

United States Department of the Interior
National Park Service

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State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this additional documentation move removal
 name change (additional documentation) other

meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

Signature of Certifying Official/Title:

Date of Action

State Historic Preservation Officer, Virginia Department of Historic Resources

National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- additional documentation accepted
- other (explain:) _____

Signature of the Keeper

Date of Action

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Introduction

The Buckland Historic District (076-0313; 44PW1659) was listed in the Virginia Landmarks Register (VLR) in 1987 and the National Register of Historic Places (NRHP) in 1988 with 17 contributing and five non-contributing resources on 19.6 acres. The nomination was amended in 2007 and listed in 2008 with a boundary increase and significance under criteria A, B, C, and D, including 46 contributing resources and 59 non-contributing resources on 410 acres.

Buckland is also recognized as an important community by the Journey Through Hallowed Ground (JTHG) Partnership. Designated by Congress in the Consolidated Natural Resources Act of 2008, the JTHG National Heritage Area (NHA) encompasses land within portions of Pennsylvania, West Virginia, Maryland, and Virginia, important in the interpretation of American history with emphasis on the Civil War. Designated by the U.S. Secretary of Transportation in 2009, the JTHG National Scenic Byway (NSB) is a 180-mile route from Gettysburg, Pennsylvania to Charlottesville, Virginia, to which Buckland contributes. Much of Buckland’s Civil War Battlefield is in conservation easement with the American Battlefield Protection Program (ABPP).

The purpose of this additional documentation is to update the Buckland Historic District nomination to provide more current information about the district’s historic resources, physical condition, and history. Additional documentation provided herein are in the following sections from the current NRHP nomination form: Section 5, Classification (with a current number of contributing and non-contributing resources); Section 7, Description (including a complete inventory of all the district’s contributing and non-contributing resources); Section 8, Statement of Significance; Section 9, Major Bibliographical References (based on new research); Section 10, Geographical Data (providing latitude/longitude coordinates); Section 11, information regarding authors; and Section 12, new Additional Documentation, including an updated Location Map (using latitude/longitude coordinates) and updated Sketch Map (showing the newly identified contributing resources), and photographs showing newly identified archaeological sites with an accompanying photo key. The historic boundaries of the district *have not changed* as a result of this update.

A current count of contributing and noncontributing resources is provided in Section 5 below. In Section 7, additional information about certain architectural resources (Buckland Mill Race and Dam [076-0313-0028] and 8220 Buckland Mill Road [076-0313-0073] and archaeological resources (Buckland quarries [44PW1659-0052] is provided, as well as discussion of several archeological sites that have been investigated and documented since 2008. These sites are the William Draper Shop / John Trone House (44PW1659-0006), Prettyman Stables (44PW1659-0028), Hawley Stables / Distillery (44PW1659-0029), Fauquier & Alexandria Turnpike (44PW1659-0050 / 44PW1938), Hill Top House (44PW1659-0054), Miller’s House (44PW1659-0055), Woolen Mill (44PW1659-0056), and Mill Street Streetscape (44PW1659-0057). A complete inventory of the district’s contributing and non-contributing resources, including the newly identified resources, is included in Section 7.

Section 8 provides a detailed historic context about Buckland’s establishment and evolution over time.

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Significant events and patterns of development are discussed, especially those pertaining to the newly identified resources that were the subject of recent professional archaeological investigations. A lengthy bibliography in Section 9 lists the primary and secondary resources that were consulted during the course of these investigations. In Section 10, latitude/longitude coordinates are listed, and these are keyed to the new Location Map for the district. Additional Documentation includes a photo log of the current photographs of newly identified resources and a set of figures showing archaeological conditions.

Section 5: Classification

Number of Resources within Property

Contributing	Non-contributing	
<u>32</u>	<u>51</u>	buildings
<u>22</u>	<u>0</u>	sites
<u>6</u>	<u>5</u>	structures
<u>1</u>	<u>0</u>	objects
<u>61</u>	<u>56</u>	Total

Section 7: Description

The community of Buckland is located in the northwestern part of Prince William County, Virginia, at the intersection of U.S. Route 29 / 15 (Lee Highway) and Broad Run. Buckland is a quiet, rural hamlet that possesses a mix of residential lots with large wooded areas and numerous open fields and pasture. The historic community is centered on the tree-lined, north-south axis of historic Mill Street (Buckland Mill Road). Established in 1798, Buckland still retains its original street pattern that also historically included 48 residential and commercial lots, a portion of which are still visible in the landscape today.

The Buckland Historic District (076-0313; 44PW1659) encompasses a total of 410 acres and spans both the north and south sides of the Route 29 / 15 corridor, and the east and west sides of Broad Run. The Historic District possesses a considerable number of intact late eighteenth through early twentieth-century architectural and archaeological resources, of which a total of 61 are considered contributing. The 56 non-contributing resources are composed exclusively of second half of the twentieth-century dwellings and outbuildings and are a reflection of the continuing growth of the community but are not considered to detract significantly from the overall architectural, archaeological or visual integrity of this small community. The Buckland Historic District forms a visually and historically intact commercial, residential and agricultural community, centered around an important crossroads, the falls and early crossings of Broad Run.

The Town of Buckland contains numerous significant architectural resources which span the late

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eighteenth through early twentieth century, the highest concentration of which are located near the western bank of Broad Run, in the principal commercial and residential center along Mill and Elizabeth Streets. Several of these buildings pre-date the establishment of the town in 1798. Important industrial buildings, structures and sites, including quarries, stone bridge abutments, mills, mill dams and a race, are also visible in the Broad Run flood plain running through the Historic District in a northwest to southeast orientation. Beyond the center of town the Cerro Gordo plantation, a Colonial Revival dwelling incorporating elements of an early nineteenth-century house, lies on the adjacent heights east of and overlooking Broad Run. The early road to Haymarket, an historic nineteenth-century corridor, is still visible in this landscape cutting through the property. To the south of Route 29 / 15, additional early to late nineteenth-century residences are present along both the eastern and western sides of historic Mill Street. The ca. 1774 Buckland Hall plantation manor house, associated outbuildings, and surrounding agricultural landscape graces the southern end of the Historic District.

A significant number of documented archaeological resources are contained within the Buckland Historic District and can be characterized as battlefield, domestic, commercial / industrial, and transportation-related sites. Battlefield sites include a Union Firing Line and earthworks (44PW1603 and 44PW1755) associated with the 1863 Battle of Buckland Mills which are located on the Cerro Gordo heights. Several nineteenth-century residential and commercial / industrial sites containing intact cultural features and deposits, including the William Draper Shop / John Trone House 44PW1659-0006, the Prettyman Stables 44PW1659-0028, the Hawley Stables / Distillery 44PW1659-0029, the Hill Top House 44PW1659-0054, the Miller’s House 44PW1659-0055, and the Woolen Mill 44PW1659-0056 located on a number of historic town lots and adjacent lands, and the industrial resources of the Kinsley Mill and Granary site 44PW1774 in the Broad Run floodplain southeast of Buckland Mill Road have also been identified and documented. Lastly, several transportation-related archaeological sites documenting the trajectory of infrastructural development within and beyond Buckland have been documented including traces of the Old Carolina Road / Haymarket Road (44PW1775) located on the Cerro Gordo heights, and the well-preserved road bed of the Fauquier & Alexandria Turnpike (44PW1659-0050 / 44PW1938), and extant stone paved street and sidewalk features of historic Mill Street (44PW1659-0057) both of which lie at the intersection of Route 29 / 15 and Buckland Mill Road.

Buckland Historic District Inventory

The architectural and archaeological resources below are listed numerically by street address with contributing or non-contributing status and count noted after each listing.

Buckland Mill Road

7980 Buckland Mill Road

Name: Love’s Store, Miller’s House

DHR ID: 076-0113

Other DHR ID: 076-0313-0006

Primary Resource: Dwelling (Building), Stories: 2.5, Style: Other, c. 1798

C (1)

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Other DHR ID: 076-0313-0007, 44PW1659-0054, 44PW1659-0055, 44PW1659-0056

Primary Resource: Mill (Building), Stories: 3, Style: Other, 1904

C (1)

Secondary Resource: Archaeological Site (Site)

C (3)

7980 Buckland Mill Road**Name: Buckland Mill Race and Dam****DHR ID: 076-0313-0028**

Other DHR ID:

Primary Resource: Mill Race and Lower Dam (Structure), c. 1771

C (1)

Secondary Resource: Upper Dam (Structure), c. 1771

C (1)

8018 Buckland Mill Road**Name: Robinson's Tavern****DHR ID: 076-0033**

Other DHR ID: 076-0313-0001

Primary Resource: Tavern / Ordinary (Building), Stories: 2, Style: Other, c. 1824

C (1)

Secondary Resource: Greenhouse / Conservatory (Building)

NC (1)

Secondary Resource: Dwelling (Building)

NC (1)

8104 Buckland Mill Road**Name: Brooks' Tavern****DHR ID: 076-0120**

Other DHR ID: 076-0313-0003

Primary Resource: Dwelling (Building), Stories: 2, Style: Federal/Adamesque, c. 1796

C (1)

Secondary Resource: Garage (Building)

NC (1)

8106 Buckland Mill Road**Name: Log Cabin****DHR ID: 076-0313-0016**

Other DHR ID:

Primary Resource: Dwelling (Building), Stories: 1, Style: Other, c. 1830

NC (1)

8108 Buckland Mill Road**Name: House at 8108 Buckland Mill Road****DHR ID: 076-0451**

Other DHR ID: 076-0313-0002

Primary Resource: Dwelling (Building), Stories: 1.5, Style: Colonial Revival, post-1953 NC (1)

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8109 Buckland Mill Road

Name: Historic Lot 28 / Prettyman Stables Site

DHR ID: 076-0313-0072

Other DHR ID: 44PW1659-0028

Primary Resource: Archaeological site (Site), c. 1900 C (1)

8111 Buckland Mill Road

Name: Deerlick Cottage / Post Office / Distillery Site / Francis Hawley Stables Site

DHR ID: 076-0114

Other DHR ID: 076-0313-0004, 44PW1659-0029

Primary Resource: Dwelling (Building), Stories: 1.5, Style: Federal/Adamesque, c. 1805 C (1)

Secondary Resource: Archaeological site (Site) C (1)

Secondary Resource: Shed (Building) NC (1)

8115 Buckland Mill Road

Name: Dr. Brown House / Dr. Kerfoot House

DHR ID: 076-0115

Other DHR ID: 076-0313-0005

Primary Resource: Dwelling (Building), Stories: 2, Style: Vernacular, c. 1850 C (1)

8200 Buckland Mill Road

Name: Historic Lot 33 / John Trone Blacksmith Shop

DHR ID: 076-0450

Other DHR ID: 076-0313-008

Primary Resource: Commercial building (Building), Stories: 1, Style: Other, post-1953 NC (1)

8200 Buckland Mill Road

Name: John Trone House / William Draper Shop

DHR ID: 076-0123

Other DHR ID: 076-0313-0009, 44PW1659-0006, 44PW1659-0057

Primary Resource: Dwelling (Building), Stories: 1.5, Style: Federal/Adamesque, c. 1825 C (1)

Secondary Resource: Archaeological site (Site), C (2)

8202 Buckland Mill Road

Name: House at 8202 Buckland Mill Road

DHR ID: 076-0313-0031

Other DHR ID:

Primary Resource: Dwelling (Building), Stories: 1, Style: Other, c. 1952 NC (1)

8203 Buckland Mill Road

Name: House at 8203 Buckland Mill Road

DHR ID: 076-0588

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Other DHR ID: 076-0313-0011
 Primary Resource: Dwelling (Building), Stories: 2, Style: Greek Revival, c. 1850 C (1)
 Secondary Resource: Shed (Building) NC (1)

8205 Buckland Mill Road

Name: Francis Tavern

DHR ID: 076-0587

Other DHR ID: 076-0313-0010
 Primary Resource: Dwelling (Building), Stories: 2, Style: Vernacular, c. 1853 C (1)
 Secondary Resource: Pump House (Structure) NC (1)
 Secondary Resource: Tool Shed (Building) NC (1)

8211 Buckland Mill Road

Name: House at 8211 Buckland Mill Road

DHR ID: 076-0445

Other DHR ID: 076-0313-0032
 Primary Resource: Dwelling (Building), Stories: 1.5, Style: Other, c. 1960 NC (1)

8213 Buckland Mill Road

Name: House at 8213 Buckland Mill Road

DHR ID: 076-0446

Other DHR ID: 076-0313-0033
 Primary Resource: Dwelling (Building), Stories: 1, Style: Other, c. 1960 NC (1)
 Secondary Resource: Shed (Building) NC (1)

8215 Buckland Mill Road

Name: House at 8215 Buckland Mill Road

DHR ID: 076-0313-0025

Other DHR ID:
 Primary Resource: Dwelling (Building), Stories: 1, Style: Other, c. 1954 NC (1)

8217 Buckland Mill Road

Name: House at 8217 Buckland Mill Road

DHR ID: 076-0313-0023

Other DHR ID:
 Primary Resource: Dwelling (Building), Stories: 1, Style: Other, c. 1950 NC (1)

8219 Buckland Mill Road

Name: House at 8219 Buckland Mill Road

DHR ID: 076-0444

Other DHR ID: 076-0313-0024
 Primary Resource: Dwelling (Building), Stories: 1, Style: Other, c. 1950 NC (1)

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Secondary Resource: Shed (Building) NC (1)

8220 Buckland Mill Road

Name: Buckland Town Springheads

DHR ID: 076-0313-0026

Other DHR ID:

Primary Resource: Spring / Springhouse (Building), Stories:, Style: Other, c. 1798 C (1)

Secondary Resource: Spring / Springhouse (Building), Stories:, Style: Other, c. 1798 C (1)

8220 Buckland Mill Road

Name: Buckland School House

DHR ID: 076-0313-0073

Other DHR ID:

Primary Resource: School house Foundation (Building), Stories:, Style:, c. 1841 C (1)

8221 Buckland Mill Road

Name: House at 8221 Buckland Mill Road

DHR ID: 076-0313-0030

Other DHR ID:

Primary Resource: Dwelling (Building), Stories: 1, Style: Other, c. 1985 NC (1)

Secondary Resource: Garage (Building) NC (1)

8223 Buckland Mill Road

Name: House at 8223 Buckland Mill Road

DHR ID: 076-0313-0022

Other DHR ID:

Primary Resource: Dwelling (Building), Stories:2, Style: Other, c. 1950 NC (1)

8225 Buckland Mill Road

Name: House at 8225 Buckland Mill Road

DHR ID: 076-0313-0029

Other DHR ID:

Primary Resource: Dwelling (Building), Stories: 1, Style: Other, c. 1969 NC (1)

Secondary Resource: Garage (Building) NC (1)

8227 Buckland Mill Road

Name: House at 8227 Buckland Mill Road

DHR ID: 076-0313-0021

Other DHR ID:

Primary Resource: Dwelling (Building), Stories: 1.5, Style: Other, c. 1970 NC (1)

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Name: Buckland Hall / Buckland Farm

DHR ID: 076-0032

Other DHR ID: 076-0313-0043

- Primary Resource: Dwelling (Building), Stories: 1.5, Style: Georgian, c. 1774 C (1)
- Secondary Resource: Spring / Springhouse / Icehouse (Building) C (1)
- Secondary Resource: Granary (Building) C (1)
- Secondary Resource: Barn/Dairy (Structure) C (1)
- Secondary Resource: Road Trace (Structure) C (1)
- Secondary Resource: Cemetery (Site) C (1)
- Secondary Resource: Shed (Building) NC (1)
- Secondary Resource: Garage (Building) NC (1)
- Secondary Resource: Stable / Run in Shed (Building) NC (1)
- Secondary Resource: Pool house / Shed (Building) NC (1)
- Secondary Resource: Pool (Structure) NC (1)

8231 Buckland Mill Road

Name: House at 8231 Buckland Mill Road

DHR ID: 076-0313-0020

Other DHR ID:

- Primary Resource: Dwelling (Building), Stories: 2, Style: Other, c. 1970 NC (1)
- Secondary Resource: Shed (Building) NC (1)

8237 Buckland Mill Road

Name: House at 8237 Buckland Mill Road

DHR ID: 076-0313-0019

Other DHR ID:

- Primary Resource: Dwelling (Building), Stories: 2, Style: Other, c. 1970 NC (1)
- Secondary Resource: Dwelling (Building) NC (1)

8241 Buckland Mill Road

Name: Kinsley House / Miller's House

DHR ID: 076-0184

Other DHR ID: 076-0313-0018, 44PW1774

- Primary Resource: Dwelling (Building), Stories: 2, Style: Other, c. 1890 C (1)
- Secondary Resource: Archaeological Site (Site) C (1)
- Secondary Resource: Cemetery (Site) C (1)

8241 Buckland Mill Road

Name: Kinsley Mill and Granary

DHR ID: 076-0118

Other DHR ID: 076-0313-0017

- Primary Resource: Archaeological Site (Site) C (1)

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8405 Buckland Mill Road

Name: House at 8405 Buckland Mill Road

DHR ID: 076-0313-0041

Other DHR ID:

Primary Resource: Dwelling (Building), Stories: 1, Style: Other, c. 1961 NC (1)

Cerro Gordo Road

7725 Cerro Gordo Road

Name: House at 7725 Cerro Gordo Road

DHR ID: 076-0313-0039

Other DHR ID:

Primary Resource: Dwelling (Building), Stories: 2, Style: Other, C. 1982 NC (1)

Secondary Resource: Shed (Building) NC (2)

7808 Cerro Gordo Road

Name: House at 7808 Cerro Gordo Road / Union Firing Line

DHR ID: 076-0313-0035

Other DHR ID: 44PW1603

Primary Resource: Barn (Building), Stories: 1, Style: Other, c. 1900 C (1)

Secondary Resource: Archaeological site (Site) C (1)

7823 Cerro Gordo Road

Name: House at 7823 Cerro Gordo Road

DHR ID: 076-0313-0040

Other DHR ID:

Primary Resource: Dwelling (Building), Stories: 2, Style: Other, c. 1974 NC (1)

Secondary Resource: Garage (Building) NC (1)

7901 Cerro Gordo Road

Name: Cerro Gordo Tract / Buckland Mills Battlefield

DHR ID: 076-0313-0052

Other DHR ID: 030-5152-0004

Primary Resource: Battle Site (Site), 1863 C (1)

16130 Cerro Gordo Road

Name: Cerro Gordo Plantation

DHR ID: 076-0593

Other DHR ID: 076-0313-0036, 44PW1755

Primary Resource: Dwelling (Building), Stories: 2.5, Style: Colonial Revival, c. 1925 C (1)

Secondary Resource: Barn (Building) C (1)

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- Secondary Resource: Granary (Building) C (1)
- Secondary Resource: Shed (Building) C (1)
- Secondary Resource: Quarry (Structure) C (1)
- Secondary Resource: Wall (Object) C (1)
- Secondary Resource: Archaeological site (Site) C (1)
- Secondary Resource: Cemetery (Site) C (1)
- Secondary Resource: Pool (Structure) NC (1)
- Secondary Resource: Tennis Court (Structure) NC (1)

Cerro Gordo Road (Route 683)

Name: Broad Run Tract / Buckland Mills Battlefield

DHR ID: 076-0313-0051

Other DHR ID: 030-5152-0003

Primary Resource: Battle Site (Site), 1863 C (1)

James Madison Highway

7804 James Madison Highway

Name: House at 7804 James Madison Highway

DHR ID: 076-0313-0047

Other DHR ID:

Primary Resource: Dwelling (Building), Stories: 2, Style: Other, c. 1970 NC (1)

Secondary Resource: Shed (Building) NC (1)

7810 James Madison Highway

Name: Buckland Mills Battlefield

DHR ID: 076-0313-0050

Other DHR ID: 030-5152-0002

Primary Resource: Battle Site (Site), 1863 C (1)

7814 James Madison Highway

Name: House at 7814 James Madison Highway

DHR ID: 076-0313-0046

Other DHR ID:

Primary Resource: Dwelling (Building), Stories: 2, Style: Other, c. 1987 NC (1)

Lee Highway

16100 Lee Highway

Name: Road to Haymarket / Old Toll Road

DHR ID: 076-0313-0048

Other DHR ID: 44PW1775

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Primary Resource: Archaeological site (Site) C (1)

16124 Lee Highway

Name: House at 16124 Lee Highway

DHR ID: 076-0313-0038

Other DHR ID:

Primary Resource: Dwelling (Building), Stories: 1, Style: Other, c. 1979 NC (1)

Secondary Resource: Shed (Building) NC (1)

16126 Lee Highway

Name: House at 16126 Lee Highway

DHR ID: 076-0313-0037

Other DHR ID:

Primary Resource: Dwelling (Building), Stories: 1, Style: Other, c. 1978 NC (1)

16205 Lee Highway

Name: Isaac Meeks House

DHR ID: 076-0117

Other DHR ID: 076-0313-0027

Primary Resource: Dwelling (Building), Stories: 2, Style: Other, c. 1803 C (1)

Secondary Resource: Garage (Building) NC (1)

Secondary Resource: Privy (Building) NC (1)

Secondary Resource: Shed (Building) NC (1)

16206 Lee Highway

Name: Richard Gill House

DHR ID: 076-0185

Other DHR ID: 076-0313-0012

Primary Resource: Dwelling (Building), Stories: 2, Style: Other, pre-1796 C (1)

Secondary Resource: Dairy (Building) C (1)

Secondary Resource: Shed (Building) NC (1)

16208 Lee Highway

Name: Ned Distiller's House

DHR ID: 076-0119

Other DHR ID: 076-0313-0013

Primary Resource: Dwelling (Building), Stories: 1.5, Style: Other, c. 1819 C (1)

16210 Lee Highway

Name: Hazel House

DHR ID: 076-0313-0014

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Primary Resource: Dwelling (Building), Stories: 1.5, Style: Colonial Revival, c. 1950 NC (1)

16211 Lee Highway

Name: Buckland Methodist Church

DHR ID: 076-0116

Other DHR ID: 076-0313-0015

Primary Resource: Church/Chapel (Building), Stories: 1.5, Style: Vernacular, c. 1856 C (1)

Secondary Resource: Cemetery (Site) C (1)

Secondary Resource: Privy (Building) C (1)

16221 Lee Highway

Name: House at 16221 Lee Highway

DHR ID: 076-0300

Other DHR ID: 076-0313-0042

Primary Resource: Dwelling (Building), Stories: 1.5, Style: Vernacular, c. 1926 C (1)

Secondary Resource: Barn (Building) C (1)

Secondary Resource: Garage (Building) C (1)

Secondary Resource: Shed (Building) C (2)

Secondary Resource: Shed (Building) NC (2)

16230 Lee Highway

Name: House at 16230 Lee Highway

DHR ID: 076-0313-0034

Other DHR ID:

Primary Resource: Dwelling (Building), Stories: 1, Style: Other, c. 1982 NC (1)

Lee Highway

Name: Southbound Bridge over Broad Run at US. Route 29 / 15

DHR ID: 076-5120

Other DHR ID: 076-0313-0044

Primary Resource: Bridge (Structure), c. 1953 NC (1)

Lee Highway

Name: Northbound Bridge over Broad Run at US. Route 29 / 15

DHR ID: 076-5121

Other DHR ID: 076-0313-0045, 44PW1938

Primary Resource: Bridge (Structure), c. pre-1923 C (1)

Secondary Resource: Archaeological site (Site) C (1)

Lee Highway

Name: Buckland Mills Battlefield

DHR ID: 076-0313-0049

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Other DHR ID: 030-5152-0001

Primary Resource: Battle site (Site), 1863

C (1)

Secondary Resource: Forest / Woods (Site)

C (1)

Environmental Setting

Located in northwestern Prince William County, the Buckland Historic District (076-0313; 44PW1659) is composed of 410 acres that span both sides of Broad Run and both sides of the Route 29 /15 corridor. Bounding features for the Historic District include a sharp bend in Broad Run and the Cerro Gordo estate on the north, James Madison Highway / Route 15 and Route 29 / 15 on the northeast, the western tip of Lake Manassas on the southeast, the Buckland Hall estate on the south, the town of Buckland and a large undeveloped wooded area on the west.

Topographically the Historic District is defined by high ground north and west of the Buckland Mill, west of Buckland Mill Road, and at the Cerro Gordo estate east of Broad Run, and low-lying flood plain lands east of Buckland Mill Road and west of Broad Run, and open relatively flat pasture land west of Buckland Hall.

Despite the Route 29 /15 corridor which divides it into northern and southern halves, the Buckland Historic District is a largely rural property defined predominantly by large swaths of woods along the length of Broad Run, on the Cerro Gordo estate, and southwest of Buckland proper, as well as significant pasture and open fields at Buckland Hall and east of Buckland Mill Road. Roads that cut through the Historic District are predominantly narrow single lane corridors that follow historic routes.

Non-contributing objects within the historic district include but are not limited to road signage adjacent to Route 29 / 15 corridor and along Buckland Mill Road, and electrical poles and overhead wires also abutting and following the major and minor road corridors.

Period of Time

The town of Buckland is significant from the period of ca. 1774 when Samuel Love Sr. acquired the 1,250-acre Broad Run tract from William Taliaffero, then possessing a grist mill and dam, to the ca. 1930s period when the small community was incorporated into the expanding metropolitan Washington D.C. commuter suburbs. This 250+ year period of significance encompasses the establishment of the Buckland mill and dam in the late eighteenth century, the incorporation of the town in 1798 and the early development of residential lots, industry and commerce, the industrial heyday of the ‘Lowell of Prince William County’ in the pre-Emancipation period, the events of the Civil War, industrial postbellum struggles, and early twentieth-century decline.

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The town of Buckland is associated with both European Americans as well as free and enslaved African Americans who lived and worked within the town limits and on adjacent lands during its period of significance. Founded by Samuel Love, Sr. the Love family, particularly Samuel Love Sr., and his sons John, Charles and Samuel Jr., were instrumental in establishing the town and operating several of its early industries, as well as insuring its future growth through the political and financial support of important infrastructure development projects. Numerous European-American families including the Hunttons and Hamptons also played prominent roles in Buckland real estate, business and industry from the late eighteenth through the nineteenth centuries.

African Americans too were a constant presence in, and instrumental in the growth and development of, Buckland. Crucial to its establishment and development in the nineteenth century, by the mid-1830s Buckland is reported to have had a population of 50 African Americans, nearly 30% of the entire population of the town. Ned Distiller, a free African American who likely worked at the Buckland distillery, purchased lot 13 in 1812 and constructed his own house shortly thereafter. Ned occupied this residence and lot though to the mid-nineteenth century. Other prominent African Americans known to have occupied Buckland are Samuel and Celia King. Free African Americans, the Kings purchased lot 38 on the east side of Broad Run in 1810. Following Samuel’s death in the 1820s, his wife Celia continued to reside on the lot until the immediate pre-war period. Numerous enslaved African Americans are also recorded as residing in the households of white Buckland residents from the pre-1798 establishment period through to Emancipation. The labor and contributions of enslaved African Americans, particularly their role in the construction and operation of dwellings and businesses, are critical in understanding the growth and success of late eighteenth to early nineteenth-century Buckland.

Historic Appearance

The town of Buckland, established in 1798 adjacent to and straddling Broad Run, was an urban outpost in a largely rural, agricultural community. Divided into 48 urban lots including a town Commons, Buckland possessed a central north-south oriented thoroughfare called Mill Street, linking the mill complex and industrial center of Buckland on the north, with Buckland Hall plantation home of Samuel Love Sr. on the south. Although some residential structures were standing prior to 1798, much of the urban fabric of Buckland would have developed slowly over a period of several decades as lots were purchased and eventually built upon. Most settled urban lots would have contained a primary residence as well as several support structures, or one or more structures composing a commercial or industrial enterprise.

Buckland was situated near two prominent regional roads, the Carolina Road [Route 15], and the Mountain Road [Route 55]. The first turnpike road connecting Buckland with Warrenton to the west and Fairfax to the east was constructed between 1812 and 1818 taking portions of several urban lots in Buckland and dividing the western portion of the town into northern and southern halves. An important industrial and commercial center processing regional grain and providing valuable services, Buckland would have been a bustling community of manufacturers, artisans, and shopkeepers thriving on the

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business provided by its position near major thoroughfares linking a growing agricultural hinterland with prominent eastern markets and ports throughout most of the nineteenth century.

Current and Past Impacts

Although dating to the late eighteenth century, the Buckland Historic District still retains significant architectural and archaeological integrity. The greatest impact to historic Buckland however has been the continued twentieth-century expansion of the U.S. Route 29 / 15 corridor, beginning in 1927 under the auspices of the Virginia Department of Highways. It is during this period that a new concrete bridge over Broad Run and a new 18-foot wide concrete roadway were constructed. Second quarter of the twentieth-century expansion took portions of several historic town lots and demolished a number of historic structures. Additional widening by the Virginia Department of Highways in 1953 necessitated the expansion of the roadway from two to four lanes, and the construction of an additional concrete bridge across Broad Run. During this period expansion took historic lots 5, 14 23 and 32, and portions of historic lots 31, 35 and 36. Several historic structures were demolished in the process. In 1980, the Virginia Department of Transportation replaced the old 1927 concrete bridge with a new span. In 2008, the aging 1953 concrete bridge was also replaced with a new span.

Continued residential development of the Town of Buckland’s historic lots and adjacent lands, including the construction of new buildings and structures and the demolition of old ones, as well as infrastructural improvement including overhead and buried utility lines, has occurred throughout the nineteenth and twentieth centuries as a normal process of town and residential improvement.

Previous Architectural and Archaeological Research

In 1978, Prince William County established the Buckland Historic Overlay District encompassing 19.6-acres of land west of Broad Run and on either side of U.S. Route 29 / 15. It is the only historic overlay district in Prince William County, Virginia. Additional historic sites also recognized by Prince William County include Cerro Gordo and Buckland Hall. The Buckland Historic Overlay District, combined with Cerro Gordo and Buckland Hall, compose the Prince William County Buckland Historical Area.

In 1987 the entire 19.6-acre historic overlay district was accepted as a Virginia Historic Landmark, and a year later in 1988 was accepted to the National Register of Historic Places. Following the listing of Buckland on the National Register of Historic Places, a considerable amount of historical, architectural and archaeological research has been conducted on cultural resources within, and in the vicinity of historic Buckland.

As part of a larger effort to document and assess Civil War battlefields throughout the nation, in 1992 the Civil War Sites Advisory Committee prepared a study of the Buckland Mills Battlefield that included a list of defining features, battlefield boundary definition, and an annotated map. This study was revised and updated in 2005 by the American Battlefield Protection Program and included a description of key terrain, observation and fields of fire, cover and concealment, and obstacles. In 2008

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Stephen Fonzo undertook comprehensive historical research in support of the identification of defining features associated with the Buckland Mills Battlefield landscape. His study refined and expanded the list of defining features and supported the boundaries drawn by the American Battlefield Protection Program.¹

In 2000, Mark E. Joyner with the Association for the Study of Archaeological Properties conducted a metal detector survey followed by selected shovel test pits on both the Town of Buckland historic lot 6, and the Cerro Gordo property. On lot 6 Joyner excavated shovel test pits over the metal detector hits and recovered over 40 nineteenth- to twentieth-century artifacts, primarily nails and other non-metal domestic items. At Cerro Gordo, over 92 metal detecting hits were recorded. A majority of the artifacts recovered consisted of nineteenth- to twentieth-century iron objects associated with the Buckland Mills Battlefield and occupation of the Cerro Gordo farm (44PW1755) including shell fragments, spent shell casings, agricultural and livestock related objects, toys and personal items. In 2007, DATA Investigations conducted a metal detector survey of the potential Union Firing Line in the Battle of Buckland Mills (44PW1603), on a steep slope overlooking Broad Run. Sample testing of metal detector hits recovered nineteenth-century artillery artifacts in 70% of pits, and domestic and agricultural artifacts in the remaining 30% of pits.²

Louis Berger conducted a Phase I level archaeological survey in association with the proposed widening of Route 215 in Fauquier County from two to four lanes. One Civil War earthwork site possibly associated with the Buckland Mills Battlefield (44FQ0193) and one prehistoric site (44FQ0192) were identified in the 41-acre project area. 44FQ0193 was avoided and 44FQ0192 was deemed ineligible for listing.³ Following the Berger Phase I survey, Gray and Pape completed historical research and analysis in support of the proposed Virginia Department of Transportation realignment and other improvements to State Route 215 and U.S. Route 29 / 15 in Fauquier County west of Buckland in 2008. The research developed historic contexts for, evaluated the existing boundaries, and assessed the integrity of the Buckland Mills Battlefield, the Buckland Historic District, and Buckland Hall. The report concluded that each of the resources retained significance and integrity.⁴

In 2005, Orlando Ridout, Alfredo Maul and Willie Graham conducted an intensive level survey of fifteen individual buildings in the Buckland Historic District. Thirteen of the buildings were found to be ‘highly significant’ to the history of Buckland. The two remaining buildings were found to date to the

¹ Stephen Fonzo, *A Documentary Landscape Analysis of the Buckland Mills Battlefield (VA-042)*. Submitted to the National Park Service, American Battlefield Protection Program. Prepared for the Buckland Preservation Society, 2008.

² Information on all of these sites was obtained from VCRIS site forms. No written reports are known to exist for these metal detecting surveys.

³ John J. Mullen, *Archaeological Identification Survey, Route 215 (Vint Hill Road), Fauquier County, Virginia*. VDOT Project No. 0215-030-104. PE101. Prepared for the Virginia Department of Transportation. (Richmond: Louis Berger Group, Inc., 2002).

⁴ Lena L. Sweeten, Meghan Hesse and Robert D. Clarke, *Addendum 1. Cultural Resource Investigations for the State 215 Project in Fauquier County, Virginia*. Prepared for the Virginia Department of Transportation and Louis Berger, Inc. (Richmond: Gray and Pepe, Inc., 2008).

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mid-twentieth century.⁵

Late in 2005, Stephen Fonzo excavated three shovel test pits focused on identifying the location of the former McIntosh residence associated with historic lot 31, north of and adjacent to the Route 29 / 15 southbound corridor. Fonzo identified stone rubble and associated mortar and plaster adjacent to and south of the extant Dr. Brown House. The architectural remains were interpreted as the former McIntosh residence demolished during widening of the Route 29 /15 corridor in 1953.⁶

In association with the proposed replacement of the southbound Route 29 / 15 ca. 1953 concrete bridge at Buckland, Louis Berger conducted a Phase I survey encompassing the areas east and west of historic Buckland Mill Road. Three artifact locations were identified both east and west of Buckland Mill Road. The portion of the McIntosh House site lying within the VDOT right of way was found to be disturbed by a culvert, drainage ditch and construction of the 1953 highway.⁷

In 2011, James River Institute for Archaeology conducted Phase I and II level investigations on three properties within the Buckland Historic District: historic lot 28 and 29 the site of a nineteenth-century distillery, and the 36+ acre Buckland Mills tract, as well as mapping of significant landscape features including the nineteenth-century mill race and dam west of Broad Run. An extensive nineteenth-century cultural deposit as well as intact cultural features were identified spanning both historic lots. Lot 28 was found to contain post-holes believed to be structural elements of the former Prettyman stables (44PW1659-0028). Despite the clear documentary evidence that a distillery was in operation on lot 29, no conclusive archaeological evidence was documented to support this. Lot 29 was found to contain evidence for the Hawley stables (44PW1659-0029). Investigations within the Buckland Mills tract documented the location of the Miller’s House (44PW1659-0055) upslope and west of the Buckland Mill, the subsurface stone and brick architectural foundations of the Woolen Mills (44PW1659-0051) located north of the Buckland Mill, and the Hilltop House (441659-0054) believed to be a nineteenth-century residence west of and upslope from the Woolen Mill. The entire 2,900-foot length of the late eighteenth-century Buckland Mill race (076-0313-0028), composed of two parallel berms of earth and rubble stone following the slope of an adjacent hillside, with remnant dams on either end, was mapped and documented.⁸

Rivanna Archaeological Services conducted Phase II testing at historic lot 6, the residence of blacksmith

⁵ Orlando Ridout V, Alfredo Maul, and Willie Graham. *An Entrepreneurial Landscape of A Turnpike Town: An Architectural Survey of Buckland, Virginia*. With contributions by David W. Blake and Stephen Fonzo. Prepared for the Buckland Preservation Society, 2008.

⁶ Stephen Fonzo, *[Field Map and Shovel Test Profiles for the McIntosh Site]*, October 5, 2005. Ms. In possession of the Buckland Preservation Society, Buckland, Virginia.

⁷ Louis Berger Group, Inc. *Archaeological Survey, Route 15 / 29 Bridge Replacement, Buckland, Prince William County, Virginia*. VDOT Project No. 0015-076-115. VDHR File No. 2004-0722. Prepared for the Virginia Department of Transportation. (Richmond: Louis Berger Group, Inc., 2007).

⁸ Matthew R. Laird, Garrett R. Fesler, *Archaeological Testing and Survey of the Buckland Mills and Distillery Properties, Prince William County, Virginia. Volume 1*. Prepared for the Buckland Preservation Society and Prince William County, Virginia. (Williamsburg: James River Institute for Archaeology, Inc., 2011).

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John Trone and later the site of the Stagecoach Inn, as well as in the historic corridor of the Fauquier & Alexandria Turnpike south of and adjacent to the U.S. Route 29 / 15 corridor and west of Broad Run in 2012. While no conclusive evidence supporting the presence of the Stagecoach Inn was documented, investigations identified intact cultural deposits and features believed to be associated with the occupation of historic lot 6 by William Draper and later John Trone (44PW1659-006). Also identified in the eastern portion of historic lot 6 were the western edge of a stone-paved north-south oriented road and associated curb and sidewalk, believed to be the remains of the historic Mill Street corridor linking Buckland Hall and farm on the south with the domestic and industrial center of Buckland on the north (44PW1659-0057). Intact and well-preserved portions of the Fauquier & Alexandria Turnpike Road (44PW1659-0050 / 44PW1938) were identified in two long trenches bisecting the historic road corridor. The road contained three distinct levels of surfacing and was aligned with the stone bridge abutments.⁹

Archaeological Deposits and Features, General Artifact Description, Site Integrity, and Research Potential

The information below will address the type and extent of archaeological deposits and features, site integrity and research potential for each individual site.

Lot 28 - Prettyman Stables (44PW1659-0028)

Archaeological investigations on Lot 28 included a total of 39 shovel test pits excavated at 25-foot intervals, 30 or 77% of which were positive. Two larger 3.0-foot square units were also excavated, test units 1 and 4. A total of 1,273 artifacts were recovered from Lot 28, 414 from shovel testing and 859 from two units.

The material culture collection represents a largely domestic assemblage composed predominantly of ceramic and glass tableware and utilitarian wares (creamware, Jackfield, pearlware, whiteware, ironstone, porcelain, stoneware, and container glass), personal items (tobacco pipes), architectural items (brick, nails, pane glass and roofing slate), as well as significant quantities of oyster shell and limited amounts of waster material (coal, slag and cinder). No prehistoric materials were recovered from Lot 28.

The material culture recovered from Lot 28 dated from the late eighteenth to the early twentieth century and appeared to be fairly broadly distributed. The deep and rich nature of the cultural deposit within Lot 28 suggests a long-term occupation and use of the historic lot.

Two potential features were identified, both located in test unit 4. The features were circular in shape and quite shallow and were interpreted as potential post-holes possibly associated with the Prettyman stables known to have operated on the lot during the transition from the nineteenth to twentieth

⁹ Benjamin Ford, *Archaeological Investigations Associated with the Fauquier and Alexandria Turnpike (44PW1938), Buckland, Virginia*. VDHR File No. 2009-0432. Prepared for the Buckland Preservation Society and the Virginia Department of Transportation. (Charlottesville: Rivanna Archaeological Services, LLC, 2013).

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centuries.

44PW1659-0028 possesses a high degree of integrity in terms of its location, setting, feeling, and association. 44PW1659-0028 is located in historic lot 28 and the setting, a predominantly sod-covered gently sloping floodplain containing numerous trees between historic Mill Street and Broad Run, has changed very little since the establishment of Buckland. Buckland in general, and lot 28 in particular, still retains a feeling that evokes nineteenth-century rural small town. The extensive cultural deposit identified throughout the historic lot, intact post-hole features, and prolific material culture recovered assist in conveying integrity of association with a nineteenth-century urban commercial town.

The Phase I survey conducted across historic lot 28 has identified a broadly distributed, well-preserved cultural deposit dating from the late eighteenth to the mid-twentieth century. As a lot that was prone to flooding, the parcel has not seen any modern development. Historically, the southern façade of lot 28 abutted Bridge Street, a short east-west corridor that led to one of the earliest crossings of Broad Run. Known historic development includes the Prettyman stables, a late nineteenth-century business fronting the east side of Mill Street. Lot 28 was also adjacent to some of the earliest occupied portions of Buckland and would likely have been used in some form or another from the ca. 1798 establishment of the town onwards. Future archaeological research on lot 28 could continue to examine the type and extent of historic development within the lot focusing on the Prettyman stables, but also investigating late eighteenth to mid-nineteenth century use and occupation of this important town lot. The excavation of additional large units in areas abutting Mill Street are likely to reveal evidence of historic structures, structures associated with the Prettyman stables or other earlier businesses. Likewise, future research can begin to examine the material presence, form and preservation of Bridge Street.

Lot 29 - Hawley Stables / Distillery (44PW1659-0029)

Archaeological investigations on Lot 29 took place surrounding the north, east and south sides of Deerlick Cottage / Old Post Office (076-0313-0004), an historic structure dating to the early nineteenth century. A total of 34 shovel test pits were excavated at 25-foot intervals, 25 or 74% of which were positive. Two larger 3.0-foot square units were also excavated, test units 2 and 3. A total of 742 artifacts were recovered from Lot 29, 229 from shovel testing and 513 from two units.

Although quantitatively fewer than in adjacent Lot 28, the material culture collection from Lot 29 also represents a largely domestic assemblage composed predominantly of ceramic and glass tableware and utilitarian wares (creamware, pearlware, whiteware, ironstone, yellowware, porcelain, stoneware, local coarse earthenware, and container glass), personal items (tobacco pipes, buttons, coin), architectural items (brick, nails, pane glass and roofing slate), as well as significant quantities of oyster shell and limited amounts of waster material (coal, slag and cinder). Prehistoric materials recovered from Lot 29 included a single projectile point.

The material culture recovered from Lot 29 dated from the late eighteenth to the early twentieth century and appeared to be fairly broadly distributed. However, the greatest concentration of material culture

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occurred south and east of the historic structure. The deep and rich nature of the cultural deposit within Lot 29 suggests a long-term occupation and use of the historic lot. Although no specific artifacts relating to the functioning of a distillery were recovered, the concentration of artifacts south and east of Deerlick Cottage, as well as the necessity for water in the production of alcohol, suggests a potential location for the distillery adjacent to Broad Run along the eastern portion of the historic lot. No cultural features were identified during testing of Lot 29.

44PW1659-0029 possesses a high degree of integrity in terms of its location, setting, feeling, and association. 44PW1659-0029 is located in historic lot 29 surrounding Deerlick Cottage / Old Post Office (076-0313-0004). The setting, a predominantly sod-covered gently sloping floodplain containing numerous trees between historic Mill Street and Broad Run, has changed very little since the establishment of Buckland. Buckland in general, and lot 29 in particular, still retains a feeling that evokes a nineteenth-century rural small town. The extensive cultural deposit identified throughout lot 29, and prolific material culture recovered assist in conveying integrity of association with a nineteenth-century urban commercial town.

The Phase I survey conducted across historic lot 29 has identified a broadly distributed, well-preserved cultural deposit dating from the late eighteenth to the mid-twentieth century. As a lot that was prone to flooding, the parcel has not seen any modern development aside from the continued use of the historic ca. 1810 Deerlick Cottage / Old Post Office. Known historic development includes a first quarter of the nineteenth-century distillery that was operating at least by 1801 and that provided whiskey to Deerlick Cottage, then a store. Future archaeological research on lot 29 could attempt to locate material evidence for the presence of the historic distillery, and to document its footprint and means of operation. Additionally, continued large unit excavation within lot 29 could potentially document locations of other outbuildings known to be present on the parcel in 1870 including the location of the store house, granary and stable. Future research could also begin to examine the material presence, form and preservation of Bridge Street, a short east-west corridor adjacent to and abutting the north side of lot 29 that led to one of the earliest crossings of Broad Run.

Miller’s House (44PW1659-0055)

Archaeological investigations within the Buckland Mills tract took place north of Love Street and west of and upslope from the Buckland Mill (076-0313-0007), a ca. 1900 mill built on an earlier mill foundation. A total of 54 shovel test pits were excavated at 25-foot intervals, 26 or 48% of which were positive. Two larger 3.0-foot square units were also excavated, test units 5 and 8. A total of 736 artifacts were recovered from the Buckland Mills tract, 409 from shovel testing and 327 from two units.

The material culture collection recovered from the Buckland Mills tract represents a largely domestic assemblage composed predominantly of ceramic and glass tableware and utilitarian wares (pearlware, whiteware, ironstone, stoneware, and container glass), personal items (buttons, tobacco pipes), architectural items (brick, nails, mortar, plaster and pane glass), as well limited amounts of modern materials (plastic, aluminum, asbestos). Prehistoric materials recovered from Buckland Mill tract

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included a projectile point and lithic debitage.

The material culture recovered from the Buckland Mills tract dated from first quarter of the nineteenth to the first half of the twentieth century and appeared to be less broadly distributed than Lots 28 and 29 and was concentrated in the area paralleling the north side of Love Street and immediately west of the Buckland Mill structure. The distribution of material culture seems to be in keeping with where the heaviest documented occupation would have been, along Love Street and in back of the Buckland Mill. Over half of the artifacts recovered from shovel testing in the Buckland Mills tract was recovered from a single shovel test placed directly over a large depression believed to be the remains of an ice house. Much of the material culture recovered from the depression was composed of twentieth century architectural debris, including tar paper, asbestos tiles, roofing shingles, cement, and an electrical insulator. This evidence suggests that the depression was likely filled in with the remains of a nearby structure, possibly the nineteenth-century Miller’s House.

Features identified in the Buckland Mill tract included a 14-foot diameter square-shaped depression believed to be an ice house. A single shovel test hole excavated to 2.7 feet below grade in this location did not reach the bottom of the feature. In addition, a large concentration of tabular siltstone was identified in unit 5, possibly the remains of an historic structure. The stone concentration, along with the heavy concentration of domestic and architectural material culture recovered from unit 5, suggests the presence of a dwelling nearby. A single, circular-shaped post-hole feature was identified in unit 8. Taken together, the close proximity of both units, and the significant quantities of domestic and architectural material culture, the site was interpreted as the remains of the Miller’s House known to be present in the vicinity during the mid-nineteenth century.

44PW1659-0055 possesses a high degree of integrity in terms of its location, setting, materials, feeling, and association. 44PW1659-0055 is located west and above the town of Buckland on high land owned and occupied by the Buckland Mill miller. The setting, a predominantly sod-covered gently sloping hilltop, contains numerous small trees overlooking the mill seat and would have been an ideal location for a miller’s house. The concentration of siltstone, believed to be the remains of a residential structure, are what would have been available to, and used by, occupants of the town of Buckland in the construction of homes and businesses. The intact cultural deposit identified at 44PW1659-0055, the well-preserved stone foundation and ice house cultural features, and the prolific material culture recovered assist in conveying integrity of association with a nineteenth-century urban commercial town. The presence of an intact and well-preserved stone foundation believed to represent the antebellum Miller’s House, a depression believed to be an ice house, as well as a ca. mid-nineteenth to early twentieth century cultural deposit concentrated in an area 50 to 75 feet west of the Buckland Mill, suggests that 44PW1659-0055 has significant potential to contribute to a greater understanding of the industrial history of the town of Buckland, and the Buckland Mill property in particular. As a domestic site associated with the Buckland Mill and its adjacent industrial structures, 44PW1659-0055 may contribute to a fuller interpretation of the mechanic and artisan class, generally a class of individuals that may or may not have owned property, but who performed their skilled work in a service industry vital to the success of nineteenth-century Buckland.

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Woolen Mill (44PW1659-0051)

Archaeological investigations within the Buckland Mills tract took place north of the Buckland Mill structure (076-0313-0007) in the location of the former early nineteenth-century Distillery / Woolen Mill. A total of 25 shovel test pits were excavated at 25-foot intervals, 3 or 12% of which were positive. Two larger 3.0-foot square units, test units 6 and 7, were excavated in the locations of northeastern and southeastern corner of masonry foundations visible on the ground surface and believed to be the Woolen Mill. A total of 437 artifacts were recovered from the Buckland Mills tract, 141 from shovel testing and 296 from two units.

The material culture collection recovered from shovel testing at the Woolen Mill site represents a non-domestic assemblage composed predominantly of architectural items (brick, nails, mortar pane glass, metal), glass container wares (bottles, jars), and a single piece of ceramic. Artifacts recovered from the two units also possessed little domestic ceramics, and were dominated by architectural materials (brick, nails, pane glass), container glass (bottles), and oyster shell and coal. Prehistoric materials recovered from the Woolen Mill site included lithic debitage.

The material culture recovered from the Woolen Mill site was fairly limited in quantity and was recovered from only 3 of 25 shovel test pits. This sparse distribution of material culture at the Woolen Mill site is likely due less to their presence, and more to the extensive and deep flood plain deposits and the inability of shovel testing to extend below this dynamic locality.

Features identified at the Woolen Mill site included the southeast and northeastern siltstone and brick constructed corners of the Woolen Mill, as well as an interior mortared brick wall. Deposits of ash and charcoal were also identified adjacent to the foundations, possible evidence of a destructive fire. The below grade foundations of the Woolen Mill were found to be relatively intact and well-preserved due to the overlying and comprehensive flood deposit.

44PW1659-0051 possesses a high degree of integrity in terms of its location, design, setting, materials, workmanship, feeling, and association. 44PW1659-0051 is located 150 feet north of the Buckland Mill between the mill race and Broad Run, in what would have been the industrialized northern end of the town of Buckland. The setting, a lightly wooded flood plain located away from the concentration of residential dwellings, appears much as it would have in the early nineteenth century. The expected paucity of artifacts is in keeping with the non-domestic, industrialized setting. The identification of two exterior corners and an interior wall of the woolen mill, possessing intact, well-preserved masonry foundations constructed of both siltstone and brick, speak to the use of both local and imported materials used, and the skill of early nineteenth-century craftsmen in constructing a valuable industrial technology in a volatile flood-plain setting. The archaeologically identified plan of the mill, a 60-foot long stone and brick design, conforms to what is known about the property from period documents, and is believed to be well-preserved by flood deposits. The intact cultural features assist in conveying the integrity of association with a nineteenth-century urban commercial town.

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The identification of the location of the intact and well-preserved brick and stone foundation of the ca. 1838 woolen mill begins to fill out the extensive industrial history of Buckland. Most likely built in the exact location of an earlier but smaller distillery that was destroyed by a flood, the woolen mill represents the continued reliance of Buckland on water-powered industrial production, a long-term economic anchor for the entrepreneurial town. Little is known about the early distillery or woolen production in Buckland. Future archaeological systematic trenching and large unit excavation within the woolen mill may confirm the presence of an earlier distillery, as well as possibly elucidating the type of equipment used in the mill as well as the process of production. Additional archival and archaeological research can also potentially contribute to a greater understanding of antebellum industrial labor in a small southern town and how that may have fit in with or contradicted the larger slave-based society.

Hilltop House (44PW1659-0054)

Archaeological investigations took place in a small copse of trees on a topographic highpoint in a location approximately 425 feet west of and upslope from the Buckland Mill. An 1863 map showed an unidentified historic structure in this location. A total of 9 shovel test pits were excavated in close proximity to one another, 4 or 44% of which were positive. A total of 8 artifacts were recovered from shovel testing.

Too sparse to make a functional assessment, the material culture collection from the Hilltop House site was composed predominantly of container glass (bottles, jars), a single ceramic (coarse earthenware), and architectural items (cut nails). Perhaps because of the presence of the copse of trees, a well-preserved cultural deposit of artifact bearing soils was identified in this location. No prehistoric materials were recovered from the Hilltop House site.

Features identified within the copse of trees included a siltstone rubble concentration, believed to be the remains of a structure. The site was interpreted as the location of an historic structure that appears on several nineteenth and twentieth century maps of Buckland.

44PW1659-0054 possesses a high degree of integrity in terms of its location, setting, materials, and association. 44PW1659-0054 is located on the highest point above and overlooking the town of Buckland. The setting, a predominantly sod-covered gently sloping hilltop, contains a copse of trees that have protected the buried cultural resources. The concentration of rubble siltstone, believed to be the remains of a mid-nineteenth-century structure, represent materials that would have been available to, and used by, occupants of the town of Buckland in the construction of homes and businesses. The intact cultural deposit identified at 44PW1659-0054, the stone rubble concentration, and the material culture recovered assist in conveying integrity of association with a nineteenth-century urban commercial town and its outlying parcels.

While limited archaeological research has been conducted within the urban fabric of Buckland on a number of historic town lots, no investigations have been conducted in outlying areas adjacent to but

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outside of the original 1798 town plan. As part of the Buckland Mill tract, 44PW1659-0054 provides an opportunity to more thoroughly document a structure that is not known to be directly associated with an industrial structure or its managers or operators. In this sense, future research at 44PW1659-0054 has the ability to contribute to a greater understanding of the functioning of a large industrial tract and the labor that supported it.

Buckland Quarries (44PW1659-0052)

No subsurface archaeological investigations were conducted and no material culture was collected at the Buckland quarries (44PW1659-0052). In the early Fall of 2017 however, the resource was visited as part of a targeted reconnaissance survey aimed at documenting in greater detail this contributing resource. A total of four slot trenches, or quarries, were identified in the area northeast of and adjacent to Cerro Gordo Road and on either side of the entrance drive to the Cerro Gordo property. Each of the quarries lies slightly above the northeastern bank of the Cerro Gordo Road and within 25 feet of the corridor.

The rock outcrop in this location is a portion of the underlying Culpeper basin diabase, an intrusive igneous rock originating in the Triassic period and oriented in a northeast – southwest trough east of the Blue Ridge Mountains and spanning eastern Loudoun, western Fairfax, western Prince William, southeastern Fauquier, central Culpeper and small portions of both Orange and Madison counties. At Buckland proper, the Culpeper basin diabase appears as vertically set sheets of varying thicknesses.

The quarries consist of four slot trenches of varying sizes. Slot trench #1, the smallest of the four quarries, is located east of the entrance drive to the Cerro Gordo property. It measures approximately 25 feet (east-west) by 30 feet (north-south) with a depth of approximately 12.0 feet below grade. Sheet bedrock is exposed in numerous places with eroded soils and small vegetation covering much of the trench.

Slot trench #2, the first trench west of the entrance drive to Cerro Gordo, measures approximately 33 feet (east-west) by 50 feet (north-south). This elongated trench possesses exposed tabular bedrock at its north end and extends to a depth of approximately 15.0 to 20.0 below grade. Eroded soils and small vegetation was found to cover portions of the trench.

Slot trench #3, the next quarry west of #2, is the largest measuring approximately 55 feet (east-west by 65 feet (north-south). Nearly spherical in shape, slot trench #3 appears to have a relatively graded entry. The trench also possesses sheer, near vertical sides and rear. Numerous exposed tabular bedrock was noted lying on the bottom of the quarry, with exposed sheet bedrock at its northern face. A stratum of tabular rock, mostly waster material and a product of quarrying, covered much of the southern end of the quarry where grade was the shallowest. The sides of trench #3 were sloped and consisted of eroded soils. The quarry extended to a depth of approximately 8.0 – 10.0 feet below grade.

Slot trench #4, the western most quarry, measured approximately 25 feet (east-west) by 52 feet (north-south). This long, narrow trench possessed exposed tabular bedrock lying on the ground surface at its

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northern end with light vegetation and eroded soils covering much of its base. Trench #4 possessed sloped sides with a near-vertical northern end. The quarry extended to a depth of approximately 10.0 feet below grade.

Examination of the four quarries suggests that quality stone was identified and pursued in targeted locations. Exposed bedrock in most of the northern ends of the slot trenches, and isolated tabular rock at the base of the trenches, suggests that the quarried stone was quite large and appropriate for construction buildings and structures. Trench #3 also possessed a large area of small tabular rock at the base of the quarry that would not have been used in construction. This may represent poor quality stone, or perhaps a byproduct of the quarrying process.

Because no formal records documenting the use of the Buckland quarries are known to have been kept, this resource would benefit from a more intensive survey that has as its goal, documenting in greater detail the method of quarrying, the quality of the stone available, and the extent of the Culpeper basin diabase in this location.

William Draper Shop / John Trone House (44PW1659-0006)

Archaeological investigations took place in the east yard of the Draper Shop / Trone House (076-0313-0009), an early nineteenth-century dwelling located within historic Lot 6. Four large units, units 5 – 8, were excavated approximately 35 feet east of the Trone House in an area believed to be the location of the Stagecoach Inn.

A total of 989 artifacts were recovered from units 5 – 8. The material culture collection, dating from the late eighteenth to the first half of the twentieth century, represents a domestic assemblage composed predominantly of ceramic and glass tablewares and utilitarian wares (creamware, Jackfield, pearlware, whiteware, ironstone, porcelain, lead-glazed redware, stoneware, and container glass), personal items (tobacco pipes), architectural and household items (brick, nails, slate, pane glass, and lamp chimney), and limited amounts of animal bone and waster material such as coal and cinder.

Although acknowledging the close proximity of each of the four units, the distribution of the material culture recovered from the Draper Shop / Trone House site appeared to favor the eastern or downslope units. Units 5 and 8 contained the most material culture, possibly a result of natural erosional processes or intentional cultural deposition practices, or both.

Features identified at the Draper Shop / Trone House site included a shallow unidentified bowl-shaped feature surrounded by white ash and containing a bottom of flat stones, possibly a feature related to blacksmith work. An extensive sheet midden containing domestic material culture as well as a number of historic street corridor features (see below) were also identified.

44PW1659-0006 possesses a high degree of integrity in terms of its location, design, setting, feeling, and association. 44PW1659-0006 is located in historic lot 6, adjacent to and east of the Draper Shop /

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Trone House (076-0313-0009). The setting, a domestic lot with mature trees and a dwelling facing historic Mill Street on the east, appears much as it would have in the early nineteenth century. Buckland in general, and lot 6 in particular, still retains a feeling that evokes a nineteenth-century rural small town. The extensive cultural deposit identified in excavated units, and the prolific material culture recovered assist in conveying integrity of association with a nineteenth-century urban commercial town.

The William Draper Shop / Trone House parcel, historic lot 6, possesses an intact and well-preserved cultural deposit dating from the late eighteenth to the first half of the twentieth century. Interpretation of the parcel and a greater understanding of its development and use through time would benefit from a broader sampling of the domestic lot through Phase I shovel testing, as well as continued large unit excavation adjacent to and surrounding the historic residence. This more comprehensive testing may also define the extent of cultural deposits within the lot and likely identify additional features related to the Draper and/or Trone occupation. Material culture recovered from future archaeological research at 44PW1659-0006 may contribute to a fuller interpretation of the mechanic and artisan class, individuals whose skilled work was vital to the success of nineteenth-century Buckland. Future archaeological sampling may also identify the location of the Stagecoach Inn, believed to lie closer to the present Route 29 / 15 corridor.

Mill Street Corridor Landscape (44PW1659-0057)

Identified underlying and pre-dating the nineteenth-century cultural deposits in units 5 and 8 in the east yard of the Draper Shop / Trone House Lot 6 parcel, were stone constructed features associated with historic Mill Street, now Buckland Mill Road. The western edge of a north-south oriented stone-paved thoroughfare, believed to be historic Mill Street, was identified in the eastern end of units 5 and 8. The corridor contained a 0.17 to 0.35-foot thick deposit of small-sized largely flat, angular stone. Also present in both units, the surfacing was defined by a vertically set linear alignment of large stone, interpreted as a curb feature. Approximately 5.5 feet of the western edge of the stone surfaced corridor and stone curbing was identified before disappearing into the eastern end of each unit. The top surface of the road possessed a gradual drop off to the east. Lying west of and adjacent to the historic Mill Street corridor was a raised, pedestrian sidewalk. The sidewalk contained stone surfacing similar, if not identical to, the adjacent road surface, and characterized by small-sized, flat, angular stone. The pedestrian sidewalk was approximately 4.25 feet wide and was defined by vertically set linear alignments of large stone on both the eastern and western sides.

Material culture recovered in association with both of the circulation features (road / walk) suggests an early nineteenth century construction period and broader nineteenth-century use. Domestic and utilitarian ceramics produced during the late-eighteenth to mid-nineteenth century (stoneware, creamware, pearlware, whiteware and ironstone) as well as wrought and cut nails document a first half of the nineteenth-century use. Material culture recovered from underlying the stone-surfaced road feature (pearlware and cut and wrought nails) supports a construction date of the early nineteenth century. All of the stone, small and large, used in construction these nineteenth-century features was identified as sheet diabase and was likely obtained from local quarries east of and adjacent to Broad

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Run. The early nineteenth century street landscape features are intact and well-preserved below significant fill deposits in this location.

44PW1659-0057 possesses a high degree of integrity in terms of its location, design, setting, materials, workmanship, feeling, and association. 44PW1659-0057 is located along the eastern edge of historic lot 6, the William Draper / John Trone property (076-0313-0009). The setting, the western edge of the historic Mill Street corridor, has not changed its alignment since the establishment of the town of Buckland and has seen changes consistent with the improvement and upgrade of transportation over two centuries. The identification of the western edge of a stone-constructed road surfacing as well as a 4.25-foot-wide stone-constructed sidewalk and curbing, speak to the use of both locally available materials, as well as the skill and workmanship of early nineteenth-century craftsmen in constructing a unique and innovative infrastructure. The initiative of residents and town planners in designing an early nineteenth-century streetscape confirms their perception of Buckland as an important commercial and industrial town, as well as speaking to the engineering abilities and use of current road building technology. The archaeologically identified features are intact and well-preserved below deep fill deposits. These cultural features assist in conveying the integrity of association with a nineteenth-century urban, commercial town.

Archaeological research has documented intact and well-preserved early nineteenth-century streetscape features, including a paved road and paved sidewalk and curbing within historic lot 6. These features attest to the presence of municipally designed and well-built transportation infrastructure, separate and distinct from the state-funded turnpike. Elsewhere in town vertically set stone, possible curb-like features, have also been identified at ground surface on other historic lots. Archaeologically documented municipal streetscape features in the Commonwealth and nation are rare and continued research has the potential to contribute significantly to a growing body of knowledge on this subject. Future archaeological research targeting select locations in the Town of Buckland can begin to define the full extent of the Mill Street streetscape, documenting particular features and the materials used in their construction. Trenching at perpendicular angles to historic Mill Street has the potential to determine the width of the paved thoroughfare. At this point in time, sidewalk features appear to be limited to the west or upslope side of the Mill Street corridor. Large unit excavation can also test for the presence of sidewalk features on the east side of historic Mill Street. Future archaeological data recovered on the Mill Street corridor can be used to compare and contrast with information obtained from the adjacent Fauquier & Alexandria Turnpike.

Fauquier and Alexandria Turnpike Road (44PW1659-0050 / 44PW1938)

South of and adjacent to the northbound corridor of Route 29 /15, and east of Buckland Mill Road, two large north-south oriented trenches, units 1 and 2 to the east and 3 and 4 to the west, were excavated perpendicular to the location of the historic Fauquier and Alexandria Turnpike.

Limited quantities of material culture were recovered from both trenches. A total of 361 artifacts, including domestic ceramics (pearlware, whiteware, ironstone, porcelain, stoneware), and glassware

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(machine-made containers), limited quantities of architectural materials (brick, nails, pane glass, sheet and bar iron) were recovered from the two trenches. The preponderance of what appears to be a domestic assemblage associated with a heavily travelled road corridor may possibly be explained in depositional practices of travelers on the Fauquier and Alexandria Turnpike, or perhaps the residents living on Lots 32 and 36 adjacent to and south of the road.

Numerous road related features were identified in the two trenches. Three separate road surfaces, containing stone of varying sizes, were identified. Road surface 1, the latest formal road surfacing, was composed predominantly of soil but contained stone of varying sizes and is thought to date from the late nineteenth to early twentieth century. Road surface 2, underlying road surface 1, was a relatively thin deposit of consistently sized small stone averaging between 0.1 and 0.2 feet in diameter within a matrix of sandy silt and rock dust. Road surface 2 is believed to date from the ca. 1824 – 1830 period when Claudius Crozet resurfaced the existing turnpike road south of Broad Run. Road surface 3, the earliest formal road surfacing, was composed of nearly exclusively stone ranging in size between 0.3 to 0.55 feet in diameter with minimal intervening sandy matrix. Road surface 3 was the thickest surfacing, measuring 0.5 to 0.8 feet, and is believed to represent the ca. 1812 – 1818 paving episode between the Little River Turnpike and Buckland. Much of the stone used to construct the paved surfacing was identified as weathered diabase cobbles recovered from local drainages, or a byproduct of quarrying of the local sheet diabase.

A side ditch or swale was identified paralleling the paved road surface at the extreme southern end of units 3 and 4. The linear feature, was a relatively shallow east-west oriented trough approximately 0.35 feet in depth and 1. 0 to 1.2 feet wide. Excavation of the feature recovered micro-strata at its base consisting of near pure sand and silt, suggesting a water-born deposition consistent with the design purpose to carry water off from the road bed proper.

The road corridor was intact and well-preserved where identified. The feature was interpreted as the Fauquier and Alexandria Turnpike, an important macadamized early nineteenth-century road connecting eastern ports with the Piedmont and Valley agricultural producers.

44PW1659-0050 / 44PW1938 possesses a high degree of integrity in terms of its location, design, setting, materials, workmanship, feeling, and association. The archaeological resource bisects the town of Buckland on an east-west access, its original river crossing. Despite the adjacent embankment of northbound Route 29 /15, the sod-covered and lightly wooded western flood plain of Broad Run containing the historic road corridor, just south of and adjacent to Route 29 / 15, has not changed much since the establishment of Buckland. The identification of the historic Fauquier & Alexandria Turnpike, a broad stone-constructed thoroughfare composed of three distinct surfaces as well as a gutter feature along its southern edge, speak to the use of both locally available materials, as well as the skill and workmanship of early nineteenth-century craftsmen in constructing such a labor-intensive and expensive infrastructural improvement. The initiative of residents and town planners in supporting the turnpike, as well as the use of John Loudon McAdam’s paving technology, confirms the perception of Buckland as an important commercial and industrial town, as well as speaks to the adoption of ‘scientific’ road

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building techniques and the unique design and engineering that accompanied it. The archaeologically identified features are intact and well-preserved below deep fill deposits. These cultural features assist in conveying the integrity of association with a nineteenth-century urban, commercial town, and the adoption of a macadamized surfacing directly links this resource to the presence and supervision of Claudius Crozet, then the Principal Engineer for the Commonwealth of Virginia, responsible for improving the ‘old’ turnpike road west of Buckland.

Presumed to be the second documented macadamized road in the nation, an unknown length of the remains of the Fauquier & Alexandria Turnpike corridor lie intact and well-preserved below grade. Extending in a westward direction from Broad Run, the preserved portion of the early nineteenth century turnpike possesses significant potential to further document one of the earliest macadam roads in America, and early road-building techniques as applied by local non-professional road-builders using decades older traditional methods, and professionally trained engineers applying John Loudon McAdam’s scientific techniques like Claudius Crozet, the Commonwealth’s Principal Engineer between 1823 – 1831. Given the scarcity of preserved remnant early nineteenth-century turnpike roads in Virginia, the fact that the Fauquier & Alexandria Turnpike spans the non-professional and professional road-building periods that utilized different road design and construction methods, the research potential for 44PW1659-0050 / 44PW1938 is significant.

Section 8: Statement of Significance

Summary Statement

The architectural and archaeological properties included in this update possess local significance under Criterion A in the areas of Commerce for the ability of Prettyman Stables (44PW1659-0028), the Distillery / Hawley Stables (44PW1659-0029), and the Woolen Mill (44PW1659-0056) sites in demonstrating the importance of commercial services and trade in the development and prosperity of small, rural communities, in the area of Education for the ability of the Buckland School house site (076-0313-0073) to represent the important role of public and private education in nineteenth-century rural communities, in the area of Ethnic Heritage: Black and European due to the ability of the town of Buckland to represent the struggles, success, and achievements of both whites and free and enslaved blacks in forging community from diverse ethnic heritage, in the area of Industry for the ability of the William Draper Shop / Trone House (44PW1659-0006), the Woolen Mill (44PW1659-0056), and the Buckland quarries (44PW1659-0052) and mill race and dam (076-0313-0028) to represent industrial infrastructure and processing facilities at both the small (blacksmith shop) and large (mill dam and race, textile factory) scale and their role in driving the prosperity of Buckland, and for the area of Social History and the ability of the William Draper Shop / Trone House (44PW1659-0006), the Distillery / Hawley Stables (44PW1659-0029), the Buckland Mill tract (076-0112, 44PW1659-0054, 44PW1659-0055), and the Woolen Mill (44PW1659-0056) to contribute to an understanding of the individual and collective experiences of race and class and their changing contexts and values through time; statewide significance under Criterion A in the area of Community Planning and Development for the Mill Street

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corridor streetscape (44PW1659-0057) in representing the ability of Buckland residents to plan for and fund a vernacularly-designed vehicular and pedestrian corridor unique to a rural, nineteenth-century community; statewide significance under Criterion B for Transportation and the role that the Commonwealth’s Principal Engineer Claudius Crozet played in directly supervising the construction of the Fauquier & Alexandria Turnpike (44PW1659-0050 / 44PW1938), and his role in promoting the funding and development of the Commonwealth’s infrastructural transportation network; and statewide significance under Criterion D for Archeology – Historic Non-Aboriginal due to the extensive intact and well-preserved archaeological features and deposits that document important transportation features, nineteenth and twentieth-century domestic households, commercial enterprises, and industrial landscapes, the broad material culture assemblage spanning the late eighteenth through early twentieth centuries, the extensive archival sources that document both small and large scale commerce and collective efforts at improving trade and transportation, and the ability of the properties to document the long-term role of commerce and industry in driving the development of a rural, industrial community.

Historic Context

Establishment of Buckland

The Broad Run tract was purchased by Samuel Love from the executors of Robert (King) Carter in 1774. The purchase included a mill seat comprised of a mill, dam “and other appurtenances used with the said mill.” By the last decade of the eighteenth century, Buckland was a small but thriving commercial complex centered around the grain manufacturing seat of Buckland Mills. Samuel Love, and his son John Love, had attracted a handful of merchants and craftsmen to the small but growing industrial community. John Love leased the land and eventually sold small lots to these merchants prior to the 1798 establishment of the town of Buckland.¹⁰

Most but not all of the land of the future town of Buckland was owned by John Love. The majority of land east of Broad Run and across from Buckland Mills however was owned by George G. Tyler. Tyler had received a 350-acre tract from his father-in-law the Rev. Isaac Campbell. Most likely anticipating the future establishment of Buckland, a potential expansion of the mill seat, and to obtain a natural outcropping of rock, in late 1796 John Love purchased 22 acres of Tyler’s land east of and adjacent to Broad Run and the growing commercial and manufacturing community centered on the Buckland Mills.¹¹

¹⁰ In a 1797 petition to the General Assembly to establish the town of Buckland, Prince William County citizens noted that residents had “already built upwards of twenty good houses occupied by tradesmen and merchants.” Prince William County records documenting the sale of lots in Buckland on July 7, 1798 notes that Lots 1, 2, 3, 4, 5, 6, 29, 32, 35, 38 and 46 “were built upon previous to the law which passed for establishing said town.” See Prince William County Deed Book (PWCDB) 4:431, July 7, 1798; [Petition to establish a Town on the Lands of John Love, 1797]. *General Assembly Legislative Petitions*, December 7, 1797. Accession #361221. Microfilm 164, Box 210, Folder 52. Library of Virginia,

¹¹ George Gray Tyler to John Love, December 26, 1796. Prince William County Loose Papers, 1796. Prince William County Courthouse, Manassas, Virginia.

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In a 1797 petition to the General Assembly in support of establishing a town on the lands of John Love, local citizens promoted the vicinity of Buckland Mills as conveniently located to both current and future roads. “Buckland lies convenient to one of the best gaps in the lower ridge of mountains,¹² through which the roads of a very extensive part of the country between the lower and Blue Ridge of mountains must necessarily pass to go either to Dumfries or Alexandria.¹³ The road in the straightest direction from Ashby’s Gap to Dumfries will pass through Buckland. ...The road called the Carolina Road, leading from Nowland’s Ferry on Potomac River to Norman’s Ford, Rappahannock, is established to pass through Buckland, and is found nearer and better than the former one.” In January of 1798 Buckland, along with several other small towns, was established by the General Assembly of Virginia using the “forty-eight lott plan of the town” devised by John Love.¹⁴

Buckland was laid out on an axial plan.¹⁵ The main road in Buckland was a north-south oriented corridor, now Buckland Mill Road, connecting the late eighteenth-century Samuel Love residence of Buckland Hall on the south, with the town of Buckland on the north. Near its northern terminus at Buckland Mills, this road crossed Broad Run at a ford and dam and connected the newly established town with the Carolina Road, and further east with the Mountain Road. Streets within the town of Buckland were also oriented generally in a north-south and east-west direction. Although the original 1798 town plan for Buckland can no longer be found, early deeds of sale document the location of many streets. North-south oriented streets in the original 1798 Buckland town plan included from west to east Franklin, Madison, Fayette and Mill streets west of Broad Run, and Jefferson and Washington streets east of Broad Run. East-west oriented streets in the Buckland town plan included from north to south Love, Bridge, Elizabeth, Jane and South streets. Although no early property deeds mention its name, several twentieth century sources¹⁶ also note that an east-west oriented ‘William’ street was also present in the approximate location of what would become the Fauquier and Alexandria Turnpike. If William Street existed, it is likely that it was established and laid out in coordination with the construction of the ca. 1806-1807 bridge over Broad Run in this location. A road leading from ‘New Baltimore to Buckland’ is also noted in several early nineteenth-century documents, the earliest dating to 1809. It is likely that the Fauquier and Alexandria Turnpike followed the course of this road between Buckland and New Baltimore.

In June of 1798, the Trustees of Buckland notified the public that they would sell at auction all of the

¹² Between Baldwin Ridge and Pond Mountains near the community of New Baltimore, Virginia.
¹³ Dumfries was a harbor at the head of Quantico Creek in Prince William County. Alexandria had access to the Chesapeake Bay. Both were prominent late eighteenth-century harbors to which much produce and goods were shipped.
¹⁴ [Petition to establish a Town on the Lands of John Love, 1797]. *General Assembly Legislative Petitions*, December 7, 1797. Accession #361221. Microfilm 164, Box 210, Folder 52. Library of Virginia, Richmond, Virginia; An Act to Establish Several Towns, January 15, 1798. *Acts of the General Assembly of Virginia*, 1798.
¹⁵ David Blake and Stephen Fonzo, Buckland, Virginia: An Introductory History, p5. In Ridout et al., *The Entrepreneurial Landscape of a Turnpike Town: An Architectural Survey of Buckland, Virginia*. (Buckland: Buckland Preservation Society, 2005).
¹⁶ I. F. Fields, Little Town of Buckland. *Journal Messenger* (Manassas), March 21, 1957; Charles J. Gilliss, Buckland, Now A Crossroads – In Its First Days, A Thriving Town with a Good Tavern, *Fauquier Democrat* (Warrenton), September 10, 1953.

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unoccupied and unsold lots in the town. At the July 7th auction, a total of 37 of the original 48 lots were sold. Twenty-six of these lots, just over 70%, were purchased by John Love. Much of the early settlement of Buckland was centered on the west side of Broad Run, along the east and west sides of Mill Street, the main north-south axis, as well as west of Fayette Street.¹⁷

Upon Samuel Love's purchase of the Buckland Mills tract in 1774, the industrial trajectory of the property had already been established. The existing grist mill, dam and race was to be the lynchpin for future development at what would become Buckland, and the driving force behind attracting other like-minded commercial and industrial entrepreneurs to establish their presence in western Prince William County. The mill seat's improvement and redevelopment by John Love in 1797 was timed to coordinate with the establishment of the town of Buckland and the subsequent sale of urban lots. Commerce then, in the form of large scale industrial enterprise and smaller scale individual artisan and craft-based production, was to drive the economic development of Buckland for over a century from the late eighteenth century through the early twentieth century. John Love's acquisition of just over 22 acres of land east of and adjacent to Broad Run, and containing an extensive outcrop of rock, provided the Loves with a convenient source of building material. The Buckland quarries would be the source of the stone used in constructing the industrial, commercial as well as residential buildings that would come to be built on either side of Mill Street.

*Lot 6*¹⁸

Lot 6 in the 1798 48-lot plan was first purchased by John Love and Josiah Watson¹⁹ shortly after the establishment of Buckland.²⁰ Love and Watson held Lot 6 less than a year for in early 1799 they sold it to William Draper. Lot 6 was an approximately 100 by 180-foot east-west oriented rectangular lot bordered by Fayette Street on the west, Mill street on the east, and lots 7 on the south and 5 on the north. The 1799 deed of sale conveyed Lot 6 as "the parcel of ground whereon the said William Draper has at this time a shop." Although it is not known who built it, the structure in which Draper is believed to have operated his 'shop' is thought to have been incorporated in the stone, first floor level of the extant John Trone house.²¹

Lot 6 was located just west of and adjacent to Buckland's principal road Mill Street, a north-south corridor connecting Buckland Hall on the south, the residence constructed by Samuel Love in the last two decades of the eighteenth century, with the commercial and industrial town of Buckland proper and

¹⁷ PWCDB 4:431, July 7, 1798.

¹⁸ The following text is taken from Ford and Thompson, *Archaeological Investigations Associated with the Fauquier and Alexandria Turnpike (44PW1938), Buckland, Virginia*. (Charlottesville: Rivanna Archaeological Services, 2013).

¹⁹ Josiah Watson, son-in-law to John Love, was a postmaster and merchant living in Alexandria, Virginia.

²⁰ PWCDB 2:533.

²¹ PWCDB Z:533-534. See VDHR Reconnaissance Level Survey, *DHR 076-0123, John Trone House*. On file at the Library and Archives, Department of Historic Resources, Richmond, Virginia. It is not known who William Draper was or what activities were carried on in his 'shop.'

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Buckland Mills on the north. Lot 6 was one of eleven lots (1-6, 29, 32, 35, 38 and 46) that were occupied by residents and contained built structures prior to the establishment of the town of Buckland in 1798.²²

Only a year after his purchase, William Draper sold Lot 6 to William Hunton Jr. in 1800. The deed of sale also notes the presence of Jane Street adjacent to the south side of Lot 6, a street that was not noted in the deed recording the sale from Love and Watson to Draper a year earlier.²³ Hunton held onto Lot 6 for just over a decade when in 1811 he sold it to a John Hampton.²⁴ Hampton left Buckland in 1813 and sold all of his 'houses and lotts to Mr. Love.'²⁵ Only a few years later Enoch Foley, a resident of Fauquier County, had obtained Lot 6. Shortly before his death in 1815, Enoch Foley willed his "house and lot at Buckland," to his brother William. During the time that Enoch Foley or his estate owned Lot 6, land tax records from the end of the first quarter of the nineteenth century document that buildings on the property were valued at \$400 in 1820, and \$440 between 1821 - 1823. The modest increase in value of the buildings suggests an unidentified improvement to the property.²⁶

Although it is not clear how, sometime prior to the mid-1820s John Love re-acquired Lot 6 presumably from William Foley or the Enoch Foley estate.²⁷ In June of 1825, Love sold the 0.41-acre Lot 6 for \$75.00 to John S. Trone, a blacksmith and preacher by trade. The deed of sale for Lot 6 noted that the parcel was bounded "on the north by the new Turn pike road which said road has taken off a small portion of the said Lott." Trone and his family were to occupy Lot 6 for nearly six decades until 1882.²⁸ Architectural evidence from the small extant one and a half story two-room plan stone structure on Lot 6 is consistent with a construction date in the 1820s and is believed to have been built by John Trone.²⁹ By mid-century Trone began to acquire several lots or portions of lots within the town of Buckland. Although no deed of sale could be found, land tax records from the 1850s document that Trone was taxed for a portion of lot 7, adjacent to and south of his residence, as well as lot 32, north of the Fauquier and Alexandria Turnpike and east of Mill Street. It is not yet clear whether Trone purchased these additional lots as investment properties, or as an expansion of his blacksmith business, or a combination of both.³⁰

In association with the Board of Trustees in 1856, Trone also assisted with the purchase of lots 15 and

²² PWCDB 4:431, June 1, 1812.

²³ PWCDB 1:174-175.

²⁴ PWCDB 4:418. By the mid-1820s, Thomas R. and John Hampton were recorded as merchants and trading partners under the firm of Thomas R. Hampton & Company. It is not clear if Lot 6 served as a residence for John Hampton, a place of business, or both.

²⁵ *Deposition of John Hampton, Warrenton, Virginia, June 20, 1823*. Watson vs. Watson, 1833. CR-LC-H 297-1. Fredericksburg Circuit Court Archives, Fredericksburg, Virginia.

²⁶ Fauquier County Will Book (FCWB) 6:179; Prince William County Land Tax Records (PWCLTR) 1812 – 1823.

²⁷ No deeds of transfer record the sale of Lot 6 to John Love or his attorney during this period.

²⁸ PWCDB 10:296-297.

²⁹ Orlando Ridout, et al. *The Entrepreneurial Landscape of a Turnpike Town: An Architectural Survey of Buckland, Virginia*, p81. Buckland: Buckland Preservation Society, 2005.

³⁰ PWCLTR 1850 - 1875.

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16 from Hugh H. Hite, an approximately 1-acre parcel for the use of a Methodist Episcopal Church.³¹ Lots 15 and 16 were located upslope and due west of Trone's residence. John Trone became the first pastor of the church and served in this capacity until his death. Trone also served the larger Methodist circuit, traveling from church to church on horseback. John S. Trone (d. 1885) and his wife Delilah (d. 1876) are buried in the Methodist Church cemetery lot.³²

In 1858 Trone purchased Lot 5 in the Buckland town plan, adjacent to and north of his residence. The deed of transfer described the lot as that "certain house and lot in the village of Buckland ...now occupied by T. C. Gough and said lot ...lies broadside with the turnpike."³³ On the eve of the Civil War, Trone also purchased three additional acres adjacent to his house. This land was sold off in 1868 and again in 1871 in separate two acre and one-acre parcels respectively.³⁴

As a blacksmith it is believed that John Trone may have operated a workshop on Lot 32, a parcel east of and across Mill Street and catty-corner from his own residence.³⁵ In 1866, Trone and his wife sold Lot 32 to Rufus Fairbanks for \$200. The deed of sale noted that "on said Lot, there is an old Blacksmith Shop containing a set of Blacksmith's tools, all of which the said John S. Trone and Delilah Trone his wife do hereby sell, release, confirm and convey to the said Rufus Fairbanks and his heirs; and do furthermore warrant and defend the aforesaid Lot, shop and tools, against the claim or claims of all persons whatsoever."³⁶

Although too old to participate as a combatant in the Civil War, Trone supported the Confederate cause. Several sources note a war-time interaction that Trone had with an unidentified Union officer. Desiring his horse to be shod, a Union cavalry officer approached Trone at his blacksmith shop. As the story goes, Trone denied the request whereon the Union officer stated, 'this horse is going to be shod, by God.' Trone's reply, 'God may shoe your horse, but John Trone will not.'³⁷

Shortly following the Civil War, John Trone's personal debts eventually caught up with him. By the 1870s, three suits were brought against Trone by individuals for money owed to them.³⁸ Despite making minimal annual payments, a debt to B. E. Harrison in the amount of \$200 in March of 1861 had, with

³¹ The original church on this lot had burned in 1853.

³² PWCDB 24:633, March 31, 1856; Susan R. Morton, *Buckland Methodist Church, Survey Report, April 5, 1938*. Works Progress Administration of Virginia, Historical Inventory. (Richmond: Library of Virginia); *Buckland Church, Virginia Historic Landmarks Commission Survey Form, File 76-116, May, 1979*.

³³ PWCDB 24:384, September 16, 1858.

³⁴ PWCDB 25:277, July 24, 1860; 26:745, July 11, 1868; 31:225, November 11, 1871.

³⁵ Although Trone did not formally acquire lot 32 until 1851, it is possible he may have leased or rented the property for some time prior to this date.

³⁶ PWCDB 26:244, February 14, 1866.

³⁷ Sources provide various iterations of this verbal exchange but the result is always the same. John Trone refused to shoe the horse.

³⁸ See Prince William County Chancery Court Records (PWCCChCR), Charles E. Tyler (Plaintiff) vs. John S. Trone (Defendant), 1875; Thomas A. Smith (Plaintiff) vs. John S. Trone (Defendant), 1876; and B. E. Harrison's Executors. (Plaintiff) vs. John S. Trone (Defendant), 1882.

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interest and costs, ballooned to \$426.15. During the chancery suit, John Trone's house and lot were valued at \$700 and believed to have an annual rent of \$60. In 1882 a judge ordered the house and lot in Buckland owned by John Trone to be sold.³⁹

As a result of the 1882 court order stemming from the B. E. Harrison executors suit, Lot 6 was sold at public auction. On October 10, 1882 commissioner E. E. Meredith sold the "house and lot situate in the village of Buckland ...and known as the John S. Trone lot, it being the same lot now in possession of said Trone," to John D. Davis. A year later Davis sold the lot and house to Julia Compton. In January of 1884 the property was again sold by Compton to a B. R. Lews.⁴⁰ Upon the sale of his house and lot in late 1882, John S. Trone and his family presumably moved to an unknown location. John S. Trone died in 1885 and was buried in the Methodist Episcopal Church cemetery just west of his Lot 6.

In the first few years of the twentieth century, B. R. Lews sold the former Trone property to Sarah F. Butler. An owner of significant acreage in historic Buckland, Butler held onto the Trone property for several decades. It is not clear if the Trone house was rented or leased during the early twentieth century. After Sarah Butler's death, her heirs gave the then two-acre 'Compton place' to another relative Robert Lee (R. L.) Finks, also a property owner in Buckland. In 1935 the property was described as "in the corner of the intersection of Lee Highway and the old Greenwich Road being on the south side of said highway and bounded by the said highway on the north, said old Greenwich Road on the east, T. Butler on the south and the old street or road between said lot and the church property."⁴¹

A 1938 Virginia Historical Inventory surveyor documented the Trone House, then a main residence with 'ell' kitchen wing.

Built on a hillside, there is one porch that has only two steps to the ground, and this leads to the second story rooms. The stone first floor has a long porch which faces on Route #684 and is on a level with the ground. There is an ell, only partly attached, which appears to have been used as the outer kitchen. One of the rooms on the second floor extends over the porch on the outside of the house. There are no outbuildings left, and but a few strays from the garden.⁴²

In 1980 Mary R. Finks, told a Virginia Historic Landmark Commission surveyor that she had moved to Buckland with her husband, R. L. Finks, in the 1940s. R. L. Finks had received the house and lot and an adjacent 15 acres through an inheritance. During their tenure, the Finks sold an approximately half acre

³⁹ William M. Lipscomb, Commissioner's Report, September 22, 1879. B. E. Harrison's executors vs. John S. Trone, (1882). Index No. 1882-010. Prince William County Chancery Records, Library of Virginia, Richmond, Virginia.

⁴⁰ PWCDB 34:315 October 10, 1882; 34:518 November 28, 1883; 50:221 January 21, 1884. It is not clear if B. R. Lews ever legally acquired the former Trone property. Prince William County land tax records document that Julia Compton continued to pay property taxes on the former Trone property for the length of his ownership.

⁴¹ PWCDB 50:381 May 12, 1902; 58:487, September 3, 1909; 95:235 May 17, 1935.

⁴² Susan R. Morton, *Parson Trone House*, p2. Works Progress Administration of Virginia Historical Inventory, April 5, 1938. (Richmond: Library of Virginia).

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parcel to the Commonwealth of Virginia for the widening of State Route 29/21 from two to four lanes in 1954, and an approximately 12.5-acre parcel to a Marion E. Turner in 1959.⁴³

Although no land tax records or deeds of transfer directly document the presence of a structure identified as the Stagecoach Inn, several sources suggest that a structure believed to be the Stagecoach Inn may have occupied the vicinity of lots 5 and 6 from the second quarter of the nineteenth to the second quarter of the twentieth centuries. An 1863 sketch of the Battle of Buckland Mills by Alfred R. Waud shows a structure believed to be the Stagecoach Inn in this location. The structure is represented as a two-story frame building, oriented on a north-south axis, adjacent to the south side of the Fauquier and Alexandria Turnpike Road. The structure appears to be located off the northeast corner of the John Trone House.

A first quarter of the twentieth-century photograph is also believed to show the Stagecoach Inn structure. The photograph, taken from Buckland Mill Road south of its intersection with the Fauquier and Alexandria Turnpike, shows three individuals, an automobile, and a two-story frame structure with its gable ends in a north-south orientation.

A 1926 State Highway Commission plan for the construction of a new concrete bridge at Buckland and the improvement of Route 21 (former Fauquier and Alexandria Turnpike) documents the presence of a ‘frame dwelling’ (F.D.) at the corner of Rt. 684 (Buckland Mill Road) and Route 21. The dwelling appears to be located in the northeast corner of Lot #6, possess a rectangular footprint, and is oriented in an east-west direction. According to the scale provided for the plan, the structure sits approximately 475 feet west of the western bridge abutment at Broad Run. Sometime between the 1926 State Highway Commission plan and the 1937 aerial photo of Buckland, the frame dwelling on the Trone House property was demolished.

In addition to historic images, Richard Bland Lee V, a long-time resident of Buckland who resided at both Buckland Hall and Cerro Gordo, recalled family stories of a structure in the northeast corner of the Trone House Lot #6. According to Lee, his grandfather told him that there was a large structure standing at the southwest corner of the intersection of what is now Route 29 and Buckland Mill Road that ‘at one time’ was connected to the Trone House. Lee was also told that a stone kitchen used to stand southeast of and adjacent to the current residence.⁴⁴

*Lot 28*⁴⁵

Situated along Broad Run and adjoining the Buckland Mills tract to the north and the Deerlick Cottage (Lot 29) to the south, Lot 28 would remain vacant throughout most of the nineteenth century. John Love

⁴³ Virginia Historic Landmark Commission Survey Form, *John Trone Property*, January 1980. Department of Historic Resources Library and Archives, Richmond, Virginia; PWDB 173:357, May 4, 1954; 247:264, October 8, 1959.

⁴⁴ David W. Blake, Personal Communication, June 2012.

⁴⁵ The following text is taken from Laird and Fesler, *Archaeological Testing and Survey of the Buckland Mills and Distillery Properties, Prince William County, Virginia*, Vol. 1. (Williamsburg: James River Institute for Archaeology, Inc., 2011).

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first deeded Lots 1 and 28 to his brother Samuel Love, Jr. in October 1798. The sale price of £100 likely represented the value of the existing store on Lot 1, while the property on the opposite (east) side of Mill Street likely remained undeveloped. Love must have made significant improvements soon after, as he sold a portion of it to John Taylor, Jr. for £200 in September 1799. The boundaries of this irregularly shaped property ran from Mill Street along the north side of Bridge Street to Broad Run; up Broad Run only 16 feet; then parallel to Bridge Street 45 feet before turning north and paralleling Mill Street for 34 feet before turning west to Mill Street and proceeding back to the beginning point at the northeast corner of Mill and Bridge streets. The layout of this partial lot was such that the main portion fronted on Mill Street, while the 16-foot-wide corridor provided access to a narrow frontage on Broad Run.⁴⁶

Exactly what improvements were situated on Lot 28 when Taylor acquired it in 1799 is unclear. Ridout et al. have proposed that: “the high price received for this partial lot leaves little doubt that Samuel Love, Jr. established the distillery during his brief ownership in 1798-1799.” As they go on to note, however, the only available references to the distillery from this period clearly situate it on Taylor’s Lot 29 to the south. It is certainly possible that some aspects of the distillery operation may have been conducted on this lot. On the ca. 1900 plat it was labeled “Spring Lot;” and Buckland resident Martha Leitch noted that it included “one of Buckland’s two good springs.” As such, it may have been the source of water for the nearby distillery.⁴⁷ Nonetheless, it is unlikely that any significant structures associated with either of the successive Buckland distilleries were situated here. Taylor sold the lot to Josiah Watson in July 1811 for only \$30, indicating that there were no longer any built improvements remaining. And, since evidence from the George Britton store ledger suggests that the earliest distillery was still operating in 1814, it must have been elsewhere—most likely on Lot 29 where it had been recorded earlier. Similarly, the evidence from the county land books makes it clear that the extensive distillery operated by William Dean and described by Anne Royall in 1830 was not located here.

From 1824 through to the end of the Civil War, no taxable buildings were recorded on Lot 28. And no structures were depicted at that location in Alfred Waud’s 1863 sketch of Buckland, although much of the lot was obscured by trees.⁴⁸ Lot 28 was owned by E.B. Nalls during the post-Civil War period, and as late as 1877 there were still no built improvements recorded on the property.⁴⁹ The lack of considerable development on the larger lot 28 makes sense as it was prone to repeated, destructive flooding. On the ca. 1900 plat of Buckland, Lot 28 was identified as the “Prettyman Stable Lot,” and included two structures, presumably stables. The larger of these fronted on Mill Street, and was likely the same frame structure that is partially visible in a ca. 1910 photograph of Buckland’s “main street.” The second L-shaped building was located a short distance to the north.

⁴⁶ PWCDB B:391; 1:10.

⁴⁷ Ridout et al., p:121; Martha Leitch, Buckland, Prince William County, Virginia. In *Echoes of History, Newsletter of the Pioneer American Society*, Vol. III, No. 6 (November), pp: 81-87.

⁴⁸ PWCDB 4:347; Prince William County Land Books (PWCLB), 1824-1865. Prince William County Courthouse, Manassas, Virginia.

⁴⁹ PWCLB 1874, 1877.

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Lot 29⁵⁰

The first recorded transfer of this property occurred on February 2, 1799, when John and Elizabeth Love deeded the northern portion of the lot, running 38 feet south from Bridge Street, to Francis Hawley for the modest sum of £12. Although this value was consistent with the sale price of other undeveloped lots, the lot already included Hawley’s stables. In March of 1800, Hawley and his wife Sarah sold the same partial lot to John Taylor, Jr. for an identical amount. By the following year, however, it appears that Taylor had established a distillery there; in the Prince William County Land Book of 1801, he was credited with “Part of Lot No. 29, where your still is”.⁵¹ At some point between 1806 and 1810, John Taylor, Jr. sold the northern portion of Lot 29 to Samuel Hudson. Based on the results of architectural analysis, the core of the existing Deerlick Cottage, located in the southern half of Lot 29, probably was built during this period. Early on, this structure served a commercial purpose. In November 1811, when Hudson sold this part of Lot 29 to William Brooks for £75, it was described as the property “whereon John Hampton has a store.”⁵²

A surviving manuscript account book, known as the “Hampton Day Book,” details the daily purchases and sales made by John and Henry Hampton at their store between January and August of 1810. According to the detailed analysis of this source conducted by historian Stephen Fonzo, the Hamptons appear to have been directly involved with the distillery operation on Lot 29, perhaps in partnership with John Love. This connection is underscored by their purchase of various items such as barrels and other containers, and equipment clearly intended for use at the distillery, including funnels, pots, pans, and two relatively costly stills. In addition, the sale of whiskey produced on site comprised nearly 14 percent of their total transactions during that period, for a total of 3,087 gallons.⁵³ To put this figure in perspective, the national compendium of American “arts and manufactures” for the year 1810 published by political economist Tench Coxe recorded that Virginia’s 3,662 operating distilleries had produced 2,367,589 gallons of distilled spirits from both fruits and grains. This amounted to an average production of 646.5 gallons per distillery. Clearly, Coxe’s figures were incomplete, as his breakdown by county tallied no distilleries in either Prince William or Fauquier County, and only three in Fairfax, which averaged 3,133 gallons each. In Loudoun County, however, the 165 recorded distilleries produced only 390 gallons on average. In contrast, George Washington’s distillery at Mount Vernon managed to produce 600 gallons in 1797, its first year of operation. The following year production rose significantly to 4,500 gallons; and by 1799, the year Washington died, his distillery had an output of nearly 11,000 gallons, yielding a profit of more than \$1,800. Clearly, the Buckland distillery fell somewhere in between Washington’s extensive enterprise—with its five stills housed in a large building

⁵⁰ The following text is taken from Laird and Fesler, *Archaeological Testing and Survey of the Buckland Mills and Distillery Properties, Prince William County, Virginia*, Vol. 1. (Williamsburg: James River Institute for Archaeology, Inc., 2011).

⁵¹ PWCLB Z:413, 1:156, PWCLB 1801.

⁵² PWCLB 1806-1810; Ridout, et al., p121; PWCLB 4:434.

⁵³ Stephen Fonzo, *Manufacturing in Nineteenth-Century Buckland, Virginia: An Analysis of Store Account Books*, pp: 28-30. 2011. *Archaeological Testing and Survey of the Buckland Mills and Distillery Properties, Prince William County, Virginia, Vol. II*. Prepared for the Buckland Preservation Society. Prepared by James River Institute for Archaeology, Inc., 2011.

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measuring 75 by 30 feet—and the many smaller operations scattered throughout the region. Yet, with total revenue of \$2,174 during an eight-month span, Buckland’s distillery clearly represented a major source of income for the Hamptons.⁵⁴

The Hampton Day Book also provides a fascinating glimpse at whiskey consumption in Buckland. Of the whiskey produced by the Hamptons, nearly 90 percent of it was sold by the barrel (each of which held about 31 gallons) and was transported to Alexandria and elsewhere. However, “walk-in” purchases of smaller amounts—either by the gallon, quart, or pint—were common, with regular customers including the Watson & Brooks Store and Tavern; John Love; Charles Meeks, who owned the local tannery; and Ned Distiller, the free African American resident of Buckland who may have worked at the distillery. This pattern of small-scale consumption echoes the historical description that former Buckland resident Martha Leitch offered of the Deerlick Cottage: “It was once a combination dwelling, general store and bar,” she recorded. “The whiskey was made on the premises, kept in barrels and ladled out by dipper into jugs which the customers brought themselves.”⁵⁵

In February 1812, John Love sold the remaining southern portion of Lot 29 to William Brooks. According to the deed, this part of property was “where the old still House stood.” Certainly, this structure must have been related in some way to the distillery that operated on the adjoining part of the lot. However, it is not clear whether the reference to the “old still House” implied an earlier facility, or rather indicated that the entire distilling operation had ceased by that time. Exactly how long the distillery continued to operate on Lot 29 is not clear. The George Britton store ledger covering the period 1814-1818 recorded that both John Hampton and John Love sold upwards of 150 gallons of whiskey to Britton in 1814. However, no further whiskey sales were recorded in subsequent years.⁵⁶ A frustrating gap in the Prince William County deed records, and the absence of the lot in the annual land books, makes it difficult to trace the evolution of this property during the second quarter of the nineteenth century.

By 1850, Charles H. Hunton owned Lot 29 which then included buildings valued at \$500. This value remained constant through the Civil War, and so must have included both the Deerlick Cottage as well as the smaller structure located along Mill Street in the southwest corner of the lot depicted in Waud’s 1863 sketch of Buckland. In 1870, Orlando J. Glasscock purchased the lot from Miranda Chappell for \$950. According to the deed, it then included a store house granary and stable.⁵⁷ The Glasscock family continued to own the lot into the early twentieth century, and the ca. 1900 plat of Buckland depicted several structures on the property at that time, including the Deerlick Cottage and the adjacent building at the intersection of Mill and Elizabeth streets. To the east, where Bridge Street terminated at Broad

⁵⁴ Tenche Coxe, *A Statement of the Arts and Manufactures of the United States of America for the Year 1810*, pp: 22, 103-105. (Philadelphia: A. Cornman, 1814); Eleanor E. Breen and Esther C. White, “A Pretty Considerable Distillery”: Excavating George Washington’s Whiskey Distillery. *Quarterly Bulletin of the Archaeological Society of Virginia*, Vol. 61, No. 4 (December), p209.

⁵⁵ Fonzo, *Manufacturing in Nineteenth-Century Buckland*, pp: 30-33; Leitch, *Buckland*, p84.

⁵⁶ PWCDB 4:436; Fonzo, *Manufacturing in Nineteenth-Century Buckland*, pp: 87, 94.

⁵⁷ PWCDB 28:10.

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Run, were a stable, and two smaller unidentified structures.

*The Buckland Mills Tract*⁵⁸

While the Buckland Mills property predated the establishment of the town of Buckland, the histories and fortunes of the mill tract and neighboring town would be closely intertwined throughout the nineteenth and early twentieth centuries. When Walker Taliaffero sold the 1,250-acre tract on Broad Run that included the future town site to Samuel Love in October 1774, it already included a grist mill. When he died in 1787, Love left this “water grist mill” with two acres of adjoining land to his sons John and Charles Love. Exactly where this mill was located is not certain, but it is generally believed to have been situated at or near the site of the existing Buckland Mill. If this was the case, it must have been gone by 1797, when John Love successfully petitioned the county court to condemn one acre of Richard Campbell’s land on the opposite side of Broad Run so that he could build a dam abutment for a new water-powered grist mill. Along with Josiah and Jane Watson, Love then sold this “merchant mill” and the associated 66 acres of land to Joseph Dean in December 1804 for the considerable sum of \$16,000.⁵⁹ After Joseph Dean died in 1818, his executor Hugh Smith attempted to sell the property to clear the debts owed by his estate. The advertisement he placed in the Alexandria Gazette on 5 June 1818 offers the earliest detailed description of the Buckland Mill.

VALUABLE MILL FOR SALE – Pursuant to the last will and testament of Joseph Dean, deceased will be exposed to sale, on Tuesday the 26th June next, at 12 o’clock, on the premises – that VALUABLE MERCHANT MILL known by the name of “BUCKLAND MILL” situated in the village of Buckland, Prince William County, Virginia, 33 miles from Alexandria, from whence there is a good turnpike road. The mill house is large and commodious, the whole in good repair, with Evan’s machinery complete. There are three pair of burr, and two water wheels 18 feet high, & it is capable of manufacturing 40 bbls of flour daily. The stream is never failing and affords sufficient water for other water works. To the mill there is attached about 100 acres of land, and near the mill is a comfortable dwelling house, and garden. The property is situated in one of the best wheat neighborhoods in Virginia. The title is clear of any encumbrance. One fourth of the purchase money will be required in cash, the remainder in accommodating payments, which will be made known on the day of the sale. Hugh Smith, Executor of Joseph Dean, dec’d.⁶⁰

Evidently, Smith could find no buyer, and the property was sold at public auction to David and Jonathan Ross in July of 1819. As described in the deed, the tract began at the point where Love Street crossed Broad Run, ran west along Love Street to Franklin Street, then south along Franklin to the “Turnpike

⁵⁸ The following text is taken from Laird and Fesler, *Archaeological Testing and Survey of the Buckland Mills and Distillery Properties, Prince William County, Virginia*, Vol. 1. (Williamsburg: James River Institute for Archaeology, Inc., 2011).

⁵⁹ PWCDB 2:241, 7:124; Prince William County Will Books (PWCWB) G:377. Prince William County Courthouse, Manassas, Virginia.

⁶⁰ *Alexandria Gazette*, June 5, 1818, p4.

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road,” then along William Hunton’s line to Broad Run, following the broad loop of the watercourse back to the beginning point. The transaction also included the adjoining Lot 1 in the town, where Samuel Love, Jr. had earlier established a store.⁶¹ By the summer of 1821, David and Jonathan Ross were having difficulty completing payment for the property, and William Herbert, who held the mortgage, announced that it would go up for auction yet again.⁶² As a result of this sale, Thomas Smith acquired the property for the bargain price of only \$8,005. In September 1825, Thomas and Mary Smith deeded a two-thirds interest in the 66-acre mill tract, Buckland Lot 1, and an additional 23 acres to Hugh Smith for \$6,000. When he deeded his interest back in November 1829, however, the property was now valued at \$15,000, and included both the merchant mill and a distillery.⁶³ By the spring of 1840, Thomas Smith was seeking a buyer for the Buckland Mills property, including the grist mill and the adjacent “woolen factory,” which had begun operation two years earlier.⁶⁴

In fact, it would be another five years before the property was sold at public auction. On 16 September 1845, Joseph D. Smith acquired the Buckland Mills tract. Smith held it only briefly, however, deeding it to Robert H. Hunton in March.⁶⁵ According to the industrial schedule for Prince William County of the 1850 Federal Census, Robert H. Hunton and John B. Hunton had a total investment of \$12,000 in the “manufacturing mill” at Buckland, which included both grist- and saw-milling operations. The grist mill had two pairs of burrs and one pair of stones and employed two male hands. Over the past year, it had processed 8,500 bushels of wheat costing \$7,500, and had an output of 1,900 bushels of flour which sold for \$8,750. The sawmill was a far less extensive operation, processing 300 cords of wood at a cost of \$300.⁶⁶ Robert H. Hunton and his brother John B. Hunton continued to hold the Buckland Mills property through the Civil War. During the Battle of Buckland Mills on 19 October 1863, war correspondent and artist Alfred R. Waud sketched a panoramic view of the town looking west across Broad Run from a vantage point on the heights of the neighboring Cerro Gordo property. This image included a number of features associated with the Buckland Mills property, including the large merchant mill and associated mill-race; what was likely the “comfortable miller’s house” described in the 1840 Alexandria Gazette advertisement located just upslope from the mill along Love Street; and two unidentified structures which may have been barns or other agricultural outbuildings. The woolen mill, which was located 150 feet north of the mill, was not shown in the sketch.

The Huntons continued to operate the mill after the Civil War, while attempting to revive the fortunes of the woolen mill, which had been badly damaged during the war years. Faced with financial difficulties, however, they finally decided to sell the Buckland Mills property to Ross Campbell in 1878. Campbell died before the transaction could be completed, however, and the 92-acre property remained in the hands of trustees until March 1899, when the Mercantile Trust and Deposit Company of Baltimore

⁶¹ PWCDB 7:253, 346, 525.

⁶² *Alexandria Gazette*, September 7, 1821, p4.

⁶³ PWCDB 8:185, 10: 400, 12:107.

⁶⁴ *Alexandria Gazette*, May 9, 1840, p3.

⁶⁵ PWCDB 19:81, 19:296.

⁶⁶ *Seventh Census of the United States, 1850*. Census of Manufactures, Prince William County, Virginia, p165.

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deeded a 40-acre portion of the property, including the mill and its machinery, to Elvira S. Williams.⁶⁷ Evidently, it was during Williams’ ownership at the turn of the twentieth century that a plat of Buckland was created which indicated the location of the various town lots and standing structures. This plat depicted the “merchant mill,” with the mill race passing to the south of it, as well as the “site of old mill” at the intersection of Mill and Love streets. The only additional structure shown on the mill property was a structure, labeled “old house” and “Williams stable,” situated upslope and to the west of the mill along Love Street where it joined Madison Street, probably the same structure depicted on the 1863 Waud sketch.

In October 1901, Elvira Williams—formerly of Buckland but then residing in England— deeded the 40-acre property, “together with the mill and other buildings standing on said land,” to Irven R. Wolverton.⁶⁸ During Wolverton’s tenure, this portion of Prince William County was mapped in detail by the U.S. Army Corps of Engineers. According to this 1904 map, virtually all the tract was comprised of cleared agricultural land, while the northwestern portion of the property along Broad Run was wooded. In April 1906, Irven R. Wolverton and wife Fannie L. Wolverton deeded the Buckland Mills property to George W. Calvert for \$4,000. According to a recent architectural analysis of the mill, it is likely that the building had recently been reconstructed, or was in the process of being rebuilt, when Calvert acquired it. According to former Buckland resident Martha Leitch, the woolen mill was dismantled around this time, as well, and some of its timbers used in the grist mill.⁶⁹

In May 1923, George and Minnie Calvert sold the property to George A. Vose, who would hold it for the next 16 years.⁷⁰ By February of 1939, Vose had lost the Buckland Mills tract to foreclosure, and it was purchased at public auction by William H. Calvert. Over the next several years, the property would change hands several times. In March 1940, Calvert deeded a 26.65-acre portion of the property, including the mill, to P.H. Lee, who then sold it back to the Calverts in September 1941. Two months later, they transferred 27.1 acres, including “all that certain tract and parcel of land with the Buckland Mill and all the machinery and equipment therein and with the house and all other appurtenances,” to Thomas L. Mackey and Kate B. Mackey. In January 1949, the Mackeys sold the same property to Frank and Julia Woolfolk. And in May 1954, the Woolfolks passed it in turn to Russell A. Stuart and Helen K. Stuart.⁷¹ By the early 1970s, the heyday of the Buckland Mills property was long past. “Nothing is left now but the foundations of [the woolen mill] and the dye house,” Martha Leitch recorded. The grist mill built by the Calverts still stands, now idle, its wheel and machinery gone. The old wooden dam gave way a number of years ago during a spring thaw, the huge blocks of ice being too much for the rotted timbers. When the foundation for this mill was being built, the men digging found evidence of another very ancient foundation. At present the mill is being used as a stable for horses, having been converted by Mr. and Mrs. Russell Stuart, who now own the property and who live in the charmingly restored

⁶⁷ PWCDB 31:529, 33:41, 44:199, 47:70.
⁶⁸ PWCDB 50:126.
⁶⁹ PWCDB 56:105, Ridout et al, p22; Leitch, Buckland, p82.
⁷⁰ PWCDB 78: 308, 309.
⁷¹ PWCDB 102:25, 104:291, 107:206, 108:21, 135:126, 175:167.

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millers' cottage.⁷² In May 1986, the current owners of the Buckland Mills property, Susan E. Dudley and Brian F. Mannix, purchased four separate parcels totaling approximately 43 acres from the Woods' heirs, Nina Stuart Wood and Peter H. Wood.⁷³

*The Distillery and Buckland Woolen Mill*⁷⁴

By the 1790s, whiskey had replaced rum as the most popular alcoholic beverage in the new Republic, and Virginia was no exception. Expanding grain production, combined with the high cost of transporting bulk agricultural products, made whiskey distilling an attractive and potentially lucrative enterprise during this era. A careful reading of the available documentary sources suggests that at least two successive whiskey distilleries were active at Buckland in the first decades of the nineteenth century, the earliest distillery located on Lot 29, and the Buckland Distillery. Yet, while they were both clearly significant and extensive commercial enterprises, relatively little detailed evidence of their operations, or even their locations, has survived.

The available documentary evidence strongly suggests that by the late 1820s, an extensive distillery operation had been established on the Buckland Mills tract adjoining the town to the north. In September 1825, when Thomas and Mary Smith deeded a two-thirds interest in the property to Hugh Smith, the only improvement noted was the "merchant mill." By the time Hugh and Elizabeth Smith transferred their share back to Thomas Smith in November 1829, however, it included both the grist mill and a distillery. In fact, the presence of the distillery may explain why Hugh Smith sold his share back for \$15,000 when he had paid only \$6,000 four years earlier. The distillery may actually have been a relatively recent addition at that time. In 1829, the built improvements on the Smiths' Buckland Mills tract were assessed at \$15,306; the following year, the valuation increased by nearly \$2,000 to \$17,300 with the notation: "buildings added."⁷⁵ Yet, no sooner was the distillery up and running, than it was damaged in a major flood. In August 1829, a period of excessively heavy rainfall caused a "freshet" that did considerable damage to mills and other properties along the length of Broad Run. According to an article published in the *Alexandria Gazette*, "Mr. Dean, at the Buckland Mills, sustained a heavy loss—his mill dam was carried off—his extensive distillery much damaged."⁷⁶

The "Mr. Dean" referred to was William Dean, the son of Joseph Dean, who had earlier owned the Buckland Mills property. Born in Alexandria in 1801, Dean was educated at elite academies there and in Georgetown and was a childhood friend of Robert E. Lee. He was only 18 when his father died, and to help support his family he took a position as a clerk in a shipping and commission house in Alexandria. In 1823, he moved to Buckland, where he took over the management of the mill formerly operated by his father and now owned by Thomas Smith. As suggested by the newspaper account of the 1829 flood,

⁷² Leitch, *Buckland*, p84.

⁷³ PWCDB 1384:1460.

⁷⁴ The following text is taken from Laird and Fesler, *Archaeological Testing and Survey of the Buckland Mills and Distillery Properties, Prince William County, Virginia*, Vol. 1. (Williamsburg: James River Institute for Archaeology, Inc., 2011).

⁷⁵ PWCDB 10:400, 12:107; PWCLB 1829-1830.

⁷⁶ *Alexandria Gazette*, September 3, 1829, p2.

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Dean must also have run the distillery, another significant clue that this enterprise was now associated with the Buckland merchant mill. The commercial accounts of the Marsteller store in Buckland recorded that William Dean & Co. sold nine barrels and 105 gallons of whiskey to R.H. Marsteller & Co. in May and June of 1829. Evidently, Dean also partnered in the distilling venture with Thomas Smith, the property owner, as the firm of Smith & Dean sold an additional three barrels of whiskey to Marsteller in October 1829, just two months after the flood. Dean would remain in Buckland for eight years, and eventually purchased a town lot from James and Margaret Hull in February 1828. Towards the end of 1830, he sold it to Thomas Smith, and subsequently returned to Alexandria, where he continued in the flour business and then established a shoe factory. Later in life, he moved west to St. Louis, where he helped to establish an iron manufacturing company.⁷⁷ Although “much damaged” during the flood of August 1829, it was not long before the Buckland distillery was fully functional again. When she visited the town in late January 1830, the renowned female journalist and author Anne Royall observed that: “several manufactories are propelled by this stream [Broad Run], which adds much to the scenery. Buckland owns the largest distillery I have seen in my travels,” she noted. “The buildings, vats, and huge vessels are quite a show.” She then went on to describe the extensive “flour manufactory,” concluding that: “this stream is a fund of wealth to the citizens.” As with the Alexandria Gazette’s reporting of the flood damage, Royall also appeared to link the Buckland Mill and distillery in her colorful, albeit brief, description of the town.⁷⁸ Despite its reputed size and importance to the local economy, exactly how long the distillery continued in operation is not known for certain. According to Martin’s *New and Comprehensive Gazetteer of Virginia* of 1835, Buckland included “1 large and extensive distillery.” However, when Joseph D. Smith acquired the Buckland Mills tract in September 1845, there was no mention of the distillery, only the grist mill and the “large Factory,” the new woolen mill which had been established just 150 feet upstream in 1838.⁷⁹

There is a compelling—if circumstantial—case to be made that the woolen mill actually occupied the former distillery site. To begin with, the surviving documentary sources suggest that these two large commercial enterprises did not operate concurrently. As described more fully in the following historical summary of the woolen mill, when it first opened, the building measured 31 by 60 feet, and was powered by an overshot water-wheel. However, no more than five years later the factory had been enlarged to 40 by 60 feet. Had the woolen mill been purpose-built, it seems less likely that it would have been necessary to enlarge it so soon than if it had made use of an existing structure. Converting the extensive distillery facilities would have saved considerable capital in the early stages of textile production. Then, once the business thrived, it would have made better financial sense to enlarge the building. Finally, perhaps the most compelling point is that both facilities evidently made use of the convenient and uninterrupted source of water power provided by the mill race. Anne Royall clearly implied that the distillery was among the “several manufactories” that were “propelled” by Broad Run. Clearly, there would have been a considerable benefit to the distillery being located at this site, where it

⁷⁷ L. U. Reavis, *Saint Louis: The Future Great City of the World*, pp: 777-778. (St. Louis: Gray, Baker & Co., 1875); PWCDB 11:247, 12:234; Fonzo, *Manufacturing in Nineteenth-Century Buckland*, pp: 103, 110-111.

⁷⁸ Anne Royall, *Mrs. Royall’s Southern Tour*, p55. (Washington D.C., 1830).

⁷⁹ Joseph Martin, *A New and Comprehensive Gazetteer of Virginia and the District of Columbia*, p273. (Charlottesville: Moseley & Tompkins, 1835); PWCDB 19: 81, 82.

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was easily accessible to the mill and its output of grain, and the overhead source of water and power provided by the mill race.⁸⁰

Operating intermittently over more than 50 years, the woolen mill at Buckland was one of town's most enduring industries. The earliest definitive evidence of this enterprise, which operated just upstream of the Buckland grist mill on Broad Run, is an advertisement in the Alexandria Gazette dated 7 June 1838 announcing its opening.

WOOL! WOOL! WOOL! The subscriber would like to inform the citizens of Prince William and the adjoining counties, that the FRANKLIN FACTORY in BUCKLAND, is now in complete order, and ready for the reception of Wool to be Manufactured into BROAD CLOTH, CUSSINETT FLANNEL, BLANKETS FULLED, PLAID or PLAIN LINSEY, CARPETS, COVERLETS, and JEANS, all of various patterns and warranted colours. In addition to this he would thankfully receive and execute all kinds of carding, which shall be done with neatness and dispatch. Persons from a distance can have their Wool carded, while they wait for it; he will at all times keep on hand the above mentioned articles, which he will exchange for Wool or sell to punctual customers on a short credit.⁶ Henry F. Schenck H. F. S. would here tender his thanks to the citizens of Prince William and his friends in general, for their liberal patronage bestowed; and they may rest assured that no exertion on his part shall be wanting in order to give general satisfaction, in any of the different branches of his business. Rolls and stocking yarn will also be kept for sale. Any communications addressed to the subscriber will be thankfully received and promptly attended to. Buckland, Va. 17 May 1838.⁸¹

Born in 1810, Henry Franklin Schenck was the son of a German immigrant who settled in Winchester, Virginia. He was a woolen manufacturer by trade, and operated mills at Bartonsville and Milltown in Frederick County. Schenck married his second wife, Octavia Saunders, in 1837. She was a Fauquier native and was related to the Hunton family, a branch of which was deeply involved with Buckland and the mill property. In fact, during its early years, the woolen mill was operated in partnership by Joseph D. Smith and Robert H. Hunton. It was likely through this family connection that Schenck became involved with the Buckland woolen mill.⁸² In May 1840, Thomas Smith advertised his Buckland Mills property for sale, including the "woollen factory," which was described as "a spacious Stone House, covered with slate, 31 by 60 feet; it has attached to it an overshot water-wheel, and machinery adapted to driving a falling mill and carding machines. The carding machines, and some other articles necessary for the business, will be sold with the building."⁸³ In September 1845, Joseph D. Smith purchased the Buckland Mills property. According to the deed, the woolen mill measured 60 feet by 40 feet, indicating that it had recently been expanded. Two years later, Smith and Hunton dissolved their

⁸⁰ Harrison Hall, *The Distiller*, pp: 23-24. (Philadelphia: J. Bioren, 1818).

⁸¹ *Alexandria Gazette*, June 7, 1838, p3.

⁸² John W. Jordan and James Haden, *Genealogical and Personal History of Fayette County, Pennsylvania*, pp: 241-242. (New York: Lewis Historical Publishing Company, 1912).

⁸³ *Alexandria Gazette*, May 9, 1840, p3.

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business partnership, and Hunton purchased the property, including the “Dye house recently erected and built of stone,” as well as “all the old machinery formerly used by the Smiths & Huntons.” Hunton then placed a notice in the *Alexandria Gazette* announcing his acquisition and pledging that he would “continue to manufacture as heretofore, Woolen Goods, and is prepared to execute all orders in his line, in the best manner, and with promptness and dispatch.”⁸⁴

According to the industrial schedule of the 1850 Federal Census for Prince William County, the firm of Hunton & Brother had \$20,000 of capital in the “woolen manufactory,” nearly double the amount they had invested in the grist mill. Over the previous year, the mill had used 35,000 pounds of raw wool that cost \$9,000, and 6,200 pounds of cotton worth \$1,200. The water-powered mill included 120 spindles and eight looms, and employed 20 workers, 11 men and nine women. The average monthly cost of the men’s labor was \$150, and \$60 for the women’s. The annual output of the mill comprised 45,000 yards of “pulled cloth” worth the considerable sum of \$17,000.⁸⁵ In the spring of 1856, Robert H. Hunton and his brother and business partner John B. Hunton made an unsuccessful effort to sell the property.⁸⁶ No serious buyer must have come forward, as the Huntons still held the property by the outbreak of the Civil War. The war years would prove devastating for their business, with the woolen mill shuttered and nearly ruined by damage and neglect. According to one later account: “the doors and windows of that modest establishment were wantonly smashed to pieces by Federal soldiery and all its ante bellum machinery was materially injured by exposure to wind and storm for nearly four years.”

In the immediate postwar period, the Huntons made a serious effort to revive the woolen mill, and by October 1867 it was in operation once again. As one interested observer noted: “on the foundation of the old mills a statelier edifice is reared, and the whirl and busy hum of machinery, counting the threads of warp and wool and seeming almost instinct with life, greets [the] ear.”⁸⁷ The new firm of John B. Hunton & Company proudly announced the reopening of the mill in an 1867 edition of the Warrenton newspaper.⁸⁸

As described by the *Manassas Gazette* in 1869, Buckland had emerged as the county’s preeminent manufacturing town—the “Lowell” of Prince William—due in large part to the revival of the woolen mill, which now employed 17 workers. The factory building had been raised to three stories, and new machinery worth \$7,000 had been installed, including four new looms from Massachusetts and a 21-foot water wheel. Before the war, the mill had woven coarser woolens used primarily for clothing enslaved African Americans. Yet, now it was equipped to produce finer quality materials selling from \$0.75 to \$1.50 per yard.⁸⁹ During this brief resurgence, the Huntons partnered with Edward J. Smith in the woolen business. In 1868-1870, Smith’s son Philip, who had recently moved to Nebraska, penned a series of letters which provide considerable detail about the woolen mill and its financial fortunes. It

⁸⁴ PWCDB 19:81, 296; *Alexandria Gazette*, February 4, 1847.
⁸⁵ Seventh Census of the United States, 1850. Census of Manufactures, Prince William County, Virginia, p165.
⁸⁶ *Alexandria Gazette*, May 27, 1856.
⁸⁷ *Alexandria Gazette*, April 18, 1870, p2.
⁸⁸ *Warrenton True Index*, January 4, 1868, p3.
⁸⁹ Leitch, Buckland, p84.

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appears that the elder Smith was seriously considering selling his share in the business, although the most serious investor—one Silas Turner, a sales agent for the company— eventually backed out. Smith even sent cloth samples to his son in Omaha, hoping to find a market there. Philip was impressed by their quality but determined that shipping costs over that distance would be prohibitive. In the final surviving letter to his father, dated May 1, 1870, Philip presciently asked: “Do you think at the present there is any show for the factory clearing itself of debt?”⁹⁰

In fact, the question of whether the Buckland woolen mill could operate profitably in a period of considerable uncertainty in the south was a subject of interest throughout the region. According to one anonymous correspondent to the *Alexandria Gazette*, the mill represented a laudable effort to satisfy consumer demand with high quality local manufactures, and embodied the broader struggle that Virginians faced in regaining their economic footing in the Reconstruction period.

THE BUCKLAND WOOLEN MILLS – We take pleasure in calling attention to the circular of Messrs. John B. Hunton & Company of the Buckland Woolen Mills, which appears to-day for the first time in our paper as an advertisement, ...and the views therein expressed are such as it seems to us should receive the endorsement of every man in this section, at least, of our State. How are we ever to become an independent people if we do not sustain our home enterprises of this character? Here is an important manufactory, established so near our city as to render it almost an Alexandria concern. It is reached in two hours from here by rail, and this proximity makes Alexandria its natural market. These gentlemen inform us that all the material used in building and establishing their factory, that could be found in Alexandria, was purchased here, and that a large amount will be expended annually by them here, for such articles as they consume in manufacturing – an additional reason why the enterprise should be fostered by our people. As to the quality of the cloths manufactured, we refer our readers to their circular, which contains the opinions of those who are much better qualified than we are to pronounce judgment on them. For ourselves, we think we have never seen better goods of the class than they are making, and we have tested them by actual wear. We hope to see this season Buckland cloths on the shelves of all our merchants. The following is the communication referred to: “Mr. Editor – I notice with much satisfaction an article on the “Buckland Woolen Mill,” and hope you will continue to bring this and all similar enterprises before the public, until our people are forced to look at the matter in its true light, and act to subserve the interest of our State, and thereby promote their individual interest. If you will pardon me a line or two, I will make one or two brief suggestions, which if adopted, will do more to build up Virginia and the South, than all the political reconstruction about which we have so much senseless clamor. An independent man is the one that is courted and sought after. So with an independent people. And if our people will stop running away from home to buy a pair of breeches, and every other article they find they need, and develop our own resources, start and sustain our own manufactures of

⁹⁰ Philip Smith, Manuscript Collection of Letters, 1869-1870. Courtesy of Christine Perdue Smith.

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every kind, and keep our money at home, where it is so much needed just now, how long do you suppose it will be before reconstruction will come as good as we want it? What government on earth could long tamper with the rights of such a people as we would be? And yet how slow our people seem to be in learning this lesson. Take the example of the Buckland Factory, and see its operation on the material prosperity of the state, and especially of our own immediate section. Leaving out of view for the present, the great value to our sparsely settled country of a population of consumers for the products of our farms such as these factories aggregate, what amount of capital would be kept here in our midst that now goes abroad to pamper those who are seeking to crush us, if every man who buys cloth should purchase these Buckland fabrics? Not less, I suppose, than \$100,000 annually. And in doing this I doubt not, our people would save money directly to themselves, by purchasing a superior instead of an inferior article, for the rent in my garments bear testimony to the worthlessness of shoddy, and I see from the circular the proprietors of this establishment have issued, that they have eschewed it forever. Let me say in conclusion to the people of this section, you have the correction in your own hands. When you go to your merchants to buy a suit of clothes, ask for the "Buckland Goods." If answered, "we don't keep them," go where you can find them. "A Consumer."⁹¹

Subsequent supportive editorials in the *Virginia Gazette* praised the fine quality of the fabrics produced by the Buckland woolen mill, which were said to rival anything produced in the North. If the business thrived, they stressed, it would benefit local farmers, provide much needed employment, and keep scarce dollars in the area. Despite all these fine sentiments, however, what the enterprise needed most was capital, and this was perennially in short supply. And so, by the latter part of 1870, John B. Hunton was once again forced to close the mill and auction off the machinery.⁹² A year after the mill shut the *Warrenton Index* was still lamenting the loss of this important local industry:

For twelve months the splendid machinery of these mills has been rusting, for twelve months the driving power of the finest water privileges in the State has been flowing idly into the sea—and today this community is \$40,000 poorer than it would have been if the Buckland Woolen Mills had been in operation all that time. . . . How much better off we would be if we had not permitted that factory to suspend? Think of it reader, and then of the proposition to resuscitate these mills—to build them up by means of a joint stock company. If Mr. John B. Hunton can demonstrate, as we think he can, that he failed because he could not command capital to work them to advantage and that he can make them with enough capital pay 25 per cent. on in puts, what better investment can heads of families make than by taking \$100 of stock in the Buckland Woolen Mills? The dividends in cloth would cloth them. The enterprize is a meritorious one—one which has failed at other points as well as here for want of capital; but one which is succeeding

⁹¹ *Alexandria Gazette*, September 25, 1869, p2.

⁹² *Alexandria Gazette*, January 9, 1871, p2.

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elsewhere by joint efforts. The Charlottesville factory we understand is a case in point. Shall the Buckland Mills be an exception?⁹³

Clearly many agreed that the Buckland woolen mill remained a potentially viable enterprise, and in the spring of 1872 the Buckland Mills Manufacturing Company received its charter of incorporation. The principle investors in the new company comprised a fascinating cross-section of the region’s commercial and political elite. Among them were former Virginia governor William “Extra Billy” Smith of Culpeper; John S. Mosby, the fabled Confederate cavalry commander, from Warrenton; and future U.S. Representative and Senator Eppa Hunton of Brentsville. They were joined by an array of well-to-do doctors, attorneys, and businessmen from Warrenton and the surrounding area, many of whom had served with Mosby during the Civil War.⁹⁴ Before long, the newly established corporation was securing financing, enlarging the facility, and adding new machinery. Progress evidently was slow, however; two years later, the *Alexandria Gazette* reported that: “a gentleman from Baltimore is superintending repairs upon the dam and race of the Buckland Woolen Mills. We trust this indicates a purpose on the part of someone to commence the manufacture there of cloths at an early date.”⁹⁵

The Buckland woolen mill continued to operate sporadically through the 1870s and 1880s. According to the Prince William County business directories of 1877-1878 and 1880-1881, it was doing business as the “Kern, Bar and Company Wool Mill.” By 1884, however, it appears to have closed once again. In September of that year, a visitor reported that Buckland “was once the most active business place in the country, but now does not present that appearance owing to the inactivity of the Buckland Woolen Mills.”⁹⁶ By 1888, the mill was back in business. A directory of North American textile manufacturers noted that the “Buckland Woolen Mill” was being leased by Meredith J. Tyler, a Fredericksburg native and experienced woolen mill superintendent. The factory was powered by a water wheel; housed one set of cards, eight looms, and 420 spindles; and included a dye house, probably the original one built in the 1840s. Its output consisted of Cassimeres (plain woolen suiting cloth) and Cheviots (coarse woolen twill for coats and suits).⁹⁷

At some point in the 1890s, the “Tyler Mill,” as it was known, finally ceased operation, as the deeds for the Buckland Mills tract from this period failed to mention it. Even so, the mill building itself evidently remained standing into the early years of the twentieth century, and it was highlighted on the 1901 Brown map of Prince William County. In her 1973 article on Buckland’s history, Martha Leitch stated that: “the woolen mill was torn down about 60 years ago by the Calverts and the best wood in it was used to build the present mill at Buckland.” If that was the case, its demolition likely coincided with the

⁹³ *Alexandria Gazette*, February 26, 1872, p2.

⁹⁴ Prince William County Charter Book [PWCCChB] 1:7. Prince William County Courthouse, Manassas, Virginia.

⁹⁵ *Alexandria Gazette*, April 9, 1872, p2, April 26, 1872, p2.

⁹⁶ Ronald R. Turner, *Prince William County, Virginia, 1805 – 1955: Businesses*, p84. Self-published, 1999; *Alexandria Gazette*, September 12, 1884, p2.

⁹⁷ Anonymous, *The ‘Blue Book’: A Pocket Directory of the Textile Manufacturers of the United States and Canada*, p207. (New York: J. E. Palmer, 1888).

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reconstruction of the Buckland grist mill that began around 1904.⁹⁸

Public Education in Buckland

Because universal public education was not adopted in Virginia until 1869, education in pre-Emancipation Virginia was a largely private venture. Families who could afford it typically hired private tutors to teach their children at home or boarded them at a private academy taught by a local teacher. Other parents might pool their resources together and hire a part-time tutor or instructor for a small, local school. Free and enslaved African Americans received little education and those that did learned through associated religious instruction or through black or white elders. Following the Nat Turner rebellion, the General Assembly passed laws in 1819 and 1831 that prohibited slaves and free blacks from attending school or being instructed by any free person. Literacy for African-American children was far less attainable than for European-American children.

School was generally held in a tutor’s home, or a building that wasn’t being used. Less frequently, a purposefully built school house would be constructed. School facilities were generally small in size, consisting of one or two small rooms where several ages would be taught at the same time. School schedules often reflected the seasonal requirements of agriculture and industry and were closed when children were needed at home or in the fields.

According to its founder Eppa Hunton, the Buckland School (076-0313-0073) was established as a public school. Hunton recorded that he began the school and taught there for two years, between 1841 and 1842, then left to practice law.⁹⁹ It is likely that the Buckland School continued intermittently throughout the pre-Emancipation period as instructors were obtained by parents. The Buckland Schoolhouse and its surrounding one-acre of land was acquired by the Gainesville District School system in 1876 as part of the larger public school system and was utilized through the late nineteenth and into the early twentieth century. The Prince William County school board sold the one-acre ‘school lot’ back into private hands in 1930.¹⁰⁰

The Buckland Quarries

The Buckland quarries (44PW1659-0052) are located on the east side of Broad Run adjacent to and east of Cerro Gordo Road. Originally part of a much larger parcel, by the late eighteenth century the land containing the Buckland quarries was acquired by John Love, one of the primary individuals instrumental in establishing the Town of Buckland.

In 1774, the Rev. Isaac Campbell purchased the 3,560-acre Broad Run tract east of Broad Run from Charles Carter.¹⁰¹ Son-in-law George G. Tyler was given several portions of the Campbell estate in the

⁹⁸ Turner, *Prince William County, Virginia*, p160; Leitch, *Buckland*, p82; Ridout, et al., p22.

⁹⁹ Hunton, Eppa., *Autobiography of Eppa Hunton*, pp: 5-6. (Richmond: William Byrd Press, 1933).

¹⁰⁰ PWCDB 31:324, 75:445.

¹⁰¹ PWCDB T:77-82. Landon and Charles Carter to Isaac Campbell, August 3, 1774.

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late eighteenth century.¹⁰² John Love’s acquisition in 1796 of just over 22 acres from Tyler, located east of and adjacent to Broad Run and containing an extensive outcrop of rock, was eventually incorporated into the Town of Buckland.¹⁰³ In the sale of town lots in 1798, Love purchased the five Buckland parcels, lots 42 – 46, that contained the stone outcrop, providing him with a convenient source of building material. Because of their relatively steep slope and the presence of substantial bedrock, the quarry lots were never developed for residential or commercial purposes and largely disappear from the historical record in the nineteenth century.

Few sources document the development of the Buckland quarries. However, the quarries played an important role in the development of Buckland proper and commerce and industry in particular. The Buckland quarries consist of four slot trenches that provided access to a large outcropping of Culpeper basin diabase. Using predominantly manual power, the stone was extracted by locals over several generations. Examination of the quarries documents that each slot trench varied in size, dimension and orientation suggesting that quality stone was identified in the large bedrock outcrop and targeted for extraction in individual trenches. The presence of large tabular rock in the north faces of the quarries, along with scattered large rock at their base, documents the pursuit of stone for use in construction. Building stone was essential for many of the industrial structures powered by Broad Run and developed by John Love. The presence of large amounts of small sized, thin tabular stone also suggests that poorer quality rock was encountered, or that a significant amount of waster material was generated during the quarrying process. It is likely that this waster material was used as surfacing in pedestrian and vehicular circulation routes throughout Buckland.

While the Buckland quarries likely did not supply all of the construction stone for the residential and industrial development Buckland, the combined volume of the four slot trenches suggests that the quarries were utilized over a long period of time generating a significant quantity of stone.

Early Nineteenth-Century Municipal Planning – The Mill Street Streetscape

Described as “a rare American example of the familiar axial English village pattern,”¹⁰⁴ as early as the last quarter of the eighteenth century, Buckland was laid out on a primary north-south axis or artery that connected the Buckland Hall residence of Samuel Love on the south, with the mill seat and incipient industrial community of Buckland on the north. The axial corridor would come to be known historically as Mill Street, and today as Buckland Mill Road. No documentation supports the date of its formalization, but archaeological excavation suggests a first half of the nineteenth-century date for the establishment of a stone-surfacing covering the road, complete with vertical curbing and at least one stone-surfaced sidewalk bordering the western edge of historic Mill Street.

In the early Republic, and as recognized by its government and citizens, the encouragement of

¹⁰² PWCDDB Z:388-391. January 16, 1799; 1:215-217, January 3, 1801.
¹⁰³ George Gray Tyler to John Love, December 26, 1796. Prince William County Loose Papers, 1796. Prince William County Courthouse, Manassas, Virginia.
¹⁰⁴ Ridout, et al., *Entrepreneurial Landscape*, p5.

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transportation and routes of communication was essential to widespread prosperity. The future of any small town was necessarily tied to the larger economic system in which it existed. Most small towns and communities in rural America located themselves on or near prominent waterways or roads. Between the late eighteenth and early nineteenth century, “clustered settlements were almost always outposts of commerce or industry.”¹⁰⁵ As agricultural and industrial trade increased so too did the need for improved roads to facilitate commerce.

The improvement of roads in early nineteenth-century Virginia necessarily required labor and materials, an expensive endeavor that was typically undertaken only by state level government and less frequently, private enterprise. Road improvement often involved addressing the form and surface of a transportation corridor. A strong, well-designed foundation possessing a smooth travelling surface with few imperfections (e.g. potholes, ruts, low-lying areas) meant a more efficient trip, and generally increased use. At the local level, road improvement occurred predominantly in urban contexts, where a denser population supported such public works through taxes and bonds. Beyond the urban city, road improvement at the local level was nearly non-existent. Roads consisted of cleared lanes overseen by non-professionals, usually adjacent landowners, and were constructed and infrequently maintained by unskilled labor. The condition of rural roads was contingent upon the seasons, and rain and heavy use could make roads miserable if not impassable.

While few roads in the early Republic were professionally designed or paved, fewer still had associated pedestrian walks. The sidewalk was a space designed specifically for pedestrians, and like the paved street, appeared predominantly in urban contexts. Born out of necessity, the sidewalk allowed pedestrians to remove themselves from dangerous vehicular traffic, and the dirt and mud that was frequently associated with heavily travelled roads. As pedestrian corridors, sidewalks were frequently paved with plank, brick, or stone.

While sidewalks have been found in Greek and Roman contexts, these designed spaces have had an interrupted history. In western Europe, sidewalks first began to appear in the mid-eighteenth century in major urban cities such as London and Paris serving primarily to protect pedestrians. In American urban contexts, early sidewalks were an amenity that were paid for by property owners whose land they abutted. By the second half of nineteenth century, many small and large towns had begun to build sidewalks, but their scope was limited to commercial districts and wealthy, predominantly white neighborhoods. As sidewalks were constructed, so too did the laws governing their maintenance and use by the public. Early forms of the sidewalk incorporated a raised pathway separated from the roadway by a vertically set raised curb. This effectively spatially differentiated the ‘sidewalk’ from the ‘street’ in both social and political contexts. Because of this differentiation, sidewalks frequently became associated with the residential and commercial properties which they abutted.¹⁰⁶

Since before 1798, and as directly spelled out in its application to the General Assembly for establishing

¹⁰⁵ Jack Larkin, *The Reshaping of Everyday Life, 1790-1840*, p7. (New York: Harper & Row, 1988).

¹⁰⁶ Anastasia Loukaitou-Sideris and Renia Ehrenfeucht, *Sidewalks: Conflict and Negotiation over Public Space*, pp: 15-20. (Cambridge: MIT Press, 2009).

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a town, the residents of what would become Buckland directly tied their future to the community’s location between the productive agricultural lands of Fauquier and Culpeper counties and the Shenandoah Valley, and the major ports of Dumfries and Alexandria, as well as its convenience to important regional thoroughfares. The establishment and promotion of a variety of small and large industries in Buckland underscored residents’ ties to the Atlantic mercantile system of the late eighteenth and early nineteenth centuries. As they saw it, the growth and prosperity of their town was directly linked to the promotion of commerce and trade. To this end, and from 1807 onwards, the residents of Buckland and the larger region promoted the construction of the Fauquier & Alexandria Turnpike.

The citizens of Buckland may have used the construction of the new turnpike as an example to stimulate the improvement of their own town. Perhaps reacting to the good will and increased business that the new turnpike brought, the citizens of Buckland also decided to improve Mill Street. Mill Street, or Buckland Mill Road, was intentionally designed as the most important artery in town, a 60-foot wide corridor that intersected the turnpike and paralleled the west side of Broad Run. Archaeological investigations adjacent to Buckland lot 6 have documented that the improved Mill Street possessed an intentional surfacing composed of hard angular flat stone within a soil matrix, approximately 0.17 to 0.35 feet thick, of unknown width. The stone surfacing was laid on a thin cultural deposit. Adjacent to and west of the street was a raised sidewalk measuring 4.2 feet in width. Defined by two linear alignments of vertically set tabular stone, the sidewalk also possessed similar surfacing, small-sized flat, angular stone within a soil matrix approximately 0.54 to 0.80 feet thick. Elsewhere, north of Route 29 / 15, stone curb features similar to those identified east of lot 6 appear to be present at ground surface in the front yards of domestic lots suggesting the treatment of Mill Street likely extended along its entire route through the town of Buckland.

The improvement of historic Mill Street during the first to second quarter of the nineteenth century, a period that saw significant improvement of state-wide transportation networks as well as the emergence and blossoming of Buckland as a pre-eminent regional industrial center, can be seen as a statement for how its residents perceived the town and its economic future. Particularly in rural contexts, small communities in the early nineteenth century generally did not have the resources or materials to construct such expensive and time-consuming undertakings. However, with a ready source of local stone nearby, the residents of Buckland made the decision to improve their town, paving its main street within the town limits and constructing a raised sidewalk along its west side. These municipal improvements likely enhanced the perception of Buckland as a residential place, as well as its future industrial and commercial potential, to both residents and visitors alike. As an archaeological property, the Mill Street streetscape is a unique resource that is inextricably tied to the pre-Emancipation development and growth of Buckland.

*The Fauquier and Alexandria Turnpike*¹⁰⁷

¹⁰⁷ The following text is taken from Ford and Thompson, *Archaeological Investigations Associated with the Fauquier and Alexandria Turnpike (44PW1938), Buckland, Virginia*. (Charlottesville: Rivanna Archaeological Services, 2013).

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The development and application of road construction technology occurred predominantly in France and England from the late seventeenth to the early nineteenth century. As a colonial government and a new nation, state and local governments in America, and the road surveyors and builders themselves, drew directly from this base of knowledge and applied much of the tried and true methods for constructing roads.

Tresaguet and Telford

One of the first professional engineers to publish a tract containing information on the construction of roads was Hubert Gautier. First published in 1693 and again in the mid-eighteenth century, Gautier proposed the construction of a road corridor placed between large curbstones that possessed a substantial foundation layer composed of large stones densely packed with smaller stones. The base was to be overlaid with graduated layers of smaller stone culminating in a road surface.¹⁰⁸

During the late eighteenth century, Pierre-Marie-Jerome Tresaguet expanded upon Gautier’s basic premise of a foundation made of large stones. Tresaguet advocated the formation of a cambered natural surface underlying a cambered foundation of large stones placed on end. Smaller stones were then rammed into the gaps between the large stone to form an even surface. A second layer of smaller stone was then laid on top. A final third layer of yet smaller broken stone was used to make the final surface. Tresaguet also proposed placing the road corridor in a shallowly excavated trench so as to make the adjacent lands the same level as the top of his paved road. This low lying road bed, of course, led to issues of drainage that could not be overcome.¹⁰⁹

In the early nineteenth century an English stonemason and self-taught surveyor and engineer, Thomas Telford, drew from Tresaguet and developed a method of road construction that that was widely adopted in early nineteenth-century England. Telford called for a roadway approximately 30 feet in width possessing a shallow camber only six inches higher in the center than the sides, with side drainage ditches three feet deep and three to four feet wide at top and a foot wide at base. The side ditches were to lead to a local drainage.

Unlike Tresaguet, Telford placed the road bed and overlying pavement equal to or above adjacent ground thus avoiding the drainage issues that plagued his French counterpart. Telford began with a flat natural surface. Like the French road builders before him he also utilized a substantial cambered foundation made of large blocks of stone, called a ‘pitching,’ or ‘rock bottom.’ The rock bottom was to stretch the entire width of the roadway and was to be composed “of any kind of stones that can be most readily procured, those set in the middle of the road should be 7 inches in depth; at 9 feet from the centre, 5 inches, at 12 feet from the center, 4 inches; and at 15 feet, 3 inches. They should be set with their broadest face downwards, and lengthwise across the road; and no stone should be more than 5 inches broad on its face.” The irregularities of the upper parts of the various sized stone blocks were

¹⁰⁸ M. G. Lay, *Ways of the World: A History of the Worlds Roads and of the Vehicles that Used Them*, p70,72. (New Brunswick: Rutgers University Press, 1992).

¹⁰⁹ Lay, *Ways of the World*, 73-74.

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then to be “broken off with the hammer.” The cavities and interstices within this foundation were then to be ‘filled with stone chips, firmly wedged, or packed by hand with a light hammer; so that, when the pavement is finished, there may be a convexity of 4 inches in the breadth of 15 feet from the center.’¹¹⁰ A second or middle layer of smaller stone, applied in the center 18 feet of the roadway, was then placed on top of the foundation. This second layer of pavement was to be 6 inches thick and applied in two layers, a 4-inch application, and a 2-inch application. consisted of hard stone, “broken to a size of a cubical form not exceeding 2 ½ inches in their largest dimensions and should be capable of passing through a ring of that diameter.” On either side of the center 18 feet of the roadway, Telford proposed either hard stones or much smaller ‘gravel.’¹¹¹ Finally, a 1 to 1 ½ inch thick surface layer of gravel “free from clay or earth,” what Telford described as “pebbles which are from 1 to 1 ½ inch in size, ...all larger pebbles should be broken,” was to be applied to the entire width of the roadway.¹¹²

Telford also proposed that all roads be regularly maintained by crews at least once a year. Repairs included filling up ruts and hollows, adding new layers of metal, re-excavating side drainage ditches as necessary, removing dirt and mud from the road surface, and occasional re-shaping of the road.¹¹³

John L. McAdam - “The Application of Scientific Principles”

From 1787 through the first quarter of the nineteenth century, John Loudoun McAdam surveyed, designed and supervised the construction and repair of numerous roads near Ayrshire, Scotland, and Bristol, England. Because of his immense experience in all aspects of road construction, McAdam testified before the British House of Commons throughout the first quarter of the nineteenth century advocating the adoption of an improved scientific method of road construction and its oversight and supervision by qualified gentleman professionals. In 1816 he published *Remarks on the Present System of Road Making* which went through nine editions. Three years later he also published *A Practical Essay on the Scientific Repair and Preservation of Public Roads*. Unlike Tresaguet and Telford, McAdam was widely published and read, and his method of road construction soon became adopted in France and was largely favored in England. Because he was widely published, the basic premises of McAdam’s plan for building roads was well known and by the second quarter of the nineteenth century became a standard in the United States.

By his own admission McAdam spent years traveling on and observing roads throughout Scotland and England. Based on his observations, McAdam recognized five major deficiencies in the roads where he worked: 1) that they were wet; 2) that they contained large stone; 3) that they contained soil as a binding agent; 4) that they possessed too steep a profile; and 5) that they were maintained and managed inappropriately.

¹¹⁰ Frederick W. Simms, *A Treatise on the Principles and Practice of Levelling*, p93. (London: Lockwood & Co., 1866); Henry Parnell, *A Treatise on Roads Wherein the Principles on Which Roads should be made are Explained and Illustrated*, p260-275. (London: Longman, Rees, Orme, Brown and Longman, 1833).

¹¹¹ Simms, *Treatise on the Principles and Practice of Levelling*, p92-94; Parnell, *A Treatise on Roads*, p260-275.

¹¹² Simms, *Treatise on the Principles and Practices of Levelling*, p93-94; Parnell, *A Treatise on Roads*, p260-275.

¹¹³ Simms, *Treatise on the Principles and Practice of Levelling*, p94-96; Parnell, *A Treatise on Roads*, p260-275.

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McAdam noted that the greatest factor in the failure of roads was due to their perpetual wetness. Keeping a road dry, in providing proper drainage and placing it out of standing water, was considered an essential principal in a well-constructed road. McAdam identified two primary factors that led to wet roads. Earlier methods of road building placed the road in a trench dug below the ground surface and constructed their foundation and surfacing with large stone.

The practice common in England, and universal in Scotland, on the formation of a new road, is, to dig a trench below the surface of the ground adjoining, and in this trench to deposit a quantity of large stones; after this, a second quantity of stone, broken smaller, generally to about seven or eight pounds weight; these previous beds of stone are called the bottoming of the road, and are of various thickness, according to the caprice of the maker, and generally in proportion to the sum of money placed at his disposal. ...That which is properly called the road, is then placed on the bottoming, by putting large quantities of broken stone or gravel, generally a foot to eighteen inches thick, at once upon it. ...In the careless way in which this service is generally performed, the road is as open as a sieve to receive water; which penetrates the whole mass, is received and retained in the trench, whence the road is liable to give way in all changes of weather.¹¹⁴

McAdam correctly observed that the placement of the road below ground surface, and the construction of a foundation composed of predominantly large stones allowed rain water to penetrate and led to a perpetually wet structure. With the changing of seasons, roads constructed in this manner degraded very quickly.

During the late winter, and particularly in the month of January 1820, when the frost was succeeded by a sudden thaw, accompanied by the melting of snow, the roads of the Kingdom broke up in a very alarming manner. ...The obvious cause of this defect of the roads, was the admission of water from the loose and unskillful method of their construction. Previous to the severe frost, the roads were filled with water, which had penetrated through the ill-prepared and unskillfully laid materials: this caused an immediate expansion of the whole mass during the frost, and upon a sudden thaw, the roads became quite loose, and the wheels of the carriages penetrated to the original soil, which was also saturated with water, from the open state of the road. By this means, many roads became altogether impassable, while the whole were rendered deep and inconvenient to be traveled upon.¹¹⁵

McAdam was also critical of the composition and methods of construction. Nearly all of the roads McAdam encountered possessed a base of large, sometimes quarried, rocks. Construction of this base foundation was intended to provide a solid footing to support constant, heavy traffic. Overlying layers

¹¹⁴ John Loudon McAdam, *Remarks on the Present System of Road Making*, 48-49. Seventh Edition. (London: Longman, Hurst, Rees, Orme and Brown, 1823).

¹¹⁵ McAdam, *Remarks*, p44-45.

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were also composed of stone that was too large, of graduated sizes, often applied in a haphazard means. McAdam argued that this was defective in several ways; that a dry well-compacted natural soil was more than sufficient to conduct regular road traffic, and that stones of unequal sizes would not bond as a solid mass and necessarily tend to fracture.

The erroneous opinion so long acted upon, and so tenaciously adhered to, that by placing a large quantity of stone under the roads, a remedy will be found for the sinking into wet clay, or other soft soils, or in other words, that a road may be made sufficiently strong artificially, to carry heavy carriages, though the sub-soil be in a wet state, and by such means to avert the inconveniences of the natural soil receiving water from rain, or other causes, has produced most of the defects of the roads in Great Britain. It is well known to every skillful and observant road-maker, that if strata of stone of various sizes be placed as a road, the largest stones will constantly work up by the shaking and pressure of the traffic, and that the only mode of keeping the stones of a road from motion, is to use materials of a uniform size from the bottom. In roads made upon large stones as a foundation, the perpetual motion, or change of the positions of the materials, keeps open many apertures through which the water passes. It has also been found, that roads placed upon a hard bottom, wear away more quickly than those which are placed upon a soft soil.¹¹⁶

Furthermore, McAdam observed that large stones at the top of a road were not conducive to forming a smooth ‘running surface,’ and were injurious and inconvenient.

The materials of which the present roads are composed, are not worn out; but are displaced by the action of the wheels of carriages upon stones of too large a size: the wheel does not pass over the materials of which the road is formed, but is constantly, almost at every step, encountering an obstacle which must either give way and be removed, or the carriage must be lifted by the force of the cattle so as to surmount it; in either case the road is injured, and the carriage is impeded, and the injury and impediment will be great in the exact proportion to the number and size of the obstacles.¹¹⁷

Eighteenth and nineteenth-century roads frequently contained significant amounts of soil, sand or other additives used to fill gaps and crevices, and also to serve as a binding agent. Soils and sand were readily available nearly everywhere and when compared with hard stone, were less labor intensive and cheaper to incorporate and apply in the construction of a road. While perhaps providing a smooth ride initially, soils and other additives readily absorbed moisture, tended to erode easily, and expanded and contracted during seasonal changes. McAdam correctly identified the addition of these elements as a significant factor in the rapid disintegration of roads.

¹¹⁶ McAdam, *Remarks*, p46-48.

¹¹⁷ McAdam, *Remarks*, p34-35. McAdam’s use of the word ‘cattle’ likely refers to its origin of moveable property, not limited to livestock.

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Earth retains the moisture, is strongly affected by frost, and changes with every variation of the weather. Clean unmixed stone cannot be acted upon by any change of the weather, and a road properly made, will be equally good in all seasons.¹¹⁸

McAdam found that many roads were constructed with too steep a pitch from the center to the edges of the paved surface. This deficiency was created both during the initial formation of the road with the construction of an intentionally steep camber, and during the repair of a road with the placement of additional stone along its center line. While some pitch to a road was desirable so that surface water would flow to the sides, steeply pitched cambers were dangerous to carriages and wagons, and contributed to the rapid erosion of soils adjacent to the road.

The formation of roads is defective in most parts of the country; in particular the roads around London, are made high in the middle, in the form of a roof, by which means a carriage goes upon a dangerous slope, unless kept on the very centre of the road. These roads are repaired by throwing a large quantity of unprepared gravel in the middle, and trusting that, by its never consolidating, it will in due time move towards the sides.¹¹⁹

The McAdam Method

Key to McAdam's plan for the scientific construction of roads was establishing a dry and well-drained soil-based foundation for all roads. McAdam proposed a road bed that was raised above adjacent ground, either naturally or artificially, and composed entirely of local soils. The center of the soil base was to have an elevation of no greater than three inches above its edges. The course of the road bed was to be well drained with side ditches for handling surface runoff.

As no artificial road can ever be made so good, and so useful as the natural soil in a dry state, it is only necessary to procure, and preserve this dry state of so much ground as is intended to be occupied by a road. The first operation in making a road should be the reverse of digging a trench. The road should not be sunk below, but rather raised above, the ordinary level of the adjacent ground, care should at any rate be taken, that there be a sufficient fall to take off the water, so that it should always be some inches below the level of the ground upon which the road is intended to be placed: this must be done, either by making drains to lower ground, or if that be not practicable, from the nature of the country, then the soil upon which the road is proposed to be laid, must be raised by addition, so as to be some inches above the level of the water.¹²⁰

Perhaps the greatest divergence from Telford's system or any of his predecessors was McAdam's

¹¹⁸ John Loudon McAdam, *A Practical Essay on the Scientific Repair and Preservation of Public Roads*, p6. (Quebec: John Neilson, 1819).

¹¹⁹ McAdam, *Remarks*, p10.

¹²⁰ McAdam, *Remarks*, p50-51.

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insistence that a road's pavement be composed of a single layer of very small broken stones. If applied properly, hard broken stones, one-inch in diameter or less (approximately six ounces), possessing angular faces, would compact and over time lock together to form an impenetrable solid mass. The size of the stones used was crucial because McAdam believed they had to be smaller than the average size of a carriage or wagon wheel so as not to impede it.¹²¹

Having secured the soil from under water, the road maker is next to secure it from rain water, by a solid road, made of clean, dry stone, or flint, so selected, prepared, and laid, as to be perfectly impervious to water: and this cannot be effected, unless the greatest care be taken that no earth, clay, chalk, or other matter, that will hold or conduct water, be mixed with the broken stone; which must be so prepared and laid, as to unite by its own angles into a firm, compact, impenetrable body. The thickness of such road is immaterial, as to its strength for carrying weight; this object is already obtained by providing a dry surface, over which the road is to be placed as a covering, or roof, to preserve it in that state.¹²²

Because stone size was a key element in his plan, McAdam was quite specific about the requirements for and process of breaking stone. McAdam required that all stone be broken up on the side of the road, not in the road, thus preventing the incorporation of dirt and dust within the pavement itself. Once the stone was broken to the proper size, it was then placed back in the road. Breaking of stone was considered work that could employ whole families including women and children.

The only proper method of breaking stones, both for effect and economy, is by persons sitting; the stones are to be placed in small heaps, and women, boys or old men past hard labour, must sit down with small hammers and break them, so as none shall exceed six ounces. ... Workmen are very desirous of contracts at that rate, because the heavy work is done by the men, the light work with small hammers by the wives and children, so that whole families are employed.¹²³

According to McAdam, the thickness of the stone surfacing was dependent upon the use of the road, but he generally recommended a layer be 7 - 10 inches thick when compacted. Natural compaction, through general use by vehicles over time, was considered adequate. The stone or 'metal' he identified as ideal for road construction were flint, limestone, and whinstone.¹²⁴

A road made of small broken stone to a depth of ten inches, will be smooth, solid and durable. ... The size of the stones for a road has been described in contracts in several different ways, sometimes as the size of a hen's egg, sometimes at half a pound weight. These descriptions are very vague, the first being an indefinite size, and the latter depending on the density of the stone

¹²¹ McAdam, *Practical Essay*, p5.

¹²² McAdam, *Remarks*, p50-51.

¹²³ McAdam, *Remarks*, p40, 42.

¹²⁴ McAdam, *Remarks*, p10; Whinstone is a hard, fine-grained rock such as basalt.

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used, and neither being attended to in the execution. The size of the stone used on a road must be in due proportion to the space occupied by a wheel of ordinary dimensions on a smooth level surface, this point of contact will be found to be, longitudinally about an inch, and every piece of stone put into a road, which exceeds an inch in any of its dimensions is mischievous.¹²⁵

Similar to the underlying soil foundation, the pitch of the pavement was to have an elevation of no greater than three inches above its edges.

Turnpike Construction in Antebellum Virginia

In colonial Virginia, and into the first half of the nineteenth century the process through which roads were constructed, or ‘opened,’ was a process approved at the county level and undertaken at the local neighborhood level. The first law regarding the construction and maintenance of public roads was passed by the General Assembly in 1748. It gave authority to the county courts make new roads or alter old ones and required all public roads to “be kept well cleared, from woods, bushes and other obstructions, and all roots well grubb’d up, thirty feet broad at the least.”¹²⁶ Thus, by the mid-eighteenth century, the county was responsible for the establishment and improvement of regional roads. A citizen could petition the county court to open a road between two destinations. The court, through a surveyor or its appointed commissioners, would view the road and report back on the public benefit and usefulness of the proposed road. If approved, a district surveyor was appointed to lay the road, and male laboring titheables from local land owners along the route of the road were assigned to open and maintain the road. The downside to this localized road construction and maintenance process was twofold: 1) as a process that was instituted and carried out at the local level, there was little concept of a regional network; and 2) that a road was only as good as the effort to clear and maintain it. As a court-mandated process, road maintenance was often neglected.

Shortly after the American Revolution, the Virginia General Assembly realized the need to encourage road construction throughout the Commonwealth, and to maintain those roads to large urban areas that saw significant use. An ‘Act for Keeping Certain Roads in Repair,’ passed in 1785, acknowledged the poor condition of roads leading to Alexandria and the need to adequately maintain them. “The public roads leading from the north-western parts of this state, to the towns of Alexandria and Colchester, in the county of Fairfax, by means of the great number of waggons which use the same, are rendered impassible, and the ordinary method of keeping them in repair as at present by law established, is not only insufficient, but exceedingly burthensome to those who are employed therein.” This Act enabled commissioners to set up tolls across roads in Snickers, Vestals and later Ashby’s Gap, major thoroughfares leading to Alexandria, to raise funds to keep these roads in repair.¹²⁷

In his 1785 treatise *Notes on the State of Virginia*, Thomas Jefferson described the process by which the

¹²⁵ McAdam, *Remarks*, -34-35.

¹²⁶ Hening, *Statutes*, Vol. 6, Chapter 28, p64-69.

¹²⁷ Hening, *Statutes*, Vol. 12, Chapter 30, p75-80; Nathaniel Pawlett, *Brief History of Roads in Virginia, 1607 – 1840*, p15. (Charlottesville: Virginia Transportation Research Council, 1977).

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roads of Virginia were constructed and maintained. “The roads are under the government of the county courts, subject to be controlled by the general court. They order new roads to be opened whenever they think them necessary. The inhabitants of the county are by them laid off into precincts, to each of which they allot a convenient portion of the public roads to be kept in repair.”¹²⁸

Only a decade later in 1795, the General Assembly’s effort became more concerted and with a broader geographic focus. This time however the General Assembly turned to *private* companies to fund the construction of turnpikes. The regulations governing these first private turnpike companies however were not standardized and the route, connections, and methods of road construction were left entirely up to the company. The lack of an overarching system of turnpike regulation led to haphazard and isolated efforts that varied considerably in terms of road quality and ultimately lasting improvement of regional roads. In addition, because of the tremendous expense of building a road of any substantial length, many of these earliest private turnpike companies foundered and failed to raise sufficient funds to initiate or complete construction. Pawlett has noted that by 1812, only 18 charters had been granted to private turnpike companies. Furthermore, only a small percentage of roads had actually been constructed through these companies.¹²⁹

One of the first of these private turnpike companies to be chartered was the Fairfax and Loudoun Turnpike Company in 1795. Organized to build a road from Alexandria west towards Leesburg, the company failed to raise sufficient funds and road construction never was initiated. In the first years of the nineteenth century the former company was reorganized as the *Little River Turnpike Company*, and in 1802 was granted a charter from the General Assembly to build a road from Alexandria to the Little River ford. The 34-mile ‘paved’ road connected Alexandria with the ford of the Little River in Loudon County (present day Route 50).¹³⁰

Not to be left out, in 1807 citizens from Fauquier and Prince William counties organized to draft a petition to the General Assembly requesting that “a company be incorporated to pave a road leading from Fauquier court-house by the Buckland Mills to Fairfax court-house, in the direction of Alexandria.” The General Assembly concurred with the request and in January of 1808 incorporated a company “for the purpose of making an artificial turnpike road from Fauquier courthouse to Buckland farm, or Buckland town, and thence to the Little River turnpike road, at the most suitable point for affording a convenient way from Fauquier courthouse to Alexandria.”¹³¹

The improvement of roads and canals was also a concern of the Federal government. In April of 1808 Albert Gallatin, then the Secretary of the Treasury, submitted a report on the public roads and canals within the United States. Gallatin noted that “south of the Potomack, few artificial roads have been

¹²⁸ Thomas Jefferson, *Notes of the State of Virginia*, p151-152. William Peden, ed. (New York: W. W. Norton & Company, 1982).

¹²⁹ Pawlett, *Brief History of Roads*, p15-16.

¹³⁰ *Acts of the General Assembly of Virginia, 1795, 1802; Little River Turnpike Bridge, National Register Nomination Form, Section 8, p2-3.*

¹³¹ *Alexandria Advertiser* (Alexandria, Virginia), October 12, 1807, p3; *Acts of the General Assembly of Virginia, 1808.*

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undertaken. From Alexandria, one is now progressing in a north-westwardly direction, towards Middleburgh.” Gallatin also outlined the ‘general principles for improved roads:’ a reduction of hills “by diminishing the angle of ascent, which ought not to exceed, whenever practicable, three degrees and a half, ...a sufficient convexity in the bed of the road, together with ditches and drains, ...an artificial bed of pounded stones or gravel sufficiently substantial to support the weight of the carriages in general use on the road, either for the conveyance of persons, or for the transportation of merchandise.” Gallatin did note that the stones composing an artificial road “ought to be similar in quality and reduced to the same size, which should not exceed three inches in diameter, ...that the preferable qualities in stone, rank in the following order: hard black stone, granite, flint or quartz, blue lime stone, white do., ...that the stratum may be either of pounded stones, 12 inches thick, or of pounded stones 10 inches thick, with two inches of gravel spread over the stones, or entirely of gravel 18 inches thick.”¹³²

By the end of the first decade of the nineteenth century the General Assembly of Virginia, urged on by Governor Wilson C. Nicholas, recognized that in order for a broad-based improvement of the existing transportation network to succeed, it was necessary to make available significant public financial assistance. Although considered prior to but delayed by the War of 1812, in 1816 the General Assembly ultimately established the Fund for Internal Improvement and the Board of Public Works.¹³³ The Fund for Internal Improvement was designed as a state supervised system of transportation routes (road and canal) that was funded through a private and public partnership. The Commonwealth used the revenue from existing transportation facilities (Little River Turnpike, Dismal Swamp, Appomattox, Potomac and James River Canal companies) to fund new turnpike and canal companies.¹³⁴

The Board of Public Works,¹³⁵ composed of a President and Directors, was responsible for overseeing the work of the improvement companies and reported to the General Assembly. The position of Principal Engineer, the Board of Public Works professional in the field, was also established. Responsibilities of the Principal Engineer included lending assistance and expertise where possible. Laommi Baldwin Jr. was appointed the first Principal Engineer for the Commonwealth of Virginia in 1816. Baldwin was a well-respected engineer who worked with his father on the construction of the Middlesex Canal during the late eighteenth and early nineteenth century. Baldwin served two years until he returned to New England. His replacement, Thomas Moore, served as Principal Engineer from 1818 until his death in 1822.

Following the establishment of the Board of Public Works, in 1817 the General Assembly also passed

¹³² Albert Gallatin, *Report of the Secretary of the Treasury on the subject of Public Roads and Canals*, p 66-68. (Washington, D.C.: William A. Davis, 1816).

¹³³ *Acts of the General Assembly of Virginia*, 1816; Pawlett, *Brief History of Roads*, p21.

¹³⁴ Howard Newlon and Nathaniel Pawlett, eds., *Two Periods of Virginia Transportation History*, p11-12. (Charlottesville: Virginia Transportation Research Council, 2002); Pawlett, *Brief History of Roads*, p21.

¹³⁵ The Board of Public Works was the first state sponsored body in the United States whose purpose was to administer and promote the navigation of public waters and their connection by public roads. See Howard H. Newlon Jr., *Roads from the Past: Expansion 1816-1860*, p18. In *Backsights: Essays in Virginia Transportation History*, Volume One: Reprints of Series One (1972-1985), Ann B. Miller, ed. Charlottesville: Virginia Center for Transportation Innovation and Research.

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an Act which regulated the incorporation of turnpike companies. This Act enabled the granting of charters to private companies for the construction of public roads, established rules for their operation, set limits for fundraising, tolls, and general parameters for the road standards. In particular the Act required

Bridges over all water courses crossing the said road, where the same shall be found necessary, and shall make the said road in every part thereof, sixty feet wide at least, eighteen feet of which shall be well covered with gravel or stone, where necessary, and at all times kept firm and smooth, free from all mud holes, ruts and other obstructions, and in all respects, fit for the use of heavy laden wagons, and of other carriages; and on each side of the part so to be made and reserved, they shall clear out a summer road eighteen feet wide, and keep the same always in good repair, free from all stumps, roots, rocks, stones, mud-holes, ruts and other obstructions, fit for the use of wagons and other carriages in dry weather between the first day of May, and 31st day of October, and first for the use of horses and foot travelers at all times: and after any five miles of the said road shall be finished, the same shall be called a section thereof, and a toll gate or gates may be erected thereon by the company to collect the tolls hereinafter mentioned. And thereafter no wagon or other carriages shall travel on the said summer road between the last day of October and the first day of May following, nor at any time of the year when the earth is rendered soft by rain.

While investors in the companies could see returns, the regulations also carried responsibilities for the newly established companies and their directors. Roads had to be kept in good repair and the work had to be initiated within two years and completed within ten.

...And if he said President and Directors shall fail to keep the said road in repair, and information thereof shall be given to any justice of the peace in the neighborhood, he shall issue a warrant to a constable, ...to examine the place or places complained of, ...from the time that any such judgment shall be pronounced by the freeholders, as aforesaid, all tolls upon every part of the said turnpike road, belonging to the said company, shall be suspended, and shall continue suspended until the said road, in the part so adjudged out of repair, shall have been completely repaired. ...That if the said president and directors shall fail to keep the said road in repair for the space of eighteen months, then shall the interest of the said company in the road and tolls aforesaid be forfeited and cease forever.¹³⁶

After the establishment of the Fund for Internal Improvements and Board of Public Works, in 1817 a significant number of turnpike companies were incorporated. However, during the Panic of 1819, investment of private funds in these companies flagged. Pawlett has noted that the while the precise specifications for road construction put forth in the 1817 Act regulating turnpike companies were broad

¹³⁶ *Acts of the General Assembly of Virginia*, 1817.

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reaching and exacting, they were rarely conformed to by early turnpike companies. Reports of turnpike companies during this early period reflect that road construction regulations were perceived more as guidelines to be adhered to if possible, and that local conditions, expertise, resources and management ultimately dictated the quality of a turnpike road.¹³⁷

As the first Principal Engineer of the Board of Public Works, Laommi Baldwin Jr. provided little published material that informs us on the method of road construction he recommended. However, in his 1817 report to the Board of Public Works on the proposed route of a turnpike, he characterized “the manner and construction ...of a road on the most improved modern plan” to which “great attention has been bestowed on this subject” in France and England. Having traveled to England and France to inspect many public works, Baldwin would likely have been familiar with the competing theories of road construction put forward by Tresaguet, Telford and McAdam.¹³⁸

The ‘modern road’ that Baldwin advocated appeared to closely follow Thomas Telford’s model. Occupying an approximately 30-foot wide corridor, Baldwin recommended a base foundation composed of large stone underlying two layers of smaller, graduated stone in a convex form

in which the transverse section presents a segment of a circle of large radius for the upper surface, with ditches and drains on each side. This is most generally practiced in England and France, and almost without exception in this country. ...This convexity has been various; in general, it is from 12 to 21 inches – that is, where the road is 30 feet wide, it is 12 or 21 inches higher in the middle than at the sides. For a road of that width, 12 inches is enough; and where it is to be made of hard and porous materials, even less would do. It is often observed, that notwithstanding the curvature in the surface of a new road, the carriage wheels soon wear out deep ruts, into which all the water collects; and, instead of discharging itself to the sides, it runs along the ruts with increasing violence, and forms dangerous ravines before it can escape by side drains. This evil can be prevented in a great measure, by forming paved drains across the road, at 80 or 100 yards from each other, in ascending hills. ...The most durable and easy road for heavy traffic over an argillaceous or loamy soil, whatever the breadth and form may be, is made of stone and gravel. The natural earth is raised above the surface of the adjoining land a few feet wider than the part to be travelled over. A channel is left, or formed in the middle 30 feet wide, if that is the intended width, in which are placed with care, large stones well beaten close to each other over the whole width. Upon this is another bed of stones, broken to the size of about 4 inches, well hammered and rammed in, so as to fill all the cavities between the under stratum of large stones. The third and last layer should be coarse gravel or stones broken to the size of hickory nuts, thrown on evenly, and well rammed or rolled with a heavy iron roller. The first bed should be from a foot to eighteen inches thick, the second 12 inches, and the last about 10 inches in the middle and 8 at the sides.¹³⁹

¹³⁷ Pawlett, *Brief History of Roads*, p24.
¹³⁸ *Acts of the General Assembly of Virginia*, 1817.
¹³⁹ *Acts of the General Assembly of Virginia*, 1817.

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Influence of Claudius Crozet

As Principal Engineer of Virginia between 1823 - 1831, Claudius Crozet had the responsibility of directing and inspecting all internal improvements in which the Commonwealth of Virginia, through the Board of Public Works, had an interest. Because of this, from 1823 onwards, Crozet had a significant influence on the method of internal improvement (e.g. canal, turnpike road, or railroad), its location, course and direction, and its construction specifications.

Prior to Crozet's arrival as Principal Engineer for the Commonwealth, the Act of January 1823 authorizing the Board of Public works to invest \$30,000 in the Fauquier and Alexandria Turnpike Company to be used for finishing the construction of the road between Buckland and Warrenton, was silent on the particular type of road to be built. No mention of McAdam's plan was made by the General Assembly.¹⁴⁰ It is therefore assumed that the recommendation for macadamizing the remaining portion of the Fauquier and Alexandria Turnpike company between Buckland and Warrenton was likely initiated by Crozet. Pitching the value of a well-located survey that cut travel distance and possessed a relatively shallow grade, combined with McAdam's new method of road construction, Crozet proposed a much more economical means of finishing the turnpike, a plan that appealed to, and was rapidly adopted by, the President and Directors of the Fauquier and Alexandria Turnpike Company. As J. Morgan, Treasurer of the Company noted in 1824,

this experiment of a road made upon a plan entirely new in the State, and now for the first time introduced, has been fairly tested; and has been found fully to answer the expectations of the most sanguine, and will justify the belief that its general adoption would produce immense advantages to the Fund for Internal Improvement, as well as the country generally. It has become the admiration of the neighborhood and is well worthy the attention of all friends to the internal improvement.¹⁴¹

While convincing the Board of Public Works and individual turnpike companies of the superiority of McAdam's plan was relatively easy in principle, implementing the transition from Telford's method of road construction, a method that was advocated by Crozet's predecessor Laommi Baldwin and widely used throughout Virginia, was more difficult and time consuming. Although Crozet could provide general specifications for McAdam's method of road construction, he could not be present on a day to day basis to provide direct construction supervision. That responsibility lay with the contractors hired by the Fauquier and Alexandria Turnpike Company.

Crozet inspected the entire works of the Fauquier and Alexandria Turnpike Road biannually between 1824 and 1828 and examined the progress and state of macadamization between Buckland and Warrenton in 1826 and 1828. Despite Crozet's best intentions, his inspection reports indicate that the

¹⁴⁰ *Acts of the General Assembly of Virginia*, 1823.

¹⁴¹ Report of Fauquier and Alexandria Turnpike Company, November 1, 1824. *Annual Report of the Board of Public Works*, 1825.

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construction of the macadam surfacing between Buckland and Warrenton did not entirely meet his specifications.¹⁴²

While critical but fair in his assessment of ongoing macadam road construction, Crozet was also realistic in his outlook. Understanding that construction of new roads under McAdam’s plan would never reach fruition without the direct supervision of a trained road engineer, Crozet balanced his desire for a strict adherence to McAdam’s principles, with the overwhelming need for a quickly growing network of improved roads for the Commonwealth under any plan. This adaptation is seen in his advocacy of the Fauquier and Alexandria Turnpike Company’s improvement of the old, poorly built section of road between Buckland and the Little River Turnpike in Fairfax County. Fully familiar with McAdam’s recommendation for the improvement of existing roads through the *removal* of all stone larger than six ounces, Crozet approved of the Fauquier and Alexandria Turnpike Company’s efforts at ‘remodeling’ the portion of the road from Buckland to the Little River Turnpike by ‘capping,’ the application of a veneer of small-sized stone on top of the existing road metal.¹⁴³

Formation of the Fauquier & Alexandria Turnpike Company

The establishment and success of the Little River Turnpike Company during the first few years of the nineteenth century stimulated the organization and formation of other turnpike companies in northern Virginia and elsewhere wishing to improve their regional roads and hasten the growth and success of local farmers and businessmen.

In the fall of 1807 citizens from Fauquier and Prince William counties submitted a petition to the General Assembly of Virginia requesting that a private company be formed “to pave a road leading from Fauquier court-house by the Buckland Mills to Fairfax court-house, in the direction of Alexandria.” The following January, an Act of the General Assembly incorporated “a company to establish a turnpike from the Little River Turnpike Road to Fauquier Courthouse.” The purpose of the company was to make “an artificial turnpike road from Fauquier courthouse to Buckland farm, or Buckland town, and thence to the Little River Turnpike road, at the most suitable point for affording a convenient way from Fauquier courthouse to Alexandria.” Specifications for the road included a 50-foot wide road bed, “twenty feet of which shall be well covered with gravel or stone wherever the same may be necessary, and on each side of the part so covered with stone or gravel, they shall clear out and keep in repair, a summer road fifteen feet wide, for the use of horses and foot travelers at all times of the year.” The Act allowed the company to erect toll gates after the completion of each 5-mile section, but also required them to keep the road in repair and maintain it over time.¹⁴⁴

¹⁴² Report of Examination of the Fauquier and Alexandria Turnpike Road, 95-98. *Annual Report of the Board of Public Works, 1826*; Report of Examination of the Fauquier and Alexandria Turnpike Road, 513-1514. *Annual Report of the Board of Public Works, 1828*.

¹⁴³ Report of Examination of the Fauquier and Alexandria Turnpike Road, p95-98. *Annual Report of the Board of Public Works, 1826*; Report of Examination of the Fauquier and Alexandria Turnpike Road, 513-514. *Annual Report of the Board of Public Works, 1828*.

¹⁴⁴ *Alexandria Advertiser*, October 12, 1807, p3; *Acts of the General Assembly of Virginia*, 1808.

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Books were opened for receiving subscriptions for stock for the Fauquier and Alexandria Turnpike Company in 1808 and 1809. At the courthouse in Fairfax, books were opened on May 22, 1809. In Alexandria they were opened on December 2, 1809, with representatives of the company present to convince Alexandrians the benefit that a road providing access to farm produce in Prince William, Fauquier and beyond would bring to their city. By early 1810, “upwards of two hundred shares” had been subscribed for the turnpike road and commissioners set a meeting of March 31, 1810 for electing the first President and Directors of the company “and to take such order for commencing the work as may then appear most advisable.”¹⁴⁵

Formal construction on the turnpike road did not begin until 1812. The Act of the General Assembly incorporating the Fauquier and Alexandria Turnpike Company required that \$20,000 in stock be raised (200 shares of \$100 each) prior to the election of President and Directors and conducting the business of laying out and building the road. This criterion was met in early 1810. For unknown reasons however, it took nearly two years from the election of a President and Directors for turnpike road construction to begin. In early 1812 the Board of Directors of the company advertised that they would meet in Centreville on January 14, 1812 “for the purpose of fixing and making out the rout of that road or a part thereof. And on the following day will let to the lowest bidder, contracts for paving 5 miles of the said road, to be completed within the year 1812.” It is presumed that a contractor was selected and construction began on the first segment of the Fauquier and Alexandria Road shortly thereafter, perhaps in the spring or summer of 1812. Payments of \$10 per share of stock owned were ordered by the President of the company for March and December of 1812.¹⁴⁶

Construction of the ‘Old’ Road – Little River Turnpike to Buckland

Because the building of regional turnpikes was in its infancy in Virginia in the first and second decades of the nineteenth century, the President and Directors of the Fauquier and Alexandria Turnpike Company and its contractors had only two prominent examples of regional turnpike roads to draw from. By 1811, the Little River Turnpike Company had completed 34 miles of paved road between Alexandria and the Little River in Loudoun County. According to the Act of General Assembly that established the company, the road was required to be 30-feet wide with a drainage ditch on each side, containing a central paved surfacing of stone approximately 20 feet wide. Likewise, between 1811 – 1818, the first leg of the National or Cumberland road was constructed. Although original construction specifications were vague, subsequent reports document that the road was built upon Tresaguet’s model, with three graduated courses of stone placed within a shallow trench below surrounding grade.¹⁴⁷

¹⁴⁵ ‘Notice Is Hereby Given,’ *Alexandria Gazette*, May 24, 1809, p1; ‘Notice,’ *Alexandria Gazette*, December 28, 1809, p3; ‘Notice,’ *Alexandria Gazette*, March 7, 1810, p4.

¹⁴⁶ ‘Alexandria and Fauquier Turnpike Road,’ *Alexandria Gazette*, January 8, 1811, p4; ‘Alexandria and Fauquier Turnpike Road,’ *Alexandria Gazette*, March 16, 1811, p2; ‘Notice,’ *Alexandria Gazette*, October 29, 1811, p3; ‘Notice,’ *Alexandria Gazette*, January 10, 1812, p1; ‘Notice,’ *Alexandria Gazette*, February 4, 1812, p3; ‘Notice,’ *Alexandria Gazette*, October 15, 1812, p4.

¹⁴⁷ *Acts of the General Assembly of Virginia*, 1802.

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By 1812 road construction was begun proceeding from the Little River Turnpike southwest towards Buckland. The Fauquier and Alexandria Turnpike Company let out at least three sections to individual contractors. The first and easternmost section between the Little River Turnpike and Buckland, located in Fairfax County, was a five-mile section let to an unknown individual. The second five-mile section, adjacent to and west of the first and also located in Fairfax County, was let to Adam Mitchell. Adam Mitchell was a tavern owner in Fairfax County. The third and westernmost section east of and adjacent to Buckland and located in Prince William County was let to George Britton, a Buckland resident, store owner and tanyard operator.¹⁴⁸

An agreement between George Britton and the Directors of the Fauquier and Alexandria Turnpike Company dated December 30, 1812 noted that Britton was to construct a 10-mile section of the turnpike road, “beginning at the end of the mile lately let to Adam Mitchell and extending thence on the route designated for the said road by order of the Board.” Specifications for the road were clearly stated in the agreement and included clearing a 50-foot wide road corridor of all trees and vegetation, in the middle of which he was to construct a ‘way’

25 feet wide, the ground to be leveled in said way to angle of not more than 5 degrees from the horizon to be dug out below the surface at least 9 inches, having the road when finished raised in the middle at a small degree, the said way to be covered 9 inches thick with gravel or stone none of which shall be too large to pass through a 3-inch ring, except in wet, flat or sunken ground in which the said Britton shall after leveling and digging out as aforesaid lay in the bottom either large stone or wood laid close and covered with a thin covering of dirt, and on it at least six inches of stone beat fine as aforesaid or gravel. The said Britton is also to make and level as aforesaid a side way on each side of the said paved or gravel way at least 4 feet wide. He is also to make good and substantial bridges over the water courses, such as those made over Accotink on the Little River Turnpike Road. He is also to form and make tunnels or other sufficient mode of permitting the passage of small streams or drains of water across the said road.¹⁴⁹

Britton was to complete the 10-mile section within five years’ time, or by the end of 1817. Every quarter mile portion of the road completed by Britton was to be inspected by the Directors of the Fauquier and Alexandria Turnpike Road.¹⁵⁰

¹⁴⁸ Agreement between George Britton and Directors of Fauquier and Alexandria Turnpike Company, December 30, 1812. *No. 252, Fauquier and Alexandria Turnpike Company*. Board of Public Works. Library of Virginia, Richmond, Virginia. It was common for county residents to undertake the construction of roads passing through their locality. An 1824 Memorial to the Board of Public Works from citizens of Fauquier County noted that George Britton ‘made a considerable part of the road,’ suggesting that he constructed that portion between Adam Mitchell’s segment, and Buckland. See Memorial to the Board of Public Works, n.d. (1824). *No. 252 Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia.

¹⁴⁹ Agreement between George Britton and Directors of Fauquier and Alexandria Turnpike Company, December 30, 1812. *No. 252, Fauquier and Alexandria Turnpike Company*. Board of Public Works. Library of Virginia, Richmond, Virginia.

¹⁵⁰ Agreement between George Britton and Directors of Fauquier and Alexandria Turnpike Company, December 30, 1812.

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The specifics for road construction as noted in the 1812 agreement between Britton and the Directors of the company appear to describe an unusual road possessing characteristics of both Tresaguet’s model and McAdam’s model. Following Tresaguet, the road bed was to be located nine inches below the surrounding ground surface in a dug trench, although no mention of a base foundation of large stone is mentioned. Similar to McAdam however, the road surfacing was to be composed of a single layer of similar sized stone, a nine-inch thick deposit consisting of gravel or stone no greater than 3 inches in diameter. Although unique in its own right, the specifications for the road appear to possess characteristic similar to that of both the Little River Turnpike and the National Road.¹⁵¹

Mitchell and Britton were clearly supervising contractors hired by the Fauquier and Alexandria Turnpike Company. The actual laborers who cleared trees and vegetation from the road, graded the route where necessary, dug the trench for the road bed, quarried, hauled, laid and broke rock, and constructed drains, ditches and side lanes likely included a significant number of local enslaved African Americans. In his economic analysis of George Britton’s 1813 - 1818 Store / Turnpike Ledger,¹⁵² Stephen Fonzo has identified that over 97% of the labor transactions documented in 1813, and over 63% in 1814, was unspecified labor (e.g. ‘work,’ or ‘laborers’), or labor associated with hauling (e.g. ‘work with cart / horse’). Often the laborer’s name was not given, or if it was, a surname was not provided. In exchange for a laborer’s work the account of another person, presumably the enslaved African American’s owner, was credited. Fonzo has interpreted this data as the work of enslaved African Americans likely affiliated with the construction of the turnpike itself. The predominant number of labor transactions took place in mid-summer to mid-fall, prime dry season during which turnpike construction labor would have been most efficient, and also a period between planting and harvest that would not conflict with local agricultural needs. In both 1813 – 1814, the turnpike company itself was the largest purchaser of labor.¹⁵³

Toll Gates and Tolls

By law, toll gates were permitted to be erected and tolls collected on all finished 5-mile sections of a turnpike road once they had been inspected and accepted. Likewise, when a section of a road was undergoing repair, tolls were to be suspended on that section by law. Tolls were charged per score of livestock, as well as carriages, carts, and wagons passing each gate. Return trips were free. Tolls collected were used to pay dividends to stockholders, to fund repairs and improvements to roads and bridges, and to pay the salary of toll-keepers.¹⁵⁴

No. 252, *Fauquier and Alexandria Turnpike Company*. Board of Public Works. Library of Virginia, Richmond, Virginia.

¹⁵¹ Agreement between George Britton and Directors of Fauquier and Alexandria Turnpike Company, December 30, 1812.

No. 252, *Fauquier and Alexandria Turnpike Company*. Board of Public Works. Library of Virginia, Richmond, Virginia.

¹⁵² George Britton began construction of his 10-mile section of the turnpike road in 1813. Construction continued until his death in the summer of 1818.

¹⁵³ Stephen Fonzo, *Archaeological Testing and Survey of the Buckland Mills and Distillery Properties, Prince William County, Virginia. Volume II*, p55-59, 77-80. (Williamsburg: James River Institute for Archaeology, 2011).

¹⁵⁴ *Acts of the General Assembly of Virginia*, 1808.

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In their annual report of 1829, the Fauquier and Alexandria Turnpike Company reported that a total of six toll houses had been erected on the 28-mile turnpike road. The toll gates were roughly 5 miles apart “except gates No. 4 and 5 being the short section of three and a half miles, are placed nearer together, and receive a proportional rate of toll.”¹⁵⁵

George Britton’s Account Book documents that the first tolls collected on the turnpike road were taken from Toll Gate No. 1 in 1815. Toll Gate No. 1 was likely the first five-mile section extending westward from the Little River Turnpike. Britton’s records document that a total of \$507.56 was collected. Annual proceeds from tolls collected along the entire portion of the old road between 1819 and 1824 varied considerably ranging between \$1,148.00 and \$2,233.00, with an average annual collection of just over \$1,692.00. In the mid-1840s, toll receipt revenues fluctuated wildly according to season and toll gate, ultimately recording a consistently weak monthly net income. This weak net income may have been due to several factors including competition from other regional roads and markets that stimulated a decline in usership, and proportionally reduced toll rates due to the poor condition of the road.¹⁵⁶

Problems with the ‘Old’ Road – ‘An undeniable fact, of general notoriety.’

George Britton died in August of 1818. In the fall of the following year, the President and Directors of the Fauquier and Alexandria Turnpike Company assigned road inspectors to “review and examine that part of the Fauquier and Alexandria Turnpike road contracted to be made by George Britton, dec’d. and to ascertain and determine how far the said George Britton has made the said road agreeably to his contract, and if not so made, what deductions should be made from the price specified to paid by said agreement and to make their report [sic].” The decision to examine how far the road had been completed implies that Britton may not have finished his 10-mile section in five years as stipulated by his agreement with the Fauquier and Alexandria Turnpike Company.¹⁵⁷

The report of the road examiners, submitted to record in December 1819, found that Britton had not fulfilled the terms of his agreement and that the road was not in a finished condition. “The hills do not appear to have been sufficiently graduated, the road not wide enough, the stone not broke sufficiently small to pass thro a 3-inch ring, nor does the side ways appear ever to have been leveled, or made agreeably to said contract, and that there appeared to be several parts of said road that never was either graveled or paved with stone, but left in an unfinished state [sic].” The examiners declined to estimate

¹⁵⁵ Annual Report of the Fauquier and Alexandria Turnpike Company, November 1, 1829. *No. 252, Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia.

¹⁵⁶ Return of the state of the Fauquier and Alexandria Turnpike Company, October 31, 1824. *No. 252, Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia; George Britton Account Book, 1813-1818, pp20-21, 32-33. Mss5:3 B7787:1. Richmond: Virginia Historical Society; Charles H. Hunton, *Papers, 1815-1896*. 2nd 84:J Box 1. Rubenstein Library, Duke University. Durham, North Carolina.

¹⁵⁷ Meeting of the President and Directors of the Fauquier and Alexandria Turnpike Company, October 1, 1819. *No. 252, Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia.

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deductions from George Britton’s contract.¹⁵⁸

In their first written report to the Board of Public Works dated October 31, 1820, the Treasurer of the Fauquier and Alexandria Turnpike Company noted that approximately two thirds of the entire road had been completed. “The extent of the road already made and in use is 20 miles extending from its intersection with the Little River road to Buckland. That which is yet to make is from Buckland to Warrenton, a distance of about 8 miles.”¹⁵⁹

The first formal complaints about the condition of the turnpike began to appear by the early 1820s, shortly following the completion of the old portion of the road between Buckland and the Little River Turnpike. In 1821 a complaint was made to the court by a William Cundiff that a portion of the road between “Christopher Tricky’s blacksmith shop ...to Bull Run,” was “out of repair and unfit for travelers.” The court appointed three disinterested freeholders to examine the road. The committee reported back in the spring of 1821 that “in their judgment the same was in repair for traveling except one place in Wirts land, another in the lane of Bernard Hooe near his upper gate cut through by the wagons during the winter. And it is our opinion that the roads from Dogin’s Hill to Bull Run is out of repair generally and unfit for a turnpike according to law or the true intent and meaning of the Act of Assembly.”¹⁶⁰ According to law, the Fauquier and Alexandria Turnpike company would have been given a limited amount of time to bring the road back in repair.

The road only seemed to get worse with time. As citizens of both Warrenton and Fauquier County noted in a petition to the Board of Public Works in 1824,

it is an undeniable fact, of general notoriety, that said road has not been in good order since it was finished about 6 or 8 years since. It has been spoken of by all travelers and every person that has seen the road, (except those that are and have been interested) as being in a most wretched condition; so much out of repair as not to entitle the company to receive toll; and the road unquestionably has not been made according to law. They did not even pretend to make a side way in many places; but the waggoners and those on horseback it would seem from the present appearance of the road, seized on every situation that would admit when in the woods or in open fields to get off the road; and the hills which ought not to have exceeded 4 or 5 degrees elevation, are many of them from 5 to 8 or perhaps 9 or 10 degrees; consequently a wagon cannot haul as much by one third, even if the road was otherwise in good repair.¹⁶¹

¹⁵⁸ Report of Examiners, December 8, 1819. *No. 252, Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia.

¹⁵⁹ Report of the Fauquier and Alexandria Turnpike Company, October 31, 1820. *No. 252, Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia.

¹⁶⁰ PWCD 8:19, March 13, 1821.

¹⁶¹ Memorial to the Board of Public Works, nd. (1824). *No 252 Fauquier and Alexandria Turnpike Company, Board of Public Works*. Library of Virginia, Richmond, Virginia

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Financial Troubles

While no record exists as to whether the estate of George Britton was ever paid the full amount of his contract, over the next decade through appeals to the Governor, the Board of Public Works, and with the assistance of an attorney, George Britton's widow, Kezzia Britton, attempted to force the Fauquier and Alexandria Turnpike Company to pay what she believed was owed to them.¹⁶²

In an 1824 letter to the Board of Public Works, Kezzia Britton documented the financial troubles that plagued the Fauquier and Alexandria Turnpike Company early on. According to Britton, the turnpike company had difficulties raising sufficient stock to fund the construction of the turnpike road. Her husband was to be given \$20,000 "of good solvent stock," but that the subscription "fell short of their expectation, [and] they could not furnish him scarcely one half of that sum, and many of them proved insolvent and were entirely lost to him." In addition, they also had problems collecting on calls for payments of stock, largely "on account of sundry insolvencies, and stock holders removing to western countries." As a result of being unable to meet their financial commitment to George Britton, his wife claimed that the company "permitted him to keep the road and receive the annual tolls arising thereon for that part thus made by him, in conformity to the said contract for sometime."¹⁶³

In addition, and also according to Kezzia Britton, the company allowed 250 shares of stock worth \$25,000 par value "said to have been sold by John Love," to be "disposed of, for \$50 per share, the Company agreeing to bear the loss."¹⁶⁴ The incriminating evidence supporting the inability to raise and collect the required funds, and the subsequent mismanagement of company stock suggests that almost from its inception, the Fauquier and Alexandria Turnpike Company faced long odds to successfully complete the 28-mile road between Little River Turnpike and Warrenton.

The Fauquier and Alexandria Turnpike annual report to the Board of Public Works for 1820 contains the first formal recognition of the financial distress impacting the company. In it the company requested aid from the Commonwealth to complete the western portion of the road between Buckland and Warrenton. Due primarily to a lack of funds, and the extremely poor state of the road constructed between the Little River Turnpike and Buckland, the company reported that significant toll receipts could not be expected and that they had little hopes of completing the remaining portion of the turnpike road.¹⁶⁵

Construction of the 'New' Road – Buckland to Warrenton – 'Perhaps the best road in Virginia.'

¹⁶² Kezzia Britton to Board of Public Works, September 29, 1824. No. 252, *Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia.

¹⁶³ Kezzia Britton to Board of Public Works, September 29, 1824. No. 252, *Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia.

¹⁶⁴ Kezzia Britton to Board of Public Works, September 29, 1824. No. 252, *Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia.

¹⁶⁵ Report of the Fauquier and Alexandria Turnpike Company, October 31, 1820. No. 252, *Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia.

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In response to repeated petitions to the Commonwealth for financial assistance to finish the Fauquier and Alexandria Turnpike Road, the General Assembly passed an Act in January of 1823 authorizing the company to increase its capital stock by \$30,000 and authorizing the Board of Public Works to subscribe for 300 shares of the stock in the company. Payments were to be made by the Board of Public Works to the Fauquier and Alexandria Turnpike Company in quarterly installments between 1824 and 1827. The Act however, was not passed without conditions. The Act required the company to apply the new public funds “exclusively ...to the making and paving of that part of the road not already paved.” In addition, it also required the company to put in good order and finish repairing the “20 miles of road already paved.”¹⁶⁶

With the appointment of Claudius Crozet as Principal Engineer in April of 1823, the Board of Public Works ordered him to visit the Fauquier and Alexandria Turnpike Road to examine and inspect its condition, and to recommend a route for the road between Buckland and Warrenton. In a letter to the Governor dated July of 1823 J. C. Hooe, the President of the Fauquier and Alexandria Turnpike Company promised that the old road, the 20-mile section between the Little River Turnpike and Buckland, would “very soon be in a state to undergo the Engineer’s examination.”¹⁶⁷

Crozet visited the Fauquier and Alexandria Turnpike and conducted his examination of the existing road between Buckland and the Little River Turnpike, and survey for the new road between Buckland and Warrenton in June of 1824. In a letter to the President of the Board of Public Works, the President of the Fauquier and Alexandria Turnpike Company remarked on Crozet’s visit. “The first part he has pronounced sufficient and received it agreeably to an order passed by your Board, and the route of the latter part he has designated.” Believing that the company had fulfilled their end of the bargain, and anxious to begin construction of the new portion of the road, the President requested the first installment of funds from the Board of Public Works. “The condition, upon which the subscription from your Board was to be made, having now been complied with on the part of the Fauquier and Alexandria Turnpike Company, I am now requested to enquire when the subscription will be made.”¹⁶⁸

Crozet’s 1824 report to the Board of Public Works confirmed the completion of the road to Buckland and the presence of paving over its entire length. The examination of the portion of the road completed to Buckland however was slightly more detailed and critical than the company’s own assessment.¹⁶⁹

I remarked in those places where the road was repairing, that much smaller stones than

¹⁶⁶ *Act of the General Assembly of Virginia*, 1823.

¹⁶⁷ J. C. Hooe, President, Fauquier and Alexandria Turnpike Company to James Pleasants, Governor, Commonwealth of Virginia, July 5, 1823. No. 252, *Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia.

¹⁶⁸ Jacob Morgan, President, Fauquier and Alexandria Turnpike Company to James Brown Jr., Board of Public Works, June 16, 1823. No. 252, *Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia.

¹⁶⁹ *Annual Report of the Board of Public Works*, 1824. Report of the Principal Engineer, Fauquier and Alexandria Turnpike Road, 21-22.

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heretofore were spread upon it. In thus gradually correcting a defect observable in almost every turnpike, the company shew that they understand their true interest, and are disposed to profit by their own experience in the farther prosecution of their undertaking. That in order to make a firm and smooth road, the stones should not be bigger than about the size of a hen's egg, is a fact which the company seem to be aware of; and there is reason to expect, that they will make the new section of the road [Buckland to Fauquier Court House] more smooth than the part already completed [Buckland to Fairfax Court House], and gradually improve this latter, as they have begun to do this spring. Such a plan will certainly prove cheaper in the end and secure a considerable increase of tolls. ...I would recommend to correct gradually this defect [road bed high in middle], by filling the summer roads from ditches made outside of them. This will soon be found to be an economical expense; and as the company have avoided this defect after the first 5 or 6 miles, they will probably be convinced of the advantage of rectifying it where it exists.¹⁷⁰

Regarding the new route of the turnpike road from Buckland to Warrenton, Crozet noted that "...after having carefully surveyed and examined the different routes between Buckland and Warrenton, ...I recommended the route by way of New Baltimore and leading to the court-house about the middle of the town, as less mountainous, and very likely to prove cheaper and otherwise more advantageous to the company."¹⁷¹ A contract to complete the entire 8.5 miles between Buckland and Warrenton was subsequently let to the partnership of Henry Fitzhugh and Major E. Hunton.¹⁷²

In their own report to the Board of Public Works for 1824, the Fauquier and Alexandria Turnpike Company noted that contracts were already let to finish the remainder (macadam portion) of the road and anticipated that the work, a total length of 28 miles, would be completed by early 1827. Of particular note, the president also noted the type of road construction method to be used for the portion of the road between Buckland and Warrenton. "The company are now engaged in making the balance of the road authorized by law to be paved, to wit, from Fauquier Court-House to Buckland, upon a new and highly approved principle, *called McAdam's plan*, which, being the first of the kind, will perhaps be the best road in Virginia." [Emphasis Added]¹⁷³

Over the next four years, between 1825 and 1828, the Fauquier and Alexandria Turnpike Company focused on completing the new portion of the turnpike road between Buckland and Warrenton, and repairing and improving the old portion of the turnpike road between Buckland and the Little River

¹⁷⁰ *Annual Report of the Board of Public Works*, 1824. Report of the Principal Engineer, Fauquier and Alexandria Turnpike Road, 21-22.

¹⁷¹ *Annual Report of the Board of Public Works*, 1824. Report of the Principal Engineer, Fauquier and Alexandria Turnpike Road, 21-22.

¹⁷² Letter of William Hunton, October 20, 1824. *Alfred B. Horner Papers, 1861-1934*, Section 21. Mss1 H7842 a 1,563-1,658. Virginia Historical Society, Richmond, Virginia.

¹⁷³ Report of the Fauquier and Alexandria Turnpike Company, October 31, 1824. *Annual Report of the Board of Public Works*, 43-45. 1824

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Turnpike. Construction of the new macadamized portion of the road was funded by the state and proceeded quickly. Four miles were completed in 1825, another four miles were completed in 1826, and the entire route the new road “from Warrenton to Buckland ...acknowledge[d] to be the best road in Virginia,” was completed in 1827.¹⁷⁴

Crozet’s biannual inspection of the Fauquier and Alexandria Turnpike Road in 1826 however even found fault with the construction of the new road. As to the macadam surfacing, Crozet noted that

It was to be overspread with a bed of broken stones, 12 inches thick, and 18 feet wide, leaving on each side a path of 3 feet without stones: the stones to be broken to 6 ounces weight. They exceed, however, much these dimensions: Their present size will certainly prevent their crushing sufficiently to become soon cemented: So that, for a long time, they will only form a bed of rolling stones extremely fatiguing for draught horses: They should be broken smaller, or else the largest should be raked out of the road.¹⁷⁵

Beyond the macadam surfacing, Crozet also found that while “generally well shaped,” the new road did not conform to the specifications outlined in the 1823 Act of the General Assembly.

The road has not been made upon this plan, as regards the ditches and summer roads which do not exist, and the paths which are narrower: And it does not seem to me, that it could have been made so, without a very considerable expense: Nor does it appear that, if so made, there would have been much advantage in the plan: a ditch between the summer road and the paved road is, I think, objectionable; and I should consider that, without an intervening ditch, one of the paths 5 feet wide, united to the summer road 11 feet in width, would have formed on one side, a wide summer road connected with the winter road, and much more convenient than two narrow summer roads separated from the main one by a ditch; so that two carriages meeting on either, could not have passed each other. ... The paved gutters are well made, but too narrow. In many instances, where sufficient elevation can be obtained, I should have preferred culverts to pass off streams.¹⁷⁶

It is not clear exactly what type of stone or stones were used to surface the new macadam road. In an 1833 discussion of the pros and cons of stone to be used in the construction of a street in Washington D.C., an author noted that the “fine piece of imperfect macadamized road leading from Warrenton to Buckland in Virginia, ...is made entirely of amorphous quartz,” which provided a nearly dust-free travel

¹⁷⁴ Report of the Fauquier and Alexandria Turnpike Company, November 1, 1824 – October 31, 1825. *Annual Report of the Board of Public Works*, 1825; Report of the Fauquier and Alexandria Turnpike Company, November 1, 1825 – October 31, 1826. *Annual Report of the Board of Public Works*, 1826; Report of the Fauquier and Alexandria Turnpike Company, November 1, 1826 – November 1, 1827. *Annual Report of the Board of Public Works*, 1827.

¹⁷⁵ Reports of the Principal Engineer, Fauquier and Alexandria Turnpike, p95-98. *Annual Report of the Board of Public Works*, 1826.

¹⁷⁶ Reports of the Principal Engineer, Fauquier and Alexandria Turnpike, p95-98. *Annual Report of the Board of Public Works*, 1826.

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experience.¹⁷⁷

The Buckland Issue – Acquisition of Existing Lots

According to the route surveyed by Crozet, the new portion of the turnpike road entered Buckland from the west, taking portions of at least six lots from the original 1798 town plan (lots 5/6, 14/15, and 23/24), and ultimately connecting with Buckland Mill Road and the ‘old’ portion of the turnpike constructed by George Britton ca. 1812 - 1818.

At the time of Crozet’s survey for the ‘new’ road between Buckland and Warrenton (ca. June of 1824), John Love is recorded as owning a majority of the original 48 lots of Buckland, including lots 5, 6, 14-27, 31-34, 36, and 39-46. While no formal recordings of legal condemnations of private property could be found in court records, property transfers from 1825 onwards often except the portion of the lot containing the turnpike road from the deed of sale. For example, John Trone acquired lot 6 from John Love in 1826. In the deed of sale Love noted that the new turnpike road “has taken off a small portion of the said lot.” Likewise, the deed of sale for lot 14, acquired by John Robinson in August of 1826, notes that a portion of the parcel was reserved or retained “as is now occupied by the turnpike road running through the same.”¹⁷⁸

The Warrenton Issue – Setting a Route

Despite the fact that Crozet had personally laid out the course of the new road between Buckland and Warrenton, a controversy arose in 1824 about two opposing routes near Warrenton, one up Court Lane, and a second up Academy Hill. In lieu of setting an official route into Warrenton, the President and Directors of the Fauquier and Alexandria Turnpike Company opted to let the road contractors decide. As noted by a Warrenton resident in 1824, the indecision led to a bidding war.

The course of our road is not decided on as yet; the overseers have acted strangely in leaving it with Henry Fitzhugh and Maj. E. Hunton to alter what they had before decided upon, which was by New Baltimore and up Court Lane. Those interested are now bidding against each other, one by the first mentioned route, the other by James Hunton’s, Gray’s Mill and up the Academy Hill.¹⁷⁹

The financial implications of the route into Warrenton became politically volatile and ultimately put the entire new portion of the road at risk. One party of citizens from Warrenton and Fauquier County even petitioned the Board of Public Works to put the construction of the new road on hold until the old portion between Buckland and Fairfax was improved and the final course of the turnpike into Warrenton was set by the President and Directors of Fauquier and Alexandria Turnpike Company and not the

¹⁷⁷ *National Intelligencer*, April 16, 1833.

¹⁷⁸ PWCDB 10:296, June 8, 1825; 10:414, August 28, 1826.

¹⁷⁹ Letter of William Hunton, October 20, 1824. *Alfred B. Horner Papers, 1861-1934*, Section 21. Mss1 H7842 a 1,563-1,658. Virginia Historical Society, Richmond, Virginia.

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contractors.

The Directors had several lines run on that part of the road still to be made from Buckland to Warrenton, and have recently let it to contractors giving them the privilege to fix on either route which they might think proper to select, and entered into an agreement, accordingly, which has given rise to intrigue and speculation. Subscriptions were opened in favour of different routes, and upwards of three thousand dollars subscribed in favour of one of them besides other valuable considerations thrown in, which aids and doings, we consider contrary to law and justice, producing great excitement and dissatisfaction, and defeating the great object contemplated by the road. ... We therefore pray your honorable body that the law may be suspended with respect, to the residue of the road.¹⁸⁰

Road Operation, Maintenance and Repairs

Repair and improvement of the old road moved significantly slower. Work included ‘cutting down’ the ‘hills to a proper degree of elevation and other ways to improve the road upon McAdam’s plan, so as to make it correspond with, and equal to, the new part of road made with the subscription obtained from the state.’ During 1825 “a considerable distance” of the old road was taken up and “re-laid upon McAdam’s plan.” The following year, the company reported that “there have been taken up, and remade upon M’Adam’s plan, two miles and about 200 yards; which will make a distance of more than ten miles of road, made upon this new and highly improved system; turnpike gates, however, have not yet been established upon it.” By 1827 the company reported that “more than five miles of the old road have been converted into a smooth pavement upon M’Adam’s plan, at an expense not exceeding \$2,000 per mile, and it is greatly to be desired that the remainder of it, about 15 miles, could be thus completed.” Even at \$2,000 per mile, the work required in removing the old road and repaving it under McAdam’s plan was costly for the Fauquier and Alexandria Turnpike Company. Raising the required private funds to accomplish this task was a slow process. “The company are using every effort in their power to procure funds to be applied exclusively to this object, well knowing that until it is accomplished, there are no hopes of any profit to be derived from its stock.”¹⁸¹

Crozet’s inspection of and report on the old road reflected the Company’s concerns; that the original stone surfacing was constructed incorrectly, that the course of the road required significant grading particularly on hills, and that a significant amount of work was required to improve it.

¹⁸⁰ Memorial to the Board of Public Works, n.d. (1824). *No 252 Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia.

¹⁸¹ Memorial to the President and Members of the Board of Public Works of Virginia, January 28, 1826. *No. 252, Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia; Report of the Fauquier and Alexandria Turnpike Company, November 1, 1824 – October 31, 1825, p201. *Annual Report of the Board of Public Works*, 1825; Report of the Fauquier and Alexandria Turnpike Company, November 1, 1825 – November 1, 1826, p26-27. *Annual Report of the Board of Public Works*, 1826; Report of the Fauquier and Alexandria Turnpike Company, November 1, 1826 – November 1, 1827, p195-196. *Annual Report of the Board of Public Works*, 1827.

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It is now in very bad order, especially from the Little River Turnpike to Centreville. Its present condition combines with its natural defects, which were noticed in my report of June 1824, page 21, to make it very unpleasant to travel. The most remarkable defect is the size of the stones with which it is capped: they should be gradually broken to a smaller size; and it is to be regretted, that the funds would probably not allow to reduce them at once to the small dimensions contracted for on the new section. Another defect, which I had also noticed in the aforesaid report, consists in the elevation to which the bed of the road has been raised in places by excavations made at the sides; so that the summer roads being much below the mound formed in the middle, are made the receptacle of all the water which falls on the road, and are easily cut up; while on the other hand the winter road is rendered more liable to be destroyed at the edges, and carriages cannot pass from the winter to the summer road, as the convenience of traveling often requires. The company seem to have become aware of these two defects as they progressed in the execution of the road, which, in both respects, becomes gradually better beyond Centreville. Since my first examination, 2 ½ miles of the old road, from Buckland, eastward, have been improved by capping with small broken stones. This is now the best part of the whole turnpike, even to Warrenton. It appears to be the intention of the company to go on gradually with the improving of the old road. This indispensable measure will for some time diminish considerably the revenue of the road, but will ultimately insure greater profits and other benefits.¹⁸²

The poor condition of the road between Buckland and the Little River Turnpike became so controversial that a number residents of Warrenton and Fauquier County petitioned the General Assembly in 1824 to suspend the law authorizing the construction of the ‘residue of the road,’ the new portion of the turnpike lying between Buckland to Warrenton, “until the hills are reduced to a proper elevation, the road put in repair by the company and that the road which is to be made, shall be laid or marked out by the Directors themselves shall not be less than 20 feet in width, with side ways according to law.”¹⁸³

Residents and visitors continued to remark on the poor condition of the road in the second quarter of the nineteenth century. Visiting friends in Buckland in 1830, Anne Royall commented that “the road, for some distance, was very smooth, but as we approached Buckland, it became quite uneven.”¹⁸⁴

By 1828, the matter of rebuilding the old road between Buckland and the Little River Turnpike had come to a head. The Fauquier and Alexandria Turnpike Company could not anticipate raising enough private funds to complete the renovation of the last 15 miles to the required standards. “It is known to you that the road leading from Buckland to its intersection with the Little River Turnpike is now, and

¹⁸² Reports of the Principal Engineer, Fauquier and Alexandria Turnpike, p95-98. *Annual Report of the Board of Public Works*, 1826.

¹⁸³ Memorial to the Board of Public Works, n.d. (1824). *No 252 Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia.

¹⁸⁴ Royall, *Southern Tour*, p55.

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always has been a bad one, it was originally badly constructed and cannot be made good unless actually relaid. To accomplish this desirable object the President and Directors have devoted their unwaived efforts for the last 4 or 5 years without having succeeded in completing more than about 5 miles of it, leaving the remainder, about 15 miles, untouched.”¹⁸⁵ To this end, in their report to the Board of Public Works at the end of 1828, the President and Directors of the company anticipated “the passage of a law for a lottery has been prayed for. If granted and successfully operated on, the company will soon be relieved from the heavy loss they have sustained. The improvement is highly beneficial to the country, but burthensome to the company, and to the old creditors, who have been so long deprived of their just dues.”¹⁸⁶

Despite the fact that resurfacing of the old road between Buckland and the Little River Turnpike was still ongoing, in its report to the Board of Public Works for 1829 the company gave a final accounting of the road. “Width of the centre road: Twenty feet wide, except that part of it which connects Warrenton and Buckland, which is only sixteen and a half feet wide, authorized by law No. 4 and paved upon M’Adam’s plan. Side Roads: two, each eleven feet wide. Bridges: There is but one substantial bridge on this road which is that thrown over Bull Run; it is built of stone, with two arches of about twenty feet span each, and cost \$1,500.”¹⁸⁷

The Lottery

In November of 1828 the Fauquier and Alexandria Turnpike Company and its supporters petitioned the General Assembly of Virginia for permission to operate a lottery to raise \$30,000 to be used to finish the rebuilding turnpike road. In February of 1829, the General Assembly passed an Act authorizing the company “to superintend the raising, by lottery or lotteries, the sum of thirty thousand dollars, for the purpose of improving the Fauquier and Alexandria Turnpike road.”¹⁸⁸

It is not clear how successful the lottery was, or if it brought in anything close to the authorized \$30,000. Repair of the old road however continued very slowly through the first half of the 1830s. Annual reports to the Board of Public Works by the company in 1830 and 1831 document the continued use of nearly all income from tolls for the replacement of the old road according to McAdam’s plan. By the end of 1832 the company acknowledged the lack of funds, the slow pace of repair and the dismal outlook for the future of the road. “It is however much to be regretted that adequate means cannot be provided to accomplish this object at once.”¹⁸⁹

¹⁸⁵ Jacob Morgan, Treasurer, Fauquier and Alexandria Turnpike Company to Nathaniel Tyler, Esq., Board of Public Works, January 2, 1828. No. 252, *Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia.

¹⁸⁶ Report of the Fauquier and Alexandria Turnpike Company, November 29, 1828, p438-440. *Annual Report of the Board of Public Works*, 1828.

¹⁸⁷ Report of the Fauquier and Alexandria Turnpike Company, p33-34. *Annual Report of the Board of Public Works*, 1829.

¹⁸⁸ *Acts of the General Assembly of Virginia*, 1829.

¹⁸⁹ Report of the Fauquier and Alexandria Turnpike Road, November 1, 1829 – November 1, 1830. *Annual Report of the Board of Public Works*, 1830, p188-189; Report of the Fauquier and Alexandria Turnpike Road, November 1, 1830 – November 1, 1831. *Annual Report of the Board of Public Works*, 1830, p324-325.

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River Crossings

The road itself was not the only worry of the Fauquier and Alexandria Turnpike Company. The route of the road required the crossing of several water courses where bridges were necessary. Bridges were ultimately constructed over Cub Run, Bull Run and Broad Run. The bridge over Bull Run was constructed entirely of stone, with a central pier and two arches. The other bridges used by the turnpike company were most likely of frame construction with stone piers and abutments. Throughout the second quarter of the nineteenth century frequent floods ravaged both the road bed and bridges operated by the company. In his 1826 inspection of the Fauquier and Alexandria Turnpike Road, Claudius Crozet reported that “the bridge at Buckland has been carried away by a freshet: it will shortly be rebuilt.”¹⁹⁰ Three years later in 1829 the bridge was destroyed again.

We learn, from Virginia, that a quantity of rain fell on Monday night, exceeding any thing within the recollection of the oldest inhabitants; that some of the small rivulets were so swollen as to carry away the houses on the banks. In Fauquier County, Broad Run is said to have risen thirty feet. The strong bridge at Buckland, with its heavy stone abutments, was carried away, as was also a part of the extensive distillery and the mills at that place.¹⁹¹

An unidentified bridge was also constructed by the Turnpike Company in 1836 for \$301.67. In the years just before mid-century, the Fauquier and Alexandria Turnpike Company reported significant damage to their work from flooding. During 1843 a total of \$820 was spent on flood related ‘repairs.’ “The road was considerably injured by the heavy freshet of the past summer, all the bridges have required more or less repairs, and one had to be rebuilt to replace one that was entirely destroyed.” Again, in 1846 injuries to the road and bridges severely depleted their road maintenance account. Accounts for this year show \$1,307 spent on ‘improvements and repairs.’ “You will also perceive that the expenses have been much larger than usual owing to one of the most important bridges being seriously injured and all damaged to some extent, but they have been replaced very promptly. Our road was very much washed this year by the heavy rains.” Likewise, in 1847, the company reported the construction of a “substantial bridge over Cub Run. ... This bridge and the bridge over Bull Run which was reinstated last year in a permanent manner, have stood the heavy freshets of the present season without sustaining the least injury, particularly illustrating the advantage and economy of using good materials and having work done in the best manners.”¹⁹²

¹⁹⁰ Report of the Principal Engineer, Fauquier and Alexandria Turnpike, p95-98. *Annual Report of the Board of Public Works*, 1826.

¹⁹¹ *Baltimore Patriot & Mercantile Advertiser*, August 22, 1829, p2; See also *Alexandria Gazette*, September 3, 1829, p2.

¹⁹² Report of the Fauquier and Alexandria Turnpike Company, December 5, 1836. *No. 252, Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia; Report of the Fauquier and Alexandria Turnpike Company, October 26, 1843. *No. 252, Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia; Report of the Fauquier and Alexandria Turnpike Company, November 26, 1846. *No. 252, Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia;

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Declining Revenue and Abandonment

Throughout the 1840s and 1850s, the Fauquier and Alexandria Turnpike Company continued to see declining toll revenue. Toll revenue was directly dependent upon the quality of the road. If a road was in such a poor condition that tolls could not be collected, or only partially collected, revenue would fall. Likewise toll revenue was dependent upon competition from other turnpike roads. In his report to the Board of Public Works for 1842, the President of the company noted that “the receipts from the tolls have further fallen off since my last return, owing in great measure to the course of trade in this part of the country having changed and much of the produce being carried to market by other routes than the road of the company.” Toll revenue generated during the year was used to maintain the road. At mid-century, road maintenance was conducted through contractors who were given a section of road. The typical road crew consisted of one superintendent and three laborers who furnished their own tools for breaking and laying stone.¹⁹³

Correspondence to Board of Public Works and Commonwealth of Virginia in the 1840s and 1850s indicates that there was significant disorganization and lack of responsibility in the Fauquier and Alexandria Turnpike Company during this period. Directors who left the area or died were not reappointed by company, and financial statements and reports to the Board of Works were not filed on a regular basis. Because of the lack of leadership, the condition of the turnpike road suffered. Road maintenance was not conducted on a regular basis and many bridges needing repairs were ignored. In 1847 a formal complaint was made against the Fauquier and Alexandria Turnpike Company by local citizens charging that the turnpike road was not kept in good repair “within six months last past.”¹⁹⁴

In 1854 R. M. Smith, a resident of Fauquier County, wrote a letter to the Board of Public Works notifying them that the Fauquier and Alexandria Turnpike Company “is pretty much disorganized and the road neglected.”¹⁹⁵ Just prior to the Civil War, the condition of the road was in such a state that the tolls were abandoned. In a letter to the Attorney General of the Commonwealth in 1859, James P. Machen inquired as to whether control of the road could be ceded to the County Courts to restore some form of control over the important turnpike thoroughfare.

Passing through this county are two turn-pikes, the toll gates on a portion of which have been thrown open and the necessary repairs for the preservation of the roads

Report of the Fauquier and Alexandria Turnpike Road, September 30, 1847. *No. 252, Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia.

¹⁹³ Report of the Report of the Fauquier and Alexandria Turnpike Road, October 15, 1842. *No. 252, Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia; Fauquier and Alexandria Turnpike Road, September 30, 1847. *No. 252, Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia.

¹⁹⁴ Grand Jury Presentment, March 1, 1847. Prince William County Court. Clerk’s Loose Papers, Volume 3. Prince William County Courthouse, Manassas, Virginia.

¹⁹⁵ R. M. Smith to the Board of Public Works, February 1, 1854. *No. 252, Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia.

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discontinued. In consequence, several bridges have become weak, and are dangerous to those crossing them. The County Court has been applied to but is uncertain what course to pursue. ...The Warrenton Turnpike to Fairfax Courthouse has been thus abandoned by the Company for two years.¹⁹⁶

The Civil War

Located on a well-traveled turnpike road in northern Virginia, Buckland saw the passage of significant numbers of Federal and Confederate troops throughout the Civil War. In the late summer of 1862, Union Major-General F. Sigel established his headquarters at 'Buckland Bridge,' a strategic position he was ordered to take and hold. In a letter to Major-General McDowell, Sigel commented that "the bridge had been set on fire, which was extinguished, and I am now in possession of the same. Two pieces of artillery have been posted this side [east] of the bridge." Based on this communication, it is assumed that the bridge at Buckland was still serviceable after the fire was extinguished.¹⁹⁷

The bridge at Buckland over Broad Run and the Fauquier and Alexandria Turnpike Road also featured prominently as important strategic positions in the Battle of Buckland Mills that took place on October 19, 1863. After pursuing J. E. B. Stuart's Confederate cavalry on the Fauquier and Alexandria Turnpike in late 1863, Federal forces under Major General J. Kilpatrick were halted at Buckland, Virginia. Following a Confederate withdrawal westward, Kilpatrick's forces were ambushed by Stuart's cavalry, and the forces of Confederate Brigadier General Fitzhugh Lee who attacked the federal flank in an attempt to retake the Buckland bridge and cut off any hope of retreat. In a chaotic and disorganized retreat back along the turnpike road, one that southerners later named the 'Buckland Races,' most of the Federal forces made it back across Broad Run to regroup.¹⁹⁸

A panoramic depiction of the Battle of Buckland Mills drawn by Alfred Waud on October 19, 1863 shows the town of Buckland from the Federal position on the heights of Cerro Gordo. To the left of the image, the John Trone property can be seen as well as a partially obscured view of the Fauquier and Alexandria Turnpike Road.

Postbellum Period – Bridging Broad Run

Recognizing the need to address the deteriorating condition of regional roads and the defunct status of many privately-owned turnpike companies, in 1860 the General Assembly passed an Act transferring the interests of the Commonwealth via the Board of Public Works in all turnpikes or roads to the County in which the road resided. Six year later in 1866 the General Assembly passed a new Act providing

¹⁹⁶ James P. Machen to Attorney General of Virginia, April 6, 1859. *No 252, Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia.

¹⁹⁷ F. Sigel to Major-General McDowell, August 27, 1862, 11:40. *The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies*, Series 1, Volume 12 (Part 1). Chapter XXIV, Operations in N. VA, W.VA. and MD, Appendix A, p154. (Washington: U. S. War Department, 1889).

¹⁹⁸ See Fonzo, *Documentary and Landscape Analysis of the Buckland Mills Battlefield (VA042)*.

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County courts with new powers. “Many turnpikes have been abandoned by the chartered companies having charge of them, respectively and the said companies practically disbanded.” The Act authorized the county courts in which part or all of a turnpike road had been abandoned, to take possession of the roads and appoint surveyors and assign hands to work on and improve them.¹⁹⁹ Although no record could be found documenting when Prince William County took possession of the former Fauquier and Alexandria turnpike road, by the late 1860s citizens were petitioning the county court to improve the road and its river crossings.

Abandonment of their road by the company in the years prior to the Civil War, the toll of repeated military occupation and aggression, and the lack of financial resources in the years immediately following the Civil War left the Fauquier and Alexandria Turnpike Road in very poor condition. In particular the bridge crossing Broad Run at Buckland was impassable. Within the first few years after the cessation of hostilities, the citizens of Prince William persuaded the County Court that a new bridge was necessary and by June of 1869 both public and private funds were committed.

Ordered that P. H. Delaplane, [--] Buchamp and O. C. Nichols who are appointed commissioners for that purpose do proceed to contract for the building of a substantial bridge across Broad Run where the turnpike road crosses said run at Buckland, said commissioners are directed to make out a plan and specifications for said bridge and advertise in the Alexandria Gazette and Manassas Gazette for 20 days for bids for the creation of said bridge and shall let out the contract for said bridge to the lowest bidder provided said contractor shall agree to take the prorate subscription of citizens of the vicinity of Buckland for the sum of \$250 and it is further ordered that the sum of \$900 be levied for building said bridge which last sum shall not be paid till the said bridge is completed and received by the Court on the report of said commissioners or other evidence that it is substantially built according to contract, said sum of \$900 is not to be paid until the county levy of this year shall be collected.²⁰⁰

Only a month later the Court reversed direction and rescinded the order stating that a public levy could not be raised for the desired bridge at Broad Run.

It appearing to the Court that the order made at the June term of this court appointing commissioners to contract for building a bridge across Broad Run at Buckland and for other purposes is illegal and contrary to the form of the statute made and provided. It is hereby ordered that said order be and is hereby rescinded and that no levy be made for the building of said bridge and the clerk is hereby instructed to deliver a copy of this order to the sheriff who is hereby ordered to deliver said copy to the commissioners appointed by said illegal order.²⁰¹

¹⁹⁹ *Acts of the General Assembly of Virginia, 1859-1860; 1865-1866.*

²⁰⁰ *Minute Book, 1869-1872, June 8, 1869, p611. Prince William County Courthouse, Manassas, Virginia.*

²⁰¹ *Minute Book 1861-1869, July 8, 1869, p29. Prince William County Courthouse, Manassas, Virginia.*

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By early 1870 new commissioners were appointed to view the site of the former bridge and determine whether a new bridge would be in the interest of the citizens of Prince William and what it might cost. In April of 1870 the commissioners had returned their report and determined that “it is a matter of great importance to the people of the county that a bridge be built across the Broad Run at Buckland.” Commissioners Rufus Fairbanks and P. H. Delaplane summarized their findings.²⁰²

The proper and proposed site for a bridge at this point is where the Old Alexandria & Warrenton Turnpike across broad Run and is as eligible a location as could well be found. It is the same site where the bridge stood which was built years ago by the turnpike company, which was doubtless located by competent engineers. From the best estimates we are able to make, we think a good substantial open bridge with stone abutments can be built for the sum of \$1600.

In regard to the second branch of the inquiry we are directed to make viz: whether or no it is to the interest of the people of the county to construct a bridge at this point, we answer affirmatively, for the reasons which we proceed briefly to give. It is, as already stated, on the line of the old thoroughfare to Washington City, Georgetown, and Alexandria, and is still used by a large scope of country especially for driving stock to market. This stock in passing through the county of Prince William has to be pastured and fed; and thus the farmers along the line of the road have the best of markets at their doors for their surplus grain and provender. The frequent interruptions to travel by high water is compelling the transportation of the stock by rail from Warrenton, and diminishing this source of revenue to our farmers considerably.

The Old Turnpike Co. has long since abandoned its franchises and is no longer interested in the travel over its former road. Again, Gainesville an important depot in the county on the M. G. R. Road, is the market for a large trade south of Broad Run in the county of Prince William, and along the border of Fauquier. It is the only depot that is accessible by a good Macadamized road to a trade that is of sufficient importance to be counted by a convenience such as this bridge would afford – otherwise, it will often of necessity, have to seek other markets.

We shall not stop to argue before your worships, the importance to the general prosperity of the county of building up all the depots of trade and places of business within its limits; and to show that it is a mistaken economy to withhold the means necessary to facilitate intercourse and attract trade from all points that can be reached. Another reason is found in the convenience said bridge will afford to the people of the upper end of the county, by furnishing them a safe transit to the county seat in times of high water. By crossing over this bridge to the south side of the run, they will have an uninterrupted way to Brentsville without any great deflection from the usual route. This is a matter of importance to the businesses of the county which is often interrupted by the detention of justices, suitors and witnesses by high water. This portion of the county embraces the largest tax-payers and justice requires that their convenience and necessities

²⁰² *Minute Book 1869-1872*, January 3, 1870, p117. Prince William County Courthouse, Manassas, Virginia.

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should be respected in a matter of this kind. The last and perhaps the strongest reason we shall urge, is the growing importance of Buckland as a manufacturing place, - already a valuable Woolen Factory is in full operation in this village and a large Flouring Mill is competing successfully for the grain which other mills without the county, are striving to obtain.

It is in contemplation to erect a Broom Factory at no distant day, to utilize the surplus of the fine water power here. All will readily concede the importance of such establishments to the general interests of the community in which they are located. And it is of vital importance to their successful operation that they should have unobstructed access at all times to points whence they derive their materials, and to which they send their fabrics. Within the last ten days they have experienced serious inconvenience and loss from the high waters which have prevailed. These are Prince William enterprises, leading the van in a new line of industry, - and if successful will tell largely on the general prosperity of the county. All are then interested in granting them such facilities as this bridge will afford and fostering them by all the means in their power.²⁰³

Following the acceptance of the commissioner’s report, the Court ordered that plans and for the new bridge at Buckland be advertised and proposals accepted. No additional court records documenting the construction or acceptance of the early 1870s bridge at Buckland could be found and it is unclear if a new span over Broad Run was ever built during this period.²⁰⁴

By the late 1880s citizens in the vicinity of Buckland again petitioned county officials for a bridge across Broad Run at Buckland. The Court appointed commissioners to “select a suitable location for an *iron bridge* over Broad Run at or near the turnpike crossing at Buckland.” In their August 1888 report the commissioners recommended the current turnpike crossing as “the most eligible site” stating that they anticipated a cost of approximately \$2,500. The commissioners also noted the building of a bridge at Buckland as a “prime necessity” because Broad Run was constantly swollen and un-fordable, because mail was delivered to Buckland and Greenwich from the railroad at Gainesville requiring a crossing of Broad Run, because voters from Buckland vicinity were required to vote in Haymarket requiring a crossing of Broad Run, and because children could not go to school when the run was swollen.²⁰⁵

Finally, in October of 1891 the Court approved the proposal of the Groton Bridge Company for \$2,300, the lowest bid received. The Groton Bridge Company was an upstate New York iron truss firm that specialized in bridge construction. Richard Bland Lee was appointed commissioner to “superintend the construction of the said bridge.” By early 1892 the bridge was inspected by the commissioners and found to be “built and completed in accordance to the contract.” One commissioner however

²⁰³ Commissioners Report, April 1, 1870. *Clerk’s Loose Papers*, Prince William County Courthouse, Manassas, Virginia.

²⁰⁴ *Minute Book, 1869-1872*, April 4, 1870. Prince William County Courthouse, Manassas, Virginia.

²⁰⁵ *Clerk’s Loose Papers*. Petition for a Bridge at Buckland, n.d. (1888), Buckland Bridge Order, July 1888, Report of Commissioners, August 6, 1888. Prince William County Court Clerk’s Office, Manassas, Virginia; *Alexandria Gazette*, July 9, 1888, p2; *Minute Book 1890-1891*, June 2, 1891 and July 7, 1891; *Supervisor’s Minutes, October 1888 – December 1904*, June 8, 1891, p79. Prince William County Courthouse, Manassas, Virginia.

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recommended that “the approaches to the bridge be made safe by railing and that additional rip rap work be made to the abutments.”²⁰⁶

The commissioners report of 1888 noted that the bridge had to be 100 feet long and that the extant abutments were 10 feet 9 inches (eastern) and 11 feet 8 inches (western). Technical drawings and proposals in the possession of Richard Bland Lee, the chairman of the committee and superintendent overseeing construction, provide some documentation as to the bridge dimension and materials. A proposal from the Pittsburgh Bridge Company outlining the specifications for the Buckland Bridge note that it was a 100-foot span containing a roadway 12-feet wide. Flooring for the bridge was to be white oak. The span was to be a truss type with 6 panels of 16-foot-tall and 16-foot 8-inch-long trusses. The bridge was to have a lattice guard and was to be painted an unknown color.²⁰⁷

Looking back on historic small-town Buckland, I. F. Fields fondly recalled his first visit to Buckland in 1909. “The bridge over the run was iron framework with a floor of wide thick planks that rattled, alarmingly if anything went over it faster than a walking pace.”²⁰⁸

The State Highway Commission

Prior to the first decade of the twentieth century, Virginia’s counties and cities bore the responsibility for building and maintaining the numerous roads and bridges within their jurisdiction. In 1904 the General Assembly of Virginia passed an Act regulating the establishment, construction and improvement of public roads and bridges. Two years later in 1906 the General Assembly of Virginia also created the State Highway Commission. The commission consisted of a panel of civil engineers from the University of Virginia, Virginia Polytechnic Institute, and Virginia Military Institute. The purpose of the commission was “to maintain, operate and construct the primary system of highways around the Commonwealth.” The Act stipulated that the local municipalities still had the responsibility for construction and maintenance of roads, but that the State Highway Commission would provide technical advice. “The Commissioner may recommend to the local road authorities of any county, and to the Governor, needed improvements in the public roads; he shall supply technical information on road building to any citizen or officer in the state, and from time to time publish for public use such information as will be generally useful for road improvement.”²⁰⁹

Concurrent with the Act creating the State Highway Commission, the General Assembly also passed an

²⁰⁶ *Minute Book 1890-1891*, October 7, 1891; *Loose Papers*, Box 1014, Report of Commissioners, February 20, 1892. Prince William County Courthouse, Manassas, Virginia; Martha Carver, *Tennessee’s Survey Report for Historic Highway Bridges*, p176-177. Tennessee Department of Transportation. (Nashville: Ambrose Printing Company, 2008).

²⁰⁷ Report of Commissioners, August 6, 1888. *Loose Papers*, Box 1014. Prince William County Courthouse, Manassas, Virginia; Proposal of Pittsburgh Bridge Company, Nelson and Buchanan General Agents, n.d. [1891]. *Philip Lee Bland Papers, 1891*. Ms. in the possession of David Blake, Buckland Preservation Society.

²⁰⁸ I. F. Fields, Little Town of Buckland. *Journal Messenger* (Manassas), March 21, 1957. This brief article contains a poor reproduction of a pre-1927 photograph of the iron truss bridge at Buckland.

²⁰⁹ *Acts of the General Assembly of Virginia*, 1904, 1906.

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Act creating the state convict road force. This Act authorized counties to use convict labor for the construction and maintenance of roads and bridges. As local municipalities still had to supply their own funding, equipment and labor, effective improvement of local roads was only partially successful. It was not until 1909 that the General Assembly began to budget funding for the construction of roads in the Commonwealth. Over the next decade, the state worked in coordination with local governments who took out bonds and raised taxes, to construct and maintain roads and bridges.²¹⁰

With the popularity and broad distribution of automobiles during second decade of the twentieth century, Americans began to use public roads for more than just commerce. In Virginia the Good Roads Association, established in the last few years of the nineteenth century, lobbied for the improvement of local roads and regional road networks.

Between 1911 and 1913, the portion of the former Fauquier and Alexandria Turnpike Road between Warrenton and the Prince William County line and lying in Fauquier County was improved using convict labor and state funds. In his report on work conducted in Fauquier County during this period superintendent of the road, C. W. Hechler, noted that the length of road improved was 8.106 miles; the width of the road was 22 feet, of which the macadam surface ranged between 12 and 16 feet wide. A total of 21,557 convict days were spent on improving the road at a cost of \$21,127.91. The entire surface of the improved road was treated with Ugite, a refined water-gas tar, designed to lower dust and hold the road metal together under heavy use.²¹¹

The United States Congress passed the Federal Aid Road Act in 1916 effectively committing federal assistance in the planning and funding of major roads within and between states. Virginia received \$100,000 in federal aid for its 1916-1917 budget. By 1918 the General Assembly of Virginia had passed an Act establishing a State Highway System. Under this new law the Commonwealth assumed full responsibility for the construction and maintenance of a state-wide network of roads. As annual state road budgets slowly grew, construction of new, modern roads spread throughout the state. Existing roads were added to the highway system over time.²¹²

The Warrenton and Fairfax Turnpike Company - ‘A Modern, High Class Turnpike’

By the turn of the twentieth century the Fauquier and Alexandria Turnpike was an old worn road in need of constant repair. As one local resident recalled after his first visit to the Buckland in 1909, “the pike was covered with small loose rocks that rolled under one’s foot and wedged in horse’s hoofs. Dirt detours on each side of the hills were used in dry weather to avoid the rocks.”²¹³

²¹⁰ *Acts of the General Assembly of Virginia*, 1906.

²¹¹ *Annual Report of the State Highway Commissioner to the Commonwealth of Virginia for the Year ending September 30, 1913*, p22-23; *Annual Report of the State Highway Commissioner to the Commonwealth of Virginia for the Year ending September 30, 1914*, p25.

²¹² *Acts of Congress*, 1916; *Acts of the General Assembly of Virginia*, 1918.

²¹³ Fields, Little Town of Buckland, 1957.

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Tired of waiting for county government and the State Highway Commission to improve Prince William County roads, citizens from Washington, D.C. and northern Virginia organized the Warrenton and Fairfax Turnpike Company. Incorporated in February of 1914 by the State Corporation Commission of Virginia, an Act of the General Assembly in March of the same year authorized the company to take over a portion of the abandoned former Fauquier and Alexandria Turnpike Road “beginning at a point where the said turnpike intersects the boundary lines of Fauquier and Prince William counties, about one half a mile west of Buckland, and running thence along and over said turnpike to Gainesville, thence to Centerville, thence to the corporate limits of the town of Fairfax,” and to raise stock in the amount of \$150,000 with shares valued at \$10.00. The goal of the company was to construct a macadam road and “convert said abandoned turnpike or county road into a modern and high-class turnpike.” The road was billed as serving as a link in the larger road system between Washington, D.C., Warrenton, Virginia, and the Shenandoah Valley.²¹⁴

“A modern roadway, twenty-two miles in length to cost \$150,000 and to connect the roads now under construction in Fairfax County with Washington on the north and Warrenton and Winchester on the south, is assured by the organization of the Warrenton and Fairfax Turnpike Company. ...The preliminary surveys have been completed, and early in the spring, work on the new road will be commenced. The company has taken over the old Warrenton and Fairfax Turnpike. To the motorist this highway will open up a tour from the National Capital to the Shenandoah Valley.”²¹⁵

In the late winter of 1916 a touring party composed of newspapermen and interested businessmen was organized to drive from Washington, D.C. to Warrenton along the route to be built by the new company. As described by the press, “two White touring cars, began their pilgrimage of fifty miles, twenty of which are at present in as bad condition as is possible, even for a Virginia road. So bad is this most logical of routes toward the valley, that it required five and one-half hours to complete the run of fifty miles – this despite the thirty miles of good road this side of Fairfax and the other side of Buckland. ...Mud and fords – some of which are more than two feet deep – abound in those twenty miles. The rough stone-studded road is the bane of tires.”²¹⁶

Heavily promoted by regional business interests to urban and rural residents alike, the company was dependent upon private subscription because “there are no state funds available in the construction of Virginia’s good roads.” Designed as a toll road, the company intended to charge users of its road a fee. Shareholders would be able to use the road at no cost. The charter of the company stated that if and when the Commonwealth desired to take the road back, it would pay to its investors the cost of constructing the road including interest.²¹⁷

²¹⁴ *Acts of the General Assembly of Virginia*, 1914; *Washington Herald*, February 19, 1914, p6; *Washington Herald*, July 2, 1915, p7.

²¹⁵ *Washington Times*, December 28, 1914, p5.

²¹⁶ *Washington Times*, February 26, 1916, p10.

²¹⁷ Warrenton and Fairfax Turnpike Company, *Beautiful and Historic Piedmont, Virginia*, p3-5, 18-20. Virginia Historical Society, Richmond, Virginia; *Washington Times*, February 26, 1916, p10.

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In March of 1916, the General Assembly amended and re-enacted the initial Act authorizing the Warrenton and Fairfax Turnpike Company providing the company as additional two years to construct the new turnpike road. While publicly available records do not document that the road was ever constructed, in late 1916 the Warrenton and Fairfax Turnpike Company did purchase a 40-foot wide by nearly 1800-foot-long corridor for their new road from the then owners of Cerro Gordo, Grayson Tyler and S. Norton. The corridor, “over and along which it is proposed to erect and establish the highway,” containing 1.64 acres was purchased for \$445.00.²¹⁸

The Lee Highway Association, an organization of hundreds of proponents representing six states, was formed in late 1919. The purpose of the Association was to promote, locate, build and maintain “according to modern plans and specifications,” a national highway between Washington, D.C. and New Orleans. The national highway was later expanded to be a transcontinental road ending in San Diego. In Virginia, the Lee Highway was proposed to follow along the line of the former Fauquier and Alexandria Turnpike passing through Fairfax, Centreville, Gainesville, Haymarket, Buckland, New Baltimore and Warrenton before crossing the Blue Ridge Mountains and proceeding into the Shenandoah Valley. Construction of most of the road in northern Virginia was not begun until the formation of the Virginia Department of Highways and a significant increase in state funding as a result of a gasoline tax.

The Virginia Department of Highways

The Virginia Department of Highways was created as a state agency in 1927. The Culpeper engineering district received state funding for the improvement of the former Fauquier and Alexandria Turnpike corridor in the same year. According to a January 1927 article, \$215,000 was appropriated for the ‘Gainesville – Buckland’ section, and \$55,000 was appropriated for the ‘Buckland – West’ section to the Fauquier County line. Initial road construction on the section between Bull Run (Manassas) and Buckland was begun later in the same month. The entire improved, hard-surfaced road between Fairfax and Warrenton, a section of the Lee Highway, was expected to be completed by the end of summer 1927.²¹⁹

Early in 1927, the Commonwealth accepted bids for the construction of a new concrete bridge across Broad Run at Buckland. The new bridge was to be 165 feet in length and carry one lane in each direction.²²⁰ The new bridge was built north of and adjacent to the older iron truss bridge, then an aging nearly 40-year-old structure. Upon completion of the concrete bridge in 1927, the iron truss bridge was abandoned and eventually removed. The stone abutments upon which it had rested were also abandoned but left in place. Grading for the road section from Gainesville west to Buckland took place in May of 1927 and construction was still underway in late August. By late 1927 the entire route from Manassas to

²¹⁸ *Acts of the General Assembly of Virginia*, 1916; PWCDB 69:90, November 24, 1916.

²¹⁹ *Fairfax Herald* (Fairfax County, Virginia), ‘Money for Roads,’ January 11, 1927, p5; ‘Road Matters,’ January 28, 1927, p5; ‘Road Progress,’ May 20, 1927, p5.

²²⁰ *Fairfax Herald*, ‘Road Matters,’ January 21, 1927, p5

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Warrenton consisted of a new concrete road and by the fall of 1927 was opened for vehicular traffic.²²¹

State Highway Commission plans for the road improvement project from late 1926 show two bridges crossing Broad Run, the old iron truss to the south and the proposed new concrete bridge to the north, as well parcel boundaries and owners, cross-street locations, and several ‘frame dwellings’ adjacent to new proposed right-of-way. It is believed that the frame dwellings noted in the plan were demolished shortly after the completion of the new road.²²²

Several second quarter of the twentieth century photographs of Buckland were taken by local residents shortly after the construction of the concrete bridge and the improvement of Route 211 in 1927. These photographs document the location and condition of the extant residences, including the John Trone House, as well as the dimensions and condition of Buckland Mill Road and the new concrete Route 211, the former Fauquier and Alexandria Turnpike.

A 1937 aerial photograph of a portion of Prince William County shows the Buckland vicinity only a decade after the construction of the new concrete bridge and 18-foot-wide macadamized road. The photograph shows remnant parcels that may date to the original 1798 48-lot town plan, many of which are defined by fences and their associated vegetative growth.

Widening of Route 29

The Virginia Department of Highways widened Route 29, from two to four lanes in 1953. During this expansion, a new concrete bridge over Broad Run was constructed to carry two new southbound lanes. Expansion plans show that new road construction took lots 5,14, 23 and 32, and portions of lots 31, 35 and 36 north of the existing right-of-way. Several structures, including residences on lots 31 (Mary E. MacIntosh), lot 5 (Robert A. Payne Est.), and lot 14 (Samuel C. Lunsford) were demolished.

In 1980, the Virginia Department of Transportation replaced the old 1927 concrete bridge carrying the two northbound lanes of Route 29, with a new concrete span. In 2008 the Virginia Department of Transportation replaced the 1953 concrete bridge carrying the two southbound lanes with a new modular-constructed bridge.

Areas of Significance

The architectural and archaeological properties included in this update possess local significance under Criterion A in the areas of Commerce, Education, Ethnic Heritage: Black and European, Industry, and Social History; statewide significance under Criterion A in the area of Community Planning and

²²¹ *Fairfax Herald*, ‘New Road Opened,’ February 11, 1927, p5; ‘Road Progress,’ May 20, 1927, p5; ‘Road Opened,’ June 17, 1927, p5; ‘Road Work,’ August 12, 1927, p5.

²²² *Plan and Profile of Proposed State Highway, Prince William County, 1.00 MI. E. of Gainesville to Buckland*. Rt. 21, Project 371 E, Sheets 11-12, December 4, 1926. Microfiche Library, Virginia Department of Transportation, Northern Virginia District.

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Development, under Criterion B for Transportation, under Criterion D for Archeology – Historic Non-Aboriginal; and national significance under Criterion D for Engineering.

Commerce (Local)

The Prettyman Stables (44PW1659-0028), the Distillery / Hawley Stables (44PW1659-0029), and the Woolen Mill (44PW1659-0056) are significant properties at the local level because their archival and material records document the commercial and business aspect of providing necessary goods and services to residents of Buckland proper, and larger Prince William - Fauquier community and beyond. The two whiskey distilleries, one each at the Hawley Stables site and the Woolen Mill site, are a unique record of early nineteenth-century commercial success. Day books and other commercial accounts record both the purchasers and liquor amounts sold and provide insight into the commercial operation and marketing of early nineteenth-century industries. Decennial census records and advertisements marketing the products of the Buckland Woolen Mill document the commercial relationship of this important industry with the local and regional community during the pre- and post-war period. Wool and cotton was purchased from regional farmers and through carding, spinning and weaving machines and a dye house, was transformed into a variety of brightly colored cloth. The Woolen Mill also provided regional customers carding services for wool brought to their establishment. Stables, too were an important yet often overlooked part of the local economy in Buckland. Primarily dependent on visitors to Buckland, the Hawley and Prettyman stables played an important role in both the pre- and post-Emancipation periods, providing shelter and provender to livestock owned by a private property owner such as a tavern or inn, as well as services catering to the general public. Although lacking the archival records of the more prominent distilleries and woolen mill, the stable sites represent important properties that document the day to day commercial transactions of an entrepreneurial community. The material record at each site, the extensive cultural deposits and post-hole features at the Hawley and Prettyman stables, as well as the stone and brick foundation of the Buckland Woolen Mill document the importance of commerce to the continuing and evolving growth and development of Buckland.

Community Planning and Development (State)

The Mill Street corridor streetscape (44PW1659-0057) is a significant archaeological property at the state level as it represents a unique early nineteenth-century designed vehicular and pedestrian corridor. Originally laid out in the late eighteenth century, Mill Street connected the Buckland Hall residence of Samuel Love on the south with the industrial mill seat of Buckland Mills on the north, a length of approximately 0.67 miles. While archival sources do not document when this rural corridor was surfaced, the archaeological record presents evidence for a formally designed thoroughfare with coherent stone surfacing on the roadway and adjacent sidewalks, as well as vertically set stone curbing separating the pedestrian from the vehicular corridors. The archaeologically identified streetscape is considered unusual for any early nineteenth-century Virginia community, and particularly unique in a rural, non-urban setting. The streetscape was constructed using local Culpeper basin sheet diabase obtained in outcroppings adjacent to and within Buckland. Because no formally trained engineer is known to be associated with its construction, the Mill Street streetscape was likely built using local

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labor and supervised by local citizens.

An examination of archaeological sites in VCRIS shows no other recorded pre-Emancipation streetscapes in the Commonwealth. Because of this, 44PW1659-0057 is necessarily a unique historic resource. The presence of intact, well-preserved early nineteenth-century designed streetscape features in Buckland is likely associated with the energy and improvement ethos generated by the construction of the Fauquier & Alexandria Turnpike during the same period. The streetscape features document the intent of Buckland residents to improve the Mill Street corridor, but it is also a reflection of how they viewed their own community and its promise for the future.

Education (Local)

The Buckland Schoolhouse site (076-0313-0073) is significant locally because it documents efforts of Buckland residents to promote the private and public education of youth in the nineteenth century. It also represents the transformation of education in the Commonwealth from a pre-Emancipation largely decentralized private endeavor to educate white males, to a County funded system of free public schools established by the Virginia Constitution of 1869.

The Buckland School was established in 1841 and is tied directly to its founder and first teacher Eppa Hunton. Hunton taught for nearly two years at Buckland before moving on to establish his own law practice. The remnant stone foundation of the Buckland Schoolhouse is located on a low ridge west of and adjacent to Buckland Mill Road. The schoolhouse was a small structure, measuring no larger than 20 x 24 feet, most likely purposefully built as such, where a small group of children from the local community would be instructed. In the postbellum period, the one-acre school house lot was acquired by the Gainesville District School as part of the larger public school system and was utilized through the late nineteenth century.

To date, no archaeological research has been conducted at the schoolhouse site. Because it is an undisturbed site that was established in the first half of the nineteenth century and whose use as a school extends into the first quarter of the twentieth century, 076-0313-0073 is believed to contain significant archaeological potential.

Engineering (National)

The Fauquier & Alexandria Turnpike (44PW1659-0050 / 44PW1659) is significant under Criterion D at a national level in the area of Engineering. Begun in 1812, the Fauquier & Alexandria Turnpike was the second road in the nation, and the first in the Commonwealth of Virginia, to be constructed using John Loudon McAdam’s scientific method for road building. The first recorded construction of an American road to be macadamized was the Boonsboro Turnpike (Maryland), built between 1822 – 1823. By 1820, John Loudon McAdam’s road building method had only been applied in England and was not widely known in the United States. Articulated only in treatises published in 1819 and 1823 by McAdam himself, his road building theory would only have been read by professionally trained engineers and

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other educated and interested persons. Over the course of the last three quarters of the nineteenth century, the ‘macadamization’ of roads was adopted for the most important and heavily utilized roads throughout the nation and was perceived as a technically superior and economically efficient means of paving roads. As greater numbers of vehicles used roads at greater speeds, as new technology facilitated the invention of improved binding agents, and as mechanization became increasingly employed in the construction of roads, macadamized roads also adapted and evolved. The essential principles of McAdam’s road building theory however remain unchanged and his innovations for improved roads transformed transportation throughout the nation for over a century.

Claudius Crozet was a nationally prominent engineer whose resume included teaching engineering at the U.S. Military Academy at West Point, serving as Principal Engineer for the Virginia Board of Public Works between 1823 to 1831 and again between 1837 to 1843, serving as State Engineer for Louisiana and Civil Engineer for New Orleans between 1832 and 1837, and serving as the first president of the Virginia Military Institute in Lexington, Virginia. Most of his work involved surveying and designing the construction of canals, improved roads and railroads in Virginia and what is now West Virginia, however he also assisted Montgomery C. Meigs in the design and construction of the Washington Aqueduct between 1857 and 1859. One of his most difficult and notable achievements was the construction of a series of four tunnels for the Virginia Central Railroad that allowed trains to go through Rockfish Gap in the Blue Ridge Mountains to the Shenandoah Valley. Prior to his hiring by the Commonwealth of Virginia in 1823, General Winfield Scott wrote to Bernard Peyton, Secretary for the Board of Public Works, describing Crozet’s aptitude and experience. “...In point of genius, theory and practice, I have no question but that he is the first man in America for the vacancy in question.”²²³ Through his position as Chief Engineer for the Virginia Board of Public Works, Claudius Crozet vigorously promoted and energetically and ably directed, designed and oversaw the internal improvements in the Commonwealth of Virginia. An advocate of John Loudon McAdam’s scientific method of road construction, Crozet had direct oversight and supervision of turnpike construction from 1823 onwards and recognized their place in the broader public and private initiative to further economic development of regional agriculture, commerce and industry.

The need for improved roads nationwide was driven by the late eighteenth- to early nineteenth-century growth of the new nation: by increased population, its expansion into and development of new lands, and the desire of all states to improve communication and trade between populous and important centers of commerce and trade, and the less populous and underserved agricultural hinterland. At the federal level, support for a national system of internal improvements was advocated by Henry Clay who argued for supporting state efforts to construct improved roads, canals and railroads. Following a plan by Albert Gallatin, the U.S. Government agreed to fund construction of a National Road linking the Potomac and Ohio rivers and designed to promote settlement and trade in what is now the mid-west. Initially exclusively privately funded endeavors, by the end of the first quarter of the nineteenth century many state governments followed the federal government’s lead and began to fund and assist their own internal improvements. The Turnpike era, during which thousands of miles of improved roads were

²²³ General Winfield Scott to Bernard Peyton, 1822. In Robert F. Hunter and Edwin L. Dooley, Jr., *Claudius Crozet: French Engineer in America, 1790 – 1864*, p34. (Charlottesville: University Press of Virginia, 1989).

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constructed nationwide, began in the 1790s and lasted through the mid-nineteenth century. Frequently, and by the second quarter of the nineteenth century in particular, these improvements were overseen by professional engineers, individuals whose education and training introduced them to new ideas and technologies that were applied in the field. The Fauquier & Alexandria Turnpike is representative of this era of national and state funded internal improvement. Born out of a desire of the residents of Fauquier and Prince William counties Virginia to improve regional commerce and communication, construction of the Fauquier & Alexandria Turnpike was begun during the period when construction of improved roads in Virginia and nationwide was in its infancy and spanned the period following the establishment of the Commonwealth’s Board of Public Works that contributed to and supervised construction of canals, roads and railroads. Initial construction of the Fauquier & Alexandria Turnpike was financed through a private company that was required to raise \$20,000 in capital. Funding, however, was soon found to be inadequate, the road incomplete, and that which was completed was poorly built. Following the establishment of the Board of Public Works in 1816, and between 1823 – 1831 and 1838 – 1843, Principal Engineer Claudius Crozet directly supervised the completion of the full length of the Fauquier & Alexandria Turnpike. By supporting the completion of the Fauquier & Alexandria Turnpike, and other improved roads like it, the Board of Public Works directly created a unified regional and multi-jurisdiction system of improved roads that linked agricultural producing areas of the Shenandoah Valley and western Piedmont with the commercial port of Alexandria, then part of the District of Columbia, via the Little River Turnpike. The Fauquier & Alexandria Turnpike is representative of the national Internal Improvement movement seeking to improve regional networks that promoted commerce and trade.

Archaeological investigations have documented that the Fauquier & Alexandria Turnpike (44PW1659-0050) is a well-preserved resource lying below significant fill deposits within a 400-foot east-west oriented corridor, immediately west of Broad Run and south of Route 29 / 15. This remnant road corridor segment possesses significant integrity of location, design, setting, materials, workmanship, feeling, and association. The Fauquier & Alexandria Turnpike (44PW1659-0050) also possesses unique research potential in that it has the ability to further document our understanding of an important transition in road building technology and American infrastructural history. Its material remains document both the 1808 – 1822 pre-McAdam period of road construction in the United States when turnpike roads largely followed Tresaguet or Telford’s models, as well as the 1823 – 1828 early-McAdam era when professional engineers like Crozet first began to use McAdam’s prescriptions and adapting his ideas to varying local conditions. The extensive archival and material record documenting the history and development of the Fauquier & Alexandria Turnpike and the individuals who constructed it, located in both private collections and records from the Board of Public Works, also has the potential to shed light on the same important period.

A search of the VCRIS site database for archaeological sites identified numerous properties that documented the history, development and course of historic road corridors, but relatively limited numbers of improved historic road sites where subsurface testing was conducted. At 44JC1138, limited Phase I shovel testing in the course of the Colonial-era Old Williamsburg Stage Road identified remnant corduroy, or plank, surfacing. Elsewhere at 44FX3774 in Fairfax County, trenching revealed intact portions of corduroy surfacing in the Civil War-era Ox Road. While other nineteenth and twentieth-

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century roads known to have been macadamized are recorded in VCRIS, documentation of these historic corridors are limited to mapping and/or reconnaissance level pedestrian survey and do not include subsurface documentation through archaeological investigation.

A search of National Register listed properties has identified several improved and unimproved turnpike roads, none of which are listed as archaeological sites. A 10-mile section of the 110-mile-long Weston and Gauley Bridge Turnpike, an unimproved road constructed between 1849 – 1858, is significant under Criterion A for Transportation and its role in developing commerce in Braxton, West Virginia and surrounding counties.²²⁴ The Lexington, Harrodsburg and Perryville Turnpike in Mercer County, Kentucky, is a contributing resource that links a larger Historic District of the same name. The turnpike, which was constructed between 1833 and 1837, was chartered as one of several internal improvements by the Kentucky legislature and was one of the first macadamized roads in the state. The turnpike road, although paved with modern asphalt, still retains much of the characteristic grading, embankments, and alignment of the historic corridor. The Rural Historic District is significant under Criterion A for its ability to document agriculture, transportation and development patterns in Mercer County and the Inner Bluegrass region.²²⁵ A three-mile section of the Louisville-Nashville Turnpike is significant under Criteria A and C in the areas of transportation and engineering. Construction of the turnpike began in 1837 and was modeled on a Thomas Telford design using a cobblestone base with a limestone gravel surfacing and possessed an adjacent drainage trench. The historic road was paved with asphalt in the 1940s, but the historic surfacing is still believed to be present and is seen in vertical road cuts adjoining the turnpike corridor. Today, the historic turnpike segment is used as a hiking trail.²²⁶ The history and development of the National Road (Cumberland Road, National Pike) was documented in a Multiple Property Documentation that focused on Historic Resources of the National Road in Pennsylvania. Significant under Criterion A in the areas of transportation and commerce, and Criterion C in the area of Engineering, the nomination focused on the providing contexts and registration requirements for pike towns and taverns.²²⁷ The Georgetown and Leesburg Turnpike, or Georgetown Pike, was constructed between 1813 and 1827 and linked Georgetown in the District of Columbia with the agricultural and mining areas near Leesburg and in western Loudoun County, Virginia. Funded and supervised by the Federal Government and the General Assembly of Virginia, the Georgetown Pike adapted Tresaguet’s model of road construction, The 14.4-mile section of road corridor located in Fairfax and Arlington counties in Virginia includes the entire original visible roadbed and was listed as locally significant under Criterion A in the area of transportation, and Criterion C in the area of Engineering.²²⁸ The Little

²²⁴ Paige Cruz., *Weston and Gauley Bridge Turnpike*, 7-2, 8-2 – 8-4. National Register of Historic Places Registration Form. U.S. Department of the Interior: National Park Service, 1998.

²²⁵ John S. Lewis, *Lexington, Harrodsburg, and Perryville Turnpike Rural Historic District*, 8-16 - 8-19. National Register of Historic Places Registration Form. U.S. Department of the Interior: National Park Service, 2003.

²²⁶ Pamela A. Schenian, *Three Bridge Site*, n.p. National Register of Historic Places Registration Form. U.S. Department of the Interior: National Park Service, 1996.

²²⁷ R. Ann Safley, Gerald M. Kuncio and Jerry A. Clouse, *Historic Resources of the National Road in Pennsylvania*, E-1 – E-17, F-2. National Register of Historic Places Registration Form. U.S. Department of the Interior: National Park Service, 1995.

²²⁸ Tanya E. Beauchamp, *Georgetown Pike* (VDHR 029-0446), pp: 3-4, 7-8. National Register of Historic Places Registration Form. U.S. Department of the Interior: National Park Service, 2012.

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River Turnpike Bridge in Loudoun County, Virginia, constructed between 1826-1827 as one of several bridges associated with the Little River Turnpike, is significant under Criterion A in the area of Transportation and Criterion C in the area of architecture. The bridge is strongly associated with the period of state-supported internal improvement in the Commonwealth. The 34-mile road between Alexandria and the Little River was constructed by 1811 and was paved with stone. One of only a few well-preserved and surviving examples of early nineteenth-century stone spans, the Little River Bridge in Fairfax would have connected with the eastern end of the Fauquier and Alexandria Turnpike (44PW1659-0050) at the Little River and ultimately extending an improved transportation corridor westward to the town of Warrenton, Virginia.²²⁹

The relative absence of improved road corridors as archaeological properties at either the state or national level, and the total absence of stone-surfaced improved roads as archaeological properties, makes comparison of the Fauquier & Alexandria Turnpike resource difficult. The archaeological investigation of historic road corridors through the state and national level lens of nineteenth century internal improvements has received little attention. As archaeological properties, historic road resources are statistically less likely to survive and retain integrity due to the fact that their continued use and improvement through time, and their use as utility corridors, is necessarily a destructive process. Historic road resources are more likely to survive as abandoned corridors where a road alignment has shifted. The Fauquier & Alexandria Turnpike is one example of just such a resource. The shifting of the bridge crossing over Broad Run in the early twentieth century preserved the original alignment of the Fauquier & Alexandria Turnpike for approximately 400 feet on either side of the historic stone bridge abutments (076-0313-0045). Because of its rarity as an archaeological property, and due to its exceptional preservation, the Fauquier & Alexandria Turnpike is a unique resource that is representative of the significant technological advances of engineered roads in era of state and national internal improvements.

Ethnic Heritage (Local)

The archaeological properties included in this update are significant locally due to their association with both European American and free and enslaved African American individuals. African Americans were a significant presence in the late eighteenth century in the vicinity of what would become Buckland. Personal property tax records from the 1780s document that white freeholders owning land in what would become Buckland also owned between 28 and 135 slaves, composing between 43 and 93 percent of the total population for that area. Following the establishment of Buckland in 1798, a personal property tax list for 1800 notes that 6 of 12 or 50% of white residents owning land in Buckland also owned slaves. Enslaved African Americans were the primary labor force that developed the plantations and farms in eighteenth and nineteenth-century northwestern Prince William County. They were also the primary labor force that built Buckland, contributing to the construction of residences and the construction and operation of commercial and industrial establishments. Enslaved African Americans are believed to have contributed their labor in the construction of the Fauquier & Alexandria Turnpike.

²²⁹ Antony F. Opperman, *Little River Turnpike Bridge* (VDHR 053-0244), 8-8 – 8-9. National Register of Historic Places Registration Form. U.S. Department of the Interior: National Park Service, 2014.

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Turnpike construction records from 1812 – 1813 note a significant amount of payments for ‘work’ or ‘labor’ where the laborer’s name was not given, or a surname not provided, a designation most likely representing the labor of enslaved individuals.

Free African Americans, although statistically a smaller population, also lived and worked in Buckland throughout much of the nineteenth century and are directly associated with its growth, development and success. Ned Distiller, a free African American, is believed to have moved to Buckland ca. 1810 when he first appears in the federal census of the same year. Ned owned two slaves, probably family members, and purchased a lot and residence in the town in lot 13. Ned Distiller likely worked in the distillery on lot 29 (44PW1659-0029), and possibly in the ca. 1820s -1830s distillery (44PW1659-0056) established on the Buckland Mill property. Free black Samuel King purchased Buckland lot 38 in 1810 and freed his wife Celia and others in 1811. By 1835, Joseph Martin’s *Gazetteer of Virginia* noted a population of ‘50 blacks’ in Buckland, approximately 27% of the total population of the town.

European Americans were instrumental in settling the broader Prince William, Fauquier and Loudoun County region in the mid-eighteenth century, as well as establishing and promoting the town of Buckland. Prominent in all things Buckland, members of the Love family purchased the Buckland Mill tract, and early on owned lots 6, 28 and 29 as well as a majority of other urban parcels. The Loves were also the first to develop the Buckland Mill tract, constructing the first grist mill in the late eighteenth century and subsequently a woolen mill. The Hunton family was also very active in the real estate and business of Buckland and its vicinity throughout the nineteenth century. A James Hunton & son owned and operated a store house on Lot 2 in the late eighteenth century. A William Hunton owned Lot 6 in the early nineteenth century. The Hunton family owned what is now Cerro Gordo and adjacent lands east of Broad Run and overlooking the town of Buckland. Robert H. Hunton owned the Buckland Mill property by the mid-nineteenth century and he and his brother John were instrumental in directing its survival and expansion in the postbellum period. James W. Hunton sold the Buckland school house and associated lot to the Gainesville District School Trustees in 1876. By the beginning of the eighteenth century, John Hampton operated one of the first stores in Buckland (now Deerlick Cottage / Post Office 076-0313-0004) on lot 29.

Continued archival and archaeological research into these and many other properties in Buckland will continue to document the lives and experiences of European and African Americans and their interactions with one another in a late eighteenth to early twentieth-century and add to our current understanding of race, ethnicity and identity in a developing rural industrial community.

Industry (Local)

Since before its 1798 establishment through to the early twentieth century, industry has been the preeminent driving force behind the commercial success of Buckland. The William Draper Shop / John Trone House (44PW1659-0006), the Woolen Mill (44PW1659-0056), and the Buckland quarries (44PW1659-0052) and Buckland dam and race (076-0313-0028) are significant examples of industry infrastructural, extracting and processing facilities at both the small (blacksmith shop) and large (mill

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dam and race, quarries, and textile factory) scale. The establishment of a mill seat complete with grist mill, race and dam at what would become Buckland by the third quarter of the eighteenth century set the scene for the development of the nascent town. The linchpin for large scale industry in Buckland was at the north end of town and was tied to the water power provided by Broad Run that was brought to an industrial seat by a half-mile long race. An upper dam (076-0313-0028) located a half mile upstream from the Buckland Mill brought water into and down the race where it was transformed into industrial power. Over the course of the late eighteenth through the early twentieth century, a grist mill, a saw mill, a merchant mill, a distillery, a woolen mill (44PW1659-0056) and a dye house were established and operated on the Buckland Mill property. As a visitor to Buckland in early 1830 stated, “this stream [and the power stemming from it] is a fund of wealth to the citizens.”²³⁰ The Buckland quarries (44PW1659-0052), located on the east side of Broad Run adjacent to and east of Cerro Gordo Road, played an important role in the development of this industrial seat. Several small slot trenches, or quarries, provided access to an outcropping of Culpeper basin diabase. Using predominantly manual power, the stone was extracted by locals over several generations, provided essential building stone for many of the industrial structures powered by Broad Run, as well as waster material used in paving pedestrian and vehicular circulation routes.

Elsewhere throughout Buckland small-scale industry related to essential nineteenth-century services was practiced on individual parcels. At the William Draper Shop / John Trone House site (44PW1659-0006), William Draper operated his late eighteenth-century ‘shop’ on the lot which is believed to have been incorporated within the first-floor level of the extant structure. John Trone, a blacksmith by trade, acquired the property in 1825 and during the second quarter of the nineteenth century operated his small, service-oriented business from his lot.

These and other Buckland architectural and archaeological resources are significant at a local level because they document the emergence and development of both small and large scale industrial enterprises and their contributions to a rural community that was intimately tied to industrial commerce.

Social History (Local)

The archaeological properties included in this update are locally significant to understanding the individual and collective experiences of race and class in a late eighteenth through early twentieth-century rural, industrial community. European Americans of greater and lesser means, as well as free and enslaved African Americans interacted with one another in Buckland in complex ways. Many of the archaeological properties submitted in this update represent the establishment and operation of residences, businesses and industrial complexes that contributed to the success of Buckland between the late eighteenth and early twentieth centuries. Owned and operated primarily by European American men, these properties reflect the freedoms, privileges and access to rights and capital available only to white men in Virginia during these periods. The Love, Hunton, and Hampton families were some of the most prominent families in Buckland’s early history, owning the Buckland Mill property (076-0112),

²³⁰ Royal, *Royals Southern Tour*, p55.

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the Woolen Mill (44PW1659-0056), as well as several historic residential and commercial lots in the town. While the Loves, Huntons and Hamptons came from well-established families the Schencks, proprietors of the Woolen Mill, were immigrants new to the United States. A textile manufacturer by trade, Henry F. Schenck became associated with Buckland through marriage into the Hunton family. Like elsewhere in the United States, ties of marriage played an important role in furthering the business and familial interests in nineteenth-century Buckland. John Trone, a blacksmith by trade, purchased lot 6 (44PW1659-0006) in 1825 and settled on the parcel. At least initially Trone may have practiced his trade on his domestic parcel. Trone was a working-class tradesman and minister who resided in Buckland his entire life and eventually prospered purchasing several other nearby parcels by mid-century.

Likewise, free African Americans in Buckland also owned their own properties, and enslaved African Americans residing in white households provided much of the labor for many of the white-owned properties. Ned Distiller, a free African American, likely worked in one or both of the Buckland distilleries (44PW1659-0028, 44PW1659-0056) as a skilled employee. Ned’s employment, and his skills as a craftsman, likely enabled him to purchase lot 13 and build a residence there. Acquiring property in Buckland was a significant step in the life of Ned and his family and had both practical and symbolic implications. Free blacks who owned property in the early nineteenth century were establishing a freehold and a claim to and in larger white society.

Since prior to its 1798 establishment, enslaved occupants too contributed their labor and livelihood in nearly every white household and business in Buckland. The social relationships that entailed from the peculiar institution were complex and varied. As property, enslaved individuals were forced to labor for and provide services to their owners but also frequently engaged in contracts with larger white society that provided them with additional income and negotiated social arrangements that benefitted their own interests. Slaves in any one household were also members of a broader enslaved and free African-American community in northwestern Prince William and eastern Fauquier counties. This community fostered relationships across white households and provided a social network that facilitated and promoted religion, education and perseverance of family units.

In the postbellum Jim Crow era, former free and enslaved African Americans utilized this broader social network to form their own communities that fostered educational and religious institutions. One such community called Thoroughfare was established by African Americans in the decade following Emancipation. Located only 6.5 miles north of Buckland off of Thoroughfare Road, the Thoroughfare community contained its own schoolhouse and church.

Transportation (State)

The Fauquier & Alexandria Turnpike (44PW1659-0050 / 44PW1938) is a significant state property because of its role as an improved stone-surfaced corridor linking the western Piedmont town of Warrenton and via Thornton Gap the wheat producing regions of the Shenandoah Valley, with the port of Alexandria and larger eastern markets via the Little River Turnpike. As a transportation corridor, the

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turnpike’s primary role was to facilitate communication and the safe and efficient transportation of goods between east and west. Requiring significant private and public investment, construction of the Fauquier & Alexandria Turnpike was begun in 1812 and while portions of the road were opened every five miles, the road was not fully completed until 1827. The turnpike road was an important infrastructural improvement that aided trade and commerce in the Commonwealth, development of the northern Virginia region in general, and in particular the development and prosperity of Buckland. As a prominent mill seat and industrial center in its own right, Buckland both prospered from the business that the passing turnpike traffic brought and was simultaneously able to transport its own manufactured goods and products to distant markets.

The Fauquier & Alexandria Turnpike (44PW1659-0050) is also a significant state property for its association with Claudius Crozet, and his tenure as Principal Engineer of the Board of Public Works promoting improved and efficient transportation projects for the Commonwealth. During Crozet’s tenure as Principal Engineer between 1823 – 1831, he surveyed the course, direction and grade of the ‘new’ portion of the Fauquier & Alexandria Turnpike between Buckland and Warrenton, promoted the adoption of John Loudon McAdam’s road building technique, provided the Directors with guidance on the principles and methods for building a turnpike road, and directly supervised and managed the construction of the Fauquier & Alexandria Turnpike through regular visits to the property.

Archeology – Historic Non-Aboriginal (State)

The archaeological properties included in this update represent important intact and well-preserved archaeological resources dating from the late eighteenth through early twentieth centuries. The properties represent domestic, commercial, industrial and transportation-related sites and facilities and reflect the broad diversity and functional nature of this entrepreneurial town.

Phase I survey and large unit excavation has identified intact cultural deposits and features at several domestic sites including the William Draper / John Trone House site (44PW1659-0006) where rich and broadly distributed cultural deposits were identified; at the Hill Top House site (44PW1659-0054) where despite a sparse material culture assemblage, a siltstone concentration believed to represent the former house site of a pre-Emancipation structure was identified; and the antebellum Miller’s House site (44PW1659-0055) where a prolific artifact assemblage, as well as a broader domestic landscape including a siltstone foundation, a post-hole, and potential icehouse were identified.

Intact cultural deposits and features have also been identified at several commercial sites include the Prettyman Stables site (44PW1659-0028) where Phase I testing and large unit excavation identified post-hole features and a broadly distributed cultural deposit with significant quantities of material culture, and the Hawley Stables site (44PW1659-0029) where Phase I testing and large unit excavation identified a broadly distributed and rich cultural deposit.

Large scale industrial sites include the Woolen Mill (44PW1659-0056) where despite significant alluvial deposits Phase I testing and large unit excavation documented a sparsely distributed cultural deposit

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consisting predominantly of architectural materials, as well as a well-preserved siltstone and brick foundation, measuring 60 feet in length, and believed to be the remains of the Woolen Mill. Additional industrial properties documented as part of this submission include the Buckland quarries (44PW1659-0052), a series of four slot trenches located east of Broad Run and adjacent to and east of Cerro Gordo Road. The trenches consist of various widths and lengths and provide access to bedrock outcroppings. Large tabular bocks from these quarries were used by local residents to construct residences and commercial enterprises, and smaller waster material and debris was used to surface local thoroughfares. The Buckland Mill dam (076-0313-0028) and associated race was perhaps the single most important industrial driver during the pre- and post-1798 Buckland period. The dam and race would have brought water power to various industrial entities at the north end of Buckland. A remnant section of the upper dam, a 45-foot-long pile of stone rubble approximately 12 – 15 feet wide and 4.5 feet tall, is still extant and would have extended across the adjacent Broad Run following a shallow, stony ledge in that location.

Intact, well-preserved examples of rare early nineteenth-century infrastructural undertakings are represented in the Mill Street Corridor Streetscape (44PW1659-0057) and the Fauquier and Alexandria Turnpike (44PW1659-0050 / 44PW1938). On Mill Street adjacent to the William Draper / John Trone House property, perhaps the only known example in the Commonwealth of an early nineteenth-century raised, stone-surfaced sidewalk with associated vertical stone curbing in rural contexts has been identified through large unit excavation in two locations. The well-preserved pedestrian corridor was identified lying below nearly 2 feet of fill and cultural deposits and is believed to be present elsewhere along the course of historic Mill Street just below grade. Immediately west of Broad Run, trench excavation identified an approximately 150-foot long section of the Fauquier & Alexandria Turnpike, a 13-foot wide stone surfaced road corridor extending westward from the nineteenth century bridge abutments. Three distinct road surfaces were identified in cross-section, the original ca. 1812-1818 pavement most likely constructed by George Britton, contractor to the Fauquier & Alexandria Turnpike, a ca. 1824 – 1830 pavement most likely constructed by Claudius Crozet following McAdam’s road building technique, and a ca. pre-1927 pavement. An approximately 1.0-foot-wide shallow earthen swale or trough with sandy micro-strata deposits at its base, and believed to be a roadside gutter, was also identified south of and adjacent to the roadbed.

Additional intact and well-preserved resources include the Buckland School house site (076-0313-0073). Located on a low ridge west of and overlooking Buckland Mill Road, the schoolhouse site consists of an above-grade stone foundation several courses tall, approximately 20 x 24 feet in dimension, with a brick rubble concentration, most likely the remains of a chimney, at its center. The school house was established by Eppa Hunton in 1841 as a private school for children. The Buckland School house is believed to possess significant potential to contain archaeological resources.

Period of Significance

The period of significance for the Buckland Historic District begins in 1774 with the Love family’s purchase of the Broad Run tract and the subsequent establishment of Buckland, and ends ca. 1930 just

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prior to a period when Buckland became part of the Washington, D.C. metropolitan area suburbs.

Significant Dates

Significant dates associated with the Buckland Historic District are 1824 through 1828, a period when Buckland is associated with the presence of Claudius Crozet. Claudius Crozet provided direct supervision in the alignment, design and construction of that portion of the Fauquier & Alexandria Turnpike between Buckland and Warrenton, and supervised the repair and completion of the portion between Buckland and the Little River Turnpike.

Significant Persons

Claudius Crozet was intimately associated with the design, construction and supervision of a portion of the Fauquier & Alexandria Turnpike during the period when he was Principal Engineer of Virginia between 1823 – 1831. Crozet had the responsibility of directing and inspecting all internal improvements in which the Commonwealth of Virginia, through the Board of Public Works. Because of this, from 1823 onwards, Crozet had a significant influence on the method of internal improvements, their location, course and direction, and design and construction specifications.

An 1823 Act of the General Assembly authorizing the Board of Public Works to invest \$30,000 in the Fauquier & Alexandria Turnpike Company, to be used for finishing the construction of the road between Buckland and Warrenton, was silent on the particular type of road to be built. As Principal Engineer, Crozet stepped in and advised the turnpike company to macadamize the remaining portion of their road between Buckland and Warrenton, arguing that with a well-located survey that cut travel distance and possessed a relatively shallow grade, the use of McAdam's new method of road construction would be a more economical means of finishing the construction of the turnpike. Crozet's recommendations were accepted and approved by the President and Directors of the turnpike.

Between 1824 and 1828, Crozet personally inspected the entire works of the Fauquier & Alexandria Turnpike Road biannually, examining the progress and state of work between Buckland and Warrenton. Crozet ultimately found that the construction of the macadam surfacing did not meet the specifications supplied by him and based on John Loudon McAdam's method. Crozet ultimately balanced his desire for a strict adherence to McAdam's principles, with the overwhelming need for a quickly growing network of improved roads for the Commonwealth under any plan.

Architect / Builder

Claudius Crozet utilized the road building method and engineering design espoused by John Loudon McAdam. In the late 18-teens, McAdam published two treatises that advocated a new method of road building. McAdam's method, what would come to be called macadamization, was widely adopted on the European continent and soon became a standard in the United States. Reacting to well-known problems in existing roads, and based on the "application of scientific principles," McAdam

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recommended the construction of a road that possessed a dry, well-drained soil base; a shallow convex profile; drainage ditches on either side for surface runoff, and one that was constructed of a single layer of very small broken stone.

Given the fact that the Fauquier & Alexandria Turnpike had been partially completed, Claudius Crozet adapted McAdam's road building methods to suit his needs. Instead of removing the entire existing road as McAdam recommended in his publications, Crozet chose instead to use the existing road as a base, and to 'cap' it with a macadamized surface, a thin veneer of small-sized stone on top of the existing turnpike bed.

Only five years after its completion, the macadamized portion of the Fauquier & Alexandria Turnpike between Buckland and Warrenton was described by a Washington, D.C. author as a "...fine piece of imperfect macadamized road" that provided a nearly dust-free travel experience.²³¹

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Section 10. Geographical Data

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|------------------------|----------------------|
| 1. Latitude 38.781826 | Longitude -77.681836 |
| 2. Latitude 38.785490 | Longitude -77.679340 |
| 3. Latitude 38.788274 | Longitude -77.673896 |
| 4. Latitude 38.788476 | Longitude -77.671819 |
| 5. Latitude 38.787495 | Longitude -77.666210 |
| 6. Latitude 38.780109 | Longitude -77.661045 |
| 7. Latitude 38.778456 | Longitude -77.660019 |
| 8. Latitude 38.773287 | Longitude -77.667364 |
| 9. Latitude 38.770800 | Longitude -77.673573 |
| 10. Latitude 38.772840 | Longitude -77.675459 |

SECTION 11. 2019 Update Prepared By

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date: June 2018

Additional Documentation

Photographs

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Name of Property: Buckland Historic District (076-0313)

City or Vicinity: Prince William County

State: Virginia

Date Photographed: See below

Description of Photograph and View: See below

Photographer: Benjamin P. Ford

<u>Photograph #</u>	<u>Date</u>	<u>Description / View</u>
VA_Prince William County_Buckland Historic District_0001 (0073) looking west	2018	Schoolhouse (076-0313-
VA_Prince William County_Buckland Historic District_0002 (0313-0073) looking southwest	2018	Schoolhouse location (076-
VA_Prince William County_Buckland Historic District_0003 (44PW1659-0006) looking west	2018	Draper Shop / Trone House
VA_Prince William County_Buckland Historic District_0004 (44PW1659-0057) looking south	2018	Mill Street Streetscape
VA_Prince William County_Buckland Historic District_0005 (44PW1659-0050) looking west	2018	F&A Turnpike Corridor
VA_Prince William County_Buckland Historic District_0006 (44PW1659-0029) looking southwest	2018	Hawley Stables / Distillery
VA_Prince William County_Buckland Historic District_0007 (44PW1659-0028) looking south	2018	Prettyman Stables
VA_Prince William County_Buckland Historic District_0008 (0055) looking northwest	2018	Miller's House (44PW1659-
VA_Prince William County_Buckland Historic District_0009 (0054) looking northwest	2018	Hilltop House (44PW1659-
VA_Prince William County_Buckland Historic District_0010 (0056) looking southeast	2018	Woolen Mill (44PW1659-
VA_Prince William County_Buckland Historic District_0011 looking east	2018	Quarry (44PW1659-0052)

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VA_Prince William County_Buckland Historic District_0012 looking north	2018	Quarry (44PW1659-0052)
VA_Prince William County_Buckland Historic District_0013 (076-0313-0028) looking southeast	2018	Buckland Mill Race and Dam
VA_Prince William County_Buckland Historic District_0014 0313-0028) looking northeast	2011	Remnant Upper Dam (076-

List of Figures

Note: Figures listed below are included on attached Continuation Sheets

Name of Property: Buckland Historic District (076-0313)

City or Vicinity: Prince William County

State: Virginia

Figure #1: Plan showing excavated units at the Mill Street Streetscape (44PW1659-0057) showing sidewalk (gray shading) and road (green shading) location and orientation.

Figure #2: Unit 8, Mill Street Streetscape (44PW1659-0057), showing stone surfacing in historic Mill Street.

Figure #3: Units 3 and 4, Fauquier & Alexandria Turnpike (44PW1659-0050), showing cross-section of road surfacing.

Figure #4: Unit 5, Miller's House (44PW1659-0055), showing siltstone foundation.

Figure #5: Unit 6, Woolen Mill (44PW1659-0056), showing siltstone foundation at right.

Figure #6: Unit 7, Woolen Mill (44PW1659-0056), showing collapsed siltstone foundation.

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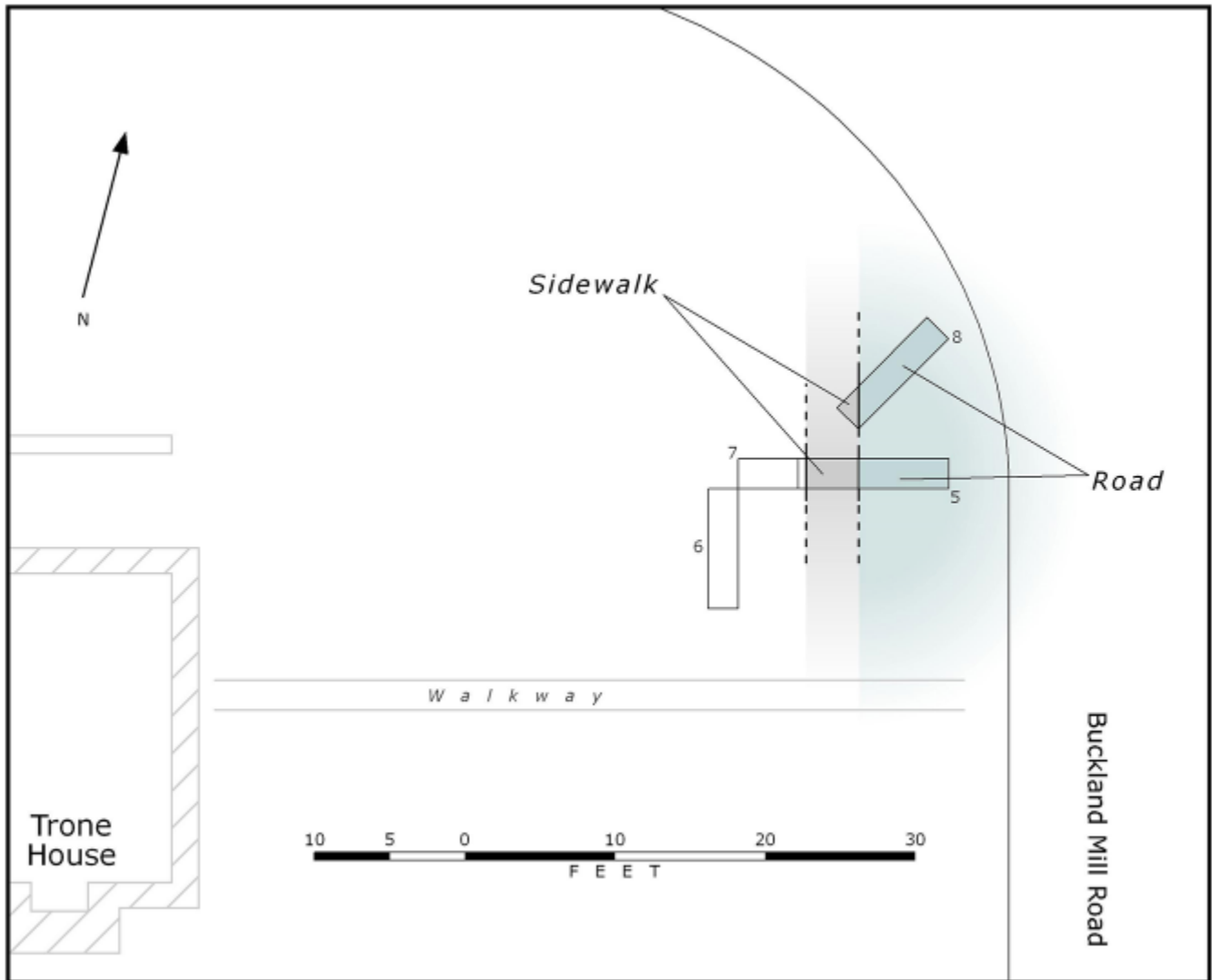


Figure #1: Plan showing excavated units at the Mill Street Streetscape (44PW1659-0057) showing sidewalk (gray shading) and road (green shading) location and orientation.

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Figure #2: Unit 8, Mill Street Streetscape (44PW1659-0057) showing stone surfacing in historic Mill Street.

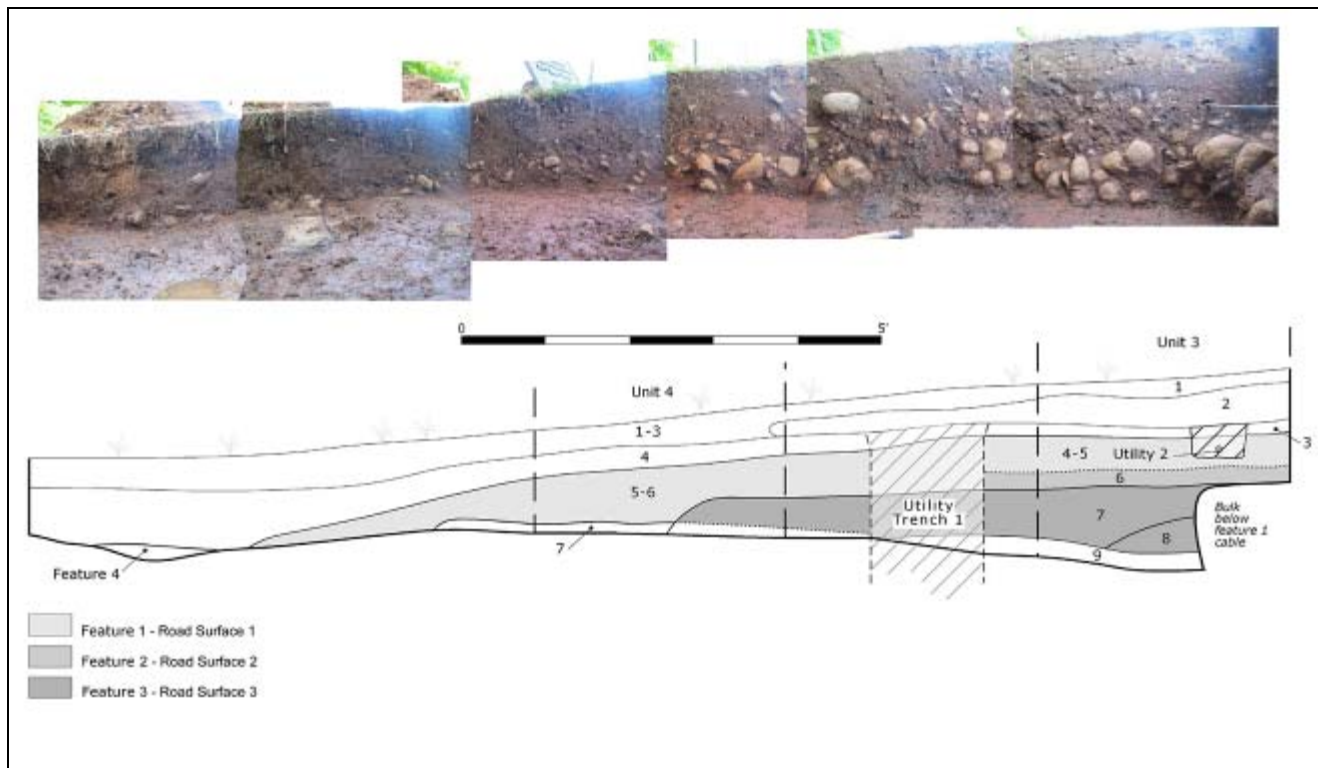


Figure #3: Units 3 and 4, Fauquier & Alexandria Turnpike (44PW1659-0050 / 44PW1938) showing cross-section of road surfacing.

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Figure #4: Unit 5, Miller's House (44PW1659-0055), showing siltstone foundation.



Figure #5: Unit 6, Woolen Mill (44PW1659-0056), showing siltstone foundation at right.

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Figure #6: Unit 7, Woolen Mill (44PW1659-0056), showing collapsed siltstone foundation.