NPS Form 10-900
(Rev. Aug. 2002)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

RECEIVED 2280
FEB 13 2008
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

246

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Buckland Historic District (Boundary Increase)
other names/site number VDHR #076-0313

2. Location

street & number Parts of Buckland Mill Road, Cerro Gordo Road, and Lee Highway (U.S. Rt. 29/15)
city or town Gainesville vicinity X not for publication n/a
state Virginia code VA county Prince William code 153 zip code 20156

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets ____ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally X statewide ___ locally. (___See continuation sheet for additional comments.)

Signature of certifying official — Date 2/13/2008

Virginia Department of Historic Resources
State or Federal Agency or Tribal government

In my opinion, the property ____ meets ____ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of commenting official/Title — Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:
✓ entered in the National Register
___ See continuation sheet.
____ determined eligible for the National Register
___ See continuation sheet.
____ determined not eligible for the National Register
____ removed from the National Register
____ other (explain): _____

Signature of the Keeper Patrick Andrus

Date of Action 3/27/2008

5. Classification

Ownership of Property (Check as many boxes as apply)

- X private
- X public-local
- X public-State
- ___ public-Federal

Category of Property (Check only one box)

- ___ building(s)
- X district
- ___ site
- ___ structure
- ___ object

Number of Resources within Property

Contributing	Noncontributing	
14	52	buildings
9	0	sites
6	7	structures
0	0	objects
29	59	Total

Number of contributing resources previously listed in the National Register 17 (16 buildings and 1 site)

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

6. Function or Use

Historic Functions (Enter categories from instructions) **SEE CONTINUATION SHEET**

Cat: _____ Sub: _____

_____ _____

_____ _____

Current Functions (Enter categories from instructions) **SEE CONTINUATION SHEET**

Cat: _____ Sub: _____

_____ _____

_____ _____

7. Description

Architectural Classification (Enter categories from instructions)

Early Republic, Mid-19th Century, Late 19th-/20th-Century Revival,
Other: I-house,

Materials (Enter categories from instructions)

foundation Stone, Wood
roof Metal: tin; Asphalt; Stone: slate
walls Stone; Brick; Wood: weatherboard, log; Synthetics: vinyl
other Stone: macadam

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

==========

6. **HISTORIC FUNCTIONS:**

DOMESTIC
Single Dwelling, Secondary Structure, Hotel
COMMERCE/TRADE
Specialty Store, Department Store, Restaurant
GOVERNMENT
Post Office
EDUCATION
School
RELIGION
Religious Facility
FUNERARY
Cemetery
AGRICULTURE/SUBSISTENCE
Processing, Agricultural Field, Agricultural Outbuilding
INDUSTRY/PROCESSING/EXTRACTION
Manufacturing Facility, Extractive Facility, Water Works, Mill Race
HEALTH CARE
Medical Business/Office
DEFENSE
Fortification, Military Camp, Battle Site
LANDSCAPE
Plaza, Natural Feature, Spring
TRANSPORTATION
Road Related (Vehicular)

CURRENT FUNCTIONS:

DOMESTIC
Single Dwelling, Secondary Structure
RELIGION
Religious Facility
RECREATION/CULTURE
Monument/Marker
AGRICULTURE/SUBSISTENCE
Agricultural Field
LANDSCAPE
Conservation Area, Natural Feature
TRANSPORTATION
Road Related (Vehicular)

==========

7. SUMMARY DESCRIPTION

Located along the western border of Prince William County, spanning U.S. Route 29/211 (Lee Highway), the town of Buckland and surrounding historic district is situated along Broad Run. A dramatic bend in Broad Run forms the northern boundary of the district, while Kinsley Mill and the historic plantations known as Buckland Hall and Cerro Gordo form the southern and eastern boundaries of the district. The town of Buckland and surrounding plantations have been combined into one district because of direct proximity and intimate historical connections between the plantations, their owners, the development of the town, and the engagements of the Civil War Battles of Buckland.

The core elements of the town of Buckland were registered as the Buckland Historic District (076-0313) in 1987. The original district contained approximately 19.6 acres, less than half of the original town, but included the majority of the town's standing historic resources. The present district expansion encompasses an area of approximately 410 acres, including the remainder of the plotted town and street grid (44PW1659-0001 to -0053), the town common lands, the mill race and dam (076-0313-0028), Cerro Gordo plantation (076-0593, 076-0313-0036 and 44PW1755), portions of the Civil War Buckland battlefields (44PW1755 and 44PW1603; 030-5152 and 44PW1775), Kinsley Mill and miller's house (076-0118 and 076-0313-0017; 076-0184 and 076-0313-0018; and 44PW1774), Buckland Hall (076-0032 and 076-03130043), and much of the intact historic setting that surrounds this concentration of resources. This area forms a visually and historically intact commercial and agricultural community, centered around the falls and early crossings of Broad Run, and the early road to Haymarket, that spans the late 18th through early 20th centuries. The district contains 54 individual parcels with 46 contributing resources. While there are 59 non-contributing resources within the expanded boundaries, primarily late 20th-century dwellings and outbuildings, these do not detract significantly from the overall architectural, archaeological, and visual integrity of the district.

The highest concentration of standing historic resources is located near the western bank of Broad Run, along Mill and Elizabeth Streets, which served as the principal commercial and residential center of the Town of Buckland. Several of these buildings pre-date the establishment of the town in 1798, including Love's Store, Brook's Tavern, and the Richard Gill House. The next group of resources date to the first decades of the 19th century, and include Robinson's Tavern, the Buckland Post Office, and three dwellings, including that of free African-American Ned Distiller. The third group of resources within the town date to the middle of the 19th century, including a church, doctor's office, a tavern, and one dwelling. The present mill within the town was constructed about 1900 on earlier foundations. Numerous archaeological sites and resources dating to the late 18th and 19th centuries are located within the town, including building foundations, original roads, the mill race and dam, stone spring heads, and a quarry. These resources are included within the bounds of Site 44PW1659.

Bounding the district to the east is Cerro Gordo plantation, which contains an impressive Colonial Revival dwelling of circa 1925 incorporating elements of an early 19th -century house. The lands surrounding Cerro Gordo contain archaeological evidence of the plantation's development, the old road to Haymarket, and the Civil War Battle of Buckland Mills. On the southeast portion of the district are the remains of an important late 18th-century milling complex known as Kinsley Mill and a standing

19th-century miller's cottage. The remaining southern portion of the district is anchored by Buckland Hall plantation, with it's circa 1774 and early 19th-century manor, and surrounding agricultural fields and historic setting.

RESOURCE ANALYSIS

The Town of Buckland is a substantially intact late 18th- and 19th-century entrepreneurial turnpike town, located in the southwestern portion of Prince William County, along U. S. Route 29/211 (Lee Highway). Its strategic importance along Broad Run and the Fauquier and Alexandria Turnpike spurred much of its commercial development and led to its importance during two Civil War battles. The decision to not extend the railroad through Buckland and the general economic decline after the Civil War appears to have spared this town from adverse changes that have affected so many similar communities. Only the improvements and expansion of the turnpike road, which has become modern U.S. Route 29/15/211 Lee Highway, have negatively affected this historic landscape. Buckland survives as one of the best-preserved 18th- and early 19th-century towns in Virginia, containing a wide range of building types, in several architectural styles, that chart its growth and development and, retains archaeological resources of great significance and breadth. The surrounding agricultural lands, dominated by Buckland Hall and Cerro Gordo, preserve important architectural, archaeological, and visual resources within this historic landscape.

The architectural and archaeological resources of the Buckland Historic District can be divided into several distinct groups: the mill and downtown area of Buckland, containing a dense concentration of standing resources and archaeological remains; Kinsley Mill and the expansive landscapes of Buckland Hall on the south edge of Buckland; and the Cerro Gordo environs on the east side of Broad Run.

The Buckland Mill is the last extant example of a grist mill in Prince William County (076-0112 and 076-0313-0007), a once plentiful resource that has now all but disappeared in the region. The present building is believed to be the third mill built on this site, as it retains architectural fabric from three building periods. The first of these mills was constructed in the early 1770s by Walker Taliaferro, and it seems likely that the early hewn and pit-sawn structural members recycled in this building are from that resource. A second period of salvaged material is circular sawn, representing a building period of 1850s or later, while the present building incorporates materials and technology typical of the late 19th and early 20th centuries. Two inscribed stones in the southeast corner of the foundation indicate that the present building was constructed in 1904 by a local builder named H. W. Gough.

The building that stands on this site today exhibits an array of significant features. It is constructed directly on exposed bedrock, and the wheel pit is carved out of uplifted rock strata. The size of this pit indicates it was intended for a traditional water wheel, but secondary sources indicate the water wheel was replaced with a water turbine. The structural frame combines circular-sawn and band-sawn timber, some of remarkable size. The principal east-west beams measure 36 feet in length, and the first-floor ceiling joists run without interruption for 40 feet. The side walls extend up into the attic story, creating sufficient room for this to serve as an important part of the four-story grain processing system. The building lost most of its power system, grinding mechanisms, and storage arrangements, but retains a full complement of sifting and grading machines on the upper floor, as well as parts of the grain-lifting system.

Near the standing mill are the original mill race and portions of multiple dams across Broad Run (076-0313-0028 and 44PW1659-0051), all built to serve the multiple mill buildings that stood here. The foundations of two earlier mill buildings, including a substantial and important woolen cloth manufactory, are located near the mill and are visible today. There is tremendous archaeological potential to illuminate much about the history of milling and mercantile expansion on this property. The mill remains the most visible landmark in the village of Buckland, a poignant reminder of the prosperity enjoyed by this community when farming and local industry were an essential part of the economy.

The Kinsley Mill and Granary (076-0118 and 076-0313-0017) were part of a large mill complex, one of approximately fifteen mills in operation on Broad Run between the late 18th and early 20th centuries. The Kinsley mill was the second major mill in the vicinity of Buckland. The granary was constructed circa 1790, while the mill dates to circa 1794 and was rebuilt in the mid-19th century on its earlier foundation, operating until the early 1900s. The granary is a two-and-a-half story stone building with a metal gabled roof and nine-paned casement windows. The doors are heavy wood batten doors constructed of single-beaded tongue and groove with wrought nails and wrought iron strap hinges. The first floor has a divided "Dutch door." The granary sat on a high stone foundation and the walls were constructed of roughly cut sandstone quarried locally. It was connected to the mill by a second-story walkway. The mill was a two-and-a-half-story frame building on a high rubble stone foundation. Both buildings are no longer extant, but portions of their foundations remain. After 1979, the granary was sold and the building was moved to a location several miles away, while the mill was dismantled and partially buried in the 1960s when Broad Run was dammed for the construction of Lake Manassas. This land was originally owned by John and Charles Love, and the mill played an important role in the commercial success of Buckland and the surrounding farms. A standing miller's house (076-0184 and 076-0313-0018), and the remains of a mill race and dam, cooper's shop, and portions of the Old Carolina Road complete the mill complex. The mill property was sold to Daniel Delaplane in the late 1790s and remained in his family into the 20th century. The archaeological and visual integrity of the Kinsley Mill property contributes significantly to the overall setting and landscape of Buckland.

Rising with the success of the milling ventures along Broad Run, numerous buildings were in place by the time of Buckland's incorporation in 1798. Several of these still stand today, including Love's Store (076-0113 and 076-313-0006) located on Lot 1, Brook's Tavern (076-0120 and 076-0313-0003) on Lot 2, and Richard Gill's House (076-0185 and 076-0313-0012) on Lot 3. These buildings display remarkably preserved aspects of their original functions and also demonstrate the changing nature of Buckland, as most of the commercial buildings were enlarged and converted to private residences by the mid-19th century. Archaeological resources predating 1798 are also known through deeds, photographs, visible foundations, and recovered artifacts on many of the early town lots. These form components of Site 44PW1659 and are of particular interest for their potential to illuminate the origins of the town and details about the lives of the merchants, artisans, and laborers who worked and lived there.

Love's Store is a rare survival of an early mercantile building, one of two still standing in Buckland, and its plan contains ample evidence of its original use, before being converted into domestic space serving as the miller's residence. The log walls and hewn joist ceiling of the original building survive within a much larger house that has grown in at least three subsequent phases. This building retains clear

evidence of a plan that included a heated counting room to the south, an unheated commercial store room in the center, and more refined domestic space in the north room heated by a fireplace on the north wall.

Brook's Tavern is the most fully preserved 18th-century building in Buckland, and represents one of three taverns still standing within the town. Its role as a tavern on the Warrenton Turnpike is significant, and evidence for its unusual two-room plan suggests it was intended for commercial as well as residential purposes. A 1799 deed describes the property's improvements as "a two-story frame house with two brick chimneys & a kitchen & necessary house." Though referred to as a house, the building was operated by William Brooks and his wife as a tavern into the mid-19th century. The transformation of the building to a more conventional center-passage residential plan, including the addition of a Greek Revival entry porch, represents larger changes occurring in Buckland in the 1850s.

Richard Gill's House is a log dwelling that represents the first generation of buildings constructed in Buckland, in this case pre-dating the legislative recognition of the town by at least two years. As a blacksmith, Richard Gill was an important member of Buckland's artisan community, and it is possible that some of his work survives in early 19th-century buildings elsewhere in the village. The original one-and-one-half-story house was raised to two stories after the Civil War, probably during the ownership of John B. Hunton, and was expanded by a two-story addition to the west around the turn of the 20th century by "Bun" Graham.

The second major temporal grouping of resources dates to the first decades of the 19th century and is concentrated along the original Mill Street and Elizabeth Street. These buildings include: Robinson's Tavern (076-0033 and 076-0313-0001) on Lot 4; the Trone House (076-0123 and 076-0313-0009) on Lot 6; Isaac Meeks House (076-0117 and 076-0313-0027) on Lot 8; Ned Distiller's House (076-0119 and 076-0313-0013) on Lot 13; and the Buckland Post Office (076-0114 and 076-0313-0004) on Lot 29. As with the earlier group of remaining buildings, there is a wealth of archaeological resources known through various sources that add historical depth to these properties. The building density within this part of Buckland was quite high, and archaeological explorations within this portion of Site 44PW1659 have the potential to display the remarkable evolution of this milling community into an organized town. Known resources within this area include a substantial distillery, tanyard, a slave auction house, multiple stables, additional stores and dwellings, and the numerous outbuildings that played vital roles in the functioning of these households and businesses. In addition, remaining evidence of the early stone bridge abutments and the macadam turnpike (076-5120 and 44PW1659-0050), completed in the 1820s, offer the additional potential to understand the transportation enhancements that made the development of Buckland possible.

The circa 1824 Robinson's Tavern is the most intact of four early commercial buildings in the town, and one of three taverns still standing. While its side-passage, single-parlor plan is widely used for dwellings, in this case there is no direct communication between the best public room on the first floor and the original rear wing. This separation of the main resource and the wing seems rational for a building that combines public commercial activity with family living needs. Robinson's Tavern is a particularly handsome landmark on Lee Highway, a visible symbol of the commercial prosperity that accompanied the construction of the Alexandria-Warrenton Turnpike in the early 1820s.

The Trone House, constructed circa 1825 by the local blacksmith and lay preacher John Trone, is significant as an example of a small, one-and-a-half-story dwelling with a two-room plan, the type of house that served middling farmers, merchants and artisans throughout the late 18th and early 19th centuries. Significant details include a handsome brick chimney, enclosed winder stair, early architectural trim, and an unusual newel post at the garret level of the staircase.

The Isaac Meeks House was constructed by George Britton circa 1803 as part of his development of a tanyard on the southern edge of Buckland between the years 1799-1803, eventually encompassing lots 8, 9, and 37. The core of this property was acquired by Isaac Meeks in 1809, and he operated the tanyard until 1824 or 1825. The original house, now the rear wing, is the only extant example of the small one-room houses that served as the most basic level of housing in Buckland in the first years of the town's development. Measuring just 16 feet square, the original house is a substantially intact and rare example of what was likely typical of Buckland's early houses.

The Ned Distiller House is believed to date to circa 1819, constructed by a free African American whose name indicates he was a skilled worker at the Buckland distillery. The house is representative of a type that enjoyed particular favor in the first quarter of the 19th century—a true story-and-a-half frame building with a side-passage, single-parlor plan. This house is an extremely rare, early example of a dwelling that can be linked through documentary evidence to a free African American, a skilled artisan, and member of a small but vibrant free black community in Buckland in the first half of the 19th century.

The Buckland Post Office is a circa 1800 building that retains clear evidence of its initial role as a post office and commercial resource. It was set parallel to the street rather than using the gable-front plan favored in urban settings. Evidence for its commercial function includes a distinctive plan with an unheated mercantile room to the north and a heated counting room to the south, a whitewashed cellar with broadly proportioned access door, doubled-sheathed exterior doors, hand-forged iron security bars on two of the windows and one door, and extensive tack damage to the front door, the result of long use as a posting place for public notices. Records indicate that this building served as the Buckland Post Office from 1800 until the early 20th century.

The third grouping of town buildings includes: St. Mark's Methodist Church (076-0116 and 076-03130015) on Lot 16; Dr. Brown House (076-0115 and 076-0313-0005) on Lot 30; and the buildings at 8203 Buckland Mill Road (076-0587 and 076-0313-0010); and 8205 Buckland Mill Road (076-0588 and 0760313-0011), on town land associated with Isaac Meek's tanyard. These mid-19th-century resources are more dispersed across the town landscape, suggesting the pace of town development continued at least through the middle of the century and enveloped much of the original plotted town. The church, one of the town's most prominent landmarks, was constructed in 1856 by local builders Leslie Sanders and Thurston Brown. It is the best example in the county of a frame, temple-form church of the antebellum period, and retains the gallery that was used by free and enslaved African Americans. The church is clearly displayed on the 1863 panorama of the town by Alfred Waud, and its cemetery holds the graves of many of Buckland's prominent citizens, including a substantial number of its prosperous African-American residents. The buildings in this group display a number of architectural similarities, such as the use of hewn pole rafters in the roof framing, which suggests they may have all been built by the same contractors,

or by craftsmen utilizing preferred local building techniques. Archaeological resources associated with these buildings and other 19th-century activities within the town, including the Eppa Hunton law school, the Stagecoach Inn along the turnpike, and continued milling activities, present numerous opportunities to study the maturation of this small town, and the dynamic architectural changes that were effected prior to the Civil War.

The Dr. Brown House (076-0115 and 076-0313-0005) is an important mid-19th-century dwelling that incorporates elements of an earlier building, though more research is needed to determine the accurate sequence of construction. Its use as a doctor's office during much of the 19th century presents an interesting opportunity for continued archaeological and architectural study. The buildings at 8203 and 8205 Buckland Mill Road, though constructed in different styles-- the former a one-and-a-half story front gable building while the latter is a two-story I-house-- bear similar elements of a restrained vernacular Greek Revival style, and share similarities of function and design. Both buildings have interior plans with spatial separations not normally seen in typical domestic houses. In the case of the house at 8203 Buckland Mill Road, it appears that this building was constructed to house multiple workers, likely serving as quarters for some of the many laborers required in Buckland's industries. The building at 8205 Buckland Mill Road was operated for a time as a tavern by its owners John and Joseph Francis. These buildings point to a thriving economic and social scene in Buckland that continued through the mid-19th century.

The primary original road through the town was Mill Street, the north-south thoroughfare leading from the 18th-century mill to Buckland Hall. This street, known today as Buckland Mill Road, is still the primary avenue within the town. Though the traffic-laden U. S. Route 29 is a larger, wider road, it mainly serves to cut through the town from east to west, whereas Mill Street preserves Buckland's primary streetscape. This streetscape evolved largely into its present form by the mid-19th century, retaining its dense collection of early buildings and numerous known and documented archaeological sites. As Buckland Mill Road continues south toward Buckland Hall, and then turns east toward Kinsley Mill, there are a number of non-contributing dwellings, dating to the second half of the 20th century (see 8211 through 8237 Buckland Mill Road). Most of these resources are set on large lots, with ample open space and forested cover, and modest setbacks from the street. They do not fit architecturally within the vernacular built landscape of Buckland, but the relatively modest house sizes and the rolling topography and forests essentially minimize their visual impact on the historic district. From the several wide vantages of Buckland Hall, Kinsley Mill, and Cerro Gordo, these modern resources do little to obscure the historic nature and rural ambience of the overall district environs. A comparison of the 1863 panoramic view drawn at Cerro Gordo with that of the present day reveals a remarkably well-preserved setting, despite the presence of some modern resources. The dramatic pace of development within this region during recent decades underscores the rarity of this landscape.

At the original terminal of Mill Street stands the impressive late Colonial and Federal style dwelling known as Buckland Hall (076-0032 and 076-0313-0043). This dwelling, built around 1774 and 1806-1807 is a remarkably well-preserved dwelling of substantial proportion and dramatic ornamentation, both inside and out. The heavily carved woodwork of the bold two-story porch and commodious interior spaces serve as testaments to the wealth of the Love family and their central role in the development of Buckland as a

mercantile center and regional transportation hub. Their house was impressive both in style and location, anchoring the southern boundary of the district and preserving a historic setting, little changed since the mid-19th century. Only a portion of the Buckland Hall property has been included within the Buckland Historic District, yet the entire 494-acre property has been determined potentially eligible individually for the Virginia Landmarks Register and the National Register of Historic Places.

The role of the Love family, namely Samuel and his son John, in purchasing Buckland Hall, initiating a variety of commercial enterprises at the falls of Broad Run and along the Old Carolina Road, improving the existing roads, and founding the town of Buckland, creates an indelible historic link between town and plantation. The function of the plantation to supply products for the town's mills was instrumental in making Buckland a viable location for further development. Though the function of the plantation has shifted during the centuries, and modern farm-related resources pepper its rolling fields, these are all in keeping with the continuity of scale and style that have characterized Buckland since the late 18th century. Many of the geographic boundaries between the town and Buckland Hall have also followed the same survey lines from the 18th century to the present. The dynamic historical connectivity between the town of Buckland and Buckland Hall is of utmost importance for understanding the process of regional development within Virginia's Piedmont region, from the initial European settlements of the mid-18th century to the burgeoning, optimistic mercantile, and transportation experiments of the early United States.

Buckland's central importance along the Fauquier and Alexandria Turnpike made it a fiercely contested area during the Civil War. Two significant engagements were fought here, including the Battle of Buckland Bridge in August 1862, which led to the second Battle of Manassas, and the 'Battle of Buckland Races' on October 19, 1863, a cavalry engagement that led to the defeat of Union forces under the command of Generals Judson Kilpatrick and George A. Custer by troops led by Gen. J.E.B. Stuart (030-5152). The latter skirmish was portrayed in a drawing by Alfred Waud, one of the best Civil War sketch artists, depicting a view of the busy town of Buckland and Buckland Hall from the heights of Cerro Gordo--a view substantially unchanged today. The actions associated with both battles ranged throughout the town, from the bluffs above Broad Run to the open fields of Buckland Hall, and from the Warrenton Turnpike at the western approach to Buckland up to Cerro Gordo's heights and beyond to the rolling fields that led to the old road to Haymarket, where the Union forces retreated. Archaeological remains tied directly to these engagements include the Union firing line above the mill (44PW1603), the earthworks and artillery location at Cerro Gordo (44PW1755), and camps and battlegrounds within the town on the west side of Broad Run (44PW1659).

The western boundary of the district was drawn to include the extant of the original town (including Lots 10 through 27 and Madison and Franklin Streets, among others), as well as portions of the town common and the mill race property which extend slightly further to the west. Though the modern U.S. Rt. 29 cuts through this end of town, the modern, ubiquitous, mass-produced commercial and residential architecture that is quickly engulfing much of this corridor is largely absent here. There are a few late 20th-century noncontributing resources (including dwellings at 16210 Lee Highway (076-0313-0014) and 16230 Lee Highway (076-0313-0034)), but also a 1920s vernacular one-and-a-half-story dwelling with several contemporary sheds and outbuildings (16221 Lee Highway (076-0300 and 076-0313-0042)), whose scale and style match with the period of significance and historic setting of the district. The rolling topography

also serves to limit views of the encroaching development further west along U.S. Rt. 29 from points within the district. The western portion of the original town retains only two early buildings, St. Mark's Methodist Church and Ned Distiller's House, yet many deeds and historical documents, as well as visible original roadbeds for several of the town streets, indicate that the archaeological potential within this minimally developed area of Site 44PW1659 is very high.

Marking the eastern edge of Buckland is the dramatic rise of Cerro Gordo plantation, a property that developed early and figured significantly in Buckland's history. After fire destroyed the original circa 1827 building, in 1925 a new two-story stone house was constructed, incorporating the earlier stone foundation and chimneys. This building and surrounding property (076-0593 and 076-0313-0036; 44PW1603, 44PW1755, and 44PW1775) is a fine example of a Federal Revival dwelling situated within park-like grounds and an historic plantation landscape that incorporates and preserves the archaeological remains of many earlier outbuildings, a family cemetery, as well as earthworks and buried evidence of the Civil War battles of Buckland (030-5152). The Cerro Gordo property contains the stone quarry, the east bank of the ford that served as the original crossing point spanning Broad Run, and eleven lots and streets within the original town grid (44PW1659). Visually it commands the highest point of land in the Buckland area, preserving a stunning and vital portion of the historic setting. Owners of Cerro Gordo, including members of the Alexander, Hunton, and Lee families, were key players in the development and success of Buckland and its environs. The vantage point from which Alfred Waud produced his remarkable 1863 sketch of the town, Cerro Gordo, was of decisive importance in the 1863 Battle of Buckland Mills.

The lightly developed lands to the north and northeast of Cerro Gordo, comprising property historically attached to the plantation, contain evidence of the old road to Haymarket, which served as the Union route of retreat after their defeat at Buckland. There are six non-contributing modern dwellings with outbuildings on these thirteen parcels north of Broad Run and U.S. Rt. 29, but they do not significantly detract from the overall historic setting of Cerro Gordo and the Civil War battlefield.

The landscape of Buckland and its environs, including Buckland Hall and Cerro Gordo plantations, Kinsley Mill, and elements of the Civil War Buckland Mills Battlefield, have retained substantial integrity to the present day, both as a visually intact landscape, and as a wealth of notable architectural and archaeological resources. The Buckland Historic District, as a cohesive historic community, preserves an early built landscape that characterizes and captures the industrial and agricultural heritage of the early United States.

BUCKLAND HISTORIC DISTRICT (BOUNDARY INCREASE) INVENTORY

The architectural resources are listed numerically by street address with contributing status noted after each listing for the resources specifically related to that address label. Following this is an inventory of the archaeological resources, including the description of the entire town as one resource with several components. There are several reference numbers for each description: these relate to the archive files located at the Virginia Department of Historic Resources, and do not reflect resource counts. The actual inventory count is shown by the listing of contributing or non-contributing status after each description paragraph, and this matches the count in the classification section of the main form.

PROPERTY ADDRESS: 7980 Buckland Mill Road
PROPERTY NAME: Love's Store, Miller's House
CONSTRUCTION DATE: by 1798
DHR NUMBER(S): 076-0313-0006, 076-0113

Primary Resource Information: Situated on Lot 1 of the original Buckland town plan, and encapsulated within the larger mass of a 20th-century residence, is a one-story log and frame building that has been identified primarily for its role as the miller's residence for the extant Calvert Mill (076-0112) and two earlier mills. The vernacular frame house consists of two stories over a low basement, five asymmetrical bays, and gable metal standing-seam roof with two front dormers. The second floor extends over the one-story, seven-bay wood and metal vernacular front porch while brick exterior chimneys exist at the north and south gable ends. A careful examination of the building indicates that the log section bears the plan of a commercial store and counting room, while the frame section to the east served as the parlor and dining room for the family, with bed chambers on the garret story and commercial storage space in the stone cellar. It seems likely this is the store constructed by Samuel Love Junior sometime prior to October 10, 1798. There is a random rubble low stone wall and steps on the front side of the property and the hillside slopes steeply behind the house. Despite the 1950s alterations, the house is strongly compatible with the historical and architectural character suggestive of a 19th-century milling community. It became the miller's residence by the late 1810s and subsequent alterations served to convert the original store building into a more convenient dwelling. In its early form the building is highly significant as a rare survival of a late 18th-century store of a type favored in rural settings.

Individual Resource Status: building Contributing

PROPERTY ADDRESS: 7980 Buckland Mill Road
PROPERTY NAME: Buckland Mill, Calvert's Mill
CONSTRUCTION DATE: 1771-1774, c.1904
DHR NUMBER(S): 076-0313-0007, 076-0112

Primary Resource Information: Located at the northern extent of Mill Street (now Buckland Mill Road) adjacent to the town of Buckland, is a three-story, frame, front-gabled mill built on a high stone foundation. The roof is standing-seam metal and the walls are sheathed in German siding. Most of the windows are six-over-six double-hung sash while others are two-over-two (south) or six-over-nine (east) examples.

The mill was built into the hillside and there is a double-leaf central doorway with board and batten doors and a single-leaf door on the east side of the facade. The VDHR survey reports that there was once a porch or loading dock across the front gable on the first floor level. The back gable (north) end has a single door with stone steps. This is believed to be the third mill on this site, one of two mills on Broad Run in the vicinity of Buckland. The original mill dates to the 1770s when it was owned by Walker Taliaferro, and is described in 1806 in a deed for an adjoining lot. A second mill was likely constructed in the 1850s. The present building was built by H.W. Gaugh in 1904, incorporating elements of the earlier buildings. The foundation appears to date to the first or second mill, and framing material can be dated to three distinct periods. The earliest generation of material is typical of the 18th and very early 19th centuries, and includes hewn sills, a chamfered post and bearing plates, as well as hewn and pit-sawn joists and framing in the upper story. A second period of re-used material is circular sawn and whitewashed and is easy to distinguish from the third generation material, which is both reciprocal and circular sawn and is not whitewashed. An extensive array of late 19th-century milling machinery survives on the upper story, including the drive system, pulleys, and belts, as well as sifters, graders and bolting machinery bearing patent dates of 1892 and 1896. A dam was also built across Broad Run c. 1900 to power the present mill, and portions of this dam remain in place. While there were fifty or more mills in Prince William County at the peak of the industry, this is the only fully intact mill still standing in the county. The mill seat became the foundation around which the small and prosperous village grew, combining the benefits of water power with the strategic location on the road to Warrenton and points west.

Individual Resource Status: building Contributing
Individual Resource Status: site Contributing

PROPERTY ADDRESS: 7980 Buckland Mill Road
PROPERTY NAME: Buckland Mill Race and Dam
CONSTRUCTION DATE: 1771-1774
DHR NUMBER(S): 076-0313-0028

Primary Resource Information: Situated at the northern end of the historic town of Buckland, the mill race extends about half a mile upstream from the Buckland Mill (076-0112) to the north and west, running parallel to Broad Run. This forested parcel inclines steeply to the west and south and is part of the historic property extending one mile upstream, as recorded in an early deed. The mill race begins at a stone dam which is still partially intact. The mill race was constructed of two parallel berms of earth and rubble stone measuring up to ten feet high, with a wide trough between to divert water to the mills (44PW1659-0051). The mill race and neighboring Broad Run form the northernmost extent of the Buckland Historic District and geographically confine the settlement and commercial endeavor. The pristine environment surrounding the mill race also represents the high degree of integrity of contributing resources within the district in contrast to development west and east of the district along U.S. Rt. 29.

Individual Resource Status: structure Contributing

PROPERTY ADDRESS: 8104 Buckland Mill Road
PROPERTY NAME: Brook's Tavern

CONSTRUCTION DATE: c.1796-1799
DHR NUMBER(S): 076-0313-0003, 076-0120

Primary Resource Information: Located on Lot 2 of the original Buckland town plan and elevated above the street, the Brook's Tavern is now a single pile, two-story frame dwelling over a full cellar with a single chimney on either end of the gable roof. Formerly known as the Moss House, Brook's Tavern is an historic name associated with the building's original function. The gable roof is clad in standing seam metal and flanked by two exterior end brick chimneys with corbelled caps. The walls have weatherboarding with wide corner boards and the low stone foundation consists of random stone. The windows are six-over-six double-hung sash with four-over-four fireplace windows in the attic. A Greek Revival entrance porch is centered on the east elevation and a two-story frame addition extends from the northern portion of the west elevation. The tavern was constructed with a two-room layout between 1796 and 1799, renovated and remodeled into a center passage plan dwelling in the 1850s, and alterations were made to the back portion of the house in 1976. There is a low stone retaining wall and stone steps on the front of the property. There is a modern two-car garage built in 1978, located north of the house. Historic research by the Buckland Preservation Society and VDHR mention there may be foundations of George Britton's Shop (c.1796), later James Hunton & Son's Store House (c.1806)- a potential archaeological site- on the north half of Lot 2, as well as up to three 19th-century outbuildings, including an ice house, serving William Brooks' tavern. Each of these resources survived through 1863 and appears in Waud's panorama sketch. The Britton shop foundations are said to be concealed by the boxwood hedge. Brook's Tavern is the most intact of the earliest buildings in Buckland. Originally serving as a tavern operated by William Brooks, it was altered in the mid-19th century to a center passage dwelling. Remnant evidence of its original two-room plan reveals its early commercial function with living quarters located above for the tavern operator and his family. Its function as a tavern served the early community of Buckland and is related to its location adjacent to the Warrenton turnpike, while its transformation to a conventional central passage house in the 1850s is representative of broader economic changes in Buckland.

Individual Resource Status: building — Contributing
Individual Resource Status: building — **Non-Contributing**

PROPERTY ADDRESS: 8106 Buckland Mill Road
PROPERTY NAME: Robinson's Tavern
CONSTRUCTION DATE: c.1824
DHR NUMBER(S): 076-0313-0001, 076-0033

Primary Resource Information: Situated on a knoll at the northeast corner of Route 29 and Buckland Mill Road within the bounds of Lot 4 of the original Buckland town plan, Robinson's Tavern is a two-story, stone, side-hall plan vernacular building with a raised basement, built around 1824. Sometimes referred to as Buckland Tavern, it is one of at least four taverns that operated within Buckland. The gable roof is clad in wood shingles and has a box cornice with Victorian extended eaves. There is an interior end stone chimney with a brick stack and corbelled cap. The front doorway has double paneled doors and a transom window while the double-hung sash windows include six-over-six and six-over-nine varieties. A stone foundation (forming a one room cellar) and chimney for an early rear wing predating 1799 survive beneath

the 1975/6 addition on the west facade. The construction date for the standing building is based on architectural data as well as a January 8, 1823 deed that notes a two-story house stands on the lot and the tax assessment for 1825 increases by $700 for "new building." Though described as a house in the deeds, the architectural plan of the building clearly displays its intended public function. The Buckland Tavern is one of the few remaining early taverns in the county and one of two such buildings surviving in Buckland. It is the most intact of the four early commercial buildings in the town and a visible symbol of the economic prosperity accompanying the construction of the Alexandria/Warrenton Turnpike in the 1820s. The building retains most of its original interior detailing as well as well preserved exterior elements. A modern greenhouse sits behind and to the northwest of the tavern.

Individual Resource Status: building Contributing
Individual Resource Status: building **Non-Contributing**

PROPERTY ADDRESS: 8106 Buckland Mill Road
PROPERTY NAME: Log Cabin
CONSTRUCTION DATE: c.1830s
DHR NUMBER(S): 076-0313-0016

Primary Resource Information: Situated in the side yard of the Buckland Tavern (076-0033), this early 19th-century one-story, one-bay vernacular log cabin with full front gable shingle roof and deeply projecting front eave was moved to site from Bull Run Mountain in the 1970s. It has a one-story ell addition at the left of the main block and the area surrounding the building is enclosed with wire and board fencing.

Individual Resource Status: building **Non-Contributing**

PROPERTY ADDRESS: 8108 Buckland Mill Road
PROPERTY NAME: House at 8108 Buckland Mill Road
CONSTRUCTION DATE: post-1953
DHR NUMBER(S): 076-0313-0002, 076-0451

Primary Resource Information: Situated on a landscaped lot sloping towards the east with large trees and shrubs and a view towards Broad Run, this one-and-a-half-story, four bay, gable roof house was constructed after 1953. The building has six-over-six windows with modern shutters, exposed rafter ends on dormers, an open side porch on the south, and a closed ell on the north end. The structural system is wood frame clad in weatherboard and the roof consists of asphalt shingle. The house also has two front gable dormers and a vernacular style one-story, one bay porch made of concrete block, wood and asphalt shingle with simple square post construction. While previous surveys suggested that the building dated to he 1880s and was moved to this location in the 1950s from #16280 Lee Highway, photographs and analysis of the building's exterior by Ridout et al. 2005 suggest it postdates the period of significance and is no longer a contributing element.

Individual Resource Status: building **Non-Contributing**

PROPERTY ADDRESS: 8111 Buckland Mill Road
PROPERTY NAME: Buckland Post Office
CONSTRUCTION DATE: c.1800
DHR NUMBER(S): 076-0313-0004, 076-0114

Primary Resource Information: Situated on Lot 29 of the original Buckland town plan, a parcel that slopes to the east towards Broad Run, the story-and-a-half frame house known as the Buckland Post Office was constructed in at least four distinct periods. A 20th-century owner dubbed the house Deerlick Cottage, but this name has no historical association with the building. This building has also been called the Hampton-Brooks store, a reference to two of its owners who operated a store as well as post office from this building. It is a Federal style one-and-a-half story, frame, side-gabled commercial building and dwelling. The front roof slope may be original; however, the back roof has been raised and two gabled dormers on the front roof slope were built in the 20th century. There is an exterior end stone chimney with brick stack on the east side and a brick flue on the west side. The house rests on a raised basement of coursed rubble. There is a three-bay front porch with the west end enclosed. The building's fenestration consists of six-over-six double-hung sash windows. The front door is original, consisting of beaded boards laid diagonally with original strap hinges and boxlock. The original building is a post office and commercial store with a traditional storeroom and counting room plan configuration above a cellar storage room. This building closely matches Samuel Love's store on Lot 1 but is more intact and more easily dated. The period I building is dated architecturally to between 1800 and 1810 by the use of machine-made nails with hand-struck heads—a type that can be found from the 1790s to the 1830s, but most commonly dates to the first decade or so of the 19th century. Documentary evidence shows that this building served as Buckland's post office from December 1800 until February 1907. The building retains extensive early framing and building fabric, including evidence that the room at the north end of the porch served as the post office. Evidence of the commercial and public nature of the building includes the distinctive plan, the early double thickness door with scars from public notices, and the hand-forged iron bars that survive on the two windows flanking the door; additional iron shutter bars survive in the cellar. Mid-19th-century additions were built as the dwelling was modified to a domestic building. Less than fifty feet to the east is a small, frame gable-roof storage shed with vertical board siding and three-bay porch, built c.1975. An 1812 deed, and later documents refer to a large distillery on this property which is now a potential archaeological site. This is a rare example of an early commercial store building and also one of the earliest surviving post offices in Virginia, if not the mid-Atlantic.

Individual Resource Status: building — Contributing
Individual Resource Status: building — **Non-Contributing**

PROPERTY ADDRESS: 8115 Buckland Mill Road
PROPERTY NAME: Dr. Brown House, Dr. Kerfoot House
CONSTRUCTION DATE: 1850s
DHR NUMBER(S): 076-0313-0005, 076-0115

Primary Resource Information: The Dr. Brown House, situated on Lot 30 of the original Buckland Town Plan, is surrounded by large trees with a large rear yard. The yard incorporates Lot 35 and likely has the

foundations of Freewoman Margaret Brent's House and the Slave Auction House/Holding Pen of Griffin Stith, both depicted in the Alfred Waud drawing of 1863. The Brown House is a two-story, frame vernacular I-house with two exterior end brick chimneys with corbelled caps. It was constructed in two parts. The two-story southern portion of the house was constructed in the 1850s while the first story of the northern portion incorporates earlier building elements that suggest it may have been built c. 1810-20, with the southern portion serving as an addition. Additional research is necessary to confirm whether the northern portion was the original building or if it simply re-used elements from an earlier dismantled nearby resource. The house rests on a low stone foundation with six-over-six double-hung sash windows along the front facade. It also has Italianate elements such as a bracketed cornice. The south section is a two-story, two-bay frame building that appears to date to the mid- to late 1850s. The house is clearly visible in this form in the 1863 Waud drawing and may have been constructed by the same two carpenters (Leslie Sanders and Thurston Brown) who signed the roof of the 1856 Buckland Church (Ridout et al. 2005). Shortly after the Civil War, the Brown House was enlarged another 18 feet to the north, providing one additional room on the cellar, first and second stories. At some point a lean-to addition was made to the south gable. This wing served as Dr. Brown's office, but was demolished in the 1970s. A curious feature of the Brown House is the early 19th-century framing and flooring in the first story of the north section of the house, and clear evidence of recycled early framing in the roof of that section of the house. Sometime in the 1960s, a single-bay portico with round columns and gabled roof was added to the front facade.

Individual Resource Status: building Contributing

PROPERTY ADDRESS: 8200 Buckland Mill Road
PROPERTY NAME: John Trone House
CONSTRUCTION DATE: c.1825
DHR NUMBER(S): 076-0313-0009, 076-0123

Primary Resource Information: Situated on Lot 6 of the original Buckland town plan, the John Trone House faces the old Buckland Mill Road and Broad Run to the east. It is a one-and-a-half story, frame side-gabled dwelling clad in beaded weatherboard with three asymmetrical bays and a gable roof clad in asphalt shingles with a box cornice. There is an exterior brick chimney on the south gable end and the windows consist of six-over-six double-hung sash. The house contains one primary room in the cellar and each of two upper floors, and is built into the bank so that east cellar wall is exposed. The east façade doorway enters the raised basement level through a wooden replacement paneled door with nine lights. The stone foundation is random rubble and may have originally served as the walls of William Draper's Shop, conveyed along with Lot 6 in 1799 (Prince William Co. Deed Book Z Page 533). Two second floor exterior doors that once extended to a no longer extant porch were removed sometime after 1930 and the openings converted to windows on the east side of the house. There is a stone retaining wall on the north and south gable ends of the house and stone steps leading to a patio area on the first floor level of the house. The house was likely built in the 1820s, perhaps coinciding with the 1825 purchase of the property by John Steadman Trone, a popular blacksmith and preacher at Buckland Methodist Church (076-0116). Later, a two-story temple-form frame building, known as the Stage Coach Inn, was constructed to the northeast, adjoining the Trone House by a frame hyphen or connecting wing. The inn was demolished about 1935, but the stone retaining wall at the north end of the Trone House appears to be a remnant of

the connecting hyphen. A recent Ground Penetrating Radar survey has confirmed the presence of the Inn's foundations below the surface. The Trone House is significant as an example of a modest story and a half vernacular dwelling, a type of house that served middling farmers, merchants, and artisans, during the late 18th and early 19th centuries. The building retains numerous early interior and exterior details. The house is an example of the key role that skilled artisans played in the success of this small industrial village.

Individual Resource Status: building Contributing

PROPERTY ADDRESS: 8200 Buckland Mill Road
PROPERTY NAME: Shop at 8200 Buckland Mill Road
CONSTRUCTION DATE: post-1953
DHR NUMBER(S): 076-0313-0008, 076-0450

Primary Resource Information: Situated at the southeast corner of U.S. Route 29 and Buckland Mill Road and surrounded by trees, overgrown shrubs, and a gravel driveway and parking area, is a wood frame, single story, three bay, gable roof building clad in composition shingle. This small utilitarian vernacular building was built after the widening of U.S. Route 29 in 1953 and is currently abandoned and in deteriorated condition. Measuring sixteen by eighteen feet, the principal entrance is in the center of the north elevation and is flanked by single windows. A second door is located on the south bay of the east wall. There are two additional windows in the south elevation and one in the center of the west gable. The building is framed with stock dimensional lumber and the interior is unfinished. While once thought to contribute to the general character of the Buckland Historic District, recent historical and architectural research has proven that it is not a contributing building within the district. Located directly across Buckland Mill Road from the John Trone House (076-0123) the building is believed to occupy the archaeological site of Trone's blacksmith shop.

Individual Resource Status: building **Non-Contributing**

PROPERTY ADDRESS: 8202 Buckland Mill Road
PROPERTY NAME: House at 8202 Buckland Mill Road
CONSTRUCTION DATE: c. 1952
DHR NUMBER(S): 076-0313-0031

Primary Resource Information: This large lot slopes northwest from the road. The single story house with vinyl siding has a gable roof and cinderblock foundation with front stoop and overhang along the east facade. An ell addition extends along the north half of the west façade, while a simple wooden deck with railing abuts it and the house. In general, the house includes metal frame one-over-one hanging sash windows. A corbel capped, stretcher bond brick chimney extends from the crest of the roof close to the midpoint.

Individual Resource Status: building **Non-Contributing**

PROPERTY ADDRESS: 8203 Buckland Mill Road
PROPERTY NAME: House at 8203 Buckland Mill Road
CONSTRUCTION DATE: c.1850s
DHR NUMBER(S): 076-0313-0011, 076-0588

Primary Resource Information: Located across Buckland Mill Road from the Isaac Meeks House (076-0117), the dwelling at 8203 Buckland Mill Road faces west and the parcel slopes very gently towards the east to Broad Run. The mid-19th-century vernacular one-and-a-half-story, three-bay frame gable front dwelling is clad in weatherboarding with a standing-seam metal gable roof. It also has a vernacular one-story, two-bay front porch of concrete, wood and asphalt shingles with simple square post construction. The majority of the windows are six-over-six sash with a single two-over-two example. It is built upon a red fieldstone foundation, has a simple cornice, cornice returns, attic vent, and a wide soffit reminiscent of the Greek Revival style. There is a small ell addition to the east side. The dwelling is not clearly shown on the 1863 Waud drawing, but architectural analysis by Ridout et al. suggests it stood during that time. It was likely constructed as workers' housing for laborers or skilled workmen employed in Buckland. The house was built with a side passage plan with two staircases of equal quality segregating two first floor rooms and two second floor rooms on either side of a central chimney stack. This house demonstrates the form, plan, and interior details of a late Greek Revival temple form dwelling of a type usually associated with industrial workers' housing. The placement of this type of specialized housing in Buckland attests to the success of commercial and industrial ventures in the town. Two sheds (c.1960s) are located east of the house.

Individual Resource Status: building — Contributing
Individual Resource Status: building — **Non-Contributing**
Individual Resource Status: building — **Non-Contributing**

PROPERTY ADDRESS: 8205 Buckland Mill Road
PROPERTY NAME: House at 8205 Buckland Mill Road or Francis Tavern
CONSTRUCTION DATE: pre-1853
DHR NUMBER(S): 076-0313-0010, 076-0587

Primary Resource Information: Situated across Buckland Mill Road from the Isaac Meeks House (076-0117), this building faces west while the lot slopes gently to the east towards Broad Run. The two-story frame house has a stone foundation and was built in two phases. The first phase, containing the north portion of the house, was built as a side passage, single pile plan with a chimney on the south gable, by 1853. Later in the 19th century, a two-story addition was added to the south which, along with a 20th-century one-story addition on the east side, completes the house visible today. The three-bay house is currently clad in weatherboard with a gable roof and a vernacular one-story, two-bay front porch of concrete, wood and asphalt shingles of simple square post construction. There is a large central chimney and the house has six-over-six wood sash windows, a simple cornice, cornice returns, and an attic vent with a shed addition to the east side of the house. Based on the thickness of the walls, this frame building may have been built using log construction, while the upper framing includes hewn pole construction seen in numerous other Buckland resources dating to the second half of the 19th century. The second floor of the dwelling contains a passage along the east side providing a high degree of separation for the three

upper bed chambers. The original house plan was likely linked to the building's function as a tavern for which a license was issued to "Jn. A. and Jos. A. Francis" in 1853. The second floor may have been converted into workers' housing after serving as lodging for visitors associated with the tavern. The house is an important remnant of the mid- to late 19th-century success of the Buckland commercial and industrial enterprise. Two non-contributing late 20th-century buildings, a pump house and shed, are located to the side and behind the house.

Individual Resource Status: building — Contributing
Individual Resource Status: building — **Non-Contributing**
Individual Resource Status: building — **Non-Contributing**

PROPERTY ADDRESS: 8211 Buckland Mill Road
PROPERTY NAME: House at 8211 Buckland Mill Road
CONSTRUCTION DATE: c. 1960
DHR NUMBER(S): 076-0313-0032, 076-0445

Primary Resource Information: Situated on a relatively flat house lot on the east side of Buckland Mill Road and directly west of 8213 Buckland Mill Road (076-0446), this wood framed story and a half building above cinderblock foundation may have originally served as farm workers' lodging associated with Buckland Farm. The windows are primarily six-over-six sash windows and a front porch is dominated by four 24-pane porch windows. Two small brick chimneys pierce the roof, the first at the central (oldest) portion of the house with standing seem metal roof. The second chimney protrudes from the northern portion, cutting through an asphalt shingle roof identical to the southern wing. Both wings appear to be additions, as is a small porch off the east gable of the house. The front porch is flanked by paired window bays with modern board and batten shutters. The rear façade contains two entrances into the cellar, one beneath the north wing and the other beneath the porch addition to the east of the main block. Two three-over-three fixed windows on the east and north walls of the porch extension provide light to this part of the building's cellar.

Individual Resource Status: building — **Non-Contributing**

PROPERTY ADDRESS: 8213 Buckland Mill Road
PROPERTY NAME: House at 8213 Buckland Mill Road
CONSTRUCTION DATE: c. 1960
DHR NUMBER(S): 076-0313-0033, 076-0446

Primary Resource Information: Situated on a relatively flat house lot on the east side of Buckland Mill Road and directly east of 8211 Buckland Mill Road (076-0445), this wood framed one-story building began its life as a handful of small wood frame sheds built sometime during the early 20th century. Two of the sheds were connected with an addition sometime ca. 1960 and converted into a small living quarters while the remaining shed and small addition formed a small enclosed parking area for tenants. Local residents attest to their original use as livestock house and storage buildings, although they are now abandoned.

The primary domestic building includes a small brick corbelled chimney piercing a standing seem metal roof. The windows are primarily six pane fixed while the front and rear doors are nine-pane and the exterior is covered in scalloped bargeboard. The remaining shed and addition are covered by a flat sloping roof, have simple wooden doors, and the main portion contains a six pane fixed window along the north facade.

Individual Resource Status: building **Non-Contributing**
Individual Resource Status: building **Non-Contributing**

PROPERTY ADDRESS: 8215 Buckland Mill Road
PROPERTY NAME: House at 8215 Buckland Mill Road
CONSTRUCTION DATE: c. 1954
DHR NUMBER(S): 076-0313-0025

Primary Resource Information: This house is on a large flat lot. The single story house with wall shingles has a gable roof and cinderblock foundation with front stoop along the west facade. In general, the house includes wood frame six-over-six hanging sash windows. The south gable includes a small enclosed wooden porch. A cinderblock chimney extends from the crest of the roof close to the south gable.

Individual Resource Status: building **Non-Contributing**

PROPERTY ADDRESS: 8217 Buckland Mill Road
PROPERTY NAME: House at 8217 Buckland Mill Road
CONSTRUCTION DATE: c. 1950
DHR NUMBER(S): 076-0313-0023

Primary Resource Information: This is a large lot that is relatively flat along the road (west) façade and slopes moderately towards the east. The single story dwelling with gable, gently sloping, asphalt-shingle roof and cinderblock foundation includes a front (west) stoop with overhang. An interior brick corbel-capped chimney extends from the crest of the roof. In general, the house is divided into three phases: an original north component with wooden, fixed six pane and four-over-four pane windows, a small lean-to addition on the east façade with metal one-over-one sash windows, and a second addition to the south, likely contemporary, with one-over-one sash windows. A wooden screen door covers a wooden frame door that serves as the residences primary entrance along the west facade.

Individual Resource Status: building **Non-Contributing**

PROPERTY ADDRESS: 8219 Buckland Mill Road
PROPERTY NAME: House at 8219 Buckland Mill Road
CONSTRUCTION DATE: c. 1950
DHR NUMBER(S): 076-0313-0024, 076-0444

Primary Resource Information: This is a large lot that is relatively flat along the road (west) façade and

slopes moderately towards the east. The single story dwelling with gable, gently sloping, asphalt-shingle roof and cinderblock foundation includes an overhanging full front porch. An interior brick corbel-capped chimney extends from the crest of the roof. In addition, the south gable includes a small enclosed porch surrounded by a larger open deck. In general, the house has wooden six-over-six hanging sash windows and there is a concrete bulkhead cellar entrance along the east house façade. A wooden screen door covers a wooden frame door that serves as the primary entrance along the west facade. The building may have originally served as a farm workers' cottage for Buckland Hall.

Individual Resource Status: building **Non-Contributing**

PROPERTY ADDRESS: 8220 Buckland Mill Road
PROPERTY NAME: Buckland Town Springheads
CONSTRUCTION DATE: late 18th-century
DHR NUMBER(S): 076-0313-0026

Primary Resource Information: Situated on the west side of Buckland Mill Road at the head of a meandering stream running east towards Broad Run are two springs covered with stone springheads. Located less than 100 feet from each other, the structures reflect similar construction methods, including dry-laid, locally procured stone, likely from the nearby quarry, stacked approximately three feet high. The approximately four foot square structures include an opening along the south or southeastern face and have larger, flat stones serving as a cover or roof. A probable cast iron object, likely part of a carriage or wagon, was incorporated into the structure, perhaps in the late 19th or early 20th century. The structures are believed to be original to the founding of the town. Both springs are referenced on the original town plat and are referenced in deeds associated with the town common and, later, the Eppa Hutton school house lot to the south.

Individual Resource Status: structure Contributing
Individual Resource Status: structure Contributing

PROPERTY ADDRESS: 8221 Buckland Mill Road
PROPERTY NAME: House at 8221 Buckland Mill Road
CONSTRUCTION DATE: c. 1985
DHR NUMBER(S): 076-0313-0030

Primary Resource Information: This is a large lot that is relatively flat along the road (west) facade. The single story raised ranch-style dwelling with gable, gently sloping, asphalt-shingle roof and cinderblock foundation includes an open one-story porch along the west façade while an open wooden deck extends from the opposite facade. A metal stove pipe punctuates the roofline along the northern half of the dwelling. In general, the house includes metal frame one-over-one hanging sash windows. The front (west) door is flanked by two door-length shutters similar to proportionately sized shutters adjacent windows along the other facades. To the east behind the house is an enclosed metal car port with one-over-one fixed sash windows along the north facade.

Individual Resource Status: building **Non-Contributing**

Individual Resource Status: building **Non-Contributing**

PROPERTY ADDRESS: 8223 Buckland Mill Road
PROPERTY NAME: House at 8223 Buckland Mill Road
CONSTRUCTION DATE: c. 1950
DHR NUMBER(S): 076-0313-0022

Primary Resource Information: This large house sits on a large relatively flat lot. The house is two stories with vinyl siding, a gable roof and a cinderblock foundation with front stoop and overhang along the north facade. In general, the house includes metal frame six-over-six hanging sash windows. The north façade includes a metal storm door in front of a wooden door flanked by door-length metal shutters, matching proportionately sided shutters on the first floor windows. A stretcher bond brick chimney extends from the crest of the roof close to the west gable. A small wooden deck extends from the western half of the north façade with a small overhang above the door.

Individual Resource Status: building **Non-Contributing**

PROPERTY ADDRESS: 8225 Buckland Mill Road
PROPERTY NAME: House at 8225 Buckland Mill Road
CONSTRUCTION DATE: c. 1969
DHR NUMBER(S): 076-0313-0029

Primary Resource Information: This house is on a large lot that slopes slightly from front to back. The single story ranch-style dwelling with gable roof and cinderblock foundation includes two components. A stone veneer dominates the lower half of the eastern side's north façade while horizontal vinyl siding covers the remainder of the dwelling. The western component is apparently a converted garage that now serves as a family room with a brick end chimney on the west gable. The building's original chimney penetrates the asphalt shingle roof just north of the crest of the roof. In general, the house includes metal frame six-over-six hanging sash windows with two exceptions: a large single pane bay window along the north façade and metal frame one-over-one hanging sash windows on the western component. Located northeast of the house is a two-car garage with one bay converted into a work area. The wood framed building is covered with a standing-seam metal roof.

Individual Resource Status: building **Non-Contributing**
Individual Resource Status: building **Non-Contributing**

PROPERTY ADDRESS: 8227 Buckland Mill Road
PROPERTY NAME: House at 8227 Buckland Mill Road
CONSTRUCTION DATE: c. 1950
DHR NUMBER(S): 076-0313-0021

Primary Resource Information: This house sits on a large lot that is level along the road side and slopes moderately from front to back. The one-and-one-half-story vinyl sided house with gable roof has two dormers along the south (roadside) façade. The house has a full cellar with concrete bulkhead along the

east gable. In general, the house includes metal frame six-over-six hanging sash windows. The north façade includes a metal storm door in front of a wooden door flanked by door-length metal shutters, matching proportionately sided shutters on the first floor windows. A stretcher bond brick end chimney exists along the east gable while an enclosed wooden porch extends from the back (north) façade and a covered parking area is attached to the west gable.

Individual Resource Status: building **Non-Contributing**

PROPERTY ADDRESS: 8231 Buckland Mill Road
PROPERTY NAME: House at 8231 Buckland Mill Road
CONSTRUCTION DATE: c. 1950
DHR NUMBER(S): 076-0313-0020

Primary Resource Information: This house sits on a large, relatively flat lot along the road and slopes moderately from front to back. The two-story brick house with gable roof has two dormers along the south (roadside) façade matched with an extension above the back (north) facade with similar horizontal weatherboarding. The house has a full cellar with concrete bulkhead along the north façade. In general, the house includes metal frame two-over-two hanging sash windows, although two large fixed pane windows are located on the first floor of the roadside façade. The north façade includes a wooden neo-colonial door surround framing an elaborate wooden door with large oval window. A brick end chimney along the west gable separates the house from an enclosed one-story porch with gable roof. Along the east gable is an open wooden deck.

Individual Resource Status: building **Non-Contributing**

PROPERTY ADDRESS: 8237 Buckland Mill Road
PROPERTY NAME: House at 8237 Buckland Mill Road
CONSTRUCTION DATE: c. 1970
DHR NUMBER(S): 076-0313-0019

Primary Resource Information: This house site on a large lot that is relatively flat along the road facade and slopes dramatically from front to back towards Broad Run to the northeast. The split-level two-story house with basement has a roughly H-shaped plan with a two-story west unit (basement and first floor), a three story east unit, and a two-story central connector (basement and first floor). The third story over the east unit, an addition to the house, as well as the north and south facades of the central connector, are covered with vinyl siding while the remainder of the house has stone cladding. A motley assortment of hanging sash and fixed pane windows are irregularly placed along the building's exterior matching with storm doors along the north, south, and east walls. A large stone clad chimney above the central connector springs forth from an asphalt shingled roof while a wooden deck wraps around the east and north sides. About 75 feet north of the house is a small, two-story stone clad guest house with a single room on each floor, a stone end chimney on the east gable, vertical board siding on the west gable and an asphalt shingle roof. The upper floor has two single pane fixed sash windows. Two small windows exist on the ground floor. Located on the northern portion of the property is an Indian spring referenced in documents regarding the early settlement and 19th-century life in Buckland

Individual Resource Status: building **Non-Contributing**
Individual Resource Status: building **Non-Contributing**

PROPERTY ADDRESS: 8230 Buckland Mill Road
PROPERTY NAME: Buckland Hall, Buckland Farm
CONSTRUCTION DATE: c. 1774, 1806/7
DHR NUMBER(S): 076-0313-0043, 076-0032

Primary Resource Information: A long tree-lined driveway cuts through large horse pastures with board fencing leading to a circular drive at the main (north) entrance to Buckland Hall. The house is a stone two-story Georgian and Federal dwelling with a central-passage, single-pile plan. It has three interior end stone chimneys and the gabled roof is covered with slate and the house rests on a raised basement. The two-story pedimented portico is an early and dramatic element of the building. It has an oxeye window in the gable peak, dentilled cornice and flush board siding. The north porch consists of wooden posts and a simple balustrade, except for middle section which is Chippendale. The windows are nine-over-nine on the first floor and nine-over-six on the second floor except the gables windows which are six-over-six. The walls, chimneys, and foundation are constructed of coursed rubble and the roof has a box cornice with modillions. The front door is paneled with a transom and sidelights while the second-story porch doorway has a narrower paneled door with transom and a double row of sidelights. The walls on the second story front façade are weatherboarded and there are three windows. The addition of a smaller off-center window near the second-floor doorway is the only substantial alteration to the façade.

The property known as Buckland Hall was purchased by Samuel Love in 1774 from the heirs of Robert "King" Carter, who had acquired the property in 1724. He soon erected the stone and frame dwelling on a prominent rise to the south of Broad Run. When the town of Buckland was officially established and plotted in 1798, its layout followed that of an English axial village, with a primary thoroughfare (Mill Street) extending roughly north to south between Buckland Hall and the mill. This relationship between town and manor is visible in a panorama drawn of the town by Alfred Waud in 1863, and is still extant today. The Old Carolina Road, a major colonial thoroughfare, also crosses the property to the east of the house, and elements of the roadbed still remain. Samuel Love's son, John, significantly expanded and enhanced his father's building between 1806 and 1807, raising a three-bay wide two-story porch across the north façade, and embellishing both the interior and exterior with finely carved woodwork. This impressive dwelling befit John Love's status as a prosperous merchant, plantation owner, speculator and entrepreneur.

In 1853, Temple Mason Washington conveyed Buckland Farm to Major Richard Bland Lee II, son of Congressman Richard Bland Lee of Sully, nephew of "Lighthorse Harry" Lee, and first cousin of General Robert E. Lee. Richard Bland Lee and his descendants lived at Buckland Farm until 1935. Mrs. Richard Bland Lee's first cousin, the painter John Singer Sargent, visited Buckland Hall on several occasions during the late 19th century and painted a rare watercolor of the house in 1887. He also painted a view of the icehouse and three landscapes of various views of the farm. In 1935, the property was sold to Mitchell Harrison, who hired architect Irwin Fleming for the restoration of the main house. The property was later sold to Thomas Mellon Evans, a noted Wall Street financier, philanthropist and horse breeder.

Buckland Hall Farm has also been known for its horses, beginning in the 1780s with John and Samuel Love Jr.'s import of fine Arabian and European horses for breeding, including the stallions "Mahomet" and "Spread Eagle" whose bloodlines are listed among the origins of the modern thoroughbred. Love's operation became one of the first large-scale breeding farms in Virginia along with "Salisbury" and "Bowling Green." A 20th-century owner, Thomas Mellon Evans spent four decades developing a state-of-the-art thoroughbred farm at Buckland Farm, the first in Virginia to be laid out in the Kentucky style. His championship horses included Pleasant Colony, winner of the 1981 Kentucky Derby and Preakness Stakes.

Approximately 72.5 acres of the northern portion of the farm is within the expanded district boundaries, including the main house and an intact portion of the Old Carolina Road. There are numerous secondary resources on the property, many of which contribute to the period of significance for Buckland Hall individually (see PIF for 076-0032), but do not fall within the period of significance for the Buckland Historic District. Resources within the current boundaries include a stone springhouse, with a foundation and sill contemporary with the house, with a wood shingle gabled roof and vertical wood siding in the gable ends, located on the circular driveway on the northeast side of the front yard; a c. 1960s wood frame, ranch-style guest house located behind and south of the main house; a c. 1940s shed built of concrete block with corrugated metal roof located is just southwest of the main house, a c. 1940s wood frame, three-bay garage behind the main house; a small c. 1950s wood frame tool house near the garage; an in-ground modern swimming pool behind the house; a c. 1945 cattle barn with metal gambrel roof with weatherboarded walls and attached dairy located northwest of main house and currently used for storage and as a lounge, a c. 1945 wood frame granary with sloping sides and horizontal slat siding on the inside, vertical board siding on the outside, that is now used as machine shop and is located across the road from the dairy barn and northwest of the main house; and a c. 1970s run-in shed located at the northeast corner of the property. In addition, a small family cemetery enclosed by a board fence is located in a pasture under a grove of trees approximately 500 feet northeast of the main house. Samuel Love's (1727-1787) headstone documents his death and burial at the age of 67, and other unmarked graves are nearby. A portion of the Old Carolina Road runs northeast of the house, leading towards an early ford across Broad Run just below Kinsley Mill. During the Civil War, there were military encampments on the property probably in 1862 and 1863 when Union forces were in and around the mills and during the Battle of Buckland Races. A number of these sites are documented on additional acreage outside the bounds of the expanded Buckland Historic District, but some of these encampments likely extended across portions of Buckland Hall that fall within the district.

Individual Resource Status: building	Contributing
Individual Resource Status: building	Contributing
Individual Resource Status: site	Contributing
Individual Resource Status: structure	Contributing
Individual Resource Status: building	**Non-Contributing**
Individual Resource Status: building	**Non-Contributing**
Individual Resource Status: building	**Non-Contributing**
Individual Resource Status: building	**Non-Contributing**
Individual Resource Status: building	**Non-Contributing**

Individual Resource Status: structure **Non-Contributing**
Individual Resource Status: structure **Non-Contributing**
Individual Resource Status: structure **Non-Contributing**

PROPERTY ADDRESS: 8241 Buckland Mill Road
PROPERTY NAME: Kinsley House, miller's house
CONSTRUCTION DATE: 1890
DHR NUMBER(S): 076-0313-0018, 076-0184

Primary Resource Information: The Kinsley House, also known as the miller's house, and cemetery are surrounded by manicured lawn and mature forest, on an elevated parcel overlooking Broad Run. There is a long gravel drive to the house and an historic family cemetery is located near the driveway southwest of the main house. The dwelling is a two-story, three-bay, frame, vernacular I-house with a center gable. The roof is covered with standing-seam metal and the walls are covered with German or channeled siding. The house is said to have been built on an old foundation (c. 1794), probably dating to the original occupation of the property, but this has not been confirmed archaeologically. It has a brick and random rubble stone foundation and two brick interior end chimneys, one with a corbelled cap. The windows are six-over-six double-hung sash and the west gable is pedimented. There is a one-story one-bay front porch with a gabled roof and slender wooden columns. An enclosed porch and early one-story addition are on the east side of the house, while modern decks have been built on the north and west sides of the house. The house is directly associated with the mill and stone granary (076-0118, 076-0313-0017), and others historically known resources that comprise site 44PW1774.

Situated to the east and south of the main house are two single-story wood framed outbuildings that likely date to the early 20th century. To the southeast is a small board and batten sided wood framed building with metal standing ridge roof built atop a fieldstone foundation repaired in places with concrete blocks. A simple, windowless wooden door allows access from the north façade while three-over-three fixed pane windows provide lighting through the west gable and east wall. Further to the south is a larger converted three bay stable on a loose fieldstone foundation that currently serves as a storage shed. Three Dutch doors along the south façade and a larger door along the east gable provide access to the interior. This building is also board and batten with a standing seem metal roof. To the southwest of the main house is a small family cemetery with at least a dozen stones consisting primarily of the Delaplane family. The death dates range from 1883-1941 and include the undated stone of Thos. C. Robinson "Faithful Servant" who was most likely an African-American.

Individual Resource Status: building Contributing
Individual Resource Status: building Contributing
Individual Resource Status: building Contributing
Individual Resource Status: site Contributing

PROPERTY ADDRESS: 8241 Buckland Mill Road
PROPERTY NAME: Kinsley Mill and Granary
CONSTRUCTION DATE: c. 1790, Euro-American- Late 18th to early 20th century

DHR NUMBER(S): 076-0313-0017, 076-0118, 44PW1774

Primary Resource Information: The Kinsley Mill and Granary (076-0118 and 076-0313-0017) were part of a large mill complex in operation on Broad Run between the late 18th and early 20th centuries. The c. 1790 granary predated the Kinsley Mill which was rebuilt in the mid-19th century on a c. 1794 mill foundation. The granary is a two-and-a-half story stone building with a metal gabled roof and nine-paned casement windows. The doors are heavy wood batten doors constructed of single-beaded tongue and groove with wrought nails and wrought iron strap hinges. The granary sat on a high stone foundation with walls constructed of roughly cut local sandstone. It was connected to the mill by a second-story walkway. After 1979, the granary was sold and the building was moved to a location several miles away, leaving portions of the foundations. The mill was a two-and-one-half-story frame building on a high rubble stone foundation. The mill was dismantled and partially buried in the 1960s when Broad Run was dammed for the construction of Lake Manassas by City of Manassas, but the foundations remain. The mill and granary were originally owned by John and Charles Love, and played an important role in the commercial success of Buckland and the surrounding farms. In addition, a miller's house (076-0184 and 076-0313-0018), mill race and dam, a cooper's shop, and a portion of the Old Carolina Road completed the mill complex.

Daniel Delaplane bought Kinsley Mill from the Loves in the late 1790s, and it remained in this family through much of the 20th century, as indicated by markers in the family cemetery. The mill and granary foundations and associated resources are now an archaeological site (44PW1774), partially submerged by the flooding of Lake Manassas. They no longer qualify as contributing buildings within the Buckland Historic District, but they do form a contributing archaeological site measuring approximately 725' x 630', with high potential for uncovering important subsurface remains. Numerous agricultural and architectural items dating to the 19th and early 20th centuries were recovered during a brief survey in 2000.

Individual Resource Status: site Contributing

PROPERTY ADDRESS: 8405 Buckland Mill Road
PROPERTY NAME: House at 8405 Buckland Mill Road
CONSTRUCTION DATE: c. 1961
DHR NUMBER(S): 076-0313-0041

Primary Resource Information: Situated on a small lot sloping gently east towards Lake Manassas is a single story house with a split-level two-story wing extending east off the rear of the building. A fieldstone veneer covers the majority of the building save the overhand portion of the split-level wing, the upper floor consisting of stucco over an open garage port. The windows are primarily one-over-one fixed sash with a large bay window on the single story portion of the rear façade and a sixteen pane fixed bay window on the front façade. A fieldstone end chimney on the south gable is accompanied by a metal stove pipe emanating from midway along the crest of the rear wing. The front door is metal with a fan light and the east façade is entered through sliding glass doors while a simple windowless wooden door and a metal door allow exterior access to the basement from the north façade and car port, respectively. The front and rear porches are simple concrete slab with an overhang above the front. The roof is covered in asphalt shingle.

Individual Resource Status: building **Non-Contributing**

Lee Highway/U.S. Route 29/U.S. Route 15

PROPERTY ADDRESS: 16100 Lee Highway
PROPERTY NAME: Road to Haymarket/Old Toll Road
CONSTRUCTION DATE: Euro-American- 18th to early 20th centuries
DHR NUMBER(S): 076-0313-0048, 44PW1775

Primary Resource Information: The early road to Haymarket, which was a portion of the Old Carolina Road stretching from Maryland to North Carolina, served as an important colonial transportation route for the inland areas of Fauquier and Prince William Counties. During the late 18th century, as the area that became Buckland developed around an early grist mill, this road served as the primary means of moving people and goods in and out of the thriving settlement. The construction of the Fauquier and Alexandria Turnpike displaced some of the traffic on the old road to Haymarket, but it continued to serve as a viable and vital transportation artery into the 20th century. During the Battle of Buckland Mills (030-5152), the Haymarket Road was the route of retreat for the Union forces evacuating Buckland as the Confederate forces pushed them north out of the town. On a 1933 map, the road is still labeled 'Old Toll Road,' signifying its long-held significance.

Much of the Haymarket Road has been altered by the improvement of U.S. Rt. 15, but this portion of the old roadbed survives in good condition and has the potential to reveal important information about the region's transportation development, and events occurring during the Battle of Buckland Mills. The remaining roadbed lies between the northwest bounds of a largely untouched sixteen-acre parcel situated at the intersection of U. S. Routes 29 and 15, and four additional parcels all historically linked to Cerro Gordo plantation. This historic roadbed is a significant visual element of Cerro Gordo's, the Battle of Buckland Mills, and the Buckland Historic District's historic landscape and setting.

Individual Resource Status: site Contributing

PROPERTY ADDRESS: U.S. Route 29/15 at Broad Run
PROPERTY NAME: Historic Kingpin Bridge Abutments and Northbound Bridge over Broad Run along U.S. Route 29/15
CONSTRUCTION DATE: c. 1805-1807, c. 1980
DHR NUMBER(S): 076-0313-0045, 076-5121

Two stone bridge abutments (44PW1659-0050), slightly overgrown with vegetation, are located just south of the c. 1980 northbound bridge of U.S. Route 29/15 over Broad Run and represent a key element of the 1805-1807 wooden kingpin bridge across Broad Run. After the frame section washed away, this bridge was rebuilt c. 1827 as part of the construction of the Alexandria-Warrenton Turnpike, overseen by Claudius Crozet during the mid-1820s, and was replaced by an iron through-truss span in 1890. The abutments are on opposite sides of the creek and a central pier once existed within the creek itself. The two abutments, roughly rectangular in plan, are formed of rough cut local greenstone repointed several times with mud

mortar, lime mortar, and most recently, portland cement. Each abutment is approximately 20 ft north-south by 10 feet east-west and designed in the king pin style to allow for the rise and fall of ice when Broad Run would freeze. A written travel account from 1909 documents the conversion of the structure to an iron bridge with a timber deck around 1890. The northbound U.S. Route 29 bridge was built around 1980, replacing a 1927 structure, and is not a contributing element to the district.

Individual Resource Status: structure Contributing
Individual Resource Status: structure **Non-Contributing**

PROPERTY ADDRESS: U.S. Route 29/15 at Broad Run
PROPERTY NAME: Southbound Bridge over Broad Run along U.S. Route 29/15
CONSTRUCTION DATE: c. 1953
DHR NUMBER(S): 076-0313-0044, 076-5120

The 1953 bridge over Broad Run accommodates southbound traffic on U.S. Route 15/29 through Buckland. It is situated directly north across a grass median from the 1980 northbound bridge over the creek. The area surrounding the bridge is cleared, comprising manicured grass and rip rap lightly overgrown with vegetation. The bridge was installed when Route 15/29 became a divided four lane highway c. 1953. The deck, approximately 150 feet long and 40 feet wide, is segmented slab construction with reinforced concrete girders. The girders are supported by solid piers with overhanging concrete caps. Above the deck, a single tie concrete rail runs along both sides of the bridge. At the termini, steel guardrails are affixed to the rails and extend beyond the bridge to line the roadway. The bridge is in fair to good condition, although the deck has been repeatedly repaired. While the structure has good physical integrity, it is one of the most common bridge types built in the commonwealth during this time and does not exhibit distinctive construction techniques.

Individual Resource Status: structure **Non-Contributing**

PROPERTY ADDRESS: 16124 Lee Highway
PROPERTY NAME: House at 16124 Lee Highway
CONSTRUCTION DATE: c. 1979
DHR NUMBER(S): 076-0313-0038

Primary Resource Information: This relatively level house lot slopes moderately west. The ranch style house with brick veneer along the southeast façade includes a lower story entry from the northwest facade. The remaining three exterior walls consist of horizontal vinyl siding with the lowest story exposed on the north and west walls as cinderblock. The front (southeast) stoop with overhang has flanking wooden turned columns on brick piers. A small one-story deck extends above the lower entryway on the northwest facade. In general, the house includes metal nine-over-nine hanging sash windows and yet the two bays flanking the front door include bay window. A stretcher bond brick interior chimney with corbelled cap punctures the asphalt shingle roof and the two car garage door opens along the northeast end of the southeast facade. A small frame gable roof guest house is situated to the northeast about fifty feet from the house.

Individual Resource Status: building **Non-Contributing**
Individual Resource Status: building **Non-Contributing**

PROPERTY ADDRESS: 16126 Lee Highway
PROPERTY NAME: House at 16126 Lee Highway
CONSTRUCTION DATE: c. 1978
DHR NUMBER(S): 076-0313-0037

Primary Resource Information: This is a relatively level house lot sloping moderately southwest to the road. The ranch style house with brick veneer along the south façade includes a lower story entry from north façade. The remaining three exterior walls consist of vertical wood sheathing with the lowest story exposed on the north and west walls as plastered-over cinderblock. The front (south) porch includes a concrete slab with overhanging extension of the dwelling's roof and iron railing with decorative cast iron supports. A small one-story deck extends above the lower entryway. In general, the house includes metal one-over-one hanging sash windows. A stretcher bond brick interior chimney with corbelled cap punctures the asphalt shingle roof and the two car garage door opens along the east gable.

Individual Resource Status: building **Non-Contributing**

PROPERTY ADDRESS: 16205 Lee Highway
PROPERTY NAME: Isaac Meeks House
CONSTRUCTION DATE: c.1803
DHR NUMBER(S): 076-0313-0027, 076-0117

Primary Resource Information: Situated at the crest of a rise on Lot 8 of the original Buckland town plan, the house is stabilized, but in poor condition. Constructed c. 1803 by George Britton, the original portion of the house measured 16 feet square, exceeding the minimum 12 foot square requirement placed on buyers of undeveloped lots by the Trustees of Buckland. This simple 1 ½ story frame building was built facing south adjacent to Fayette Street. It has a brick and stone chimney built above a rubble stone foundation and contains three rooms: a low cellar, a single primary room on the first floor, and a garret. Many of its original architectural features remain. This building is constructed of hewn and pit-sawn members with traditional heavy timber frame construction, using hand-forged nails typical of work dating prior to c. 1815. The original house was joined to a new, two-story frame house using hewn-pole construction and constructed adjacent to the east gable around 1870. This changed the orientation of the building towards the east and Buckland Mill Road. Some improvements were made to the original building at that time, and it became the service wing for the new, larger house. The current building is a two-story, frame, vernacular side-gable with a full-facade front porch. The roof is standing-seam metal and the walls are covered with brick-tex siding. The windows on the main block are six-over-six double-hung sash. The one-story, three-bay porch has replacement four inch square posts and a replacement balustrade with wooden pickets. Limited renovations were undertaken in the mid-20th century. There are three non-contributing buildings on this lot including a single-car, frame garage with vertical wood siding and an asphalt shingle roof (c.1940), a plywood privy with vertical board siding (c.1940), and a small poultry house (c.1980s). The dwelling was constructed as part of a tanyard development on the southern edge of Buckland which

persisted from at least 1799-1825. The original house, now the rear wing, is the only extant example of the small one-room houses that served as the most basic level of housing in Buckland in the first years of the town's development. The two-story section to the east was added about 1870 and serves as one of at least six examples in Buckland of round pole framing, a favored local building practice during the second half of the 19th century.

Individual Resource Status: building	Contributing
Individual Resource Status: building	**Non-Contributing**
Individual Resource Status: building	**Non-Contributing**
Individual Resource Status: building	**Non-Contributing**

PROPERTY ADDRESS: 16206 Lee Highway
PROPERTY NAME: Richard Gill House
CONSTRUCTION DATE: by 1796
DHR NUMBER(S): 076-0313-0012, 076-0185

Primary Resource Information: Situated on Lot 3 of the original Buckland town plan, the Richard Gill House faces Elizabeth Street to the south and Fayette Street to the west and is surrounded by mature trees with a vegetable and flower garden on the west side of the lot. The house was constructed in three parts. The earliest section is a one-and-one-half-story log house oriented east-west with a stone foundation and a large stone chimney in the west gable end built by Gill prior to 1796. It was raised to two stories after the Civil War as the original resource is seen in the Alfred Waud panoramic sketch of 1863. The house was again enlarged in the 1880s with the construction of a two-story addition across the west gable. The current roof is metal and the walls are weatherboarded and stuccoed. The interior end brick flues have corbelled caps and the windows are six-over-six double-hung sash. There is a one-story frame shed addition off the rear. There is an old board and batten shed and a modern shed to the rear of the house. This dwelling is among the oldest and least altered of Buckland's houses. It pre-dates the incorporation of Buckland in 1798, and likely helped frame the early layout of the town. The Gill House is a rare and well-preserved example of an early house type that is representative of the first generation of resources erected in Buckland. Gill's blacksmith shop is also documented by deed, and is likely a substantially intact archaeological site. As a blacksmith, Richard Gill was an important member of Buckland's artisan community, and his dwelling and shop area are important contributing factors to Buckland's historic importance.

Individual Resource Status: building	Contributing
Individual Resource Status: building	Contributing
Individual Resource Status: building	**Non-Contributing**

PROPERTY ADDRESS: 16208 Lee Highway
PROPERTY NAME: Ned Distiller's House
CONSTRUCTION DATE: c.1819
DHR NUMBER(S): 076-0313-0013, 076-0119

Primary Resource Information: Situated on Lot 13 of the original Buckland town plan, Ned Distiller's house is surrounded by old trees and landscaped yard. The house was constructed c.1819 as a one-and-one-half-story two-room vernacular building. A later wing on the west side was demolished and rebuilt around 1988 during restoration of the dilapidated building which included the construction of a larger, one-and-one-half-story addition to the west. There is a small brick interior chimney in the front gable end. The building includes a front full gable end standing-seam metal roof and a one-story, three bay porch, with utilitarian, plain wood posts raised on piers. The house retains many of its original architectural details, including the enclosed staircase, joists, floors, framing and nails. Deed research documents that the property was owned by Ned Distiller, a free African American who constructed the house around. This house is an extremely rare and early example of a dwelling that can be linked to the free, vibrant African American community in Buckland during the early 19th century. The archaeological remains of an earlier kitchen, located on another portion of Lot 13 are documented through early property deeds. A small frame shed, listed as a contributing resource on early VDHR site forms, was destroyed between 1988 and 2005.

Individual Resource Status: building Contributing

PROPERTY ADDRESS: 16210 Lee Highway
PROPERTY NAME: Hazel House
CONSTRUCTION DATE: c.1950
DHR NUMBER(S): 076-0313-0014

Primary Resource Information: Situated on the crest of a rise and facing south along U.S. Route 29 (Lee Highway), the Hazel House is a simple one-and-one-half-story Cape Cod style concrete block cottage with ground-level rear porch, built circa 1950. With a three bay façade built over a concrete block foundation, the house has a side gable roof clad in composition shingle with two gable dormers and a one-story, three bay, plain porch with square posts and square wood balusters constructed of wood and concrete block. The driveway west of house is believed to coincide with the path of Elizabeth Street, part of the original Buckland town plan.

Individual Resource Status: building **Non-Contributing**

PROPERTY ADDRESS: 16211 Lee Highway
PROPERTY NAME: Buckland Methodist Church
CONSTRUCTION DATE: 1856
DHR NUMBER(S): 076-0313-0015, 076-0116

Primary Resource Information: Built within the bounds of Lot 16 of the original Buckland town plan, the church and cemetery are situated on a knoll overlooking the Alexandria-Warrenton Turnpike (now U.S. Rt. 29/Lee Highway). The church is typical of simple, vernacular, mid-19th century country churches in Virginia. It is a frame, one-and-one-half-story, front-gabled rectangular block. The church is relatively unadorned except for the small open belfry which has a bracketed cornice and delicate sawn vergeboard framing the openings. The gabled roof has a box cornice and is clad in standing seam metal. There are two interior brick flues, one of which is hooded. The walls are weatherboarded with single cornerboards

and the low foundation, which is covered with weatherboarding, is stone. The front windows are six-over-six replacement sash, while the remaining windows are the original nine-over-nine variety. The front door is a six-panel replacement door and the one-bay portico was added in the 1970s. The original door configuration included two front doors, one to the main part of the church, and the second to the surviving upper balcony which was designated for African-American members of the congregation. The cupola, centered on the north end of the roof, is square in form with a pyramidal roof and was added after the Civil War. The building's 1856 construction date is based on an inscription on a board in the attic, including the names of the builders, Leslie Sanders and Thurston Brown. The church was built on the stone foundation of an earlier c. 1790s church. It is one of five churches in Prince William County that pre-date the Civil War, and appears to be the only antebellum example left in the county of a frame temple-form country church, a type widely favored in the 1820s to the 1850s. A circular gravel driveway leads up to the church and cemetery, the latter divided into a handful of interments immediately north of the church with the remaining marked graves on the western extent of the town lot. There are about 60 graves, some unmarked, and some stones are worn and illegible. The earliest burial is Willie Boteler (6/7/1859-1/25/186(1?)) and the Reverend John Steadman Trone, the village blacksmith and lay preacher (1802-1885), is also buried here. The cemetery also includes an African-American section of the cemetery identified by numerous unmarked stones. Overall, the cemetery is of low-medium artistic value. There is also an early 20th-century privy behind the church.

Individual Resource Status: building	Contributing
Individual Resource Status: building	Contributing
Individual Resource Status: site	Contributing

PROPERTY ADDRESS: 16221 Lee Highway
PROPERTY NAME: House at 16221 Lee Highway
CONSTRUCTION DATE: ca. 1926
DHR NUMBER(S): 076-0313-0042, 076-0300

Primary Resource Information: Situated on a flat house lot directly south of U.S. Route 29/15 is a story and a half vernacular three bay frame house with numerous outbuildings. The concrete block foundation has stucco over the main block, but a rear addition is untreated. The first floor windows are six-over-six fixed sash except for one-over-one fixed sash on the enclosed front porch which covered in similar vertical panel board as the remainder of the building. Two brick chimneys (one corbelled) pierce the standing seem metal roof while a tall brick chimney stack with stucco extends far above the back addition. The rear addition has horizontal aluminum siding on the south and east exterior walls, the southeast corner being an enclosed porch with multiple one-over-one fixed sash windows and a metal screen rear door. A simple wooden five tread stairway with wooden handrail leads to a front porch door situated to the left of center, offset from a central dormer with a five-over-five fixed pane window. Fixed six pane windows allow light into the half story, although the window is missing from the east gable, and a single four pane window allows light into a small cellar room evidently accessed from the interior only.

The property contains numerous outbuildings, some of which appear to date to the turn of the 20th century or earlier. Two large modern gambrel roof wood frame sheds are situated to the southeast of the main

house while a complex of earlier buildings, some nearly destroyed, extend back from the house to the south in two rows, the westernmost extending at least two hundred feet. A two-story barn with standing seem metal roof is located just west of the modern sheds. It has a wooden door situated along the rear west edge of the south gable and a single three-over-three fixed window provides light to the upper story. The row of buildings along the west edge of the property, extending south, begins with a single story wood framed storage shed. It has wooden doors at both gable ends and the roof has collapsed. To the south approximately fifty feet is a similarly sized wood frame garage with an opening at the west gable and a corrugated sheet metal roof. Adjacent and to the south of the garage is a wood frame story-and-a-half shed with lean-to addition. Windows in the upper story are missing, but two openings in the gable end doors are still extant. The roof of the main portion is corrugated sheet metal while the lean-to incorporates standing seem and is open to the south.

Individual Resource Status: building	Contributing
Individual Resource Status: building	Contributing
Individual Resource Status: building	Contributing
Individual Resource Status: building	Contributing
Individual Resource Status: building	Contributing
Individual Resource Status: building	**Non-Contributing**
Individual Resource Status: building	**Non-Contributing**

PROPERTY ADDRESS: 16230 Lee Highway
PROPERTY NAME: House at 16230 Lee Highway
CONSTRUCTION DATE: c. 1982
DHR NUMBER(S): 076-0313-0034

Primary Resource Information: This large lot slopes gently upward to the north from the road. The single story ranch style house with vinyl siding has a gable roof and poured concrete foundation with cast faux-brick veneer. The front stoop and overhang cover a metal storm door along the south (roadside) facade. A garage extends east from the gable, mimicking the dwelling's exterior appearance, while a basement underpins the remainder of the house. In general, the house includes wooden frame six-over-six hanging sash windows. A corbel capped, stretcher bond brick exterior end chimney separates the main portion of the house from the garage. Northeast of the house is a flat roofed wood-framed building with multiple small rooms.

Individual Resource Status: building	**Non-Contributing**
Individual Resource Status: building	**Non-Contributing**

Cerro Gordo Road

PROPERTY ADDRESS: 7725 Cerro Gordo Road
PROPERTY NAME: House at 7725 Cerro Gordo Road
CONSTRUCTION DATE: c. 1982
DHR NUMBER(S): 076-0313-0039

Primary Resource Information: This relatively level house lot slopes moderately northeast. The split-level brick foundation house with vinyl siding on the first and second floors is underpinned by a full cellar with three car garage. The front (southwest) stoop with overhang has wooden columns. A wooden deck extends from the northeast façade of the first story, covering a small area adjacent the garage below. In general, the house includes an asphalt shingle roof and metal six-over-six hanging sash windows. A corbelled stretcher bond brick end chimney with corbelled cap separates the garage from the main section of the house. Near the house are a large frame horse barn with skylights and asphalt shingled roof and a large frame garage/storage shed with metal siding and a frame lean-to.

Individual Resource Status: building **Non-Contributing**
Individual Resource Status: building **Non-Contributing**
Individual Resource Status: building **Non-Contributing**

PROPERTY ADDRESS: 7808 Cerro Gordo Road
PROPERTY NAME: House at 7808 Cerro Gordo Road, Union Firing Line
CONSTRUCTION DATE: ca. 1900, Euro-American- 19th and early 20th centuries
DHR NUMBER(S): 076-0313-0035, 44PW1603

Primary Resource Information: The small barn known as the 'Fisherman's Shack' is located at the southeast corner of a small, relatively flat field south of Cerro Gordo Road. The single story vernacular agricultural building with horizontal wooden lapped weatherboarding has a gable roof and sits on piers. The north gable includes a double barn door opening outward while a simple wooden batten door enters along the east façade. A single, six-over-six hanging sash wooden frame window exists along the midpoint of each façade. The building is covered by an asphalt shingled roof. This building was lived in by Richard Bland Lee IV, vice president of the American Sugar Refinery and former owner of Cerro Gordo, following an accident that left him permanently injured in the late 1920s.

Site 44PW1603 comprises the archaeological remains of the Union firing/defensive line for the Battle of Buckland Mills on October 19, 1863 (030-5152), as well as an early 19th-century dwelling site, and an historic late 18th-century road bed extending along the southern edge of the site to the edge of Broad Run. The southern edge of the site is near the location of the historic Buckland Mill Dam, in use from the late 18th to the early 20th century, and the Buckland Quarry, used throughout the historic periods represented by the Buckland Historic District (076-0313 and 44PW1659). Documentary research into the Battle of Buckland Mills indicated that this locale, despite its steep slope, has a high potential to yield archaeological information about the movements and positions of regiments during the battle. Initial archaeological survey work across the roughly 1.3-acre site has identified artifactual evidence of the Civil War battle, as well as a 19th century dwelling site, possibly associated with Cerro Gordo.

Individual Resource Status: building Contributing
Individual Resource Status: site Contributing

PROPERTY ADDRESS: 7823 Cerro Gordo Road
PROPERTY NAME: House at 7823 Cerro Gordo Road

CONSTRUCTION DATE: c. 1974
DHR NUMBER(S): 076-0313-0040

Primary Resource Information: This relatively level house lot slopes slightly northeast. The split-level two-story stretcher bond brick foundation house with asphalt shingled roof is dominated by numerous regularly spaced wooden six-over-six sash windows, each with flat arches. Along the front (southwest) façade is a two bay porch with wooden spindrels. A wooden deck extends from the northeast façade of the first story. A stretcher bond brick end chimney with corbelled cap separates the garage from the main section of the house. The gables and northeast façade includes horizontal wood weatherboards along the second floor, a large bay window along the midpoint of the first story, and two glass double doors surely intending to open onto a second story porch that no longer exists. A large two car garage with vertical board sheathing and a gable roof covered with asphalt shingles is located fifty feet northeast of the house.

Individual Resource Status: building **Non-Contributing**
Individual Resource Status: building **Non-Contributing**

PROPERTY ADDRESS: 8001 Cerro Gordo Road
PROPERTY NAME: Cerro Gordo Plantation
CONSTRUCTION DATE: c. 1827, c. 1925, Native American- Indeterminate; Euro-American- Late 18th to 1st half 20th century
DHR NUMBER(S): 076-0313-0036, 076-0593, 44PW1755

Primary Resource Information: Situated on a high knoll overlooking the Buckland Historic District stands Cerro Gordo. Flanked by a circular drive on the southeast side of the house and a modern in-ground swimming pool and tennis court on the west, the well- manicured yard and garden include stone terraces and walkways built in 1939 and 1940 by owner Stanley Brewster, a Washington D.C. architect, following the paths of previous 19th-century landscaping elements. A man-made pond is in the pasture behind the stables.

An impressive Federal Revival dwelling, designed and built of random stone by Phillip Harry Lee, a descendant of Lighthorse Harry Lee around 1925, the house incorporates the 22-inch thick stone foundation and chimneys of a c. 1827 frame house built for Mrs. Alexander and later owned by the Hunton family before and during the Civil War. The house burned sometime in the early 20th century, but its remains were used to guide the design and plan of the current building. Built of stone quarried on the property, the house is a two-and-a-half story, central hall, single-pile main block flanked by two-story wings (the earlier building did not possess flanking wings). The main block has a gable roof and two interior end stone chimneys. The main block has two small gabled dormers with nine-light sash on the front roof, while each wing has wall dormers on both sides of the roof. The remaining fenestration is 6/6 double-hung sash. The building has shallow unadorned molded cornices and the roof is clad in standing-seam metal. The Federal style doorway with semi-elliptical fanlight and sidelights under a stone arch was altered between 1951 and 1954, enlarging the earlier flat lintel design. There is a simple stone front stoop with three risers. The facade is symmetrical, but the windows display an unusual arrangement where the top windows do not line up with the bottom windows. The chimneys are not true interior end chimneys- they extend a short

distance from the outside wall. The three-bay full-width single-story porch on the back of the house has stone columns and stone steps. It was originally screened but was in-filled with stone and windows during 1951-54 renovations, carried out by architect Charles F. Hungerford. There are two hipped-roof side town lots, Washington and Jefferson Streets, bridges and fords crossing Broad Run, and the town quarry (44PW1659). These include Lots 47 and 48, built on by George Britton, and Lot 38, built on by Samuel and Celia King.

The archaeological site contains the buried remains of the core area of Cerro Gordo plantation (076-0593/076-0313-0036), as well as standing earthworks and buried artifacts relating to the Civil War Battle of Buckland Mills (030-5152). Among the outbuildings known to exist on the property, through the presence of visible foundations and documentary references, are an ice house, kitchen, slave quarters, log wash house, smoke house, carriage house, summer house, and a possible Indian burial mound. The Civil War fortifications are extant within the southern portion of the site, but war-related activities took place across the property. The famous Alfred Waud drawing of 1863, which depicts the town of Buckland, was drawn from Cerro Gordo and shows Union gun implacements in the foreground. Artifacts recovered from a brief survey in 2000 revealed evidence of both Civil War engagements on the property and 19th- and early 20th-century activities associated with the operation of Cerro Gordo farm. Contributing elements on the Cerro Gordo property that are directly associated with Buckland have been included within Site 44PW1659.

Individual Resource Status: building	Contributing
Individual Resource Status: structure	**Non-Contributing**
Individual Resource Status: structure	**Non-Contributing**
Individual Resource Status: building	Contributing
Individual Resource Status: building	Contributing
Individual Resource Status: site	Contributing
Individual Resource Status: structure	Contributing
Individual Resource Status: building	Contributing
Individual Resource Status: site	Contributing

James Madison Highway

PROPERTY ADDRESS: 7814 James Madison Highway
PROPERTY NAME: House at 7814 James Madison Highway
CONSTRUCTION DATE: c. 1987
DHR NUMBER(S): 076-0313-0046

Primary Resource Information: Situated on a largely wooded lot adjacent the Old Toll Road/Road to Haymarket is a wood frame two-story dwelling with concrete foundation and plain wood siding. An asphalt shingle roof covers the three bay front façade with metal six-over-six double-hung sash windows. A wooden porch wraps around the south and east walls ending in a small enclosed room a stock metal nine pane door with two one-over-one sash windows along the east gable. The room also has a rear entrance and the north façade has a seemingly random arrangement of windows, similar in manufacture to others on the house. A post and rail fence encloses a small area to the rear of the building.

Individual Resource Status: building **Non-Contributing**

PROPERTY ADDRESS: 7804 James Madison Highway
PROPERTY NAME: House at 7804 James Madison Highway
CONSTRUCTION DATE: c. 1970
DHR NUMBER(S): 076-0313-0047

Primary Resource Information: Situated on a largely wooded, relatively level lot adjacent U.S. Route 15, is a two-story split-level dwelling with asphalt shingle roof and brick/aluminum siding façade covering a concrete foundation. A large brick corbelled end chimney located along the gable is flanked by a single pane window and a metal six-over-six double-hung sash window, the latter is typical of most windows for the building. The asymmetrical four bay front façade has an offset doorway, while the rear façade reverses this arrangement with the ground level doorway and a second story exit onto a wooden deck whose stairs lead to a parking area adjacent the end chimney. A two-bay wood framed garage stands fifty feet away from the main house with simple vertical wood siding and a standing seem metal roof.

Individual Resource Status: building **Non-Contributing**
Individual Resource Status: building **Non-Contributing**

PROPERTY ADDRESS: Various (see below)
PROPERTY NAME: Town of Buckland
CONSTRUCTION DATE: Native American-Indeterminate, African- and Euro-American- Late 18th through 20th centuries
DHR NUMBER(S): 076-0313, 44PW1659, 44PW1659-0001 through -0053

Primary Resource Information: This archaeological site represents the town of Buckland, located along Broad Run in Prince William County, and is contained within the Buckland Historic District (076-0313). The town grew around a natural ford along the run and a mill that was in place by c. 1774 serving Samuel Love's plantation and the surrounding area. By the end of the 18th century, about twenty buildings were concentrated along the banks of Broad Run near the mill. In 1798, the town of Buckland was officially established. The town was laid out in a typical block grid which deviates in some areas according to geography. The main thoroughfares were Mill Street, running north to south from the mill (076-0112/076-0313-0007) to Buckland Hall (076-0032/076-0313-0043), and what became the Fauquier and Alexandria Turnpike (modern U.S. Rt. 29) running east to west. The 48 lot grid includes many similarly sized lots, with 37 located on the west side of Broad Run, and 11 on the east side. Several town lots already had standing buildings when the town was created in 1798. Purchasers of undeveloped town lots were required to construct modest dwellings within seven years, ensuring that many, if not most of Buckland's lots saw at least some development in the early 19th century. Fifteen early buildings are extant, including fourteen on town lots as well as the standing mill, along with four early structures, such as the bridge abutments (076-5121/076-0313-0045 and 44PW1659-0050), quarry (44PW1659-0052) and spring heads (076-0313-0026 and 44PW1659-0053), and the church cemetery. The mill property, which contains evidence of at least two prior mills as well as a mill race and mill dam (076-0313-0028), was not given a town lot number, but forms the north boundary of the town and archaeological site. The Buckland Hall property forms the south

boundary of the original town. The area between South Street and Buckland Hall, containing approximately 60 acres was designated as Town Common instead of being divided into lots.

Several of the town lots, as well as portions of the town common, contain visual evidence of stone structural foundations, representing a combination of dwellings, outbuildings, springs and a school. In addition, historical deed research, map depictions, numerous period account books, photographs, and an 1863 panorama of the town by Alfred Waud provide evidence for numerous other resources that are no longer extant within the town. Further, an avocational archaeologist conducted limited testing throughout the town, documenting the presence of numerous subsurface artifacts across a variety of landforms. Portions of several original streets are still in use, while sections of at least eight streets are visible but unused. Many of these streets, the original ford across Broad Run by the mill, as well as the early bridge crossing Broad Run at bridge street, likely contain archaeological signatures. Few modern changes have occurred within the limits of the historical town beyond the widening of U.S. Rt. 29 from two lanes to four in 1953. All of this information together indicates the presence of a highly intact late 18th- and 19th-century town landscape, containing an elevated level of subsurface integrity. The archaeological potential to provide information about milling, distilling, various trades and stores, tavern operations, and the domestic life of both Euro-Americans and free and enslaved African-Americans is nearly unlimited, especially when studied in concert with the extensive deeds and account books that survive. Site 44PW1659 has the potential to provide important information about the early settlement and evolution of Prince William County, from initial Native and colonial occupations, through a period of plantation development, to the creation of an organized mercantile town whose form and landscape persist into the present.

Portions of the Cerro Gordo property (076-0593/076-0313-0036) and Site 44PW1755 overlap with Site 44PW1659 on the east side of Broad Run. Contextually, the standing Civil War earthworks and any later archaeological resources found in this area relate to Site 44PW1755, while evidence of earlier 18th and 19th-century resources more closely linked with the town of Buckland are considered part of Site 44PW1659. Secondary designations within Site 44PW1659 have been given to each of the town's 48 lots (-0001 through –0048), as well as to the tanyard, bridge abutments and macadam turnpike, mill and mill race complex, quarry and portions of the town common (-0049 through –0053). Together, they form a single, contiguous, contributing resource within the historic district.

Individual Resource Status: site Contributing

Site Address: 7980 Buckland Mill Road
Site Name: Lot No. 1: Samuel Love outbuildings and associated features
VDHR Number: 44PW1659-0001
Cultural/Temporal Designation: Euro-American- Late 18th through 20th centuries

Primary Resource Information: Samuel Love's store of c.1798 survives as the core of a larger, 20th-century residence (076-0113 and 076-313-0006); a lean-to and at least two other resources that once stood on the lot are now archaeological sites. These buildings are evident in the Waud drawing of 1863. The close proximity of the lean-to and one outbuilding to the northwest corner of Love's store suggest that they have suffered at least some damage from the construction of a one-story 1950s kitchen and its 1988

replacement. The third resource was sufficiently removed from the modern construction that it may retain significant sub-surface features.

Site Address: 8104 Buckland Mill Road
Site Name: Lot No. 2: George Britton's Shop/James Hunton & Son Store House Site, and Brook's Tavern Site.
VDHR Number: 44PW1659-0002
Cultural/Temporal Designation: Euro-American- Late 18th through early 20th centuries

Primary Resource Information: Britton's shop is described in a deed for Lot No. 2 dated August 13, 1796. This is probably the 1½ story resource visible immediately to the south of Samuel Love's store in the 1863 panoramic view. A deed dated June 23, 1806, indicates that Lot No. 2 was divided into two parts—the northeast quarter sold by George Britton to James Hunton for $400, and "now occupied by James Hunton & Son and the house thereon by them as a Store house." The foundations of Britton's shop are said to be visible beneath some modern shrubs. This two-story frame residence known as Brook's Tavern (formerly Moss House; 076-0120 and 076-0313-0003), also found on this parcel, was constructed by 1799 and is still standing. Outbuildings are necessary fixtures for taverns and dwellings, and two, a kitchen and necessary house, are documented in the 1799 deed. The 1863 Alfred Waud panorama indicates as many as three small buildings clustered at the northwest corner of the main building.

Site Address: 8108 Buckland Mill Road
Site Name: Lot No. 3: Richard Gill Blacksmith Shop Site.
VDHR Number: 44PW1659-0003
Cultural/Temporal Designation: Euro-American- Late 18th through early 20th centuries

Primary Resource Information: By the time Richard Gill purchased Lot No. 3 on August 13, 1796, he was already living on the site. The house still stands (076-0185 and 076-0313-0012), and the site holds high potential for pre-1900 outbuildings, wells, privies, and trash pits. By March 30, 1799, he had also constructed a blacksmith shop, located at the southeast corner of the lot, where Elizabeth Street meets Mill Street. The southeast corner of the blacksmith's shop served as a point of reference in numerous boundary descriptions for adjacent lots, including deeds for Lot No. 6 dated March 30, 1799, and for Lot No. 5 executed on November 18, 1825. Though this site may be partially impacted by the construction of the 1950s Graham House at 8108 Buckland Mill Road (076-0451 and 076-0313-0002), it is likely that subsurface remains of the blacksmith shop and work yard remain intact and could yield significant information about a late 18th- to early 19th-century smithing operation.

Site Address: 8106 Buckland Mill Road
Site Name: Lot No. 4
VDHR Number: 44PW1659-0004
Cultural/Temporal Designation: Euro-American- Late 18th through early 20th centuries

Primary Resource Information: This lot is occupied by the standing building known as Robinson's Tavern (076-0033 and 076-0313-0001), dating primarily to the 1820s. The foundations for an earlier wing with a

cellar and chimney, possibly built prior to 1799, are still extant on the west side of the tavern beneath a modern wing. Other outbuildings and refuse deposits related to the tavern operation are likely to be found on the remaining portions of the lot. A brief archaeological survey of this lot yielded evidence of cut and wire nails, a surgeon's bone saw, bottle glass and other items related to various 19th- and early 20th-century activities.

Site Address: Beneath U.S. Route 29 (VDOT)
Site Name: Lot No. 5: Robert Thrift Store and Dwelling House Site, and Stagecoach Inn.
VDHR Number: 44PW1659-0005
Cultural/Temporal Designation: Euro-American- Late 18th through early 20th centuries

Primary Resource Information: On November 9, 1797, John and Elizabeth Love and Josiah Watson sold to Robert Thrift, for £12 Virginia Currency, Lot 5, "all that tenement lot...whereon the said Robert Thrift has built a Store & dwelling houses." When Robert and his wife Margaret sold the lot and house on November 18, 1825, to James Hulls for $425, the deed noted that it was "the lott whereon the said Hull now Resides." This deed also includes a reference in the boundary description to "the paved road," the newly paved Warrenton Turnpike. Lot 5 is immediately south of the Buckland Tavern and now lies partially in the roadbed and right of way of U.S. Rt. 29, Lee Highway. It is unclear what subsurface integrity this lot may have given the impact of the 1953 highway expansion, but at least a portion of Lot 5 appears to remain on the south side of U.S. Rt. 29. This portion of the lot contains foundations and subsurface remains of the Stagecoach Inn, and 1820s building that was built along the boundary of lots 5 and 6 (see 44PW1659-0006). Limited ground penetrating radar survey in 2006 by the Buckland Preservation Society confirmed the presence of subsurface foundations.

Site Address: 8200 Buckland Mill Road
Site Name: Lot No. 6: William Draper's Shop Site, Trone House and Stagecoach Inn Site.
VDHR Number: 44PW1659-0006
Cultural/Temporal Designation: Euro-American- Late 18th through early 20th centuries

Primary Resource Information: On March 30, 1799, John and Elizabeth Love and Josiah Watson sold to William Draper for £12 Virginia currency "all that tenement lot... whereon the said William Draper hath at this time a shop." Draper sold the lot and shop on March 1, 1800, for £36 to William Hunton, Jr., who in turn sold the property to John Hampton for $120. By June 1825, Lot No. 6 is owned by John Love, and he sells it to John Trone for $75, noting that the lot has been reduced in size slightly by construction of "the New Turnpike road." The Trone House (076-0123 and 076-0313-0009) stands today, constructed c. 1825, and may incorporate the stone foundation of Draper's shop. An unknown building is also evident in the 1863 Waud view immediately to the south of Trone's house.

The Stagecoach Inn was constructed in the 1820s on the south side of the Fauquier and Alexandria Turnpike; it was demolished in the 1930s. The building appears to have been built on portions of lots 5 and 6, but the exact division line is as yet unclear (see 44PW1659-0005). This building is visible in the 1863 panoramic view of Buckland, and a c. 1935 photograph that reveals its final role as a service station. A stone wall leading to the north side of the Trone House appears to be related to a wing or hyphen

connecting the standing house to the now demolished inn. A brief archaeological survey in 2000 recovered fragments of cut and wire nails, bottle glass, ceramics, and modern artifacts related to late 19th- and 20th-century activities at the site. Limited ground penetrating radar work conducted by the Buckland Preservation Society in 2006 confirmed the presence of additional subsurface remains of the inn.

Site Address: 8200 Buckland Mill Road
Site Name: Lot No. 7
VDHR Number: 44PW1659-0007
Cultural/Temporal Designation: Indeterminate- Late 18th and 19th centuries

Primary Resource Information: This is an original town lot bordered by Mill, Jane and Fayette Streets. The presence and subsurface integrity of any town-related features or deposits on this lot is not yet known.

Site Address: 8202 Buckland Mill Road
Site Name: Lot No. 8, 9 and 37: Isaac Meeks' Tanyard Site.
VDHR Number: 44PW1659-0008
Cultural/Temporal Designation: African- and Euro-American- Late 18th and 19th centuries

Primary Resource Information: The key transaction for this group of lots occurred on May 24, 1802, when George Britton sold Lot No. 9 with a tanyard to Peter Wise, Jr. for £100 Virginia currency. Britton had purchased the lot from the Trustees of Buckland for £12 on July 14, 1798, indicating the lot was undeveloped at that time. The property passed on November 29, 1809 to Isaac Meeks, a tanner who expanded the tanyard to encompass three lots straddling Buckland Mill Road. By the early 1820s, it was the most valuable property within the platted portion of the town.

On March 21, 1822, Isaac Meeks secured a debt of $115.20 owed to the firm of Brooks & Alexander by executing an indenture for a "Certain lot of land lying & being situate in the town of Buckland County of Prince William... on which said lot the said Isaac Meeks has now a Tan Yard know[n] by lot Number 8 measuring One hundred feet in front and one hundred and eighty feet in length." The tanyard extended to Lot 9 and to a large, un-numbered parcel on the east side of Mill Street, running down to Broad Run (designated sites 44PW1659-0009, -0037 and -0049).

Three historic buildings stand on these lots: the Isaac Meeks House (076-0117 and 076-0313-0027) on the southwest corner of Lot 8; a mid-19th-century worker's house at 8203 Buckmill Mill Road (076-0587/076-0313-0010), and a mid-19th-century house and tavern (Francis Tavern) at 8205 Buckmill Mill Road (076-0588/076-0313-0011). The lots containing the tanyard operation have seen very little modern development, and therefore have extremely high archaeological potential. Additional outbuildings related to the standing historic resources can also be expected.

Site Address: 8202 Buckland Mill Road
Site Name: Lot No. 8, 9 and 37: Isaac Meeks' Tanyard Site.
VDHR Number: 44PW1659-0009
Cultural/Temporal Designation: African- and Euro-American- Late 18th and 19th centuries

Primary Resource Information: See description for Site 44PW1659-0008.

Site Address: 7980 and 8104 Buckland Mill Road
Site Name: Lots 10 and 11: William Brooks House Site.
VDHR Number: 44PW1659-0010
Cultural/Temporal Designation: Euro-American- Late 18th and 19th centuries

Primary Resource Information: John and Elizabeth Love sold Lots 10 and 11 to William Brooks on June 13, 1799, for £60 Virginia currency, indicating the property was already improved. The 1820 tax assessment is particularly specific, and notes that Lot No. 10 is improved with buildings valued at $700; the annual rental value of the property is assessed at $100, among the highest valuations in Buckland. Lot No. 11 is separately listed for that year (but also owned by Brooks), assessed as an unimproved lot worth $10 per year in rent. Lots 10 and 11 are treated as a single property with a similar valuation in 1860 and 1865, and are joined with Lots 1 and 8 by 1874. This lot is currently undeveloped and has a high potential for yielding evidence of the early 19th-century occupation of the property.

Site Address: 8104 Buckland Mill Road
Site Name: Lot No. 11: Ice House Site.
VDHR Number: 44PW1659-0011
Cultural/Temporal Designation: Euro-American- 19th century

Primary Resource Information: During much of the 19th century, Lot 11 is linked to Lot 10 through ownership and tax assessment. In a post Civil War survey plat of Buckland, there is a resource in the southeast corner labeled "Ice house," which likely retains subsurface integrity.

Site Address: 16206, 16208, and 16210 Lee Highway
Site Name: Lot No. 12
VDHR Number: 44PW1659-0012
Cultural/Temporal Designation: Indeterminate- Late 18th and 19th centuries

Primary Resource Information: Lot 12 is an original town lot bounded by Fayette, Elizabeth and Madison Streets. The presence and subsurface integrity of any town-related features or deposits on this lot is not yet known.

Site Address: 16208 and 16210 Lee Highway
Site Name: Lot No. 13: Francis Hawley's Kitchen Site and Ned Distiller's House.
VDHR Number: 44PW1659-0013
Cultural/Temporal Designation: African- and Euro-American- Late 18th through early 20th centuries

Primary Resource Information: On November 1, 1800, John and Elizabeth Love conveyed Lot No. 13 to Francis Hawley for £40 Virginia currency. The property is described as "all that Tenement Lott...whereon the said Francis Hawley has his new Kitchen." By about 1820 free African American Ned Distiller had constructed the frame, two-room plan house that survives to the present (076-0119 and 076-0313-0013).

A masonry foundation was visible in 1987 on the surface of Lot 13, to the east of the Hazel House (076-0313-0014). The chronology and function of this foundation have not yet been investigated. A brief archaeological survey undertaken in 2000 yielded over twenty artifacts, including a lead loom weight, a toy dog figurine, and several ceramic fragments, pointing primarily to the late 19th and early 20th occupation of the site.

Site Address: Beneath U.S. Route 29 (VDOT)
Site Name: Lot 14: John Robinson House Site.
VDHR Number: 44PW1659-0014
Cultural/Temporal Designation: Euro-American- 19th century

Primary Resource Information: A post Civil War survey plat of Buckland indicates a resource located on the southeast corner of Lot No. 14. Records indicate this is probably a building constructed by John Robinson around 1827. The majority of the lot, and an unknown portion of its archaeological integrity, was impacted by the widening of U.S. Rt. 29 in 1953.

Site Address: 16211 Lee Highway
Site Name: Lot 15: Portions of church cemetery.
VDHR Number: 44PW1659-0015
Cultural/Temporal Designation: Euro-American- Late 18th and 19th centuries

Primary Resource Information: This lot, bounded by Madison and Fayette Streets, along the south side of the turnpike, contains a portion of the cemetery associated with the Buckland Methodist Church (076-0116 and 076-0313-0015) based on the presence of visible grave depressions as well as ground penetrating radar anomalies detected in 2006 by the Buckland Preservation Society. The northern portion of this lot has been impacted by the northbound lanes of modern U.S. Rt. 29.

Site Address: 16211 Lee Highway
Site Name: Lot No. 16: Site of first Buckland Church and cemetery.
VDHR Number: 44PW1659-0016
Cultural/Temporal Designation: African- and Euro-American- Late 18th through early 20th centuries

Primary Resource Information: The present church at Buckland (076-0116 and 076-0313-0015) was built in 1856 on the foundations of a previous church. It is surrounded on several sides by an historic cemetery, including a substantial African-American portion marked by approximately thirty unadorned stones.

Site Address: see below
Site Name: Lots No. 17 through 27
VDHR Number: 44PW1659-0017 to -0027
Cultural/Temporal Designation: Indeterminate- Late 18th and 19th centuries

Primary Resource Information: These eleven original Buckland town lots are located at the west end of the town, to the north and south of the Warrenton Turnpike (present day U.S. Rt. 29). Several of the roadbeds

remain traceable in this area and some of the lot boundaries have remained consistent since the late 18th century. Portions of Lots 14 and 23 have been impacted by the construction and widening of U. S. Rt. 29. The presence and subsurface integrity of any town-related features or deposits on these lots is not yet known.

Site Address: 16213 Lee Highway
Site Name: Lot No. 17
Site Address: 16213 Lee Highway
Site Name: Lot No. 18
Site Address: 8090 Buckland Mill Road
Site Name: Lot No. 19
Site Address: 8090 Buckland Mill Road
Site Name: Lot No. 20
Site Address: 8090 Buckland Mill Road
Site Name: Lot No. 21
Site Address: 8090 Buckland Mill Road
Site Name: Lot No. 22
Site Address: Beneath U.S. Route 29 (VDOT)
Site Name: Lot No. 23
Site Address: 16221 Lee Highway
Site Name: Lot No. 24
Site Address: 16221 Lee Highway
Site Name: Lot No. 25
Site Address: 16221 Lee Highway
Site Name: Lot No. 26
Site Address: 16221 Lee Highway
Site Name: Lot No. 27

Site Address: 8109 Buckland Mill Road
Site Name: Lots No. 28 and 29: Distillery Site.
VDHR Number: 44PW1659-0028
Cultural/Temporal Designation: African- and Euro-American- Late 18th through early 20th centuries

Primary Resource Information: On September 4, 1799, Samuel Love, Jr. sold part of Lot No. 28 to John Taylor, Jr., for £200 Virginia currency; in May 1800 Taylor purchased the rest of the lot from John and Elizabeth Love. The price paid in the first transaction indicates Samuel Love's portion was already improved. The 1801 tax assessment for Buckland assesses John Taylor for an improved lot worth $100 per year, among the highest valuations in town, and describes the property as "1lot... $100...part of Lot 29...$25... where your still is." Taylor sold Lot 28 to Josiah Watson in 1811, and by 1820 Lot 28 was omitted from the tax list; in 1824, 1825, and 1826 Watson was assessed for two unimproved lots. Meanwhile, on February 26, 1812, John Love sold to William Brooks for $50, "part of...Lot No. 29...where the old still House stood." This early distillery was evidently replaced with a more ambitious operation, as described by traveler Anne Royal in 1835. The documentary evidence therefore suggests a distillery was

in operation on Lots 28 and/or 29 from 1799 through at least 1806, and that Lot 29 was improved by construction of a commercial store building sometime during the period 1800-1810. The distilling operation appears to cease on Lot 28 during the 1810s, and the lot holds a relatively low value through the mid-19th century. A large rectangular building, an L-shaped resource and a spring are all noted on Lot 28, called Pretyman Stable lot and Spring Lot, on a post Civil War plat of Buckland.

Site Address: 8111 Buckland Mill Road
Site Name: Lot No. 29: Distillery Site, Francis Hawley Stables Site and Post Office outbuildings Site.
VDHR Number: 44PW1659-0029
Cultural/Temporal Designation: African- and Euro-American- Late 18th through early 20th centuries

Primary Resource Information: On September 4, 1799, Samuel Love, Jr. sold part of Lot No. 28 to John Taylor, Jr., for £200 Virginia currency; in May 1800 Taylor purchased the rest of the lot from John and Elizabeth Love. The price paid in the first transaction indicates Samuel Love's portion was already improved. The 1801 tax assessment for Buckland assesses John Taylor for an improved lot worth $100 per year, among the highest valuations in town, and describes the property as "1lot... $100...part of Lot 29...$25... where your still is." Taylor sold Lot 28 to Josiah Watson in 1811, and by 1820 Lot 28 was omitted from the tax list; in 1824, 1825, and 1826 Watson was assessed for two unimproved lots. Meanwhile, on February 26, 1812, John Love sold to William Brooks for $50, "part of...Lot No. 29...where the old still House stood." This early distillery was evidently replaced with a more ambitious operation, as described by traveler Anne Royal in 1835. The documentary evidence therefore suggests a distillery was in operation on Lots 28 and/or 29 from 1799 through at least 1806, and that Lot 29 was improved by construction of a commercial store building sometime during the period 1800-1810.

On February 2, 1799, John and Elizabeth Love sold part of Lot No. 29 to Francis Hawley for £12. The property is described as "all that tenement Lott...whereon the said Francis Hawley has his Stables...being part of Lott 29 in the plan of Buckland." The Buckland Post Office and store (076-0114 and 076-0313-0004) is still extant on this lot today. An 1845 indenture of E. N. Robinson for his several properties lists 'outhouses' along with the post office building. A post Civil War survey plat of Buckland indicates three resources in the northeast corner of Lot 29, one of which is labeled "stable." A small, square resource in the southwest corner seems to conform to a log building that appears in about this location in the 1863 panorama drawing by Alfred Waud. An 1870 deed describes a store house, granary and stable on this lot.

Site Address: 8115 Buckland Mill Road
Site Name: Lot 30: Medical Office Site, Dr. Brown House.
VDHR Number: 44PW1659-0030
Cultural/Temporal Designation: Euro-American- 19th and early 20th centuries

Primary Resource Information: A one-story frame addition was made to the south gable of the Dr. Brown House sometime in the 19th century (076-0115 and 076-0313-0005). This resource had a lean-to roof concealed from the street by a false front, and served as a medical office for two successive doctors. It was demolished soon after 1973, but photographs document its existence and appearance. Remains of this building and other evidence of a small town doctor's office are likely to exist on this parcel and have a

high potential for providing information about this understudied resource.

Site Address: 8115 Buckland Mill Road
Site Name: Lot 31: McIntosh House Site.
VDHR Number: 44PW1659-0031
Cultural/Temporal Designation: Euro-American- 19th and early 20th centuries

Primary Resource Information: A two-story frame house was located on Lot 31 prior to its demolition for construction of the southbound lanes of Lee Highway in 1953. In 1851, Dudley M. Pattie of Washington, D. C. was listed as the owner of Lot 31, assessed at $300, including a building valued at $250. The only resource evident on this lot in the 1863 Alfred Waud panorama is a small log building with no chimney, clearly not worth $250. Nevertheless, the assessment continued at that valuation in 1860, 1861 and 1865, all charged to James W. McIntosh. By 1877 the total assessment for the property had increased to $425, indicating a modest level of improvement. It seems likely that Alfred Waud overlooked this building when he composed his drawing in 1863. Limited archaeological testing by both the Buckland Preservation Society as well as Louis Berger and Associates occurred on this lot. Both projects found evidence of buried artifacts and strata that indicate a high potential for intact cultural resources.

Site Address: Beneath U.S. Route 29 (VDOT)
Site Name: Lot No. 32: George Legg House Site.
VDHR Number: 44PW1659-0032
Cultural/Temporal Designation: Euro-American- Late 18th and 19th centuries

Primary Resource Information: The tax assessments for the years 1799 through 1806 charge George Legg for a house and lot, valued at from $20 to $40 per year. By 1820, the property belonged to Edward Robinson, owner of the Buckland Tavern, and was improved with buildings valued at $200. A significant portion of this lot has been impacted by the construction and expansion of U.S. Rt. 29, but intact subsurface deposits may remain within the highway median.

Site Address: 8200 Buckland Mill Road
Site Name: Lot No. 33: John Trone Blacksmith Shop Site.
VDHR Number: 44PW1659-0033
Cultural/Temporal Designation: Euro-American- Late 18th to early 20th centuries

Primary Resource Information: John Trone purchased Lot No. 6 from John Love in 1825 and built a 1½-story house that stands today (076-0123 and 076-0313-0009). Trone was a blacksmith and lay preacher, and his blacksmith shop is believed to have stood on the east side of Buckland Mill Road (Mill Street) just south of the turnpike. The 1863 view of the town indicates there were two buildings in this area in 1863. A 1910 photograph in the collection of the Buckland Preservation Society documents the blacksmith shop on this site. There has been little modern activity on this lot, other than the construction of a small store building in the 1950s (076-0450 and 076-0313-0008), so the archaeological potential is very high.

Site Address: 8200 Buckland Mill Road
Site Name: Lot No. 34: Unidentified Building Site.

VDHR Number: 44PW1659-0034
Cultural/Temporal Designation: Euro-American- Late 18th and 19th centuries

Primary Resource Information: In July 1798 the Buckland Trustees sold Lot 34 to John Love for £30, a price that suggests the property was already improved by at least a modest building. In 1820, Lot 34 is still owned by John Love and includes buildings valued at $200. By 1851, Lot 34 has been combined with lots 35 and 36 with buildings valued at just $50.

Site Address: 8115 Buckland Mill Road
Site Name: Lot No. 35: Mary Brent House Site and Griffin Stith's Slave Auction House/Holding Pen.
VDHR Number: 44PW1659-0035
Cultural/Temporal Designation: African- and Euro-American- Late 18th and 19th centuries

Primary Resource Information: On September 27, 1825, John Love sold "the eastern portion of the Lott of Land heretofore belonging to George Roach" for $100. The boundary description does not include a lot number from the plat of the town, but it lies on the west side of Broad Run just north of the bridge. One boundary mark is "a locust tree at the N.W. corner of the house now occupied by Mary Brent a woman of Color..." Griffin Stith's Slave Auction House/Holding Pen is also likely located on Lot 35. This building along with Mary Brent's house, appear to be depicted on the Waud panorama of 1863, situated behind the Dr. Brown house on Lot 30 (076-0115 and 076-0313-0005). An unknown percentage of the southern portion of this property has been impacted by the construction of U. S. Rt. 29. Archaeology in this location could provide important information about the lives of free African-Americans in Buckland during the early 19th century, as well as about the impact and exercise of slavery within the town.

Site Address: 16181 Lee Highway
Site Name: Lot No. 36.
VDHR Number: 44PW1659-0036
Cultural/Temporal Designation: Indeterminate- Late 18th and 19th centuries

Primary Resource Information: Lot 36 is an original Buckland town lot bounded by Broad Run and the Warrenton Turnpike.

Site Address: 16181 Lee Highway
Site Name: Lot No. 8, 9 and 37: Isaac Meeks' Tanyard Site.
VDHR Number: 44PW1659-0037
Cultural/Temporal Designation: African- and Euro-American- Late 18th and 19th centuries

Primary Resource Information: See description for Site 44PW1659-0008. In addition, an existing cobble or rubble stone roadbed, visible along the shoreline of Broad Run, is likely the remains of Water Street running across the eastern edge of this lot and site 44PW1659-0049.

Site Address: 7901 Cerro Gordo
Site Name: Lot 38: Samuel and Celia King House Site.
VDHR Number: 44PW1659-0038

Cultural/Temporal Designation: Euro-American- Late 18th to early 19th centuries; African-American- 19th century

Primary Resource Information: George Britton purchased this lot in 1799 from John Love for $50, a price that indicates it was already improved. Britton is charged for a house and lot on Lot 38 for 1799 through 1804; by 1809 ownership has passed to Samuel King, a free African American. King emancipated Celia, his wife of sixteen years, in 1811. King is assessed for Lot 38 from 1809 through 1822; assessments for the period 1823 through 1846 charge Samuel King's estate. From 1851 through 1877, the property is assessed to Celia King, but the 1877 assessment notes there is "no such lot to be found." The valuation for the building declines sharply in 1840, and the 1860 assessment indicates Celia's estate is charged. It seems likely that the house declined after Samuel King's death, and by 1877 was no longer standing. Portions of this lot were damaged by a 19th-century flood, and the modern Cerro Gordo Road runs along the west portion of the lot, but otherwise the lot has undergone no modern disturbances. Archaeological investigation of this lot has high potential for uncovering evidence of early fords, roads and bridges in the town of Buckland, in addition to information about a well-known free African-American couple who played important roles in the town's development.

Site Address: 7901 Cerro Gordo
Site Name: Lots 39 through 46
VDHR Number: 44PW1659-0039 through 44PW1659-0046
Cultural/Temporal Designation: Indeterminate- Late 18th to 19th centuries

Primary Resource Information: These original Buckland town lots on the east side of Broad Run are now part of the Cerro Gordo property (076-0593/076-0313-0036 and 44PW1755). Bridge Street formed the northern boundary of Lot 39 and 46, and Jefferson Street, running north to south, divided Lots 39 to 42 from Lots 43 to 46. Washington Street, part of which exists today, formed the eastern boundary of the town. A portion of Lot 42 has been impacted by the construction and widening of U.S. Rt. 29, and modern Cerro Gordo Road likely impacts portions of Lots 43 to 45. However, most of this area has seen little disturbance during the past century. The presence and subsurface integrity of any town-related features or deposits on these lots is not yet known. The standing Civil War earthworks that cover portions of these eleven town lots are included within the boundaries and historic context of Site 44PW1755 and Cerro Gordo.

Site Address: 8001 Cerro Gordo
Site Name: Lots 47 and 48: George Britton's Log House.
VDHR Number: 44PW1659-0047 and -0048
Cultural/Temporal Designation: Euro-American- Late 18th and 19th centuries

Primary Resource Information: In July 1798, George purchased lots 47 and 48. On August 20, 1811, George and Elizabeth Britton sold to John Love for £20 "Lots No. 47 and 48 being the same Conveyed to the said George Britton by the Trustees of the said Town and lying on the North side of Broad run and the most Northerly lots in the said Town on which a log house is now erected. This property is included within Site 44PW1659 because of its original lot designation within the town of Buckland, but it is currently part of

the Cerro Gordo property (076-0593/076-0313-0036 and 44PW1755). Archaeological investigation would determine on which lot Britton's house stood, and whether other archaeological features are present relating to the development of these town lots or the standing Civil War earthworks and the engagement that occurred here.

Site Address: 8203 and 8205 Buckland Mill Road
Site Name: Tanyard Site.
VDHR Number: 44PW1659-0049
Cultural/Temporal Designation: African- and Euro-American- Late 18th and 19th centuries

Primary Resource Information: See description for Site 44PW1659-0008. This lot includes the houses at 8203 and 8205 Buckland Mill Road (076-0587/076-0313-0010 and 076-0588/076-0313-0011 respectively), mid-19th-century resources that likely served as worker's housing and a tavern, respectively. In addition to evidence of the tanyard dating to the first half of the 19th century, this parcel is likely to contain outbuildings and subsurface deposits relating to the two standing dwellings. An existing cobble or rubble stone roadbed, visible along the shoreline of Broad Run, is the remains of Water Street running across the eastern edge of this parcel and Lot 37.

Site Address: Northbound, U.S. Route 29/U.S. Route 15 over Broad Run
Site Name: Bridge Abutments, macadam turnpike road bed
VDHR Number: 44PW1659-0050
Cultural/Temporal Designation: Euro-American- 19th century

Primary Resource Information: When the Fauquier and Alexandria Turnpike was extended from Buckland to Warrenton in the early 1820s, the Broad Run crossing was shifted south of its earlier Bridge Street location, just to the south of the modern Lee Highway. The stone abutments that survive on either bank of Broad Run were completed about 1807 by Jesse Ewell. They anchored a wooden kingpin bridge that was washed out in 1827. Successive bridges built in the 1820s and 1890s incorporated and likely added to these original stone abutments (076-5121 and 076-0313-0045). An approximately 70-yard portion of the macadam roadbed, completed in the 1820s, appears to be intact running westward from the western bridge abutment to the south edge of U.S. Rt. 29.

Site Address: 7980 Buckland Mill Road
Site Name: Buckland Mill Dams and Race, Woolen Mill ruin, and earlier mill site.
VDHR Number: 44PW1659-0051
Cultural/Temporal Designation: African- and Euro-American- Late 18th to early 20th century

Primary Resource Information: The dam (076-0313-0028) that served the Buckland Mill and an associated woolen mill was located approximately one half mile upstream from the mills at a hairpin turn in the run near U.S. Rt. 29 and the Fauquier County line. Though partially destroyed by flooding, portions of the dam survive, and two photographs document its appearance. Much of the mill race still can be traced along the western side of Broad Run. The mill race was constructed of two parallel berms of earth and rubble stone measuring up to ten feet high, with a wide trough between to divert water to the mills.

Portions of the stone foundation of a woolen manufactory are still visible approximately 70 yards north of the Calvert Mill (076-0112 and 076-0313-0007), nestled against the rising river terrace and with ready access to the head race for the surviving mill. This manufacturing mill operated in the late 18th and 19th centuries, and a post Civil War plat of Buckland references the site of this old factory. Another earlier mill, located closer to the present mill, is also referenced on this plat. A stone dye house was erected around 1847 near the woolen mill. At least three separate mill buildings, including the standing mill, were located in this area beside Broad Run. In addition to the mill race, an early dam was constructed beside the mill in the late 18th century, and a more modern concrete dam was constructed to serve the present mill, built about 1900. Portions of the dams remain. Archaeological investigations of these complex and extensive milling operations could yield tremendous information about the 18th and 19th-century milling industry in Virginia, and help trace the origins and development of Buckland as an entrepreneurial mill town.

Located upstream from the mills, on land above Broad Run, a post Civil War survey plat of Buckland indicates a resource parallel to and fronting on Love Street, approximately on axis with Madison Street. The building is labeled "old House now Miss William's Stables." This area has few if any modern disturbances and future archaeological investigations could determine the integrity of any subsurface remains and the relationship of this building, if any, to the mill property.

Site Address: 7808 Cerro Gordo Road
Site Name: Buckland Quarry
VDHR Number: 44PW1659-0052
Cultural/Temporal Designation: Euro- and African-American- 18th and 19th centuries

Primary Resource Information: Located on the east bank of Broad Run opposite the Buckland Mill, this quarry provided building stone for many of the buildings in the town of Buckland beginning in the second half of the 18th century and continuing through much of the 19th century. Site 44PW1603, the Union firing line position during the 1863 Battle of Buckland Mill, is located on the elevated bluff above the quarry.

Site Address: 16271 Lee Highway and 8220 Buckland Mill Road
Site Name: Buckland Town Common
VDHR Number: 44PW1659-0053
Cultural/Temporal Designation: Native American- Indeterminate; Euro-American- Late 18th to mid-20th century

Primary Resource Information: The Buckland Town Common included approximately 60 acres of land located between the town proper and the boundary of Buckland Hall farm to the south. Much of this land was maintained as an open landscape during the 19th century, and contained several communal resources including two stone-lined spring heads and a school operated from 1841 until the early 20th century. The majority of this land, though now forested, remains an undeveloped and essential part of the historic landscape of Buckland. Only a portion of the common lands have been included within Site 44PW1659-0053 at this time, as archaeological resources have not yet been documented on the undesignated portions.

The Buckland School was constructed on a one acre parcel of the town common at the corner of Mill and South Streets. This school was begun by Eppa Hunton as a law school in 1841. The lot was acquired by the Gainesville District School Trustees from Rose and James W. Hunton on September 28, 1876, and was sold by the County School Board of Prince William County on October 4, 1930. It was likely converted to a common school around the time of its sale in 1876. The stone foundation of the Hunton school is still extant and has been drawn and photographed. The two stone-lined spring heads (076-0313-0026) are also located on the northern portion of the town common, just south of South Street. These resources are still extant. Archaeological evidence of a Civil War Confederate camp site to the west of the school site was identified in 2000, including cutlery, shell casings and other items of military origin.

Additional sites that have been documented within the town common include a tobacco barn, a stone bridge crossing a small branch of Broad Run at the intersection of South and Mill Streets, an old road bed and two or three slave houses. The tobacco barn is referenced in 1787, and is located in the vicinity of South Street on the north side of Mill Street. The stone crossing is also referenced in 1787, indicating improvements dating prior to the establishment of Buckland that were later incorporated into the town plan. The road bed that is still traceable today through the forest on the south side of Mill Street, appears to run diagonally from the end of Water Street towards the entrance to Buckland Hall farm. These resources are important elements of Samuel Love's plantation landscape. The slave houses are known through oral history to be on the east side of Mill Street just before the entrance to Buckland Hall farm. The 1863 Waud drawing depicts two resources that could be these buildings, while oral history and three visible depressions in the ground at this location suggest there were three resources. Finally, limited evidence of Native American activity has been found in this area. These resources have not all been confirmed archaeologically, but could provide important information about the early settlement and evolution of this portion of Prince William County, from initial Native and colonial occupations, through a period of plantation development, to the creation of an organized mercantile town whose form and landscape persist into the present.

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

__X__ A Property is associated with events that have made a significant contribution to the broad patterns of our history.

__X__ B Property is associated with the lives of persons significant in our past.

__X__ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

__X__ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

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

Areas of Significance (Enter categories from instructions)

COMMERCE
COMMUNITY PLANNING AND DEVELOPMENT
INDUSTRY
TRANSPORTATION
MILITARY
ARCHITECTURE
ARCHAEOLOGY; Historic Non-Aboriginal

Period of Significance circa 1774 - circa 1930

Significant Dates 1774, 1794, 1798, c.1805-8, 1823-7, 1862, 1863, 1904

Significant Persons (Complete if Criterion B is marked above) Samuel Love, John Love

Cultural Affiliations Euro-American, Black Freedman, African-American

Architect/Builder Claudius Crozet, Leslie Sanders, Thurston Brown, H.W. Gaugh

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

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

Previous documentation on file (NPS)

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

8. SUMMARY STATEMENT OF SIGNIFICANCE

The town of Buckland, located in the southwestern portion of Prince William County, along the U. S. Route 29/211 (Lee Highway), is a rare and important survival of an early American vernacular industrial town landscape. The majority of the Buckland Historic District property was initially part of the Broad Run Tract, a portion of the sixth Lord Fairfax's Northern Neck Proprietorship. Robert (King) Carter, agent for Lord Fairfax, purchased this tract in 1724. The period of significance for the Buckland Historic District begins around 1774 with the purchase of the property by the Love family and building of the first mill, and extends to 1930, following the last period of significant development before Buckland became part of the growing commuter suburbs surrounding metropolitan Washington D.C. Initially settled by Europeans in the 1740s, the area grew in the 1770s with the establishment of a mill at the falls along the swiftly flowing Broad Run. The stone quarry (44PW1659-0052) that provided building material for the mill and many of the subsequent buildings in and around Buckland was located directly across Broad Run from the mill. This important stream, and Samuel Love's move to make public the road crossing Broad Run at this point, with an eye toward encouraging trade, travel, and his own economic success, made this small settlement an important crossroads. These efforts quickly led to more growth surrounding the mill, as good and services, and the necessary accompanying buildings and artisans found it a convenient locale for business.

By 1798, the success of these early ventures initiated by John Love and his brothers was reinforced by the incorporation of the town of Buckland. The town, platted according to a grid layout spanning the east and west sides of Broad Run, contained 48 original lots and a large common, stretching from the mill on the north, to the boundary of Buckland Hall farm on the south. Situated within a shallow valley, the town was flanked on the west by low hills, and on the east by the dramatic rise of Cerro Gordo plantation, a property that developed early and figured significantly in Buckland's history. Already peppered with dwellings, mills, and other resources, the town grew quickly during the first decades of the 19th century. The roads leading to Buckland were improved with a stone and timber bridge by 1807, and the turnpike was paved with John L. McAdam's revolutionary paving system in the 1820s. Industries such as flour mills, a woolen mill, tannery, distillery, and a quarry flourished here. The town was peopled with skilled laborers and tradesman working as blacksmiths, store owners, tavern operators, and doctors. The strategic location of the town and the industrial capacity of its mills earned it the appellation "Lowell of Prince William County" in 1869.

By the Civil War, its central importance along the Fauquier and Alexandria Turnpike made Buckland contested ground. Two significant engagements were fought here, including the Battle of Buckland Bridge in August 1862, which led to the second Battle of Manassas, and the 'Battle of Buckland Races' on October 19, 1863, a cavalry engagement that led to the defeat of Union forces under the command of Generals Judson Kilpatrick and George A. Custer by troops led by Gen. J.E.B. Stuart. The latter skirmish was portrayed in a drawing by Alfred Waud, one of the best Civil War sketch artists, depicting the busy town of Buckland and Buckland Hall from the heights of Cerro Gordo--a view that remains substantially unchanged to the present day.

Buckland is significant for its contribution to the economic and industrial development of Prince

William County and the northern Virginia Piedmont region, and for retaining a substantial number of rare late 18th- and early-19th-century vernacular dwellings and commercial buildings. The survival of extensive deeds, maps, photographs, and at least seventeen period account books, spanning the late 18th century to 1901, help illuminate and add depth to the history of the town's buildings, industries, stores, and people. The landscape of the town and surrounding areas, including historic Buckland Hall and Cerro Gordo plantations and elements of the Civil War Buckland Mills Battlefield, has retained substantial integrity to the present day--visually, architecturally, and archaeologically--resulting in the preservation of an early built landscape that characterizes and captures the industrial and agricultural heritage of Prince William County and the northern Virginia Piedmont. The Buckland Historic District retains significant architectural fabric of vernacular dwellings, small commercial buildings, industrial and religious buildings, as well as early roads. In addition, numerous archaeological remains and landscape features surround the standing resources and can yield substantial information about the nature and development of this community.

The core elements of the town of Buckland were registered as the Buckland Historic District (076-0313) in 1987, while the expanded district boundaries encompass the entirety of the town and its surrounding historic environs, including forty six contributing and fifty nine non-contributing resources. Buckland is primarily significant under Criterion C for its intact and varied late-18th and 19th century architectural fabric and under Criterion A for its association with commercial, community planning and development, industrial, transportation, and military areas of significance throughout the 19th century. Buckland is also significant under Criterion B for its association with numerous individuals of local and regional significance, including Samuel Love and John Love during the 18th and 19th centuries, as well as under Criterion D for the important information it is likely to yield about the 18th and 19th century development of a vernacular, commercial town and its environs.

HISTORICAL BACKGROUND

Buckland is a rare American example of the traditional axial English village pattern. From the Love house at Buckland Hall, the primary town artery extended north to the existing mill, with the lots and side streets extending east and west from Mill Street. While other American towns were established in this way, most of their original plans have become distorted due to architectural losses and later development. Buckland has retained its axial pattern because the Fauquier and Alexandria Turnpike (which has become modern U.S. Route 29) crossed the town from east to west, causing only minor disruptions to the overall town plan. Buckland Hall farm and the town to the north, extending from its gate, stand on the Broad Run Tract, originally part of the sixth Lord Fairfax's Northern Neck Proprietary Grant. The primary inland colonial road, commonly referred to as the Old Carolina Road, passed through this area, conveying goods and people between Maryland and North Carolina, and providing access and development opportunities within the region encompassing modern Fauquier, Prince William, and Loudoun Counties. Fairfax conveyed the Broad Run land to his agent Robert (King) Carter in 1724, and Carter's sons and son-in-law sold the land to Samuel Love in 1774. The 1774 conveyance included "the mill built and erected thereon and the land, mill dam, and other appurtenances used with the said mill."[1] The early business activity at Buckland was the reason Samuel Love, a few months after purchasing this property, petitioned Fauquier County for a private road "to be opened and made public – and sufficiently cleared for wagons to pass to the said mill...on publick and private occasions."[2] Surely this improved his

business and the business of others, because in 1779 Fauquier County ordered surveyors to determine the advantages of opening the old private road, whose subsequent report describes the road as having "been much used by the inhabitants of the neighborhood on their public and private business ever since our first knowledge of the place, which for some of us is upwards of thirty years."[3] This early road led from Fauquier Court House towards Buckland Hall and the mill, crossed Broad Run by the mill, and then led through the Cerro Gordo property to the Old Carolina Road. Around the same time, Love began construction of his main house, a single-pile stone residence commonly known as Buckland Hall (076-0032 and 076-0313-0043).[4] This dwelling, built largely in the late 18th and early 19th centuries is a remarkably intact dwelling of unusual proportion and ornament. The highly carved woodwork and bold two-story porch are a testament to the wealth of the Love family and their role in the development of Buckland. Their house was meant to impress and entertain, and anchors the southern boundary and setting of the town of Buckland and of the expanded Buckland Historic District.

Samuel Love's sons, Samuel, John, Charles, and Augustine, served as officers in the Virginia Regiment during the Revolutionary War later transformed Buckland into a vibrant mercantile center. Near the existing mill, known variously as Love's, Dean's, Smith's, Calvert's and Buckland Mill (076-0112 and 076-0313-0007), the brothers erected numerous secondary resources for production of farm goods along the lane between the main house and mill. The proximity of all these buildings to the Broad Run watershed was instrumental in their success. Soon the distillery, stone quarry, smithy, tannery, and several stores were being frequented by travelers. A second mill known as Kinsley Mill (076-0118/076-0313-0017 and 44PW1774) was built southeast of Buckland Hall by John and Charles Love in 1794, and by 1796 John Love had built and begun operating a manufacturing mill for the production of woolen cloth.[5] By the end of the 18th century there were additional shopkeepers, a wheelwright, a cooper, two taverns, an apothecary, a boot/shoe manufacturer, a saddle maker, a church, and the mills – the essentials of a small town.

The Buckland Mill (076-0112 and 076-0313-0007) currently standing appears to be the third mill on this site, constructed above stone foundations dating to circa 1774. This is the only fully intact mill still standing in Prince William County, the lone remnant of a once ubiquitous industry that was the lifeblood of these inland communities. Leading to the mill is the historic mill race (076-0313-0028), which began at a dam about a half mile northwest of the mill and carried water to the mill's wheel. This mill race also fed additional mills--at least two mills stood here by the end of the 18th century. The foundations of the woolen cloth mill are still visible about 70 yards north of the present mill. The woolen cloth mill is described in an 1840 advertisement as a "spacious stone House, covered with slate, 31 x 50 feet; it has attached to it an overshot water-wheel and machinery adapted to driving a fulling mill and carding machine."[6] The stone quarry (44PW1659-0052), located directly across Broad Run from Buckland Mill, served as an important source of stone for the buildings and roads throughout the area. Many of the other buildings and industries developed before the town was incorporated are known to survive as expanded resources and archeological sites.

In 1797, by petition to the Virginia General Assembly, John Love laid out a grid of lots around the irregular cluster of earlier shops and outbuildings described as "already built upwards of twenty good houses occupied by tradesmen and merchants."[7] The existing buildings included the mill and a stone

distillery on Lot 29, supported by a "considerable manufactory of grain... which are more than sufficiently supported by an extensive circle of an extremely fertile country." The petition further recommended "Buckland as a proper place for establishing a town and possessing singular advantages over any other situation within a considerable distance," and carefully described all of the natural amenities afforded at this site, including "two excellent springs of water, and through it runs a never failing stream; contiguous to it are many quarries of red and white free stone proper for buildings of any description." The General Assembly established the "forty-eight lott Plan of the Town" on January 15, 1798.[8] The first act of the town trustees described the sales of the various lots and documented which lots "were built on previous to the law which passed for establishing the town." During the earliest years of the town's existence, John Love and his brothers bred horses, operated the stone quarry, farmed on an extensive scale, and experimented with several varieties of wheat for grinding in their mills. John Love was growing a strand of wheat called "The Lawler" which had a natural resistance to the Hessian fly, an insect that devastated the American wheat crop during the 19th century. In a letter from John Love to former President James Madison, Love stated that President Monroe had visited Buckland "and who being satisfied from the appearance of the Lawler wheat contrasted with the common kinds, that it was not injured by the Hessian Fly, engaged with me for 200 bushels for himself and would also reserve the same quantity for" Presidents Jefferson and Madison.[9] John Love, who was instructed in law by George Wythe at The College of William and Mary, corresponded with Thomas Jefferson, James Monroe, Patrick Henry, Benjamin Latrobe, Andrew Jackson, James Cabell, and many other notables about political and agricultural issues of the day.

Of the fifteen standing historic buildings, and four historic structures remaining within the town proper, four contain portions that date prior to 1798, while five were built in the first decades of the 19th century.[10] Among the early buildings are: Love's Store (076-0113 and 076-313-0006) located on Lot 1; Brook's Tavern (076-0120 and 076-0313-0003) on Lot 2; Richard Gill's House (076-0185 and 076-0313-0012) on Lot 3, as well as the foundations of the standing mill. Early structures include the mill race and dam (076-0112 and 076-0313-0007; and 076-0313-0028); and two stone spring heads (44PW1659-0053), while the original stone quarry is an archaeological site (44PW1659-0052). Buildings dating early in the 19th century include Robinson's Tavern (076-0033 and 076-0313-0001) on Lot 4; the Trone House (0760123 and 076-0313-0009) on Lot 6; Isaac Meeks House (076-0117 and 076-0313-0027) on Lot 8; Ned Distiller's House (076-0119 and 076-0313-0013) on Lot 13; the Buckland Post Office (076-0114 and 0760313-0004) on Lot 29; along with the stone bridge abutments and macadam roadbed (076-5121/076-03130045 and 44PW1659-0050).

Buckland continued to prosper through the first part of the 19th century. In 1800 it acquired a post office, one of the first in the county. In 1808, newly elected U.S. Congressman John Love formed the Fauquier and Alexandria Turnpike Company "for the purpose of making an artificial turnpike road first from Fauquier Court House 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 Court House to Alexandria."[11] In 1813, John Love wrote to his friend, current President James Madison, describing the progress of the turnpike road construction as "affording the most direct route from Washington to the Kanhawa Country" asking "for your aid and the patronage of your name as a stockholder."[12] An 1820 survey map drawn by George Love, John Love's uncle, depicts the road and is of further significance as the first accurate map of

Fauquier County.[13]

Upon the formation of the turnpike company, French engineer Claudius Crozet, bridge builder for Napoleon, was thereafter engaged to inspect and redesign the thoroughfare between Buckland and Warrenton. In 1823, Crozet had been appointed Virginia state engineer, making the turnpike at Buckland one of his first American projects. It was also determined by Crozet and the town trustees that Buckland would be improved by building the turnpike through the center of town rather than at the north end, where the old wooden bridge at Bridge Street and the old ford at Love Street had conveyed travelers over Broad Run before 1775. The "new paved road" was constructed accordingly, requiring the condemnation in 1823 of land approximately equal to four lots from the original plan of the town. Crozet built the road using a revolutionary paving process invented by John Loudoun McAdam.[14] The 1826 report of the Fauquier-Alexandria Turnpike Company observes that:

> . . . of the new road now making upon McAdam's Plan, from Buckland to Warrenton...there have been completed during the last year, about four miles...the experiment of a road 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 Internal Improvement.[15]

The 1827 report describes "the new road from Warrenton to Buckland, which is now entirely completed, and is acknowledged to be the best road in Virginia." This report also notes that "the bridge at Buckland has been carried away by a freshet: It will be shortly rebuilt."[16] The Buckland bridge was constructed sometime shortly after the Prince William County Court ordered it to be built in 1804.[17] This bridge was completed about 1807 by Jesse Ewell and featured stone abutments and a wooden king pin frame. The stone abutments of the Buckland Bridge were likely raised in the 1820s and again in the 1890s when the bridge was replaced. These abutments still stand and are visible today from U.S. Route 29. They comprise an historic site recorded with the Virginia Department of Historic Resources (076-5121 and 076-0313-0045) and recommended by the Virginia Department of Transportation and the Buckland Preservation Society as a contributing resource to the Buckland Historic District.[18] Portions of the macadamized road also survive to the west and likely east of these bridge abutments, providing important sources for studying early American road improvements and technology.

In 1830, Anne Royall, a notoriously critical travel writer, followed the road to Buckland. In her book, *Mrs. Royall's Southern Tour*, she described the town as:

> . . . a romantic, lively, business doing village, situated on a rapid, rolling stream...several manufactories are propelled by this stream which adds much to the scenery. Buckland owns the largest distillery I have seen in my travels. The buildings, vats and vessels are quite a show. There is also flour manufactory here on a very extensive scale – the stream is

> a fund of wealth to the citizens... encompassed with rising grounds and rocks, the roaring of the water-falls, and the town stretching up to the tops of the hills, was truly picturesque.[19]

She further described Buckland as "a real Yankee town for business." Some years later it was hailed as "the Lowell of Prince William" in the Manassas *Journal.* Constant travel brought new enterprises, such as William Smith's stagecoach line. By 1835, Buckland was a thriving stagecoach town complete with its own post office and stagecoach inn, the latter portrayed in a circa 1935 photograph showing the building after it had been converted to a gasoline station.[20] Eppa Hunton, of Battle of Ball's Bluff fame, built a school in Buckland in 1841 and provided instruction in the law to many local citizens. Martin's *Gazetteer of Virginia* of 1835 lists an inventory of the town's attributes, including:

> 22 dwelling houses, 1 general store, 1 large and extensive distillery, 1 apothecary shop, 1 house of public worship... and two house of entertainment. The mechanics are 1 tanner and currier, 1 wagon maker, 1 boot and shoe manufacturer, 1 cooper, 1 hatter, 1 millwright, 1 blacksmith, 1 tailer and saddler... There is one well organized Sunday school, and 1 common school.

He goes on to mention the population of "130 whites; of whom 1 is a physician; and 50 blacks."[21] From the beginning years of the town, the African-American citizens of Buckland included skilled laborers who owned land and slaves of their own. One former slave, who must have been proud of his work in the Buckland distillery and called himself Ned Distiller, is listed on the 1810 census as freed. His house (076-0119 and 076-0313-0013) is a rare and early example of a vernacular dwelling that can be linked directly to a free African-American artisan. Samuel King of Buckland, a "freeman of colour," emancipated his wife Celia and others in 1811. Celia King operated the Turnpike tollgate at Buckland and sold horse-shaped molasses cookies there for many years.[22] Many of these 19th-century activities occurred within resources still standing today. For others, there exist extensive documentation through deeds and account books that enliven the history of Buckland and provide a rare resource to complement archaeological exploration.

During the Civil War, Buckland became a prime target due to its mills and proximity to the Warrenton Turnpike, which was the primary route of east-west travel in this part of Virginia. Buckland was occupied at different times throughout the war by both Union and Confederate troops, leading to several skirmishes. The first shots of the Battle of Second Manassas were fired on the bridge when Pope's troops engaged in August 1862, and the local skirmish following these shots was named after the Buckland Bridge in the officers' official reports. Fourteen months later, on October 19, 1863, the Confederate cavalry enjoyed its final southern victory at Buckland when it defeated Generals Judson Kilpatrick and George Armstrong Custer. Sometimes referred to as "Custer's First Stand," it was Custer's most serious defeat prior to the Battle at Little Bighorn. His wagons and personal belongings were captured that day. Custer wrote his fiancée Nettie Humphrey the following day "Yesterday, October 19 was the most disastrous this division ever passed through...I cannot but regret the loss of so many brave men." Confederate Generals J.E.B. Stuart, Fitzhugh Lee, and Wade Hampton all turned on Kilpatrick's men. Many men and horses were killed at the base of the cliff in the waters about the Buckland mill dam. Others met their death in the ford millrace, where Stuart's and Fitzhugh Lee's men overcame them. After the Confederates recaptured

the bridge, they sent the Yankees scrambling on a five-mile steeplechase out of Buckland. This retreat led them across the Cerro Gordo property along the road to Haymarket, where they were headquartered. General J.E.B. Stuart humorously dubbed the victory "The Buckland Races" as if it had been a glorious foxhunt and later in his official record stated "I am justified in declaring the rout of the enemy at Buckland the most single and complete that any cavalry has suffered during the war."[23] Alfred Waud, Edwin Forbes and other artists documented the events at Buckland by sketch and engraving. Recognized as the best of the Civil War sketch artists, Alfred Waud documented the battle at Buckland in two sketches, "Custer's Advance on Buckland" and "Buckland from Mr. Hunton's House, scene of cavalry engagement with Stuart." The latter drawing was engraved and published by *Harper's Magazine* on November 14, 1863. On October 21, 1863, Lieutenant Robert E. Lee, Jr. must have been pleased to write to his mother with news of victory so late in the war:

> We met separately and collectively the three Yankee Divisions of Cavalry, Bedford's Regulars, Gregg's and Kilpatrick's and whipt them every time!...Gen. Stuart retreated designedly before them toward Warrenton and Our Divisions, under Gen. Fitz Lee came up perpendicular to the Pike and cut their column in two. Captured half their ambulances, one loaded with ammunitions, one loaded with medical stores and 800 prisoners.[24]

General Robert E. Lee wrote to General Stuart on the day of the battle at Buckland, "I congratulate you and your officers and your men on this handsome success. The plan was well conceived and skillfully executed." There were at least 230 Union casualties (officers' reports vary in regard to number of casualties on both sides) and the Buckland Tavern and Church were used as hospitals.[25] The significance of this Confederate victory was overlooked or possibly suppressed in the northern press—newspapers such as *Harper's Weekly* referred to the engagement as a skirmish—perhaps fearing the impact of a Confederate victory after Gettysburg.[26] Much of the Buckland environs that witnessed these important battles remains intact today, namely the town itself, the mill property, the bluff above the quarry and mill (44PW1603), the Cerro Gordo property (076-0593 and 076-0313-0036 and 44PW1755), including remnants of Civil War earthworks, and the path of the turnpike road leading east from Buckland.

During the mid- to late 19th century a number of significant buildings were constructed in Buckland, testifying to the continued importance of the village. St. Mark's Methodist Church (076-0116 and 076-03130015), a prominent landmark of the town, was constructed in 1856 by local builders Leslie Sanders and Thurston Brown. It stands out clearly in the 1863 panorama of the town by Alfred Waud, and was a central landmark of the town. To the west of the church is a modest cemetery containing the grave markers of many prominent town citizens, as well as an impressive collection of unmarked stones representing members of Buckland's prosperous African-American community. A number of other buildings constructed in the second half of the century display architectural similarities to the church and may have been built by the same contractors, including portions of the Dr. Brown House (076-0115 and 076-0313-0005) and the dwelling at 8203 Buckland Mill Road (076-0587 and 076-0313-0010). The latter house, as well as the neighboring building at 8205 Buckland Mill Road (076-0588 and 076-0313-0011), are unusual examples of vernacular dwellings that appear to have been constructed as workers' housing, containing a number of

internal separations not seen within normal family dwellings. The latter in fact was operated as a tavern, as attested to by an 1853 tavern license received by its owners John and Joseph Francis. These types of resources are more common in urban settings but attest to Buckland's burgeoning prosperity and the need to house the many skilled laborers required in the surrounding mills, tannery, and farms. One of the final buildings constructed in the town proper is the standing Buckland Mill (076-112), built around 1900 and described above.

Following the Civil War, Buckland was the second most populous town in the county and its principal manufacturing center, but even its prosperity waned as the century closed. Despite the rebuilding of the mill around 1900, Buckland became little more than a "dusty street crossing the pike," in the words of one observer.[27] This economic decline and relative quiet appears to have helped preserve the town of Buckland into the present day.

After fire destroyed the original circa 1827 building at Cerro Gordo, in 1925 a new two-story stone house was constructed, incorporating the earlier stone foundation and chimneys. This building and surrounding property (076-0593 and 076-0313-0036; 44PW1603 and 44PW1755) is a fine example of a Federal Revival dwelling situated within park-like grounds that incorporate and preserve the archaeological remains of many earlier outbuildings, a family cemetery, as well as earthworks and buried evidence of the Civil War battles of Buckland. The Cerro Gordo property contains the stone quarry, the east bank of the ford that served as the original crossing point spanning Broad Run, and eleven lots and streets within the original town grid (44PW1659). Visually it commands the highest point of land in the Buckland area, preserving a stunning and vital portion of the historic setting, including key elements of the Battle of Buckland Mills. After the defeat known as the 'Buckland Races,' Union forces retreated to their headquarters at Haymarket along the road, still extant today, crossing the Cerro Gordo property.[28] Owners of Cerro Gordo, including William Alexander, Charles Hunton and other members of the Hunton family, and Phillip Henry Lee, all played prominent roles in the development and success of Buckland. As a notable landmark of Buckland, and the vantage from which Alfred Waud produced his remarkable 1863 sketch of the town, Cerro Gordo anchors and preserves the northern boundaries of Buckland and its surrounding historic agricultural landscape.

Buckland remains a rare intact example of a vernacular town and represents the early industrialization of America with its mills, factories, merchants, and tradesmen. The stagecoach line and macadamized turnpike road converged at Buckland and made it a vibrant place of business described by numerous historical accounts. Much of the town that grew from the late 18th century through the post Civil War period survives remarkably undisturbed by the development and change experienced elsewhere in northern Virginia.

The archaeological potential of Buckland is particularly compelling, as the equivalent area of just four of the original 48 lots have been compromised by the 20th-century expansion of U.S. Route 29, and the majority of the town land and Civil War battlefield remain devoid of modern intrusions. This unusual circumstance has left the stratigraphy and archaeology associated with the remaining 44 lots and surrounding area largely intact. Many of the earliest standing buildings are surrounded by visible stone

foundations of additional 18th- and 19th-century buildings. The majority of the town lots, as well as the town common, Buckland Hall, and Cerro Gordo have additional cultural resources documented through deeds, tax records, photographs and other historical accounts that survive with likely significant subsurface integrity. Though portions of only two town roads are in common vehicular use today (Buckland Mill Road, formerly Mill Street, and Elizabeth Street), sections of at least eight original roads are still traceable on the current lots, and these were not included within the initial nomination of the Buckland Historic District. The cobble and rubble stone remains of one of these roadbeds, Water Street, is visible along the west bank of Broad Run near Lots 37 and the portion of the town common used as a tanyard. In addition, the millrace and portions of the dam located north of Buckland Mill survive, along with two stone spring heads on the town common that served the needs of the townspeople. Many of the 18th-century boundaries between the town, town common and Buckland Hall farm remain to the present day, granting remarkable coherence and continuity to this landscape, despite the intrusion of several modern resources. The integrity of archaeological resources in Buckland, combined with the remarkable preservation of documentary accounts, provides an opportunity to study the evolution of an early vernacular town, including its businesses, residences, roads, and people, with an amount of detail and precision not possible in most other locations.

The combination of intact architectural, archeological and geographic features spanning the period from 1774 to 1930 unite to form an impressive and rare survival of America's vernacular cultural landscape. As part of a major colonial plantation, the first inland town in Prince William County, the site of significant industrial and transportation improvements and experiments, and a strategic economic and transportation hub along the Fauquier and Alexandria Turnpike, which accelerated its 19th-century growth and prompted two Civil War engagements, Buckland remains a vital and intact testament to the process of growth and development in the early United States.

ENDNOTES

1 Lord Fairfax to John Carter & Charles Carter, September 18, 1724, Northern Neck Land Grants Book A, folio 70.
2 Samuel Love, Road & Bridges File No. 1775-003, Fauquier County Courthouse.
3 Ibid: Report of Surveyors to Fauquier County Court, February 1779.
4 R. Jackson Ratcliffe, *This Was Prince William*, (Potomac Press: Leesburg, VA, 1978, p. 69).
5 Ibid, pp. 100-101.
6 Alexandria Gazette, 10 May 1840. Copy on file at the Buckland Preservation Society, Buckland, Virginia.
7 Petition to establish the town of Buckland, December 8, 1797. General Assembly Legislative Petitions, 1776-1865, Prince William County, Box 210, Folder 52, Library of Virginia.
8 "An Act to Establish Several Towns," January 15, 1798. Virginia General Assembly Session Laws, 1794-1812, Chapter LXIX (1798), p. 33, Library of Virginia.
9 John Love to James Madison, July 15, 1817. James Madison Papers, Library of Congress.
10 Orlando Ridout V, Alfredo Maul and Willie Graham, "The Entrepreneurial Landscape of a Turnpike Town: An Architectural Survey of Buckland, Virginia." Prepared for the Buckland Preservation Society, 2005.
11 "An Act Incorporating a Company to Establish a Turnpike from the Little River Turnpike Road, to Fauquier Court House" (January 27, 1808). *Virginia General Assembly Session Laws, 1784-1812*, Chapter XXVII (1808), pp. 29-35.
12 John Love to James Madison, February 6, 1813. James Madison Papers, Library of Congress.
13 George Love's map, dated August 3, 1820, is appended to petitions for formation of a new county. General Assembly Legislative Petitions, 1776-1865, Box 73, Folder 8, Library of Virginia.
14 Claudius Crozet, Principal Engineer's Examination, Fauquier and Alexandria Turnpike, December 20, 1824. *Annual Reports of the Virginia Board of Public Works, 1816-1845.* "McAdam Roads: A Product of the Revolution," from Howard Newton, Jr., et al, *Backsights*, Richmond: Virginia Department of Highways, 1985, pp. 69-70.
15 Jacob Morgan, Return of the state of the Fauquier and Alexandria Turnpike Company, from 1 November 1825 to 1 November 1826. *Annual Reports of the Virginia Board of Public Works, 1816-1845.*
16 Eleventh Annual Report of the Board of Public Works, December 8, 1827, Library of Virginia.
17 Prince William County Order Book 1, pp. 22-24 (Oct 1, 1804).
18 Virginia Department of Historic Resources, Architectural Site Inventory files, Richmond; and Virginia Department of Transportation (2005), "Recorded Historic Properties Near the VDOT Project Area," Route 15 SBL Deck Replacement Project (Bridge No. 015-076-1027).
19 Anne Newport Royall, *Mrs Royall's Southern Tour; or, Second Series of The Black Book. 3 vols.* Washington: Printed for the author, 1830-31.
20 Photograph courtesy of Mary Catherine Calvert, Buckland Preservation Society, Buckland, Virginia.
21 Joseph Martin, *A New and Comprehensive Gazetteer of Virginia and the District of Columbia*, Charlottesville, 1835.
22 United States Census for 1810, Library of Virginia. Deed of Emancipation, Samuel King to Celia King, October 7, 1811, Prince William County Deed Book 4, page 335.
23 *The War of the Rebellion: a Compilation of the Official Records of the Union and Confederate Armies*, by the United States War Department (1880-1901), Government Printing Office: Washington D.C.
24 Robert E. Lee, Jr., October 21, 1863. Manuscripts Collection, Virginia Historical Society, Richmond.
25 *The War of the Rebellion: Official Records.*
26 "The Army of the Potomac – Buckland, scene of a cavalry skirmish with Stuart" (Engraving with diary excerpt from sketch artist Alfred Waud). *Harpers Weekly,* 14 November 1863, p. 725.
27 I.F. Fields, "Little Town of Buckland," *The Journal Messenger*, Mar. 21, 1957.
28 John Bedell, "Archaeological and Historical Investigation of the Buckland Mills Battlfield, Buckland, Virginia." Prepared by the Louis Berger Group, Inc, for the Buckland Preservation Society and National Park Service Battlefield Protection Program, 2006.

Primary Location of Additional Data
_X_ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
___ Other
Name of repository: Virginia Department of Historic Resources

==========

10. Geographical Data

==========

Acreage of Property Approximately 410 acres

UTM References (Place additional UTM references on a continuation sheet)

Zone	Easting	Northing	Zone	Easting	Northing	Zone	Easting	Northing	Zone	Easting	Northing
1			2			3			4		

_X_ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)
Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

==========

11. Form Prepared By

==========

name/title David A. Brown and Thane H. Harpole/Archaeologists-Architectural Historians,
David W. Blake and Steve Fonzo/Research Historians date August 31, 2007
organization Brown and Harpole/DATA Investigations LLC and Blake and Fonzo/Buckland Preservation Society
1759 Tyndall Point Lane telephone 804-815-4467
city or town Gloucester Point state VA zip code 23062-2334

==========

Additional Documentation

==========

Submit the following items with the completed form:

Continuation Sheets
Maps A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.
Photographs Representative black and white photographs of the property.
Additional items (Check with the SHPO or FPO for any additional items)

==========

Property Owner

==========

(Complete this item at the request of the SHPO or FPO.)
name SEE ATTACHED PROPERTY OWNERS' LIST
street & number _____ telephone _____
city or town _____ state _____ zip code _____

==========

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.). A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.
Estimated Burden Statement: Public reporting burden for this form is estimated to average 36 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the National Register of Historic Places, National Park Service, 1849 C St., NW, Washington, DC 20240.

==========

MAJOR BIBLIOGRAPHICAL SOURCES

Primary and Archival Sources

Fauquier County Land Records, Fauquier County Courthouse, Warrenton, VA.

Fauquier County Roads & Bridges File, Fauquier County Courthouse, Warrenton, VA.

(Jefferson) Thomas Jefferson Papers, Library of Congress, Washington, D. C..

Library of Congress, Prints and Photographs Division, Washington, D. C.

Loudon County Land Records, Loudon County Courthouse, Leesburg, VA.

(Madison) James Madison Papers, Library of Congress, Washington, D. C.

Prince William County Land Records, Courthouse Archives, Manassas, VA.

Prince William County Land Tax Books, 1782-1861 (microfilm), Bull Run Regional Library, Manassas, VA.

Prince William County Manuscripts Collection, Courthouse Archives, Manassas, VA.

Prince William County Order Books and Will Books, Courthouse Archives, Manassas, VA.

United States Census Records, 1810. Virginia Library, Richmond, VA.

Virginia Military Institute Archives, Lexington, VA.

Virginia General Assembly, Legislative Petitions, Library of Virginia, Richmond, VA.

Virginia General Assembly, Session Laws, Library of Virginia, Richmond, VA.

Virginia Historical Society, Manuscripts Collection, Richmond, VA.

Virginia State Library, Manuscripts Collection, Richmond, VA.

(Washington) George Washington Papers, Library of Congress, Washington, D. C.

==========

Secondary Sources

Annual Reports of the Virginia Board of Public Works, 1816-1845. Richmond: Thomas Ritchie and Shepherd and Pollard, 1816-1845.

Bedell, John. "Archaeological and Historical Investigations of the Buckland Mills Battlefield, Buckland, Virginia." Prepared by The Louis Berger Group, Inc. Prepared for the Buckland Preservation Society and National Park Service American Battlefield Protection Program, 2006.

Blake, David William. "Buckland: A Virginia Time Capsule," published in the *Prince William Reliquary*, January 2004.

Blake, David William. "Forty-eight lot plan of the Town of Buckland." Gainesville, VA: Buckland Preservation Society, 2004.

Blake, David William, and Stephen Fonzo, "Preserving the History and Landscape of Buckland, Virginia: An 18th and 19th-Century Commercial, Industrial, and Battle-Stricken Community." December 2, 2004.

Brown, C. Allan. "Buckland Cultural Landscape Map." Gainesville, VA: Buckland Preservation Society, 2004.

Buckland Preservation Society, Internet website. http://www.bucklandva.org, Buckland Preservation Society, 2007.

Chappell, Edward A. "Buckland Farm." Architectural Report, May 26, 2004. Architectural Research Department, Colonial Williamsburg Foundation.

Douglas, H. H. "Buckland Tavern." *Echoes of History*. Newsletter of the Pioneer America Society, vol. 4, no. 2 (March 1974), pp. 17-23.

Fonzo, Stephen. "The Fauquier & Alexandria Turnpike in Buckland, Virginia." Research Report for the Buckland Preservation Society, August 2005.

Fonzo, Stephen. "Research and Discoveries: Buckland, Virginia." CD edition for Buckland Preservation Society, February 2005.

Hendricks, Christopher E. *The Backcountry Towns of Colonial Virginia*. Knoxville: University of Tennessee Press, 2006.

Hunter, Robert F. "The Turnpike Movement in Virginia 1816-1860." *Virginia Magazine of History and Biography* 69(3):278-289.

Karnes, Debrarae. "The History of the Prince William County Waterfront." Internet article: Division of Long Range Planning, Prince William County Planning Office, 1998. http://www.co.prince-william.va.us/docLibrary/PDF/000586.pdf.

Leitch, Martha. "Buckland, Prince William County, Virginia." *Echoes of History.* Newsletter of the Pioneer America Society, vol. 3, no. 6 (November 1973), pp. 81-87.

Martin, Joseph. *A New and Comprehensive Gazetteer of Virginia and the District of Columbia.* Charlottesville, 1835.

Massey, James C. and Shirley Maxwell. Buckland Historic District, National Register of Historic Places Nomination Form. Richmond: Virginia Department of Historic Resources, July 14, 1987.

Newton, Howard, Jr., Nathaniel Mason Pawlett, et al. *Backsights.* Richmond: Virginia Department of Highways and Transportation, 1985.

Ratcliffe, R. Jackson. *This was Prince William.* Leesburg, VA: Potomac Press, 1978.

Ridout, Orlando V, Alfredo Maul and Willie Graham. *The Entrepreneurial Landscape of a Turnpike Town: An Architectural Survey of Buckland, Virginia.* Buckland: Buckland Preservation Society, 2005.

Salmon, John. "Buckland Mills Battlefield Core-Ground." Richmond: Department of Historic Resources, 1992.

Scheel, Eugene. "The Carolina Road." Internet article: The History of Loudon County, Virginia. (2005) http://www.loudonhistory.org/history/carolina-road.htm.

Sweeten, Lena L., Meghan Hesse, and Robert D. Clarke. *Cultural Landscape Report for the State Route 215 Project in Fauquier County, Virginia.* Gray and Pape, Inc., Richmond, Virginia, 2007.

Templeton, H. "Buckland Hall." Survey Report, Works Progress Administration of Virginia Historical Inventory, 1936.

United States War Department. *The War of the Rebellion: a Compilation of the Official Records of the Union and Confederate Armies.* Washington, D. C.: Government Printing Office, 1880-1901.

United States Geological Survey (USGS). Thoroughfare Gap Topographic Quadrangle, 7.5-minute topographic series. U. S. Government Printing Office, Washington, D.C., 1966.

Virginia Department of Historic Resources Architectural Site Inventory Files, Richmond, Virginia.

Virginia Department of Historic Resources Archaeological Site Inventory Files, Richmond, Virginia.

Weiss, Eric. "Embracing the Past in a Virginia Town." *The Washington Post*, October 10, 2004, p. C1.

Wieder, Laurie C. *Prince William: A Past to Preserve.* The Prince William County Historical Commission, 1998.

GEOGRAPHICAL DATA

UTM REFERENCES

1 4295445N 267310E
2 4294796N 267493E
3 4294553N 267650E
4 4294750N 268003E
5 4294763N 268221E
6 4294970N 268453E
7 4295245N 268488E
8 4295429N 268890E
9 4295522N 268339E
10 4295651N 268007E
11 4295783N 268442E
12 4296356N 268401E
13 4296494N 267886E
14 4295909N 267560E
15 4296203N 267205E
16 4295633N 267036E
17 4295864N 267409E
18 4295434N 267553E

VERBAL BOUNDARY DESCRIPTION:

The boundaries of the nominated Buckland Historic District Boundary Increase are shown on the accompanying map entitled "Buckland Historic District Boundary Increase." (Scale 1 inch = 200 feet)

BOUNDARY JUSTIFICATION:

The Buckland Historic District Boundary Increase was drawn to include the largest concentration of historic buildings, sites, and structures contributing to the significance of the town of Buckland and its connections with the neighboring historic properties of Cerro Gordo, Kinsley Mill, and Buckland Hall Farm. Particular attention was paid to incorporating historic property within the viewshed of these resources. Noncontributing buildings and more rural properties were excluded whenever possible. The district boundaries coincide with property lines and natural landscape features whenever possible.

==========

PHOTOGRAPHIC DOCUMENTATION

Unless otherwise noted, all photographs are of:
BUCKLAND HISTORIC DISTRICT (BOUNDARY INCREASE)
Location: Prince William County, Virginia
VDHR File Number: 076-0313
Digital copies and black and white prints are stored at the VDHR Archives in Richmond, VA.

SUBJECT: Cerro Gordo [076-0313-0036; 076-0593; 44PW1755]
VIEW: northeast view
Photographer: Kate Egner
Date of photograph: August 2007
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict1.tif
PHOTO: 1 of 25

SUBJECT: Kinsley Mill Cemetery [076-0313-0018; 076-0184; 44PW1774]
VIEW: southwest view
Photographer: David Brown
Date of photograph: August 2007
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict2.tif
PHOTO: 2 of 25

SUBJECT: Kinsley House [076-0313-0018; 076-0184; 44PW1774]
VIEW: northeast view
Photographer: David Brown
Date of photograph: August 2007
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict3.tif
PHOTO: 3 of 25

SUBJECT: House at 7823 Cerro Gordo Road [076-0313-0040]
VIEW: northeast view
Photographer: Kate Egner
Date of photograph: August 2007
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict4.tif
PHOTO: 4 of 25

SUBJECT: Buried Water Street Coble Road [44PW1659-0037, -0049]
VIEW: south view
Photographer: David Brown
Date of photograph: August 2007
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict5.tif
PHOTO: 5 of 25

SUBJECT: Fisherman's Shack and Union firing line [076-0313-0035; 44PW1603]
VIEW: south view
Photographer: Kate Egner
Date of photograph: August 2007
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict6.tif
PHOTO: 6 of 25

==========

SUBJECT: House at 8203 Buckland Mill Road [076-0313-0011; 076-0588; 44PW1659-0049]
VIEW: northeast view
Photographer: Orlando Ridout et al. 2005
Date of photograph: March 2005
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict7.tif
PHOTO: 7 of 25

SUBJECT: Dr. Brown House [076-0313-0005; 076-0115; 44PW1659-0030, -0035]
VIEW: east view
Photographer: Orlando Ridout et al. 2005
Date of photograph: March 2005
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict8.tif
PHOTO: 8 of 25

SUBJECT: Buckland Post Office, west door detail [076-0313-0004; 076-0114]
VIEW: east view
Photographer: Orlando Ridout et al. 2005
Date of photograph: March 2005
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict9.tif
PHOTO: 9 of 25

SUBJECT: Buckland Post Office [076-0313-0004; 076-0114; 44PW1659-0029]
VIEW: northeast view
Photographer: Orlando Ridout et al. 2005
Date of photograph: March 2005
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict10.tif
PHOTO: 10 of 25

SUBJECT: Buckland Church [076-0313-0015; 076-0116; 44PW1659-0015, -0016]
VIEW: southeast view
Photographer: Orlando Ridout et al. 2005
Date of photograph: March 2005
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict11.tif
PHOTO: 11 of 25

SUBJECT: Ned Distiller's House [076-0313-0013; 076-0119; 44PW1659-0013]
VIEW: southwest view
Photographer: Orlando Ridout et al. 2005
Date of photograph: March 2005
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict12.tif
PHOTO: 12 of 25

SUBJECT: Isaac Meek's House [076-0313-0027; 076-0117; 44PW1659-0008]
VIEW: northeast view
Photographer: Orlando Ridout et al. 2005
Date of photograph: March 2005
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict13.tif
PHOTO: 13 of 25

SUBJECT: John Trone House [076-0313-0009; 076-0123; 44PW1659-0006]
VIEW: southwest view
Photographer: Orlando Ridout et al. 2005
Date of photograph: March 2005
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict14.tif
PHOTO: 14 of 25

SUBJECT: Buckland Tavern [076-0313-0001; 076-0033; 44PW1659-0004]
VIEW: southwest view
Photographer: Orlando Ridout et al. 2005
Date of photograph: March 2005
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict15.tif
PHOTO: 15 of 25

SUBJECT: Graham House [076-0313-0002; 076-0451; 44PW1659-0003]
VIEW: northwest view
Photographer: Orlando Ridout et al. 2005
Date of photograph: March 2005
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict16.tif
PHOTO: 16 of 25

SUBJECT: Richard Gill House [076-0313-0012; 076-0185; 44PW1659-0003]
VIEW: north view
Photographer: Orlando Ridout et al. 2005
Date of photograph: March 2005
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict17.tif
PHOTO: 17 of 25

SUBJECT: Brook's Tavern [076-0313-0002; 076-0120; 44PW1659-0002]
VIEW: west view
Photographer: Orlando Ridout et al. 2005
Date of photograph: March 2005
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict18.tif
PHOTO: 18 of 25

SUBJECT: Love's Store [076-0313-0006; 076-0113; 44PW1659-0001]
VIEW: west view
Photographer: Orlando Ridout et al. 2005
Date of photograph: March 2005
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict19.tif
PHOTO: 19 of 25

SUBJECT: Buckland Mill and Broad Run [076-0313-0007, -0028; 076-0112; 44PW1659-0051]
VIEW: west view
Photographer: Orlando Ridout et al. 2005
Date of photograph: March 2005
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict20.tif
PHOTO: 20 of 25

SUBJECT: House at 8215 Buckland Mill Road [076-0313-0025]
VIEW: east view
Photographer: David Brown
Date of photograph: August 2007
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict21.tif
PHOTO: 21 of 25

SUBJECT: Spring, Town Common [076-0313-0026; 44PW1659-0053]
VIEW: west view
Photographer: David Brown
Date of photograph: August 2007
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict22.tif
PHOTO: 22 of 25

SUBJECT: Buckland Hall [076-0313-0043; 076-0032]
VIEW: south view
Photographer: Buckland Preservation Society
Date of photograph: August 2004
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict23.tif
PHOTO: 23 of 25

SUBJECT: Bridge Abutment and Macadam Road [076-0313-0044; 076-5120; 44PW1659-0050]
VIEW: west view
Photographer: Buckland Preservation Society
Date of photograph: July 2004
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict24.tif
PHOTO: 24 of 25

SUBJECT: Aerial view of the Buckland Historic District [076-0313]
VIEW: southwest view
Photographer: Buckland Preservation Society
Date of photograph: April 2004
NEG. NO.: VA_PrinceWilliam_BucklandHistoricDistrict25.tif
PHOTO: 25 of 25

Illustrations:

Figure 1. *C. Allan Brown, "Cultural Landscape Map of Buckland." In this reconstruction of Buckland and its environs, the axial relationship between John Love's house, Buckland Hall, and the town of Buckland is clearly illustrated. Extant historic buildings are shaded black, and include Cerro Gordo, Buckland Hall and thirteen buildings in the town.*

Figure 2. *1933 Map of Prince William County showing location of "Old Toll Road" and the Turnpike.*

Figure 3. *Kinsley Mill. Constructed ca. 1794 by John and Charles Love on Broad Run to the south of the turnpike and Buckland. This late 20th-century photograph was taken shortly before the building was demolished. Photograph courtesy of Dan DeButts, resident of Kinsley.*

Figure 4. *Plan of Buckland. Reconstruction of the original 48-lot town plan, based on the metes and bounds descriptions in early lot transactions. David Blake, Buckland Preservation Society, 2004.*

Figure 5. *Map of Northern Virginia by George Love, August 3, 1820. This map was annexed to petitions for the formation of a new county, and serves as an important cartographic record of Prince William and the adjoining counties at a time when Buckland was gaining benefit from increasing traffic to the west. Library of Virginia.*

Figure 6. *Stagecoach Inn, ca. 1935. In this view from the southeast, the south gable and east wall are visible, and the gasoline pumps indicate the north gable, facing Lee Highway.*

Figure 7. *Watercolor of Buckland Hall by John Singer Sargent, 1887.*

Figure 8. *Edwin Forbes, "The Army of the Potomac Crossing Broad Run." The mill complex at Buckland is illustrated in this view dated October 14, 1863. Library of Congress, Prints and Photographs Division.*

Figure 9. *Alfred R. Waud, "Buckland from Mr. Hunton's House, Scene of cavalry engagement with Stuart." This view from the heights of Cerro Gordo on the east bank of Broad Run provides a remarkably complete inventory of buildings in Buckland on the morning of October 19, 1863. Library of Congress, Prints and Photographs Division.*

Figure 10. *"Buckland Historic District Boundary Increase." (Scale 1 inch = 200 feet) OVERSIZE*

Figure 11. *"Buckland Historic District Boundary Increase, Architectural Resources." (Scale 1 inch = 200 feet) OVERSIZE*

Figure 12. *"Buckland Historic District Boundary Increase, Archaeological Resources." (Scale 1 inch = 200 feet) OVERSIZE*

Figure 13. *"Buckland Historic District Boundary Increase."*



Figure 1. *C. Allan Brown, "Cultural Landscape Map of Buckland." In this reconstruction of Buckland and its environs, the axial relationship between John Love's house, Buckland Hall, and the town of Buckland is clearly illustrated. Extant historic buildings are shaded black, and include Cerro Gordo, Buckland Hall and thirteen buildings in the town.*

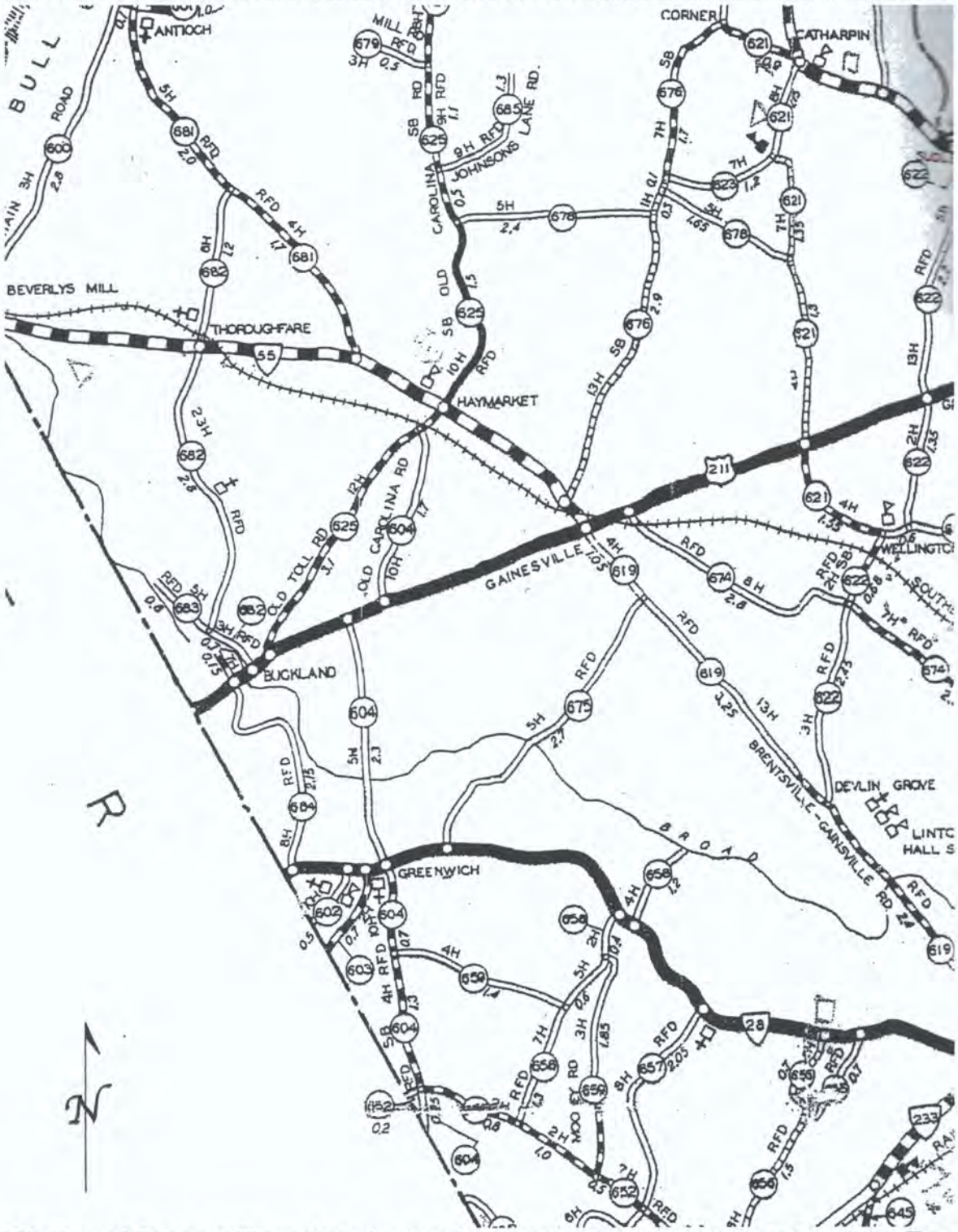


Figure 2. *1933 Map of Prince William County showing location of "Old Toll Road" and the Turnpike.*



Figure 3. *Kinsley Mill. Constructed ca. 1794 by John and Charles Love on Broad Run to the south of the turnpike and Buckland. This late 20th-century photograph was taken shortly before the building was demolished. Photograph courtesy of Dan DeButts, resident of Kinsley.*



Figure 4. *Plan of Buckland. Reconstruction of the original 48-lot town plan, based on the metes and bounds descriptions in early lot transactions. David Blake, Buckland Preservation Society, 2004.*



Figure 5. *Map of Northern Virginia by George Love, August 3, 1820. This map was annexed to petitions for the formation of a new county, and serves as an important cartographic record of Prince William and the adjoining counties at a time when Buckland was gaining benefit from increasing traffic to the west. Library of Virginia.*



Figure 6. *Stagecoach Inn, ca. 1935. In this view from the southeast, the south gable and east wall are visible, and the gasoline pumps indicate the north gable, facing Lee Highway.*

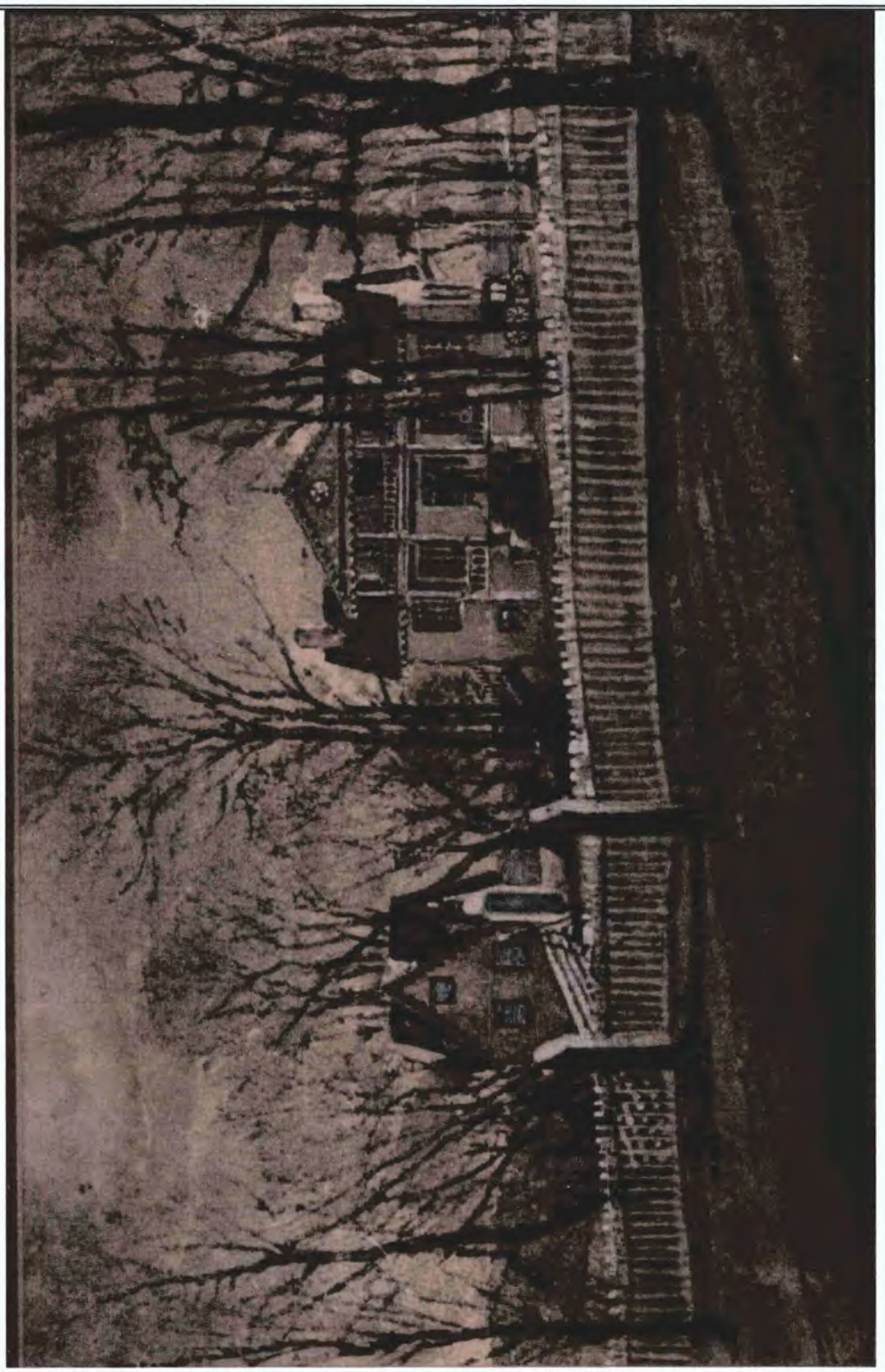


Figure 7. *Watercolor of Buckland Hall by John Singer Sargent, 1887.*



Figure 8. *Edwin Forbes, "The Army of the Potomac Crossing Broad Run." The mill complex at Buckland is illustrated in this view dated October 14, 1863. Library of Congress, Prints and Photographs Division.*



Figure 9. *Alfred R. Waud, "Buckland from Mr. Hunton's House, Scene of cavalry engagement with Stuart." This view from the heights of Cerro Gordo on the east bank of Broad Run provides a remarkably complete inventory of buildings in Buckland on the morning of October 19, 1863. Library of Congress, Prints and Photographs Division.*



Figure 13. *"Buckland Historic District Boundary Increase."*

Figures 10-12 *are oversize and attached separately.*



Buckland Historic District
Buckland/Prince William Co/VA
1



Buckland Historic District
Buckland/Prince William Co/VA
2



Buckland Historic District
Buckland/Prince William Co/VA
3



Buckland Historic District
Buckland / Prince William Co / VA
4



Buckland Historic District
Buckland | Prince William Co | VA

5



Buckland Historic District
Buckland/Prince William Co/VA
6



Buckland Historic District
Buckland / Prince William Co / VA
7



Buckland Historic District
Buckland / Prince William Co / VA
8



Buckland Historic District
Buckland | Prince William Co | VA

9



Buckland Historic District
Buckland / Prince William Co / VA
10


Apostolic Faith

Buckland Historic District
Buckland / Prince William Co / VA
II



Buckland Historic District
Buckland/Prince William Co/VA
12



Buckland Historic District
Buckland | Prince William Co | VA
13



Buckland Historic District
Buckland/Prince William Co/VA
14



Buckland Historic District
Buckland / Prince William Co / VA
15



Buckland Historic District
Buckland / Prince William Co / VA
16



Buckland Historic District
Buckland / Prince William Co / VA
17



Buckland Historic District
Buckland/Prince William Co/VA
18



Buckland Historic District
Buckland / Prince William Co / VA
19



Buckland Historic District
Buckland | Prince William Co | VA
20



Buckland Historic District
Buckland / Prince William Co/VA
21



Buckland Historic District
Buckland | Prince William Co/VA
22



Buckland Historic District
Buckland/Prince William Co/VA
23



Buckland Historic District
Buckland | Prince William Co | VA
24



Buckland Historic District
Buckland | Prince William Co | VA
25

076-0313-0047
Single Dwelling (NC),
Shed (NC)

076-0313-0039
Single Dwelling (NC),
Shed (NC),
Shed (NC)

076-0313-0040
Single Dwelling (NC),
Shed (NC)

076-0313-0046
Single Dwelling (NC)

076-0313-0038
Single Dwelling (NC),
Shed (NC)

076-0313-0037
Single Dwelling (NC)

15

"LEE" HY

076-0313-0036
Pond (NC),
Stable (C),
Tennis Court (NC),
Swimming Pool (NC),
Single Dwelling (C),
Cemetery (C),
Garden Wall (C),
Granary (C),
Shed (C),

Battlefield site

076-0313-0035
Shed (C)

Cerro Gordo Plantation

076-0313-0028
Mill Race (C)

076-0313-0007
Mill (C)
Buckland Mill

076-0313
-0004
Single
Dwelling (C),
Shed (NC)

076-0313
-0006
Single Dwelling (C)
Miller's House

076-0313
-0003
Single Dwelling (C),
Shed (NC)

076-0313
-0002
Single
Dwelling (NC)

Barn

076-0313-0012
Single Dwelling (C),
Shed (NC)

076-0313-0005
Single
Dwelling (NC)

076-0313-0044
Bridge (NC)

076-0313-0045
Bridge (NC),
Bridge Abutments (C)

076-0313-0001
Single Dwelling (C),
Shed (NC)

076-0313-0016
Log Cabin (NC)

076-0313-0013
Single Dwelling (C)

076-0313-0014
Single Dwelling (NC)

076-0313
-0008
Shop (NC)

076-0313-0011
Single Dwelling (C),
two sheds (NC) 2

076-0313-0015
Church (C),
Privy (C),
Cemetery (C)

076-0313
-0009
Single
Dwelling (C)

076-0313
-0042
Single Dwelling (C),
2 Sheds (NC),
Barn (C),
Garage (C),
2 Sheds (C)

076-0313
-0027
Single Dwelling (C)
Garage (NC),
Privy (NC),
Poultry House (NC)

076-0313-0010
Single Dwelling (C),
Pump House (NC),
Shed (C)

076-0313
-0031
Single
Dwelling
(NC)

076-0313-0026
Spring Heads (C)

076-0313-0032
Single Dwelling (NC)

076-0313-0033
Single Dwelling (NC),
Shed (NC)

076-0313-0025
Single Dwelling (NC)

076-0313-0023
Single Dwelling (NC)

076-0313-0024
Single Dwelling (NC)

Single Dwelling (NC)
and Shed (NC)

Shed
(NC)

076-0313
-0030

Single
Dwelling
(NC)

Single
Dwelling
(NC)

Single
Dwelling
(NC)

076-0313-0022

076-0313
-0029

076-0313
-0021

076-0313
-0020

Guest House
(NC)

Single Dwelling
(NC)

076-0313-0019

Kimley Miller's House

076-0313-0018
Single Dwelling (C),
Shed (C),
Stable (C),
Cemetery (C)

076-0313-0041
Single Dwelling (NC)

076-0313-0043
Storage Shed (NC)

076-0313-0043
Old Carolina Road (C)

076-0313-0043
Granary (NC),
Cattle Barn (NC)

076-0313-0043
Cemetery (C)

076-0313-0043
Spring House (C),
Single Dwelling (C),
Pool (NC),
Shed (NC)

Buckland Hall

076-0313-0043
Garage (NC),
Tool House (NC),
Guest House (NC)

0 200 400 600 800 1000 North

Buckland Historic District Boundary Increase
Architectural Resources

(NC) 59 Noncontributing Resources.

BUCKLAND HD, BI 2008
ARCHITECTURAL RESOURCES
SCALED MAP
Prince William County, VA

-0051

44PW1603
Domestic/Military
Site (C)

44PW1755
Domestic/Military Site (C)

44PW???? (Pending)
Historic Road (C)

-0052

-0001 -0002 -0003 -0004 -0005 -0006 -0007 -0008 -0009
-0010 -0011 -0012 -0013 -0014 -0015 -0016 -0017 -0018
-0019 -0020 -0021 -0022 -0023 -0024 -0025 -0026 -0027
-0028 -0029 -0030 -0031 -0033 -0034
-0035 -0036 -0037
-0038 -0039 -0040 -0041 -0042 -0043 -0044 -0045 -0046 -0047 -0048 -0049 -0050

-0053

-0053

44PW1659
Town and Associated Features
Site (C)

44PW???? (Pending)
Domestic/Mill Complex Site (C)

0 200 400 600 800 1000

North

Buckland Historic District Boundary Increase
Archaeological Resources

BUCKLAND HD, BI 2008
ARCHAEOLOGICAL RESOURCES
SCALED MAP
Prince William County, VA

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

THOROUGHFARE GAP QUADRANGLE
VIRGINIA
7.5-MINUTE SERIES (TOPOGRAPHIC)

77°45′ 38°52′30″ — 77°37′30″ 38°52′30″

3 575 000 METERS

2 132 500 METERS

2 122 500 METERS

3 567 000 METERS

38°45′ 77°45′ — 38°45′ 77°37′30″

Hopewell — Hopewell Gap — Bull Run Mountains — Fauquier Co. / Prince William Co. — High Point Mtn 1317 — Waterfall — Antioch — Woolsey — Waterfall Park — Golf Course — Substation — Long Regional Park — Campground — Silver Lake — Quarry — Thoroughfare Gap — Broad Run — Thoroughfare — Interchange 48 — Haymarket — Buckland — Scaling Station — New Baltimore — Broken Hill — Lake Ann — Lake Brittle — Vint Hill Farms Station Military Reservation — Greenwich — Lake Manassas — Spillway Elev 285 — Camp Glenkirk — Golf Course

Run, Creek, Branch, Fork, Hill, Ridge, Mountains, Cem, Quarry, Spring, Park, Substa, Baltimore, Georgetown Cem, Comm Towers, Quarries, Pipeline

BM 536 · BM 496 · BM 563 · BM 451 · BM 384 · BM 371 · BM 539 · BM 505 · BM 445 · BM 427 · BM 401 · BM 404 · BM 367 · BM 328 · BM 301 · BM 364 · BM 357 · BM 408 · BM 355 · BM 331 · BM 587 · BM 476 · BM 410 · BM 405 · BM 389 · BM 361 · BM 348 · BM 344 · BM 388 · BM 543

Produced by the United States Geological Survey

Topography compiled 1965. Planimetry derived from imagery taken 1994. Survey control current as of 1966. Contours that conflict with updated major features are dashed

North American Datum of 1983 (NAD 83). Projection and 1 000-meter grid: Universal Transverse Mercator, zone 18
2 500-meter ticks: Virginia Coordinate System of 1983 (north zone)

North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5 -minute intersections are obtainable from National Geodetic Survey NADCON software

There may be private inholdings within the boundaries of the National or State reservations shown on this map

MN / GN — 10° 178 MILS — 1°41′ 30 MILS

UTM GRID AND 1998 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24 000

KILOMETERS 0 1 2
METERS 0 1000 2000
MILES 0 1
FEET 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
AND VIRGINIA DIVISION OF MINERAL RESOURCES, CHARLOTTESVILLE, VIRGINIA 22903
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

VIRGINIA
QUADRANGLE LOCATION

1	2	3
4		5
6	7	8

1 Rectortown
2 Middleburg
3 Arcola
4 Marshall
5 Gainesville
6 Warrenton
7 Catlett
8 Nokesville

ADJOINING 7.5' QUADRANGLE NAMES

ROAD CLASSIFICATION

Primary highway hard surface
Secondary highway hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route · U.S. Route · State Route

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1998

Buckland Historic District
Boundary Increase
Prince William County, VA
076-0313
Thoroughfare Gap, VA
UTM
47′30″ ① 18/267310E/4295445N
② 18/267493E/4294796N
③ 18/267650E/4294553N
④ 18/268003E/4294750N
⑤ 18/268221E/4294763N
⑥ 18/268453E/4294970N
⑦ 18/268488E/4295245N
⑧ 18/268890E/4295449N
⑨ 18/268339E/4295522N
⑩ 18/268007E/4295651N
⑪ 18/268442E/4295783N
⑫ 18/268401E/4296356N
⑬ 18/267888E/4296496N
⑭ 18/267568E/4295909N
⑮ 18/267205E/4296203N
⑯ 18/267096E/4295633N
⑰ 18/267409E/4295884N
⑱ 18/267583E/4295434N

THOROUGHFARE GAP, VA
1994

NIMA 5461 I SW-SERIES V834

ISBN 0-607-87084-2

National Register of Historic Places

Note to the record

Additional Documentation: 2019

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Buckland Historic District 2019 Update
Name of Property Prince William County, VA
County and State N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 1

State/Federal Agency Certification

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

I hereby certify that this _X__ 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.

Julie V. Langan 7-17-19

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:

X 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:) _____

per Julie F. Mattina 9/5/19

Signature of the Keeper Date of Action

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.

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	
32	51	buildings
22	0	sites
6	5	structures
1	0	objects
61	**56**	**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

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)

7980 Buckland Mill Road
Name: Buckland Mill, Calvert's Mill
DHR ID: 076-0112
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)

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

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)

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)

8230 Buckland Mill Road

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)

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)

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

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
Other DHR ID:

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

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.

Ethnic Identity

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 Huntons 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

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

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).

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).

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).

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

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

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.

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.

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

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

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 /

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

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

(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

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

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.

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 sources[16] 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.

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 Watson[19] 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.'

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.

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 cattycorner 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 (PWCChCR), 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.

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).

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).

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.

Lot 29[50]

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] PWCDB Z:413, 1:156, PWCLB 1801.
[52] PWCLB 1806-1810; Ridout, et al., p121; PWCDB 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.

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. Glassock 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.

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.

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.

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.

miller's 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.

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 Gazeteer 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.

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.

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 whir 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.

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.

> 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.

> 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 [PWCChB] 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).

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.

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] PWCDB 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.

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).

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).

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.

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 place 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 Treaties 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.

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.

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.

> 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.

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.

> 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).

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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] PWCDB 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

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.

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.

> 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

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.

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.

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.

> 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.

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.

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;

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.

> 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 Armie*s, 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).*

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.

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.

> 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.

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.

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.

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.

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

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.

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

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

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).

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-

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.

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.

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

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.

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 craftsperson, 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

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

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

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

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]

SECTION 9. Major Bibliographical References

Primary Resources

Britton, George
Account Book, 1813 – 1818. Mss 5:3 B7787:1. Virginia Historical Society, Richmond, Virginia.

Brockenbrough, Arthur S.
1825 To Thomas Jefferson, May 31, 1825. Proctor's Papers. Special Collections Department. University of Virginia, Charlottesville, Virginia.

Cocke, John H.
1826 To Thomas Jefferson, April 10, 1826. Proctor's Papers. Special Collections Department. University of Virginia, Charlottesville, Virginia.

Fauquier and Alexandria Turnpike Company
Records, 1812 – 1860. No. 252, Fauquier and Alexandria Turnpike Company, Board of Public Works Records. Library of Virginia, Richmond, Virginia.

Fauquier County, Virginia
Deed Books, Clerk's Office, Fauquier County Courthouse, Warrenton, Virginia.

Will Books, Clerk's Office, Fauquier County Courthouse, Warrenton, Virginia.

[231] *National Intelligencer*, April 16, 1833.

Fredericksburg, Virginia
Chancery Cases, Circuit Court Archives, Fredericksburg, Virginia.

Horner, Alfred B.
Papers, 1882-1936. Section 21. Virginia Historical Society, Richmond, Virginia.

Hunton, Charles H.
Papers, 1815-1896. Mss Second 84:J Box 1. Rubenstein Library, Duke University, Durham, North Carolina.

Jefferson, Thomas
1825 To Arthur S. Brockenbrough, March 16, 1825; May 31, 1825. Proctor's Papers. Special Collections Department. University of Virginia, Charlottesville, Virginia.

1817 To John Love. August 2, 1817. Special Collections Department. University of Virginia, Charlottesville, Virginia.

Lynchburg and Salem Turnpike Company
Records, 1823 – 1973. No. 316, Lynchburg and Salem Turnpike, Board of Public Works Records. Library of Virginia, Richmond, Virginia.

Patterson, John.
1826 To Arthur S. Brockenbrough, June 1, 1826. Proctor's Papers. Special Collections Department. University of Virginia, Charlottesville, Virginia.

Prince William County, Virginia
Chancery Court Records, Circuit Court Clerk's Office, Manassas, Virginia.

Court Order Books. Circuit Court Clerk's Office, Manassas, Virginia.

Deed Books. Circuit Court Clerk's Office, Manassas, Virginia.

Loose Papers. Circuit Court Clerk's Office, Manassas, Virginia.

Minute Books. Circuit Court Clerk's Office, Manassas, Virginia.

Supervisor's Minute Books. Circuit Court Clerk's Office, Manassas, Virginia.

Will Books. Circuit Court Clerk's Office, Manassas, Virginia.

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

Southwestern Turnpike Company
South Western Turnpike Company Records, 1846-1853. Mss $4826. Special Collections, University of Virginia Library, Charlottesville, Virginia.

Specifications for the Southwestern Turnpike Road. Broadside 1850. S743. Special Collections, University of Virginia Library, Charlottesville, Virginia.

Valley Turnpike Company
Records. No. 412, Valley Turnpike, Board of Public Works Records. Library of Virginia, Richmond, Virginia.

Warrenton and Fairfax Turnpike Company
Beautiful and Historic Piedmont, Virginia, n.d. Call# F232. P5 W26. Virginia Historical Society, Richmond, Virginia.

Secondary Resources

Anonymous.
1888 *The 'Blue Book': A Pocket Directory of the Textile Manufacturers of the United States and Canada*. New York: J. E. Palmer.

Abbott, Frederick K.
1952 T*he Role of the Civil Engineer in Internal Improvements: The Contributions of the Two Laommi Baldwins, Father and Son, 1776-1838*. Ph. D. Dissertation, Columbia University. Columbia University, New York.

Alexandria Advertiser (Alexandria, Virginia)

Alexandria Gazette (Alexandria, Virginia)

American Battlefield Protection Program
1992 *Buckland Mills Battlefield Survey Form*. Defining Features. Current Conditions. Washington: American Battlefield Protection Program.

Anonymous
1829 'Modern Improved System of Road Making, 97-103. *Virginia Literary Museum and Journal of Belles Lettres, Arts &c*. University of Virginia. Vol. 1, No. 7 (July 29).

Baltimore Patriot & Mercantile Advertiser (Baltimore, Maryland)

Beauchamp, Tanya E.
2012 *Georgetown Pike*. National Register of Historic Places Registration Form. U.S. Department of the Interior: National Park Service.

Blake, David
2012 Personal communication, June 5, 2012.

2004 Buckland: A Virginia Time Capsule, 1-6. *Prince William Reliquary*, Vol. 3, No. 1 (January).

Blake, David and Stephen Fonzo
2006 *Preserving the History and Landscape of Buckland, Virginia: An 18th - and 19th - Century Commercial, Industrial, and Battle-Stricken Community*. Buckland: Buckland Preservation Society.

2005 Buckland, Virginia: An Introductory History. In *The Entrepreneurial Landscape of a Turnpike Town: An Architectural Survey of Buckland, Virginia*. Orlando Ridout V., Alfredo Maul and Willie Graham. Buckland: Buckland Preservation Society.

Breen, Eleanor E. and Esther C. White.
2006 "A Pretty Considerable Distillery": Excavating George Washington's Whiskey Distillery. *Quarterly Bulletin of the Archaeological Society of Virginia*, Vol. 61, No. 4 (December).

Carver, Martha
2008 *Tennessee's Survey Report for Historic Highway Bridges*. Tennessee Department of Transportation. Nashville: Ambrose Printing Company.

Couper, William
1936 *Claudius Crozet: Soldier, Scholar, Educator, Engineer*. Charlottesville: Historical Publishing Company, Inc.

Coxe, Tenche
1814 *A Statement of the Arts and Manufactures of the United States of America for the Year 1810*. Philadelphia: A. Cornman.

Cruz, Paige.
1998 *Weston and Gauley Bridge Turnpike*. National Register of Historic Places Registration Form. U.S. Department of the Interior: National Park Service.

Durrenberger, Joseph Austin
1931 *Turnpikes: A Study of the Toll Road Movement in the Middle Atlantic States and Maryland*. Ph. D. Dissertation, Columbia University. Columbia University, New York.

Earle, Alice M.
1930 *Stage-Coach and Tavern Days*. London: Macmillan & Co.

Fairfax Herald (Fairfax, Virginia)

Fields, I. F.
1957 Little Town of Buckland. *Journal Messenger* (Manassas), March 21, 1957.

Fonzo, Stephen
2011 Manufacturing in Nineteenth-Century Buckland, Virginia: An Analysis of Store Account Books. In *Archaeological Testing and Survey of the Buckland Mills and Distillery Properties, Prince William County, Virginia. Volume II*. Williamsburg: James River Institute for Archaeology, Inc.

2010 Buckland, Virginia Historic District. Long-Term Vision. Ms. in possession of the Buckland Preservation Society. Prepared for the Buckland Preservation Society.

2008 *A Documentary and Landscape Analysis of the Buckland Mills Battlefield (VA-042)*. Prepared for the Buckland Preservation Society.

2005 The Fauquier and Alexandria Turnpike in Buckland, 12-17. In *The Entrepreneurial Landscape of a Turnpike Town: An Architectural Survey of Buckland, Virginia*. Orlando Ridout V., Alfredo Maul and Willie Graham. Buckland: Buckland Preservation Society.

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

Ford, Benjamin and Stephen Thompson
2013 Archaeological Investigations Associated with the Fauquier and Alexandria Turnpike, 44PW1938, Buckland, Virginia. Rivanna Archaeological Services, LLC., Charlottesville, Virginia.

Frost, Harwood
1910 *The Art of Roadmaking*. New York: McGraw Hill.

Gallatin, Albert.
1816 *Report of the Secretary of the Treasury on the Subject of Public Roads and Canals made in Pursuance of a Resolution of Senate of March 2d, 1807*. Washington, D.C.: William A. Davis.

Gillespie, W. M.
1849 *A Manual of the Principles and Practice of Road-Making: Comprising the Location, Construction, and Improvement of Roads (Common, Macadam, Paved, Plank, Etc.) and Rail-*

Roads. New York: A. S. Barnes & Co.

Gilliss, Charles J.
1953 Buckland, Now a Crossroads – In Its First Days, A Thriving Town With A Good Tavern. *Fauquier Democrat*, September 10, 1953.

Goodrich, C.
1949 The Virginia System of Mixed Enterprise: A Study of Planning of Internal Improvements. *Political Science Quarterly* (September).

Hall, Harrison.
1818 *The Distiller*. Philadelphia: J. Bioren.

Hanes, J. C.
1973 *The History and Heritage of Civil Engineering in Virginia*. Lexington: Virginia Section, American Society of Civil Engineers.

Harrison, Fairfax
1964 *Landmarks of Old Prince William. A Study of Origins in Northern Virginia*. Berryville: Chesapeake Book Company.

Hening, William Walter.
1823 *The Statutes at Large; Being a Collection of All the Laws of Virginia, from the first session of the Legislature in the year 1619*. Thirteen volumes. Richmond, Virginia.

Holmes, Oliver and Peter Rohrbach.
1983 *Stagecoach East: Stagecoach Days in the East from the Colonial Period to the Civil War*. Washington, D.C.: Smithsonian Institution Press.

Hunter, Robert F.
1963 Turnpike Construction in Antebellum Virginia, 177-200. *Technology and Culture*, Vol. 4, No. 2 (Spring).

1961 The Turnpike Movement in Virginia, 1816-1860, 278-289. *The Virginia Magazine of History and Biography*, Vol. 69, No. 3 (July).

1957 *The Turnpike Movement in Virginia, 1816-1860*. Master's Thesis, Columbia University. Columbia University, New York.

Hunter, Robert F. and Edwin Dooley
1989 *Claudius Crozet, French Engineer in America, 1790-1864*. Charlottesville: University Press of Virginia.

Hunton, Eppa.
1933 *Autobiography of Eppa Hunton*. Richmond: William Byrd Press.

Jefferson, Thomas
1982 *Notes on the State of Virginia*. William Peden, ed. New York: W. W. Norton.

Johnson, David W.
1999 The Culpeper Basin. *Virginia Minerals*, Vol. 45, No. 4 (November).

Jordan, John W. and James Haden
1912 *Genealogical and Personal History of Fayette County, Pennsylvania*. New York: Lewis Historical Publishing Company.

Laird, Matthew R. and Garrett R. Fesler
2011 *Archaeological Testing and Survey of the Buckland Mills and Distillery Properties, Prince William County, Virginia*, Volumes I and II. Prepared for the Buckland Preservation Society. VDHR Certified Local Government Grant 2010-2011. Williamsburg: James River Institute for Archaeology.

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

Lay, Maxwell G.
1992 *Ways of the World: A History of the World's Roads and of the Vehicles that Used Them*. New Brunswick: Rutgers University Press.

Lee, Alfred E.
1892 *History of the City of Columbus, Capital of Ohio. Volume I*. New York: Munsell & Co.

Lee, K. Y.
1979 *Triassic – Jurassic Geology of the North Part of the Culpeper Basin, Virginia and Maryland*. U.S. Geological Survey, Open-File Report 79-1557.

Lee, K. Y. and A. J. Froelich
1989 Triassic-Jurassic Stratigraphy of the Culpeper and Barboursville Basins, Virginia and Maryland. *U.S. Geological Survey Professional Paper 1472*. Washington, D.C.: U.S. Government Printing Office.

Leitch, Martha.
1973 Buckland, Prince William County, Virginia. In *Echoes of History, Newsletter of the Pioneer American Society*, Vol. III, No. 6 (November).

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

Lindholm, R. C.
1979 Geological History and Stratigraphy of the Triassic-Jurassic Culpeper Basin, Virginia: Summary. *Geological Society of America Bulletin*, Vol. 90, No. 11 (November).

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

Loukaitou-Sideris, Anastasia and Renia Ehrenfeucht
2009 *Sidewalks: Conflict and Negotiation over Public Space*. Cambridge: MIT Press.

Marriott, Paul D.
2010 *The Preservation Office Guide to Historic Roads: Clarifying Preservation Goals for State Historic Preservation Offices. Establishing Preservation Expectations for State Transportation Departments.* Self-published.

McAdam, John Loudon
1823 *Remarks on the Present System of Road Making; With Observations deduced from Practice and Experience, with a view to a Revision of the Existing Laws, and the Introduction of Improvement in the Method of Making, Repairing, and Preserving Roads, and Defending the Road Funds from Misapplication.* Seventh Edition. London: Longman, Hurst, Rees, Orme and Brown.

1819 *A Practical Essay on the Scientific Repair and Preservation of Public Roads. Presented to the Board of Agriculture*. Quebec: John Neilson.

Michel, Ronald L.
1975 Construction of National Road Bed: Historical and Archaeological Evidence. *Bulletin of the Association for Preservation Technology*, Vol. 7, No. 4.

Miller, Ann B., ed.
1985 *Backsights: Essays in Virginia Transportation History. Volume I – 1972- 1985*. FHWA/VCTIR 11-R18. Charlottesville: Virginia Center for Transportation Innovation and Research.

Morton, Susan R.
1938 *Parson Trone House*. Works Progress Administration of Virginia, Historical Inventory.

Richmond: Library of Virginia, Virginia Historical Inventory.

1938 *Buckland Methodist Church.* Works Progress Administration of Virginia, Historical Inventory. Richmond: Library of Virginia, Virginia Historical Inventory.

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

National Intelligencer (Washington, D.C.)

National Register of Historic Places
2008 *Buckland Historic District (Boundary Increase). National Register of Historic Places Registration Form*. VDHR File 076-0313. Washington: U.S. Department of the Interior, National Park Service.

1987 *Buckland Historic District, National Register of Historic Places Inventory – Nomination Form*. DHR File No. 76-313. Washington: U.S. Department of the Interior, National Park Service.

n.d. *Little River Turnpike Bridge, National Register Nomination Form*. Washington: U.S. Department of the Interior, National Park Service.

National Tribune (Washington, D.C.)

Newlon, Howard
2011 Roads from the Past: Expansion 1816-1860, pp 18-21. 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.

Roads from the Past: Experimentation, 1783-1815, pp 14-17. In *Backsights: Essays n Virginia Transportation History*, Volume One: Reprints of Series One (1972-1985), Ann B. Miller, ed. Charlottesville: Virginia Center for Transportation Innovation and Research.

1987 Private Sector Involvement in Virginia's Nineteenth Century Transportation Improvement Program. *Transportation Research Record*, No. 1107, 3-11. Washington: Transportation Research Board.

n.d. Two Periods of Virginia Transportation History. Reprinted in *The Road Ahead*, September 2002, 11-14. Charlottesville: Virginia Transportation Technology Center.

n.d. Two Pioneers of Transportation Engineering. Reprinted in *The Road Ahead*, March 2003.

Charlottesville: Virginia Transportation Technology Center.

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

Parnell, Sir. Henry.
1833 *A Treatise on Roads; Wherein the Principles on Which Roads Should be Made are Explained and Illustrated, by the Plans, Specifications, and Contracts made use of by Thomas Telford, Esq. on the Holyhead Road*. London: Longman, Orme, Brown, Green and Longman.

Pawlett, Nathaniel M.
1977 *A Brief History of the Roads of Virginia, 1607-1840*. Revised November 2003. VHTRC 78-R16. Charlottesville: Virginia Highway and Transportation Research Council.

Piedmont Stage Line
1832 *Piedmont Mail Route*. Portfolio 186, Folder 22. Library of Congress, Washington, D.C.

Phoenix Stage Line
1836 *Phoenix Line for Baltimore*. Waybill, September 5, 1836. Mss7:3 HE5626 P565:1. Virginia Historical Society, Richmond, Virginia.

Pratt, Joseph H.
1910 Good Roads Movement in the South. *Annals of the American Academy of Political and Social Science*, Vol. 35, No. 1 January 1910.

Reavis, L. U.
1875 *Saint Louis: The Future Great City of the World*. St. Louis: Gray, Baker & Co.

Rice, Philip Morrison
1949 *Internal Improvements in Virginia, 1775-1860*. Ph. D. Dissertation, University of North Carolina. University of North Carolina, Chapel Hill.

1947 *The Virginia Board of Public Works, 1816-1842*. Master's Thesis, University of North Carolina. University of North Carolina, Chapel Hill.

Ridout V., Orlando, Alfredo Maul and Willie Graham
2005 *The Entrepreneurial Landscape of a Turnpike Town: An Architectural Survey of Buckland, Virginia*. Buckland: Buckland Preservation Society.

Richmond Enquirer (Richmond, Virginia)

Roberts, Edward Graham
1950 *The Roads of Virginia, 1607-1840*. Ph. D Dissertation, University of Virginia. Alderman Library, University of Virginia, Charlottesville, Virginia.

Royall, Anne N.
1830 *Mrs. Royall's Southern Tour, or, Second Series of the Black Book.* Volume 1. Washington.

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

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

Searight, Thomas B.
1894 *The Old Pike: A History of the National Road, with Incidents, Accidents, and Anecdotes Thereon*. Uniontown, Pennsylvania: Thomas Searight.

Simms, Frederick W.
1866 *A Treatise on the Principals and Practice of Levelling. Showing the Application to Purposes of Railway Engineers and the Construction of Roads, &c*. London: Lockwood & Co.

Smiles, Samuel.
1867 *The Life of Thomas Telford, Civil Engineer*. London: John Murray.

Stagg, J. C. A., ed.
2010 *The Papers of James Madison, Digital Edition*. Charlottesville: University Press of Virginia. Electronic Resource: http://rotunda.upress.virginia.edu.

Steadman, Melvin E.
Receipt, n.d. Prince William County Road and Bridge Records, Box 9, Folders 42-43. *Melvin E. Steadman Papers 1698-1927.* Accession #34683. Miscellaneous Reel 1236. Library of Virginia, Richmond, Virginia.

Stuntz, Connie Pendleton.
1998 *This Was Virginia, 1900-1927: As Shown by the Glass Negatives of J. Harry Shannon, the Rambler*. Gloucester Point: Hallmark Publishing Co.

Sweeten, Lena L. and Meghan Hesse and Robert D. Clarke.
2008 *Addendum 1. Cultural Resource Investigations for the State Route 215 Project in Fauquier*

County, Virginia. Prepared for the Virginia Department of Transportation and Louis Berger Group, Inc. Richmond: Gray and Pape, Inc.

Terrie, Philip G.
1980 Alexandria Merchants: The Beginning of the Turnpike Movement in Northern Virginia. *Northern Virginia Heritage*, October.

Turner, Ronald R.
1999 *Prince William County, Virginia, 1805 – 1955: Businesses*. Self-published.

University of Virginia.
Proctor's Daybook,1821-1828. Special Collections Department. University of Virginia, Charlottesville, Virginia.

U.S. Congress.
Acts of Congress. Washington, D.C.

U.S. Department of the Interior, National Park Service
2008 *Buckland Historic District (Boundary Increase), VDHR 076-0313*. National Register of Historic Places Registration Form.

1988 *Buckland Historic District, VDHR 076-0313*. National Register of Historic Places, Inventory – Nomination Form.

U.S. War Department
The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies. Series 1 – Volume 12 (Parts 1 and 2, Part 2 Supplement). Washington: Government Printing Office.

Virginia Board of Public Works
Annual Report of the Board of Public Works to the General Assembly of Virginia.

Fauquier and Alexandria Turnpike Company Records, 1812-1860. Board of Public Works Inventory Entry No. 252. Library of Virginia, Richmond, Virginia.

Virginia Department of Transportation
2002 *A History of Roads in Virginia – 'The Most Convenient Ways.'* Richmond: Virginia Department of Transportation.

State highway Commission Records of the Virginia Department of Transportation, 1895-1923. Accession #50246. State Government Records collection. Library of Virginia, Richmond, Virginia.

Virginia General Assembly
Acts of the Virginia General Assembly.

Legislative Petitions, Prince William County, 1776-1819. Accession #36121. Library of Virginia. Richmond, Virginia.

Virginia State Highway Commission
Annual Report of the State Highway Commissioner to the Governor of Virginia.

Virginia Writer's Project
1941 *Prince William: The Story of Its People and Its Places.* Manassas: Bethlehem Good Housekeeping Club.

Warrenton True Index (Warrenton, Virginia)

Washington Herald (Washington, D.C.)

Washington Times (Washington, D.C.)

Wells, J. V. B., preparer.
1960 *Surface Water Supply of the United States 1957. Part 1-B. North Atlantic Slope Basins, New York to York River*. Geological Survey Water-Supply Paper 1502. Washington, D.C.: U.S. Government Printing Office.

Weingroff, Richard F.
n.d. Senator Harry Flood Byrd of Virginia: The Pay-As-You-Go Man. U.S. Department of Transportation, Federal Highway Administration website: Electronic Resource: https://www.fhwa.dot.gov/infrastructure/byrd.cfm. Accessed August 20, 2012.

Williams, Thomas J. C.
1906 *A History of Washington County, Maryland, From the Earliest Settlements to the Present Time Including a History of Hagerstown*. Volume I. Hagerstown.

Woolf, D. O., comp.
1930 *The Results of Physical Tests of Road-Building Rock*. U.S. Department of Agriculture, Miscellaneous Publication No. 76. Washington, D.C.

Work Projects Administration, Writers Program.
1941 *Prince William: The Story of Its People and Its Places*. American Guide Series. Manassas: The Bethlehem Good House Keeping Club.

Images, Maps, Plats and Photographs

Anonymous
1850s [Macadam Road]. Nicolaus, California. California Digital Library. Electronic resource: http://content.cdlib.org/ark:/13030/kt9t1nd641/?brand=calisphere.

Blake, David W.
n.d. [*Map of Historic Buckland*]. Buckland, Virginia File. Ruth E. Lloyd Information Center, Bull Run Regional Library, Manassas, Virginia. Prince William Library System.

Brown, William H.
1901 *Map of Prince William County, Virginia*. Call #G3883. P7 1901. B7. Library of Congress, Washington, D.C.

Buckland Preservation Society
n.d. Black and white photographs of Buckland, Virginia. Courtesy of Tom Ashe. Old Post Office, Buckland, Virginia.

n.d. *Plat of the Streets of Buckland*. Buckland Historic District, Site 76-313. Ca. 1900. Copy on file at Ruth E. Lloyd Information Center. Bull Run Regional Library, Manassas, Virginia.

Bureau of Topographical Engineers
1862 *Map of Eastern Virginia and Vicinity of Washington. Corrected from Recent Surveys and Reconnaissances Under Direction of the Bureau of Topographic Engineers, August 1, 1862*. Call # G3881. S5 1862. U54 CW 470. Library of Congress, Washington, D.C.

Burr, Edward
1904 *Maneuver Grounds, Prince William and Fairfax Counties, Virginia*. Call # G3883. P7R3 1904. B8. Library of Congress, Washington, D.C.

Clarkson, C. D. S.
1915 *Portion of Virginia – Road Map*. Drawn and compiled for the Warrenton and Fairfax Turnpike Company, Inc. Washington, D.C.: Brown and Clarkson. In *Beautiful and Historic Piedmont, Virginia*. Call# F232. P5 W26. Virginia Historical Society, Richmond, Virginia.

Crozet, Claudius
1848 *A Map of the Internal Improvements of Virginia*. Call #G3880 1848. C7. Library of Congress, Washington, D.C.

Fauquier County Board of Trace, Warrenton, Virginia
1914 *Map of Fauquier County, Virginia*. Call #G3883. F3 1914. F3. Library of Congress, Washington, D.C.

Gedney, J. F.
1864 [Central Virginia], Sheet 6. Call # G3880 s63. U5. Library of Congress, Washington, D.C.

Hotchkiss, Jed
1863 *A Map of Fauquier Co., Virginia*. Call #G3883. F3 1863. H6 Vault: Hotch 31. Library of Congress, Washington, D.C.

Love, George
1820 [Map of Northern Virginia]. Petition to Form a New County. General Assembly Legislative Petitions, Box 73, Folder 8. Library of Virginia, Richmond, Virginia.

National Tribune (Washington, D.C.)
1886 *The Country Around Bull Run*. April 1.

Rakeman, Carl
1920s *The First American Macadam Road*. Federal Highway Administration, Washington, D.C. Electronic Resource: www.fhwa.dot.gov/rakeman/.

State Highway Commission, Commonwealth of Virginia.
1926 *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.

Stuntz, Connie P. and Mayo S. Stuntz, eds.
1998 *This Was Virginia, 1900-1927: As Shown by the Glass Negatives of J. Harry Shannon, The Rambler*. Gloucester Point: Hallmark.

Topographic Engraving Company
1914 *Map of Fauquier County, Virginia*. Published by the Fauquier County Board of Trade, Warrenton, Virginia. Call # G3883. F3 1914. F3. Library of Congress, Washington, D.C.

Virginia Department of Highways
1952 *Plan and Profile of Proposed State Highway, Fauquier and Prince William Counties*. State Highway Plat Book 1:82. Clerk's Office, Prince William County Courthouse, Manassas, Virginia.

War Department, Bureau of Topographical Engineers
1862 [Central Virginia], Sheet 6. Call #3880 s63. U5. Library of Congress, Washington, D.C.

Waud, Alfred R.
1863 *Buckland from Mr. Hunton's House*. DRWG/US – Waud, No. 706 (B size) [P&P]. Library

of Congress, Washington, D.C.

Wood, John
1820 *Prince William County, Surveyed and Drawn under the Direction of John Wood*. Map Collection. Ruth E. Lloyd Information Center (RELIC), Manassas Public Library System, Manassas, Virginia.

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
name/title: Benjamin P. Ford, Ph.D., Principal
organization: Rivanna Archaeological Services, LLC
street & number: 410 East Water Street, Suite 1100
city or town: Charlottesville state: Virginia zip code: 22902
e-mail: bford@rivarch.com
telephone: 434-293-3108
date: June 2018

Additional Documentation

Photographs

Photo Log
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

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

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	2011	Remnant Upper Dam (076-0313-0028) looking northeast

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.

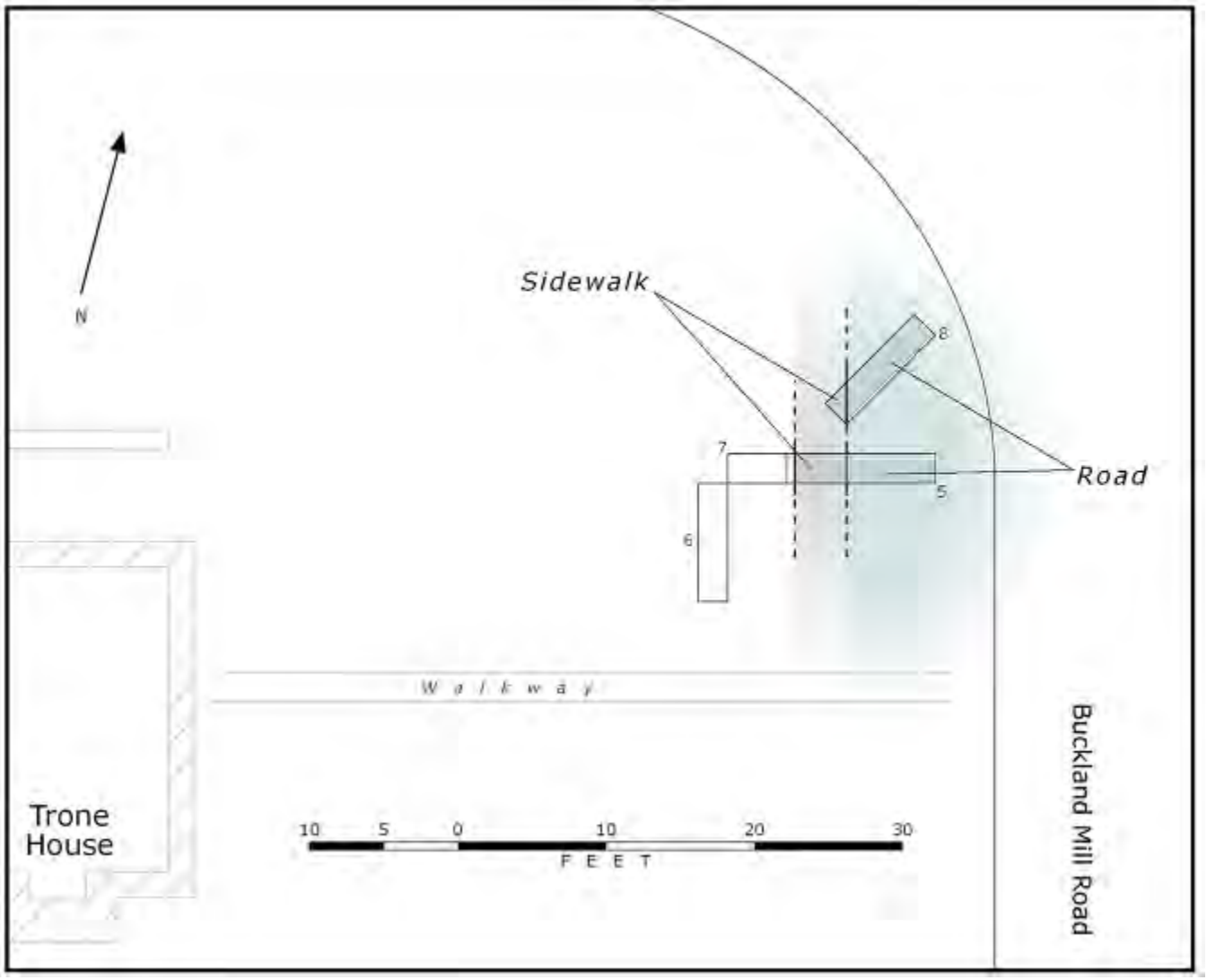


Figure #1: Plan showing excavated units at the Mill Street Streetscape (44PW1659-0057) showing sidewalk (gray shading) and road (green shading) location and orientation.



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

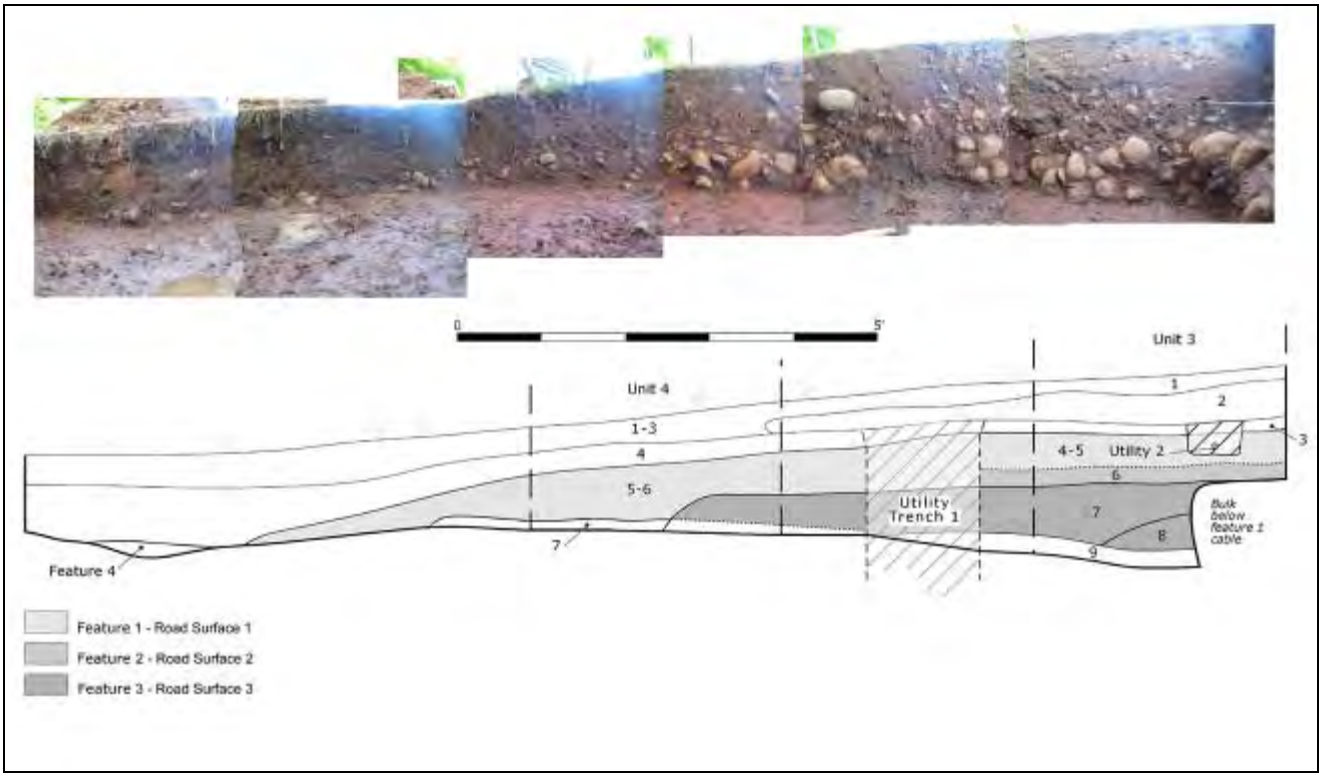


Figure #3: Units 3 and 4, Fauquier & Alexandria Turnpike (44PW1659-0050 / 44PW1938) showing cross-section of road surfacing.



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.





























National Register of Historic Places
Memo to File

Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.
Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Buckland Historic District (Boundary Increase)

MULTIPLE NAME:

STATE & COUNTY: VIRGINIA, Prince William

DATE RECEIVED: 2/13/08 DATE OF PENDING LIST: 3/03/08
DATE OF 16TH DAY: 3/18/08 DATE OF 45TH DAY: 3/28/08
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 08000246

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	Y	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	Y	SAMPLE:	N	SLR DRAFT:	Y	NATIONAL:	N

COMMENT WAIVER: N

✓ ACCEPT ___ RETURN ___ REJECT 3/27/2008 DATE

ABSTRACT/SUMMARY COMMENTS:

This nomination expands the boundary of the previously-listed Buckland Historic District to include the entirety of the town, additional industrial sites, two adjacent estates, and the sites of associated Civil War battle sites

RECOM./CRITERIA Accept Increase

REVIEWER Patrick Andrus DISCIPLINE Historian

TELEPHONE _____ DATE 3/27/2008

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

Orlando Ridout V
Architectural Historian
110 Duke of Gloucester Street
Annapolis, Maryland 21401

15 March 2005

Ms. Kathleen Kilpatrick
State Historic Preservation Officer
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

Dear Ms. Kilpatrick:

As you are aware, the Buckland Preservation Society has received a "Save America's Treasures" grant for the purpose of expanding the documentation and evaluation of historic resources associated with the Village of Buckland in Prince William County, Virginia. The grant funds are being used to conduct primary documentary research, detailed architectural investigations, and to develop public educational material on the history of Buckland and associated resources. The documentary research is being conducted by David Blake, President of the Buckland Preservation Society, and by archeologist Stephen Fonzo; building investigations are being conducted by architectural historians Willie Graham, Alfredo Maul, and myself; and Stephen Fonzo is taking lead responsibility for preparing educational materials.

This research is still in the first phase, but with the forthcoming planning meeting to be held on March 17th, the Buckland Preservation Society has asked me to provide some preliminary comments on our findings. As part of this summary, BPS has requested an evaluation of the existing documentation for Buckland, as represented by the nomination prepared in 1987 for listing the Buckland Historic District in the National Register of Historic Places.

First, with regard to the existing National Register documentation, we find the nomination to be of sufficient quality for the nomination and listing process, but not sufficiently detailed to adequately assess the potential significance of both individual resources and the collective district in a wider context. Specifically, the documentation relies almost entirely on secondary sources available at the time of the nomination, and the architectural documentation is limited to reconnaissance level survey work. Descriptive entries for most contributing resources are limited to a single paragraph (not

unusual for district nominations), usually combining a brief summary history with basic exterior descriptive material.
Perhaps the most significant weakness of the existing form is that the period of significance is given as "ca. 1800 to 1930s." Documentary evidence indicates there was building activity in this area as early as the 1770s and by the time the town was officially established in 1798, a thriving commercial village was already in place. By depending on secondary research sources, the National Register form also fails to identify a rich array of archeological resources within and immediately adjacent to the present district. The net result is a document that lacks any discussion of specific dating evidence, descriptive material for building interiors, adequate evaluation of the relative significance or rarity of individual resources in the context of Prince William County and beyond, and discussion of the connection between the buildings and the varied and ever changing population of the community. As noted, this level of documentation is not unusual for district nominations of small, rural towns, but inevitably proves inadequate as an evaluation tool when the district is threatened by a major construction or development project. Thus a primary goal of this project is to develop a revised National Register form that will correct the period of significance, expand the documentation and evaluation of the resources, and provide a basic assessment of archeological resources based on research and field observation.

As we near the completion of the first quarter of the project, the survey team has identified fifteen sites within the existing Buckland Historic District (all identified in the 1987 form), twenty-two archeological sites within those same boundaries, five sites and structures outside the present boundaries but having significant associations with the historic district. Also essential to any discussion of Buckland is the Civil War battlefield that extends for a considerable distance along Lee Highway, but with especially strong documentation for action that took place in and around the town. In particular, a drawing by famed Civil War illustrator Alfred Waud provides a panoramic view of the town of Buckland executed from the heights of Cerro Gordo, facing southwest across Broad Run, the Warrenton Turnpike, the town and its environs. A careful evaluation of this drawing provides a catalog of approximately twenty primary structures and another dozen or so outbuildings that comprised the town in the fall of 1863. Twelve of the fifteen contributing resources in the Buckland Historic District can be identified in the Waud drawing, and all but about three of the buildings that have since vanished are sited in locations with minimal disturbance, indicating a high probability of archeological integrity.

I have included brief summaries of our findings thus far for fifteen standing structures and twenty-two archeological sites, but think it is useful to highlight some of the most important points. First, let me say without reservation that in my thirty-year career conducting field survey and documentation work, I have never encountered a small rural village with such a remarkable density of significant resources. Within the existing 19.6-acre district and along the eastern bank of Broad Run, we have found:

- The foundation and some framing of the pd. I Buckland Mill (ca. 1790s)
- The quarry, source of building stone for Buckland (ca. 1790s-ca. 1910)

- The store and dwelling of Samuel Love, Jr. (ca. 1796)
- The dwelling of blacksmith Richard Gill (ca. 1796)
- The archeological site of the Buckland Woolen Factory (ca. 1796)
- The archeological site of George Britton's Store (by 1796)
- The site of the store and dwelling houses of Robert Thrift (by 1797)
- The archeological site of Richard Gill's blacksmith shop (ca. 1798)
- A 16' by 16' one-room house—the 'entry level' house type (ca. 1798)
- The site of William Draper's Shop (by 1799)
- The site of the Brooks & Alexander Store (ca. 1800)
- The dwelling house of free black 'Distiller Ned' (ca. 1800-1810)
- The archeological sites of two early distilleries (ca. 1800; ca. 1815)
- A rare early post office and store (ca. 1800-1810)
- A rare African American burial ground (30+ burials, ca. 1800-1860s)
- The site of the first Broad Run bridge at Buckland (early 19th century)
- The site of the dwelling of free blacks Samuel and Celia King (ca. 1810)
- The archeological site of George Britton's log house (by 1811)
- The Buckland Tavern (ca. 1815)
- The Dr. Brown House (early 19th century; ca. 1855; ca. 1870)
- The archeological site of Isaac Meeks' house and Tanyard (by 1822)
- Abutments of the turnpike bridge over Broad Run (ca. 1823)
- Possible road bed of the macadamized Warrenton Turnpike (ca. 1822-23)
- Archeological site, dwelling of Mary Brent, free black (by 1825)
- The dwelling of blacksmith and lay preacher John Trone (ca. 1825)
- The site of John Trone's blacksmith shop (ca. 1825)
- The site of the Turnpike Inn (ca. 1825)
- The second Buckland Church (1856)
- The Calvert Grist Mill (period III: ca. 1904), with equipment (1892; 1896)

Grist mills, a woolen factory, two distilleries, six stores, a post office, an extensive tanyard, two blacksmith's shop, a church, two bridges and an early macadamized turnpike, plus the dwellings of a dozen or more merchants, artisans and laborers, including the extant home and two archeological sites of early nineteenth century free blacks and a rare example of an antebellum African American cemetery. Indeed, how far would we have to look to find another twenty-acre village with connections to Thomas Jefferson, James Madison, James Monroe, the Marquis de Lafayette, Claudius Crozet, George Armstrong Custer, John Singer Sargent, various members of the Carter, Lee, and Washington families and, just for good measure, a Kentucky Derby winner?

Brief as this letter is, it only begins to capture the unique qualities and rich heritage of this exquisite rural village. As we move forward with a discussion of the options for Buckland's future, I believe that we can say unequivocally that Buckland is a highly significant resource for Virginia and beyond, and that it should not be necessary to spend further time debating "How significant?" or "What is an acceptable level of compromise for the future integrity of the historic town?" Any further degradation of the historic character of the town simply should be considered unacceptable.

The research survey team will continue to work with the Buckland Preservation Society on this research and documentation project and look forward to working with members of your staff. If you have any questions or wish to discuss this project in more detail, please do not hesitate to call me at (410) 263-6309.

Sincerely,

Orlando Ridout V

Wagner, Marc (DHR)

From: LWright958@aol.com
Sent: Tuesday, June 26, 2007 2:47 PM
To: Skorackyj, Olga (DHR)
Cc: LWright958@aol.com
Subject: Time Line on Expanded Buckland Historic District

TIME LINE ON EXPANDED BUCKLAND HISTORIC DISTRICT

- **1988 - Buckland Historic District Approval (National Register)** (1988 application reflects 40 lots) (2003-7 deed/primary source discovery determine 48 lots/Town Common/Tanyard/Toll Road -CD-Rideout/Graham/Fonzo)
- **1997 -2002 Prince William County Comp Plan Review - review of current Land Use zoning - Regional Employment Center (NW corner of Buckland Historic District to Route 15)** (site of toll road, cultural & landscape features)
- **1998 (June) - Historic District Expansion begins -Buckland residents attend - Prince William County ARB Workshop. On the Agenda- VDHR/David Edwards who addresses "How to Implement, Expand or Create a Historic District" notes include "Facts regarding NR HD Designation" "NR.....officially recognize** Cultural, architectural, and landscape features of an historically significant area..." (Tool Box) (this definition shapes the 2003 VDHR/PIF application and research of the Buckland Residents)
- **1997 - Communication begins with David Edwards (VDHR) who recommends Buckland residents retain an Historian to begin the process of expansion (Mr. Edwards sends list of approved historians)- Dr. John Sprinkle (currently preparing Cerro Gordo NR Nomination) agrees to speak to neighbors at Buckland Church & reiterates David Edwards' comments re survey of "Cultural, architectural, and landscape features of historically significant area".**
- **1998 - Neighbors begin meeting to determine who is interested /who is not-which sites have cultural, landscape, architectural features -which do not)**
- **1998-2002 - Neighbors attend over 50 meetings of Gainesville Sector Plan/Hearings to SUPPORT the Expansion of the Buckland Historic District. Those within the boundary of REC (Regional Employment Center) petition the County to be removed from REC and placed back into A-1 so that they may become the "cultural, architectural and landscape features.. of an Expanded Buckland Historic District."** (research continues to reveal numerous ties to the Historic District)
- **2001 - As a result of the citizens comments at hearings - Gainesville Supervisor writes support letter to Tom Eitler, Long Range Planning Chief - Recommends expansion of the BHD and the following resolution language**
- **2002 PWC passes Resolution to "protect entire Buckland Historic District should Route 29 be expanded"**
- **2002 Gainesville Sector Plan passes - removes NW corner at Route 29/15 from Regional Employment Center to A-1** (Neighbors begin process of survey/research/PR for Preservation)
- **2002/3 - Buckland citizens meet with David Edwards, VDHR, Arch Historian, Winchester Region Office at Buckland Hall - to discuss expansion of the Historic District. Mr. Edwards distributes hand out "Facts Regarding National Register Historic District Designation" which states "National Register designation officially recognizes the cultural, architectural, and landscape features of an historically significant area, bringing them to the attention of the community, state and nation". Accordingly, USING THIS DEFINITION, PWC Planning Staff/citizens prepare a map designating a proposed expanded BHD...Map used in all the following meetings**
- **2002/3 - Residents of the Buckland area hold numerous meetings to discuss the implication of**

the material distributed by David Edwards/VDHR - the Neighbors are in agreement to pursue the Expansion with VDHR (discover toll road map/cultural/landscape/arch. features)

- 2003 - The Buckland Preservation Society is formed (5013c)
- 2003 (Jan)- David Edwards/Joanie Evans send PIF form to D.Blake with hand-written cover letter by David Edwards which stated "Just a quick note to accompany the PIF. Please be concise and distill the information your have to the basics. Much more of your information will be needed in the NR Nomination report. In Number 3, just include your address. It is not necessary at this time to give us the names and addresses of all property owners in the proposed expansion. ...."
- 2003 - Buckland Preservation Society prepares PIF to expand BHD - uses map prepared by PWC/Citizens based on definition "NR designation officially recognizes the cultural, architectural, and landscape features...."
- 2003 - VDHR approves the Expanded Buckland Historic District as "eligible" using the map prepared by the PWC Planning Staff (Letters on file with BPS/PWC)
- 2004 - The APVA/BPS conduct a charrette (using grant monies from State) Bus tour using the expanded BHD map / comments by Dr. Wm Kelso, Dr. Willie Graham, Col. J.E.B. Stuart, Dr. Allan Brown, Dr. Carter Hudgins with afternoon discussion (court reporter's transcript on file with VDHR/BPS)
- 2004 - The Cultural Landscape Foundation awards Buckland the "Fourth Most Endangered Cultural Landscape site in the Nation" (see CLF web site)
- 2004 - The National Park Service awards the BPS a two-part "Save America's Treasure's Grant"
- 2004-5 - Dr. Orlando Rideout/Dr. Willie Graham author "The Entrepreneurial Landscape of a Turnpike Town:An Architectural Survey of Buckland, Virginia " (on file with VDHR/BPS)
- 2004-6 - American Battlefield Protection Program awards research grant to BPS (includes funds to prepare "brochure" on file with VDHR)
- 2004 -5 - The Civil War Preservation Trust designates Buckland Mills Battlefield - among the A"25 Most Endangered Battlefields in the Nation"
- 2004-7 - BPS's SAT Grant hires Stephen Fonzo, Archeologist to assist in endeavors - BPS CD, Brochure, deed research and documentation, archeological research and documentation. (Mr. Fonzo registered several Archeological Sites with VDHR)
- 2006 - 106 Review - VDOT/FHA/BPS enter into a MOA reference the Buckland Bridge (III"Planning ..The Society shall invite VDOT's Northern Virginia and Culpeper District Administrators, and the Northern Virginia and Culpeper members of the Commonwealth Transportation Board to participate in the Society's master planning efforts. VDOTs Northern Virginia and Culpeper Districts administrator, or their designee(s), will participate in the Society's master planning efforts to the extent practicable.)
- 2006-present T-21 Grant Awarded by VDOT / Federal Master Preservation Grant (August 2007)
- June/2007 - Gray and Pape prepare "Cultural Landscape Report for State Route 215" Report concludes (page 147) "As a result, G&P does not recommend that a single cultural landscape exists within the project area that is eligible for the NRHP and encompasses all historic resources as well as other environs." Further, G&P state (page 126) "The original period of significance was 1798 through 1930s (Massey Maxwell)" and G&P attempt to amend the 2003 Buckland HD (deemed Eligible) by stating "A subsequent site visit to Buckland by David Edwards, director of the NRPO, and Joanie Evans, an architectural historian with WRPO, resulted in a recommendation that a number of parcels in the proposed district expansion have non-contributing buildings on them. These areas were recommended not to be included in the district expansion. VDHR staff concurred with the recommendation and prepared another set of NRHP boundaries for the proposed district expansion (Figure 37). A large...."(paragraph on the description of NW corner where in 2002 citizens petitioned PWC to be taken out of Regional Employment Center and placed in AI and other sites -- all of which run counter to the definition of an Historic District expansion presented by VDHR --

"recognizing cultural, architectural, and landscape features of an historically significant area" -- for which the Citizens/BPS based its 2003 original PIF application) **G&P continue (page 130) to further shrink the district to exclude all 2003 PIF Buckland HD expansion with the exception of the millrace.**

Note: The Applicant (Buckland Preservation Society) of the 2003 VDHR/PIF expansion of the Buckland Historic District - was not consulted regarding any amendment to the HD boundary....meanwhile, primary source documents exist to support the expansion of the 2003 approved boundary and include additional sites/lands....

Recommendation: BPS/David Edwards/Quantro/Ethel/Marc collectively draft response to the Gray and Pape Cultural Landscape Report regarding amendments to the Buckland Historic District Expansion. (due July 13, 2007)

See what's free at AOL.com.

Wagner, Marc (DHR)

From: LWright958@aol.com

Sent: Wednesday, July 18, 2007 11:17 AM

To: Alexutz123@aol.com; BahmanTeimourian@aol.com; battbach@hotmail.com; blynn@vfnlaw.com; BMannix@BucklandVA.org; BOS@fauquiercounty.gov; carolyn@wright-realty.com; carrieustun@yahoo.com; cate@jthg.org; chateauantioch@mindspring.com; chuckmedvitz@earthlink.net; cr8vnative@mindspring.com; cstewart@pwcgov.org; cuminsr@juno.com; dabro3@wm.edu; dangooding@peoplepc.com; DBENNETTBAA@COMCAST.NET; ddelross@citizenet.com; del_bmarshall@house.state.va.us; del_Lingamfelter@house.state.va.us; drhoades@myself.com; dvanderl@comcast.net; dvos@athenati.com; ebw@wright-realty.com; editor@observernow.com; heidibaumstark@quantum12.com; jmcbride@vfnlaw.com; Wilson, Joanna (DHR); jonathan.ustun@AGEdwards.com; jquillen@aol.com; jrhoad@rmjdevelopment.com; jspatton@pwcgov.org; jstirrup@pwcgov.org; jthg-office@jthg.org; Keith.B.Lockwood@nao02.usace.army.mil; Ken@Cuccinelli.com; Kimberly.Abe@fauquiercounty.gov; lratliff@rfrltd.com; Wagner, Marc (DHR); Holma, Marc (DHR); mary.berry@aerojet.com; mlubeley@pw.thelandlawyers.com; Mmoorstein@aol.com; mnohe@pwcgov.org; Roper, Nicholas J. (VDOT); optimal-wellness@comcast.net; Skorackyj, Olga (DHR); oridout@mdp.state.md.us; osborne2000@comcast.net; pbvos@yahoo.com; Pete.Eltringham@telos.com; psackett@pwcgov.org; ray.graham@fauquier-county.gov; rbainbridge@pwcgov.org; rbgookin@infionline.net; rcanizales@pwcgov.org; renee.andersen@fauquiercounty.gov; repiland@repiland.com; rhazel@direcway.com; robertsutton_@mps.gov; robert_sutton@nps.gov; rreid@obsvr.com; rutz@pwcgov.org; sfarrell@pwcgov.org; sjfonz@wm.edu; tblaiser@pwcgov.org; TFKing106@aol.com; wcovington@pwcgov.org; Weisse@washpost.com

Subject: National Park Service Awards Grant for Buckland Preservation Plan

The Buckland Preservation Society is pleased forward the attached National Park Service News Release regarding the award of an American Battlefield Protection Program grant for use in the Buckland Mills Preservation Plan

Get a sneak peek of the all-new AOL.com.

National Park Service
U.S. Department of the Interior

Office of Communications
& Public Affairs
1849 C Street, N.W
Washington, DC 20240
202-208-6843 phone
202-219-0910 fax

National Park Service News Release

FOR IMMEDIATE RELEASE – JUNE 27, 2007
David Barna: (202) 208-6843
Kristen McMasters: (202) 354-2037

National Park Service Awards Grant For Buckland Preservation Plan

VIRGINIA – The National Park Service today announced that the American Battlefield Protection Program (ABPP) has awarded a grant of $40,100 to the Buckland Preservation Society. Building on the work of a previous ABPP grant, the Society will develop a preservation plan for the Battle of Buckland Mills. The project goals include recognizing, preserving, rehabilitating, and protecting the battlefield, and promoting a heritage tourism/research center. The Battle of Buckland Mills was among the Confederate cavalry's last victories of the Civil War, and marked a turning point in the Bristoe campaign.

"We look forward to working with the Buckland Preservation Society," said Paul Hawke, Chief of the American Battlefield Protection Program. "Preservation plans are vital resources in protecting endangered historic resources and battlefields."

This grant is one of 19 ABPP grants totaling $492,184 to assist in the preservation and protection of America's historic battlefields. In keeping with the American Battlefield Protection Program's mandate to assist in the preservation of significant battle sites from all wars fought on American soil, this year's grant recipients represent a great variety of wars, ranging from the Colonial-Indian Wars to the Civil War. Funded projects include site mapping, archeological study, National Register of Historic Places nominations, preservation and management plans, and GPS/GIS data collection.

The American Battlefield Protection Program funds projects conducted by federal, state, local and tribal governments, nonprofit organizations, and educational institutions. The ABPP's goal is to safeguard and preserve significant American battlefield lands for present and future generations as symbols of individual sacrifice and national heritage. For additional information about the awarded grant project, please contact Mr. David Blake of the Buckland Preservation Society, 8230 Buckland Mill Rd., Gainesville, VA 20155, 540-347-5821. The American Battlefield Protection Program is located in the National Park Service, 1849 C Street NW (2255), Washington, DC 20240, 202-354-2037. Additional information about the ABPP, including a list of other 2007 grant recipients, can be found at www.cr.nps.gov/abpp.

-NPS-

COMMONWEALTH of VIRGINIA

L. Preston Bryant, Jr.
Secretary of Natural Resources

Department of Historic Resources
2801 Kensington Avenue, Richmond, Virginia 23221

Kathleen S. Kilpatrick
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
TDD: (804) 367-2386
www.dhr.virginia.gov

October 1, 2007

Mr. Antony F. Opperman
Cultural Resources Program Manager
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: Buckland Historic District, Updated Nomination and Boundary Increase, Fauquier County; and Fieldale Historic District, Henry County

Dear Mr. Opperman:

At a meeting on Wednesday, December 5, 2007, in the Halsey Lecture Hall at the Virginia Historical Society located at 428 North Boulevard in Richmond, Virginia, 23221, the State Review Board and the Virginia Historic Resources Board will consider the **Buckland Historic District, Updated Nomination and Boundary Increase and Fieldale Historic District** for recommendation to the National Register of Historic Places and for inclusion in the Virginia Landmarks Register. The national and state registers are official lists of places recognized as having architectural, archaeological, or historical significance at the local, state or national level.

You are being notified because The Virginia Department of Transportation is an owner and/or adjacent owner with regards to this resource's boundaries. Enclosed is information explaining the register programs and the process by which owners may comment or object to listing in the registers. Please send any comments or objections to us prior to the meeting date in order to be considered with the nomination. You are welcome to attend the meeting, which will begin at 10 a.m.

If you have any questions or need additional information prior to the meeting please contact Jean McRae at 804-367-2323, extension 102 or by email at jean.mcrae@dhr.virignia.gov.

Sincerely,

Marc Christian Wagner
Director, Resource Information Division

Enclosures

Administrative Services
10 Courthouse Avenue
Petersburg, VA 23803
Tel: (804) 863-1624
Fax: (804) 862-6196

Capital Region Office
2801 Kensington Ave.
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

Tidewater Region Office
14415 Old Courthouse Way, 2nd Floor
Newport News, VA 23608
Tel: (757) 886-2807
Fax: (757) 886-2808

Roanoke Region Office
1030 Penmar Ave., SE
Roanoke, VA 24013
Tel: (540) 857-7585
Fax: (540) 857-7588

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7031
Fax: (540) 868-7033

COMMONWEALTH of VIRGINIA

L. Preston Bryant, Jr.
Secretary of Natural Resources

Department of Historic Resources
2801 Kensington Avenue, Richmond, Virginia 23221

Kathleen S. Kilpatrick
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
TDD: (804) 367-2386
www.dhr.virginia.gov

October 1, 2007

Dallan C. Wordekemper, CPM
Real Estate Specialist, Facilities – Headquarters
4301 Wilson Boulevard, Suite 300
Arlington VA 22203-1861

RE: Fairmount Historic District, City of Richmond; Martha Jefferson Historic District, City of Charlottesville; Fieldale Historic District, Henry County; Arlington Heights Historic District, Arlington County; Buckland Historic District, Updated Nomination and Boundary Increase, Prince William County; Catlett Historic District, Fauquier County; Hume Historic District, Fauquier County; Monroe Courts Historic District, Arlington County; Virginia Heights, Arlington County

Dear Mr. Wordekemper:

We are pleased to inform you that the following proposed historic districts will be considered for nomination to the National Register of Historic Places at our December 5, 2007 Board Meeting in Richmond:

Fairmount Historic District, City of Richmond
Martha Jefferson Historic District, City of Charlottesville
Fieldale Historic District, Henry County
Arlington Heights Historic District, Arlington County
Buckland Historic District, Updated Nomination and Boundary Inc., Pr. William County
Catlett Historic District, Fauquier County
Hume Historic District, Fauquier County
Monroe Courts Historic District, Arlington County
Virginia Heights, Arlington County

There are no known postal facilities in any of the proposed districts, except Buckland and Fieldale, where there does appear to be either an active or a historic (previous) site of a post office (previous locations are included just in case the Postal Service owns and leases the property for associated purposes):

Buckland Historic District: 8111 Buckland Mill Road
Fieldale Historic District: 20 Marshall Way

Administrative Services
10 Courthouse Avenue
Petersburg, VA 23803
Tel: (804) 863-1624
Fax: (804) 862-6196

Capital Region Office
2801 Kensington Ave.
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

Tidewater Region Office
14415 Old Courthouse Way, 2nd Floor
Newport News, VA 23608
Tel: (757) 886-2807
Fax: (757) 886-2808

Roanoke Region Office
1030 Penmar Ave., SE
Roanoke, VA 24013
Tel: (540) 857-7585
Fax: (540) 857-7588

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7031
Fax: (540) 868-7033

We want let you know about the nomination for your future planning purposes. We have notified all property owners by letter, and by newspaper legal notices. The processing of all districts has followed the state regulations, which invites all owners and adjacent owners to a public information session. We provide comments from these meetings to the State Historic Preservation Officer.

The National Register is the Federal Government's official list of historic properties worthy of preservation. Listing in the National Register provides recognition and assists in preserving our Nation's heritage.

Enclosed is a copy of the notice that was distributed to all owners in each district by first class mail. Also included are maps that delineate the boundary of the districts. Listing in the National Register provides the following benefits to federally owned historic properties:

-Consideration in the planning for federally assisted projects. Section 106 of the National Historic Preservation Act of 1966 provides that the Advisory Council on Historic Preservation be given an opportunity to comment on projects affecting such properties.

-Consideration of historic values in the decision to issue a surface coal mining permit where coal is located, in accordance with the Surface Mining and Control Act of 1977.

For more information about Virginia's Register Program you can visit the web site:
http://www.dhr.state.va.us/registers/register.htm

You may review the pending nominations on the agency web site:
http://www.dhr.virginia.gov/homepage_features/board_activities.htm

If you wish to comment the historic district proposal, please send to Kathleen S. Kilpatrick, Director, State Historic Preservation Office. Please feel free to contact me if you have further questions. I can be reached at 804-367-2323/x-115 (email: Marc.Wagner@dhr.virginia.gov).

Sincerely yours,

Marc Christian Wagner
Director, Resource Information Division
State Historic Preservation Office
Enclosures

FILM ESK → MN 11/26/07

Blankingship & Keith pc

A. HUGO BLANKINGSHIP, JR.
JOHN A.C. KEITH
WILLIAM H. CASTERLINE, JR.
SARAH ELIZABETH HALL
PAUL B. TERPAK
PETER S. EVERETT
DAVID RUST CLARKE
DAVID J. GOGAL
ELIZABETH CHICHESTER MORROGH
ROBERT J. STONEY
WM. QUINTON ROBINSON
JOHN F. CAFFERKY
WILLIAM B. PORTER
GIFFORD R. HAMPSHIRE

WILLIAM L. CAREY
MARY McGOWAN

MARK A. TOWERY, *counsel*

ANDREA D. GEMIGNANI
JEREMY B. ROOT
CHIDI I. JAMES
DANIEL E. ORTIZ
LEZA CONLIFFE
ELIZABETH VOYATZIS
PETULA C. METZLER
MICHAEL L. CHANG

Gifford R. Hampshire
Email: ghampshire@bklawva.com

October 25, 2007

Kathleen Kilpatrick
Director
Virginia Dept. of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

Re: December 5, 2007 Hearings on the Buckland Historic District, Updated Nomination and Boundary Increase, Prince William County

Dear Ms. Kilpatrick:

I represent four owners of land within the proposed boundary increase for the Buckland Historic District who are opposed to the boundary increase. The properties owned by my clients are Prince William County Geographic Parcel Identification (GPIN) Nos. 7196-99-8982, 7297-00-2087, 7197-90-2984 and 7197-91-5727. Respectively to those GPIN numbers, my clients are Acia Land Inestments, John and Katrina Koons, Ann Brower and Randy Peeler.

At a public meeting on October 24, 2007, your staff explained the boundary line increase to the owners of these properties for the first time. Also, my clients were, for the first time, presented with a copy of the report that is purported to justify the boundary increase to include their properties. Mr. David Edwards of your staff conducted the meeting.

Mr. Edwards will confirm that the meeting was spirited, with my clients and others expressing frustrations that the December 5, 2007 hearing date for this matter does not provide sufficient time for them to understand the report and formulate their objections. Thus, the discussion concluded with apparent agreement between at least one member of the Buckland Preservation Society Board and my clients to discuss further the appropriate boundaries for the district as a possible alternative to my clients' "no" vote on the boundary line increase as it is currently proposed. As my clients just received a copy of the report, they will need time to review it so as to inform their discussion with members of the Buckland Preservation Society in this regard.

Blankingship Keith pc

For the above reasons, my clients respectfully request that the hearing on this matter be continued from December 5, 2007 so as to allow these discussions to take place. Thank you for every consideration of this request. You may also be getting a similar request from the Buckland Preservation Society.

Sincerely,

Gifford R. Hampshire

GRH/klb
cc: David A. Edwards, Director, Northern Virginia Regional Preservation Office
John and Katrina Koons (for dissemination to other clients)
Linda Wright, Board of Directors, Buckland Preservation Society

RECEIVED
OCT 29 2007
Virginia Department of
Historic Resources

Wagner, Marc (DHR)

From: Evans, Joanie (DHR)
Sent: Monday, October 29, 2007 10:46 AM
To: Carter, Bob (DHR); Edwards, David (DHR); Wagner, Marc (DHR)
Cc: Slusser, Catherine (DHR); McRae, Jean (DHR); Spradley-Kurowski, Kelly (DHR)
Subject: FW: Buckland Historic District (Boundary Increase), Prince William County

I just received this message, but I have not yet responded.

From: Cathy Monahan [mailto:cmonahan@kform.com]
Sent: Monday, October 29, 2007 10:28 AM
To: Evans, Joanie (DHR)
Subject: RE: Buckland Historic District (Boundary Increase), Prince William County

Dear Joanie Evans,

Today is October 29th 2007 and today I have received a copy of the applications for the boundary increase via your email. As I am sure you already know, none of the property owners on route 15 have been given time to review the application or were included in any of the decision making concerning the boundary increase. Please consider this to be an official request for you to return the application to the requestors until they have the whole community involved in the process. No more secret meetings. Just because we don't have a lot of money and we don't fit into their group and my family has only owned our property for close to 30 years we don't count.

I have been given many different suggestions on how to fight this application. Please give me the proper procedure for fighting this application. How do I get my voice heard? I need help. This is unfair.

Here are a few statements from the **Buckland's** web site:

- But thou shalt remember the LORD thy God: for [it is] he that gives you power to get **WEALTH** that he may establish his covenant which he swore unto your fathers, as [it is] this day
- We expect to avoid the use of condemnation, litigation, regulation, **owner-contested rezoning**, or other coercive methods, since these tend to cause historic properties to be viewed more as liabilities than assets.

We are being mistreated and need help. Please (I beg you) forward this letter to the appropriate person if you are unable to help.

With Deepest Sincerity

Cathy Monahan

-----Original Message-----

From: Evans, Joanie (DHR) [mailto:Joanie.Evans@dhr.virginia.gov]
Sent: Friday, October 26, 2007 4:10 PM
To: cmonahan@kform.com
Subject: Buckland Historic District (Boundary Increase), Prince William County

Attached please find the proposed National Register nomination for Buckland Historic District (Boundary Increase). The file is very large, so hopefully you will be able to open it. If you are not able to view it, please visit our website next week when it will be posted at www.dhr.virginia.gov. Thank you, and let me know if you need additional information.

Sent certified mail 11/7/7 recd 11/9/7

RCAD 11/11/07 MW 1/2

SOUTHGATE CENTER III, LLC
PO Box 370.
c/o Zumot Real Estate Management, Inc.
1400 Chain Bridge Road, Suite 200
McLean, Virginia 22101
(703) 893-7233
rzumot@zumot.net

October 30, 2007

VIA OVERNIGHT DELIVERY

Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23211
Attn: State Historic Preservation Officer

Re: Buckland Historic District, Prince William County, Virginia
Proposed Boundary Increase
16100 Lee Highway, Gainesville, Virginia (the "Property")
VDHR No.: 44PW1775
Notice of Objection by Property Owner

Dear Sir/Madam:

This correspondence certifies that Southgate Center III, LLC ("Southgate III") is the record owner to the above-referenced Property, which has been nominated for inclusion within a proposed expansion of the Buckland Historic District, pursuant to the application filed on August 31, 2007, by DATA Investigations LLC and Buckland Preservation Society (the "Application").

This correspondence further serves as formal notice of Southgate III's objection to the inclusion of the Property within the Buckland Historic District or any other action that may impart a historic designation upon the Property. Southgate III has reviewed the Application and notes that the Property is specifically referenced due to a portion of abandoned State Route 625, which runs along the northern border of the Property (the "Abandoned Road"). The proximity of the Abandoned Road has negligible significance to the present and future use of the Property. Southgate III further objects to any express or implied limitations or restrictions that may be imposed on the Property for its present or future use that may arise from the designation of historic status on the Property.

We encourage you to decline the Application in toto, or in the alternative, to exclude the Property from the proposed expansion of the Buckland Historic District.

In the event that you have any questions regarding this matter, please do not hesitate to contact us.

SOUTHGATE CENTER III, LLC

Rajai S. Zumot
Executive Officer

cc: Andrew F. Palmieri, Esquire

COMMONWEALTH OF VIRGINIA

COUNTY OF FAIRFAX

I, SHAHRYAR YARI KASHANI, a Notary Public in and for the aforesaid jurisdiction, do hereby certify that **Rajai S. Zumot**, personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that he executed and delivered the same instrument, in his capacity as Executive Officer of Southgate Center III, LLC, as his free and voluntary act for the uses and purposes therein set forth.

SHAHRYAR YARI KASHANI
Notary Public

My Commission expires: My Commission Expires April 30, 2011

RCAS 11/1/07

COUNTY OF PRINCE WILLIAM

5 County Complex Court, Prince William, Virginia 22192-9201
(703) 792-6830 Metro 631-1703, Ext. 6830 FAX (703) 792-4401
Internet: www.pwcgov.org

PLANNING OFFICE

Stephen K. Griffin, AICP
Director of Planning

October 31, 2007

Marc C. Wagner
National Register Manager
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

RE: **Buckland, Prince William County**

Dear Mr. Wagner:

As the Certified Local Government contact for Prince William County, I understand that the Virginia Department of Historic Resources, the Commonwealth's agency responsible for administering historic preservation programs, would like to present the National Register nomination of Buckland, submitted by the Commonwealth of Virginia and the Buckland Preservation Society, to the Virginia State Review Board and the Virginia Historic Resources Board for listing consideration on both the National Register of Historic Places and the Virginia Landmarks Register.

As a Certified Local Government, the Architectural Review Board (Board) and the Prince William County (County) are entitled to a sixty-day comment period during which the Board and the County may review the nomination and relay any comments or concerns to the Department of Historic Resources. Since the notification date has passed for the full sixty-day comment, I am using my option to waive our right to the full sixty-day comment period.

I have consulted with the Architectural Review Board Chairman and we are willing to waive the right for the full comment period in order for the nomination to be presented to the State Review Board and the Historic Resources Board at their next meeting on Wednesday, December 5, 2007. Our next Architectural Review Board meeting will be on November 14, 2007. The Board and the County will review the draft nomination and relay comments to you. We also reserve our right to ask that the nomination be deferred, if our decision is that the resource, as described in the nomination, does not appear to meet the National Register criteria for eligibility.

We look forward to reading the draft nomination. Please call me at 702-792-7359, if you have any further questions concerning our review of Buckland.

Sincerely,

Robert C. Bainbridge

Robert C. Bainbridge
CLG Coordinator, Prince William County

outbind://11-00000000808E0ED676E22D4AAA5C31EB97556973070016D2014A355C2E498D89E1566674886B0...

Ustun, Jonathan

From: Ustun, Jonathan
Sent: Friday, November 02, 2007 2:06 PM
To: 'kathleen.kilpatrick@dhr.virginia.gov'
Subject: Buckland Virginia Expanded Historic District

Dear Mrs.. Kilpatrick,

My wife and I very much support the nomination
for the expanded Buckland Historic District.
It is an amazing areal Indian villages, Colonial Town, Civil War Battle
of Buckland Mills, and some very old houses on the original town plat.,*

We are in favor of expanding the Historic District.

Jonathan and Carrie Ustun
8237 Buckland Mill Road
Gainesville, VA 20155
703 548 5700

Jonathan Ustun
Carrie Ustun

* And many old old houses in the surrounding area that need to now be included in an enlarged district.

11/21/2007

McRae, Jean (DHR)

From: Kilpatrick, Kathleen (DHR)
Sent: Friday, November 02, 2007 2:25 PM
To: McRae, Jean (DHR)
Subject: FW: Buckland Virginia Expanded Historic District

I have received a number of these and want to be sure that they make their way into the permanent files for the proposal So, they are coming your way.

From: Kilpatrick, Kathleen (DHR)
Sent: Friday, November 02, 2007 2:23 PM
To: 'Ustun, Jonathan'
Subject: RE: Buckland Virginia Expanded Historic District

Thanks so much for writing to express your support for the proposal. It is indeed a remarkable place.

From: Ustun, Jonathan [mailto:jonathan.ustun@agedwards.com]
Sent: Friday, November 02, 2007 2:06 PM
To: Kilpatrick, Kathleen (DHR)
Subject: Buckland Virginia Expanded Historic District

Dear Mrs.. Kilpatrick,

My wife and I very much support the nomination
for the expanded Buckland Historic District.
It is an amazing area! Indian villages, Colonial Town, Civil War Battle
of Buckland Mills, and some very old houses on the original town plat.

We are in favor of expanding the Historic District.

Jonathan and Carrie Ustun
8237 Buckland Mill Road
Gainesville, VA 20155
703 548 5700

A.G. Edwards & Sons' outgoing and incoming e-mails are electronically archived and subject to review and/or disclosure to someone other than the recipient. We cannot accept orders for transactions or other similar instructions through e-mail. We cannot ensure the security of information e-mailed over the Internet, so you should be careful when transmitting confidential information such as account numbers and security holdings.

McRae, Jean (DHR)

From: Kilpatrick, Kathleen (DHR)
Sent: Friday, November 02, 2007 3:00 PM
To: McRae, Jean (DHR)
Subject: FW: Buckland

An other one. Please retain.

From: Kilpatrick, Kathleen (DHR)
Sent: Friday, November 02, 2007 2:59 PM
To: 'Rhoades, David'
Subject: RE: Buckland

Your thoughtful note certainly is a bright spot in a very contentious week. These issues do stir passions, confusion and tend to bring out the worst and best in people. Thanks for being an example of the latter.

We would be more that honored to work with you on an easement, and are looking forward to an opportunity to conduct a workshop in the area in the coming months. Let me know if you would like to speak sooner than that.

Best to you, and thank you for your interest in preservation.

From: Rhoades, David [mailto:David.Rhoades@ATK.COM]
Sent: Thursday, November 01, 2007 1:18 PM
To: Kilpatrick, Kathleen (DHR)
Subject: Buckland

Kathleen,

Thank you for the phone call. I'm sorry that I wasn't here to take it. My address is 12126 Lee Highway, Gainesville, VA, GPIN 7196-99-6550. I and my wife are VERY supportive of the National Register Nomination for the Buckland Historic District. Our property is adjacent to the old turnpike, and we would like to see the land preserved. We reside there in a non-historic home. I'm sorry to say that I supported the Madison Crescent Development now, as it has brought development too close. I was naïve enough to believe that we could draw the line at Highway 15. At the time the estimation of the core ground was much smaller. In 2002 I rallied my neighbors and fought to protect corner that I live on (where the old turnpike was) as Prince William County was performing sector planning. When Linda Wright saw our desire to protect the property and live on it she and I worked together to convince the sector planning committee to recommend that the land be planned A1. I was encouraged to see that a person CAN have influence!

I know most of the negative parties at the meeting. I attended several meeting with them exploring development of the area. One 10-acres property – Acacia – had four people at the meeting (three sisters and a brother), and were a very vocal group. They are still just one property owner. Four other property owners that I had met with were negative and are reacting out of fear and greed. It is sad to see, actually, that none of them really care a whit about the men that died on their property, nor the fact that it was once a part of an important battle. They are afraid that a developer will not be interested in their property once it is in the Register and they will not get top-dollar. I can tell you first-hand that none of them in the "developer" meetings cared a whit about cultural heritage, just money. None of them live there, either. They are mostly mad that they cannot interest a developer and get a huge windfall, and yes, it is in part because a developer doesn't want to try to deal with the historic nature of the property. I view that as a good thing. I want to live there, though, not just turn a profit.

There are a few actual residents that are overreacting, too. They are worried about property values and control. They are uninformed, of course.

The letter I received yesterday with the FAQ enclosed will, I hope, put them more at ease. I had e-mailed information to several people that showed up at the meeting "shocked" at the way this was handled – surprising them. This was either feigned or because they didn't bother to take time to read my e-mails. It's sad, but I'm discouraged from work with them, as I believe we have a

fundamental disagreement on purpose and values.

We are actually hoping to pursue an easement. I want to put a stake in the ground that cannot be moved, and am willing to contribute the 50% of the loss in property value to put a wrench in the development monkey-works. I only wish I had more property to do so. It is only a paper loss anyway, as the value of my house has skyrocketed in the past 10 years. I'm not sure how to proceed to an easement, exactly, but I'm hoping to work the Buckland Preservation Society folks and get the information that I need to more forward.

I can have my wife send you a separate letter of support if "letter-counting" is of importance. I realize that the negative voices were loud in the meeting. The positive voices, I think, either a) didn't bother to attend because they felt informed, or 2) attended but weren't as vocal (as in my case). Some of the negative voices were irrational, and there was really no purpose in trying to reason with them.

Again, thank you for your call, and for your service. I don't envy you having to deal with passions on both sides of this issue.

David Rhoades

16126 Lee Highway

Gainesville, VA 20155

703-753-9455

Wagner, Marc (DHR)

From: LWright958@aol.com
Sent: Monday, November 05, 2007 10:06 AM
To: ghampshire@bklawva.com; MOMKPK@aol.com
Cc: barry@wright-realty.com; LWright958@aol.com
Subject: Buckland

Dear Katrina and Giff,

Thank you for forwarding your email addressed to Kathleen Kilpatrick. Katrina, I hope you received my return call on Saturday.

First of all, I want to thank you both for your willingness to continue this discussion. As you may know, Ann Brower has made numerous calls to me and met with David Blake. In all conversations, she has applauded the efforts of the Buckland Preservation Society and expressed her support for what she described "her family's legacy". Additionally, Barry and I met with Tony Johnson who wanted to bring his wife over to see maps etc. They are still here for his review any time that is convenient--we have not heard back from Tony. Phone call messages made earlier this year to Acacia (Reston?) were never returned. In reviewing my emails and day timer, I found 14 emails entitled "looking for dates to conduct Koons meeting". We had a date and time set, and I think Katrina you called David Rhodes the afternoon of our meeting to state you had a conflict and would call to reschedule. Of course, Mr. Zumult is another matter. Please know we have met with Mr. Zumult twice. As you stated Katrina, he is "mad". After purchasing the 16 acre parcel in 2002 he discovered that the land was not comp planned for the same zoning as Madison Crescent. He raised quite a discussion among the Planners in PWC when he discovered, after the fact, that he had purchased 16 acres in the Rural Crescent in AE (land designed to provide preservation of existing agricultural lands and open space, as well as other important rural environmental resources...)

As I stated in the meeting at the Post Office, we have lived here since 1984 --rather peacefully-- that is --until 1995. Since that date - life has been anything but peaceful. We were, as they say, "asleep at the switch" busy raising three children....not watching the County actions, the General Assembly, the newspapers.....Little did we know that in 1993 PWC and the City of Manassas passed resolutions to support a study to move the Norfolk Southern B Rail Line further west (so as to not interfere with future development plans in Innovation/Gainesville/Manassas!).... After the General Assembly funded 2 million dollars toward the **"Rail Realignment Study**"...you'll never guess where the prominent alignments (Alignments 8 & 9) traversed....along the Fauquier/PWC border -through Buckland Farm, this farm and straight on toward Thorofare Gap.. We prepared our family for the impact; however, the citizens did rally - front page news for months. In fact, even I had a reluctant color shot on the front page of the Fauquier Democrat. Then, Lo and Behold.. - after attending meeting after meeting we discovered the Technical/Study team became a bit nervous....they had discovered their favored alternatives traversed the Core Ground of the Buckland Mills Battlefield (a God Send--**NPS/American Battlefield Protection Program**). Through the efforts of the citizens, the PEC and others --the study ended with impasse. Our line, however, Alternative 8 received the "Worst Marks" in the matrix of 4f (meaning we were the most historically and environmentally sensitive location in the study).

Life was calm again...until a few months later.....a new study surfaced. --**The Western Transportation Corridor Study**. Our location was Corridor 4....This corridor was a mile wide corridor using Route 15 as the center (did your previous owner convey this to you?) That study was a bit harder to understand....Millions of Dollars were at stake...again, we attended meetings, became quite active in understanding the politics --and soon discovered once again....we were eliminated primarily because of the support of the late Carrington Williams and the fact that the "power line" alignment made best sense...but on paper...we were again the most historically and environmentally sensitive alignment.

Well, those studies may have been the "calm before the storm"....because on the heels of the WTCS came the "Big One"...**The Route 29 Corridor Study**...This Study (you can still google this)...was a Federal MIS with huge Federal dollars. The so called "Northern Long and Short alignments" both traversed the back of this farm/ Anne Brower/Randy Peeler/ John T-C Koons. (I wonder if the Lunsfords conveyed this to you--because we all had to align our energy for this study--as with all the studies-Jim kept a petition in his store for citizens to sign). ...newspapers carried story after story... I assure you, VDOT/Federal Highways are still looking at this alignment. The NPS is keeping us informed to the best of their ability.

Today on-going studies still lurk....the **"power line" study** ; the **Route 215 Study**; and a new Study funded by the

General Assembly to restudy the **Route 29 Corridor**. The fun never ends!

Perhaps now you see one of the reasons for the formation of the Buckland Preservation Society (www.bucklandva.org) . All of our actions have been greatly publicized through local television, news papers (New York Times/Washington Post/Fauquier Times/Observer) Buckland was named in 2003 the "**Fourth Most Endangered Cultural Landscape in the Nation"; named among the "25 Most Endangered Battlefields in the Nation**". . State and Federal dollars are invested in this location. Every time the BPS receives a grant –there is newspaper publicity. The grant which funded this Nomination –the Federal "Save Americas' Treasures Grant" awarded BPS in 2003 - present received tremendous press--these grants are very difficult to obtain!

.

Recently, BPS was awarded one of the largest preservation planning grants by the National Park Service. This grant is now active and we have contracted with John Hutchinson, who was present at the VDHR meeting. John is quite versed at the utilizing the NPS Acquisition/Easement program. Given what Barry and I learned recently in a meeting with Supervisors and Paul Hawke, the Director of the ABPP, pulling our resources together opens a few more options to any owner currently seeking to market their property. If this interests anyone, I would suggest a meeting to discuss this alternative.

I do hope this has rendered an bit of an insight into Buckland story!

Looking forward to hearing from you.
Linda/Barry Wright 703 754-4000

See what's new at AOL.com and Make AOL Your Homepage.

Angela P. Walker
7804 James Madison Highway
Gainesville, VA. 20155

11/7/07

VIA OVERNIGHT DELIVERY

Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221-2470
Attn: State Historic Preservation Officer

Keeper of National Register of Historic Places
National Park Service
1201 Eye Street NW
8th Floor (MS 2280)
Washington, DC 20005

Re: Buckland Historic District, Prince William County, Virginia
Proposed Boundary Increase for inclusion of 7804 James Madison Highway, Gainesville,
Virginia in the Virginia Landmarks Register and the National Register of Historic Places
VDHR No.: VHDR #076-0313

NOTICE OF OBJECTION BY PROPERTY OWNER

Dear Sir/Madam,

This correspondence certifies that Angela P.Walker, (the "Owner"), is the owner to the above-referenced Property, which has been nominated for inclusion within a proposed expansion of the Buckland Historic District, pursuant to the application filed on August 31, 2007, by DATA Investigations LLC and Buckland Preservation Society (the "Application").

This correspondence further serves as formal notice of the Owner's objection to the inclusion of the Property within the Buckland Historic District or

any other action that may impart a historic designation upon the Property. The Owner objects to the Property's inclusion to the National Register of Historic Places and the Virginia Landmarks Register. The Owner requests that the Department of Historic Resources and the Keeper of the National Register of Historic Places substantively review the nomination for both the Virginia Landmarks Register of the National Register of Historic Places.

The Owner asserts that there is not a sufficient historical basis for including its property in the proposed expansion area. The Owner further asserts that its property is being involuntarily converted by this proposed expansion as buffer for the current Buckland Historic District. Finally, the Owner rejects the notion that this designation has no negative impact on its property rights. The expansion of the designation to this property will create a presumption that the property should not be developed at a higher and better use, where this property is very different in character than those properties in the current Historic District. This property is very different than those properties in the current district by virtue of its frontage on Route 15, the proximity of sewer and the commercial development that exists directly across Route 15. The properties in the current Historic District have none of these qualities, just as the Property is without the historical significance that exists for the properties in the current Historic District. As a result, the expansion of the historic designation to the Property is both without justification, and diminishes the value of the Property. As relayed by the County Architect and the Cultural Resource Management firm representative, there is no historical basis for inclusion of our properties, except that they are used as "buffer zones" for their proximity to Cera Gorda. The proposed expansion to the Property should, therefore, be rejected.

Accordingly, we ask that you substantively review the nominations and that you deny the Applications for expansion of the Historic District to the Property for inclusion in the Virginia Landmarks Register and the National Register of Historic Places.

In the event that you have any questions regarding this matter, please do not hesitate to contact us.

Sincerely,

Angela Walker

Angela P. Walker
Home 703-327-3972

Cc: Gifford R. Hampshire, Blankingship & Keith, P.C.

Angela Walker

Angela P. Walker
7804 James Madison Highway
Gainesville, VA. 20155

COMMONWEALTH OF VIRGINIA
STATE OF MARYLAND
COUNTY OF PRINCE GEORGES

I, TIFFANY GARNER, a Notary Public in and for the aforesaid jurisdiction, do hereby certify that ANGELA WALKER, personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me t his day in person and acknowledged that he/she executed and delivered the same instrument, in his capacity as Owner of 7804 James Madison Highway, Gainesville, VA. , and his/her free and voluntary act for the uses and purposed therein set forth.

Tiffany Garner

Notary Public

My Commission expires: TIFFANY GARNER
Notary Public, Prince George's County, MD
My Commission Expires July 22, 2009

Michael Walker
7804 James Madison Highway
Gainesville, VA. 20155

11/7/07

VIA OVERNIGHT DELIVERY

Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221-2470
Attn: State Historic Preservation Officer

Keeper of National Register of Historic Places
National Park Service
1201 Eye Street NW
8th Floor (MS 2280)
Washington, DC 20005

Re: Buckland Historic District, Prince William County, Virginia
Proposed Boundary Increase for inclusion of 7804 James Madison Highway, Gainesville,
Virginia in the Virginia Landmarks Register and the National Register of Historic Places
VDHR No.: VHDR #076-0313

NOTICE OF OBJECTION BY PROPERTY OWNER

Dear Sir/Madam,

This correspondence certifies that Michael Walker, (the "Owner"), is the owner to the above-referenced Property, which has been nominated for inclusion within a proposed expansion of the Buckland Historic District, pursuant to the application filed on August 31, 2007, by DATA Investigations LLC and Buckland Preservation Society (the "Application").

This correspondence further serves as formal notice of the Owner's objection to the inclusion of the Property within the Buckland Historic District or

any other action that may impart a historic designation upon the Property. The Owner objects to the Property's inclusion to the National Register of Historic Places and the Virginia Landmarks Register. The Owner requests that the Department of Historic Resources and the Keeper of the National Register of Historic Places substantively review the nomination for both the Virginia Landmarks Register of the National Register of Historic Places.

The Owner asserts that there is not a sufficient historical basis for including its property in the proposed expansion area. The Owner further asserts that its property is being involuntarily converted by this proposed expansion as buffer for the current Buckland Historic District. Finally, the Owner rejects the notion that this designation has no negative impact on its property rights. The expansion of the designation to this property will create a presumption that the property should not be developed at a higher and better use, where this property is very different in character than those properties in the current Historic District. This property is very different than those properties in the current district by virtue of its frontage on Route 15, the proximity of sewer and the commercial development that exists directly across Route 15. The properties in the current Historic District have none of these qualities, just as the Property is without the historical significance that exists for the properties in the current Historic District. As a result, the expansion of the historic designation to the Property is both without justification, and diminishes the value of the Property. As relayed by the County Architect and the Cultural Resource Management firm representative, there is no historical basis for inclusion of our properties, except that they are used as "buffer zones" for their proximity to Cera Gorda. The proposed expansion to the Property should, therefore, be rejected.

Accordingly, we ask that you substantively review the nominations and that you deny the Applications for expansion of the Historic District to the Property for inclusion in the Virginia Landmarks Register and the National Register of Historic Places.

In the event that you have any questions regarding this matter, please do not hesitate to contact us.

Sincerely,

Michael Walker
Home 703-327-3972

Cc: Gifford R. Hampshire, Blankingship & Keith, P.C.

Michael Walker
7804 James Madison Highway
Gainesville, VA. 20155

COMMONWEALTH OF VIRGINIA
STATE OF MARYLAND
COUNTY OF PRINCE GEORGES

I, TIFFANY GARNER, a Notary Public in and for the aforesaid jurisdiction, do hereby certify that MICHAEL WALKER, personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me t his day in person and acknowledged that he/she executed and delivered the same instrument, in his capacity as Owner of 7804 James Madison Highway, Gainesville, VA. , and his/her free and voluntary act for the uses and purposed therein set forth.

Tiffany Garner

Notary Public

TIFFANY GARNER
Notary Public, Prince George's County, MD
My Commission Expires July 22, 2009

My Commission expires:

Scott F. Morin
7804 James Madison Highway
Gainesville, VA. 20155

11/7/07

VIA OVERNIGHT DELIVERY

Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221-2470
Attn: State Historic Preservation Officer

Keeper of National Register of Historic Places
National Park Service
1201 Eye Street NW
8th Floor (MS 2280)
Washington, DC 20005

Re: Buckland Historic District, Prince William County, Virginia
Proposed Boundary Increase for inclusion of 7804 James Madison Highway, Gainesville,
Virginia in the Virginia Landmarks Register and the National Register of Historic Places
VDHR No.: VHDR #076-0313

NOTICE OF OBJECTION BY PROPERTY OWNER

Dear Sir/Madam,

This correspondence certifies that Scott F. Morin, (the "Owner"), is the owner to the above-referenced Property, which has been nominated for inclusion within a proposed expansion of the Buckland Historic District, pursuant to the application filed on August 31, 2007, by DATA Investigations LLC and Buckland Preservation Society (the "Application").

This correspondence further serves as formal notice of the Owner's objection to the inclusion of the Property within the Buckland Historic District or

any other action that may impart a historic designation upon the Property. The Owner objects to the Property's inclusion to the National Register of Historic Places and the Virginia Landmarks Register. The Owner requests that the Department of Historic Resources and the Keeper of the National Register of Historic Places substantively review the nomination for both the Virginia Landmarks Register of the National Register of Historic Places.

The Owner asserts that there is not a sufficient historical basis for including its property in the proposed expansion area. The Owner further asserts that its property is being involuntarily converted by this proposed expansion as buffer for the current Buckland Historic District. Finally, the Owner rejects the notion that this designation has no negative impact on its property rights. The expansion of the designation to this property will create a presumption that the property should not be developed at a higher and better use, where this property is very different in character than those properties in the current Historic District. This property is very different than those properties in the current district by virtue of its frontage on Route 15, the proximity of sewer and the commercial development that exists directly across Route 15. The properties in the current Historic District have none of these qualities, just as the Property is without the historical significance that exists for the properties in the current Historic District. As a result, the expansion of the historic designation to the Property is both without justification, and diminishes the value of the Property. As relayed by the County Architect and the Cultural Resource Management firm representative, there is no historical basis for inclusion of our properties, except that they are used as "buffer zones" for their proximity to Cera Gorda. The proposed expansion to the Property should, therefore, be rejected.

Accordingly, we ask that you substantively review the nominations and that you deny the Applications for expansion of the Historic District to the Property for inclusion in the Virginia Landmarks Register and the National Register of Historic Places.

In the event that you have any questions regarding this matter, please do not hesitate to contact us.

Sincerely,

Scott F. Morin

Home 703-988-0205

Cc: Gifford R. Hampshire, Blankingship & Keith, P.C.

Scott F. Morin
7804 James Madison Highway
Gainesville, VA. 20155

Scott F Morin 11-13-07

COMMONWEALTH OF VIRGINIA

COUNTY OF FAIRFAX

I, EVAN DOWNEY, a Notary Public in and for the aforesaid jurisdiction, do hereby certify that SCOTT F MORIN, personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me t his day in person and acknowledged that he/she executed and delivered the same instrument, in his capacity as Owner of 7804 James Madison Highway, Gainesville, VA. , and his/her free and voluntary act for the uses and purposed therein set forth.

Notary Public

My Commission expires: 9/30/2010

EVAN DOWNEY
NOTARY PUBLIC
COMMONWEALTH OF VIRGINIA
MY COMMISSION EXPIRES SEP. 30, 2010
COMMISSION # 7036411

Katrina P. Koons
7804 James Madison Highway
Gainesville, VA. 20155

11/7/07

VIA OVERNIGHT DELIVERY

Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221-2470
Attn: State Historic Preservation Officer

Keeper of National Register of Historic Places
National Park Service
1201 Eye Street NW
8th Floor (MS 2280)
Washington, DC 20005

Re: Buckland Historic District, Prince William County, Virginia
Proposed Boundary Increase for inclusion of 7804 James Madison Highway, Gainesville, Virginia in the Virginia Landmarks Register and the National Register of Historic Places
VDHR No.: VHDR #076-0313

NOTICE OF OBJECTION BY PROPERTY OWNER

Dear Sir/Madam,

This correspondence certifies that Katrina P. Koons, (the "Owner"), is the owner to the above-referenced Property, which has been nominated for inclusion within a proposed expansion of the Buckland Historic District, pursuant to the application filed on August 31, 2007, by DATA Investigations LLC and Buckland Preservation Society (the "Application").

This correspondence further serves as formal notice of the Owner's objection to the inclusion of the Property within the Buckland Historic District or any other action that may impart a historic designation upon the Property. The Owner objects to the Property's inclusion to the National Register of Historic Places and the Virginia Landmarks Register. The Owner requests that the Department of Historic Resources and the Keeper of the National Register of

Historic Places substantively review the nomination for both the Virginia Landmarks Register of the National Register of Historic Places.

The Owner asserts that there is not a sufficient historical basis for including its property in the proposed expansion area. The Owner further asserts that its property is being involuntarily converted by this proposed expansion as buffer for the current Buckland Historic District. Finally, the Owner rejects the notion that this designation has no negative impact on its property rights. The expansion of the designation to this property will create a presumption that the property should not be developed at a higher and better use, where this property is very different in character than those properties in the current Historic District. This property is very different than those properties in the current district by virtue of its frontage on Route 15, the proximity of sewer and the commercial development that exists directly across Route 15. The properties in the current Historic District have none of these qualities, just as the Property is without the historical significance that exists for the properties in the current Historic District. As a result, the expansion of the historic designation to the Property is both without justification, and diminishes the value of the Property. As relayed by the County Architect and the Cultural Resource Management firm representative, there is no historical basis for inclusion of our properties, except that they are used as "buffer zones" for their proximity to Cera Gorda. The proposed expansion to the Property should, therefore, be rejected.

Accordingly, we ask that you substantively review the nominations and that you deny the Applications for expansion of the Historic District to the Property for inclusion in the Virginia Landmarks Register and the National Register of Historic Places.

In the event that you have any questions regarding this matter, please do not hesitate to contact us.

Sincerely,

Katrina P. Koons
Home 703-803-9777
Cc: Gifford R. Hampshire, Blankingship & Keith, P.C.

Katrina P. Koons
7804 James Madison Highway
Gainesville, VA. 20155

COMMONWEALTH OF VIRGINIA

COUNTY OF FAIRFAX

I, Mona Younes, a Notary Public in and for the aforesaid jurisdiction, do hereby certify that Katrina Koons, personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me t his day in person and acknowledged that he/she executed and delivered the same instrument, in his capacity as Owner of 7804 James Madison Highway, Gainesville, VA. , and his/her free and voluntary act for the uses and purposed therein set forth.

Mona Younes
Notary Public

My Commission expires: NOV. 30, 2009

MONA YOUNES
NOTARY PUBLIC
COMMONWEALTH OF VIRGINIA
MY COMMISSION EXPIRES NOV. 30, 2009
COMMISSION # 365104

Sabrina D. Peeler-Morin
7804 James Madison Highway
Gainesville, VA. 20155

11/7/07

VIA OVERNIGHT DELIVERY

Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221-2470
Attn: State Historic Preservation Officer

Keeper of National Register of Historic Places
National Park Service
1201 Eye Street NW
8th Floor (MS 2280)
Washington, DC 20005

Re: Buckland Historic District, Prince William County, Virginia
Proposed Boundary Increase for inclusion of 7804 James Madison Highway, Gainesville,
Virginia in the Virginia Landmarks Register and the National Register of Historic Places
VDHR No.: VHDR #076-0313

NOTICE OF OBJECTION BY PROPERTY OWNER

Dear Sir/Madam,

This correspondence certifies that Sabrina D. Peeler-Morin, (the "Owner"), is the record owner to the above-referenced Property, which has been nominated for inclusion within a proposed expansion of the Buckland Historic District, pursuant to the application filed on August 31, 2007, by DATA Investigations LLC and Buckland Preservation Society (the "Application").

This correspondence further serves as formal notice of the Owner's objection to the inclusion of the Property within the Buckland Historic District or

any other action that may impart a historic designation upon the Property. The Owner objects to the Property's inclusion to the National Register of Historic Places and the Virginia Landmarks Register. The Owner requests that the Department of Historic Resources and the Keeper of the National Register of Historic Places substantively review the nomination for both the Virginia Landmarks Register of the National Register of Historic Places.

The Owner asserts that there is not a sufficient historical basis for including its property in the proposed expansion area. The Owner further asserts that its property is being involuntarily converted by this proposed expansion as buffer for the current Buckland Historic District. Finally, the Owner rejects the notion that this designation has no negative impact on its property rights. The expansion of the designation to this property will create a presumption that the property should not be developed at a higher and better use, where this property is very different in character than those properties in the current Historic District. This property is very different than those properties in the current district by virtue of its frontage on Route 15, the proximity of sewer and the commercial development that exists directly across Route 15. The properties in the current Historic District have none of these qualities, just as the Property is without the historical significance that exists for the properties in the current Historic District. As a result, the expansion of the historic designation to the Property is both without justification, and diminishes the value of the Property. As relayed by the County Architect and the Cultural Resource Management firm representative, there is no historical basis for inclusion of our properties, except that they are used as "buffer zones" for their proximity to Cera Gorda. The proposed expansion to the Property should, therefore, be rejected.

Accordingly, we ask that you substantively review the nominations and that you deny the Applications for expansion of the Historic District to the Property for inclusion in the Virginia Landmarks Register and the National Register of Historic Places.

In the event that you have any questions regarding this matter, please do not hesitate to contact us.

Sincerely,

Sabrina D. Peeler-Morin

Home 703-988-0205

Cc: Gifford R. Hampshire, Blankingship & Keith, P.C.

Sabrina D. Peeler-Morin
7804 James Madison Highway
Gainesville, VA. 20155

COMMONWEALTH OF VIRGINIA

COUNTY OF FAIRFAX.

I, Mona Younes, a Notary Public in and for the aforesaid jurisdiction, do hereby certify that Sabrina Peeler Morin, personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me t his day in person and acknowledged that he/she executed and delivered the same instrument, in his capacity as Owner of 7804 James Madison Highway, Gainesville, VA. , and his/her free and voluntary act for the uses and purposed therein set forth.

Mona Younes
Notary Public

My Commission expires: NOV. 30. 2009

MONA YOUNES
NOTARY PUBLIC
COMMONWEALTH OF VIRGINIA
MY COMMISSION EXPIRES NOV. 30, 2009
COMMISSION # 365104

John W. Koons III
7804 James Madison Highway
Gainesville, VA. 20155



11/7/07

VIA OVERNIGHT DELIVERY

Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221-2470
Attn: State Historic Preservation Officer

Keeper of National Register of Historic Places
National Park Service
1201 Eye Street NW
8th Floor (MS 2280)
Washington, DC 20005

Re: Buckland Historic District, Prince William County, Virginia
Proposed Boundary Increase for inclusion of 7804 James Madison Highway, Gainesville, Virginia in the Virginia Landmarks Register and the National Register of Historic Places
VDHR No.: VHDR #076-0313

NOTICE OF OBJECTION BY PROPERTY OWNER

Dear Sir/Madam,

This correspondence certifies that John W. Koons III, (the "Owner"), is the record owner to the above-referenced Property, which has been nominated for inclusion within a proposed expansion of the Buckland Historic District, pursuant to the application filed on August 31, 2007, by DATA Investigations LLC and Buckland Preservation Society (the "Application").

This correspondence further serves as formal notice of the Owner's objection to the inclusion of the Property within the Buckland Historic District or any other action that may impart a historic designation upon the Property. The Owner objects to the Property's inclusion to the National Register of Historic Places and the Virginia Landmarks Register. The Owner requests that the Department of Historic Resources and the Keeper of the National Register of

Historic Places substantively review the nomination for both the Virginia Landmarks Register of the National Register of Historic Places.

The Owner asserts that there is not a sufficient historical basis for including its property in the proposed expansion area. The Owner further asserts that its property is being involuntarily converted by this proposed expansion as buffer for the current Buckland Historic District. Finally, the Owner rejects the notion that this designation has no negative impact on its property rights. The expansion of the designation to this property will create a presumption that the property should not be developed at a higher and better use, where this property is very different in character than those properties in the current Historic District. This property is very different than those properties in the current district by virtue of its frontage on Route 15, the proximity of sewer and the commercial development that exists directly across Route 15. The properties in the current Historic District have none of these qualities, just as the Property is without the historical significance that exists for the properties in the current Historic District. As a result, the expansion of the historic designation to the Property is both without justification, and diminishes the value of the Property. As relayed by the County Architect and the Cultural Resource Management firm representative, there is no historical basis for inclusion of our properties, except that they are used as "buffer zones" for their proximity to Cera Gorda. The proposed expansion to the Property should, therefore, be rejected.

Accordingly, we ask that you substantively review the nominations and that you deny the Applications for expansion of the Historic District to the Property for inclusion in the Virginia Landmarks Register and the National Register of Historic Places.

In the event that you have any questions regarding this matter, please do not hesitate to contact us.

Sincerely,

John W. Koons III
Home 703-803-9777

ANIL KHETARPAL
Notary Public
Commonwealth of Virginia
My Commission Expires Apr 30, 2008

ED # 135766

Cc: Gifford R. Hampshire, Blankingship & Keith, P.C.

State / District of VIRGINIA
City / County of FAIRFAX
The foregoing instrument was acknowledged before me this 13TH day of NOVEMBER, 2007, by JOHN W. KOONS 3RD

Notary Public

My commission expires: APRIL 30, 2008

John W. Koons III
7804 James Madison Highway
Gainesville, VA. 20155

COMMONWEALTH OF VIRGINIA

COUNTY OF_____

I, _____, a Notary Public in and for the aforesaid jurisdiction, do hereby certify that _____, personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me t his day in person and acknowledged that he/she executed and delivered the same instrument, in his capacity as Owner of 7804 James Madison Highway, Gainesville, VA. , and his/her free and voluntary act for the uses and purposed therein set forth.

_____

Notary Public

My Commission expires:_____

Rec'd 11/26/07

TO: Kathleen Kilpatrick, Director
Virginia Department of Historic Resources
2801 Kensington Ave
Richmond, VA 23221

David Edwards, Director
Northern Regional Preservation Office
The Steel House
5357 Main St.
Stephens City, VA 22655

FROM: John DePerro John
Vint Hill Homeowners Association and the Vint Hill Conservancy
3641 Osborne Dr
Vint Hills Station, VA 20187

DATE: November 12, 2007

SUBJECT: Expanded Historic District for Buckland Mills, Virginia

This letter is to express the strong support for the current action to expand the Buckland Mills historic district.

The 300 residences (to date) and the 63 businesses (to date) on the old Army post of Vint Hills Farms Station are close neighbors of the proposed expanded historic district. Our unique community is within yards of the expanded historic district. Vint Hill Road, the entranceway into the Vint Hill community flows through the expanded historic district. The Vint Hill Economic Development Authority, appointed by the Governor, has taken a historically sensitive approach to the development of the 750 acres on Vint Hills Farms Station to complement the current look and feel of Buckland Mills.

Our residences and businesses were attracted to this part of Virginia because of the unique charm of the properties in the historic district. When the county planning folks thought to build a road through a most historic part of the district we created an organization to call for a more historically sensitive approach. We put enough citizens in the hearings to fill the meeting room and the overflow room and the halls. We put into public record dozens of letters from key names in the preservation community to support a historically sensitive approach to any development.

I represented the Vint Hills community at the public hearing on October 24, 2007. I observed that the expansion had the strong support of those who actually live in the proposed expanded district. The expansion had the strong support of those whose properties were contiguous to the proposed district. The only opposition that I observed was from one family and one additional landowner who held lands that were once part of the Cerriro Gordo Plantation. These individuals indicated that they hoped to sell the land to developers for the purpose of building high intensity retail stores. These individuals questioned the historical significance of their lands around the old plantation house. The record shows that J, E, B. Davis was camped at the plantation with some 5,000 cavalrymen. The half of the action during the Battle of Buckland Mills was on the property. We know that much gunpowder was expended around this property.

Thank you and your staff for all your cooperation and graciousness in this project.

Recd 12/3

Randall S. Peeler
7800 James Madison Highway
Gainesville, VA. 20155

11/13/07

VIA OVERNIGHT DELIVERY

Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221-2470
Attn: State Historic Preservation Officer

Keeper of National Register of Historic Places
National Park Service
1201 Eye Street NW
8th Floor (MS 2280)
Washington, DC 20005

Re: Buckland Historic District, Prince William County, Virginia
Proposed Boundary Increase for inclusion of 7800 James Madison Highway, Gainesville, Virginia in the Virginia Landmarks Register and the National Register of Historic Places
VDHR No.: VHDR #076-0313

NOTICE OF OBJECTION BY PROPERTY OWNER

Dear Sir/Madam,

This correspondence certifies that Randall S. Peeler, (the "Owner"), is the owner to the above-referenced Property, which has been nominated for inclusion within a proposed **expansion of the Buckland Historic District, pursuant to the application filed on August 31,** 2007, by DATA Investigations LLC and Buckland Preservation Society (the "Application").

This correspondence further serves as formal notice of the Owner's objection to the **inclusion of the Property within the Buckland Historic District or any other action that may** impart a historic designation upon the Property. The Owner objects to the Property's inclusion to the National Register of Historic Places and the Virginia Landmarks Register. The Owner **requests that the Department of Historic Resources and the Keeper of the National Register of**

Historic Places substantively review the nomination for both the Virginia Landmarks Register of the National Register of Historic Places.

The Owner asserts that there is not a sufficient historical basis for including its property in the proposed expansion area. The Owner further asserts that its property is being involuntarily converted by this proposed expansion as buffer for the current Buckland Historic District. Finally, the Owner rejects the notion that this designation has no negative impact on its property rights. The expansion of the designation to this property will create a presumption that the property should not be developed at a higher and better use, where this property is very different in character than those properties in the current Historic District. This property is very different than those properties in the current district by virtue of its frontage on Route 15, the proximity of sewer and the commercial development that exists directly across Route 15. The properties in the current Historic District have none of these qualities, just as the Property is without the historical significance that exists for the properties in the current Historic District. As a result, the expansion of the historic designation to the Property is both without justification, and diminishes the value of the Property. As relayed by the County Architect and the Cultural Resource Management firm representative, there is no historical basis for inclusion of our properties, except that they are used as "buffer zones" for their proximity to Cera Gorda. The proposed expansion to the Property should, therefore, be rejected.

Accordingly, we ask that you substantively review the nominations and that you deny the Applications for expansion of the Historic District to the Property for inclusion in the Virginia Landmarks Register and the National Register of Historic Places.

In the event that you have any questions regarding this matter, please do not hesitate to contact us.

Sincerely,

Randall S. Peeler
Home 703-675-6200

Cc: Gifford R. Hampshire, Blankingship & Keith, P.C.

City / County of Prince William
Commonwealth/State of Virginia
The foregoing instrument was acknowledged before me this 14 day of November, 2011, by Randall S. Peeler
(name of person seeking acknowledgement)

Notary Public 1018589
My commission expires: 11-30-2010

JESSICA M [illegible] S
COMMONWEALTH OF VIRGINIA
NOTARY PUBLIC

Randall S. Peeler
7800 James Madison Highway
Gainesville, VA. 20155

COMMONWEALTH OF VIRGINIA

COUNTY OF_____

I, _____, a Notary Public in and for the aforesaid jurisdiction, do hereby certify that _____, personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me t his day in person and acknowledged that he/she executed and delivered the same instrument, in his capacity as Owner of 7800 James Madison Highway, Gainesville, VA. , and his/her free and voluntary act for the uses and purposed therein set forth.

_____
Notary Public

My Commission expires:_____

Did 12/4

RECEIVED

DEC 03 2007

Department of Historic Resources

November 14, 2007

VIA OVERNIGHT DELIVERY

Department of Historic Preservation Officer
2801 Kensington Avenue
Richmond, VA 23221-2470
Attn: State Historic Preservation Officer

Re: Buckland Historic District, Prince William County, Virginia
Proposed Boundary Increase
7794 James Madison Highway, Gainesville, Virginia 20155
VHDR No. 076-0313

NOTICE OF OBJECTION BY PROPERTY OWNER

Dear Sir/Madam:

This correspondence certifies that Ann L. Brower (the "Owner") is the record owner to the above-referenced Property, which has been nominated for inclusion within a proposed expansion of the Buckland Historic District, pursuant to the application filed on August 31, 2007, by DATA Investigations LLC and Buckland Preservation Society (the "Association").

This correspondence further serves as formal notice of the Owner's objection to the inclusion of the Property within the Buckland Historic District or any other action that may impart a historic designation upon the Property. The Owner further objects to any express or implied limitations or restrictions that may be imposed on the Property for its present or future or future use that may arise from the designation of historic status on the Property.

We encourage you to deny the Application.

In the event that you have any questions regarding this matter, please do not hesitate to contact us.

Yours truly,

Ann L. Brower

Ann L. Brower
OWNER
540-347-0979

COMMONWEALTH OF VIRGINIA

COUNTY OF Fauquier

I, Anne G. Brown, A Notary Public in and for the aforesaid jurisdiction, do hereby certify that Ann L. Brower, personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that she executed and delivered the same instrument, in her capacity as Owner of 7794 James Madison Highway, Gainesville, Virginia, as her free and voluntary act for the uses and purposes therein set forth.

Anne G. Brown

Notary Public

My Commission expires: 4/30/2010

ANNE G. BROWN
Notary Public
Commonwealth of Virginia
4149222
My Commission Expires Apr 30, 2010

1-EAD 11/26/07

November 14, 2007

Ms. Kathleen Kilpatrick
Director and SHPO
2801 Kensington Avenue
Richmond, Virginia 23221

Dear Ms. Kilpatrick:

I am a property owner in the proposed expansion of the Buckland Historic District, and have had the great privilege of being the caretaker of this particular piece of land for 28 years. My land was part of the original Cerro Gordo Plantation and overlooks the Buckland Historic District, the Broad Run and was part of the staging campgrounds of the Second Battle of Manassas was well as part of the battlefields of the Battle of Buckland Mills.

A former member of the Prince William Historic commission, I was significantly involved with the original application to the county and state to designate Buckland a historic district, the result of which: I am well versed in the historic values of the land that, not only I live upon, but the land that surrounds me.

We have been threatened by railroads, developers, ...even Walt Disney tried to move in with high-powered plans that would have spelled disaster for our community. Fortunately, as I am sure you are well aware, the troops rallied and we have been able to save our little village from being taken over by bulldozers and railroad tracks.

I believe in and support the district increase as appropriate and in line with the plans of Prince William County to protect the scenic and historic places of the county in the Green Crescent. I apologize for being so tardy in writing to you with regard my support of this proposition but I had no idea that anyone who lives upon this historic land would be in opposition (and I understand there is interest in a group of "new arrivals" upon the land to rezone for development) therefore, I feel it imperative to re-state my support with issuance of this letter.

Please give us your support to protect and thereby save this area, for present and future generations to appreciate, study and enjoy.

Sincerely,

Pat Morris-Evans

Pat Morris-Evans
7823 Cerro Gordo Road
Gainesville (Buckland) Virginia 20155

copy: BPS
8111 Buckland Mill Road Gainesville, Virginia 20155

rec'd 11/26/7

DENNIS P. VAN DERLASKE
4924 LANYARD LANE
WOODBRIDGE, VIRGINIA 22192

(703) 590-2397

20 November 2007

Ms Kathleen Kilpatrick
Director and State Historic Preservation Officer
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

Dear Ms Kilpatrick:

I am a resident of Prince William County writing to you in support of the National Register nomination for the expanded Buckland Historic District.

This endeavor makes a great deal of sense in that it helps to protect and identify cultural, architectural and landscape features of the unique settlement of Buckland, Virginia, an historically significant area. Buckland's history embodied the commonplace while it served as a crossroads to people who were iconic to both the commonwealth and the nation. For the most part, it has escaped modern transformation during recent times. This makes it unique. It is clearly postured to serve as a teaching tool, interpretive asset and springboard for continued historic research.

The need to conduct further research and identify further historic features in the area while preserving already identified architecture will most likely be a long term process given the nature of funding such work. National Register designation will be an important step in helping to protect the context of the area in which Buckland is situated as this work ensues. This is especially important given the rapid development in this growing area of Northern Virginia.

Preservation for the benefit of future generations is not only an indicator of good stewardship, but is also a mark of civility. The preservation of this unique settlement needs to be done right. The history and traditions of the Commonwealth of Virginia demand nothing less.

Very truly yours,

Dennis P. Van Derlaske

Wagner, Marc (DHR)

From: LWright958@aol.com

Sent: Tuesday, November 20, 2007 8:19 AM

To: Edwards, David (DHR)

Cc: Kilpatrick, Kathleen (DHR); Wagner, Marc (DHR); johnhutchinson@jenningsgap.com; carolyn@wright-realty.com

Subject: Nomination Clafiications

David,

As you may recall, at the meeting held at the Buckland Post Office, I personally pledged to assist in the lines of communication . At the time, I had not officially met those speaking out against the Nomination. (please see below email to Gif Hampshire/Katrina Koons)

Now, after three public meetings and several emails, phone calls-- the puzzle is faithfully coming together.

Several (below noted) misunderstandings have been addressed and hopefully clarified:

- **Clarification regarding the difference between Historic Overlay District (affecting land use and property rights) and the National Register Historic District (not affecting land use and property rights--honorific)** (Clarification again made at Prince William County Architectural Review Board Meeting - October 24, 2007)
- **Clarification regarding the preparation/funding of the Nomination**: (See 1997-present "Time Line" /Save Americas' Treasures Grants I and II /NPS/ABPP Grant -awarded to the Buckland Preservation Society in 2003/4/5 *together with many private gifts of time, talents and stewardship)*
- **Clarification regarding communication** - Please see Rhoades/Wright email comments to Kathleen Kilpatrick (October 07) - Reference comments rendered in PWC/ARB Meeting etc.
- **Clarification over accessing the text of the Nomination** - (Ref David Edward's distribution--Nomination on PWC web site September ? 07 and VDHR web site)
- **Clarification regarding support/opposition** - Please see Petition/letters
- **Clarification regarding zoning** - Please see land use plan for Prince William County (all lands under consideration for the Nomination are in Rural Crescent/AE/A-1)
- **Clarification regarding the Core Ground Boundary for the Buckland Mills Battlefield** (see NPS map) All properties within the Expansion are within the boundaries of the Core Ground - Eligible for the National Register
- **Clarification regarding being "eligible" for the Register and being "listed" in the Register** (Clarification made at ARB meeting in PWC on November 14, 2007 by ARB/John Hutchinson)
- **Clarification regarding land use**: On August 6, 2002, the Prince William County adopted the "Gainesville Sector Plan". This plan was adopted into the PWC comp plan on said day. The lands to the east of Route 15 were deemed AE, A-1, Rural Crescent (10/2007 portions Designated Cultural Resource).
- **Clarification of Significance of Lands along Route 15** - Buckland Residents/Historians/BPS followed the VDHR guideline "National Register officially recognizes cultural, architectural, and landscape features of a historically significant area" - See "Landmarks of Old Prince William" - regarding toll roads. Rev. Issac Campbell's 1784 will states 2/3 of Maryland Estate "applied for raising convenient buildings in whatever part of my land in Virginia she(wife,Jane Brown Campbell) may chose for residence" /George Grayson Tyler historical documents / recent foundation discovery on Shiner site --artifact discovery on Piland/Rhodes sites / Alexandria Gazette 1840 description of Wm Alexander/Smith farm./ The 1798 Petition by John Love to charter Buckland/The May 5, 1988 Register Nomination for Buckland citing language in the 1798 Love Petition regarding transportation, and cultural/landscape features.
- **Clarification over "legality of conservation easements"**..see web site for NPS and VDHR -- Announcement of VDHR Easement Workshop in 2008 (date pending) ./ comment made to Patricia Evans - this topic requires more education. *There is still major misconception regarding the benefits/legality thereof.*

See what's new at AOL.com and Make AOL Your Homepage.

READ 11/27/07
ML
also emailed 11/21/7

November 21, 2007

Ms. Kathleen Kilpatrick, Director
Mr. Mark Wagner
Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

Dear Ms. Kilpatrick and Mr. Wagner,

My husband and I own and reside in the Moss House (originally Brooks' Tavern) in the existing Buckland Historic District. I am writing to you to assure you of my support for the plans to expand the Historic District. It is my hope that such expansion will further serve to preserve and protect this area which has so much historic cultural, social, agricultural, industrial, and military significance.

Thank you for your help and support in this matter.

Sincerely,

Leslie Nittiskie

Leslie Nittiskie
8104 Buckland Mill Rd
Gainesville, VA 20155

READ 11/27/07
MN
also emailed 11/21

November 21, 2007

Ms. Kathleen Kilpatrick, Director
Mr. Mark Wagner
Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

Dear Ms. Kilpatrick and Mr. Wagner,

My wife and I own and reside in the Moss House (originally Brooks' Tavern) in the existing Buckland Historic District. I am writing to you to assure you of my support for the plans to expand the Historic District. It is my hope that such expansion will further serve to preserve and protect this area which has so much historic cultural, social, agricultural, industrial, and military significance.

Thank you for your help and support in this matter.

Sincerely,

Edward J. Nitt

Ed Nittiskie
8104 Buckland Mill Rd
Gainesville, VA 20155

Wagner, Marc (DHR)

From: LWright958@aol.com
Sent: Wednesday, November 21, 2007 4:18 PM
To: Edwards, David (DHR)
Cc: Kilpatrick, Kathleen (DHR); Wagner, Marc (DHR)
Subject: Data for Meeting with Kathleen

David,

Thank you for requesting overview detail for your meeting with Kathleen regarding the northeast location of the BHD Expansion (called **Subject**). To facilitate --using the "National Register Criteria For Evaluation" supplemented by primary resource deed records/announcements/Petitions/Citations (on file with David Brown and Thane Harpole)

Criteria A - The **subject** is significant under this criterion because of its association with l) general patterns of rural lifeways (see below) & transportation (toll road/Carolina Road/Alexandria-Fauquier Turnpike-- see Love Petition) in Antebellum Virginia 2). the American Civil War and the engagements surrounding the Buckland Races (see Nomination) 3) the association with farming and late 18th and 19th century life - (primarily preserved in its present/future archeological record).

Criteria B - (Chain of deed transfers/citations on file with BPS/Brown/Harpole)The **subject** is associated with following estates-- (circa 1747) of Rev'd Isaac Campbell/Jean Brown Campbell; circa 1794 Campbell siblings; to circa 1804 sibling/cousins h/w- Cecelia Campbell Tyler/George Grayson Tyler; circa 1820s Susan Tyler Macrea & husband Dr. James Macrae; circa 1824 William E. Alexander & wife Anne Brooke Alexander; ....circa 1830s Charles H. Hunton & wife Eleanor Tyler Hunton (note 1850 assessment of Farm is among highest in County); circa 1867 Grayson Tyler and wife Annie Hunton Tyler; circa 1920s Philip Henry Lee (the grandson of "Light Horse" Harry Lee who revitalized the estate post Civil War) (see Cerro Gordo PIF for additional details)

Criteria D - The **subject** has the potential to contain information important in the prehistory of Prince William County, Virginia. The integrity of the undisturbed archeological record may contain subsurface features and artifacts that will contribute to our understanding of past lifeways . As part of a rural estate located immediately adjacent to a milling center, the **subject's** archeological record may add to our knowledge of interaction between town, country, core and periphery, within the late 18th and 19th century. In addition, as a site of significant Civil War engagement, the property may yield information important in interpreting the Buckland Races and Union/Federal occupation of Cerro Gordo. (see Core Ground map)

Using Charles Birnbaum's Definition of a Cultural Landscape: "a geographical area, including both cultural and natural resources and the wildlife of domestic animals associated with a historic even, activity, or person or exhibiting other cultural or aesthetic values" (Buckland residents collectively observe deer, otter, bear, eagles, squirrels, beaver, more deer, fox, birds of all specie & more deer-- recently quite intensely due to the impacts of development North and East of subject) natural/cultural resources are cited above and below.

Map Boundaries: While the Expansion of the BHD should historically extend east of Route 15, the 2002 Gainesville Sector Comprehensive Plan prevented such and created Route 15 the North/South Boundary - (Today, east of 15 exists major density and west of Route 15 exists AE zoning/RURAL CRESCENT comp plan--Route 15 is the so-called "**line in the sand**") As well, the northern east/west boundary historically should be greater--however Buckland relied on the good & sagely advice of PWC Planner, Bob Bainbridge to draw the line.The **2003 BHD** VDHR/ PIF (posted on PWC Planning web site/attached) was the.

minimum.

Site Description: Licking Branch Stream (noted in John Loves 1787 Petition below/feeder Stream to Lake Manassas); The Old Road to Falkland, The Toll Gate Road (also referenced in Petition) Old Carolina Road and the Alexandria Fauquier Turnpike are visual land marks. Three recent, non-contributing improvements exist - Piland house/Rhodes house (in favor) and the Johnson house (status unknown/see email to Gif Hampshire/Kathleen)
This land is wooded (see 1828/1840 descriptions below) and topographically rising from the Core of the Village within view shed (see Anne Royall 1840 description in BHD Nomination regarding the rise of the "quite picturesque hills" from the village)
NOTE: To date there exists extensive artifact discovery (see Rhodes/Piland comments) and recent chimney foundation (Shiner)

History:

Ca 1747 Col. Charles Carter to Rev'd. Isaac Campbell --Broad Run Tract 3030 acres(see 1785 survey in Cerro Gordo PIF) 1784 Will divides 3030 acres among 10 siblings stating "There may be improvements upon one more than upon another" to wife "Jane Brown Campbell "...to my wife during her natural life, the other two thirds" (revenues from MD estate)"may be applied for raising convenient buildings in whatever part of my land in Broad Run Tract she may chose for residence..." Jane Brown Campbell's brother was the famed Dr. Gustavius Brown-who attended to President George Washington on his death bed(his son lived in Buckland--see Nomination)

Ca 1792 - Division of Broad Run Tract - Text of Law Suit among Siblings reveal Lot 1 conveys to William Love / Lot 3 Cecelia Campbell Tyler & George Grayson Tyler (h/w/cousins) Lot 4 to Mary Campbell (marries Love) Text states" Chosen by themselves according to their seniority to them and each of them and their heirs forever but with proviso however that as the quality of the soil of these divisions will be different and There may be **improvements** upon one more than upon another **the soil and improvements to be valued by two or more indifferent and discreet..."**

ca 1797 John Love's Petition to General Assembly (focus on Water/Transportation - see 1988 Nomination Significance Statement)

> "Buckland is easy of access on all sides, and altho from the short time it has been a place of consequence, roads have not yet been properly opened, the necessary steps are now being taken for that purpose and for opening many orders have been obtained and favourable reports made"
> "Buckland lies convenient to one of the best gaps in the lower ridge of mountains, through which the roads from a very extensive part of the country must necessarily pass to go either to Dumfries or Alexandria. The road in the Straytest direction from Ashley's gap to Dumfries will pass thru Buck Land. **The road called the Carolina Road, leading from Nolands Ferry on Potomac River to Norman's Road, ...is established to pass *thru* Buck Land and will be found to be a better road and several miles nearer than the present one."**
> "We do not hesitate to recommend Buck Land as a proper place for establishing a town __singular advantages over any other situation within a considerable distance of it
> "The ground is high and dry. The situation healthy and agreeable. There are two excellent springs of water "(**one is Licking Branch**)"and through it runs a never failing stream.(Broad Run)...Considerable manufactory of grain have been erected, which are more than sufficiently **supported by extensive circle of extremely fertile country"**

Signatories to the Petition were the **present/past/future land owners/relations** (among whom all seemed to marry cousins!) of the subject property in question **(Isaac Campbell (Jr), George Grayson Tyler,**

George Britton, John Brown among them)

John Love and George Grayson Tyler - are both Commissions of Transportation Boards which prompt the toll roads/Carolina Road relocation/ and Alexandria-Fauquier Turnpike.

Ca.1820 - Susan Tyler (daughter of George Grayson/Cecelia Campbell Tyler of Mill Park heir to **subject** lands. (She weds Dr. Macrae divides land and sells 268 containing subject site to ....)

Ca 1820s - Wm A. Alexander (268 Acres) The deed reflects that Alexander builds "on site of **previous** building" (Note during Berger archeological survey - nails were found that "predate the 1797 establishment of Buckland").

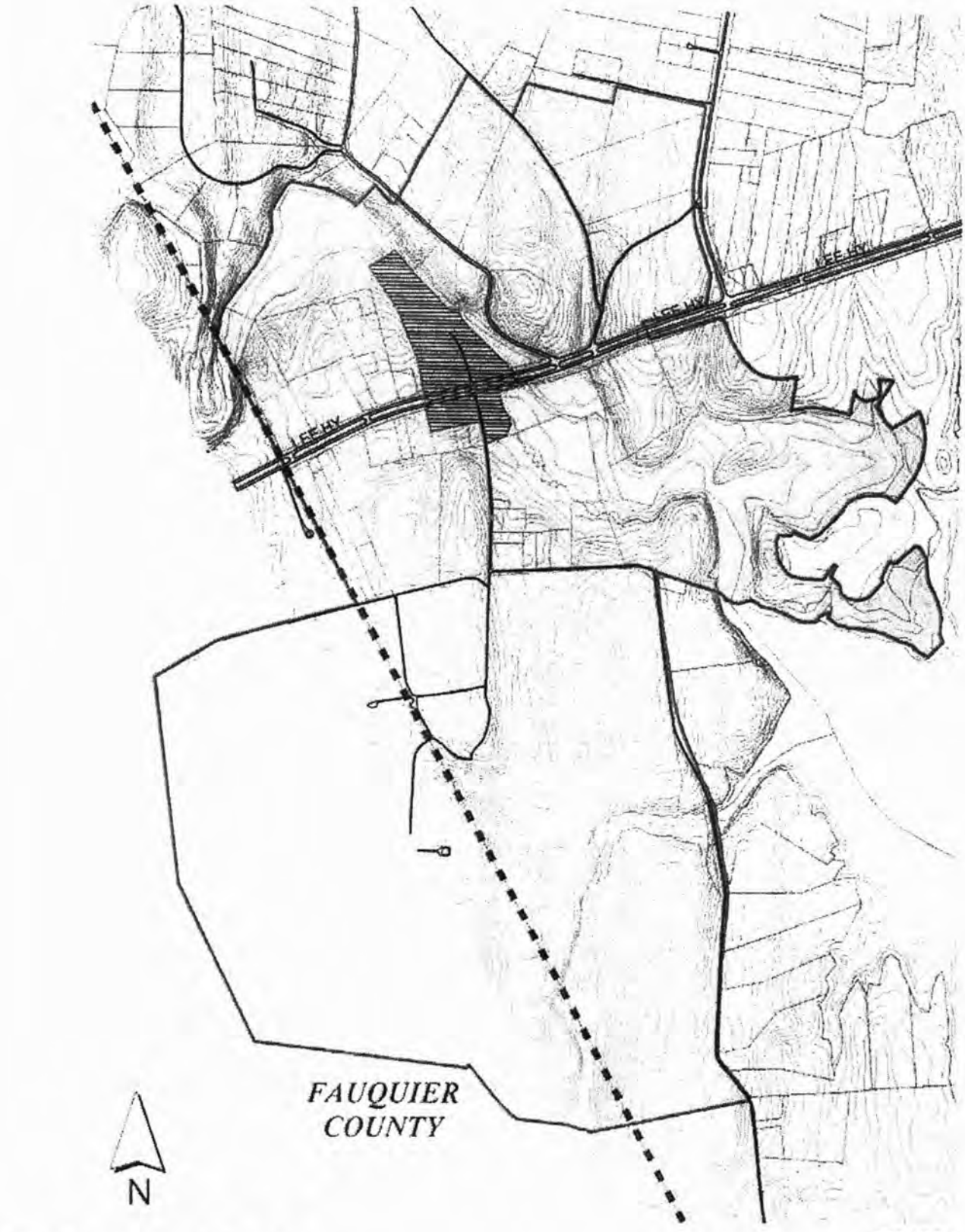
22 Sept 1828 - Alexandria Gazette
PUBLIC SALE OF LAND - In Pursuance of a Deed of Trust, from William E. Alexander to the subscriber, which is recorded in the Clerks Office of Prince William County, I shall offer at public auction in the Town of Buckland, on Thursday, .the 2nd day of October 1828, ...the tract of and on which the said Alexander now resides:
This tract contains about 268 acres, lies adjoining to the Town of Buckland, a good proportion is wood land, well watered, and cleared land divided into suitable divisions, one division seeded in clover, the last spring, and one division now in corn. This land is situated in an agreeable neighborhood, is bounded by the Fauquier and Alexandria Turnpike Road, the lands of John Webb Tyler, Esq. John H Carter Esq. and Mssrs Hugh Smith and Company. There has been lately erected on this land a large and handsome two story house with a passage and two rooms, below and three rooms above, a stone kitchen and other necessary houses. ....C. Hunton, Trustee

10 May 1840 - Alexandria Gazette
VALUABLE & DESIRABLE PROPERTY FOR SALE - I offer for sale the real property I own and occupy , in and near Buckland, Prince William County, Va. 8 miles below Warrenton....
BUCKLAND MILL: Situated on Broad Run, which has never been know to fail in the driest of seasons, it contains two pair of Burrs, and one pair of country stones, ...the Burrs can grind 30 or 40 barrels of flour in 24 hours. The Mill it is well know, has always commanded a good share of grinding for the country in which it is situated and the fertile and wheat producing region above it..
THE WOOLEN FACTORY - ..(can fax text)..
also -- The Farm on which I reside, containing 290 acres of land, having a good proportion of wood. It is generally of good quality, and easy to cultivate. an ...The improvements are a comfortable two story frame Dwelling, beautifully situated and commanding an extensive view of the surrounding country with a substantial stone kitchen, a productive and well stocked garden, ice house, good stables, cattle shed, & c. Also a valuable field of 36 acres, principally meadows, which annually produces a great quantity of excellent hay while the upland is very productive when cultivated in grain "(ref. Buckland distillery)"It is considered by those knowing quality equal to almost any land in Virginia.
Also 118 acres of Woodland, adjoining the, covered with oak of different kinds of hickory, walnut, red mulberry and other forest trees, a good portion of the land is first rate quality and can be divided so as to give one part to the farm and the other to the mill and factory....."

There is more to the Expanded Buckland Historic District story, however, after review of the above, am thinking this perhaps serves to respond to your request for additional detail.

Happy Thanksgiving...
Keeping the Faith, Linda

Check out AOL Money & Finance's list of the hottest products and top money wasters of 2007.


LEE HY
LEE HY
FAUQUIER
COUNTY
N
0 320 640 1,280 1,920 2,560
Feet
Scale: 1:15,000
ORB 4/2/04

Buckland Historic District (Boundary Increase), Prince William County National Register Nomination Review and Site Visit Report

Bob Carter requested that I summarize my review of the National Register nomination of the Buckland Historic District (Boundary Increase) and report on my site visit to the proposed district expansion on November 5, 2007. In my review of the nomination I especially focused on references to the area consisting of eight parcels of land located east of Cerro Gordo plantation and west of U.S. Route 15 and north of U.S. Route 29. The owners of five properties within that area have expressed opposition to their properties being included in the district expansion. These properties are indicated on the attached map by owner names: Peeler, Brower, Acacia (Keene), and Southgate (Zumot). Please note that the owners of two properties (one labeled Rhodes and the other parcel unlabeled and to the east of Rhodes) within the area are supporters of the nomination.

I have thoroughly reviewed the National Register nomination for the proposed district and conclude that the authors David Brown and Thane Harpole of Data Investigations LLC , consultants hired by the Buckland Preservation Society, have produced an excellent nomination that clearly tells the story of the history and significance of the Buckland community. In my opinion they present a convincing argument in text, historic documentation, and photographs for listing the expanded district on the state and national registers. The authors thoroughly support their conclusions that the Buckland Historic District (Boundary Increase) meets National Register Criteria A, B, C, and D.

The proposed boundaries of the district expansion include the properties mentioned above and the area is mentioned several times in the nomination. These references are highlighted in the attached nomination and indicate, among other information, that the land to the east of Cerro Gordo plantation:

- was historically associated with the plantation and was a part of Cerro Gordo through much of its history;
- was traversed by a portion of the Old Carolina Road, a road important to the commercial success of the village of Buckland, and another historic road, both of which are unimproved gravel roads with good integrity. A portion of a 1933 Map of Prince William County showing the Old Toll Road, originally the Old Carolina Road, is included in the nomination;
- is associated with actions in the Civil War Battle of Buckland Mills including retreat of the Union forces along the road to Haymarket [Old Carolina Road] at the conclusion of the battle; and
- contain four "noncontributing modern dwellings…but they do not significantly detract from the overall historic viewshed of Cerro Gordo

and the Civil War battlefield".

David Brown, the author of the nomination, explained in recent correspondence to me why he included the parcels east of Cerro Gordo plantation in the expanded district nomination. See excerpts from that correspondence below:

> There are three primary reasons why the parcels under discussion are nominated within the expanded Buckland Historic District. First, the majority of the parcels border the Road to Haymarket/Old Toll Road, listed as 44PW1775, which extends from Lee Highway, through the parcels in question, and then realigns with the current James Madison Highway as it extends northward. This is an historic roadbed associated with the development of the town and the Civil War battles which took place in and around Buckland, covering a period of significance from at least the late 18th through early 20th centuries. It also formed a portion of the Old Carolina Road stretching from Maryland to North Carolina and served as an important colonial transportation route for the inland areas of Fauquier and Prince William Counties. During the late 18th century, as the area that became Buckland developed around an early grist mill, this road served as the primary means of moving people and goods in and out of the thriving settlement. The construction of the Fauquier and Alexandria Turnpike displaced some of the traffic on the old road to Haymarket, but it continued to serve as a viable and vital transportation artery into the 20th century. During the Battle of Buckland Mills (030-5152), the Haymarket Road was the route of retreat for the Union forces evacuating Buckland as the Confederate forces pushed them north out of the town. On a 1933 map, the road is still labeled 'Old Toll Road,' signifying its long-held significance (see figure in nomination packet).
>
> Much of the Haymarket Road between Lee and James Madison Highways survives in good condition and has the potential to reveal important information about the region's transportation development, and events occurring during the Battle of Buckland Mills. The remaining roadbed lies between the northwest bounds of a largely untouched sixteen-acre parcel situated at the intersection of U. S. Routes 29 and 15, and four additional parcels all historically linked to Cerro Gordo plantation.
>
> The second reason for this area's inclusion is its intrinsic connection with Cerro Gordo plantation's historic landscape. As much of the area surrounding the plantation was cut down and developed during the last twenty years, it only serves to highlight how precious this resource is to the survival of the landscape's integrity. The parcels in question are almost entirely wooded, screening the historic landscape from the developments at Southgate, on the east side of James Madison Highway (Rt. 15). Much of the remaining acreage east of the Cerro Gordo manor house, currently owned by the Wrights, is open field. The acreage in question is essential to maintaining the historic feel and integrity of the plantation.

> Lastly, there is significant potential for additional archaeological resources within this area. The presence of the Road to Haymarket and the recent discovery of a chimney foundation on property near these parcels are suggestive of high integrity within this area for archaeological resources. In addition, the presence of plantation associated buildings, including agricultural related storage structures, livestock related buildings, and, most importantly, quarters for enslaved Africans and African Americans, are known to cluster in the acreage close to the manor house as well as in scattered field quarters across the plantation holdings. These parcels, with their proximity to fresh water, location along an historic road, and with ample space for agricultural development during the 18th and 19th centuries, suggests a high potential for additional resources to be located in this area. (Email from David Brown to David Edwards on November 20, 2007)

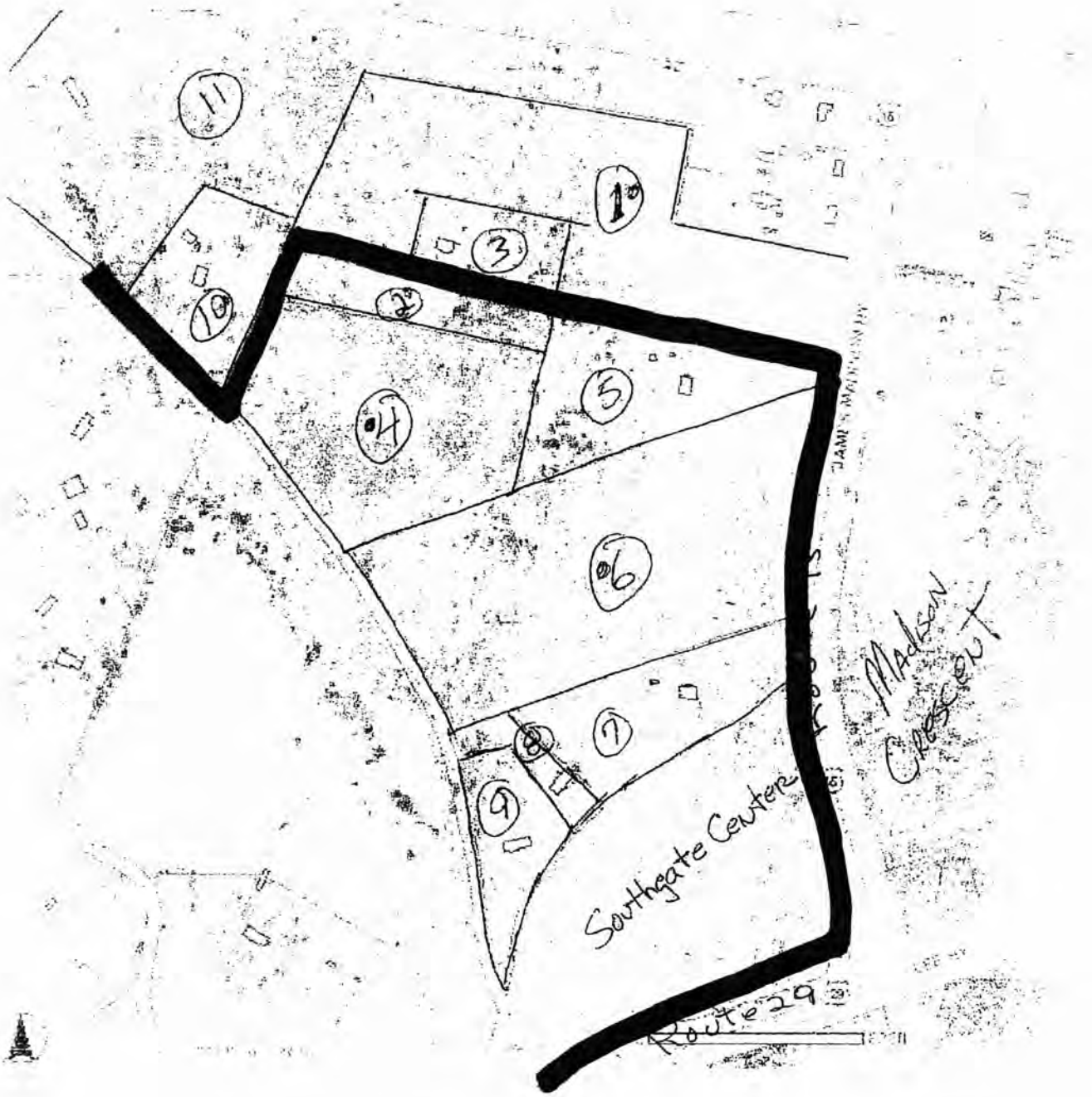
I drove throughout the proposed district on November 5 and inspected the boundaries of the entire district, which I believe were carefully drawn to include the village and the surrounding cultural landscape related to the village. I especially noted the integrity of the cultural landscape of the parcels east of Cerro Gordo plantation, which in early documents related to Cerro Gordo (provided by the owners of Cerro Gordo) refer most likely to these parcels as wood lots. The parcels are all currently heavily wooded and shield from view much of the noncontributing buildings on those parcels. The portion of the Old Toll Road (originally the Old Carolina Road) that passes through this area is an unimproved gravel road with excellent historic integrity.

The area east of Cerro Gordo plantation provides an important part of the story of Cerro Gordo plantation, the Battle of Buckland Mills (I will bring to our meeting a ABPP map showing the entire proposed district expansion in the core area of the battlefield), and the early road network that was vital to the economic growth of Buckland. For these main reasons, I believe the area should remain a part of the Buckland Historic District expansion.

David Edwards
November 21, 2007

Attachments:

Buckland HD parcel map
Buckland HD NRHP (with highlighted references to area in question)



The information contained on this page is not to be construed or used as a legal description. Map information is believed to be accurate but accuracy is not guaranteed. Any errors or omissions should be reported to the Prince William County Geographic Information Systems Division of the Office of Information Technology. In no event will Prince William County be liable for any damages, including loss of data, lost profits, business interruption, loss of business information or other pecuniary loss that might arise from the use of this map or the information it contains.

Mon Oct 30 09:35

Buckland Mills Civil War Battlefield Study Area

DRAFT



Battlefield Study Area

Battlefield Core Area

Non-Battlefield Area

FEMA Floodplain

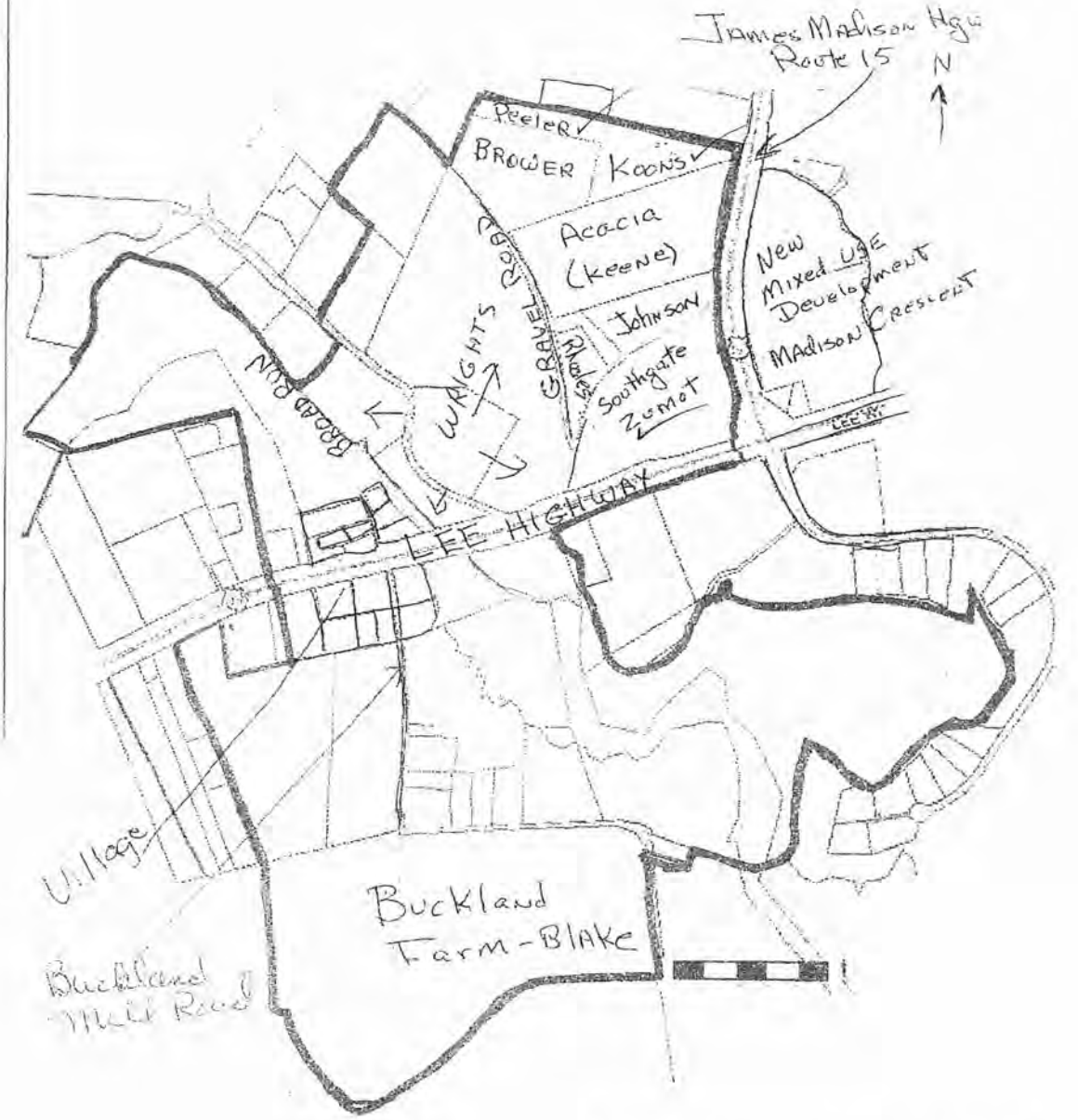
Study Area Boundary

Core and Study Area Data Source
American Battlefield Protection Program
National Park Service 2006

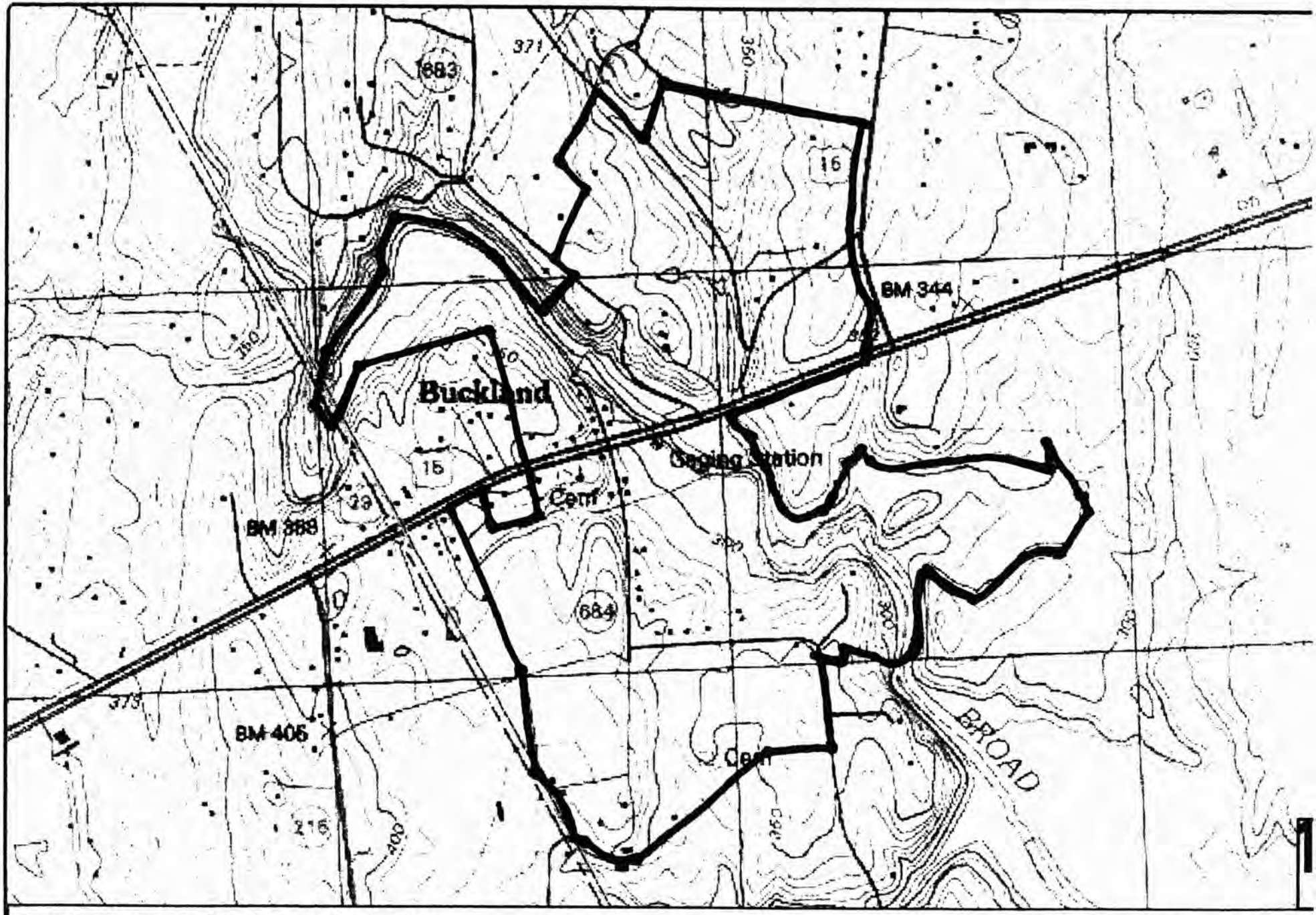
N

Map Produced by
Fauquier County GIS Dept

Date 5/16/07
Scale 1 Inch = 5500 Feet



Buckland Historic District (Boundary Increa
Prince William County, Virginia



Buckland Historic District and Expansion
Prince William and Fauquier County, VA
Throughfare Gap Quadrangle

Mapped by: CSW 2007.08.14, 2007
VDHR 2007, VDOT 2001, National Geographic 2003

Rec'd 11/28/7



Brian Mannix & Susan Dudley
The Buckland Mill Farm
7980 Buckland Mill Road
Gainesville, VA 20155-1904

November 22, 2007

Kathleen Kilpatrick, Director
Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

Dear Kathleen:

As owners of the Buckland Mill, we are writing to express our gratitude for the work DHR has been doing in Buckland, and to support the listing on the National Register of our home, our mill, and the attached millrace. We also support the inclusion of our property in an expanded Buckland Historic District for listing on the Register.

We look forward to the day when Buckland, the surrounding landscape, and the Civil War battlefield are all protected with appropriate instruments and included within a comprehensive District of which we all can be proud.

Thanks again for all your help and support.

Sincerely,

Stephen Fonzo
Archaeologist/GIS Specialist
302 Avondale Ave
Champaign, IL 61820
Email: sjfonz@wm.edu

November 26, 2007

Kathleen Kilpatrick
Director
Virginia Department of Historic Resources (VDHR)
2801 Kensington Avenue
Richmond, VA 23221

RE: Buckland Expanded National Register Historic District Nomination

Dear Mrs. Kilpatrick,

I am writing this letter in support of the revised and expanded Buckland National Register Historic District (NRHD) nomination. From July 2004 to October 2006 I was the primary archaeological and archival research consultant to the Buckland Preservation Society. I am personally very familiar with the variety, extent, and depth of the historic resources at Buckland. I am also aware of the persistent threats to these resources.

Though threatened, the historic resources at Buckland possess remarkable integrity. In addition to the standing nineteenth- and late eighteenth-century buildings already contained within the previously established NRHD, there is an intact cultural landscape which includes the complete original 48-lot footprint of the town, town common, Buckland Farm, Cerro Gordo Farm, and the Buckland Mill and mill race. Most if not all of these sites contain intact stratigraphy and archaeological deposits. Archaeological sites such as an entire tannery complex, distillery, stagecoach inn, turnpike road bed, churchyard, and several historic shops and residences all remain in this setting. Moreover, every one of these sites and properties are enclosed within the Buckland Mills Battlefield, a large area which retains most of its key terrain features, viewsheds, and archaeological integrity. In a letter dated November 8, 2007, the Advisory Council on Historic Preservation determined that Section 106 review as conducted by the Army Corps of Engineers and its consultants failed to adequately define the extent of troop movement in this landscape, the variety of historic landscape features, and ultimately the Area of Potential Effect (APE) for a proposed development on the western end of the battlefield.

It is also remarkable how unknown the Buckland Historic District and Buckland Mills Battlefield have remained, and how unprotected and underappreciated their resources have stayed. There are very few places like Buckland that have so much historical and archaeological depth while still holding the potential to yield significant information. Unfortunately, the state of Virginia is getting to know Buckland primarily due to threats against its preservation from encroaching development and outdated

transportation plans. A formally recognized expansion to the Buckland National Register Historic District is not only appropriate due to the extent and integrity of cultural resources at Buckland – it is necessary. Such an expanded NRHD nomination will reflect the educated opinions of every scholar that has studied Buckland. There have been many such scholars, representing many fields of expertise. The body of research work into the cultural resources at Buckland is extensive and continues to grow. It is my opinion that there is already more than enough documentation to support an expanded NRHD nomination for the Buckland Historic District and Buckland Mills Battlefield, and I fully support and encourage this nomination.

Sincerely,

Stephen Fonzo

Wagner, Marc (DHR)

From: LWright958@aol.com
Sent: Monday, November 26, 2007 8:49 AM
To: Kilpatrick, Kathleen (DHR)
Cc: Edwards, David (DHR); Wagner, Marc (DHR); davidblake@bucklandva.org
Subject: 47 Votes/ 40 do not oppose/ 34 signatures on Petition

Good Morning Kathleen...I have just left a message this morning...Barry (husband) will take the support letter to his office and scan/email to you. (16) - and approximately 5-10 are expected

As far as the vote count goes...

Out of 47 Votes - 7 (oppose) - 40 (do not oppose)*

Randy Peeler (opposing) is meeting me tonight..I hope to again explain that through our 2003 PIF/Buckland Mills Battlefield his land is already "eligible"

(34 Signatures on Petition ---2 signatures expected in mail - Brian/Susan Mannix cannot sign petition due to their positions/)

Check out AOL Money & Finance's list of the hottest products and top money wasters of 2007.

Virginia Department Of Historic Resources-Richmond
National Register Executive Evaluation Committee
November 26th, 2007

Staff members present: Andrus, Carter, Edwards, Loth, McRae, Spradley-Kurowski, Wagner

Register

David Edwards presenting:

Buckland Historic District Boundary Increase, Prince William County, DHR File Number 076-0313

Pursuant to the Director's request for a thorough staff review of the boundaries, David Edwards reported on his review of the Buckland Historic District Boundary Increase nomination and site visit of November 5. He relayed background on the nomination's development, focusing on an area of the boundary now in dispute from objecting property owners, and the consultant's justification for inclusion of those properties. The justification is threefold: 1) the properties were historically associated with Cerro Gordo plantation, an important resource in the nomination; 2) the properties are traversed by a portion of the Old Carolina Road, important to the commercial development of the village of Buckland; and 3) the properties are part of the core area of the Buckland Mills Battlefield, associated with the retreat of Union Forces. The executive committee concurred with Edwards' assessment that the nomination text fully justifies including the area of contention on the above grounds, and that the boundaries as currently drawn reflect the historical associations of Buckland and its environs. Therefore, the executive committee recommended continuing with the current boundary increase.

NEXT SCHEDULED MEETING: 9:00 A.M., Thursday, November 29, 2007

9A Acacia Lane Investments

Property Address: 7810 James Madison Hwy

Gainesville, Va 20155

703-450-4401

11/26/07

VIA OVERNIGHT DELIVERY

Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221-2470
Attn: State Historic Preservation Officer

Keeper of National Register of Historic Places
National Park Service
1201 Eye Street NW
8th Floor (MS 2280)
Washington, D.C. 20005

Re: Buckland Historic District, Prince William County, Virginia
Proposed Boundary Increase
7810 James Madison Highway, Gainesville, Virginia
VDHR No.: 030-0313

NOTICE OF OBJECTION BY PROPERTY OWNER

Dear Sir/Madam,

This correspondence certifies that Cathy Monahan(9A Acacia Lane Investments) is a record owner (Owner) to the above-referenced Property, which has been nominated for inclusion within a proposed expansion of the Buckland Historic District, pursuant to the application filed on August 31, 2007, by DATA Investigations LLC and Buckland Preservation Society (the "Application").

This correspondence further serves as formal notice of the Owner's objection to the inclusion of the Property within the Buckland Historic District or any other action that may impart a historic designation upon the Property. The Owner further asserts that its property is being involuntarily converted by this proposed expansion as buffer for the current Buckland Historic District. Finally, the Owner rejects the notion that this

9A Acacia Lane Investments

Property Address: 7810 James Madison Hwy

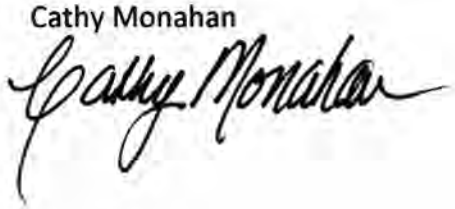
Gainesville, Va 20155

703-450-4401

designation has no negative impact on its property rights. The expansion of the designation to this property will create a presumption that the property should not be developed at a higher and better use, where this property is very different in character than those properties in the current Historic District. This property is very different than those properties in the current district by virtue of its frontage on Route 15, the proximity of sewer and the commercial development that exists directly across Route 15. The properties in the current Historic District have none of these qualities, just as the Property is without the historical significance that exists for the properties in the current Historic District. As a result, the expansion of the historic designation to the Property is both without justification, and diminishes the value of the Property. The proposed expansion to the Property should, therefore, be rejected. Accordingly, we ask that encourage you to deny the Application for expansion of the Historic District to the Property.n the event that you have any questions regarding this matter, please do not hesitate to contact us.

Sincerely,

Cathy Monahan



9A Acacia Lane Investments

Cathy Monahan (Owner)

Property address:

7810 James Madison Hwy

Gainesville, Va 20155

Daytime: 703-450-4401

The State of Virginia

COUNTY OF LOUDOUN

I, DONNA M. BOCCI, a Notary Public in and for the aforesaid jurisdiction, do hereby certify that CATHY MONAHAN, personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me t his day in person and acknowledged that he/she executed and delivered the same instrument, in his capacity as Owner of 7804 James Madison Highway, Gainesville, VA. , and his/her free and voluntary act for the uses and purposed therein set forth.

Donna Bocci

Notary Public

My Commission expires: Sept 30th 2009.

Reg. # 356188

NOTARY PUBLIC VIRGINIA DONNA M. BOCCI COMMONWEALTH OF

Wagner, Marc (DHR)

From: Kilpatrick, Kathleen (DHR)
Sent: Tuesday, November 27, 2007 5:30 PM
To: ghampshire@bklawva.com
Subject: Buckland Historic District – Proposed Boundary Change

Dear Mr. Hampshire:

Attached is my response to your letter of October 25th. Staff took the time to do a very thorough additional review and evaluation.

Kathleen S. Kilpatrick
Director and State Historic Preservation Officer
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221
Phone: 804-367-2323 x128
Fax: 804-367-2391
Website: www.dhr.virginia.gov

COMMONWEALTH of VIRGINIA

L. Preston Bryant, Jr.
Secretary of Natural Resources

Department of Historic Resources
2801 Kensington Avenue, Richmond, Virginia 23221

Kathleen S. Kilpatrick
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
TDD: (804) 367-2386
www.dhr.virginia.gov

November 27, 2007

Gifford R. Hampshire
Blankenship & Keith, P.C.
9300 West Courthouse Road, Suite 201
Manassas, VA 20110

Re: Proposed Buckland Historic District, Updated Nomination and Boundary Increase, Prince William County

Dear Mr. Hampshire:

I am responding to your October 25th, 2007 letter regarding your clients' concerns about the proposed increased historic district boundary on the eastern edge of the currently-listed Buckland Historic District. The nomination was carefully reviewed by staff including several site visits to determine appropriate boundaries and the nature of the historic resources before putting it on the agenda. Because of your concerns, I asked our Northern Regional Office Director David Edwards and the Department's Executive Evaluation Committee to reexamine the nomination and supporting documentation with an eye toward determining whether or not that boundary could be changed in the light of historical facts.

David Edwards, Director of the DHR Northern Regional Office, reviewed the nomination thoroughly again asking for more background information from the consultant who wrote the report. He consulted National Park Service documentation of the battle. He made an additional site inspection on November 5th, 2007 focusing on the boundary in question, and reported on his findings to the Executive Evaluation Committee, at their meeting, on Monday, November 26th, 2007. The Committee concluded, based on Mr. Edwards' report, and their follow up discussion, that the properties in the northeast area of the district should remain in the proposal based on three main points: 1) the properties were historically associated with Cerro Gordo plantation, an important resource in the nomination (there is strong probability of out building and slave cabin/tenant farmer archaeological sites); 2) the properties are traversed by a portion of the Old Carolina Road, important to the commercial development of the village of Buckland; and 3) the properties are part of the core area of the Buckland Mills Battlefield, associated with the retreat of Union Forces. The Executive Committee weighed all these facts in the light of the standards of significance promulgated by the National Park Service and used for evaluating historic properties throughout Virginia and the nation and concurred with Edwards' assessment that the nomination text fully justifies including the area of contention on the above grounds, and that the boundaries as currently drawn reflect the historical associations of Buckland and its environs.

As a result of this reassessment, the nomination will go forward to the boards on December 5th at which time they will review the facts and staff recommendation along with public comment and make their own determinations. We have encouraged owners to comment on the proposal by letter and we have received letters from some of your clients already. Board members will read the letters and they will be aware of your clients' concerns before the meeting. The Department encourages property owners and/or their representatives to attend the meeting and to comment in person. The Board meeting starts at 10 a.m. on Wednesday, December 5th, 2007 (Halsey Lecture Hall - Virginia Historical Society 428 North Boulevard, Richmond, Virginia 23221). I encourage you to come and speak to the boards.

Please feel free to call me if you wish to discuss the nomination before December 5th.

Sincerely,

Kathleen S. Kilpatrick
Director and State Historic Preservation Officer

Read 12/12/07

COUNTY OF PRINCE WILLIAM

5 County Complex Court, Prince William, Virginia 22192-9201
(703) 792-6830 Metro 631-1703, Ext. 6830 FAX (703) 792-4401
Internet www.pwcgov.org

PLANNING OFFICE

Stephen K. Griffin
Director of Planning

ARCHITECTURAL REVIEW BOARD

November 28, 2007

Marc C. Wagner
National Register Manager
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

RE: Proposed Buckland Historic District (Boundary Increase) and National Register Nomination for Evergreen

Dear Mr. Wagner:

Prince William County has reviewed the above referenced proposals. The Architectural Review Board, which is the County's review board under the Virginia Certified Local Government Program, reviewed the proposals at its November 14, 2007 meeting.

The Architectural Review Board voted 6-0 to recommend approval of the nominations for the Buckland Historic District (Boundary Increase) and of Evergreen to the Virginia Landmarks Register and the National Register of Historic Places.

Attached you will find the resolutions reflecting the actions of the Architectural Review Board. Please feel free to contact me at 703-792-6846 or via email to rutz@pwcgov.org should you have any questions or require any other information regarding this matter.

Sincerely,

Raymond Utz, AICP
Chief, Long Range Planning

Attachments: Architectural Review Board Resolutions Numbers 07-002 and 07-003

ARCHITECTURAL REVIEW BOARD RESOLUTION

MOTION: **BORKOWSKI**

SECOND: **COLANGELO**

November 14, 2007
Regular Meeting
Res. No. 07-002

RE: **RECOMMEND NOMINATION OF THE BUCKLAND HISTORIC DISTRICT (BOUNDARY INCREASE) TO THE VIRGINIA HISTORIC LANDMARKS REGISTER AND THE NATIONAL REGISTER OF HISTORIC PLACES**

ACTION: **APPROVED**

WHEREAS, the Prince William County Architectural Review Board (ARB) is vested with the authority to act as the Review Board for Prince William County under the Certified Local Government Program and is, therefore, authorized to provide advisory opinions on whether proposals are eligible for inclusion on the Virginia Historic Landmarks Register and the National Register of Historic Places; and

WHEREAS, the ARB reviewed materials associated with this proposal at the request of the Virginia Department of Historic Resources; and

WHEREAS, the ARB provided written notice to the property owners within the existing and proposed historic district of this proposal and of a meeting to be held on November 14, 2007; and

WHEREAS, the ARB held a public meeting on November 14, 2007 and was available to receive public comment; and

WHEREAS, the ARB endorsed the said report as written;

NOW, THEREFORE, BE IT RESOLVED, that the Prince William County Architectural Review Board does hereby recommend nomination of the Buckland Historic District (Boundary Increase) to the Virginia Historic Landmarks Register and the National Register of Historic Places.

Votes:
Approved
Ayes: Borkowski, Colangelo, Johnson, Long, Naylor, Peck
Nays: None
Absent from Vote: None
Absent from Meeting: None

MOTION CARRIED

CERTIFIED COPY _____
Secretary to the Board

COUNTY OF PRINCE WILLIAM

5 County Complex Court, Prince William, Virginia 22192-9201
(703) 792-6830 Metro 631-1703, Ext. 6830 FAX (703) 792-4401
Internet www.pwcgov.org

HISTORICAL COMMISSION

November 29, 2007

Marc C. Wagner
National Register Manager
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

RE: Proposed Buckland Historic District (Boundary Increase)

Dear Mr. Wagner:

At its meeting on November 13, 2007, the Prince William County Historical Commission heard comments by citizens regarding the above referenced proposal; discussed the proposal and passed a resolution to send a letter of endorsement to your agency.

In accordance with that resolution, the Prince William County Historical Commission is pleased to support the nomination for the Buckland Historic District (Boundary Increase) to the Virginia Landmarks Register and the National Register of Historic Places.

The Prince William County Historical Commission seeks to identify, preserve, protect and promote the history of Prince William County and hopes this proposed Buckland Historic District (Boundary Increase) will be a valuable component in the effort to preserve and protect this significant historical area of Prince William County.

Sincerely,

for Betty Duley, Chairman
Prince William County Historical Commission

Minutes for the Public Information Meeting for the
Buckland Historic District (Boundary Increase), Prince William County

A public information meeting for the proposed Buckland Historic District (Boundary Increase) was held at the former Buckland Post Office located at 8111 Buckland Mill Road in the village of Buckland in Prince William County on October 24, 2007 at 7:00 p.m. Approximately 35 people were in attendance. David Edwards, Director of DHR's Northern Regional Office, represented the Virginia Department of Historic Resources while Justin Patton, Prince William County Planner, represented the county. Representatives of the Buckland Preservation Society were also in attendance as well as several property owners within the proposed district boundary increase. Mr. Edwards welcomed those in attendance and explained the aim of the meeting which was to provide information and receive public comment on the proposed boundary increase to the National Register-listed Buckland Historic District. He explained that the meeting is required by state law to give property owners an opportunity to understand the district nomination proposal and to give comment. He outlined the process by which historic districts are listed on the Virginia Landmarks Register and nominated to the National Register of Historic Places. He emphasized the honorary nature of the designation and the tangible benefits of listing a district on the registers such as opportunities for owners of contributing properties in the district to possibly take advantage of rehabilitation tax credits for renovations of those buildings. He then explained what would take place at the December 5, 2007 joint meeting of the State Review and Historic Resources Boards and he outlined the process by which property owners within the proposed district increase could object to including their properties in the district by writing a notarized letter of objection to the DHR and if a majority of property owners within the proposed district objected in that manner, the district nomination would not go forward. He then asked David Brown, the consultant who had completed the nomination of the district boundary increase, to give a brief outline of the historical and architectural significance of the district, how the district boundary increase appeared to meet the criteria for listing on the state and national registers, and why the existing district boundaries should be expanded to include properties that would provide a more complete understanding of the history of the community of Buckland. Questions and comments form the audience followed. At least five property owners questioned the historical significance of their properties and asked that they be removed from the proposed boundary increase. Mr.Brown then commented on the reason their properties were included in the district. Some property owners asked for more time to review the nomination in order to better understand the proposal and its effects on their properties and asked that the nomination be removed from the agenda of the December 5 meeting of the Boards. As requested, Mr. Edwards provided an attorney representing one or more property owners his copy of the district nomination and commented that at that time Kathleen Kilpatrick, Director of DHR, had the authority to remove the district nomination from the agenda of the Boards. Mr. Edwards offered to email or mail copies of the nomination to anyone who signed up for a copy at the meeting that night. Several questions were directed to Mr. Brown asking for a better understanding of the historical significance of the district. At least one person asked about whether the designation would affect his property values. Some questions

were raised concerning whether Prince William County would follow the National Register designation with a local historic district designation. Mr. Patton commented the county had no interest in pursuing a local district designation. One property owner expressed his support for the district designation. Two members of the Buckland Preservation Society explained why the BPS was interested in recognizing the historical significance of the community and offered opportunities to discuss further among the property owners the designation and what it means. After all questions and comments were made, Mr. Edwards thanked those who had attended the meeting, encouraged property owners and adjacent property owners to write letters of support or objection for the proposal, and concluded the meeting at about 8:40 p.m.

Respectfully submitted by David Edwards

We, the undersigned land owners, whose properties are located within the proposed Buckland Historic District Boundary Increase under consideration for inclusion in the National Register of Historic Places and the Virginia Landmarks Register. in Prince William County, join together to support this Nomination to expand the Buckland Historic District and to endorse the District's inclusion in the National Register of Historic Places and the Virginia Landmarks Register.

We further understand that this Nomination is an honorific designation which does not remove property rights. We ask that you review this nomination at the next Review Board Meeting scheduled for December 2007.

Any amendment to the Nomination nullifies this petition.

	Signature	Address
1.	Daryl Rhoads	16126 Lee Highway
2.	Tonya Rhoads	16126 Lee Highway
3.	Rob Piland	16124 LEE HWY
4.	LIZ PILAND	16124 LEE HWY
5.		
6.		
7.		
8.		

We, the undersigned land owners, whose properties are located within the proposed Buckland Historic District Boundary Increase under consideration for inclusion in the National Register of Historic Places and the Virginia Landmarks Register. in Prince William County, join together to support this Nomination to expand the Buckland Historic District and to endorse the District's inclusion in the National Register of Historic Places and the Virginia Landmarks Register.

We further understand that this Nomination is an honorific designation which does not remove property rights. We ask that you review this nomination at the next Review Board Meeting scheduled for December 2007.

Any amendment to the Nomination nullifies this petition.

Signature Address

1. _____

2. _____

3. _____

4. _____

We, the undersigned land owners, whose properties are located within the proposed Buckland Historic District Boundary Increase under consideration for inclusion in the National Register of Historic Places and the Virginia Landmarks Register. in Prince William County, join together to support this Nomination to expand the Buckland Historic District and to endorse the District's inclusion in the National Register of Historic Places and the Virginia Landmarks Register.

We further understand that this Nomination is an honorific designation which does not remove property rights. We ask that you review this nomination at the next Review Board Meeting scheduled for December 2007.

Any amendment to the Nomination nullifies this petition.

Signature	Address
1. QTMHP LLC	8202 Buckland Mill Rd. Gainesville, VA 201
2. David Neill de Bulls 703-754-0805	Kinsley Mill 8241 Buckland Mill Rd. Gainesville, Va 20155
3. Rose Hayes 540-359-6703 - Cell	16200 Lee Highway Gainesville, Va. 2015
4. The Cerro Gordo Plantation Stewardship LLC	7808 Cerro Gordo Road, Gainesville VA 201

Boundary Increase under consideration for inclusion in the National Register of Historic Places and the Virginia Landmarks Register. in Prince William County, join together to support this Nomination to expand the Buckland Historic District and to endorse the District's inclusion in the National Register of Historic Places and the Virginia Landmarks Register.

We further understand that this Nomination is an honorific designation which does not remove property rights. We ask that you review this nomination at the next Review Board Meeting scheduled for December 2007.

Any amendment to the Nomination nullifies this petition.

Signature	Address
1. [signature] Cave, MANAGER (PROPERTY ADDRESS)	8207 BUCKLAND MILL RD GAINESVILLE, VA 20155
2. Edward B Wright Jr	8501 Carlos Bonds Rd Gainesville VA 20155
3.	
4.	

We, the undersigned land owners, whose properties are located within the proposed Buckland Historic District Boundary Increase under consideration for inclusion in the National Register of Historic Places and the Virginia Landmarks Register. in Prince William County, join together to support this Nomination to expand the Buckland Historic District and to endorse the District's inclusion in the National Register of Historic Places and the Virginia Landmarks Register.

We further understand that this Nomination is an honorific designation which does not remove property rights. We ask that you review this nomination at the next Review Board Meeting scheduled for December 2007.

Any amendment to the Nomination nullifies this petition.

	Signature	Address
letter	1. Jonathan Chase X ///	8237 Buckland Mill Rd Gainesville VA 20155
letter	2. CARRIE USTON CSU	" "
	3. Linda Ludwig	8001 Cerro Gordo Rd Gainesville. 20155
	4. Carroll Wright LLC	8109 Buckland Mill Road, Gainesville VA.

We, the undersigned land owners, whose properties are located within the proposed Buckland Historic District Boundary Increase under consideration for inclusion in the National Register of Historic Places and the Virginia Landmarks Register. in Prince William County, join together to support this Nomination to expand the Buckland Historic District and to endorse the District's inclusion in the National Register of Historic Places and the Virginia Landmarks Register.

We further understand that this Nomination is an honorific designation which does not remove property rights. We ask that you review this nomination at the next Review Board Meeting scheduled for December 2007.

Any amendment to the Nomination nullifies this petition.

	Signature	Address
1.	Robert P. Steiner	7725 Cerro Gordo Road, Gainesville
2.	Kay K. Steiner	7725 Cerro Gordo Rd, Gainesville
3. letter	Pat Morris-Evans	7823 Cerro Gordo Rd Gainesville 20155
4.		
5.		
6.		
7.		
8.		

We, the undersigned land owners, whose properties are located within the proposed Buckland Historic District Boundary Increase under consideration for inclusion in the National Register of Historic Places and the Virginia Landmarks Register. in Prince William County, join together to support this Nomination to expand the Buckland Historic District and to endorse the District's inclusion in the National Register of Historic Places and the Virginia Landmarks Register.

We further understand that this Nomination is an honorific designation which does not remove property rights. We ask that you review this nomination at the next Review Board Meeting scheduled for December 2007.

Any amendment to the Nomination nullifies this petition.

	Signature	Address	
1.	David W. Blake	8225 Buckland Mill Road Haymarket VA.	✓
2.		Buckland Farm LLC. Gainesville Virginia 20155	✓
3.		6342 Pleasant Colony Lane, Warrenton, VA 201	
4.	Rose A Hazel	16208 Lee Highway Gainesville VA 20155	X
5.		16208 Lee Highway Gainesville, VA 20155	X
6.	Kenneth D Sharp	8405 Buckland Mill Road Gainesville, VA 20155	✓
7.			
8.			
9.			
10.			

5. Don Hosking 8231 Buckland Mill rd 20155 ✓
6. Terrie Brerlen 8115 Buckland Mill Rd 20155 571-261-3617
7. Elyton A Hollingsworth 8106 Buckland Mill Rd 20155 ✓
8. Elyton A Hollingsworth 8200 Buckland Mill Rd 20155 X
9. John Koolin & Linda Koolin 16221 Old Lee Highway Gainesville, VA 20155 ✓
10. John Koolin & Linda Koolin 16321 Old Lee Highway Gainesville, VA 20155 ?
11. Clyde E. Jones - 8501 Buckland Mill Rd - Gainesville, Va 2007 ?
12. D.J. Walters. 8221 Buckland Mill Rd Gainesville VA. 20155 ✓
13. Brend Walters. 8221 Buckland Mill Gainesville VA 20155 ✓
14. James K Stallard - 8217 Buckland Mill Rd Gainesville VA. 20155 ✓
15. James K Stallard 8219 Buckland Mill Gainesville Va. 20155

16. UNN E. to 23 - 16208 Lee Highway X
20155

17. Thomas J Aske $106 Buckland Mill Rd

20155

18. Thomas J Aske $107 Buckland Mill Rd

19. Thomas J Aske $230 Buckland Mill Rd

20. Thomas J Aske $230 Buckland Mill Rd. ✓

21. Thomas J Aske 16211 Lee Highway

22. Thomas J Aske 16205 Lee Highway

23. Thomas J Aske 16206 Lee Highway

24. Thomas J Aske 16213 Lee Highway

25. Leslie C. Nittoli $104 Buckland Mill Rd X

Letter ✓

letter

26. Edward J. Matuske | 8104 Buckland Mill Rd

27. Elyse Ardelyan 8220 Buckland Mill Rd 20155

28. Thomas J. Hilton 8200 Buckland Mill Rd 20155

29. Thomas J. Hilton 8200 Buckland Mill Rd 20155

30.

We, the undersigned land owners, whose properties are located within the proposed Buckland Historic District Boundary Increase under consideration for inclusion in the National Register of Historic Places and the Virginia Landmarks Register. in Prince William County, join together to support this Nomination to expand the Buckland Historic District and to endorse the District's inclusion in the National Register of Historic Places and the Virginia Landmarks Register.

We further understand that this Nomination is an honorific designation which does not remove property rights. We ask that you review this nomination at the next Review Board Meeting scheduled for December 2007.

Any amendment to the Nomination nullifies this petition.

	Signature	Address
1.	David W. Blake	8225 Buckland Mill Road Gainesville VA. 20155
2.		Buckland Farm LLC. Gainesville Virginia 20155
3.		6342 Pleasant Colony Lane, Warrenton, VA 20187
4.	Rose A. Hazel	16208 Lee Highway Gainesville VA 20155
5.		16208 Lee Highway Gainesville, VA 20155
6.	Kenneth D. Sharp	8405 Buckland Mill Road Gainesville, VA 20155
7.	Kathleen A. Rowe	8227 Buckland Mill Rd G'ville VA 20155
8.	Kenneth M. Rowe	8227 Buckland Mill Rd Gainesville, VA 20155
9.		
10.		

SF 1/2

Stephen Fonzo
Archaeologist/GIS Specialist
302 Avondale Ave
Champaign, IL 61820
Email: sjfonz@wm.edu

November 29, 2007

Kathleen Kilpatrick
Director
Virginia Department of Historic Resources (VDHR)
2801 Kensington Avenue
Richmond, VA 23221

RE: Buckland Expanded National Register Historic District Nomination

Dear Mrs. Kilpatrick,

I am writing this letter in support of the revised and expanded Buckland National Register Historic District (NRHD) nomination. From July 2004 to October 2006 I was the primary archaeological and archival research consultant to the Buckland Preservation Society. I am personally very familiar with the variety, extent, and depth of the historic resources at Buckland. I am also aware of the persistent threats to these resources.

Though threatened, the historic resources at Buckland possess remarkable integrity. In addition to the standing nineteenth- and late eighteenth-century buildings already contained within the previously established NRHD, there is an intact cultural landscape which includes the complete original 48-lot footprint of the town, town common, Buckland Farm, Cerro Gordo Farm, and the Buckland Mill and mill race. Most if not all of these sites contain intact stratigraphy and archaeological deposits. Archaeological sites such as an entire tannery complex, distillery, stagecoach inn, turnpike road bed, churchyard, and several historic shops and residences all remain in this setting. Moreover, every one of these sites and properties are enclosed within the Buckland Mills Battlefield, a large area which retains most of its key terrain features, viewsheds, and archaeological integrity.

In a letter dated November 8, 2007, the Advisory Council on Historic Preservation determined that Section 106 review as conducted by the Army Corps of Engineers and its consultants failed to adequately define the extent of troop movement in this landscape, the variety of historic landscape features, and ultimately the Area of Potential Effect (APE) for a proposed development on the western end of the battlefield. Likewise, care must be taken to include the eastern and northeastern parts of the battlefield, up to Route 15, within the expanded historic district. This area contains key terrain associated with Broad Run and Cerro Gordo, where both armies had camps and Union troops under General Custer maintained a primary artillery position and several secondary rifle positions. At the end of the battle, while being chased and captured, Union Cavalry used the farm land and roads in this area to retreat to

SF 2/2

Gainesville. This eastern section of the battlefield is also the eastern portion of the 48-lot town, with firm documentation for the establishment of lots, houses, and stores dating to 1795.

It is remarkable how unknown the Buckland Historic District and Buckland Mills Battlefield have remained, and how unprotected and underappreciated their resources have stayed. There are very few places like Buckland that have so much historical and archaeological depth while still holding the potential to yield significant information. Unfortunately, the state of Virginia is getting to know Buckland primarily due to threats against its preservation from encroaching development and outdated transportation plans. A formally recognized expansion to the Buckland National Register Historic District is not only appropriate due to the extent and integrity of cultural resources at Buckland – it is necessary. Such an expanded NRHD nomination will reflect the educated opinions of every scholar that has studied Buckland. There have been many such scholars, representing many fields of expertise. The body of research work into the cultural resources at Buckland is extensive and continues to grow. It is my opinion that there is already more than enough documentation to support an expanded NRHD nomination for the Buckland Historic District and Buckland Mills Battlefield, and I fully support and encourage this nomination.

Sincerely,

Stephen Fonzo

Letter from Developer of Madison Crescent

From the Office of
John D. Rhoad, Jr.

November 29, 2007

D. William Blake
Buckland Preservation Society
6342 Pleasant Colony Lane
Warrenton, Virginia 20187

Dear David,

It was very nice to speak with you regarding your ongoing efforts to preserve and enhance the Buckland Historic District. I am very proud to be a neighboring property owner and would like to commend you for the leadership that you and the other members of the Buckland Preservation Society have demonstrated as you work to preserve for future generations the important historical legacy of Buckland.

As a commercial property owner I have a strong commitment to the neighboring community. I look forward to continuing our ongoing relationship that seeks to ensure that our respective interests are advanced to the overall betterment of Buckland and surrounding areas. I am particularly intrigued by your ideas to create a "historical learning environment" that will effectively communicate the wonderful story that is Buckland.

I extend to you my best wishes for a joyful holiday season.

Best Regards,

John D. Rhoad, Jr.

National Park Service
U.S. Department of the Interior

American Battlefield
Protection Program

1849 C Street, NW (2255)
Washington, DC 20240

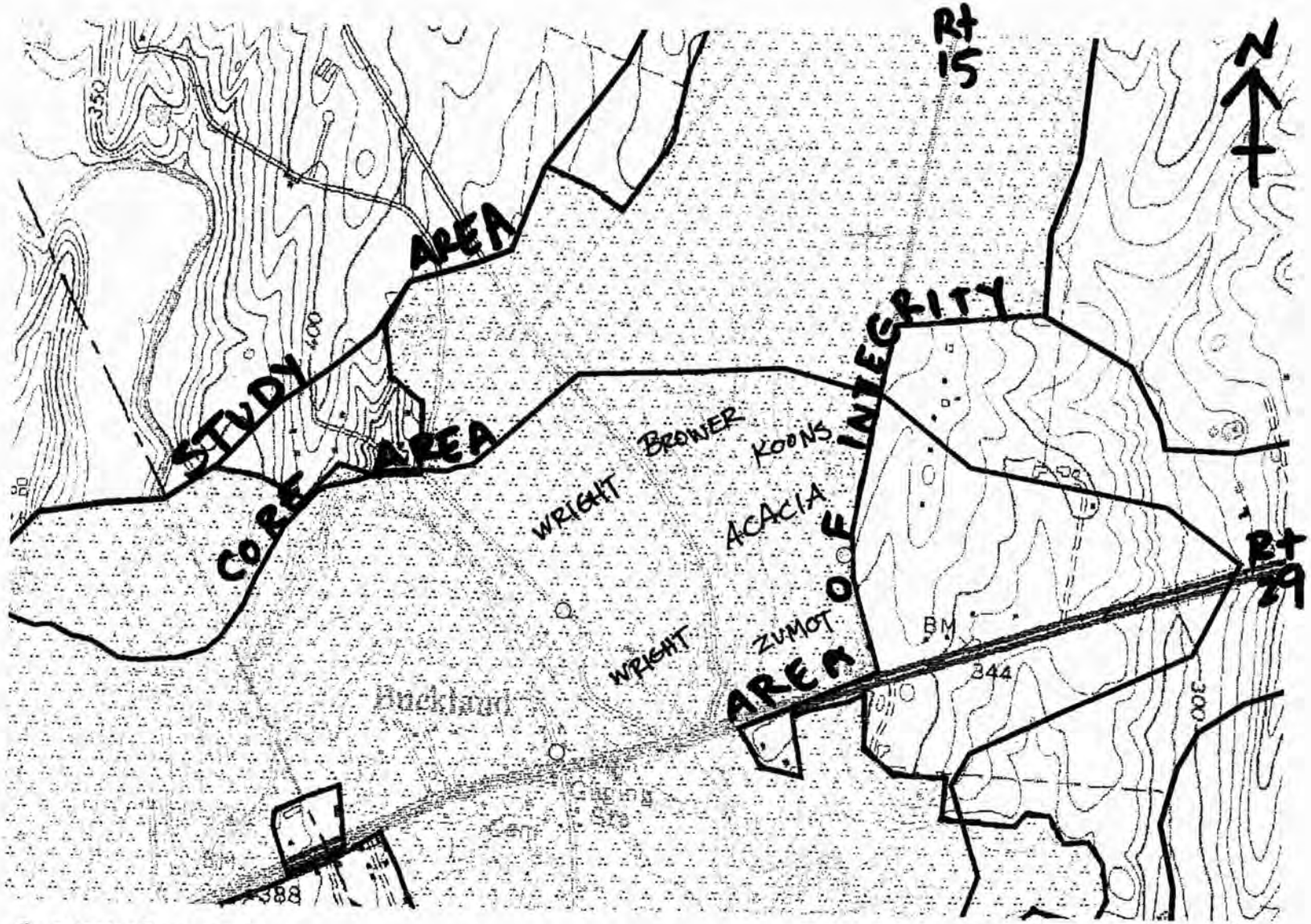
202.354.2019 phone
202 371-1961 fax

ABPP Fax

To: Linda Wright
Fax number: 703-368-7238
From: Tanya Gossett
Date: 11-29-07
Pages to follow: 1

Comments: As sent to Ann Brower on Monday.

002
11/29/07 THU 10:13 FAX 12023711961



SURVEY BOUNDARIES
2005
BUCKLAND MILLS BATTLEFIELD (VA042)
AMERICAN BATTLEFIELD PROTECTION PROGRAM, NPS

MAP MADE 11/26/07
FOR ANN BROWER

Wagner, Marc (DHR)

From: Barry [Barry@Wright-Realty.com]
Sent: Thursday, November 29, 2007 10:43 AM
To: LWright958@aol.com
Subject: FW: FAX: Linda- National Park Service



Linda- National Park Service.p...

<<Linda- National Park Service.pdf>> Received here by fax

-----Original Message-----
From: Bridgette Rossel
Sent: Thursday, November 29, 2007 10:28 AM
To: Barry
Subject: FAX: Linda- National Park Service

The message is ready to be sent with the following file or link attachments:

Linda- National Park Service

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

Wagner, Marc (DHR)

From: Rhoades, David [David.Rhoades@ATK.COM]
Sent: Thursday, November 29, 2007 11:50 AM
To: LWright958@aol.com
Subject: Petition signatures

Linda,

Here you go!

David Rhoades
ATK Mission Research Technical Services
703-339-6500, xt. 114
703-244-0579 Cell

Wagner, Marc (DHR)

From: LWright958@aol.com

Sent: Thursday, November 29, 2007 12:54 PM

To: Edwards, David (DHR); Wagner, Marc (DHR)

Cc: dabro3@wm.edu; johnhutchinson@jenningsgap.com; davidblake@bucklandva.org; drhoades@myself.com; pmevans100@juno.com

Subject: Fwd: FW: FAX: Linda- National Park Service

fyi...ALL LANDS CITED IN THE NOMINATION IN THE NORTH EAST QUADRANT HAVE BEEN PART OF THE FARM (aka CERRO GORDO) AS FAR BACK AS BELOW MENTIONED. (also, with this email please find NPS email to Ann Brower - NPS will clean up map for David Edward's power point.)

Re Plats..**have already sent...but will send again**..(my computer is in overload and is not scanning w/over 500 emails!)--will have to go to office this afternoon.

1785 Kincheloe's Survey of Land of Revd. Isaac Campbell (see **Lot 6 --350 acres) PLAT TO FOLLOW**

1796 Deed transfer Cecelia **CAMPBELL** Tyler and husband George Grayson Tyler convey 25 acres from **lot 6 above** to John Love for town of Buckland - east of Broad Run DEED TRANSCRIBED IN "11/25/07 EMAIL-EAST OF BROAD RUN DEED TRANSFER). **PLAT TO FOLLOW**

1825 William Alexander Deed **350 acres (Alexander home "built over previous foundation") (see "East of Broad Run Deed Transfer" emailed 11/25/07)**

1828 Alexandria Gazette publication (sale of Alexander property) cites **290 acres** (emailed 11/21/07 "Data for Meeting with Kathleen")

1840 Alexandria Gazette publication (sale of Smith from Alexandria) cites **290 acres** (emailed 11/21/07 w/above)

Hunton/Tyler/ deeds cite acreage (1850 Census cites Charles H. Hunton as "farmer" with **7th highest tax assessment in county) (SEE VARIOUS MAPS TO FOLLOW)**

After 1916 death of Annie Hunton Tyler -1921 Philip Henry Lee deed transfer from Tyler cites **190 acres**
Bland Lee stated that balance of acreage gifted to remaining Hunton/Tyler family in honor of language in Annie Hunton Tyler's will in which she appeals to her family to keep the farm in the family.--(this donated land is the land that is **EAST OF ROUTE 15---IE NOT INHERENT IN THE NOMINATION)**
1938 Transfer from Lee to Brewster (same land to Wright absent wood lot) - 50 +/- acres with 5 acre "wood lot" - now Johnson/Mathews **(PLAT TO FOLLOW-)**

Note: scanning the Old NPS Core Ground Map --please study this! & 4/2/04 Prince William County web site denoting "eligible" expanded buckland historic-so we are all on same page

question: What do you want me to bring to Richmond... (I have 10 plus BIG boxes of archived data- would prefer these questions be understood in advance)

Check out AOL Money & Finance's list of the hottest products and top money wasters of 2007.

McRae, Jean (DHR)

From: Kilpatrick, Kathleen (DHR)
Sent: Thursday, November 29, 2007 1:32 PM
To: McRae, Jean (DHR); Spradley-Kurowski, Kelly (DHR); Wagner, Marc (DHR)
Subject: FW: Buckland Expanded National Register Historic District Nomination

---

From: Stephen Fonzo [mailto:fonzo.stephen@gmail.com]
Sent: Thursday, November 29, 2007 12:14 PM
To: Kilpatrick, Kathleen (DHR)
Cc: davidblake@bucklandva.org
Subject: Buckland Expanded National Register Historic District Nomination

Dear Mrs. Kilpatrick,

Please find attached to this e-mail my letter of support for the expanded Buckland Historic District Nomination. I have also included the text below.

Thank you,
Stephen Fonzo
Archaeologist/GIS Specialist
302 Avondale Ave
Champaign, IL 61820
Email: sjfonz@wm.edu

Stephen Fonzo
Archaeologist/GIS Specialist
302 Avondale Ave
Champaign, IL 61820
Email: sjfonz@wm.edu

November 29, 2007
Kathleen Kilpatrick
Director
Virginia Department of Historic Resources (VDHR)
2801 Kensington Avenue
Richmond, VA 23221

RE: Buckland Expanded National Register Historic District Nomination
Dear Mrs. Kilpatrick,

I am writing this letter in support of the revised and expanded Buckland National Register Historic District (NRHD) nomination. From July 2004 to October 2006 I was the primary archaeological and archival research consultant to the Buckland Preservation Society. I am personally very familiar with the variety, extent, and depth of the historic resources at Buckland. I am also aware of the persistent threats to these resources.

Though threatened, the historic resources at Buckland possess remarkable integrity. In addition to the standing

nineteenth- and late eighteenth-century buildings already contained within the previously established NRHD, there is an intact cultural landscape which includes the complete original 48-lot footprint of the town, town common, Buckland Farm, Cerro Gordo Farm, and the Buckland Mill and mill race. Most if not all of these sites contain intact stratigraphy and archaeological deposits. Archaeological sites such as an entire tannery complex, distillery, stagecoach inn, turnpike road bed, churchyard, and several historic shops and residences all remain in this setting. Moreover, every one of these sites and properties are enclosed within the Buckland Mills Battlefield, a large area which retains most of its key terrain features, viewsheds, and archaeological integrity.

In a letter dated November 8, 2007, the Advisory Council on Historic Preservation determined that Section 106 review as conducted by the Army Corps of Engineers and its consultants failed to adequately define the extent of troop movement in this landscape, the variety of historic landscape features, and ultimately the Area of Potential Effect (APE) for a proposed development on the western end of the battlefield. Likewise, care must be taken to include the eastern and northeastern parts of the battlefield, up to Route 15, within the expanded historic district. This area contains key terrain associated with Broad Run and Cerro Gordo, where both armies had camps and Union troops under General Custer maintained a primary artillery position and several secondary rifle positions. At the end of the battle, while being chased and captured, Union Cavalry used the farm land and roads in this area to retreat to Gainesville. This eastern section of the battlefield is also the eastern portion of the 48-lot town, with firm documentation for the establishment of lots, houses, and stores dating to 1795.

It is remarkable how unknown the Buckland Historic District and Buckland Mills Battlefield have remained, and how unprotected and underappreciated their resources have stayed. There are very few places like Buckland that have so much historical and archaeological depth while still holding the potential to yield significant information. Unfortunately, the state of Virginia is getting to know Buckland primarily due to threats against its preservation from encroaching development and outdated transportation plans. A formally recognized expansion to the Buckland National Register Historic District is not only appropriate due to the extent and integrity of cultural resources at Buckland – it is necessary. Such an expanded NRHD nomination will reflect the educated opinions of every scholar that has studied Buckland. There have been many such scholars, representing many fields of expertise. The body of research work into the cultural resources at Buckland is extensive and continues to grow. It is my opinion that there is already more than enough documentation to support an expanded NRHD nomination for the Buckland Historic District and Buckland Mills Battlefield, and I fully support and encourage this nomination.

Sincerely,

Stephen Fonzo

Wagner, Marc (DHR)

From: LWright958@aol.com
Sent: Thursday, November 29, 2007 1:37 PM
To: Edwards, David (DHR); Wagner, Marc (DHR); Kilpatrick, Kathleen (DHR)
Cc: LWright958@aol.com; drhoades@myself.com; davidblake@bucklandva.org; dabro3@wm.edu; pmevans100@juno.com; mistfield@erols.com; repiland@repiland.com
Subject: NE Corner Buckland Nomination support/opposition

Parcel/Vote - Northeast Side of Broad Run

Southgate Center III LLC- 1 vote
9A Acacia Lane Investment, LLC - 1vote
John T-C Koons et al 1 vote ?
Ann L Brower - 1 vote

4 votes - known opposing Nomination (3 vacant lots/one absentee owner/investor)

Randy Peeler - 1 vote
Anthony S. John and Leslie S. Matthews 2 votes (owner occupants)

3 votes - unknown

Robert E. and Elizabeth Piland - 2 votes
David and Tonya Rhodes - 2 votes
Patricia A. Morris - 1 vote
Robert P. and Kay Shiner -2 votes
Cerro Gordo Plantation Stewardship LLC- 1 vote
Linda and Barry Wright -2 votes

10 votes - supporting nomination by petition signature (owner occupants/adjacent land owner occupant)

Check out AOL Money & Finance's list of the hottest products and top money wasters of 2007.

McRae, Jean (DHR)

From: Kilpatrick, Kathleen (DHR)
Sent: Thursday, November 29, 2007 1:44 PM
To: McRae, Jean (DHR); Wagner, Marc (DHR); Spradley-Kurowski, Kelly (DHR)
Subject: FW: NE Corner Buckland Nomination support/opposition

---

From: LWright958@aol.com [mailto:LWright958@aol.com]
Sent: Thursday, November 29, 2007 1:37 PM
To: Edwards, David (DHR); Wagner, Marc (DHR); Kilpatrick, Kathleen (DHR)
Cc: LWright958@aol.com; drhoades@myself.com; davidblake@bucklandva.org; dabro3@wm.edu; pmevans100@juno.com; mistfield@erols.com; repiland@repiland.com
Subject: NE Corner Buckland Nomination support/opposition

Parcel/Vote - Northeast Side of Broad Run

Southgate Center III LLC- 1 vote
9A Acacia Lane Investment, LLC - 1vote
John T-C Koons et al 1 vote ?
Ann L Brower - 1 vote

4 votes - known opposing Nomination (3 vacant lots/one absentee owner/investor)

Randy Peeler - 1 vote
Anthony S. John and Leslie S. Matthews 2 votes (owner occupants)

3 votes - unknown

Robert E. and Elizabeth Piland - 2 votes
David and Tonya Rhodes - 2 votes
Patricia A. Morris - 1 vote
Robert P. and Kay Shiner -2 votes
Cerro Gordo Plantation Stewardship LLC- 1 vote
Linda and Barry Wright -2 votes

10 votes - supporting nomination by petition signature (owner occupants/adjacent land owner occupant)

Check out AOL Money & Finance's list of the hottest products and top money wasters of 2007.

McRae, Jean (DHR)

From: Wagner, Marc (DHR)
Sent: Thursday, November 29, 2007 2:02 PM
To: Gifford Hampshire
Cc: Kilpatrick, Kathleen (DHR)
Subject: Proposed Buckland HD Boundary Increase Review Material

Dear Mr. Hampshire:

Kathleen Kilpatrick has requested that I send material that the Executive Evaluation Committee used for their review of the northeastern boundary of the proposed Buckland Historic District Boundary Increase. I have attached scans of the documents presented at the meeting. The nomination proposal was also used during the meeting. You can access that document online: http://www.dhr.virginia.gov/homepage_features/board_activities.htm .

Let me know if you need further information.

Sincerely,
Marc C. Wagner
Director, Resource Information Division
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23228
P: 804-367-2323 Ex. 115/F: 804-367-2391
DHR website: http://www.dhr.virginia.gov/home.htm
Register web page: http://www.dhr.virginia.gov/registers/register.htm

Wagner, Marc (DHR)

From: Carolyn Kesler [Carolyn@Wright-Realty.com]
Sent: Thursday, November 29, 2007 2:50 PM
To: Wagner, Marc (DHR); Edwards, David (DHR)
Cc: LWright958@aol.com
Subject: Buckland Plats



AR-M455N_200711
29_154919.pdf (...

Buckland Plats

-----Original Message-----
From: sharp scanner
Sent: Thursday, November 29, 2007 3:49 PM
To: Carolyn Kesler
Subject: Scanned image from AR-M455N

DEVICE NAME:
DEVICE MODEL: SHARP AR-M455N
LOCATION:

FILE FORMAT: PDF MMR(G4)
RESOLUTION: 300dpi x 300dpi

Attached file is scanned image in PDF format.
This file can be read by Adobe Acrobat Reader.
The reader can be downloaded from the following URL:

http://www.adobe.com/

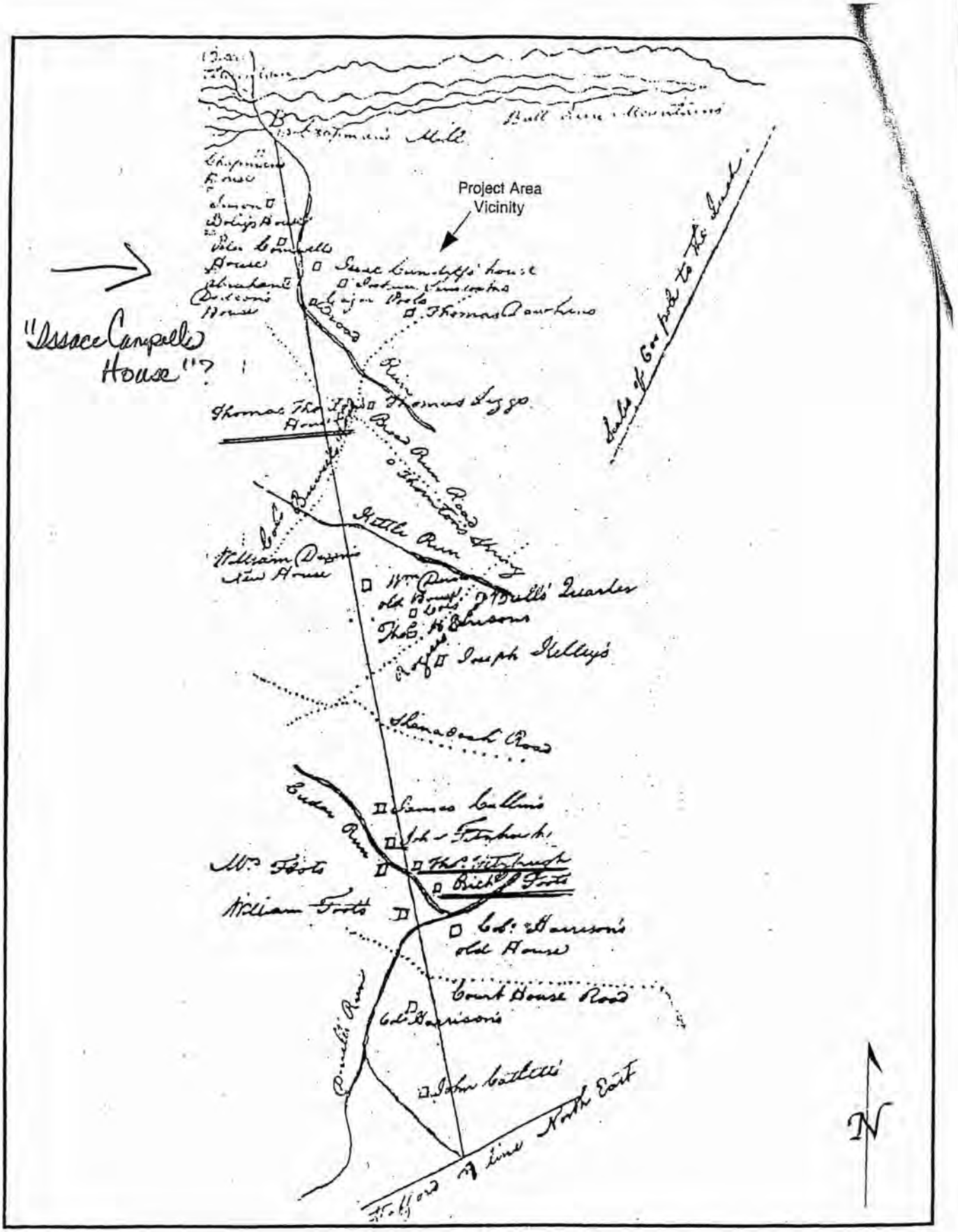


FIGURE 3
Portion of Bertram Ewell's ~~1759~~ Survey of the Division Line Between Prince William and Fauquier Counties Showing the Vicinity of the Project Area

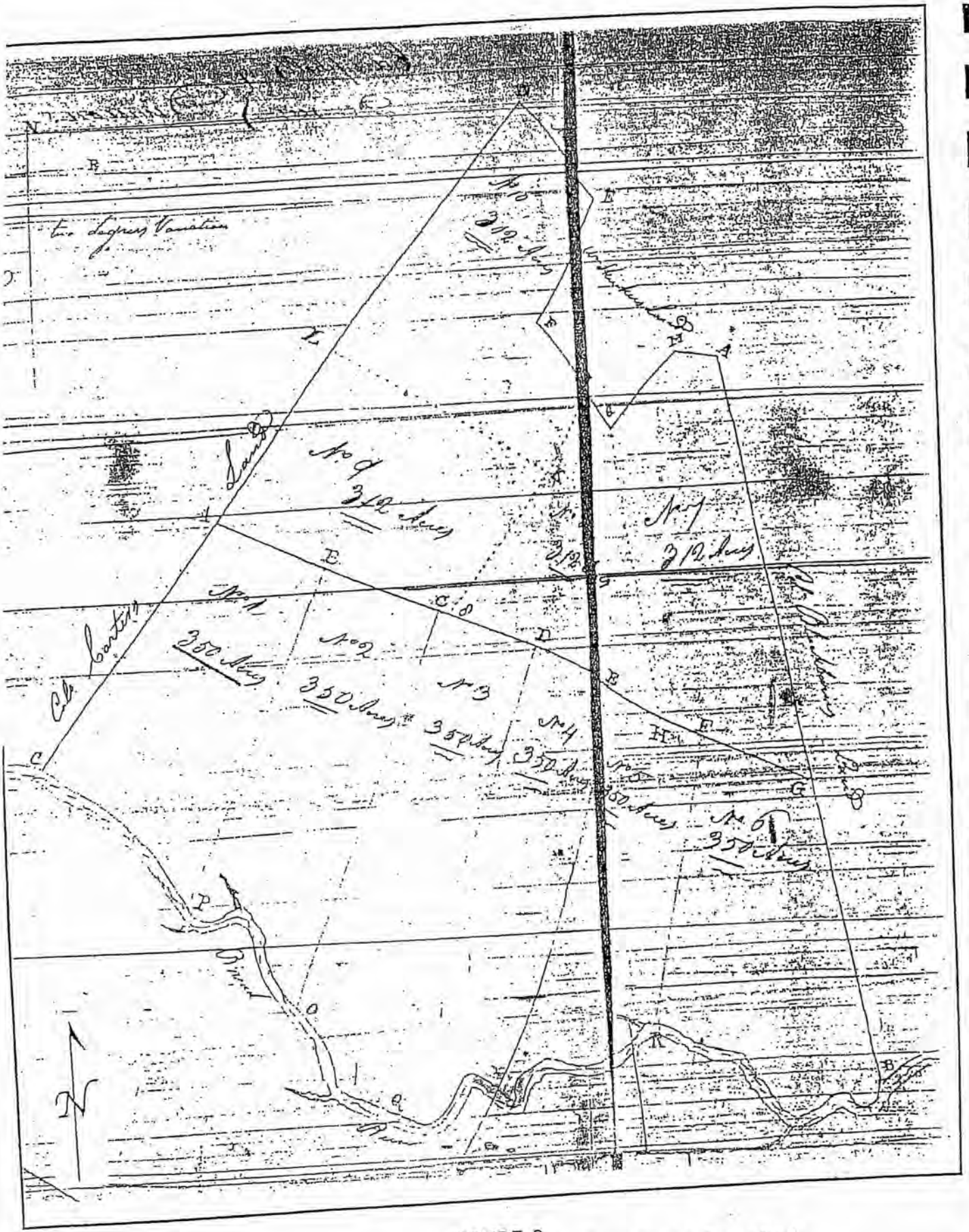
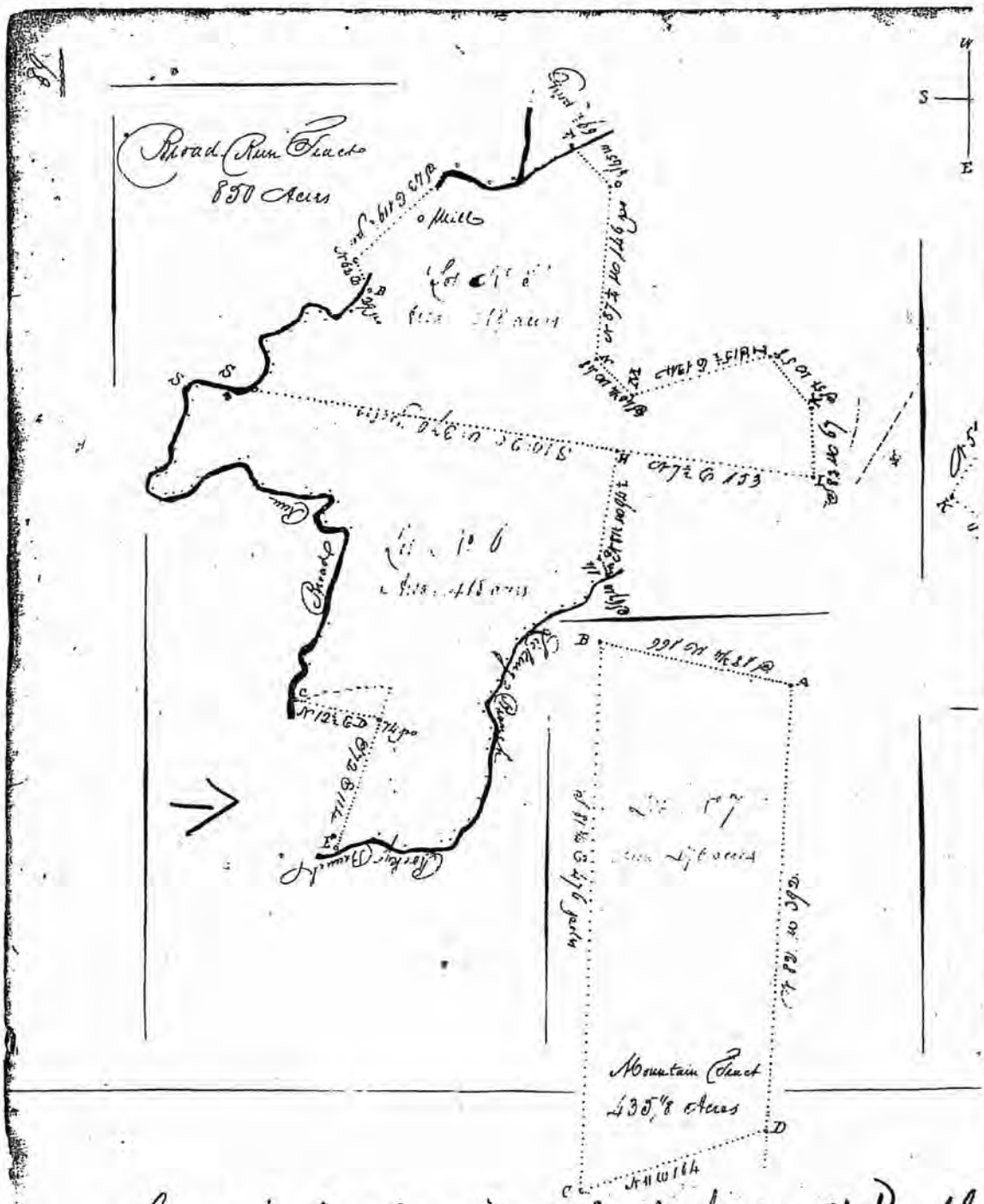


FIGURE 8
Kincheloe's 1785 Survey of the Land of Revd. Isaac Campbell

Exhibit (2)

A-39


Road Run Tract
850 Acres
Lot 6
Lot 7
Mountain Tract
435 7/8 Acres
N 12 E 6.19 Chs
S 18 E 3.70 Chs
S 22 E 1.53 Chs
S 57 E 1.94 Chs
N 22 W 2.40 Chs
N 11 W 1.64
N 18 W 1.26
N 12 E 6.79

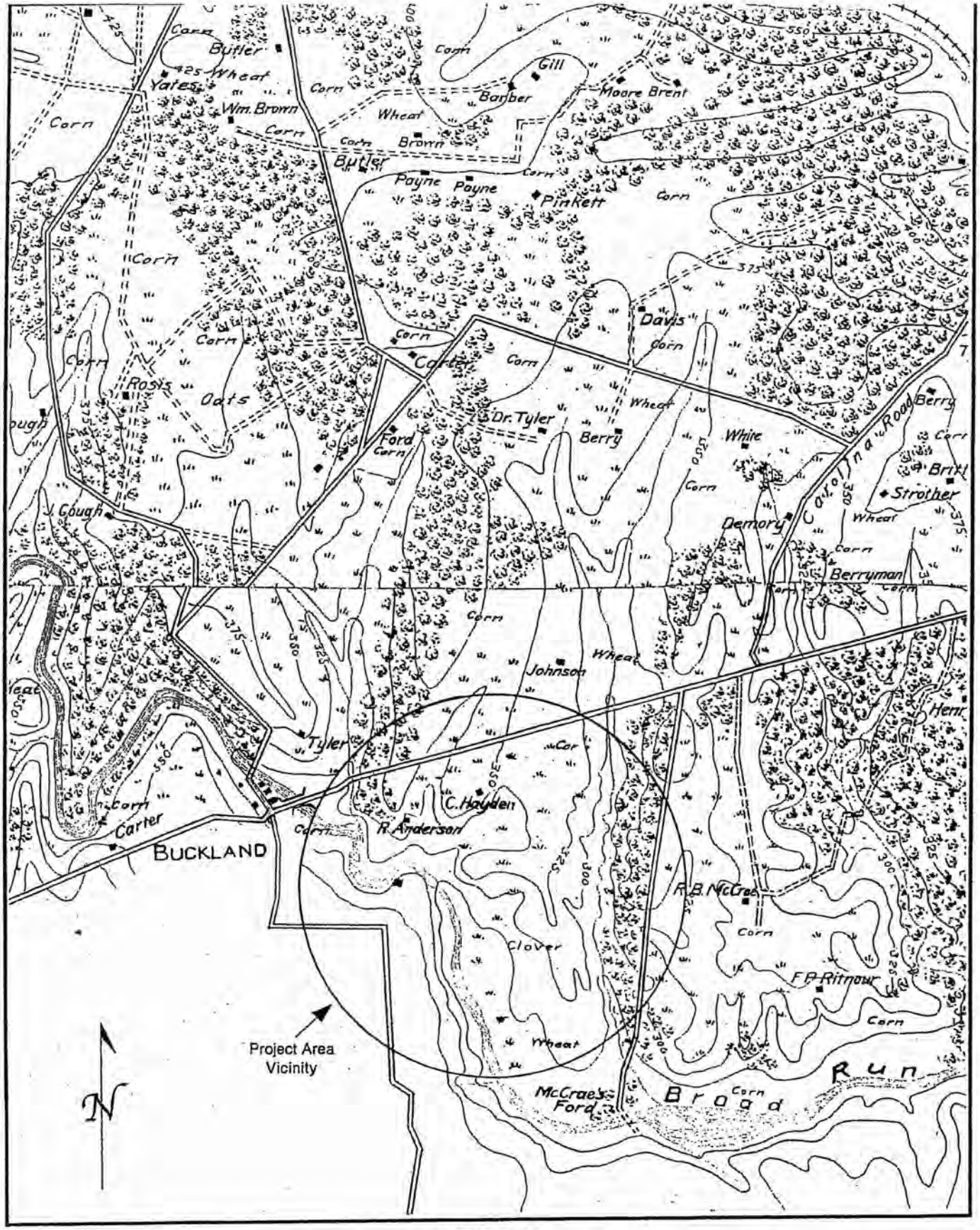


FIGURE 11
Portion of Maj. Edward Burr's 1904 Map of Maneuver Grounds, Prince William and Fairfax Counties Showing the Vicinity of the Project Area
Scale: 3 inches = 2 miles

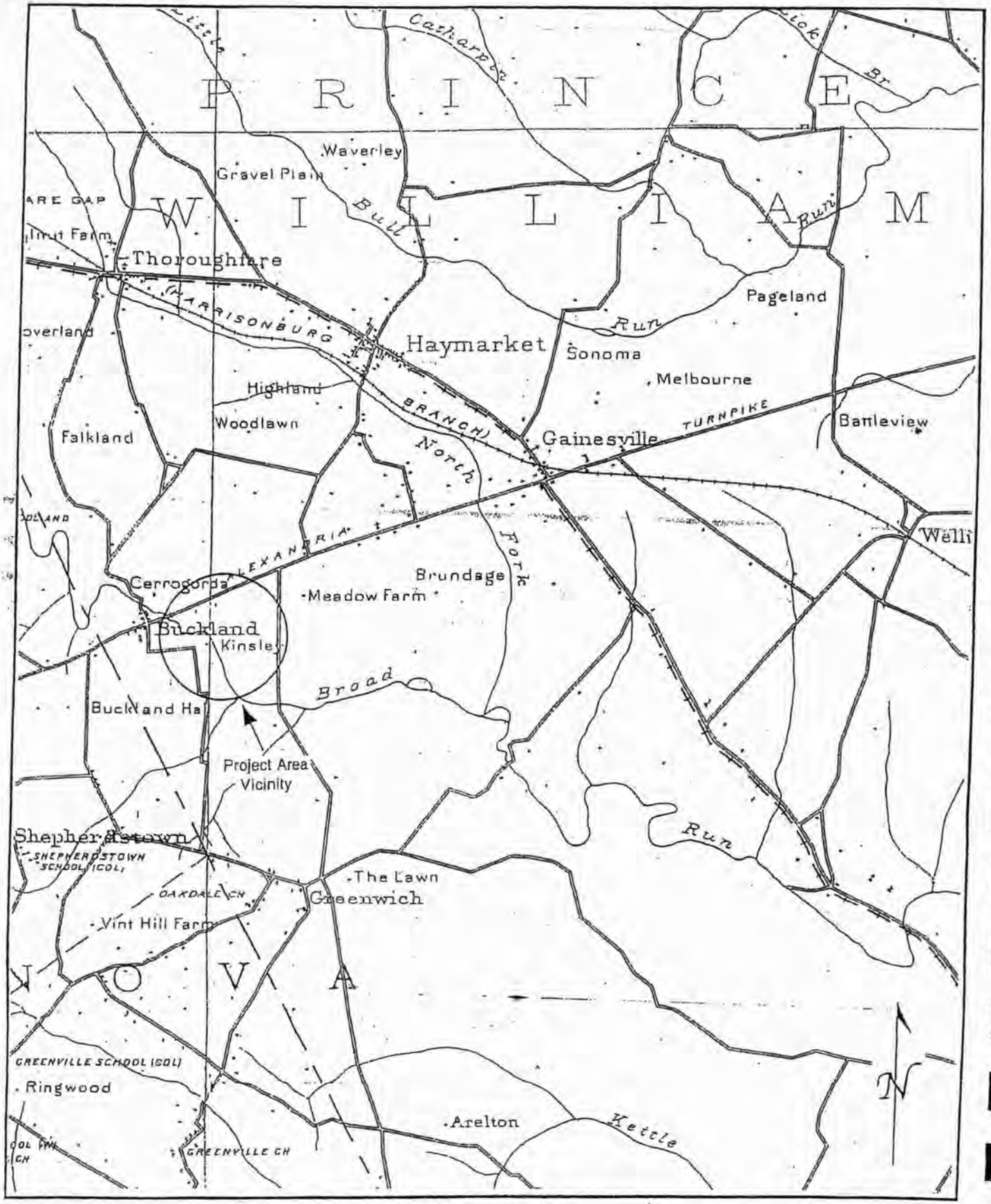
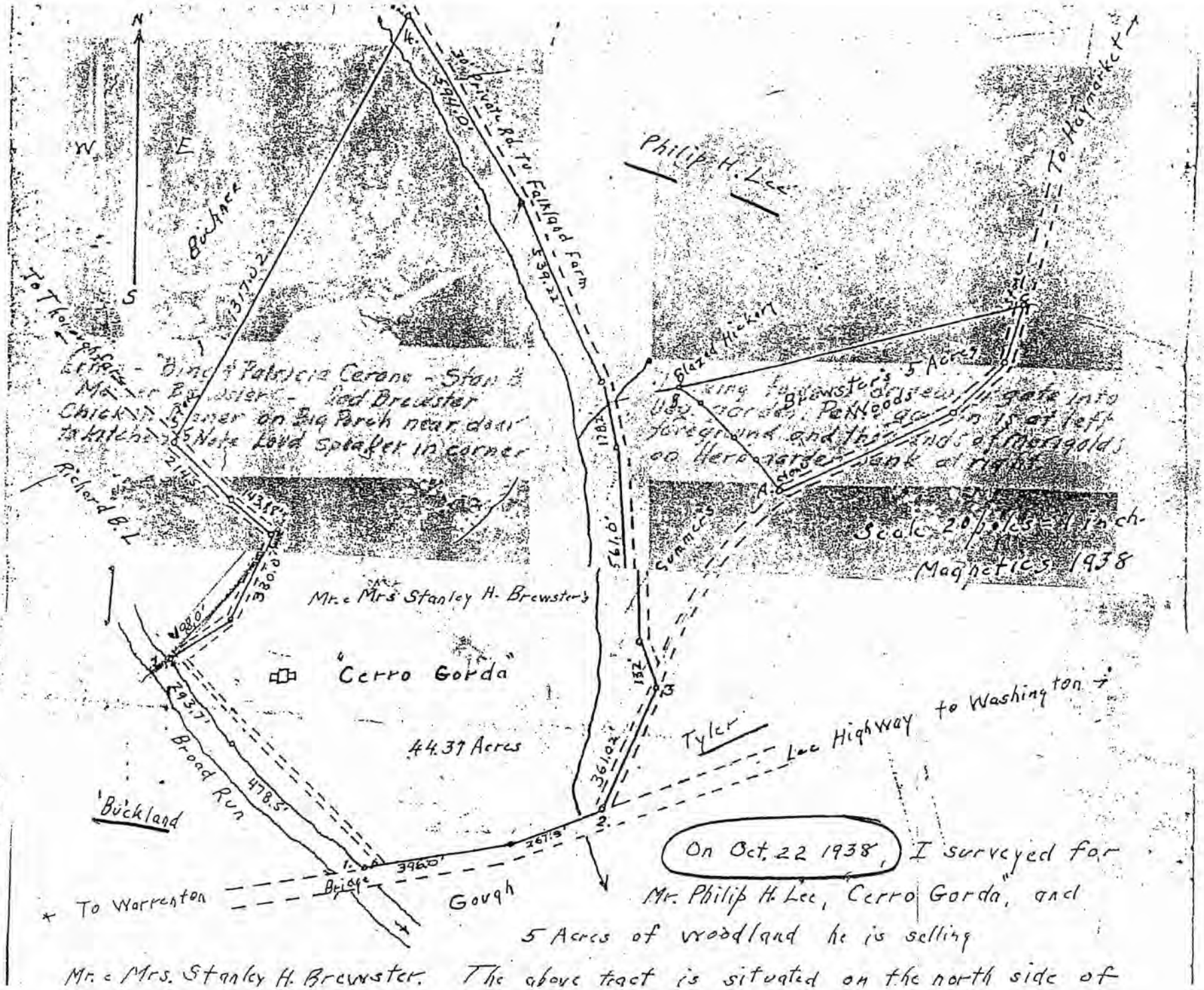
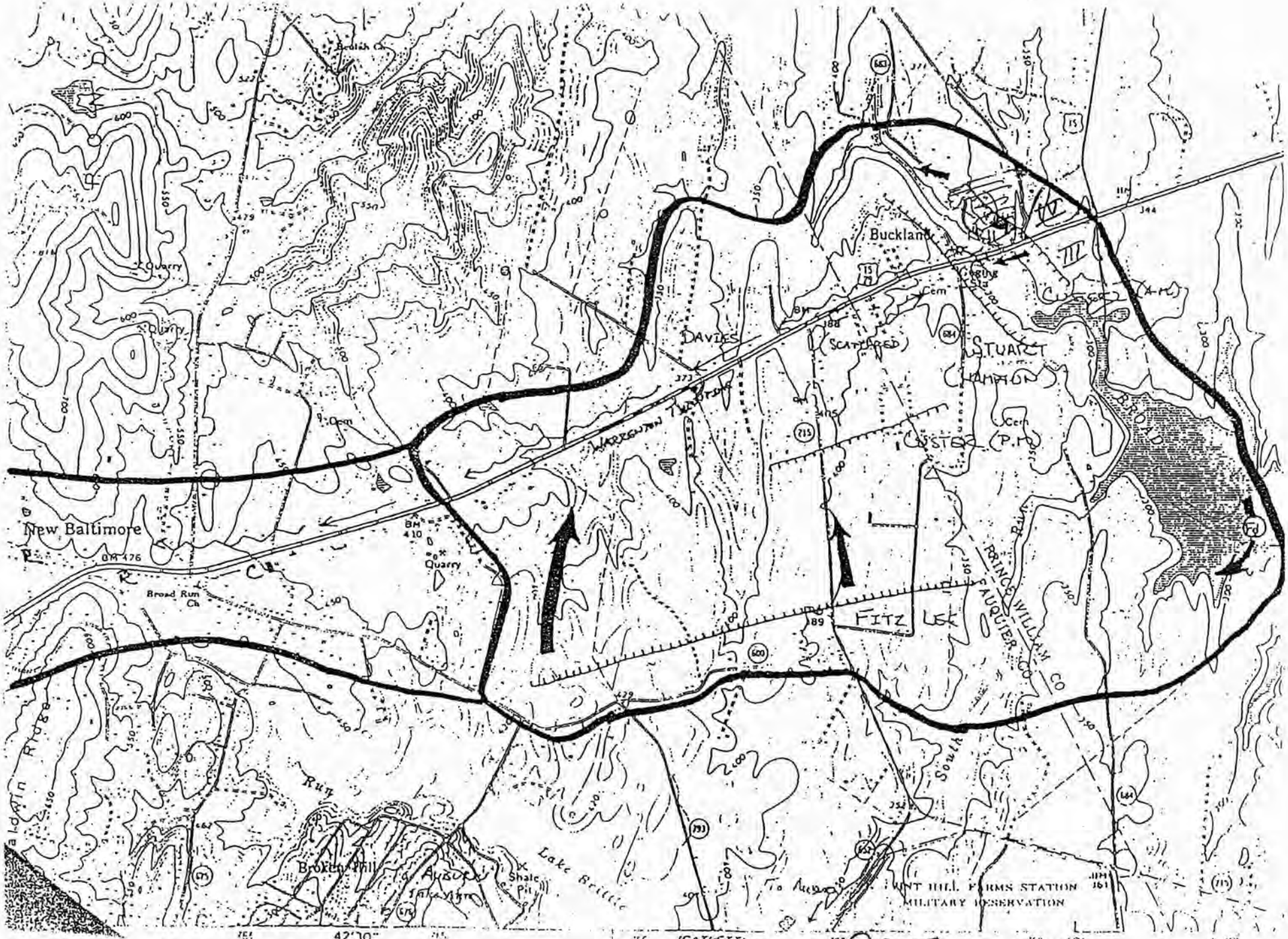
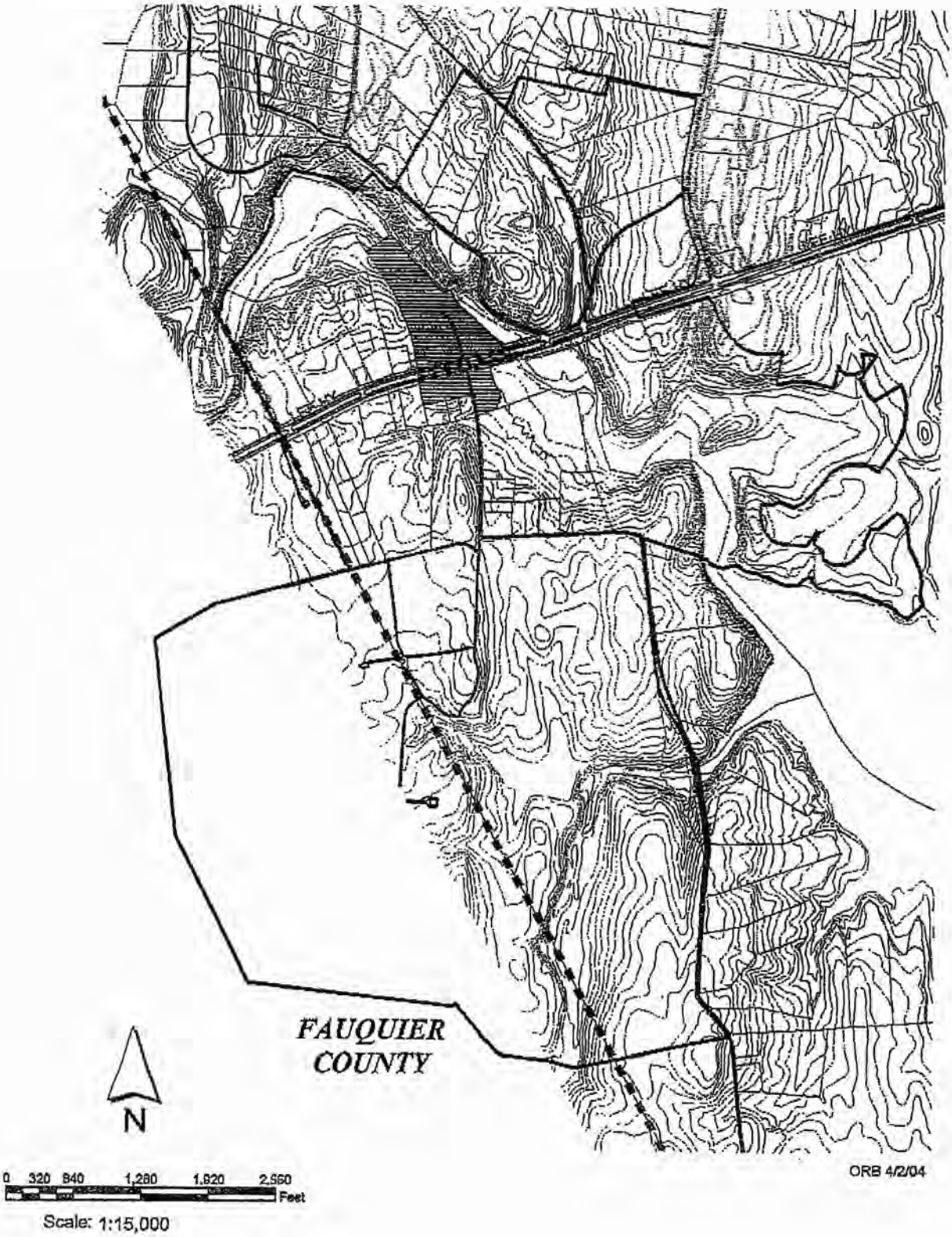


FIGURE 12
Portion of Fauquier County Board of Trade's 1914 Map of Fauquier County, Virginia, Showing the Vicintiy of the Project Area
Scale: 1" = 1 mile


N
W
E
S
Buckner
To Thoroughfare
Richard B. L
Mr. & Mrs Stanley H. Brewster's
"Cerro Gorda"
44.37 Acres
Buckland
Broad Run
Gough
To Warrenton
Philip H. Lee
To Haymarket
Glazed Hickory
Summers
Tyler
Lee Highway to Washington
Bridge
Scale 2.0 Chs = 1 Inch.
Magnetics 1938
On Oct. 22 1938, I surveyed for
Mr. Philip H. Lee, "Cerro Gorda", and
5 Acres of woodland he is selling
Mr. & Mrs. Stanley H. Brewster. The above tract is situated on the north side of


New Baltimore
Broad Run Ch
Quarry
Buckland
DAVIES
STUART
CUSTER (P.H.)
FITZ LEE
PRINCE WILLIAM CO
FAUQUIER CO
Broad Run
Lake Brittle
To Nokesville
Shale Pit
42'30"
CORE PRE-2006


FAUQUIER
COUNTY
N
0 320 640 1,280 1,920 2,560
Feet
Scale: 1:15,000
ORB 4/2/04

November 30, 2007

Kathleen Kilpatrick, Director
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

Dear Kathleen,

I am writing to you in support of the efforts of the Buckland Preservation Society to preserve the historical significance of the area in and around Buckland, Virginia and, more specifically, that land formerly owned by my great-great-great-great grandfather, the Reverend Isaac Campbell, and his descendants. I support the effort to preserve for posterity the remaining undeveloped land of the Reverend Isaac Campbell as it has much genealogical significance as well.

As current president of The Descendants of Gustavus B. Campbell reunion I have conducted extensive research into our Campbell family history and ancestry. In this endeavor I have only recently discovered the location of the land owned by the Rev. Isaac Campbell in Prince William County, Virginia in the Buckland area. This opens a whole new area of research for me.

Isaac Campbell was born in Kilsyth, Stirlingshire, Scotland in November 1717 as a son of William Campbell. According to the Archives of Glasgow University, in the Matriculation record of Isaac Campbell for the 1734, father William Campbell was "aide of the deputy official of Kilsyth." On July 5, 1747 Isaac was ordained by the Lord Bishop of London to officiate in Virginia. On July 16, 1751 the Rev. Isaac Campbell was officially inducted by the vestry as Rector of Trinity Parish, Charles County, Maryland after being there since 1748. He served in that capacity until his death in 1784. He is still recognized as having the longest service record of any minister who has ever served in that parish – 36 years.

On May 25, 1754 the Rev. Isaac Campbell married Jane Brown, daughter of the well-known and influential Dr. Gustavus Brown and Francis Fowke of southern Maryland. Dr. Gustavus Richard Brown, a son of Dr. Gustavus Brown by a second marriage, was one of the three attending physicians at the bedside of George Washington during his last illness. Isaac and Jane were married by the Rev. Samuel Claggett who was at the time Rector of William and Mary Parish in Charles County, Maryland. Samuel was a brother-in-law to Jane, marrying Jane's sister Ann Brown. Another sister of Jane, Sarah Brown, married the Rev. James Scott who became Rector of Dettingon Parish in Prince William County, Virginia until his death in 1782.

Rev. Isaac Campbell had a dream to write a four-volume set of books. At the Maryland Diocesan Archives housed at the Maryland Historical Society in Baltimore, Maryland is stored his single, rare and only known published book on civil government with an unusually long title: "A Rational Enquiry into the Origin, Foundation, Nature and End of Civil Government, shewing it to be a Divine Institution, Legitimately deriving its

Authority from the Law of Revelation only, and not from the Law of Nature, as hath heretofore been generally held by Writers, from Time supposed immemorial."
On August 3, 1774 an indenture was written conveying 3560 acres of land, part of a greater tract called Broad Run that was situated in the Parish of Leeds in Prince William County, from the estate of the late Charles Carter to the Reverend Isaac Campbell. Others mentioned in this indenture were James Scott, James Scott Jr., and Cuthbert Bullitt (Source: Prince William County Deed Book T, pages 77-82). Shortly after the death of the Reverend Isaac Campbell in July 1784, and his wife also in 1784, this land was divided and given to his six sons and four daughters.

I am presently continuing to research the children of the Rev. Isaac Campbell and their families and where they lived after his death especially in the Prince William County, Virginia area. So far I have found that my great-great-great grandfather, Isaac Campbell Jr., inherited a part of his father's land and signed the December 8, 1797 petition to establish the Town of Buckland. Isaac Jr. sold Lot No. 6, consisting of 350 acres of his inheritance, for 700 pounds in 1799 to George Gray Tyler. George Gray Tyler was married to Cecilia Ann (Campbell) Tyler who was a sister to Isaac Campbell Jr. and had an inheritance of her own. Isaac Jr. and his wife, Sarah, lived in Fauquier County, Virginia where their son, Gustavus B. Campbell was born in 1801. Gustavus served as a sailor at sea before marrying in 1831 and moving to Parke County, Indiana in 1835. There is much more that could be said.

Kathleen, due to the importance of preserving the historical and genealogical story of the Rev. Isaac Campbell, his Broad Run estate and his descendants, I felt compelled to write you. If there is anything I can do to help in the preservation effort please feel free to contact me at any time.

Thank you for taking the time to consider my letter.

Sincerely,

John Earl Dersch
623 Colonial Drive
DeKalb, Illinois 60115
(815) 758-8784
email: jedersch@hotmail.com

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Carson Lee Fifer, Jr.
cfifer@mcguirewoods.com
Direct: 703.712.5343

McGUIREWOODS

Rec'd 12/3

Direct Fax: 703.712.5223

November 30, 2007

BY FEDERAL EXPRESS

Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221-2470
Attn: State Historic Preservation Officer

RE: Buckland Historic District, Prince William County, Virginia Proposal

Dear State Historic Preservation Officer:

This firm represents Southgate Center III, LLC, which owns the parcel identified as VHDR No. 44PW1775. This owner has objected to its property being included in a boundary adjustment of the Buckland Historic District (the "Historic District").

I also enclose notices of objection by a number of additional property owners to the inclusion of their properties within the proposed boundary increase of the Historic District. In addition to the statements in the attached letters, the following is given as reasons for objection:

1. The expansion is overly broad and includes properties that are excess to the historic purposes to be served.

2. Many of the land owners within the proposed Historic District have not had practically adequate time to reflect upon and react to the proposed boundaries. It is my understanding that the Historic District's creation has been under preparation for multiple months. Many of the affected land owners have learned of this only in October. The fact that statutory notice requirements were met does not address the very realistic issue of whether a reasonable time for the preparation of analysis and reaction was given. I know of no time constraint that requires consideration progress at the rapid pace that is now set.

3. Neither Prince William County, in which jurisdiction this entire Historic District is proposed, nor Fauquier County which depends upon Route 29 as it's major access corridor, have provided comments as to how such a decision of expanding the Historic District would affect the internal policies of preservation and economic development, flexibility for road and transportation improvements, and environmental concerns, particularly if such an expansion has the effect of foreclosing other alternatives for either economic development or transportation improvement flexibility.

4. There has been no coordination with the Virginia Department of Transportation, which could be significantly affected by the expansion of the Historic District. Issues involving the future of Route 29 and Route 15 are raised by this proposal.

5. At its meeting on November 27, 2007, the Prince William County Board of Supervisors directed staff to prepare a letter to DHR requesting, on behalf of the Board, that objecting or unwilling property owners be excluded from any boundary increase. We echo those sentiments and ask that the property of any objecting or unwilling property owner, in particular our client and those whose objections are attached hereto, be excluded from consideration for this boundary increase or historic designation.

For the hearing certainly and for any decision on this matter, the opportunity should be provided for those most affected to be fully prepared and participate. I therefore request, in addition to the request for parcel exclusion, an extension in the hearing schedule for December 5th.

Sincerely yours,

Carson Lee Fifer Jr.

CLF/ksg

cc: The Honorable L. Preston Bryant, Jr., Secretary of Natural Resources
The Honorable Pierce Homer, Secretary of Transportation
Doug Koelemay, Qorvis Communications

Enclosures

\4899211.1

McRae, Jean (DHR)

From: Wagner, Marc (DHR)
Sent: Friday, November 30, 2007 11:52 AM
To: McRae, Jean (DHR)
Subject: FW: Buckland Historic District Expansion - Petition Status to date

Jean: This email and attachment is for the Board's record on Buckland. Marc

---

From: LWright958@aol.com [mailto:LWright958@aol.com]
Sent: Monday, November 19, 2007 4:26 PM
To: Edwards, David (DHR)
Cc: Kilpatrick, Kathleen (DHR); Wagner, Marc (DHR); LWright958@aol.com
Subject: Buckland Historic District Expansion - Petition Status to date

David,

In preparing for the December 5th meeting with the State Review Board, please find attached the petition being signed by those supporting the District Expansion (names listed below). There is unanimous consensus among those signing the petition and supporting the Nomination that the boundary lines remain unchanged and the State Review Board review the nomination at its December 5th meeting (rather than postpone such). Therefore, the petition states: "any amendment to the Nomination nullifies this petition." (To examine the long-time, community based effort of the citizens of Buckland toward the submission of this Nomination, please reference "Time Line - The National Register Nomination for the Expanded Buckland Historic District".)

In addition to the below-mentioned signatures, it is the Buckland Preservation Society's understanding that the Historical Commission of Prince William County and the Architectural Review Board of Prince William County will be forwarding their Resolutions supporting the Nomination.

Last Wednesday, The Buckland Preservation Society Board introduced John Hutchinson, our Master Preservation Plan Grant Manager (NPS grant), to both Wally Covington (Brentsville Supervisor PWC) and Steve Smith (Councilman for the City of Manassas). In this meeting, John Hutchinson discussed the preservation effort underway for Buckland. The meeting went quite favorably noting that the Buckland preservation effort enhances the City's commitment to maintain the drinking water/environmental resource of Lake Manassas. (Please note: **In September, the City of Manassas authorized Prince William County to incorporate the City's 80.48 acres being considered in this Nomination into the Prince William County's Designated Cultural Resource land use zoning.**) Should there be questions, please feel free to contact John Hutchinson at 540-292-0396 to discuss the meeting.

Tom Ashe, the Buckland octogenarian and holder of the petition reports the following signatures:

Signatures to date:
Robert P Shiner
Kay K. Shiner
Robert E. Piland
Elizabeth Piland
Patricia Morris
Johnathan L. Uston
Carrie S. Uston
David L. Rhoades
Tonya M. Rhoades

Daniel H. De Butts
Dan W.. Gooding
Cerro Gordo Plantation Stewardship LLC
Barry Wright
Linda Wright
Buckland Farm LLC
David William Blake
Kenneth Shoup
QTMHP LLC
Terrie L. Bierlien
Thomas J. Ashe
Rose G. Hazel
William E. Hazel
Thomas J. Ashe III,
Carroll Wright LLC

In the mail:
Marion E. Turner heirs

In a contractual agreement with John Hutchinson, Jennings Gap (for Acquisition Grant / American Battlefield Protection Program)
Dr Bahman Teimourian

Additional signatures which are expected:
Katherine Andre Rowe
Kenneth Rowe
DJ. Walters
Brenda Walters
Crayons to Perfume
Edward Nittiskie
Leslie Nittiskie
James Stallard

Signatures which are not expected:
Please note the below-mentioned properties are

- located in the rural crescent--*the stated purpose of the rural crescent is to preserve the County's agricultural economy and resources, the quality of the groundwater supply, the open space, and the rural character*
- currently zoned (A-1) with a Future Land Use Classification of Agricultural Estate (AE) This Future Land Use Classification virtually eliminates any option to rezone the parcels. Comprehensive Plan use AE is designed to provide preservation of existing agricultural lands and open space as well as other important rural environmental resources
- located in the Core Ground of the Buckland Mills Battlefield

1).9A Acacia Lane Investment, LLC (Deed Transfer 12/5/2005- $600,000 Parent to children) (18 Acres Vacant Land - no improvements)
2).Ann Lunsford Brower - (Deed Transfer 9/1/1983 Price "$0" - (10 acres Vacant - no improvements)
*3).John T C Koons Et al (Deed Transfer 9/2005 - $505,000 (detached 1249 square foot improvement built in 1970) Tenant occupied
4).Randy Peeler (brother of Katrina Koons) - (Deed Transfer 3/2003) (Ann Lunsford Brower's parents were sellers) ($210,000 for three acres Vacant)
5).Southgate Center III LLC (Zumult) (Deed Transfer August 9, 2002 - $850,000) (16 acres vacant land with no improvements)

*only property with improvement - all other properties are vacant/no improvement

McRae, Jean (DHR)

From: Joe Jones [jbjone@wm.edu]
Sent: Friday, November 30, 2007 3:03 PM
To: McRae, Jean (DHR)
Subject: Re: staff coments for Monroe Birthplace NR

Thanks very much for pulling these comments together for us, Jean.

Here are some of the things we noticed and/or wondered about within the revised version of the re-nomination form that you sent the other day.

-- Just wanted to double-check that under "5. Classification" on the second page, it's correct to say "0" contributing resources. That is, in the case of a re-nomination like this that has a contributing resource "previously listed," I guess it's the case that only additional resources not previously listed would be tallied under the heading "Number of Resources within Property"?

-- In Section 8, Page 16, shouldn't the first sentence of the first full paragraph on that page (i.e., beginning with "Given the property's significance for association with James Monroe,....") be deleted if the property is not considered eligible under Criterion B?

-- Near the bottom of Page 26 of Section 10, under the heading "Boundary Justification," the word "contributing" should be deleted from the first sentence, given that the network of roads is not considered to be contributing element. Also, for the sake of consistency, the "74-acre" adjective should be changed to "approximately 75-acre" or something similar since the size of the property had been revised to approximately 75 acres everywhere else in the nomination form.

I have not yet been able to get a hold of our contact with the James Monroe Memorial Foundation to confirm that they'd still like to proceed with the re-nomination, but FWIW I'd be very surprised if they didn't want to proceed.

Thanks again,

Joe

Joe B. Jones, Director
College of William and Mary
Center for Archaeological Research
P.O. Box 8795
Williamsburg, VA 23187-8795
757-221-1581
fax: 757-221-2564

> ----- Original Message -----
> **From:** McRae, Jean (DHR)
> **To:** jbjone@wm.edu ; Wagner, Marc (DHR) ; Spradley-Kurowski, Kelly (DHR) ; Turner, Randolph (DHR) ; Bowman, Camille (DHR)
> **Sent:** Friday, November 30, 2007 1:25 PM
> **Subject:** staff coments for Monroe Birthplace NR
>
> These are four staff comments before the final draft was completed.
>
> 1. Criterion C
> As I mentioned earlier today, the road network at the Monroe birthplace, while interesting, seems not to quit qualify as a contributing resource on the property, based on the information in the nomination...It's presented as part of the large and elaborate scheme never fully realized, and it sounds like the road network, while functioning as a typical circulatior device to move traffic through the property and potentially organize the space through placement of the roads, was not

necessarily a major component of the scheme that can stand on it own…And while the road network is interesting as part of the landscape design by the important architect Milton Grigg, it's doubtful much could be learned about his approach to landscape design/site planning by the road network alone. If there are other critical features of the proposed Grigg plan that were carried out and survive – vistas from the road onto planted areas and sites, etc., or if there's something truly innovative about the design of the road – it would help to know this and MIGHT strengthen the case; but I doubt this would be enough to consider these components of the design sufficiently significant to merit contributing status.

2. Criterion D
The primary resource for the property is the archaeological footprint of Monroe's family home. The house site was heavily disturbed in the early 1900s by the removal of its brick foundation and cellar walls. In 1956 the curved road system removed most of eastern half of the house footprint except the very bottom few inches of the cellar. The 1976 limited excavation removed more from the site, leaving just enough undisturbed soil for it to be eligible for the National Register under Criterion D. The potential of other archaeological resources at the site have been documented, but they are supportive of the house footprint.

Criterion B
Although James Monroe was an important person in history, the Monroe family home was important to him only for the first 16 years of his life. If his family home was more important to him, he would not have advertised it for sale it at the age of 22 in 1780. Other properties, more important to him, his career and to the nation, exist.

Criterion C
Although the entire plan by Milton Grigg embodies distinctive characteristic of type and period, only the road structure was graded. The road system was the skeleton on which to hang the grand plan.

Criterion Consideration F
Although commemorative interests in the property have been around since the late 1920s, actual commemorative activities have occurred at the site for only the last 51 years (dedication of the road), and they have been few and widely spaced. Commemorative activities have not happened on a regular basis, and they appear to have limited appeal.

The addition of Criterion B, C, and F have certainly filled out and strengthen the nomination. I believe that they are great additions. However, none of the other criterions can stand by themselves or in concert without Criterion D—the visible evidence of the Monroe family home archaeological footprint.

3. Criterion B
The essence of the argument for Criterion B (p. 7) rests in the fact that "…his upbringing and education in Westmoreland County shaped his character and afforded him opportunities that launched his successful career." But couldn't this be argued for every birthplace/childhood home of a significant person? The birthplace site does not represent the productive life of James Monroe and is not the only remaining property associated with him; thus, the Birthplace site does not meet Criterion B.

Criterion C
The C argument is hung on the road network, but I don't think it can stand on its own for significance (even with Criteria Consideration F)—the focus of this property is the archaeological site of the birthplace. The road network was only designed to complement the birthplace site, and in fact when classified according to the primary resource in Section 5, the property is listed as a site. Fundamental question: Did Milton Grigg design the road network (p. 17-19) or did he possibly design it (p. 22)?? I have to acquiesce to the architectural landscape historians for assessment of significance through Grigg.

Criterion Consideration F
I'm not sure this is necessary, as it seems to relate mainly to the road network, which is not the primary resource. The

commemorative activities are not the primary source of significance of the property—this belongs to the archaeological site.

4. Criterion D
44WM38 currently is on the register, based on earlier work by the VDHR for the actual location of the house in which James Monroe was born. WM CAR has expanded the site to 14.4 acres to include adjacent archaeological deposits. It is clear from the draft update that some of this acreage (though how much isn't specified) is not related to the 18th c. structural remains but rather later 19th and 20th c. activities. Further, integrity in the expanded boundaries is implied but not fully confirmed. Thus, the potential significance of this new area warrants discussion.

It is my understanding that current plans by the James Monroe Memorial Foundation are to build a replica of the house James Monroe was born in directly on top of the archaeological deposits, with their destruction thus likely. Should that occur, then one could argue whether or not the remainder of the site would be sufficient for the property to retain its register eligibility.

I recommend that the Archaeological Evaluation Committee review the draft report and provide departmental recommendations as to (1) if the current register nomination should be amended to include the newly revised site boundaries and (2) if the property would likely retain its eligibility should its core, the actual house site, be destroyed through new construction. That way, we can provide the James Monroe Memorial Foundation with some firm recommendations on the consequences of any future impacts to the core portion of the site.

Jean McRae
National and State Register Program Coordinator
Historic Preservationist
Virginia Department of Historic Resources
jean.mcrae@dhr.virginia.gov
804-367-2323, extension 102
Fax: 804-367-2391

READ 12/3/07 MW

adj Item

December 2, 2007

TO: Virginia Department of Historic Registration
Attn: Kathleen Kilpatrick
Mark Wagner

FROM: Dallas O. Berry
P. O. Box 807
Gainesville, VA, 20156
FAX 571-261-1896

SUBJECT: Buckland Historic District (Boundary Increase)
Prince William County, Virginia

I own approximately 10 acres of land (GPIN 7296-06-6013 and Legal Description: None 119-1-48) at 8425 Buckland Mill Road Gainesville, VA 20155. This land adjoins two parcels of land that are included with other parcels in the Proposed Buckland Historic District (Boundary Increase).

My neighbors have performed many years of determined and dedicated arduous effort in researching many of the significant historic events that took place on their properties. They wish to have their properties included in the above referenced District and included in the United States Department of Interior National Park Service National Register of Historic Plans.

I have no objection to this and believe there is ample justification for this inclusion.

Very Truly Yours,

Dallas O. Berry

Dallas O. Berry

December 2, 2007

TO: Virginia Department of Historic Registration –Fax 804 367 2391
Attn: Kathleen Kilpatrick
Mark Wagner

FROM: Dallas O. Berry
P. O. Box 807
Gainesville, VA, 20156
FAX 571-261-1896

SUBJECT: Buckland Historic District (Boundary Increase)
Prince William County, Virginia

I own approximately 10 acres of land (GPIN 7296-06-6013 and Legal Description: None 119-1-48) at 8425 Buckland Mill Road Gainesville, VA 20155. This land adjoins two parcels of land that are included with other parcels in the Proposed Buckland Historic District (Boundary Increase).

My neighbors have performed many years of determined and dedicated arduous effort in researching many of the significant historic events that took place on their properties. They wish to have their properties included in the above referenced District and included in the United States Department of Interior National Park Service National Register of Historic Plans.

I have no objection to this and believe there is ample justification for this inclusion.

Very Truly Yours,

Dallas O. Berry

Dallas O. Berry

CC- David Blake- Fax 540 347 2704
Thomas Ash

December 3, 2007

The Honorable Kathleen Kilpatrick
Director, VA Department of Historic Resources
2801 Kensington Ave
Richmond, VA 23221
[Via Fax: 804-367-2391]

Dear Director Kilpatrick:

I would like to strongly support the National Register nomination of the Expanded Buckland Historic District.

The original Buckland Historic District National Register Approval was in 1988 and since that time the group that became the Buckland Preservation Society in 2003 has been working with federal, state and local government representatives to ensure that the entire Buckland Historic District is protected. They have done everything that has been recommended to them by VDHR and have gone above and beyond that in many ways. They have gotten a resolution passed by the Prince William County Board of Supervisors to protect the entire Buckland Historic District should Route 29 be expanded. Additionally, they have prepared a map designating the proposed expansion based on information they have received from the VDHR which has been public since 2003 on the PWC web site and is recognized as the Eligible Buckland Historic District. Finally, they have worked hard with VDHR and other experts to make sure their application is as precise as it can be.

As I'm sure you know this historic area has been named one of the most endangered cultural battlefield/historic areas in the country. With the impending widening of Route 29 this expansion of the protections for the historic district have become even more important.

I hope that you will strongly support the Expanded Buckland Historic District's nomination for the National Register.

Thank you for your time and consideration. If you have any questions please contact me at (703) 895-8423 or beginning in January at (804) 698-1013.

Sincerely,

Bob Marshall

Delegate Bob Marshall

RGM/ccg

Subj: **Fireside Church's Special Use Permit request - Dec 4, 2007- Rural Crescent and Historic Area impacts**
Date: 12/3/2007 8:11:11 P.M. Eastern Standard Time
From: GailHJ
To: wcovington@pwcgov.org
CC: mcaddigan@pwcgov.org, mnohe@pwcgov.org, jstirrup@pwcgov.org, jjenkins@pwcgov.org, cstewart@pwcgov.org, hbarg@pwcgov.org, mcmay@pwcgov.org
BCC: LWright958

Hi Wally,

The above issue, in part, was made apparent at the recent ARB Meeting (11/14/07) which addressed the National Historial Register application for Buckland Mills. I will explain below. The ARB Board passed the Resolution to allow the application to go forward and it is being presented before the Virginia Historical body on Wednesday, Dec 5th. From there it moves to the Federal level.

I give you that referenced framework because some landowners in the Buckland Mill area were at the ARB meeting. They were confused as to what it meant for them to be part of a National Historical Register designation. The ARB board pointed out, correctly, that the historial designation is not a hinderance to the homeowners in terms of exercising their property rights. And, of course, it isn't. (The County's Historic Overlay District designation is another matter. That ARB does not address that. That is done by others in the County).

It became apparent to the ARB board that these homeowners had been misinformed and had been angry at the ARB/National Historical Register influence on their property rights when, indeed, they should be addressing their concerns to the Board of Supervisors. The issue of hindering their property rights was due to the current Rural Crescent designation.

This is where the issue is now: At a quickly devised meeting of the Board of Supervisors on Tuesday Dec 4 to address a Special Use Permit within the Rural Crescent for one of the landowners whose property is included in the area in question. Their hope, of course, is to allow a sewer line into this Rural Crescent property which also happens to be part of the Historically mapped area of Buckland Mills. So, there is potential double jeopardy here with Fireside Church's Special Use Permit request. Rural Crescent abridgement and historical area abridgement.

What is not on the surface in this discussion, but must be taken into account, is the fact that more than a year ago, one of the landowners (not Fireside Church), a real estate agent in her own right, petitioned all of the other landowners adjacent to the Fireside property with a proposal: Group their property together (she coined it "The Assemblage") to circumvent the Rural Crescent's 1 house-10 acre requirement and present this "land package" to a commercial developer for high density development. This is at the corner of Rt 15 and Rt 29, across from Madison Crescent commerical development. (The realtor/landowner also had her neighbors sign a document stating she would be their real estate agent in these negotiations). This is, of course, the same property that is part of the Buckland Mills designated historical area. I again foresee a potential double jeopardy for the County - Rural Crescent jeopardy and Historical property jeopardy.

Fevers are running high, as you may well imagine, with the Rural Crescent proponents shouting "Foul!"; Buckland Mills supporters stating "This is hallowed ground"; and homeowners declaring "We have a right to make money." The Fireside Church was not represented at our recent ARB board meeting, based on the sign-in sheet or from the citizen time speakers. The attorney who represented the homeowners at the ARB meeting and spoke to us is, however, the same attorney representing Fireside Church in their Special Use Request coming before you. It is a small world.

Please use your collective good judgment tomorrow night. I support ARB standing by its Resolution to recommend Buckland Mills for the National Historic Register. I do not want to have ARB-approved recommendations usurped, rescinded or reversed because of political pressures or concealments.

Gail H. Johnson, B.S., M. Ed.
Vice Chair, ARB
Brentsville District, Prince William County

READ 12/12/07
MJW

COUNTY OF PRINCE WILLIAM

OFFICE OF EXECUTIVE MANAGEMENT
1 County Complex Court, Prince William, Virginia 22192-9201
(703) 792-6600 Metro 631-1703 FAX: (703) 792-7484

BOARD OF COUNTY SUPERVISORS
Corey A. Stewart, Chairman
Martin E. Nohe, Vice-Chairman
Hilda M. Barg
Maureen S. Caddigan
W.S. Wally Covington, III
John D. Jenkins
Michael C. May
John T. Stirrup

Corey A. Stewart
Chairman

December 4, 2007

Ms. Kathleen Kilpatrick, Director
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

RE: Expanded Buckland Historic District

Dear Ms. Kilpatrick:

I am writing on behalf of the Prince William Board of County Supervisors ("Board") to convey its support of the proposed expansion of the Buckland Historic District (076-0313), as outlined in the National Register of Historic Places (NRHP) Registration Form dated August 31, 2007. The Board's support is subject to two (2) conditions requested by the Board.

First, the Board does not support forced inclusion of property owners in the proposed District. While we recognize listing on the VLR and NRHP is mostly honorific, we also respect landowners' property rights and their wish to not be included in the proposed expanded district. This request from the Board is in accord with past recommendations made on National Register nominations and is consistent with the County's Comprehensive Plan Goal CR-1 (AS-5), which states "Nominate to the National Register of Historic Places (National Register), with the consent of the owner(s), sites and districts that meet the National Register criteria and prepare multiple-property nominations which allow for the simultaneous (and later) registration of thematically (by topic), historically, or geographically-related properties."

Second, the Board takes the position that the expanded Buckland Historic District should respect other aspects of the County's Comprehensive Plan, including the planned road widening of Route 29 and 15.

We hope you will consider these factors during the State Review Board and Board of Historic Resources' public meeting on December 5, 2007. If you have any follow-up questions, please contact Assistant County Executive Susan Roltsch at 703-792-6612.

Sincerely,

Martin E. Nohe
Vice-Chairman

Bottom Line Numbers…

Buckland Historic District, Boundary Increase, Prince William County
(heard from all but 6 owners, for or against)

Total: 46 owners within new Boundary Increase area)

Support Letters: 4 from Boundary Increase area owners, 2 from owners within original HD area, 3 from adjacent BI owners, 2 misc, 1 from consultant, 1 from Prince William County Historical Commission, 1 from Vice-Chair of Prince William County ARB, 1 from Prince William County ARB and resolution, 1 from Prince William County Board of Supervisors with conditions, 1 from Del. Marshall, support petition includes 28 more verified owners, 9 more within original and 3 more misc.

Objection Letters: 10 from owners

COMMONWEALTH of VIRGINIA

L. Preston Bryant, Jr.
Secretary of Natural Resources

Department of Historic Resources
2801 Kensington Avenue, Richmond, Virginia 23221

Kathleen S. Kilpatrick
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
TDD: (804) 367-2386
www.dhr.virginia.gov

February 13, 2008

Mr. Paul Loether
Chief, National Register of Historic Places and National Historic Landmarks Programs
National Park Service 2280
National Register of Historic Places
1201 "I" (Eye) Street, N.W.
Washington D.C. 20005

RE: Buckland Historic District, Boundary Increase, Prince William County

Dear Mr. Loether:

The enclosed nomination, referenced above, is being submitted for inclusion in the National Register of Historic Places. The nomination has been considered, and approved, by the State Review Board and the SHPO has recommended it for listing. Any letters of comment or objection have been copied at the end of the nomination material, along with any FPO notification letters.

Should you have any questions, please do not hesitate to contact me. My direct phone line is 804-367-2323 at extension 102.

Sincerely,

Jean McRae, Historic Preservationist
National and State Register Program Coordinator

Enclosures

Administrative Services
10 Courthouse Avenue
Petersburg, VA 23803
Tel: (804) 863-1624
Fax: (804) 862-6196

Capital Region Office
2801 Kensington Ave.
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

Tidewater Region Office
14415 Old Courthouse Way, 2nd Floor
Newport News, VA 23608
Tel: (757) 886-2807
Fax: (757) 886-2808

Roanoke Region Office
1030 Penmar Ave., SE
Roanoke, VA 24013
Tel: (540) 857-7585
Fax: (540) 857-7588

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7031
Fax: (540) 868-7033

National Register of Historic Places

Note to the record

Correspondence associated with 2019 additional documentation

AD88 0006 81

RECEIVED 2280

COMMONWEALTH of VIRGINIA

Department of Historic Resources

Matt Strickler
Secretary of Natural Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Julie V. Langan
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

March 6, 2019

Joy Beasley
Keeper of the National Register of Historic Places
National Park Service, National Register Program
1849 C St., NW (Mail Stop 7228)
Washington, D.C. 20240

Re: Buckland Historic District 2019 Update, Prince William County, Virginia

Dear Ms. Beasley:

The enclosed discs contain the true and correct copies of the additional documentation, referenced above, being submitted for inclusion in the National Register of Historic Places. The Buckland Historic District was listed in the National Register of Historic Places. The district's boundary was increased in 2008 with a new nomination.

The Additional Documentation contained herein provides more current information about the district's historic resources, physical condition, and history. The following sections from the current NRHP nomination form are updated as follows: 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 consisting of 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. The location information for the archaeological sites discussed herein does not warrant redaction as the sites are not considered to be vulnerable to looting.

Should you have any questions, please do not hesitate to contact me. My direct phone line is 804-482-6439.

Sincerely,

Lena S McDonald

Lena Sweeten McDonald
National/State Register Historian

Enclosures

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5443
Fax: (540) 387-5446

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7029
Fax: (540) 868-7033

Eastern Region Office
2801 Kensington Avenue
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Buckland Historic District 2019 Update
Name of Property Prince William County, VA
County and State N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 1

State/Federal Agency Certification

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

I hereby certify that this _X__ 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.

Julie V. Langan 9-15-19

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

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Buckland Historic District 2019 Update
Name of Property Prince William County, VA
County and State N/A
Name of multiple listing (if applicable)

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).

Returned

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.

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	
32	51	buildings
22	0	sites
6	5	structures
1	0	objects
61	**56**	**Total**

Returned

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

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 Drayer 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.

Returned

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)

7980 Buckland Mill Road
Name: Buckland Mill, Calvert's Mill
DHR ID: 076-0112
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)

Returned

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)

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)

Returned

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

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, Style: Other, c. 1960 NC (1)

Returned

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)

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)

Returned

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)

8230 Buckland Mill Road

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)	

Returned

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)

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)

Returned

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)

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

Returned

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

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)

Returned

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
Other DHR ID:

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)

Returned

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

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.

Returned

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.

Ethnic Identity

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 Huntons 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.

Returned

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

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.

Returned

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

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, archaeologist 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]

Returned

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).

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]

Returned

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).

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 (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

Returned

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).

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.

Returned

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

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.

Returned

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

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.

Returned

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.

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.

Returned

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.

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.

Returned

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

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.

Returned

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

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.

Returned

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 /

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.

Returned

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

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.

Returned

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 (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

(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 weathered diabase cobbles recovered from local drainages, or a byproduct of quarrying of the local sheet diabase.

Returned

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 side. 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.

44PW1938 possesses a high degree of integrity in terms of its location, design, setting, materials, workmanship, feeling, and association. 44PW1938 bisects the town of Buckland on its original river crossing and east-west access. Despite the adjacent embankment of northbound Route 29 /15, the sod-covered and lightly wooded western flood plain of Broad Run containing 44PW1938, 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 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 techniques, the research potential for 44PW1938 is significant.

Returned

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 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), and his role in promoting the funding and development of the Commonwealth's infrastructural transportation network; nationwide significance under Criterion C for Engineering due to the ability of the Fauquier & Alexandria Turnpike (44PW1659-0050) to demonstrate a successful early application of modern, scientific principals in road construction, and its impact on the promotion of macadamizing roads and transportation at a national level; 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.

Returned

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

[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,

Mills.[11]

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 sources[16] 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

Returned

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

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 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.

Returned

Lot 6[18]

Lot 6 in the 1798 48-lot plan was first purchased by John Love and Josiah Watson[19] 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]

[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

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 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]

Returned

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

---

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.'

[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.

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 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]

Returned

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 cattycorner 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]

---

[30] PWCLTR 1850 - 1875.
[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.

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 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.

Returned

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

[38] See Prince William County Chancery Court Records (PWCChCR), 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.
[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.

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 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.

Returned

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

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

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 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]

Returned

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

[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).
[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,

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.

Lot 29[50]

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 £70, it was described as the property "whereon John Hampton has a store."[52]

Returned

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

Manassas, Virginia.
[49] PWCLB 1874, 1877.
[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] PWCDB Z:413, 1:156, PWCLB 1801.
[52] PWCLB 1806-1810; Ridout, et al., p121; PWCDB 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.

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 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]

Returned

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.

---

[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.

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. Glassock 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 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.

Returned

> 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

[57] PWCDB 28:10.
[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.

> 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 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]

Returned

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 saw mill 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

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

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 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.

Returned

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.

[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.

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 miller's 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.

Returned

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—

[71] PWCDB 102:25, 104:291, 107:206, 108:21, 135:126, 175:167.
[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.

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, 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 Gazeteer 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]

Returned

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

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

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 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.

Returned

> 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

[80] Harrison Hall, *The Distiller*, pp: 23-24. (Philadelphia: J. Bioren, 1818).
[81] *Alexandria Gazette*, June 7, 1838, p3.

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 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."

Returned

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 whir 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]

---

[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.
[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.

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 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]

Returned

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

[89] Leitch, Buckland, p84.
[90] Philip Smith, Manuscript Collection of Letters, 1869-1870. Courtesy of Christine Perdue Smith.

> "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 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]

Returned

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

[91] *Alexandria Gazette*, September 25, 1869, p2.
[92] *Alexandria Gazette*, January 9, 1871, p2.

> 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 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]

Returned

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]

---

[93] *Alexandria Gazette*, February 26, 1872, p2.
[94] Prince William County Charter Book [PWCChB] 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*

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 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 white or black 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.

Returned

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 built. 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

Canada, p207. (New York: J. E. Palmer, 1888).
[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.

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 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.

Returned

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

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

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 transportation and routes of communication was essential to widespread prosperity. The history 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.

Returned

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

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

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 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.

Returned

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

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

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]

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

Returned

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.

---

[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).
[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.

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 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 place 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]

Returned

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

[110] Frederick W. Simms, *A Treatise on the Principles and Practice of Levelling*, p93. (London: Lockwood & Co., 1866); Henry Parnell, *A Treaties 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.

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.

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.

Returned

> 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

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

> 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 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 road, 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]

Returned

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

[115] McAdam, *Remarks*, p44-45.
[116] McAdam, *Remarks*, p46-48.

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.

> 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.

Returned

> 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

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

> 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 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]

Returned

> 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]

---

[120] McAdam, *Remarks*, p50-51.
[121] McAdam, *Practical Essay*, p5.
[122] McAdam, *Remarks*, p50-51.
[123] McAdam, *Remarks*, p40, 42.

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 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.

Returned

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 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

[124] McAdam, *Remarks*, p10; Whinstone is a hard, fine-grained rock such as basalt.
[125] McAdam, *Remarks*, -34-35.
[126] Hening, *Statutes*, Vol. 6, Chapter 28, p64-69.

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 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]

Returned

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

---

[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).
[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.

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 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]

Returned

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

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

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 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

Returned

> 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 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]

Returned

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

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

> 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]

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.

Returned

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]

---

[139] *Acts of the General Assembly of Virginia*, 1817.
[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.

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 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]

Returned

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

[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.*

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]

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]

Returned

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

---

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

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]

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]

Returned

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.

---

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

[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.

> 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]

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]

Returned

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

[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. *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.

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]

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]

Returned

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

---

[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.
[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.

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 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]

Returned

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,

---

[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.
[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] PWCDB 8:19, March 13, 1821.

> 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]

Financial Troubles

Returned

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

---

[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

[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.

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.'

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 $[illegible]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]

Returned

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

---

[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.
[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.

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 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]

Returned

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]

---

[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.
[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.

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 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]

Returned

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

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

[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.

> 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 experience.[177]

Returned

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

[176] Reports of the Principal Engineer, Fauquier and Alexandria Turnpike, p95-98. *Annual Report of the Board of Public Works*, 1826.
[177] *National Intelligencer*, April 16, 1833.
[178] PWCDB 10:296, June 8, 1825; 10:414, August 28, 1826.

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 contractors.

Returned

> 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."

---

[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.
[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.

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.

> 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]

Returned

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

[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.

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

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 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]

Returned

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

---

[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.
[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.

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]

River Crossings

Returned

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

---

[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.
[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.

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]

Declining Revenue and Abandonment

Returned

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

[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; 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.

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 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]

Returned

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

---

[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.
[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 Armie*s, 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).

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

Returned

Recognizing the need to address the deteriorating condition of regional roads and the defunct status of many privately owned turnpike companies, in 1866 General Assembly passed an Act providing 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

[198] See Fonzo, *Documentary and Landscape Analysis of the Buckland Mills Battlefield (VA042)*.
[199] *Acts of the General Assembly of Virginia, 1865-1866*.

> 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]

Returned

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

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

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 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.

Returned

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

[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.

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 recommended that "the approaches to the bridge be made safe by railing and that additional rip rap work be made to the abutments."[206]

Returned

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]

---

[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.

[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.

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]

Returned

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

---

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

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]

Returned

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]

---

[212] *Acts of Congress*, 1916; *Acts of the General Assembly of Virginia*, 1918.
[213] Fields, Little Town of Buckland, 1957.
[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.

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]

Returned

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

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

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

Returned

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

---

[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
[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.

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

Returned

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 Development, under Criterion B for Transportation, under Criterion D for Archeology – Historic Non-Aboriginal; and national significance under Criterion C 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 labor and supervised by local citizens.

Returned

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) is a significant national property because of the archival and material record that documents its history and development, because it was the second recorded macadamized road in the United States, and because of the significant individuals who are associated with its design and construction.

Born out of a desire of the residents of Fauquier and Prince William counties to improve regional commerce and communication, construction of the Fauquier & Alexandria Turnpike was begun during the period prior to the establishment of the Commonwealth's Board of Public Works when construction of improved roads was just beginning. Initial construction of the improved road was financed through a private company that was required to raise $20,000. 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 1817, and between 1823 – 1831 and 1838 – 1843, Principal Engineer Claudius Crozet directly supervised the completion of the full length of the Fauquier & Alexandria Turnpike, and finished it using John Loudon McAdam's road building technology.

Returned

McAdam advocated a 'scientific method' of road building that departed from more established traditions in that it depended solely upon a single application of small, hard stone with angular faces that, through regular use, bonded together as one coherent stratum. The Fauquier & Alexandria Turnpike road was the second road in the United States to utilize John Loudon McAdam's method of road-building.

The first recorded construction of an American road using John Loudon McAdam's scientific method was the Boonsboro Turnpike (Maryland), built between 1822 – 1823. Crozet's advocacy of macadamization and his direct oversight and supervision of turnpike construction from 1823 onwards documents that the Fauquier & Alexandria Turnpike is the second American road, and the first in the Commonwealth, to be macadamized. 44PW1659-0050 is a unique archaeological resource in that it contains material evidence of both pre-macadamized road building technology, as well as Crozet's use of macadamization. It therefore possesses unique research potential that has the ability to document an important transition in road building technology and American infrastructural history.

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-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 survey or excavation.

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.[223] 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 road 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.[224] 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.[225] 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.[226] The Little 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,

Returned

[223] 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.
[224] 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.
[225] 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.
[226] 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.

the Little River Bridge would have connected with the Fauquier and Alexandria Turnpike (44PW1659-0050 / 44PW1938) at the Little River and ultimately extending an improved transportation corridor to the town of Warrenton, Virginia.[227]

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. 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.

Returned

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

[227] 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.

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)

Returned

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 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."[228] 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),

[228] Royal, *Royals Southern Tour*, p55.

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), 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.

Returned

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 craftsperson, 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.

Returned

Transportation (State)

The Fauquier & Alexandria Turnpike (44PW1659-0050) 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 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.

Returned

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 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). 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.

Returned

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 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

Returned

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 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.[229]

SECTION 9. Major Bibliographical References

Primary Resources

[229] *National Intelligencer*, April 16, 1833.

Britton, George
Account Book, 1813 – 1818. Mss 5:3 B7787:1. Virginia Historical Society, Richmond, Virginia.

Brockenbrough, Arthur S.
1825 To Thomas Jefferson, May 31, 1825. Proctor's Papers. Special Collections Department. University of Virginia, Charlottesville, Virginia.

Cocke, John H.
1826 To Thomas Jefferson, April 10, 1826. Proctor's Papers. Special Collections Department. University of Virginia, Charlottesville, Virginia.

Fauquier and Alexandria Turnpike Company
Records, 1812 – 1860. No. 252, Fauquier and Alexandria Turnpike Company, Board of Public Works Records. Library of Virginia, Richmond, Virginia.

Fauquier County, Virginia
Deed Books, Clerk's Office, Fauquier County Courthouse, Warrenton, Virginia.

Will Books, Clerk's Office, Fauquier County Courthouse, Warrenton, Virginia.

Fredericksburg, Virginia
Chancery Cases, Circuit Court Archives, Fredericksburg, Virginia.

Horner, Alfred B.
Papers, 1882-1936. Section 21. Virginia Historical Society, Richmond, Virginia.

Hunton, Charles H.
Papers, 1815-1896. Mss Second 84:J Box 1. Rubenstein Library, Duke University, Durham, North Carolina.

Jefferson, Thomas
1825 To Arthur S. Brockenbrough, March 16, 1825; May 31, 1825. Proctor's Papers. Special Collections Department. University of Virginia, Charlottesville, Virginia.

1817 To John Love. August 2, 1817. Special Collections Department. University of Virginia, Charlottesville, Virginia.

Lynchburg and Salem Turnpike Company
Records, 1823 – 1973. No. 316, Lynchburg and Salem Turnpike, Board of Public Works Records. Library of Virginia, Richmond, Virginia.

Returned

Patterson, John.
1826 To Arthur S. Brockenbrough, June 1, 1826. Proctor's Papers. Special Collections Department. University of Virginia, Charlottesville, Virginia.

Prince William County, Virginia
Chancery Court Records, Circuit Court Clerk's Office, Manassas, Virginia.

Court Order Books. Circuit Court Clerk's Office, Manassas, Virginia.

Deed Books. Circuit Court Clerk's Office, Manassas, Virginia.

Loose Papers. Circuit Court Clerk's Office, Manassas, Virginia.

Minute Books. Circuit Court Clerk's Office, Manassas, Virginia.

Supervisor's Minute Books. Circuit Court Clerk's Office, Manassas, Virginia.

Will Books. Circuit Court Clerk's Office, Manassas, Virginia.

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

Southwestern Turnpike Company
South Western Turnpike Company Records, 1846-1853. Mss $4826. Special Collections, University of Virginia Library, Charlottesville, Virginia.

Specifications for the Southwestern Turnpike Road. Broadside 1850. S743. Special Collections, University of Virginia Library, Charlottesville, Virginia.

Valley Turnpike Company
Records. No. 412, Valley Turnpike, Board of Public Works Records.
Library of Virginia, Richmond, Virginia.

Warrenton and Fairfax Turnpike Company
Beautiful and Historic Piedmont, Virginia, n.d. Call# F232. P5 W26. Virginia Historical Society, Richmond, Virginia.

Returned

Secondary Resources

Anonymous.
1888 *The 'Blue Book': A Pocket Directory of the Textile Manufacturers of the United States and*

Canada. New York: J. E. Palmer.

Abbott, Frederick K.
1952 T*he Role of the Civil Engineer in Internal Improvements: The Contributions of the Two Laommi Baldwins, Father and Son, 1776-1838*. Ph. D. Dissertation, Columbia University. Columbia University, New York.

Alexandria Advertiser (Alexandria, Virginia)

Alexandria Gazette (Alexandria, Virginia)

American Battlefield Protection Program
1992 *Buckland Mills Battlefield Survey Form*. Defining Features. Current Conditions. Washington: American Battlefield Protection Program.

Anonymous
1829 'Modern Improved System of Road Making, 97-103. *Virginia Literary Museum and Journal of Belles Lettres, Arts &c*. University of Virginia. Vol. 1, No. 7 (July 29).

Baltimore Patriot & Mercantile Advertiser (Baltimore, Maryland)

Blake, David
2012 Personal communication, June 5, 2012.

2004 Buckland: A Virginia Time Capsule, 1-6. *Prince William Reliquary*, Vol. 3, No. 1 (January).

Blake, David and Stephen Fonzo
2006 *Preserving the History and Landscape of Buckland, Virginia: An 18th - and 19th - Century Commercial, Industrial, and Battle-Stricken Community*. Buckland: Buckland Preservation Society.

2005 Buckland, Virginia: An Introductory History. In *The Entrepreneurial Landscape of a Turnpike Town: An Architectural Survey of Buckland, Virginia*. Orlando Ridout V., Alfredo Maul and Willie Graham. Buckland: Buckland Preservation Society.

Breen, Eleanor E. and Esther C. White.
2006 "A Pretty Considerable Distillery": Excavating George Washington's Whiskey Distillery. *Quarterly Bulletin of the Archaeological Society of Virginia*, Vol. 61, No. 4 (December).

Carver, Martha
2008 *Tennessee's Survey Report for Historic Highway Bridges*. Tennessee Department of Transportation. Nashville: Ambrose Printing Company.

Returned

Couper, William
1936 *Claudius Crozet: Soldier, Scholar, Educator, Engineer*. Charlottesville: Historical Publishing Company, Inc.

Coxe, Tenche
1814 *A Statement of the Arts and Manufactures of the United States of America for the Year 1810*. Philadelphia: A. Cornman.

Cruz, Paige.
1998 *Weston and Gauley Bridge Turnpike*. National Register of Historic Places Registration Form. U.S. Department of the Interior: National Park Service.

Durrenberger, Joseph Austin
1931 *Turnpikes: A Study of the Toll Road Movement in the Middle Atlantic States and Maryland*. Ph. D. Dissertation, Columbia University. Columbia University, New York.

Earle, Alice M.
1930 *Stage-Coach and Tavern Days*. London: Macmillan & Co.

Fairfax Herald (Fairfax, Virginia)

Fields, I. F.
1957 Little Town of Buckland. *Journal Messenger* (Manassas), March 21, 1957.

Fonzo, Stephen
2011 Manufacturing in Nineteenth-Century Buckland, Virginia: An Analysis of Store Account Books. In *Archaeological Testing and Survey of the Buckland Mills and Distillery Properties, Prince William County, Virginia. Volume II*. Williamsburg: James River Institute for Archaeology, Inc.

2010 Buckland, Virginia Historic District. Long-Term Vision. Ms. in possession of the Buckland Preservation Society. Prepared for the Buckland Preservation Society.

2008 *A Documentary and Landscape Analysis of the Buckland Mills Battlefield (VA-042)*. Prepared for the Buckland Preservation Society.

2005 The Fauquier and Alexandria Turnpike in Buckland, 12-17. In *The Entrepreneurial Landscape of a Turnpike Town: An Architectural Survey of Buckland, Virginia*. Orlando Ridout V., Alfredo Maul and Willie Graham. Buckland: Buckland Preservation Society.

2005 *[Field Map and Shovel Test Profiles for the McIntosh Site]*, October 5, 2005. Ms. In possession

Returned

of the Buckland Preservation Society, Buckland, Virginia.

Ford, Benjamin and Stephen Thompson
2013 Archaeological Investigations Associated with the Fauquier and Alexandria Turnpike, 44PW1938, Buckland, Virginia. Rivanna Archaeological Services, LLC., Charlottesville, Virginia.

Frost, Harwood
1910 *The Art of Roadmaking*. New York: McGraw Hill.

Gallatin, Albert.
1816 *Report of the Secretary of the Treasury on the Subject of Public Roads and Canals made in Pursuance of a Resolution of Senate of March 2d, 1807*. Washington, D.C.: William A. Davis.

Gillespie, W. M.
1849 *A Manual of the Principles and Practice of Road-Making: Comprising the Location, Construction, and Improvement of Roads (Common, Macadam, Paved, Plank, Etc.) and Rail-Roads*. New York: A. S. Barnes & Co.

Returned

Gilliss, Charles J.
1953 Buckland, Now a Crossroads – In Its First Days, A Thriving Town With A Good Tavern. *Fauquier Democrat*, September 10, 1953.

Goodrich, C.
1949 The Virginia System of Mixed Enterprise: A Study of Planning of Internal Improvements. *Political Science Quarterly* (September).

Hall, Harrison.
1818 *The Distiller*. Philadelphia: J. Bioren.

Hanes, J. C.
1973 *The History and Heritage of Civil Engineering in Virginia*. Lexington: Virginia Section, American Society of Civil Engineers.

Harrison, Fairfax
1964 *Landmarks of Old Prince William. A Study of Origins in Northern Virginia*. Berryville: Chesapeake Book Company.

Hening, William Walter.
1823 *The Statutes at Large; Being a Collection of All the Laws of Virginia, from the first session of the Legislature in the year 1619*. Thirteen volumes. Richmond, Virginia.

Holmes, Oliver and Peter Rohrbach.
1983 *Stagecoach East: Stagecoach Days in the East from the Colonial Period to the Civil War*. Washington, D.C.: Smithsonian Institution Press.

Hunter, Robert F.
1963 Turnpike Construction in Antebellum Virginia, 177-200. *Technology and Culture*, Vol. 4, No. 2 (Spring).

1961 The Turnpike Movement in Virginia, 1816-1860, 278-289. *The Virginia Magazine of History and Biography*, Vol. 69, No. 3 (July).

1957 *The Turnpike Movement in Virginia, 1816-1860*. Master's Thesis, Columbia University. Columbia University, New York.

Hunter, Robert F. and Edwin Dooley
1989 *Claudius Crozet, French Engineer in America, 1790-1864*. Charlottesville: University Press of Virginia.

Hunton, Eppa.
1933 *Autobiography of Eppa Hunton*. Richmond: William Byrd Press.

Jefferson, Thomas
1982 *Notes on the State of Virginia*. William Peden, ed. New York: W. W. Norton.

Johnson, David W.
1999 The Culpeper Basin. *Virginia Minerals*, Vol. 45, No. 4 (November).

Jordan, John W. and James Haden
1912 *Genealogical and Personal History of Fayette County, Pennsylvania*. New York: Lewis Historical Publishing Company.

Laird, Matthew R. and Garrett R. Fesler
2011 *Archaeological Testing and Survey of the Buckland Mills and Distillery Properties, Prince William County, Virginia*, Volumes I and II. Prepared for the Buckland Preservation Society. VDHR Certified Local Government Grant 2010-2011. Williamsburg: James River Institute for Archaeology.

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

Lay, Maxwell G.
1992 *Ways of the World: A History of the World's Roads and of the Vehicles that Used Them*.

Returned

New Brunswick: Rutgers University Press.

Lee, Alfred E.
1892 *History of the City of Columbus, Capital of Ohio. Volume I*. New York: Munsell & Co.

Lee, K. Y.
1979 *Triassic – Jurassic Geology of the North Part of the Culpeper Basin, Virginia and Maryland*. U.S. Geological Survey, Open-File Report 79-1557.

Lee, K. Y. and A. J. Froelich
1989 Triassic-Jurassic Stratigraphy of the Culpeper and Barboursville Basins, Virginia and Maryland. *U.S. Geological Survey Professional Paper 1472*. Washington, D.C.: U.S. Government Printing Office.

Leitch, Martha.
1973 Buckland, Prince William County, Virginia. In *Echoes of History, Newsletter of the Pioneer American Society*, Vol. III, No. 6 (November).

Returned

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

Lindholm, R. C.
1979 Geological History and Stratigraphy of the Triassic-Jurassic Culpeper Basin, Virginia: Summary. *Geological Society of America Bulletin*, Vol. 90, No. 11 (November).

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

Loukaitou-Sideris, Anastasia and Renia Ehrenfeucht
2009 *Sidewalks: Conflict and Negotiation over Public Space*. Cambridge: MIT Press.

Marriott, Paul D.
2010 *The Preservation Office Guide to Historic Roads: Clarifying Preservation Goals for State Historic Preservation Offices. Establishing Preservation Expectations for State Transportation Departments.* Self-published.

McAdam, John Loudon
1823 *Remarks on the Present System of Road Making; With Observations deduced from Practice and Experience, with a view to a Revision of the Existing Laws, and the Introduction of Improvement in the Method of Making, Repairing, and Preserving Roads, and Defending the*

Road Funds from Misapplication. Seventh Edition. London: Longman, Hurst, Rees, Orme and Brown.

1819 *A Practical Essay on the Scientific Repair and Preservation of Public Roads. Presented to the Board of Agriculture*. Quebec: John Neilson.

Michel, Ronald L.
1975 Construction of National Road Bed: Historical and Archaeological Evidence. *Bulletin of the Association for Preservation Technology*, Vol. 7, No. 4.

Miller, Ann B., ed.
1985 *Backsights: Essays in Virginia Transportation History. Volume I – 1972- 1985*. FHWA/VCTIR 11-R18. Charlottesville: Virginia Center for Transportation Innovation and Research.

Morton, Susan R.
1938 *Parson Trone House*. Works Progress Administration of Virginia, Historical Inventory. Richmond: Library of Virginia, Virginia Historical Inventory.

1938 *Buckland Methodist Church.* Works Progress Administration of Virginia, Historical Inventory. Richmond: Library of Virginia, Virginia Historical Inventory.

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

National Intelligencer (Washington, D.C.)

National Register of Historic Places
2008 *Buckland Historic District (Boundary Increase). National Register of Historic Places Registration Form*. VDHR File 076-0313. Washington: U.S. Department of the Interior, National Park Service.

1987 *Buckland Historic District, National Register of Historic Places Inventory – Nomination Form.* DHR File No. 76-313. Washington: U.S. Department of the Interior, National Park Service.

n.d. *Little River Turnpike Bridge, National Register Nomination Form*. Washington: U.S. Department of the Interior, National Park Service.

National Tribune (Washington, D.C.)

Returned

Newlon, Howard
2011 Roads from the Past: Expansion 1816-1860, pp 18-21. 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.

Roads from the Past: Experimentation, 1783-1815, pp 14-17. In *Backsights: Essays n Virginia Transportation History*, Volume One: Reprints of Series One (1972-1985), Ann B. Miller, ed. Charlottesville: Virginia Center for Transportation Innovation and Research.

1987 Private Sector Involvement in Virginia's Nineteenth Century Transportation Improvement Program. *Transportation Research Record*, No. 1107, 3-11. Washington: Transportation Research Board.

n.d. Two Periods of Virginia Transportation History. Reprinted in *The Road Ahead*, September 2002, 11-14. Charlottesville: Virginia Transportation Technology Center.

n.d. Two Pioneers of Transportation Engineering. Reprinted in *The Road Ahead*, March 2003. Charlottesville: Virginia Transportation Technology Center.

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

Parnell, Sir. Henry.
1833 *A Treatise on Roads; Wherein the Principles on Which Roads Should be Made are Explained and Illustrated, by the Plans, Specifications, and Contracts made use of by Thomas Telford, Esq. on the Holyhead Road*. London: Longman, Orme, Brown, Green and Longman.

Pawlett, Nathaniel M.
1977 *A Brief History of the Roads of Virginia, 1607-1840*. Revised November 2003. VHTRC 78-R16. Charlottesville: Virginia Highway and Transportation Research Council.

Piedmont Stage Line
1832 *Piedmont Mail Route*. Portfolio 186, Folder 22. Library of Congress, Washington, D.C.

Phoenix Stage Line
1836 *Phoenix Line for Baltimore*. Waybill, September 5, 1836. Mss7:3 HE5626 P565:1. Virginia Historical Society, Richmond, Virginia.

Pratt, Joseph H.
1910 Good Roads Movement in the South. *Annals of the American Academy of Political and Social*

Returned

Science, Vol. 35, No. 1 January 1910.

Reavis, L. U.
1875 *Saint Louis: The Future Great City of the World*. St. Louis: Gray, Baker & Co.

Rice, Philip Morrison
1949 *Internal Improvements in Virginia, 1775-1860*. Ph. D. Dissertation, University of North Carolina. University of North Carolina, Chapel Hill.

1947 *The Virginia Board of Public Works, 1816-1842*. Master's Thesis, University of North Carolina. University of North Carolina, Chapel Hill.

Ridout V., Orlando, Alfredo Maul and Willie Graham
2005 *The Entrepreneurial Landscape of a Turnpike Town: An Architectural Survey of Buckland, Virginia*. Buckland: Buckland Preservation Society.

Richmond Enquirer (Richmond, Virginia)

Roberts, Edward Graham
1950 *The Roads of Virginia, 1607-1840*. Ph. D Dissertation, University of Virginia. Alderman Library, University of Virginia, Charlottesville, Virginia.

Royall, Anne N.
1830 *Mrs. Royall's Southern Tour, or, Second Series of the Black Book.* Volume 1. Washington.

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

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

Searight, Thomas B.
1894 *The Old Pike: A History of the National Road, with Incidents, Accidents, and Anecdotes Thereon*. Uniontown, Pennsylvania: Thomas Searight.

Simms, Frederick W.
1866 *A Treatise on the Principals and Practice of Levelling. Showing the Application to Purposes of Railway Engineers and the Construction of Roads, &c*. London: Lockwood & Co.

Smiles, Samuel.

Returned

1867 *The Life of Thomas Telford, Civil Engineer*. London: John Murray.

Stagg, J. C. A., ed.
2010 *The Papers of James Madison, Digital Edition*. Charlottesville: University Press of Virginia. Electronic Resource: http://rotunda.upress.virginia.edu.

Steadman, Melvin E.
Receipt, n.d. Prince William County Road and Bridge Records, Box 9, Folders 42-43. *Melvin E. Steadman Papers 1698-1927*. Accession #34683. Miscellaneous Reel 1236. Library of Virginia, Richmond, Virginia.

Stuntz, Connie Pendleton.
1998 *This Was Virginia, 1900-1927: As Shown by the Glass Negatives of J. Harry Shannon, the Rambler*. Gloucester Point: Hallmark Publishing Co.

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

Terrie, Philip G.
1980 Alexandria Merchants: The Beginning of the Turnpike Movement in Northern Virginia. *Northern Virginia Heritage*, October.

Turner, Ronald R.
1999 *Prince William County, Virginia, 1805 – 1955: Businesses*. Self-published.

University of Virginia.
Proctor's Daybook,1821-1828. Special Collections Department. University of Virginia, Charlottesville, Virginia.

U.S. Congress.
Acts of Congress. Washington, D.C.

U.S. Department of the Interior, National Park Service
2008 *Buckland Historic District (Boundary Increase), VDHR 076-0313*. National Register of Historic Places Registration Form.

1988 *Buckland Historic District, VDHR 076-0313*. National Register of Historic Places, Inventory – Nomination Form.

U.S. War Department

Returned

The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies. Series 1 – Volume 12 (Parts 1 and 2, Part 2 Supplement). Washington: Government Printing Office.

Virginia Board of Public Works
Annual Report of the Board of Public Works to the General Assembly of Virginia.

Fauquier and Alexandria Turnpike Company Records, 1812-1860. Board of Public Works Inventory Entry No. 252. Library of Virginia, Richmond, Virginia.

Virginia Department of Transportation
2002 *A History of Roads in Virginia – 'The Most Convenient Ways.'* Richmond: Virginia Department of Transportation.

State highway Commission Records of the Virginia Department of Transportation, 1895-1923. Accession #50246. State Government Records collection. Library of Virginia, Richmond, Virginia.

Returned

Virginia General Assembly
Acts of the Virginia General Assembly.

Legislative Petitions, Prince William County, 1776-1819. Accession #36121. Library of Virginia. Richmond, Virginia.

Virginia State Highway Commission
Annual Report of the State Highway Commissioner to the Governor of Virginia.

Virginia Writer's Project
1941 *Prince William: The Story of Its People and Its Places.* Manassas: Bethlehem Good Housekeeping Club.

Warrenton True Index (Warrenton, Virginia)

Washington Herald (Washington, D.C.)

Washington Times (Washington, D.C.)

Wells, J. V. B., preparer.
1960 *Surface Water Supply of the United States 1957. Part 1-B. North Atlantic Slope Basins, New York to York River*. Geological Survey Water-Supply Paper 1502. Washington, D.C.: U.S. Government Printing Office.

Weingroff, Richard F.
n.d. Senator Harry Flood Byrd of Virginia: The Pay-As-You-Go Man. U.S. Department of Transportation, Federal Highway Administration website: Electronic Resource: https://www.fhwa.dot.gov/infrastructure/byrd.cfm. Accessed August 20, 2012.

Williams, Thomas J. C.
1906 *A History of Washington County, Maryland, From the Earliest Settlements to the Present Time Including a History of Hagerstown*. Volume I. Hagerstown.

Woolf, D. O., comp.
1930 *The Results of Physical Tests of Road-Building Rock*. U.S. Department of Agriculture, Miscellaneous Publication No. 76. Washington, D.C.

Work Projects Administration, Writers Program.
1941 *Prince William: The Story of Its People and Its Places*. American Guide Series. Manassas: The Bethlehem Good House Keeping Club.

Returned

Images, Maps, Plats and Photographs

Anonymous
1850s [Macadam Road]. Nicolaus, California. California Digital Library. Electronic resource: http://content.cdlib.org/ark:/13030/kt9t1nd641/?brand=calisphere.

Blake, David W.
n.d. [*Map of Historic Buckland*]. Buckland, Virginia File. Ruth E. Lloyd Information Center, Bull Run Regional Library, Manassas, Virginia. Prince William Library System.

Brown, William H.
1901 *Map of Prince William County, Virginia*. Call #G3883. P7 1901. B7. Library of Congress, Washington, D.C.

Buckland Preservation Society
n.d. Black and white photographs of Buckland, Virginia. Courtesy of Tom Ashe. Old Post Office, Buckland, Virginia.

n.d. *Plat of the Streets of Buckland*. Buckland Historic District, Site 76-313. Ca. 1900. Copy on file at Ruth E. Lloyd Information Center. Bull Run Regional Library, Manassas, Virginia.

Bureau of Topographical Engineers
1862 *Map of Eastern Virginia and Vicinity of Washington. Corrected from Recent Surveys and Reconnaissances Under Direction of the Bureau of Topographic Engineers, August 1, 1862*. Call # G3881. S5 1862. U54 CW 470. Library of Congress, Washington, D.C.

Burr, Edward
1904 *Maneuver Grounds, Prince William and Fairfax Counties, Virginia*. Call # G3883. P7R3 1904. B8. Library of Congress, Washington, D.C.

Clarkson, C. D. S.
1915 *Portion of Virginia – Road Map*. Drawn and compiled for the Warrenton and Fairfax Turnpike Company, Inc. Washington, D.C.: Brown and Clarkson. In *Beautiful and Historic Piedmont, Virginia*. Call# F232. P5 W26. Virginia Historical Society, Richmond, Virginia.

Crozet, Claudius
1848 *A Map of the Internal Improvements of Virginia*. Call #G3880 1848. C7. Library of Congress, Washington, D.C.

Fauquier County Board of Trace, Warrenton, Virginia
1914 *Map of Fauquier County, Virginia*. Call #G3883. F3 1914. F3. Library of Congress, Washington, D.C.

Gedney, J. F.
1864 [Central Virginia], Sheet 6. Call # G3880 s63. US Library of Congress, Washington, D.C.

Hotchkiss, Jed
1863 *A Map of Fauquier Co., Virginia*. Call #G3883. F3 1863. H6 Vault: Hotch 31. Library of Congress, Washington, D.C.

Love, George
1820 [Map of Northern Virginia]. Petition to Form a New County. General Assembly Legislative Petitions, Box 73, Folder 8. Library of Virginia, Richmond, Virginia.

National Tribune (Washington, D.C.)
1886 *The Country Around Bull Run*. April 1.

Rakeman, Carl
1920s *The First American Macadam Road*. Federal Highway Administration, Washington, D.C. Electronic Resource: www.fhwa.dot.gov/rakeman/.

State Highway Commission, Commonwealth of Virginia.
1926 *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.

Stuntz, Connie P. and Mayo S. Stuntz, eds.

Returned

1998 *This Was Virginia, 1900-1927: As Shown by the Glass Negatives of J. Harry Shannon, The Rambler*. Gloucester Point: Hallmark.

Topographic Engraving Company
1914 *Map of Fauquier County, Virginia*. Published by the Fauquier County Board of Trade, Warrenton, Virginia. Call # G3883. F3 1914. F3. Library of Congress, Washington, D.C.

Virginia Department of Highways
1952 *Plan and Profile of Proposed State Highway, Fauquier and Prince William Counties*. State Highway Plat Book 1:82. Clerk's Office, Prince William County Courthouse, Manassas, Virginia.

War Department, Bureau of Topographical Engineers
1862 [Central Virginia], Sheet 6. Call #3880 s63. U5. Library of Congress, Washington, D.C.

Waud, Alfred R.
1863 *Buckland from Mr. Hunton's House*. DRWG/US – Waud, No. 706 (B size) [P&P]. Library of Congress, Washington, D.C.

Wood, John
1820 *Prince William County, Surveyed and Drawn under the Direction of John Wood*. Map Collection. Ruth E. Lloyd Information Center (RELIC), Manassas Public Library System, Manassas, Virginia.

Returned

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
name/title: Benjamin P. Ford, Ph.D., Principal
organization: Rivanna Archaeological Services, LLC
street & number: 410 East Water Street, Suite 1100
city or town: Charlottesville state: Virginia zip code: 22902
e-mail: bford@rivarch.com
telephone: 434-293-3108
date: June 2018

Additional Documentation

Photographs

Returned

Photo Log
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

Photograph #	Date	Description / View
VA_Prince William County_Buckland Historic District_0001	2018	Schoolhouse (076-0313-0073) looking west
VA_Prince William County_Buckland Historic District_0002	2018	Schoolhouse location (076-0313-0073) looking southwest
VA_Prince William County_Buckland Historic District_0003	2018	Draper Shop / Trone House (44PW1659-0006) looking west
VA_Prince William County_Buckland Historic District_0004	2018	Mill Street Streetscape (44PW1659-0057) looking south
VA_Prince William County_Buckland Historic District_0005	2018	F&A Turnpike Corridor (44PW1659-0050) looking west

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	2018	Miller's House (44PW1659-0055) looking northwest
VA_Prince William County_Buckland Historic District_0009	2018	Hilltop House (44PW1659-0054) looking northwest
VA_Prince William County_Buckland Historic District_0010	2018	Woolen Mill (44PW1659-0056) looking southeast
VA_Prince William County_Buckland Historic District_0011 looking east	2018	Quarry (44PW1659-0052)
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	2011	Remnant Upper Dam (076-0313-0028) looking northeast

Returned

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.

Returned

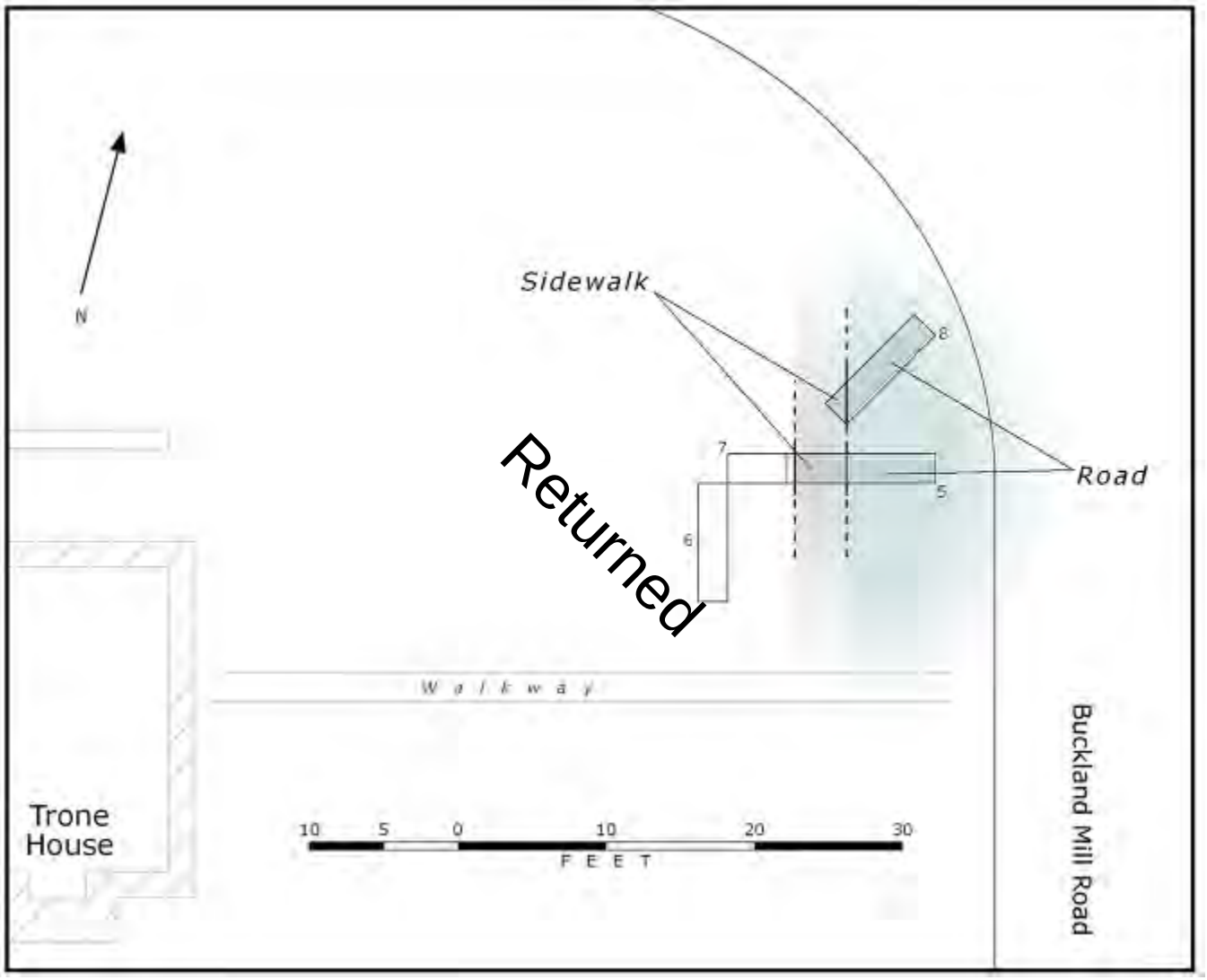


Figure #1: Plan showing excavated units at the Mill Street Streetscape (44PW1659-0057) showing sidewalk (gray shading) and road (green shading) location and orientation.



Figure #2: Unit 8, Mill Street Streetscape (44PW1659-0051) showing stone surfacing in historic Mill Street.

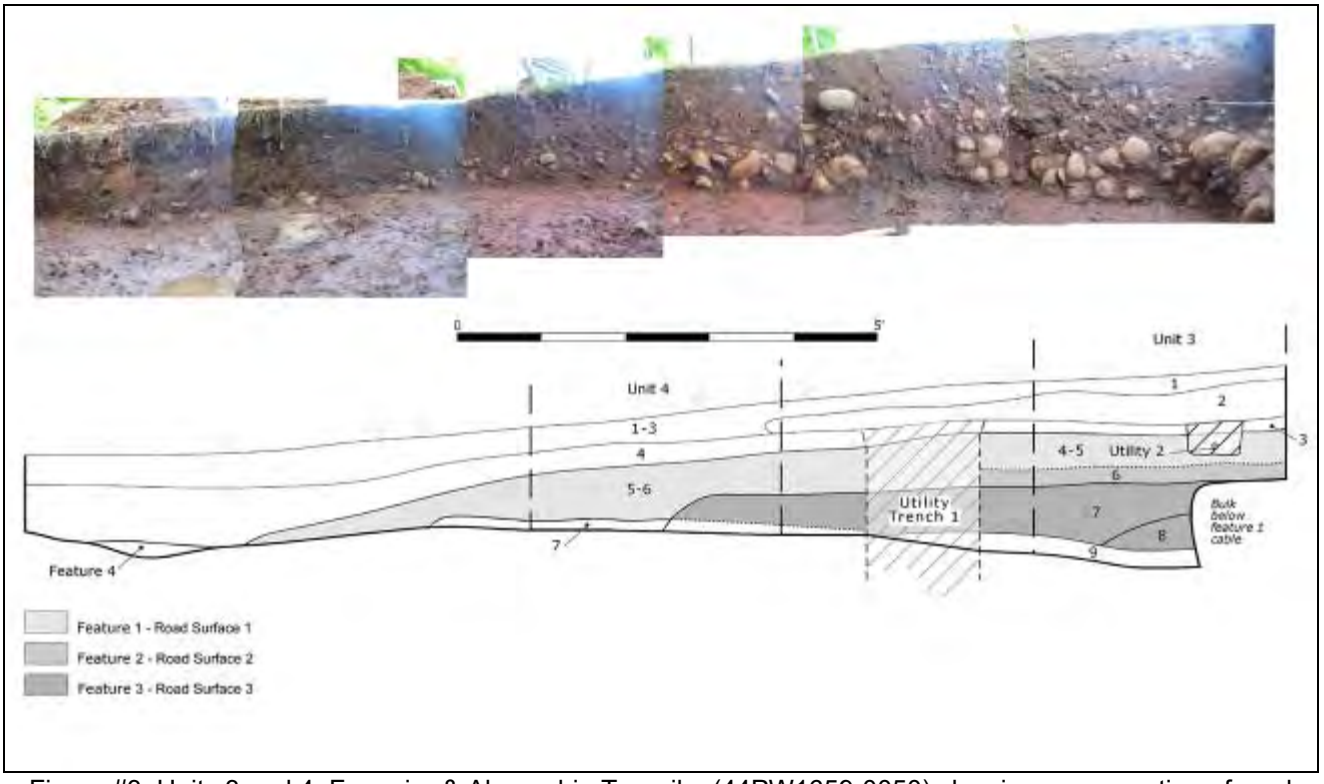


Figure #3: Units 3 and 4, Fauquier & Alexandria Turnpike (44PW1659-0050) showing cross-section of road surfacing.


Returned

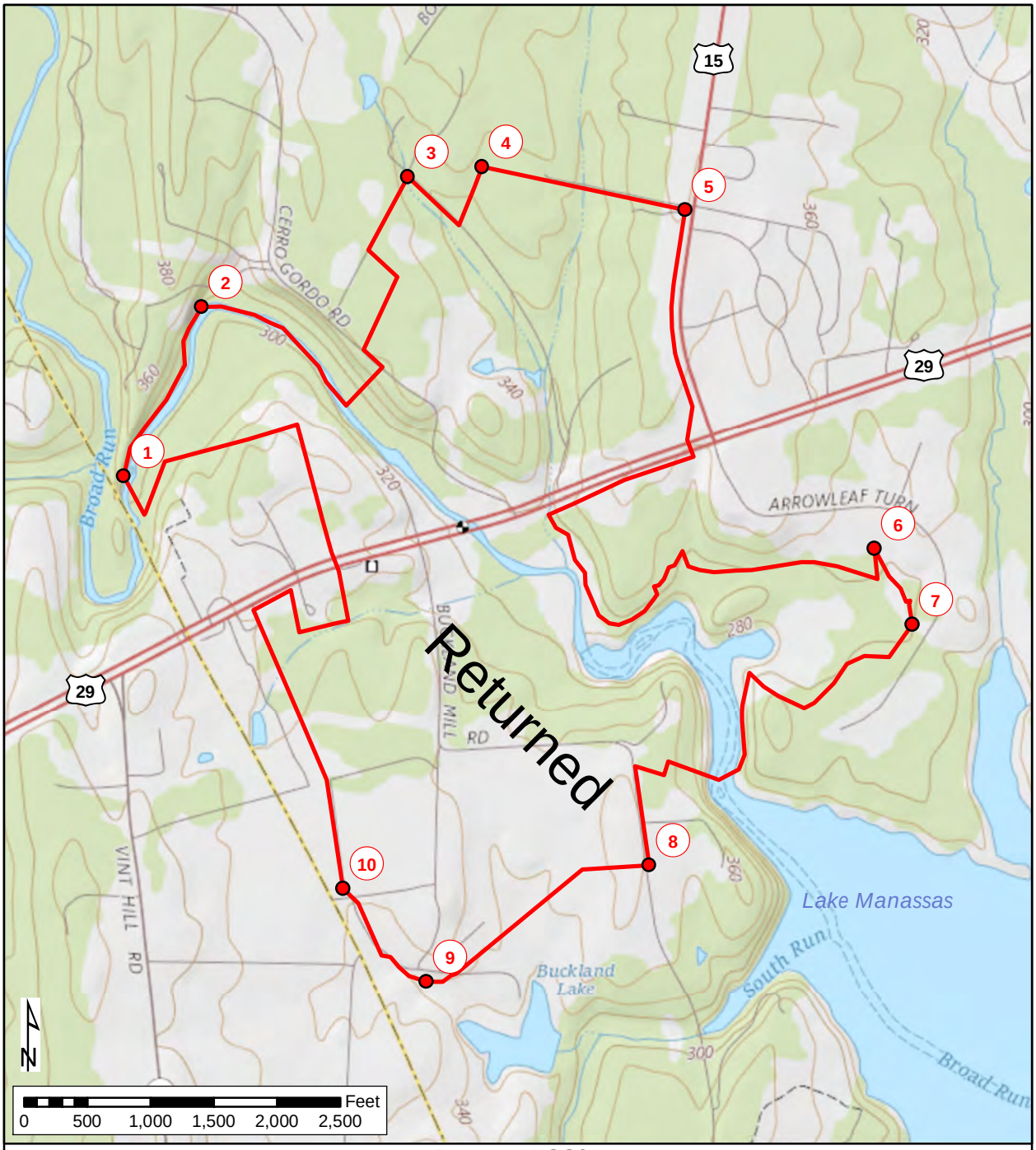
Figure #4: Unit 5, Miller's House (44PW1659-0055), showing siltstone foundation.



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.



Datum = WGS84

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

BUCKLAND HISTORIC DISTRICT, DHR#076-0313
PRINCE WILLIAM COUNTY, VIRGINIA
Location Map, Updated 2019



BUCKLAND HISTORIC DISTRICT 2019 UPDATE
PRINCE WILLIAM COUNTY, VIRGINIA, DHR #076-0313
Sketch Map Showing Newly Identified Resources, Updated 2019

Map Sheet 1

Woodridge Drive

Cerro Gordo Road

Broad Run

076-0313-0028

13

Returned

44PW1659-0054

14

9

29

N

1 inch = 200 feet

0 100 200 300 400 500 Feet

Service Layer Credits: Virginia Geographic Information Network (VGIN)

Buckland Historic District

Contributing Building or Structure

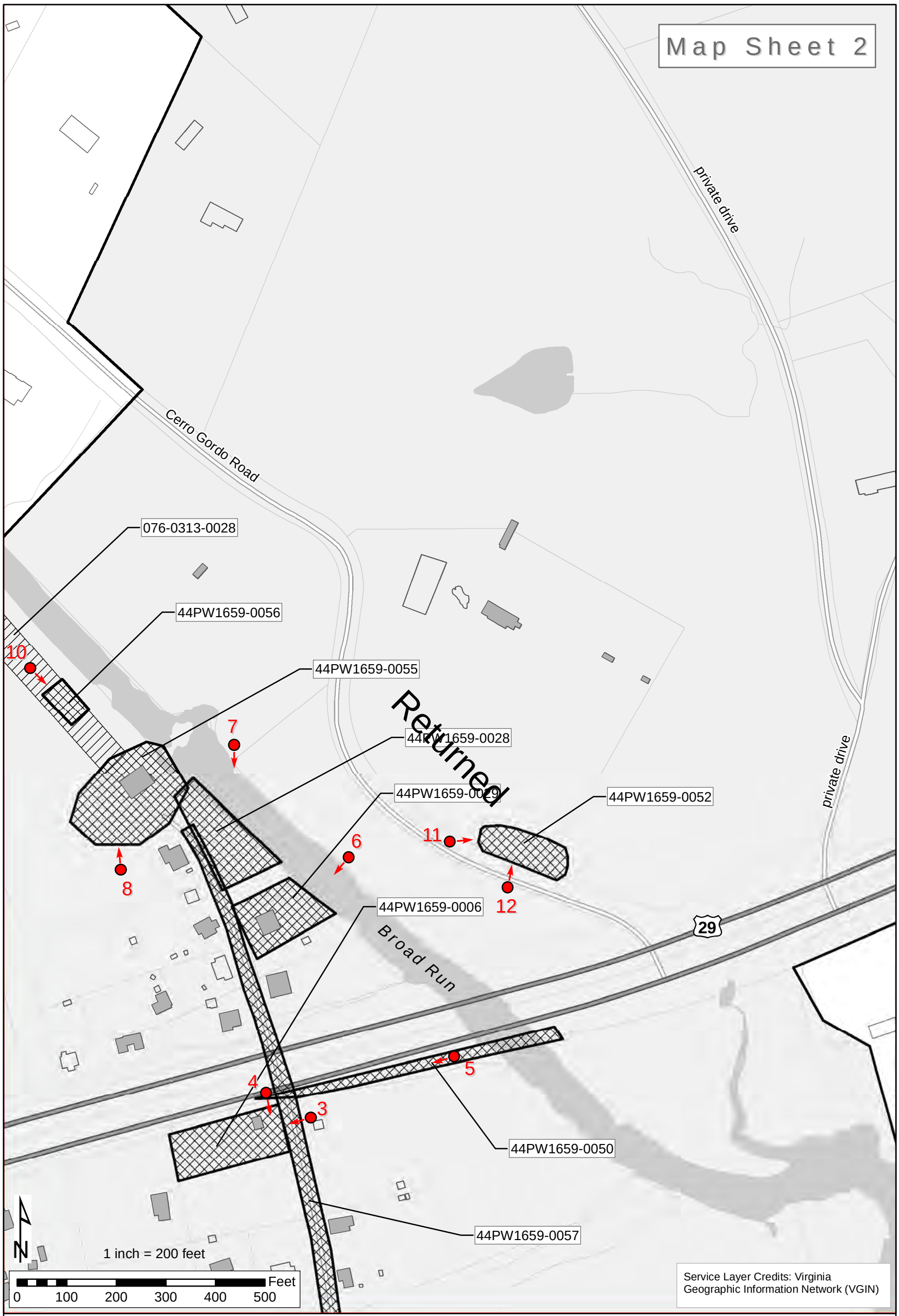
Noncontributing Building or Structure

Updated Contributing Architectural Resource

Updated Contributing Archaeological Resource

1 Photo Number and Direction

BUCKLAND HISTORIC DISTRICT 2019 UPDATE
PRINCE WILLIAM COUNTY, VIRGINIA, DHR #076-0313
Sketch Map Showing Newly Identified Resources, Updated 2019



Buckland Historic District

Contributing Building or Structure

Noncontributing Building or Structure

Updated Contributing Architectural Resource

Updated Contributing Archaeological Resource

1 Photo Number and Direction

BUCKLAND HISTORIC DISTRICT 2019 UPDATE
PRINCE WILLIAM COUNTY, VIRGINIA, DHR #076-0313
Sketch Map Showing Newly Identified Resources, Updated 2019

Map Sheet 3

2

1

076-0313-0073

44PW1659-0057

Buckland Mill Road

private drive

private drive

Returned

N

1 inch = 200 feet

0 100 200 300 400 500 Feet

Service Layer Credits: Virginia Geographic Information Network (VGIN)

Buckland Historic District

Contributing Building or Structure

Noncontributing Building or Structure

Updated Contributing Architectural Resource

Updated Contributing Archaeological Resource

1 Photo Number and Direction

BUCKLAND HISTORIC DISTRICT 2019 UPDATE

PRINCE WILLIAM COUNTY, VIRGINIA, DHR #076-0313

Sketch Map Showing Newly Identified Resources, Updated 2019

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:	Additional Documentation
Property Name:	Buckland Historic District
Multiple Name:	
State & County:	VIRGINIA, Prince William

Date Received:	Date of Pending List:	Date of 16th Day:	Date of 45th Day:	Date of Weekly List:
3/11/2019	4/23/2019 10:03:24 AM	4/16/2019	4/25/2019	

Reference number:	AD88000681
Nominator:	
Reason For Review:	

_____ Accept __X__ Return _____ Reject __4/24/2019__ Date

Abstract/Summary Comments:	This "AD" takes in both 88000681 and 08000246
Recommendation/ Criteria	Return - see comments

Reviewer Jim Gabbert Discipline Historian

Telephone (202)354-2275 Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

The United States Department of the Interior
National Park Service

National Register of Historic Places
Evaluation Sheet

Property Name: Buckland Historic District (Additional Documentation, Prince William County, VA

Reference Number: 88000681/08000246

Comment

The additional documentation for the Buckland Historic District is being returned for substantive revision.

The extensive amount of information included in this recent document is impressive and the authors are to be commended. During our review, however, we felt that the direction of some of the argument presented for the national significance of the Fauquier 7 Alexandria Turnpike missed the mark a bit. Basically, the claim of national significance under Criterion C in engineering for the "ability of the …Turnpike…to demonstrate a successful application of modern, scientific principals (sic) in road construction" is not supported by the resources.

In order for this resource to be considered under Criterion C, it would need sufficient historic integrity to reflect that significance. As it is, the resource in question – the "macadmized" road surface, is buried and is not visible. We do not know the full extent of the resource. While the "method of construction" has been revealed, there are too many other aspects of the roadbed that are literally hidden. What we DO have is archeological evidence of the road and roadbed. We feel that rather than chase Criterion C, that the focus be shifted to Criterion D. Rather than a focus on the engineer and engineering of the road as support for Criterion D, we feel that viewing it through the lens of Criterion D would be more helpful, given that it really is archeological in nature and that the testing that has been done provides the basis for an argument. Change the focus to how archeology has and can continue to add importantly to the understanding of how McAdam's principles were implemented by Crozet. You can use the claims of Criterion C (what are the distinctive characteristics that are embodied in this road) as the basis for the research questions of Criterion D. I'm not entirely sure how we make a nationally significant case under either criterion, but I think that D is a better vehicle. As

it is, the argument seems to rest on it being the second such application in the country. If the focus shifts to evaluating the resource from an archeological approach, the research questions and comparative context would, I think, present a better opportunity for your claim of national importance.

We also noticed a minor technical issue dealing with site numbers. On page 27, the Fauquier & Alexandria Turnpike Road is identified with the site number 44PW1938. On page 121, Figure #3 has 44PW1659-0050 as an identifier as does map sheet 2. Can you reconcile or explain?

Should this submission be restricted? Are there concerns about sensitive archeological information?

Jim Gabbert, Historian
National Register of Historic Places
4-29-2019

RS 05000246/88000681



RECEIVED 2280
JUL 23 2019
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

COMMONWEALTH of VIRGINIA

Department of Historic Resources

Matt Strickler
Secretary of Natural Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Julie V. Langan
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

July 18, 2019

Joy Beasley
Keeper of the National Register of Historic Places
National Park Service, National Register Program
1849 C St., NW (Mail Stop 7228)
Washington, D.C. 20240

Re: Buckland Historic District 2019 Update, Prince William County, Virginia, resubmission

Dear Ms. Beasley:
The enclosed nomination update, referenced above, is being re-submitted for inclusion in the National Register of Historic Places. The nomination update was returned in April 2019 for substantial reasons and for a minor technical item concerning inconsistent use of a site number for one resource.

National Park Service (NPS) reviewers recommended that use of Criterion C and the area of Engineering for an early 19th century turnpike remnant that today is an archaeological site was not appropriate as the resource lacks integrity as a road. NPS reviewers suggested instead that the argument for the turnpike's significance be changed to Criterion D and that discussion of its significance be revised to focus on how archaeological testing has and can provide more important information about how John Loudoun McAdam's roadbuilding and engineering principles were implemented by Claudius Crozet. The authors of the nomination update have made the following changes:

- Expanded, refined, and rewrote the argument supporting the national significance of Site 44PW1659-0050 / 44PW1938 under Criterion D in the area of Engineering (see pp. 93-97 in the attached Additional Documentation);
- Replaced all singular site # designations of 44PW1938 with the combined number 44PW1659-0050 / 44PW938. This was done for two reasons: 1) several of the additional document maps and images already used this (44PW1659-0050 / 44PW938) designation and no changes were required on these documents; and 2) it makes primary the HD designation (44PW1659-0050) while noting that the resource also has its individual archaeological site number (44PW1938). This is based on NPS staff's comment on the need to be consistent in numbering this one resource.
- One or two additions to the bibliography based on the expansion of the Criterion D argument.

The nomination update has been reviewed and approved by DHR's State Archaeologist, Elizabeth Moore. Should you have any questions, please do not hesitate to contact me. My direct phone line is 804-482-6439.

Sincerely,

Lena Sweeten McDonald
National/State Register Historian

Enclosures

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5443
Fax: (540) 387-5446

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7029
Fax: (540) 868-7033

Eastern Region Office
2801 Kensington Avenue
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Resubmission

Property Name: Buckland Historic District (Boundary Increase)

Multiple Name:

State & County: VIRGINIA, Prince William

Date Received:	Date of Pending List:	Date of 16th Day:	Date of 45th Day:	Date of Weekly List:
7/22/2019			9/5/2019	

Reference number: RS08000246

Nominator:

Reason For Review:

__X__ Accept _____ Return _____ Reject __9/5/2019__ Date

Abstract/Summary Comments:

Recommendation/ Criteria: The purpose of this Additional Documentation (AD) is to provide more current information about the district's resources, physical condition, and history. Specifically, Sections 5, 7, 8, 9, 10, 11, 12, and the location and sketch maps are updated. Of particular note is that the architectural and archeological properties included in this AD 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 Development, under Criterion B for Transportation, under Criterion D for Archeology-Non-Aboriginal; and national significance under Criterion D for Engineering. Please note that the historic boundaries of the district have NOT changed as a result of this AD/update.

Reviewer Changey McChangey Discipline Archeology 9/5/19

Telephone 202.354.2217 Date

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.