurs about 2 1/2 miles north-west of Blacksburg. It ... should prove to be a desirable decorative stone, provided dimension stone can be quarried." Slate was another building stone quarried in the county. M. S. Price operated a slate quarry near Price's Fork in 1889.

AGRICULTURE: 1901-1950

Agricultural practices in Montgomery County were considered to be advanced in the early twentieth century. Soule (1907) wrote: "Few persons realize the existence of such a section in the Heart of the South where the farmer may practice, for instance, very much the same rotation of crops followed in Minnesota or the Dakotas." County farmers probably benefitted from the presence of a strong school of agriculture and the Agricultural Experiment Station at Virginia Tech, and agricultural course offerings at both the Blacksburg High School and the Christiansburg Institute.

Both Soule (1907) and Humbert (1929) noted the growth of dairying in the county and cited "better facilities for marketing" and "the high price of milk and butter" as reasons. Garnett (1935) noted "a turn from beef cattle to dairying but as yet little high grade dairy stock." The census statistics bear out Garnett's comment: after 1930 Montgomery County herds declined from a peak of 10,500 cattle to 5,700 in 1935 whereas dairy herds peaked in 1940 at 6,300 head after steadily increasing since 1870.

Montgomery County's towns, Virginia Tech, Radford, Roanoke and the mining towns of West Virginia provided a market for dairy products as did (in 1929) the Southern Dairies plant in Cambria (for the making of powdered milk), the Banner Cola Ice Cream plant in Christiansburg, the Clover Creamery branch plant in Radford and the VPI Creamery in Blacksburg. In 1935 the Cooperative Cheese Factory at Lusters Gate (60-304) was producing 64,000 pounds of cheese a year.

Agricultural societies and fairs continued to flourish through the

late nineteenth and early twentieth centuries. In Riner a Grange was organized in 1928 "when Montgomery County was selected by Grange officers as the demonstration county for the state of Virginia" (Lawrence, p. 28). The Riner Grange had 65 numbers in 1930 and helped run the community fair. The Riner Grange also had a larger, political function. In 1933 it was instrumental in getting electricity for Riner and again in 1939 for bringing the Carnation milk receiving and condensing plant to the community. Another Grange in the county was that at Prices Fork.

At VPI an agricultural extension division began to develop in the teens. VPI faculty were in part responsible for the development of the Future Farmers of Virginia organization for students of vocational agricultural high schools. This organization soon grew into Future Farmers of America (Kinnear, p. 286).

The farms of Montgomery County continued to take up land in the first decade of the twentieth century. An all-time high was reached in 1910 when 211,000 acres or 83 percent of county land was in farms of which 123,500 acres or 59 percent was improved. These levels were to remain constant through the teens but dropped significantly through the 1920's: land in farms decreased to 174,000 acres by 1930 and by 1940 had almost approached the level of 1850. Waste land in Montgomery County farms during the teens was not at high levels compared to the mountainous counties of the Shenandoah Valley, but a comparison of the U.S.G.S. Blacksburg quad map of 1932 to the 1864 Confederate Engineer's map and recent U.S.G.S. maps shows extensive deforestation by the beginning of the twentieth century and reforestation later on. The persistence of large stands of original timber into the late nineteenth century is suggested by a correspondent to the Virginia State Board of Agriculture

who in 1889 stated that 60 percent of the county was in original timber and that there was little second growth.

The heart of the Little River Study Unit had been nearly one half forested in the mid-nineteenth century, but by 1932 a sprinkling of woodlots had taken the place of the large woods (the character of the Little River area is much the same today; it is the most intensively agricultural unit in the county and is principally made up of agricultural/forestal districts). Rugged sections like that between Christiansburg and Shawsville, the Elliott Creek drainage and the Peddlar Hills were extensively cleared. Clearing was much greater along streams, in hollows, and on the sides of hills like Pilot Mountain and chains of hills like that to the east of Blacksburg. An exception to hillside clearing was slaty Price Mountain which by 1932 had gone through a hundred years of lumbering for sawmills, mine props and probably charcoal production. Since the 1930's much farmland has reverted to woodland, and the clearings in the rugged sections are surrounded by woods. In 1982 only 102,000 acres or 40 percent of county land was in farms and only 44,500 acres were improved - well below the 1850 level. Wooded land in farms may have increased recently, due to the development of tree farms.

The number of farms in the county was relatively low (1230) in 1900 but in 1910 began a climb that peaked in 1935 at 2158 farms. 72 percent of these farms were in the zero to 99 acre size range. The number of farms of over 1000 acre size was only ten and went still lower to four in 1940 (in 1982 there were 14 farms of over 1000 acres out of a total of 565 farms).

Value of farms including land and buildings, value of implements and

machinery and value of livestock all increased during the first two decades of the century. Value of implements and machinery doubled from 1900 to 1910 (from \$83,500 to \$162,500) and doubled again by 1920 to \$377,000. This may reflect in part increasing mechanization.

Barns built during the period range from small frame 3 bay "English" barns and bank barns to large progressive dairy barns with a central aisle lined with stanchins and concrete floors such as the Vaughn Barn (60-533) on the South fork and the Shelburne Barn (60-75) near Riner. An unusual barn was built in 1929 on the Blankenship barn (60-386) on the North fork of the Roanoke. It was influenced by popular writings on the economy of round or polygonal barns and features a 14 sided structure centering on a conventional center aisle plan rather than the often published prototype of the circular ring of cattle stanchins surrounding a central silo (Peckham). New cribs, springhouses and meathouses tended to follow old forms in most cases, interpreted in varied modern materials, and seem to have been joined by an apparently new type of structure - the underground or partially underground detached cellar. In many cases this was surmounted by a frame story reached from the upper portion of the bank in which the cellar or dairy was located. No early examples of these were discovered.

Crop production increased between 1900 and 1920 as did livestock production (except for sheep production which experienced extreme fluctuation). Corn, wheat and hay production reached all-time highs in 1920 (wheat, 131,000 bushels, corn 413,000 bushels, hay 29,000 tons). All three decreased markedly by 1930 and wheat and hay remained depressed during the 30's whereas corn production rebounded from 166,500 bushels in 1930 to 336,000 bushels in 1935. Tobacco continued to be grown in the

county but in smaller amounts after 1900.

Sheep numbers peaked in 1910 but as with other counties in western Virginia the numbers decreased drastically by 1920 and then rebounded by 1930. Swine numbers remained relatively constant through 1920 at roughly 9,000 and then dropped to 3,500 by 1935.

Today, livestock and forage production are the main sources of agricultural income in Montgomery County. The main types of livestock produced are beef and dairy cattle. Other types include hogs, sheep and horses. The main forage crops are corn silage, pasture grasses, grass/legume hay and alfalfa. Small areas of grain and specialty crops are also produced in the county. Grain crops include corn, wheat and barley. Specialty crops include tobacco, strawberries, grapes, nursery stock and Christmas trees.

COMMERCE: 1901-1950

National chains began to appear in Montgomery County's towns, as evinced by Great Atlantic and Pacific Tea Company which opened a grocery market on Main Street in Blacksburg in the 1920's. Locally owned establishments such as Angle's grocery in Christiansburg, begun in the 1920's, continue to operate.

The beginning of the twentieth century saw the establishment of banks in three of the county's smaller communities. In 1907 the Bank of Shawsville was formed by George W. Gardner and John L. Vaughn. Vaughn was probably the builder of the 1910 bank building (60-456-3) on the main street in Shawsville (Chickering). The president of the Bank of Riner was G. D. Surface in 1912-13 when the bank building was built on the site of an old community well. The Bank of Riner (60-44-4) closed in December 1931 (Lawrence). The Bank of Cambria was founded early in the century.

In 1901 the Bank of Blacksburg moved to the Conway building (150-36) next door to its former offices and in 1920 it constructed a two-story brick-faced bank and store building on the west corner of Main and Roanoke Streets (150-37). In 1922 the name of the bank was changed to The National Bank of Blacksburg, its present name. In 1942 the bank built a stylish coursed stone building (150-42) across the street on the site of the Amiss Hotel, and in 1961 the bank moved again to a third corner of Main and Roanoke Streets, the south corner (the site of the Helm-Lancaster house) (Price file).

In the early 1920's the Farmers and Merchants Bank built a small one-story brick-faced building (150-99) beside the Hardwick building (150-33) on Main Street in Blacksburg. By the 1940's this building had received a new facade.

The commercial buildings from the period constitute the largest group of surviving commercial structures. They range from hotels, like the Virginia Inn of circa 1920 (154-24) in Christiansburg, a three-story brick structure, to the Lyric Theatre of 1930 (154-30) in Blacksburg, an ornate moviehouse, store and office block. Most of the more substantial store buildings, which include the three-story Mensh Store (154-31) in Christiansburg and many two-story stores in Blacksburg and Christiansburg are located in the towns, while the surviving rural stores such as the stucco-framed Palmer's Store (60-86) in Childress in Study Unit 1 and the one-story frame Sisson's Store (60-535) in Piedmont in Study Unit 8 are similar in form to the stores described in the previous period, and are typical of the 53 commercial structures surveyed from the period.

The cross-shaped brick Main Street Baptist Church (154-17) on the corner of Hickok and Main Streets features a corner tower and pointed-arch windows. Similar churches were built in the period in Cambria (the Cambria Baptist Church, 154-56) and in Blacksburg (the Blacksburg Presbyterian Church of 1904, 150-47). The 15 rural churches recorded are almost all of the traditional nave-plan of frame construction, with the exception of Trinity Methodist Church of Ellett (60-383) which is of brick construction, and adds Gothic details and a corner tower to its otherwise conventional nave-plan.

RELIGION: 1901-1950

The twentieth century opened with a burst of church building activity in Blacksburg. The Baptists built a new church in 1903, the Presbyterians in 1904 (150-47) and the Methodists in 1906 (150-54). A Roman Catholic church was organized in Blacksburg in the late nineteenth century and a church was built on Wilson Avenue in 1923 (150-75). This church was replaced by a large granite-faced church on nearby Progress Street in 1948 (150-74) (Lucas, B.).

Other new denominations made their appearance in Montgomery County in the early twentieth century. The Piedmont Pentecostal Holiness Church had its beginnings in 1910 when members of the Piedmont Methodist Church began to speak in tongues during a tent revival. In conjunction with the Pentecostal movement an inspired group left the church. The church the Pentecostals built soon after the 1910 split was in time surrounded by a campground (60-500) that at present includes over 20 cabins and a large tabernacle rebuilt in 1939 (Henson). The Merrimac Pentecostal Holiness Church was begun in 1919 in a room at the Linkous store at Merrimac.

one grammar school with an enrollment of 350 and a teaching staff of nine and one primary school with an enrollment of 197 and a teaching staff of five. Blacksburg had one elementary or grade school with an enrollment of 444 and a teaching staff of 11. Cambria had one primary school with an enrollment of 115 and a teaching staff of four.

There were nine colored schools in Montgomery County in 1929 with a total enrollment of 520 and a teaching staff of 28. The former Christiansburg Institute school building on Zion Hill was being used as a grade school with an enrollment of approximately 120. Blacksburg had two colored primary schools. Garnett (1935) gave a detailed account of the location of eighteen primary schools outside of Blacksburg in the Blacksburg magisterial district. His report distinguished between one room and two room schools, and two colored are noted: one in Wake Forest (60-200) and one in Blacksburg. Surviving early-twentieth century schools include the two-story Pilot High School (60-8), Poff School (60-18) near Pilot, the one-room Elliston Colored School (60-436), and the two-room Otey School (60-492).

For its first thirty years, the Virginia Polytechnic Institute was predominately a brick campus (what President Eggleston once called the "poverty-stricken factory" style), but beginning with the YMCA Building (1901:150-100-5) and Price Hall (1907:150-100-6) the campus began to shift to the local limestone known in recent years as "Hokie Stone" (Kinneer). The shift to limestone became stronger in the 1920's and 30's and Collegiate Gothic came to be the dominant style. Richmond architect Ambler Johnston, a graduate of the school, was responsible for the first master plan of the campus during these years (the plan that consolidated the Drill Field and set up the axial relationship of Miles Stadium, War

Memorial Gym, and Burruss Hall). Ambler Johnson was also responsible for the design of many campus buildings, as was Clinton H. Cowgill, a professor of architecture (Cowgill collection).

By 1929 Virginia Polytechnic Institute was the principal focus of the town of Blacksburg. In that year it owned 723 acres and leased 227 more. The campus proper was 200 acres and consisted of "26 major buildings and 26 minor buildings, 7 dormitories for men students, 2 dormitories for women students, and 41 residences for employees." The total estimated value of the physical plant was \$3,683,380, to which \$570,000 in new construction was soon to be added (Humbert). The school was a major employer of townspeople and people in the immediate countryside. The school operated a coal mine on Brush Mountain to fuel its power plant and supplied itself and the town with water from the College Spring (situated near the present stadium). By the mid-1950's Virginia Polytechnic Institute owned 2000 acres and employed between 1400 and 1500 people (Crush, p. 143).

In 1896 Charles L. Marshall of the Tuskegee Institute succeeded Charles Schaeffer as head of the Christiansburg Institute. In 1898 Marshall purchased a farm of 98 acres north of Christiansburg as a new site for the school (154-53). Initially a large farm house on the property was used as a class room building and students boarded in "two former slave cabins". In 1901 an ambitious building program was commenced with the support of the Friends' Freedmen's Association and various philanthropists. Evidently the Friends supplied the plans for the Institute's new buildings (Swain).

By 1902 a shop building was built which housed a printshop, wheelwright shop and blacksmith shop. A boy's dormitory and a teacher's cottage were also built soon after 1901 and the school could accommodate 80 boarding and 112 day students (although in 1907 only 50 students were boarding there). Also by 1902 a bank barn was built by a "barn-building specialist". The Executive Board of the Friend's Freedmen's Association referred to this barn as "a good Pennsylvania Barn ... a much better barn than those in vogue in the surrounding country, to which it will be an object lesson."

Marshall died in 1906 and was succeeded by Edgar A. Long who served as principal until his death in 1924 whereupon A. M. Walker served as principal until 1941. In 1907 the trades taught at the Institute were farming (including dairying and poultry raising), carpentry, printing, shoe mending, sewing, cooking, laundering and millinery. The catalogue of the School once proclaimed: "The object of the institution, aside from literary training, is to give young men and women sufficient knowledge of some industry to earn a living and become intelligent, useful citizens." (Crush, p. 138) This philosophy of education was intended to compensate for the tendency of earlier black institutions to offer only a classical education.

In 1919 the hospital (later the Trade Building) was built and in 1922 the Bailey-Morris girl's dormitory was built. In 1929 the Institute had 98 students and 15 instructors (Humbert). In 1935 the Christiansburg Institute came under the jurisdiction of the Montgomery County Schools and served as a high school until 1966 when it was closed with integration. Only the Edgar A. Long Building (a two-story brick classroom building), the barn and possibly a few related houses survive.

RELIGION: 1901-1950

The twentieth century opened with a burst of church building activity in Blacksburg. The Baptists built a new church in 1903, the Presbyterians in 1904 (150-47) and the Methodists in 1906 (150-54). A Roman Catholic church was organized in Blacksburg in the late nineteenth century and a church was built on Wilson Avenue in 1923 (150-75). This church was replaced by a large granite-faced church on nearby Progress Street in 1948 (150-74) (Lucas, B.).

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EDUCATION AND GOVERNMENT: 1901-1950

In 1907 there were 3768 students enrolled in Montgomery County's public schools. In 1929 there were 4154. R. L. Humbert described public education in Montgomery County in a nutshell in 1929: "The policy of school consolidation is proving to be the most satisfactory way of raising the standard of instruction and making a more complete education available to a larger number of students. High schools are found in the towns of Christiansburg, Blacksburg, Shawsville, and Auburn [Riner] ." These four high schools had a total enrollment of 412 with a teaching staff of 23. Christiansburg's high school had an enrollment of 116 and a teaching staff of six and Blacksburg's had an enrollment of 195 and a teaching staff of nine.

At the beginning of 1907 there were only two high schools in Montgomery County: the Blacksburg High School in a new building built onto the old Female Academy building on Draper Road, and the Christiansburg High School. Later in 1907 Shawsville acquired its high school. It may also have had a colored high school at that point (Chickering). In 1916 a more commodious two-story high school building was built for Blacksburg (150-26) on a site between Draper Road and Otey Street. In 1922 a two-story agriculture annex was built beside the 1916 building. Humbert described Blacksburg's High School as a "Smith-Hughes School $\frac{1}{2}$ which $\frac{1}{2}$ offers special instruction in agriculture and home economics. This feature attracts many to its student body from other sections of the county." Riner's high school was accredited in 1912 (Lawrence).

There were 56 elementary schools in Montgomery County in 1929 with an enrollment of 3222 and a teaching staff of 123. Christiansburg had

one grammar school with an enrollment of 350 and a teaching staff of nine and one primary school with an enrollment of 197 and a teaching staff of five. Blacksburg had one elementary or grade school with an enrollment of 444 and a teaching staff of 11. Cambria had one primary school with an enrollment of 115 and a teaching staff of four.

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The courthouse of 1909-10 represented a reworking of the shell of the 1834 courthouse in classical revival style, with a large dome and pressed metal cornice. A columned portico was removed in 1926. The windows were arched, with keystones.

MILITARY: 1901-1950

No military activities took place in Montgomery County in the first half of the twentieth century.

DOMESTIC: 1901-1950

Light frame vernacular housing in the first part of the period includes the types discussed in the previous section. In addition many houses have been observed which were influenced in varying degrees by the national publications of designs for one-story bungalows, and their two-story counterparts known as four-square houses, such as the Lancaster House (150-19), in Blacksburg. These types of houses, built of brick and frame construction, and occasionally of stone or concrete block, usually incorporate asymmetrical plans and deep gable roofs with central dormers. 61 foursquare houses and 402 bungalows were typed or surveyed in the county. The largest concentration of bungalows in the typology (44%) is located in the towns of Blacksburg and Christiansburg (Study Units 3 and 5), with the next largest group in Study Unit 2 (18%). By far the greatest concentration of foursquare houses is in Blacksburg (43%), with the next greatest group (16%) in Study Unity 8. In many cases the traditional double-pile, or two-rooms-deep, double-cell house was adapted to resemble the bungalow model in one or more specifics.

In addition to the vernacular housing discussed in the previous period there were approximately 421 center-passage one- and two-story houses of light frame construction noted in typology codes between circa 1880 and circa 1940. Almost all were of three-bay fenestration, while 111 were of only one-story. 37 of the one-story houses were of double-pile depth, while 40 of the two-story examples were of double-pile depth. In a few cases center-passage houses were treated as four-square or bungalows in roof, porch and decorative features. The largest number of I-houses in the typology (more than 50%) were located in the hilly agricultural land to the south in Study Units 1 & 8.

Approximately 47 single-pile I-houses were surveyed from the period, normally noted apart from the typology because of scale or traditional features such as external chimneys or decorative porches. Only one I-house, the strongly traditional Pompey Calloway House (60-434) was of brick construction. The builder was an ex-slave, who built his house in 1910 with bricks burned on his lot in his own kiln. A few large double-pile brick and frame houses were built, principally in the towns, and a few smaller one-story center-passage frame houses in rural areas. Large brick center-passage houses include the Presbyterian Manse in Blacksburg (150-48), which incorporates a five-bay facade, unusual in this period, and more typical of early to mid-nineteenth century I-houses.

During this period several houses were located which appear to be mail-order dwellings, including the Frank Lawrence House of circa 1918 (60-3) which was confirmed as being bought and shipped from Sears and Roebuck. Sears began shipping house materials and plans in 1908 (Jand1). At least one log house, the two-room Ham Dove House (60-128), was built in the period (1919).

T-plan houses continued to be built in the period. 27 were surveyed, all but three of which were frame. Most of these were two-stories in height, and eight of the 22 two-story examples were of double-pile depth. The house at site 154-10-5 in Christiansburg is a good example, as is the house at site 60-62, a rural frame double-pile house in Study Unit 1.

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