Archaeological Investigations

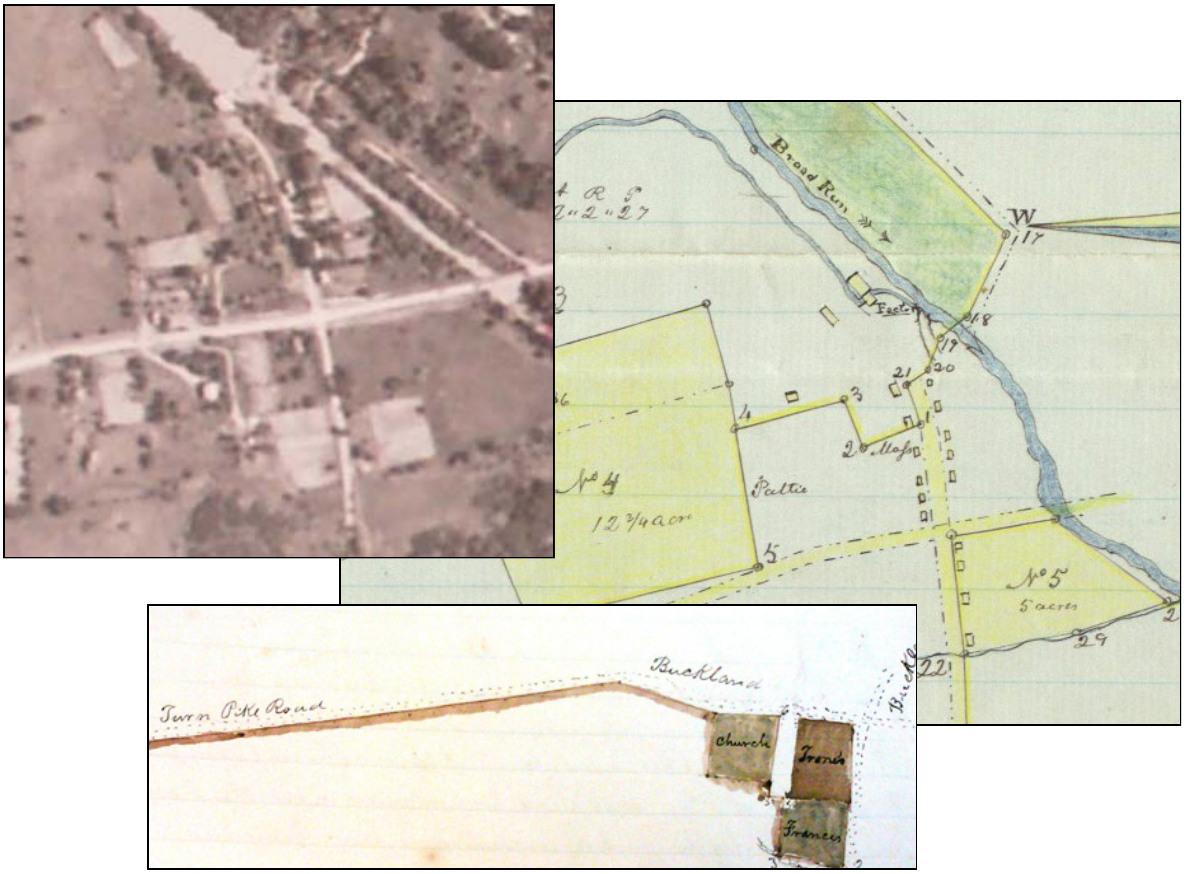
Associated with the

Fauquier and Alexandria Turnpike

44PW1938

Buckland, Virginia

VDHR File No.: 2009-0432
Buckland Historic Transportation Enhancement Project
Project No.: EN06-076-123, P101 UPC 81772



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Submitted to:
Buckland Preservation Society
Buckland, Virginia

Submitted by:
Rivanna Archaeological Services, LLC
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ABSTRACT

In June of 2012, Rivanna Archaeological Services, LLC conducted Phase II investigations focused on documenting and evaluating two transportation related resources in Buckland, Virginia: 1) the remnant Fauquier and Alexandria Turnpike road (44PW1938), and 2) the Stagecoach Inn structure located in the John S. Trone House property (44PW1659-0006) (Figure 1). Both transportation resources were also components of larger entities, the Buckland Historic District (076-0313), and the Town of Buckland archaeological site (44PW1659).

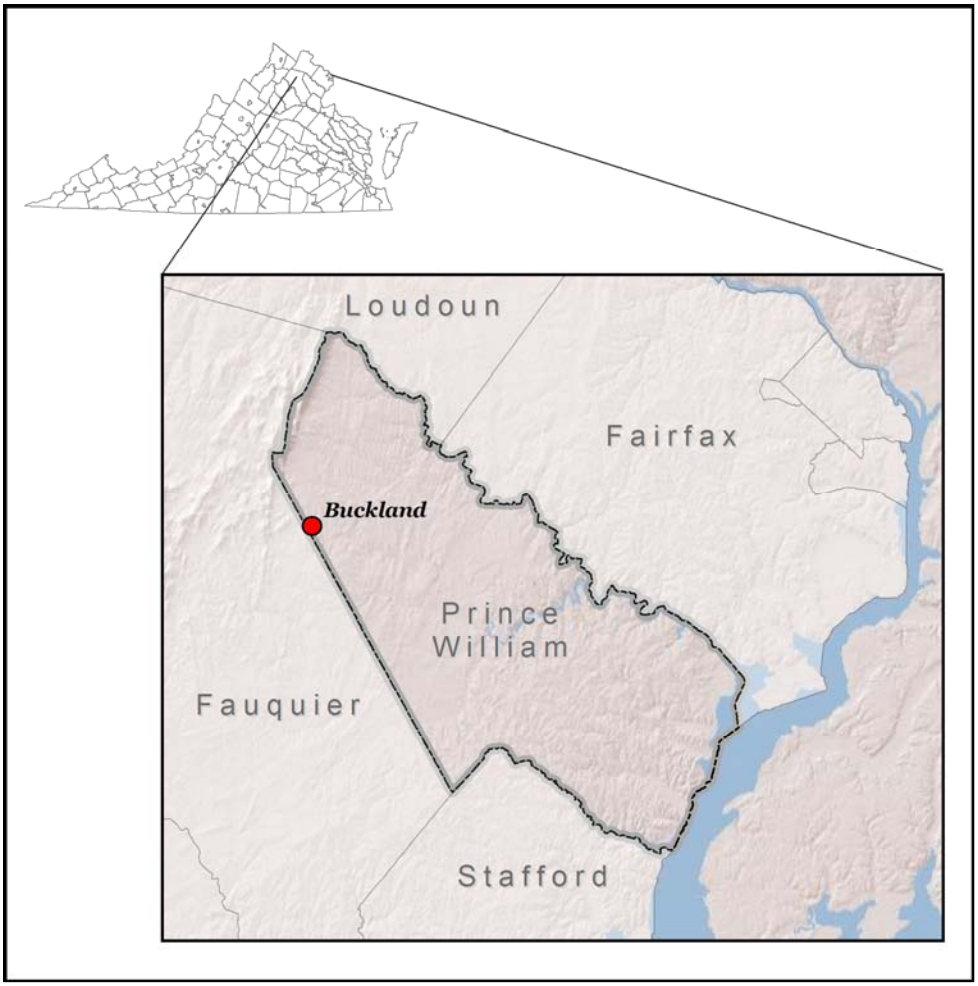

Figure #1: Buckland and Prince William County, Virginia.

The Fauquier and Alexandria Turnpike Company was incorporated by an Act of the General Assembly in 1808 and road construction was initiated between the Little River Turnpike and Buckland between 1812 and 1818. In 1824, under the guidance of Principal Engineer Claudius Crozet, road construction was initiated on the section between Buckland and Fauquier Courthouse (Warrenton, Virginia).

Within the Fauquier and Alexandria Turnpike project area, an intact and well-preserved early nineteenth century road bed composed of successive stone-paved episodes,

including a macadamized surfacing, and other related turnpike features was documented west of Broad Run, adjacent to and immediately south of the northbound Route 29 corridor in the existing Virginia Department of Transportation right-of-way. Because of its significance to the growth and development of Buckland, the larger northern Virginia region, and its association with Claudius Crozet, the remnant turnpike road was given a distinct archaeological site number (44PW1938).

Although present on several mid-nineteenth to early twentieth century images of Buckland, no evidence for the Stagecoach Inn or any other structure was identified within the east yard of the Trone House property. However intact and well-preserved components of the early nineteenth century historic Mill Street corridor (now Buckland Mill Road - S.R. 684), including a stone-surfaced road bed and associated vertically set tabular curb stones and a stone-surfaced sidewalk feature, were identified buried under deep yard and road associated fill deposits. The presence of the historic Mill Street corridor in the extreme eastern portion of the Trone House yard suggests that the Stagecoach Inn, if present, might be located further north or west, possibly within the existing Route 29 north Virginia Department of Transportation right-of-way.

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1 INTRODUCTION

This report represents the results of Phase II archaeological evaluation investigations conducted within the town of Buckland, Virginia by Rivanna Archaeological Services in June of 2012. Archaeological investigations took place in the route of the former Fauquier and Alexandria Turnpike corridor (44PW1938) and in the Trone House yard (44PW1659-0006 and 076-0123). Phase II archaeological evaluation investigations were carried out under contract with the Buckland Preservation Society. The archaeological research is funded by a Virginia Transportation Enhancement Grant (Project #EN06-076-123, P101).

The Phase II archaeological evaluation investigations reported here were guided by the research goals as laid out in the Request for Proposals. The goal of the project is to locate and evaluate the integrity of specific archaeological resources that aid in the interpretation of the turnpike and road system associated with the town of Buckland, Virginia. The primary objective is to locate and evaluate the integrity of the remnant Fauquier and Alexandria Turnpike corridor (west of Broad Run and south of Route 29 / Lee Highway) as well as architectural and landscape features associated with it, through archaeological investigations. Specific research questions posed in the Request for Proposals included: 1) does the Buckland macadam road adhere to the specifications of a macadam road of the period; if not, 2) how does it diverge; 3) is there evidence of road failure or breaches in the road fabric; and 4) how can the condition and utility of the road be characterized? A secondary objective is to establish an accurate digital GIS-based version of the original 1798 Buckland town plan including the 48-lots and street system.

The archaeological investigations and digital town plan represent the initial phase of a more comprehensive multi-phased project. Additional future objectives include the demarcation of relict 1798 Buckland town lots and roads on the existing landscape, and the creation of an educational landscape interpreting the history and development of the town of Buckland and use of the historic road network as a trail system.

2 ENVIRONMENTAL SETTING

Present day Buckland, Virginia occupies the northeast facing flank of a low northwest-southeast oriented ridge overlooking Broad Run. Buckland is bisected in an east-west direction by Route 29 / Lee Highway, and in a north-south direction by Buckland Mill Road (SR 684). A number of private residences, many dating from the late eighteenth and early nineteenth-centuries, front Buckland Mill Road and other former town streets. Several springs feed into Broad Run from the west both within and north and south of Buckland. An unnamed drainage adjacent to and immediately south of Buckland also drains into Broad Run from the west (Figure #2).

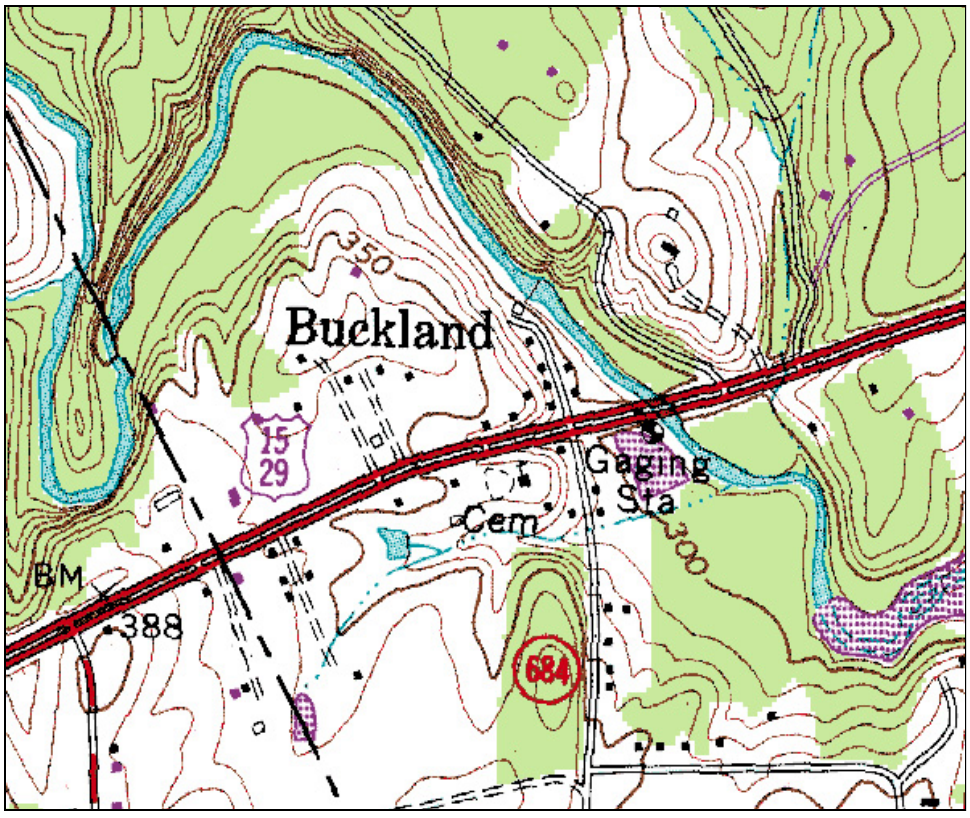

Figure #2: Detail, *Thoroughfare Gap, VA Quadrant*, showing Buckland and vicinity. U.S.G.S., 1966 (Photorevised 1983).

Buckland, Virginia is located on the western edge of the northern Piedmont physiographic province in Prince William County, Virginia. The Culpeper basin, a 12.4 mile wide by 90 mile long northeast-southwest oriented faulted trough, extends through the project area. With minor exceptions all the rock in the Buckland, Virginia vicinity dates to the Mesozoic period. Culpeper basin Mesozoic rock was intruded and locally metamorphosed during emplacement of dikes, sills, and stocks of diabase dating to the Jurassic and Triassic periods.[1] Several historic quarries of diabase are exposed east of and adjacent to Broad Run and below historic Cerro Gordo.

[1] K. Y. Lee and A. J. Froelich, Triassic-Jurassic Stratigraphy of the Culpeper and Barboursville Basins, Virginia and Maryland, 2-3, 31-32. *U. S. Geological Survey Professional Paper 1472* (Washington, D.C.: Government Printing Office, 1989).

On the topographic high-point of western Buckland overlooking Broad Run, soils within the project area are mapped as Braddock loam (7-15% slopes) and Legore-Oakhill complex (7-15% slopes). Dropping steeply to the east, soils west of Broad Run are mapped as Legore-Oakhill complex (15-25% slope). Adjacent to and east and west of Broad Run and in its flood plain, soils within the project area are mapped as Codorus loam (0-2% slope). East of and overlooking Broad Run at Cerro Gordo, soils within the project area are mapped as Arcola-Nestoria complex (7-15% and 15-25% slope).

3 PREVIOUS RESEARCH

In the past twenty five years since Buckland was listed 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 Buckland, Virginia. This section briefly summarizes the research most relevant to the proposed archaeological investigations.

Buckland Historic District (076-0313)

In 1978 a Prince William County survey established the Buckland Historic District, an overlay district encompassing 19.6 acres of land west of Broad Run and on either side of Route 29. Nearly a decade later the 19.6-acre Prince William County Buckland Historic District was accepted as a Virginia Historic Landmark in 1987, and a year later in 1988 was accepted to the National Register of Historic Places. In 2007 the boundary of Buckland Historic District was increased to 410 acres and expanded to the east side of Broad Run, as well as encompassing many new architectural, archaeological and landscape resources. Corresponding research was conducted in support of both the 1987 and 2008 nominations.[2]

Within the vicinity of Buckland, Virginia, Prince William County has identified three distinct historic sites: 1) the Buckland Historical Area and Buckland Historic Overlay District; 2) Cerro Gordo; and 3) Buckland Hall. As part of their 2012 Comprehensive Plan, Prince William County identified areas of historic and prehistoric sensitivity. Areas of historic sensitivity include the area west of Broad Run incorporating Buckland, Virginia north and south of Route 29. Areas of prehistoric sensitivity include areas within the floodplain of Broad Run both north and south of Route 29.

Buckland Mills Battlefield (VA-042) Research

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 boundaries definition, and an annotated map. In 2005 these maps were revised and updated by the American Battlefield Protection Program and included key terrain, observation and fields of fire, cover and concealment, and obstacles (Figure #3).[3]

[2] *Buckland Historic District, National Register of Historic Places Inventory – Nomination Form*. DHR File No. 76-313. (Washington, D.C.: U.S. Department of the Interior, National Park Service, 1987); *Buckland Historic District (Boundary Increase). National Register of Historic Places Registration Form.* VDHR #076-0313. (Washington, D.C.: U.S. Department of the Interior, National Park Service, 2008).

[3] *Buckland Mills Battlefield Survey Form, Defining Features, Current Condition*. (Washington, D.C.: American Battlefield Protection Program, 1992).

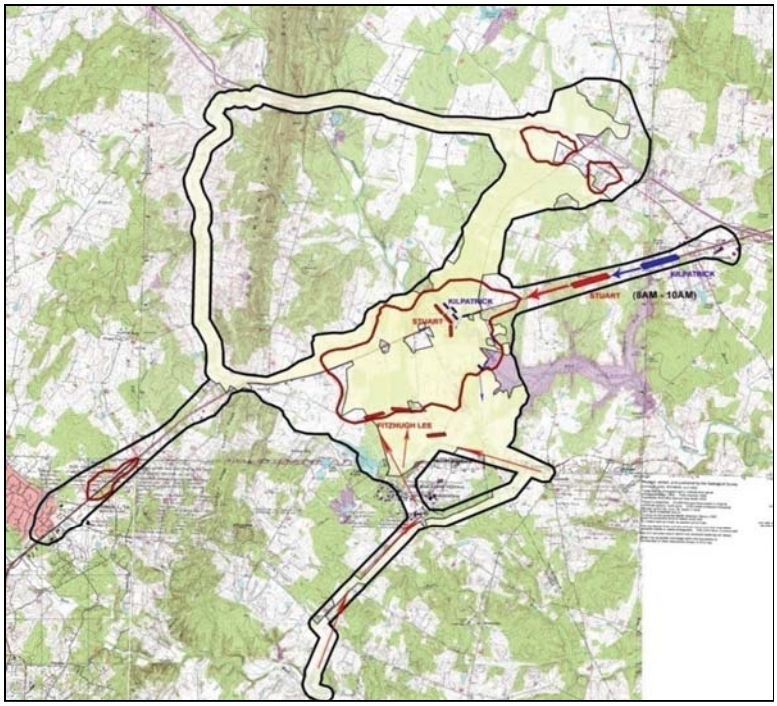

Figure #3: Detail, troop locations and movements in the vicinity of Buckland, Virginia. Buckland Mills Battlefield, morning of October 19, 1863. American Battlefield Protection Program, 2007.

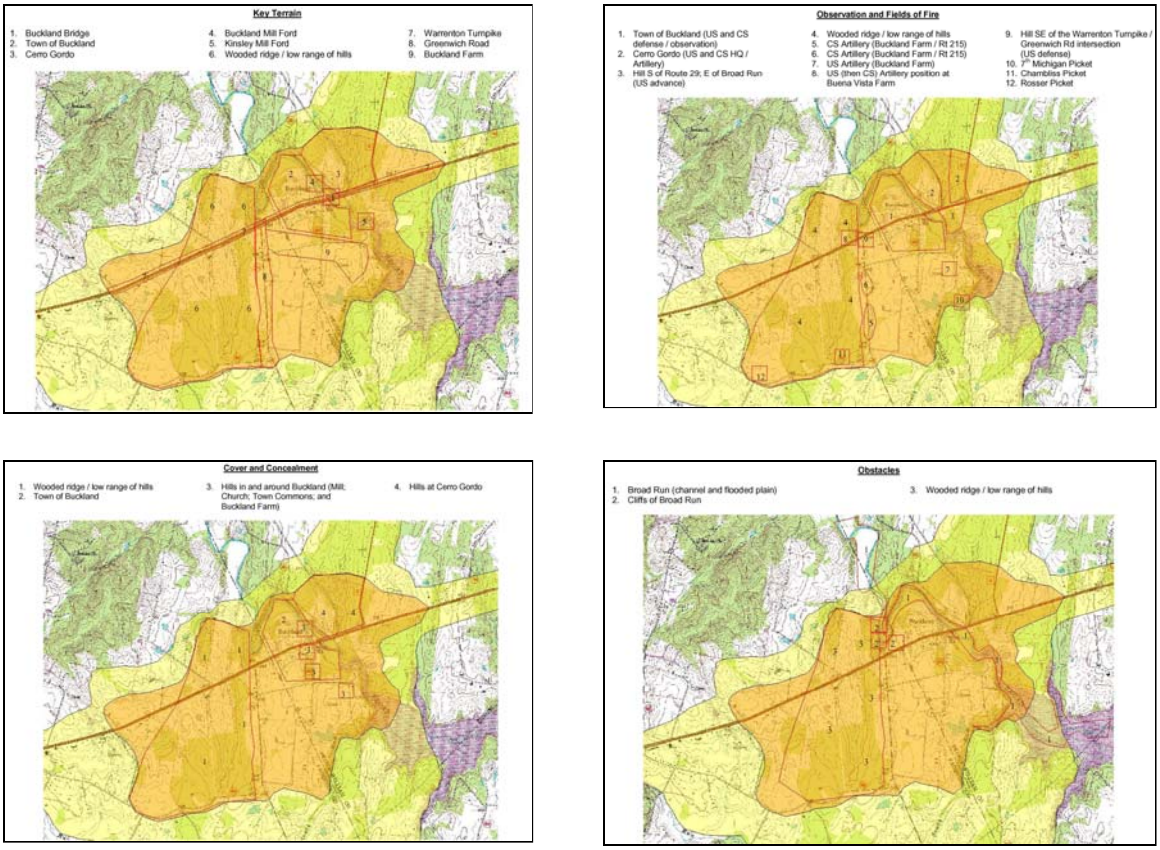

Figure #4: A series of four maps identifying, left to right and top to bottom, Key Terrain, Observation and Fields of Fire, Cover and Concealment, and Obstacles for Buckland Mills Battlefield, October 19, 1863, in vicinity of Buckland, Virginia. Stephen Fonzo, 2008.

In 2008, Stephen Fonzo undertook comprehensive historical research in support of the identification of defining features associated with the Buckland Mills Battlefield landscape. Using the National Park Service's KOCOA process, Fonzo found that a refined and expanded list of defining features supported the boundaries drawn by the American Battlefield Protection Program restudy of the battlefield in 2007 (Figure #4).[4]

Prince William County, Virginia

Within the vicinity of Buckland, Virginia, Prince William County has identified three distinct historic sites: 1) the Buckland Historical District (incorporating the Buckland Historic Overlay District) [76-313]; 2) Cerro Gordo [76-593]; and 3) Buckland Hall [76-32]. The three sites combined compose the Buckland Historical Area (Figure #5). As part of their 2012 Comprehensive Plan, Prince William County also identified areas of historic and prehistoric sensitivity. Areas of historic sensitivity include the area west of Broad Run incorporating Buckland north and south of Route 15 / 29. Areas of prehistoric sensitivity include the floodplain of Broad Run both north and south of Route 15 / 29.

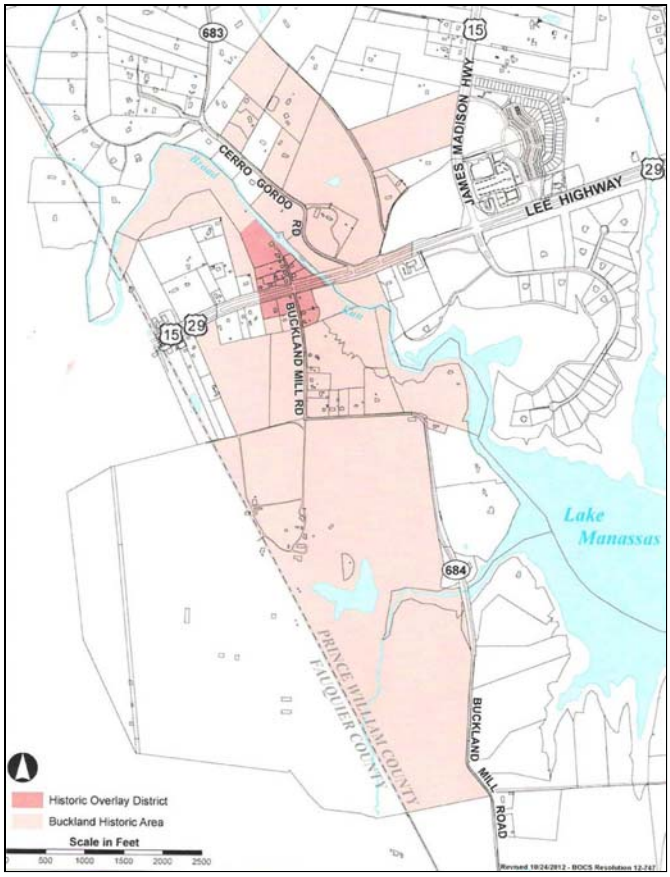

Figure #5: *Buckland Historic Area*, showing vicinity of Buckland, Virginia (dark red). Prince William County, Virginia 2012 Comprehensive Plan.

Architectural and Landscape Research

In 2005 Orlando Ridout, Alfredo Maul and Willie Graham conducted an intensive survey of fifteen individual buildings within 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 mid-twentieth century. In addition, using extensive documentary research the report also identified several potential archaeological sites within the Buckland Historic District.[5]

[4] Stephen Fonzo, *A Documentary and Landscape Analysis of the Buckland Mills Battlefield (VA-042)*. Prepared for the Buckland Preservation Society, 2008.

[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, 2005.

In 2008 Gray and Pape completed historical research and analysis in support of a proposed VDOT realignment and other improvements to State Route 215 and Route 15/29 immediately west of Buckland, Virginia. Research was conducted to develop historic contexts for, and to evaluate the existing boundaries and assess the integrity of, three resources: the Buckland Mills Battlfield (VA-042); the Buckland Historic District (076-0313); and Buckland Hall (076-0032). The report concluded that each of the resources retained the significance and integrity required for listing on the National Register of Historic Places.[6]

Archaeological Research

Louis Berger conducted a Phase I identification level archaeological survey in 2002 in association with the proposed widening of Route 215 in Fauquier County from two to four lanes and other associated improvements. One historic site (44FQ193), a series of possible Civil War defensive earthworks within the larger Buckland Mils Battlefield, and one prehistoric site (44FQ192), a low density procurement or processing site, were identified in the 41 acre project area. 44FQ192 was deemed ineligible for listing on the National Register, and 44FQ193 was avoided altogether.[7]

In association with the Buckland Preservation Society, in October of 2005 Stephen Fonzo undertook archaeological investigations focused on identifying the location of the former McIntosh residence associated with Lot 31, north of and adjacent to the Route 15 / 29 southbound corridor. Angular stone rubble and associated mortar and plaster were identified approximately 42 feet south of the extant Dr. Brown House. The stone debris is believed to be the remains of the McIntosh residence demolished during the widening of Route 15/29 corridor in 1953.

Louis Berger conducted a Phase I identification level archaeological survey in 2006 in association with the proposed replacement of the southbound Route 15/29 bridge at Buckland, Virginia. Three artifact locations were identified west of Buckland Mill Road and three isolated artifact locations were identified east of Buckland Mill Road. In addition the boundary of a previously identified historic site, the McIntosh House site (44PW1705 – 44PW1659-0031) was refined through shovel testing. The portion of the McIntosh House site lying within the exiting VDOT right of way was found to be disturbed by a culvert, drainage ditch and the 1953 construction of the highway in this location. All material culture recovered within the site were encountered in disturbed, modern fill soils. No determination of eligibility of the site was made due to the likely

[6] Lena L. Sweeten, Meghan Hesse and Robert D. Clarke, *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 Inc. (Richmond: Gray & Pape, Inc., 2008). It should be noted that much of the historical context for the Fauquier and Alexandria Turnpike in this report contains factual errors.

[7] 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).

presence of potentially undisturbed deposits and features underlying the existing southbound Route 15/29 road corridor.[8]

In 2011 the James River Institute for Archaeology (JRI) conducted archaeological investigations on three properties within Buckland Historic District. Phase I / II archaeological testing took place on the original 1798 lots 28 and 29, the site of an early nineteenth century distillery, as well as the 40+ acre Buckland Mills tract. In addition a reconnaissance level survey of the Buckland Mills tract was conducted that included judgmental shovel testing in high probability areas and a comprehensive mapping of historic landscape features. JRI discovered the foundation of a mid-to-late nineteenth century domestic residence west and upslope of the extant grain mill, and the foundation of the Buckland woolen mill, a large (40 x 60 ft) stone building powered by an adjacent millrace. Documentary research indicated that this building housed a distillery by 1829 but was converted to a woolen mill in 1838. No conclusive evidence for a ca. 1801 distillery was found during testing within historic Lot 29. Intact cultural deposits and features however indicated the most probable location for a distillery on site was the southeast corner of the historic lot. The recovery of a St. Alban's type point documents Native American occupation of the Broad Run flood plain in lot 29.[9]

Previously Identified Architectural and Archaeological Resources

Architectural and archaeological resource site files maintained by the Virginia Department of Historic Resources document 50 additional previously identified architectural sites along with 19 archaeological resources within a one-mile radius of the project area (Tables #1 and #2, Figures #6 and #7).

Two of the 50 architectural sites are larger entities including the Buckland Mills Battlefield (030-5152), and the Buckland Historic District and Expansion (076-0313). A total of four separate properties or tracts lie within the National Register eligible Buckland Mills Battlefield site. A total of 26 extant individual properties (20 contributing and 6 non-contributing) lie within the National Register listed Buckland Historic District. Of the 18 remaining architectural properties, four are residential / agricultural properties, one is a barn, and 13 are individual houses or dwellings (Table #1).

Six of the 19 archaeological sites contained the remains of prehistoric Native American occupations. Only two of theses prehistoric sites contained temporally sensitive material culture. Four of the 13 historic period sites contained evidence of Civil War era strategic positions or earthworks, most likely associated with the Battle of Buckland Mills (030-5152). The remaining nine archaeological sites were associated with eighteenth to twentieth century domestic, municipal, agricultural or industrial sites (Table #2).

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[8] *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).

[9] Matthew R. Laird and Garrett R. Fesler, *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, 2011).

Table #1: Architectural Resources within one mile of the project area.

VDHR Site#	*Other VDHR Site#*	*Property Name- Address*	*Period*	*Buckland HD*	*NRHP Status*
Fauquier					
030-0231		Evergreen Cabin	Ca. 1820		Not Evaluated
030-5152	44FQ0193	Buckland Mills Battlefield	Civil War		Eligible
030-5265		Grass Roots	Ca. 1910		Not Evaluated
030-5266		House – 4363 Lee Hwy	Ca. 1800		Not Evaluated
030-5362		House – 4301 Lee Hwy	1939		Not Eligible
Pr. William					
076-0032	076-0313-0043	Buckland Farm / Buckland Hall / Tranquility	Ca. 1774	Contributing	Eligible
076-0033	076-0313-0001	Robinson's Tavern	Ca. 1824	Contributing	Eligible
076-0077		Faulkland / Falkland	1844		Eligible
076-0112	076-0313-0007	Buckland Mill / Calvert Mill	1904	Contributing	Eligible
076-0113	076-0313-0006	Samuel Love's Store	Pre-1798	Contributing	Eligible
076-0114	076-0313-0004	Buckland Post Office	Ca. 1805	Contributing	Eligible
076-0115	076-0313-0005	Dr. Brown House – 8115 Buckland Mill	Ca. 1850	Contributing	Eligible
076-0184	076-0313-0018 44PW1774	Kinsley	Ca. 1890	Contributing	Eligible
076-0185	076-0313-0012	Richard Gill House	Pre-1796	Contributing	Eligible
076-0192		Falkland Tenant House	Ca. 1850		Not Eligible
076-0300	076-0313-0042	House – 16221 Lee Hwy	Ca. 1926	Contributing	Not Evaluated
076-0313	44PW1659	Buckland Historic District / Expansion	Ca. 1744	Contributing	NRHP - 1988
076-0313-0049	030-5152-0001	Teimourian Tract	1863		Eligible
076-0313-0050	030-5152-0002	Tract – 7810 James Mad Hwy	1863		Not Evaluated
076-0313-0051	030-5152-0003	Broad Run Tract	1863	Contributing	Eligible
076-0313-0052	030-5152-0004	Cerro Gordo Tract	1820, 1925	Contributing	Eligible
076-0443		House – 8411 Buckland Mill	Ca. 1949		Not Evaluated
076-0444	076-0313-0024	House – 8219 Buckland Mill	Ca. 1950	Non-Contributing	Not Evaluated
076-0445	076-0313-0032	House – 8211 Buckland Mill	Ca. 1960	Non-Contributing	Not Evaluated
076-0446	076-0313-0033	House – 8213 Buckland Mill	Ca. 1960	Non-Contributing	Not Evaluated
076-0450	076-0313-0008	Storage Shed / Shop 8200 Buckland Mill	Post-1953	Non-Contributing	Not Evaluated
076-0451	076-0313-0002	House – 8108 Buckland Mill	Post-1953	Non-Contributing	Moved Not Evaluated
076-0452		House – 16250 Lee Hwy	Ca. 1935		Not Evaluated
076-0453		Calvert House – 16230 Lee Hwy	Ca. 1860		Destroyed
076-0454		House – 16302 Lee Hwy	Ca. 1925		Not Evaluated
076-0458		Barn – Buckland Mill	Ca. 1900		Not Evaluated
076-0459		House – 16127 Lee Hwy	Ca. 1900		Not Evaluated
076-0460		House – 51710 Lee Hwy	Ca. 1925		Not Evaluated
076-0461		House – 7813 James Mad Hwy	Ca. 1930		Not Evaluated
076-0464		Site, James Mad Hwy	Ca. 1900		Not Evaluated
076-0587	076-0313-0010	House – 8205 Buckland Mill	Ca. 1850	Contributing	Eligible
076-0588	076-0313-0011	House – 8203 Buckland Mill	Ca. 1850	Contributing	Eligible
076-0593	076-0313-0036 44PW1755	Cerro Gordo	1820, 1925	Contributing	Eligible
076-5092	44PW1394	Hurwitz Property	Post-1862		Not Evaluated
076-5107		Stringer House	Post-1943		Not Evaluated
076-5120	076-0313-0044	Bridge, Rt. 15/29, Broad Run	1953	Non-Contributing	Not Evaluated
076-5121	076-0313-0045	Broad Run Stone Bridge Abutments	Pre-1923	Contributing	Not Evaluated
076-5166		House – 7717 James Mad Hwy	Ca. 1954		Not Evaluated
076-5167		Farm – 7713 James Mad Hwy	Ca. 1954		Not Evaluated

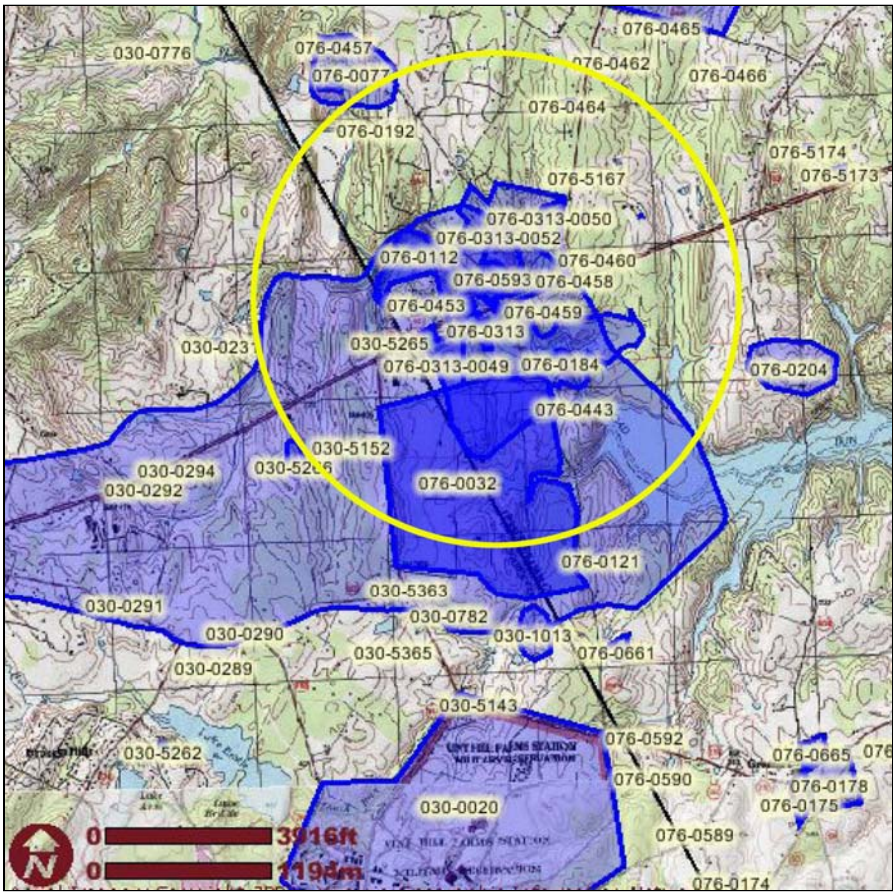

Figure #6: Architectural resources within one mile of the Fauquier and Alexandria Turnpike project area. Data Sharing System, 2012.

Table #2: Archaeological Resources within one mile of the project area.

VDHR Site#	*Site Type*	*Temporal Designation*	*Surveyed: Date*	*Buckland HD Status*	*NRHP Status*
Fauquier					
44FQ0192	Camp	Unidentified prehistoric	Louis Berger: 2002		Not Eligible
44FQ0193	Military	Civil War	Louis Berger: 2002		Eligible
44FQ0202	Residence	19th c.	Louis Berger: 2006		Not Eligible
44FQ0228	Residence, Military	18th – 20th c., Civil War	Louis Berger: 2006		Not Evaluated
Pr. William					
44PW0002	Village	Archaic – Woodland	L. Swain: 1971		Not Evaluated
44PW0403	Unidentified	Unidentified prehistoric	JMU: 1985		Not Evaluated
44PW0404	Unidentified	Unidentified prehistoric	JMU: 1985		Not Evaluated
44PW1394	Farm	19th c.	Thunderbird: 2002		Not Evaluated
44PW1395	Unidentified	Late 19th – Early 20th c.	Thunderbird: 2002		Not Evaluated
44PW1396	Camp	Unidentified prehistoric	Thunderbird: 2002		Not Evaluated
44PW1397	Camp	Late Archaic	Thunderbird: 2002		Not Evaluated
44PW1398	Military	Civil War	Thunderbird: 2002		Not Evaluated
44PW1603	Military	Civil War	ASAP: 2000	Contributing	Not Evaluated
44PW1546	Residence	19th – 20th c.	Thunderbird: 2004		Not Eligible
44PW1659	Town	Late 18th – Mid-20th c.	ASAP: 2000	Contributing	Not Evaluated
44PW1755	Residence	Early 19th – Mid-20th c.	ASAP: 2000	Contributing	Not Evaluated
44PW1774	Mill	Late 18th – Early 20th c.	ASAP: 2000		Not Evaluated
44PW1775	Road	Late 18th – 20th c.	DATA: 2007	Contributing	Not Evaluated
44PW1796	Residence	Early 20th c.	ECS:2007		Not Evaluated

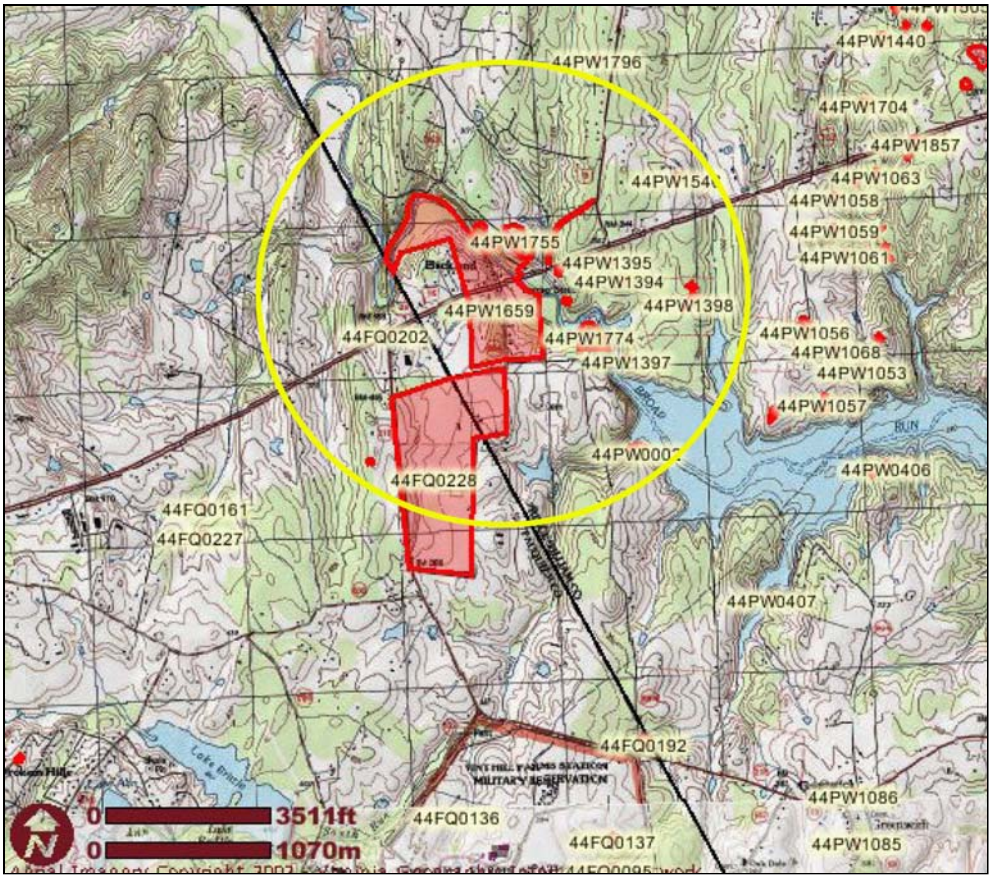

Figure #7: Archaeological resources within one mile of the Fauquier and Alexandria Turnpike project area. Data Sharing System, 2012.

4 THEORIES OF ROAD CONSTRUCTION – TRESAGUET, TELFORD AND MCADAM

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.[11]

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 of course led to issues of drainage that could not be overcome.[12]

Figure #8: Thomas Telford.

In the early nineteenth century an English stonemason and self-taught surveyor and engineer, Thomas Telford (Figure #8), 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

[11] 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).
[12] Lay, *Ways of the World*, 73-74.

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 upper part 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."[13]

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.'[14]

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.[15]

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.[16]

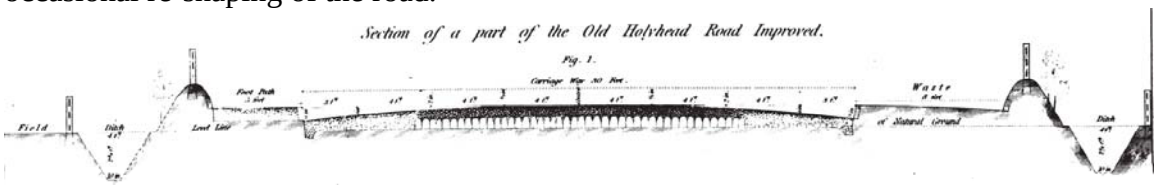

Figure #9: *Section of a part of the Old Holyhead Road Improved,* showing a Telford road profile. Thomas Telford, 1833.

[13] 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).
[14] Simms, *Treatise on the Principles and Practice of Levelling,* p92-94; Parnell, *A Treatise on Roads,* p260-275.
[15] Simms, *Treatise on the Principles and Practices of Levelling,* p93-94; Parnell, *A Treatise on Roads,* p260-275.
[16] Simms, *Treatise on the Principles and Practice of Levelling,* p94-96; Parnell, *A Treatise on Roads,* p260-275.

John L. McAdam - *"The Application of Scientific Principles"*

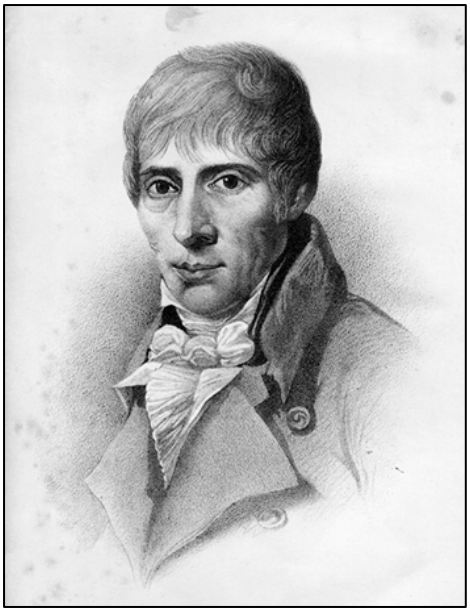

Figure #10: John Loudon McAdam.

From 1787 through the first quarter of the nineteenth century, John Loudoun McAdam (Figure #10) 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.

1 Wet Roads

Experience having shown, that if water passes through a road, and fill the native soil, the road, whatever may be its thickness, loses its support, and goes to pieces. - John L. McAdam

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 (see Tresaguet) 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.[17]

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.[18]

2 Large and Graduated Stone

"A rough road can only be a road made of large stones; and as neither use, nor change of weather can produce them, this defect must be entirely the work of the road-maker." – John L. McAdam

McAdam was also critical of the composition and construction of roads. 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

[17] John Loudon McAdam, *Remarks on the Present System of Road Making*, 48-49. Seventh Edition. (London: Longman, Hurst, Rees, Orme and Brown,1823).
[18] McAdam, *Remarks*, p44-45.

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 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.[19]

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.[20]

[19] McAdam, *Remarks*, p46-48.
[20] McAdam, *Remarks*, p34-35. McAdam's use of the word 'cattle' likely refers to its origin of moveable property, not limited to livestock.

3 Binding Agents

In making a road, the practice of mixing the stone with sand or earth, is to be carefully avoided. – John L. McAdam

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.[21]

4 Steep Convex Profile

Do you not consider it as a bad system, likewise, to place the gravel so much in the centre of the road, thereby rendering it of too great convexity? – Yes, certainly. I think it is laid generally too thick and too high in the middle. There is no necessity for the roads being rounded so much. – Response of Mr. William Waterhouse to question asked by Edward Protheroe, Esquire. Select Committee of the House, Extracts of Minutes of Evidence, 1819.

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

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

> that, by its never consolidating, it will in due time move towards the sides.[22]

5 Road Management and Financing

The division of the roads into so many small Trusts, …precludes the possibility of any extended plan of operations, for the benefit of the whole. – John L. McAdam

The hydra evil, of Commissioners expending immense sums in marring the roads with large stones, blended with earth, and other mischievous materials. – John L. McAdam

While much of McAdam's criticism was aimed at the inadequate construction of roads in all its aspects, he was also fairly critical of the current system of management of Great Britain's roads. From an administrative point of view, the management of local and regional roads throughout England and Scotland was designated to numerous Trusts, bodies established by Parliament and run by commissioners who collect tolls that supported road construction and maintenance. As locally governed bodies focused only on their own region, using locally available materials and employing residents and contractors with little or no experience in road construction, the condition of Trust roads varied considerably. This hodge-podge system of road construction and maintenance which received significant amounts of public funding had no governmental oversight regulating its activities, had no adopted scientific standard for road construction, and was not fiscally responsible to anyone. The result was, at least in McAdam's opinion, a 'wasteful expenditure.'[23]

McAdam was particularly critical of local Trust commissioners and the contractors they hired to build and maintain roads. Entrusting the care of roads and significant monies raised for their construction and repair to uneducated surveyors, "the lowest and most illiterate class of the community," led to action "without plan or method" and was a fatal error.[24]

> Experience has shown, that the control exercised over these men by Commissioners, is very inefficient. The number of Gentlemen constituting a Trust; the universal ignorance of the principles of road-making; and the private occupation of the Commissioners, render them totally unfit to enter into the detail of the business, or to exercise that constant and vigilant control, requisite to preserve integrity and economy throughout an expenditure so complicated and so extensive.[25]

Above all, McAdam believed that in lieu of a comprehensive education program for all personnel to which the construction and maintenance of roads was entrusted, the

[22] McAdam, *Remarks*, p10.
[23] McAdam, *Remarks*, p8.
[24] McAdam, *Remarks*, p21; McAdam, *Practical Essay*, p8.
[25] McAdam, *Practical Essay*, p4.

oversight and responsibility of road construction needed be placed in the hands of competent officers who were professionally trained scientific surveyors.

> The remedy proposed is, to commit the scientific direction of the work into the hands of responsible officers of the rank of Gentlemen; to place the sub-surveyors under the order of those officers, upon whose report the Commissioners may safely rely, in selecting deserving and trust-worthy persons as sub-surveyors; and by whose skill these surveyor may be first instructed, as well as directed in their proper discharge of their duties. …Men of education, of character, and of rank in society, must now be induced to accept the situation of General-surveyors of Counties or Districts, by due encouragement from the country; by the profession being made properly respectable, and reasonably lucrative.[26]

Oversight of the Trusts, commissioners, surveyors and sub-surveyors was to be the responsibility of the Post Office, the branch of government that had the most vested in an efficient and well-maintained road system.[27]

On Making New Roads

A road ought to be considered as an artificial flooring forming a strong, smooth, solid surface, at once capable of carrying great weight, and over which carriages may pass without meeting any impediment. – John L. McAdam

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

[26] McAdam, *Practical Essay*, p6.
[27] McAdam, *Practical Essay*, p7.

> 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.[28]

Every piece of stone put into a road, which exceeds an inch in any of its dimensions, is mischievous. – John L. McAdam

Angular points of contact, by which broken stone unite, and form a solid body. – John L. McAdam

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.[29]

> 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.[30]

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.[31]

> 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

[28] McAdam, *Remarks*, p50-51.
[29] McAdam, *Practical Essay*, p5.
[30] McAdam, *Remarks*, p50-51.
[31] McAdam, *Remarks*, p10; Whinstone is a hard, fine-grained rock such as basalt.

> 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.[32]

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.

On Repairing Existing Roads

When a road has been originally well made, it will be easily repaired. – John L. McAdam

Repairing roads was just as much as science to McAdam as their design and construction. A macadamized surface could not be laid directly on top of a non-macadamized surface without considerable work. McAdam proposed removing all of the large stone, placing it on the side of the road, and breaking it up until the stones were approximately 1 inch in diameter.

> The stone already in the road is to be loosened up and broken so as no piece shall exceed six ounces in weight. The road is then to be laid as flat as possible, a rise of three inches from the centre to the side is sufficient for a road thirty feet wide. The stones when loosened in the road are to be gathered off by means of a strong heavy rake, with teeth two and a half inches in length, to the side of the road, and there broken, and on no account are stones to be broken on the road. When the great stones have been removed, and none left in the road exceeding six ounces, the road is to be put in shape and a rake employed to smooth the surface which will at the same time bring to the surface the remaining stone, and will allow the dirt to go down. When the road is so prepared, the stone that has been broken by the side of the road is then to be carefully spread on it – this is rather a nice operation, and the future quality of the road will greatly depend on the manner in which it is performed. The stone must not be laid on in shovels full, but scattered over the surface, one shovel full following another and spreading over a considerable space. Only a small piece of road should be lifted at once; five men in a gang should be set to lift it all across: two men should continue to pick up and rake off the large stones and to form the road for receiving the broken stone, the other three should break stones – the broken stone to be laid on as soon as the piece of road is prepared to receive it, and then break up another piece; two or three yards at one lift is enough.[33]

[32] McAdam, *Remarks*, -34-35.
[33] McAdam, *Remarks*, p38-39.

Even macadamized road required regular maintenance from time to time, particularly in heavily traveled areas. For roads that were constructed properly and in good shape, McAdam proposed the application of one or more 'lifts.' A lift was considered to be an adequate amount of broken stone, 1 inch in diameter, so that when compacted the new application was approximately 3 inches thick.

> When additional stone is wanted on a road that has consolidated by use, the old hardened surface of the road is to be loosened with a pick, in order to make the fresh materials unite with the old.[34]

Most importantly, when adding metal to an existing pavement it was important not to incorporate any binding agents.

> Every road is to be made of broken stone without mixture of earth, clay, chalk, or any other matter that will imbibe water, and be affected with frost; nothing is to be laid on the clean stone on pretence of binding; broken stone will combine by its own angles into a smooth solid surface that cannot be affected by vicissitudes of weather, or displaced by the action of wheels, which will pass over it without a jolt, and consequently without injury.[35]

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 non 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.[36]

[34] McAdam, *Remarks*, p40.
[35] McAdam, *Remarks*, p41.
[36] McAdam, *Remarks*, p40, 42.

5 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."[37] 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 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.[38]

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."[39]

[37] Hening, *Statutes*, Vol. 6, Chapter 28, p64-69.
[38] 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).
[39] Thomas Jefferson, *Notes of the State of Virginia*, p151-152. William Peden, ed. (New York: W. W. Norton & Company, 1982).

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 been constructed through these companies.[40]

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).[41]

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."[42]

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 Alexandira, 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,

[40] Pawlett, *Brief History of Roads*, p15-16.
[41] *Acts of the General Assembly of Virginia*, 1795, 1802; *Little River Turnpike Bridge, National Register Nomination Form*, Section 8, p2-3.
[42] *Alexandria Advertiser* (Alexandria, Virginia), October 12, 1807, p3; *Acts of the General Assembly of Virginia*, 1808.

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."[43]

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.[44] 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.[45]

The Board of Public Works,[46] 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. (Figure #7) 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

[43] 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).
[44] *Acts of the General Assembly of Virginia*, 1816; Pawlett, *Brief History of Roads*, p21.
[45] 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.
[46] 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.

> 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.[47]

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

[47] *Acts of the General Assembly of Virginia*, 1817.

guidelines to be adhered to if possible, and that local conditions, expertise, resources and management ultimately dictated the quality of a turnpike road.[48]

Figure #11: Laommi Baldwin, Jr.

As the first Principal Engineer of the Board of Public Works, Laommi Baldwin Jr. (Figure 11) 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 Tresauget, Telford and McAdam.[49]

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

[48] Pawlett, *Brief History of Roads*, p24.
[49] *Acts of the General Assembly of Virginia*, 1817.

> 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.[50]

Influence of Claudius Crozet

Figure #12: Claudius Crozet.

As Principal Engineer of Virginia between 1823 - 1831, Claudius Crozet (Figure #12) 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.[51] 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

[50] *Acts of the General Assembly of Virginia*, 1817.
[51] *Acts of the General Assembly of Virginia*, 1823.

> generally. It has become the admiration of the neighborhood, and is well worthy the attention of all friends to the internal improvement.[52]

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.[53]

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.[54]

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

[53] 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.

[54] 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.*

Macadamized Roads in Virginia and the Mid-Atlantic Region[55]

Figure #13: A macadamized road, Nicolaus (California), 1850s. California Digital Library.

The Boonsboro Turnpike (1822 – 1823)

The first macadamized turnpike road in America was the Boonsboro Turnpike. Incorporated in 1822, the Boonsboro Turnpike Company was charged with constructing an approximately 10-mile section of road between Hagerstown and Boonsboro, Maryland. It was promoted as one of several turnpike sections linking the eastern terminus of the National Road at Cumberland with the port city of Baltimore, Maryland. Much like other turnpike efforts, the work proposed on the Boonsboro turnpike was to artificially pave an existing dirt road that had been in very poor condition. The road corridor was surveyed and laid down in early 1822, and September of the same year contracts were advertised. Early in 1823 "contractors on the road were working with a large force of Irish laborers." The macadamized surface was completed in 1823.[56]

The President of the Boonsboro Turnpike Company, William Lorman, had corresponded directly with John L. McAdam in December of 1822. A former resident of the United States and familiar with its soils and weather, McAdam discussed his principles of road making and proscribed specific parameters for the construction of a new road in Washington County, Maryland. Lorman's enquiries, and the subsequent lengthy response of McAdam, stimulated a national discussion about road making, the success of macadamized roads in England, early experiments on the McAdam Plan in America, and the correct procedures for construction and keeping in repair a macadamized road.[57]

The Boonsboro Turnpike was lauded as a fine example of a heavily used turnpike road. Visitors who traveled the road recalled that a trip "of about 10 or 11 miles, between

[55] The dates associated with each road discussed represent the approximate periods in which macadam surfacing was applied. For example, construction of the National Road was begun in 1811 however the McAdam plan was not adopted on portions of the National Road until 1825.
[56] Thomas J. Williams. *A History of Washington County, Maryland*, Volume 1, p152,155. (Hagerstown, Maryland, 1906).
[57] *National Intelligencer*, April 5, 1825.

Hagerstown and Boonsborough, which, in the winter season, took six or seven hours for the stage to pass. …Persons can now travel the same road with pleasure in about two hours, and for this pleasure they are much indebted to the worthy and enterprising William Lorman of Baltimore, who first suggested how ways and means could be found to make the road, and who also was active and attentive until it was completed." The road itself was described as "made on the McAdam plan, and may be considered a pattern road – for, although it has only been used a few months, it is already in fine traveling order, and in a few years, will be one of the best turnpike roads in the United States."[58]

The University of Virginia (1825 - 1826)

As early as 1820 two formal streets had been created on the east and west sides of the University of Virginia's Academical Village. These roads, East Street, West Street, and a connecting road at the south end of the Lawn, connected the Three Chop't Road on the north with Wheeler's Road / Old Lynchburg Road on the south.

Near the completion of construction of the Academical Village, Thomas Jefferson advocated the paving of the University's roads. In March of 1825, Thomas Jefferson informed the University Proctor, Arthur S. Brockenbrough, that he had decided to pave the walks across the Lawn and the streets surrounding the University using John Loudon McAdam's unique road surfacing method. In this letter, Jefferson states that "I had for some time heard and read" about McAdam's paving method.[59]

Jefferson believed McAdam's plan to be an elegantly simple technology that was at the same time cost-efficient and relatively easy to construct. "Mr. Ownes …informed me of the method of making roads in England, lately adopted, on the plan of McAdam's, much superior to the former roads, and much cheaper. …He says the breaking of stone is the work of children." Jefferson was keenly interested in road building and was likely exposed to McAdam through his numerous publications at the end of the first quarter of the nineteenth century.[60]

Jefferson seemed to be the strongest (if not only) proponent for the use of McAdam's system at the University and pushed for its adoption. Macadamization of the University's road system, an approximately six-tenths of a mile route, was initiated in the spring of 1825 and completed in the spring of 1826. Despite his ill health in 1825 and 1826, Jefferson closely monitored the road surfacing project through occasional visits to the work site and via written instructions in an attempt to make sure that McAdam's plan was followed to the letter. His intimate contact therefore may reflect not only his responsibility as a superintendent to see the project completed properly, but also a genuine interest in the application of a relatively simple technology to improve a particular problem.[61]

[58] *National Intelligencer*, April 14, 1825.
[59] Thomas Jefferson to Arthur S. Brockenbrough, March 16, 1825. Proctor's Papers, Special Collections Department, University of Virginia, Charlottesville, Virginia.
[60] Thomas Jefferson to Arthur S. Brockenbrough, March 16, 1825.
[61] See Thomas Jefferson to Arthur S. Brockenbrough, May 31, 1825.

However despite Jefferson's superintendence, mistakes were made in the process of construction. In May of 1825, Jefferson chastised the Proctor for incorrectly laying the first layer of stone. Instead of breaking the stone on the side of the road before laying it, Brockenbrough had begun to break the stone after it was put on the road. Brockenbrough realized his mistake however and corrected it immediately. [62]

The University of Virginia managed to keep the process of laying McAdam paving a relatively unskilled endeavor. Writing to advise Brockenbrough on his experience with macadamization in Maryland, John Patterson noted that "the breaking of stone is a trade and with the people you have to employ, the same results can not be looked for, as we can attain here where we have been so long in the practice of the art." This statement seems to imply that Brockenbrough may have conveyed to Patterson that the University intended to employ local, 'unskilled' stone breakers. Hard stone was obtained from outcroppings relatively close to or at the University. As Jefferson noted, "we have so much hard stone, and so near by."[63]

After Jefferson's death in July of 1826, the mcadamization of University streets may have suffered due to the absence of its strongest proponent. McAdam's plan was very specific in calling for the periodic maintenance and resurfacing of the stone road. After the conclusion of the first layer of stone surfacing in late 1826, Brockenbrough stated that he intended "to have another coat of metal put over such parts of streets as require it." Whether or not a second or third layer of metal was laid on University streets is not clear. The language that Brockenbrough uses suggests that he may have patched or repaired parts of the streets only where it was needed, and not resurfaced the entire road system as called for by McAdam's plan. In addition, it is possible that Brockenbrough's choices may have been limited in that the constant shortage of University funds may have contributed to the decision not to resurface the streets in a second layer.[64]

In 1829, three years after the completion of the macadam thoroughfare, the University of Virginia publication *Virginia Literary Museum* noted that despite McAdam's requirements of a 10-12 inch thick road, "on a tolerably firm base, a much smaller depth is sufficient, as we have an example in the MacAdamized portions around this University." The author went on to state that the newly macadamized roads were generally in good condition despite their incompleteness. "During the first year these were imperfectly McAdamized, and although scarcely any repairs have been since executed, they afford superior specimens of road making at this time." This reference

[62] Thomas Jefferson to Arthur S. Brockenbrough, May 31, 1825; Arthur S. Brockenbrough to Thomas Jefferson, May 31, 1825. Rose (1976:36) notes that the second macadamized road in America was National Pike or Cumberland Road from Wheeling, West Virginia at the Ohio River to Zanesville on the Muskingham River. The work on this road was contemporaneous with the University's McAdamization, having begun in 1825 and completed in 1830.

[63] John Patterson to Arthur S. Brockenbrough, June 1, 1826; Thomas Jefferson to Arthur S. Brockenbrough, March 16, 1825; John H. Cocke to Thomas Jefferson, April 10, 1826; Memorandum, Proctor's Daybook, 1821-1828, November 4, 1825, 387.

[64] Arthur S. Brockenbrough to John H. Cocke, August 20, 1826.

seems to imply that the macadamized streets of the University may only have been paved with one 3-inch application of metal.[65]

The National Road (1825 – 1835)

Elsewhere in the nation Thomas Jefferson, Henry Clay and others had been promoting the need for a road that would open up the west and provide access to goods and a growing population in the Ohio River valley. In 1806 the Congress authorized the construction of what would become the National Road, a highway linking Cumberland, Maryland with Wheeling, Virginia on the Ohio River. The road, completely funded by the government through a percentage of the sale of public lands in Ohio, was largely constructed between 1811 and 1818. The Act of Congress authorizing the construction of the road provided broad guidelines but left much of the details regarding route and construction up to the engineers in charge.

> In case the trees are standing, shall be cleared the whole width of four rods [66-feet]; and the road shall be raised in the middle of the carriageway with stone, earth, or gravel and sand, or a combination of some or all of them, leaving or making, as the case may be, a ditch or water course on each side and contiguous to said carriageway, and in no instance shall there be an elevation in said road, when finished, greater than an angle of five degrees with the horizon. But the manner of making said road, in every other particular, is left to the direction of the President.[66]

Subsequent correspondence from the Army Corps of Engineers in the mid-1830s confirmed that the road was constructed using a method similar to one advocated by Tresauget.

> The mode of construction it was that of digging a trench, or of sinking the bed of the road below the natural surface of the ground; that this trench was filled with large stones, and that these were covered with stones a size smaller, and so on. …The great objections to this construction are, that the bed being lower than the surface of the ground on each side, the ditches can hardly ever by sunk sufficiently deep to intercept the passage of water from the ground adjacent to the road to the ditch or trench in which the road is made. This water, by keeping the bed constantly wet, would cause the heavy stones of the first layer to sink into the ground, and thus break up the surface of the road, and allow the free passage of water through the covering itself. In the winter, the frost acting upon the bed, rendered wet by the free passage of water to it in every direction, would heave the

[65] Anonymous, Modern Improved System of Road Making, 97, 101. *Virginia Literary Museum and Journal of Belles Lettres, Arts & c.* Vol. 1, No. 7 (July 29, 1829), 97-102.
[66] *Acts of Congress*, 1806; Thomas B. Searight, *The Old Pike: A History of the National Road with Incidents, Accidents and Anecdotes Thereon*, p26. (Uniontown, Pennsylvania: Self Published, 1894).

> stones to such a degree that the road in a little time would be perfectly impassable.[67]

Repair and upkeep of the road between 1818 and the mid-1830s fell to the U.S. Government, and specifically the Corps of Engineers. An 1827 report on the condition of the Cumberland Road noted that "the road from Cumberland through the Alleghany Mountains to the Ohio River, has nearly gone to destruction for want of that provident care and constant attention to which it is required, and its great utility claimed."

In 1820 an Act of Congress extended the road from Wheeling, Virginia westward to the Mississippi River. Five years later in March of 1825 funds were appropriated for construction of the first section between Canton and Zanesville, Ohio. After surveying the route of the new extension, it was decided to construct the road according to the plan of McAdam. Contracts were advertised and road construction began in 1825. In his report to the President of the United States, Secretary of War James Barbour noted that "in directing the manner of its being made, the McAdam plan was adopted – recommended by its cheapness and superior quality. The superiority of this mode over that formerly pursued in the construction of turnpike roads, is ascertained, most satisfactorily, by twenty years experience in Great Britain, the evidence of which is found in the approbation of the Executive and Legislative branches of that Government – both having liberally rewarded the inventor – and, also, from a small experiment made in this country [Boonsborough Turnpike Road]. The result, as far as we have proceeded in the execution of this measure, has exceeded our most sanguine expectations."[68]

Construction of the new macadamized road west of Caton continued well into the late 1820s. Engineer reports from the field document that McAdam's principles were adhered to strictly.[69]

> Upon the first, second and third divisions, with a cover of metal of six inches in thickness, composed of stone reduced to particles of not more than four ounces in weight, the travel was admitted in the month of June last [1827]. …This portion of the road has been …covered with the third stratum of metal of three inches in thickness, and similarly reduced. On parts of this distance, say about five miles made up of detached pieces, the travel was admitted at the commencement of the last winter, and has continued on to this time. In those places where the cover has been under the travel a sufficient time to render it compact and solid, it is very firm, elastic and smooth. The effect has been to dissipate the prejudices which existed very generally, in the minds of the citizens, against the MacAdam

[67] Charles Gratiot, Brigadier General, Corps of Engineers, to Lt. J. K. F. Mansfield, Corps of Engineers, August 9, 1832. In Searight, *The Old Pike*, p61-62.
[68] 'Documents Accompanying the President's Message – From the Secretary of War to the President of the United States. Department of War, December 1, 1825. *National Intelligencer*, December 15, 1825.
[69] Alfred E. Lee, *History of the City of Columbus, Capital of Ohio*, Volume I, p324. (New York: Munsell & Co., 1892).

> system, and to establish full confidence over the former plan of constructing roads.[70]

By the 1830s the National Road east of the Ohio River was in such poor condition that widespread repairs had to be initiated immediately. Again the U.S. Corps of Engineers oversaw the repair of large sections and based on the success of macadamization on the National Road extension into Ohio, adopted McAdam's plan for repairing improperly built roads.

> Respecting the mode of repairs. In order to insure efficient and permanent repairs, they are to be made on that which is called the Macadam system; that is to say, the pavement of the old road must be entirely broken up, and the stones removed from the road; the bed of which must then be raked smooth, and made nearly flat, having a rise of not more than three inches from the side to the center, in a road thirty feet wide; the ditches on each side of the road, and the drains leading from them, are to be so constructed that the water cannot stand at a higher level than that which is eighteen inches below the lowest part of the surface of the road; and, in all cases, when it is practicable, the drains should be adjusted in such a manner as to lead the water entirely from the side ditches. The culverts are to be cleared out, and so adjusted as to allow the free passage of all water that may tend to cross the road. Having thus formed the bed of the road, cleaned out the ditches and culverts, and adjusted the side drains, the stone, reduced to a size not exceeding four ounces in weight, must be spread on with shovels and raked smooth. The old material should be used only when it is of sufficient hardness, and no clay or sand must be mixed with the stone. In replacing the covering of stone, it will be found best to lay it on in strat of about three inches thick, admitting the travel for a short interval on each layer, and interposing such obstructions from time to time as will insure an equal travel over every portion of the road; taking care to keep persons in constant attendance to rake the surface when it becomes uneven by the action of the wheels of carriages. …It is unnecessary, in any part, to put on a covering of more than nine inches. None but limestone, flint or granite, should be used for the covering, if practicable; and no covering should be placed upon the bed of the road till it has become well compacted and thoroughly dried. [71]

Despite objections by engineers in the field, and requests for allowances to deviate from McAdam's plan given the scope and extent of repair required (e.g. 'every rod of it will require great repair.'), the Corps of Engineers held firm. "It is the intention of the department that the defects of the first construction of the road shall be remedied in its repair, and as it is believed that the adoption, as nearly as practicable, of the Macadam

[70] Lee, *History of the City of Columbus,* p324.
[71] Charles Gratiot, Brigadier General, Corps of Engineers to Lt. J. K. F. Mansfield, Corps of Engineers, July 23, 1832. In Seabright, *The Old Pike,* p57-60.

system, in all its important feature, presents the only means of effecting this remedy, …it is recommended that they be departed from as little as possible."[72]

The Lynchburg and Salem Turnpike (1826 – 1827)

Incorporated in 1818, the Lynchburg and Salem Turnpike Company is a particularly telling example of the use of varying systems of road construction and their performance over time. Although difficulties arose in raising the required amounts of stock as stipulated by law, construction on the turnpike road was initiated and two sections of five miles each had been completed by 1823. In their report to the Board of Public Works, the president of the turnpike company briefly described a road that did not resemble the plans of Telford or McAdam, but rather a locally unique solution. "The road is laid out the width required by law, and the centre division of it is paved to the depth of 15 inches, and covered with 3 inches of sand or dirt. No part of it is to exceed an angle of 4 degrees, and where bridges are necessary they are built of stone."[73]

By the mid-1820s sufficient problems had arisen in the durability and performance of the road that the directors of the turnpike company eventually adopted McAdam's plan. In his report to the Board of Public Works for 1826 William Radford, president of the turnpike company noted both the defects of the former system of road construction, and the benefits of the new system of road construction.

> Four sections of the road now completed are at present in good condition. …The fifth section of the road reaching to the town of Liberty in Bedford County, is in considerable progress, and will probably be completed during the next year. In all the contracts heretofore made by the Company for the construction of the road, it has been required that a bed of large rock or stone should be laid at the bottom, upon which should be laid a bed of pounded rock, or gravel of about 5 inches. The road has been generally made convex on the upper surface for the purpose of carrying off the water on the sides of the road. Experience has proved that both these plans are injudicious. The large stones are continually working from the bottom, in consequence of which the pavement on the middle is prevented from acquiring the form of a solid mass, while the convex form of the road by throwing off the water on the sides causes a constant loss of earth from the summer roads. To remedy these evils a change has been made with the contractor on a part of the 5th section by which the plan of McAdam is in some measure adopted, requiring that the whole pavement should be of rock or stone pounded fine and 7 inches deep, instead of 5

[72] Lt. J. K. F. Mansfield to Charles Gratiot, Chief Engineer, Corps of Engineers, August 1, 1832. In Seabright, *The Old Pike*, p60; Charles Gratiot, Chief Engineer, Corps of Engineers, to Lt. J. K. F. Mansfield, Corps of Engineers, August 9, 1832. In Seabright, *The Old Pike*, p61-62.

[73] William Davis, President, to the President and Directors of the Board of Public Works [n.d.]. *Lynchburg and Salem Turnpike Company, No. #316*. Board of Public Works, Library of Virginia, Richmond, Virginia; William Radford, President, to the President and Directors of the Board of Public Works, December 1, 1823. *Lynchburg and Salem Turnpike Company, No. #316*. Board of Public Works, Library of Virginia, Richmond, Virginia.

> inches of large rock at bottom, and 5 inches of pounded stone or gravel at top. The road is now made as level as possible on the top with wash in such places as will carry off the water and prevent any damage to the road from washing. As the proper manner of constructing roads has become better understood, the cost of the road has greatly diminished. The first contract of 10 miles was made at the rate of $4,500 / mile while the last contract has been made at the rate of $2,600 / mile.[74]

By late 1827 the fifth section of road, connecting to the town of Liberty and containing the improved macadamized road, was completed.[75] At the end of the decade the road was described as

> 60 feet wide for a distance of – miles from Lynchburg, and 40 feet wide the remainder of the way, 18 feet of which in the center is a paved road, with a capping of stone varying in depth from 8 – 10 inches. Under the first contract the lower part of the bedding or capping was made of large stones or rocks, on the top of which was placed a second layer of beaten rock or gravel. In the later contracts the Company have required all the stone to be beaten of specified dimensions. – Summer roads are constructed on each side of the pavement in the manner directed by law.[76]

Thoroughfare Gap Turnpike Company (ca. 1835-1840)

In January of 1829 the General Assembly amended the charter of the Thoroughfare Gap Turnpike Company (Prince William and Fauquier counties) authorizing it to "construct the said road of the width of sixteen and a half feet, to be paved and completed upon the M'Adam's plan, with a path on each side thereof, of such width as they may think necessary for public convenience, with a summer road on each side of the said path, of eleven feet in width." A month later, the General Assembly approved a lottery to assist in raising money for opening and "paving the road from the Fauquier and Alexandria Turnpike road near Hay Market, to the ford of Goose Creek in the county of Fauquier." A lottery was apparently never initiated and over the next four years the General Assembly approved subsequent acts in 1831 reducing the required subscription of stock to $45,000 and limiting the route of the road to Salem in Fauquier County, and later in 1833 reducing the required subscription of stock to $31,000 and limiting the route of the paved road to the Plains in Fauquier County.[77]

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[74] William Radford, President, Lynchburg and Salem Turnpike Company, to President and Directors of the Board of Public Works, December 4, 1826. *Lynchburg and Salem Turnpike Company, No. #316*. Board of Public Works, Library of Virginia, Richmond, Virginia.

[75] William Radford, President, Lynchburg and Salem Turnpike Company, to Mr. James Brown, Secretary of the Board of Public Works, December 21, 1827. *Lynchburg and Salem Turnpike Company, No. #316*. Board of Public Works, Library of Virginia, Richmond, Virginia

[76] Ammon Hancock, President, Lynchburg and Salem Turnpike Company, to Mr. James Brown, Secretary of the Board of Public Works, December 24, 1829. *Lynchburg and Salem Turnpike Company, No. #316*. Board of Public Works, Library of Virginia, Richmond, Virginia.

[77] *Acts of the General Assembly of Virginia*, 1829, 1831, and 1833. No act establishing the Thoroughfare Gap Turnpike Company could be found in the Session Records of the General Assembly.

By the mid-1830s construction was initiated on a paved road according to McAdam's plan. As the Directors of the Thoroughfare Gap noted in a petition to the General Assembly in 1840 "that after procuring all the subscriptions of stock that could be obtained they proceeded with the work and made a McAdamized road of between six and seven miles." The road to Plains was never completed and the company petitioned the General Assembly to allow them to proceed with the lottery original approved but never initiated. [78]

The Valley Turnpike Company (1839 - 1840)

Originally incorporated by an Act of the General Assembly in March of 1834 for the purposes of building a road between Winchester and Harrisonburg, the Valley Turnpike Company soon merged with another company to extend their route a total of 93 miles between Winchester and Staunton, Virginia.

In an 1838 letter requesting an engineer to locate and superintend the construction of the road, the president of the Valley Turnpike Company noted that "it will be very gratifying to our people who highly estimate the skill and talents of Col. Crozet to secure as large a share of his personal attention to this work as may be convenient with his many other public duties."[79]

Specifications for the road detailed that it was to be a macadamized turnpike. The width of the road was to be 40 feet, of which 20 feet would be paved with stone, with a ditch on either side. The bed of the road was to be raised at least 18-inches above adjacent ground, and be properly graded. The macadam surfacing was to be no greater than 9 inches in thickness, and consist of two to three strata of hard stone applied at separate intervals, preferably limestone, no greater than 2-inches in diameter. The center of the road was to be only 3-inches above the edges as proscribed by McAdam. As the engineer for the road noted, "the superiority of the macadamized road depends upon the cover being watertight and the earth sustaining it always dry. This can only be the case where the stone is not suffered in the first stages to mix with the earth, but packs separate and distinctly from it.[80]

Work was let and construction started nearly immediately in early 1839. At the end of the year the engineer for the road, Joseph Reid Anderson,[81] reported that 76 of the 92 miles were under construction and that the work was employing approximately 1,000 men. In a modest assessment of progress, Anderson compared the Valley Pike to the macadamized

[78] *Legislative Petitions to the General Assembly*, January 16, 1840. Reel 165, Box 211, Folder 79. Library of Virginia, Richmond, Virginia.
[79] R. Taylor, President, Valley Turnpike, to President and Directors, Board of Public Works, June 13, 1838. *No. 412, Valley Turnpike*, Board of Public Works, Library of Virginia, Richmond, Virginia.
[80] Edward G. Roberts, *The Roads of Virginia, 1607-1840*, p225-228. Ph.D. Dissertation, University of Virginia, Charlottesville, Virginia, 1950.
[81] Immediately following his work on the Valley Pike, civil engineer Joseph Reid Anderson went on to manage and subsequently own the Tredegar Iron Works in Richmond, Virginia.

National Road, and its efficient cost of construction at an average cost of $3,625.59 per mile compared to other regional macadam roads.

> The dimensions as to the width and depth of metal are precisely the same as those adopted on the National Road. – the best improvement of the kind perhaps in this country, whilst in point of grade this work is superior to it and to any common road in this Commonwealth, the limit 3 ½ degrees having been in no case exceeded – it would have been desirable, it is true, to have increased the width of the graded portion which is 24 feet, but the width of land allowed by law to be condemned, did not permit a wider grade and at the same time leave room for the side ditches and bases of banks in excavating and embankments – where they are required – an additional width even of 10 feet would have afforded convenience in the process of repairs. And I doubt not the necessity of greater width will be admitted in future legislation on the subject of macadamized roads. …The macadamized roads of Kentucky for example up to 1838 cost from 5 – 7,000 per mile, …and the National Road has cost far more according to my recollection of the returns. …We have engaged in breaking stone a large number of laborers from Pennsylvania skilled in that operation.[82]

The South Western Turnpike (1847 – 1850s)

Incorporated as a private company by the General Assembly in 1835, the Southwestern Turnpike failed to raise sufficient private funding. With the full financial backing of the Commonwealth over a decade later in 1846, the Southwestern Turnpike was authorized to build a macadamized road from Salem, Virginia, "and be completed from that point westward, so far as the money hereby appropriated shall be sufficient for its completion."[83]

Specifications for the Southwestern Turnpike were similar to the Valley Pike. They called for a graded road bed 26 feet wide. A drainage ditch was to be dug on either side of the shoulders of the road with sufficient grade to carry off water. At low points or 'depressions' in the road, a cross-gutter approximately 15 inches deep, was to be laid out of broken stone to handle surface runoff. The macadamized stone surface was to be laid on a crowned, graded bed of earth that was well compacted. The paving was to be 22 feet wide with room for a 2-foot shoulder, or berm, on either side. The macadam was to be approximately 9-inches thick and composed of compact limestone "broken to a size that

[82] *Acts of the General Assembly of Virginia*, 1835, 1846; Joseph Reid Anderson, Engineer of the Road, to President and Directors, Board of Public Works, November 12, 1839. *No. 412, Valley Turnpike*, Board of Public Works, Library of Virginia, Richmond, Virginia.

[83] *South Western Turnpike Company Records, 1846-1853*. Correspondence, 1846. Mss #4826. Special Collections, University of Virginia Library, Charlottesville, Virginia; Howard H. Newlon, The Southwestern Turnpike, 71-73. In *Backsights: Essays in Virginia Transportation History, Vol. 1 (1972-1985)*, Ann B. Miller, ed. (Charlottesville: Virginia Center for Transportation Innovation and Research, 1985).

will pass through a 2-inch ring, or in other words, not to exceed 2 inches across in any direction."[84]

The first sections of the road were let in late 1847 and construction began soon thereafter. Bids for the construction of the first six miles of road including frame and stone bridges were wildly divergent, ranging from $1,800 to $3,500 per mile. As elsewhere in antebellum Virginia, construction of the Southwestern Turnpike was conducted largely by enslaved African Americans. In a letter discussing the availability of road labor, an unidentified correspondent associated with the Southwestern Turnpike Road noted that, "as slave labor is principally employed on the road and we could expect to have but little work done this year owing to the difficulty of obtaining hands at this season."[85]

Despite the detailed specifications for the road, the 1850 report of James H. Piper, engineer for the road, noted that on occasion contractors were required to make exceptions. "The work on this division [Buchanan Extension] has generally been well executed. On parts of one or two sections, it being exceedingly difficult to procure limestone of good quality, an inferior article, (from the extreme necessity of the case, as it is presumed), was suffered to be used. And in one or two instances, cinder from an iron factory was taken as a substitute, which, perhaps, was scarcely less objectionable than the defective limestone." Speaking for his profession, Piper also noted that there was some controversy over the specifics of macadamization. "As to the proper size to which the metal should be reduced for macadamizing, there is, however, some diversity of opinion among engineers. The result of my own observation is, that when the metal is broken too large – exceeding two inches in diameter – it scarcely ever becomes consolidated, but will continue for years a loose, incoherent mass; and, tossed about by every impulse it receives, it first becomes round and smooth as marbles, and at length being ground to dust by the wheels of vehicles, it is either blown away by the wind or washed off by the rains; and during the whole period of this process, nothing can be imagined more intolerably uncomfortable to either man or horse."[86]

Maintenance and repair of turnpike road was conducted in labor gangs composed of "36 men and boys, 7 horses, 6 carts and one two-horse wagon, divided into four distinct parties, under the constant supervision of competent overseers, to each of whom is assigned a certain extent of road to be kept up."[87]

[84] *Specifications for the Southwestern Turnpike Road*, n.d. Broadside 1850 .S743. Special Collections, University of Virginia Library, Charlottesville, Virginia.
[85] *South Western Turnpike Company Records, 1846-1853*. Correspondence, 1847. Mss #4826. Special Collections, University of Virginia Library, Charlottesville, Virginia.
[86] Report of the Southwestern Turnpike, p42-47. *Annual Report of the Board of Public Works of Virginia*, 1850.
[87] Report of the Southwestern Turnpike, p42-47. *Annual Report of the Board of Public Works of Virginia*, 1850.

6 HISTORY AND DEVELOPMENT OF THE FAUQUIER AND ALEXANDRIA TURNPIKE

Some of the first late seventeenth century land patents in the Broad Run area note that an old Indian path crossed Broad Run in the vicinity of what was to become Buckland. Referred to as the 'Susquehanna Plain Path,' this Native American route linked what would become New York with North Carolina, connecting numerous cultures in an extensive exchange network. A series of late seventeenth and early eighteenth century treaties between the Iroquois Nations and the British colonies reveal that the Plain Path was in regular use by the Iroquois and their enemies and allies for trade, seasonal movement, community gatherings, and war. The path was subsequently adopted as a colonial corridor and referred to by colonists as the Carolina Road.[88]

Eighteenth Century Roads in the Vicinity of Buckland

In October of 1774 Samuel Love Sr. acquired the 1,250 acre Broad Run tract from William Taliaffero. At the time of his purchase, the tract contained a grist mill and dam.[89] Shortly after his acquisition Love began to actively enhance the future success of his small processing center. In the late 1770s he petitioned the Fauquier County Court[90] to open a road through private lands that had recently been closed, with the goal of connecting his mill seat with the Carolina Road. "A respectable number of his customers have ever since the said mill was erected made use of a private road leading from the Carolina Road through the land of Messrs. Warren and Nash – that the said road is now stopped up by the adjoining proprietors much to the damage of our petitioner and inconvenience of a considerable number of inhabitants of the neighborhood." Commissioners were appointed to view the road and recommended "that in our opinion a road on or near the place where above mentioned old road went will be very necessary and convenient to the neighborhood in general and in particular to those who frequent the said mill." The road was ordered to be opened and the titheables of Samuel Love were appointed to open and keep clear the new public road.[91] Love also petitioned the Fauquier County Court a second time during the same period to open a new road leading from 'Robinson's new road,' to his mill seat on Broad Run. The road was subsequently ordered to be opened with Samuel Love and his titheables appointed to open and keep it clear.[92]

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[88] Stephen Fonzo, Buckland, Virginia Long-Term Vision, p11. Prepared for Buckland Preservation Society, 2010. Ms. in possession of Buckland Preservation Society; Chief Jim Eagle, Phone Interview, July 24, 2009. Interviewed by Jerry Reynolds and David Blake. Ms. on file with Buckland Preservation Society.

[89] Fauquier County Deed Book (FCDB) 1:46. Fauquier County Courthouse, Warrenton, Virginia.

[90] It is likely that there was some debate about the location of the boundary between Fauquier and Prince William counties surveyed in 1759. Samuel Love's location on Broad Run so close to the Fauquier County boundary may explain his petition to neighboring Fauquier County.

[91] Petition of Samuel Love, [1775]. Fauquier County Road and Bridge File No. 1775-003. Fauquier County Courthouse, Warrenton, Virginia; Report of Commissioners, February 1779. Fauquier County Road and Bridge File No. 1775-003. Fauquier County Courthouse, Warrenton, Virginia; Prince William County Court Order Book (PWCCOB) 1779:36. Prince William County Courthouse, Manassas, Virginia.

[92] Fauquier County Minute Book (FCMB), 1779, November 22, 1779. Fauquier County Courthouse, Warrenton, Virginia

Two early regional roads north and east of Buckland were major thoroughfares in the late eighteenth century. The Carolina Road,[93] formerly an Indian trail, lead south from Loudoun County and generally followed the course of contemporary State Route 15. The Mountain Road, generally followed State Route 55 (John Marshall Highway) and connected Thoroughfare Gap in the Bull Run Mountains with points east. By the turn of the nineteenth century, Buckland was also connected to the new town Hay Market (formerly known as Red House). Prince William County Court Order Books note that by 1801 residents of the town of Buckland and their male titheables were appointed to clear the road from Red House to Buckland, and from Buckland to the Fauquier County line (Figures #14 and #15).[94]

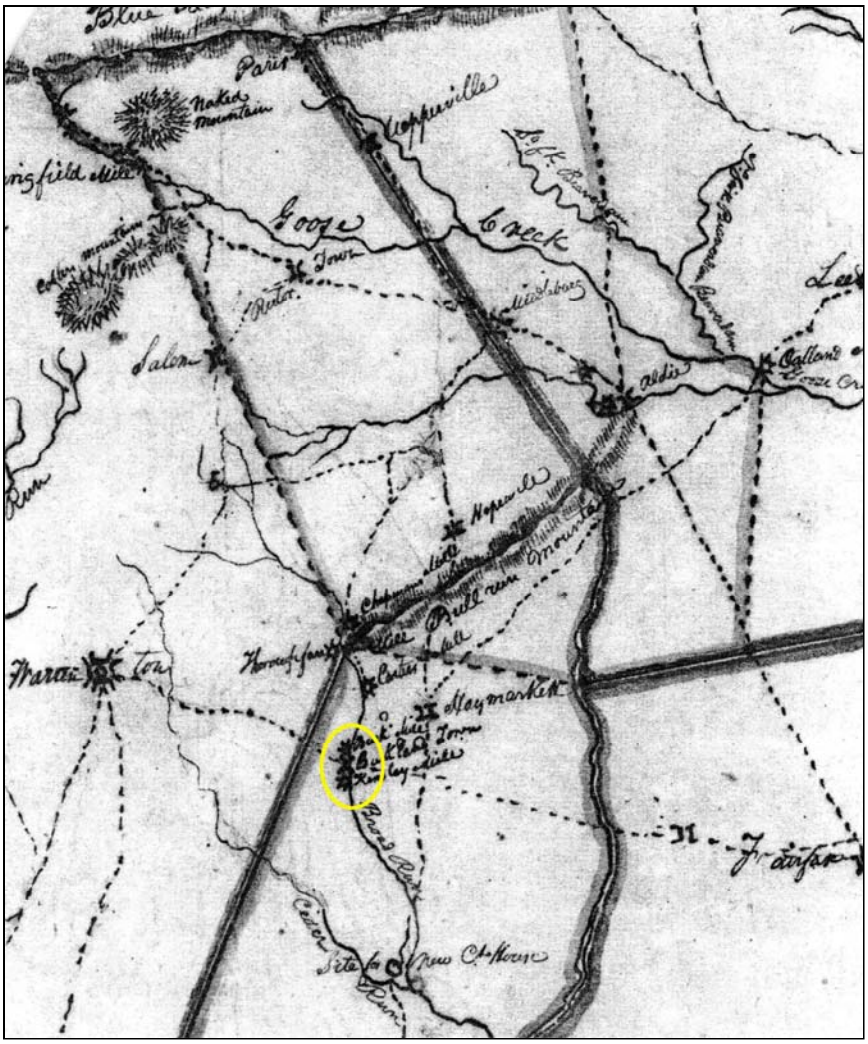

Figure #14: Detail, [Map of Northern Virginia] attached to a petition to form a new county, showing town of Buckland (circled in yellow) in between Warrenton and Fairfax with surrounding network of roads. Note the dashed road between Buckland and Warrenton, a corridor that preceded the construction of the 'new' Fauquier and Alexandria Turnpike. George Love, 1820.

[93] Also called 'Rogue's Road' due to the prevalence of highway robberies. A portion of this road was shifted to pass through Buckland in the last years of the eighteenth century.
[94] PWCCOB 1:337, September 8, 1801. Prince William County Courthouse, Manassas, Virginia.

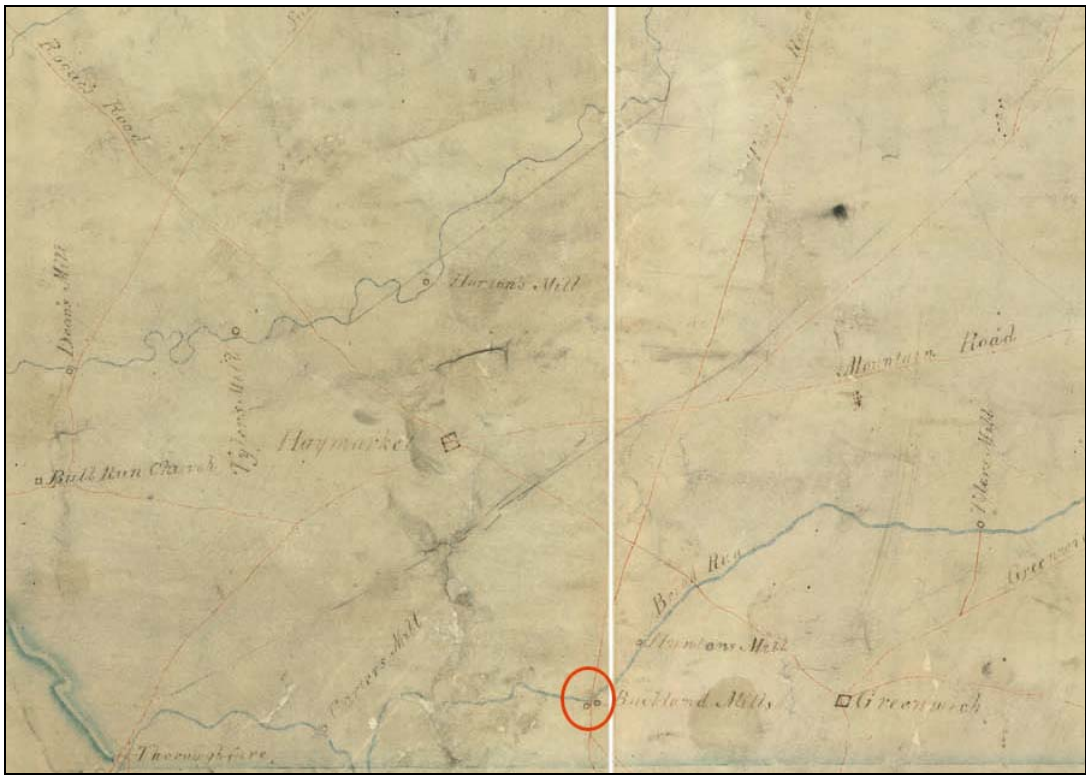

Figure #15: Detail, *Map of Prince William County*, showing Buckland (circled in red) and surrounding network of roads. North is to the left. John Wood, 1820.

Establishment of Buckland

By the last decade of the eighteenth century Buckland was a small but thriving commercial complex centered around the grain manufacturing center of Buckland Mills. Samuel Love, and later John Love, had attracted a handful of merchants and craftsmen to the small but growing community. John Love leased the land and eventually sold small lots to these merchants prior to the 1798 establishment of the town of Buckland.[95]

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, 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.[96]

[95] 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 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,

[96] 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,[97] 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.[98] 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.[99]

Buckland was laid out on an axial plan.[100] 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 north-south and east-west. 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[101] 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 (see below). 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.

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[97] Between Baldwin Ridge and Pond Mountains near the community of New Baltimore, Virginia.

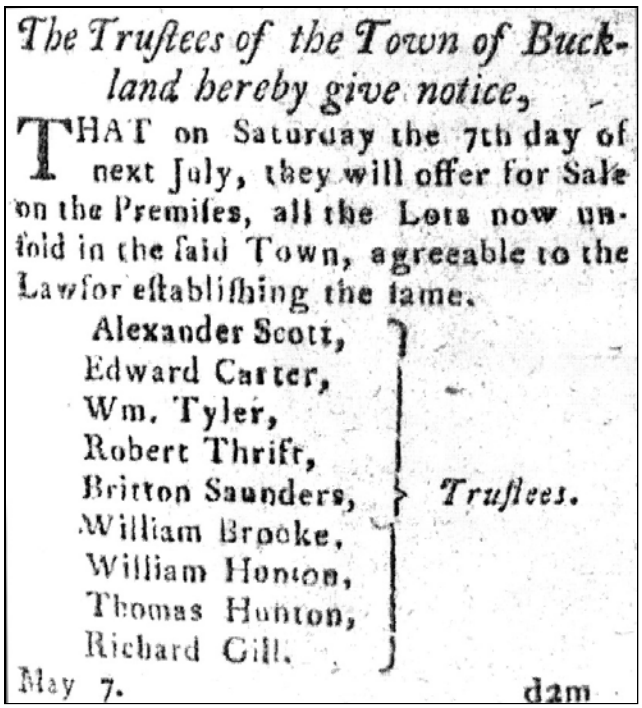
[98] Dumries was a harbor at the head of Quantico Creek in Prince William County. Alexandria had access to the Chesapeake Bay. Both were prominent late eighteenth century harbors to which much produce and goods were shipped.

[99] [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.

[100] 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).

[101] 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.

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 (Figure #16). 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.[102]



The Truſtees of the Town of Buckland hereby give notice,

THAT on Saturday the 7th day of next July, they will offer for Sale on the Premiſes, all the Lots now unſold in the ſaid Town, agreeable to the Law for eſtabliſhing the ſame.

Alexander Scott,
Edward Carter,
Wm. Tyler,
Robert Thrift,
Britton Saunders, } Truſtees.
William Brooke,
William Hunton,
Thomas Hunton,
Richard Gill.

May 7. dam

Figure #16: Advertisement for the sale of town lots in Buckland. *Alexandria Advertiser,* June 1, 1798, p1.

Early Bridges over Broad Run

Although no direct evidence supporting the presence of a late-eighteenth century bridge at Buckland has been identified, early metes and bounds of Buckland town lots sold around the turn of the nineteenth century provide indirect evidence of a bridge crossing Broad Run. In particular, numerous references to 'Bridge Street' abound in late eighteenth and early nineteenth century deeds of sale. Bridge Street crossed Broad Run between lots 28 and 29 on its west side, and lots 38 and 39 on its east side (Figure #17). No information has been located to suggest when this bridge was constructed or when it fell into disrepair and was discontinued.

Sometime prior to October 1, 1804,[103] the Prince William County Court ordered the erection of two new bridges, one over Cedar Run and a second over Broad Run, to be built "at such places as they may think proper." The bridges, funded through public levies, were to be constructed "of wood, with sufficient stone abutments." The bridges were apparently not built that year because in October of 1805 they were again ordered to be built. At that time James Ewell, one of the commissioners appointed by the court to let the construction projects, reported that "there was no probability of making an agreement for building the bridge last mentioned [Broad Run] in any short time." The County Court was unwilling to add another levy to cover the cost of the Broad Run bridge because of

[102] PWCDB 4:431, July 7, 1798.
[103] PWCCOB 1:22, October 1, 1804. The order notes an appointment of commissioners in August of 1804.

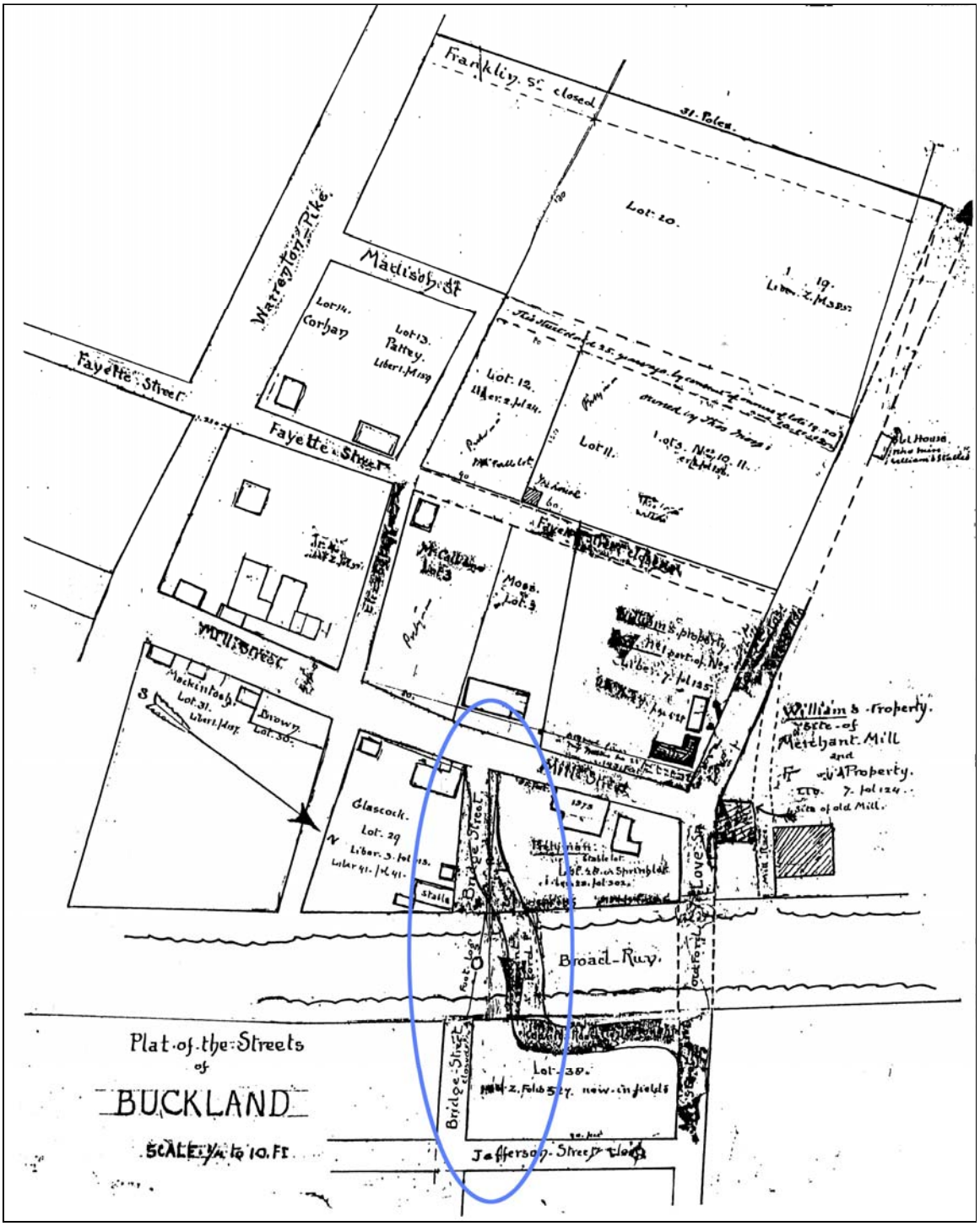


Figure #17: Plat of the Streets of Buckland, showing the location of Bridge Street and a ford crossing Broad Run (circled in blue). Buckland Preservation Society, Buckland, Virginia, n.d. [ca. 1900].

"the distress occasioned by a failure in crops the present year," and therefore ordered a new levy to be instituted the following year [1806] after which the Broad Run bridge would be constructed.[104] Based on this information, the new bridge over Broad Run was constructed sometime between 1806 - 1807 at the latest.

While not explicitly stated in historic documents, the location of the ca. 1806-1807 Prince William County bridge over Broad Run necessarily has to be the location of the extant stone bridge abutments (VDHR 076-5121 and 44PW1659-0050). The reasoning behind this assumption is supported by the fact that the 'old' turnpike road, that portion lying between Buckland and the Little River Turnpike and constructed between 1812 and 1818, eventually crossed Broad Run in this location. No other documents suggest the construction of any new bridge over Broad Run between 1806-1807 and 1818.

Although the original 1798 town plan for Buckland created by John Love no longer exists, descriptions of lots in the record of purchases from this date onwards do not document an east-west oriented street in the location of what would become the Fauquier and Alexandria Turnpike Road west of Broad Run. Despite this, the construction of the ca. 1806-1807 Prince William County bridge over Broad Run in a new location south of the old bridge also necessitated some formal vehicular access to the main north-south corridor of Mill Street. From 1806 - 1807 onwards, visitors to Buckland likely crossing Broad Run over the new bridge from east to west would have to take either an alley (Water Street) northward paralleling the western boundary of Broad Run to Elizabeth Street and then westward to Mill street, or travel upslope and due west from the new Broad Run bridge on what would have been a newly constructed east-west oriented road (William street?) located between lots 32 - 33 and 35 – 36 to its intersection with Mill Street.

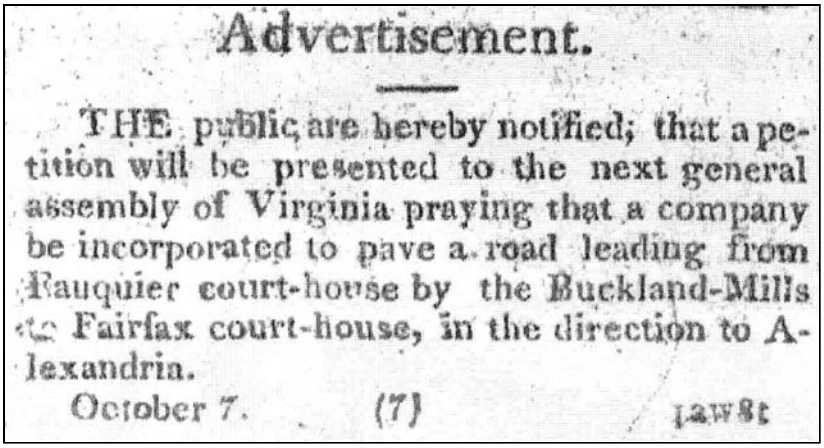
Formation of the Turnpike Company

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" (Figure #18). 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

[104] PWCCOB 1:22; 1:264.

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.[105]



Advertisement.

THE public are hereby notified; that a petition will be presented to the next general assembly of Virginia praying 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 to Alexandria.

October 7. (7) law8t

Figure #18: Notification of petition to the General Assembly to establish a road between Fauquier Courthouse and Fairfax Courthouse, *Alexandria Daily Advertiser*, October 12, 1807, p3.

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."[106]

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 criteria 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 1811 the President and Directors gave notice that they would meet on March 22nd, in Centreville to "receive proposals and contract for the making of five miles of pavement, to commence at the Little River Turnpike Road at a point at that time to be agreed upon." These goals were likely not met for in October of 1811 a similar notice was advertised to "decide definitively, on the rout, and to engage for the opening and pavement of several miles of the road, beginning on the present [Little River Turnpike]

[105] *Alexandria Advertiser*, October 12, 1807, p3; *Acts of the General Assembly of Virginia*, 1808.
[106] 'Notice Is Hereby Given,' *Alexandria Gazette*, May 24, 1809, p1; 'Notice,' *Alexandria Gazette*, December 28, 1809, p3; 'Notice,' *Alexandria Gazette*, March 7, 1810, p4.

turnpike road, somewhere near Fairfax Courthouse." Again 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.[107]

Realizing the significant amount of funds they would have to raise, the President and Directors of the Fauquier and Alexandria Turnpike Company sought investors throughout northern Virginia. In a letter to James Madison soliciting his support, John Love recognized this urgency. "We need however much aid to carry this measure of utility into effect, and agreeably to an order of the Board of Directors, making it incumbent on me to address letters of solicitation to such gentlemen as may be most likely to encourage the work, I now take the liberty to ask for your aid and the patronage of your name, as a stockholder. … We have fixed the periods in equal payments of nine, eighteen and twenty-seven months. Should you find it consistent with your pecuniary arrangements we shall hope for your aid, and that you will be pleased to address a letter to me at Buckland directing to what amount of shares you will become a stockholder which shall accordingly be entered on the books still remaining open for subscription."[108]

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.[109]

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[107] 'Alexandria and Fauquier Turnpike Road,' *Alexandria Gazette*, January 8, 1811, p4; 'Alexandria and Fauquier Turnpike Road,' *Alexandria Gazette*, March 16, 1811, p2; 'Notice,' *Alexandria Gazett*e, 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.

[108] John Love to James Madison, February 6, 1813. *Papers of James Madison Digital Edition*. J. C. A. Stagg, ed. (Charlottesville: University Press of Virginia, 2010). Electronic resource: http://rotunda.upress.virginia.edu/founders/JSMN-03-05-02-0552. Accessed May 21, 2012.

[109] *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.[110]

An agreement between George Britton and the Directors of the Fauquier and Alexandria Turnpike Company dated December 30, 1812 noted that Britton was to construction 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.[111]

[110] 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.

[111] 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.

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.[112]

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.[113]

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,[114] 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.[115]

Records from the George Britton account book also note that payments were made to a Henson Goram in September of 1813 as well as Adam Mitchell in August of 1814 for

[112] 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.
[113] 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.
[114] 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.
[115] 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).

repairs to an unnamed bridge. It is not clear if this was the ca. 1806-1807 bridge over Broad Run at Buckland or another unidentified bridge along the turnpike route.[116]

While there is no formal record of when road construction was finally completed, the first mention of the turnpike in other documents occurs at the end of the second decade of the nineteenth century. A June of 1818 notice advertising the sale of the Buckland Mills, promotes its proximity to Alexandria "from whence there is a good turnpike road." Again in January of 1819 a deed transferring three parcels composing the Buckland Mills notes the turnpike road and the location where it crossed Broad Run via a bridge. These records indicate that the 'old' portion of the turnpike may have been completed by 1818 at the latest.[117]

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.[118]

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."[119]

Table #3: Monthly Income Per Toll Gate, 1844 – 1845 [120]

Gate No. / Date	*Gross Receipts $*	*Wages $*	*Net Income $*
1 – April 1844	46.72	8.00	38.72
3 – January 1844	85.84	8.00	77.84
3 – March 1844	35.56	8.00	17.56
3 – May 1844	39.43	8.00	31.43
4 – January 1844	45.39	8.00	37.39
4 – March 1844	18.09	8.00	10.09
4 – April 1844	18.72	8.00	10.72
4 – February 1845	32.87	8.00	24.89
5 – January 1844	33.17	8.00	25.17
5 – May 1844	15.91	8.00	7.91
6 – February 1844	29.16	8.00	21.16

[116] George Britton Account Book, 1813-1818, pp20-21, 32-33. Mss5:3 B7787:1. Richmond: Virginia Historical Society.
[117] *Alexandria Gazette*, June 5, 1818, p4; PWCDB 7:124.
[118] *Acts of the General Assembly of Virginia*, 1808.
[119] 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.
[120] Charles H. Hunton, *Papers, 1815-1896*. 2nd 84:J Box 1. Rubenstein Library, Duke University. Durham, North Carolina.

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. Table 3 documents that 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.[121]

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.[122]

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.[123]

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

[121] 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.

[122] 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.

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

Buckland. That which is yet to make is from Buckland to Warrenton, a distance of about 8 miles."[124]

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."[125] 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 horse back 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.[126]

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

[124] 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.
[125] PWCDB 8:19, March 13, 1821.
[126] 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

Britton, attempted to force the Fauquier and Alexandria Turnpike Company to pay what she believed was owed to them.[127]

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."[128]

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."[129] 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.[130]

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 $30,000 and

[127] 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.
[128] 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.
[129] 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.
[130] 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.

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."[131]

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."[132]

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."[133]

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.[134]

> 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

[131] *Act of the General Assembly of Virginia*, 1823.
[132] 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.
[133] 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.
[134] *Annual Report of the Board of Public Works*, 1824. Report of the Principal Engineer, Fauquier and Alexandria Turnpike Road, 21-22.

> 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.[135]

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."[136] 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.[137]

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][138]

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

[135] *Annual Report of the Board of Public Works*, 1824. Report of the Principal Engineer, Fauquier and Alexandria Turnpike Road, 21-22.
[136] *Annual Report of the Board of Public Works*, 1824. Report of the Principal Engineer, Fauquier and Alexandria Turnpike Road, 21-22.
[137] 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.
[138] Report of the Fauquier and Alexandria Turnpike Company, October 31, 1824. *Annual Report of the Board of Public Works*, 43-45. 1824

"from Warrenton to Buckland …acknowledge[d] to be the best road in Virginia," was completed in 1827.[139]

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.[140]

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.[141]

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

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[139] 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.

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

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

macadamized road leading from Warrenton to Buckland in Virginia, …is made entirely of amorphous quartz," which provided a nearly dust-free travel experience.[142]

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."[143]

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.[144]

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

[142] *National Intelligencer*, April 16, 1833.
[143] PWCDB 10:296, June 8, 1825; 10:414, August 28, 1826.
[144] 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.

President and Directors of Fauquier and Alexandria Turnpike Company and not the 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.[145]

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'Adams' 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."[146]

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

[145] 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.

[146] 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.

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. [147]

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."[148]

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."[149]

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

[148] 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.

[149] Anne Royall, *Mrs. Royall's Southern Tour or Second Series of the Black Book*, p55. (Washington, D.C., 1830).

Figure #19: Artist's rendering of first American macadamized road. Carl Rakeman, ca. 1920s.

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."[150] 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."[151]

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

[150] 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.

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

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."[152]

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."[153]

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."[154]

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."[155] Three years later in 1829 the bridge was destroyed again.

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[152] Report of the Fauquier and Alexandria Turnpike Company, p33-34. *Annual Report of the Board of Public Works*, 1829.
[153] *Acts of the General Assembly of Virginia*, 1829.
[154] 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.
[155] Report of the Principal Engineer, Fauquier and Alexandria Turnpike, p95-98. *Annual Report of the Board of Public Works*, 1826.

> 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.[156]

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."[157]

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

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

[157] 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.

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. [158]

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."[159]

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."[160] 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.[161]

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

[158] 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.
[159] Grand Jury Presentment, March 1, 1847. Prince William County Court. Clerk's Loose Papers, Volume 3. Prince William County Courthouse, Manassas, Virginia.
[160] 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.
[161] 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.

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.[162]

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.[163]

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 (Figure #20).

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 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.[164] 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

[162] 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).
[163] See Stephen Fonzo, *A Documentary and Landscape Analysis of the Buckland Mills Battlefield (VA042).* Submitted to the National Park Service, American Battlefield Protection Program. Prepared by the Buckland Preservation Society, Buckland, Virginia, 2008.
[164] *Acts of the General Assembly of Virginia, 1865-1866.*

Prince William persuaded the County Court that a new bridge was necessary and by June of 1869 both public and private funds were committed.

Figure #20: *Buckland from Mr. Hunton's House*, showing town of Buckland from Union artillery position on Cerro Gordo heights. Alfred R. Waud, 1863.

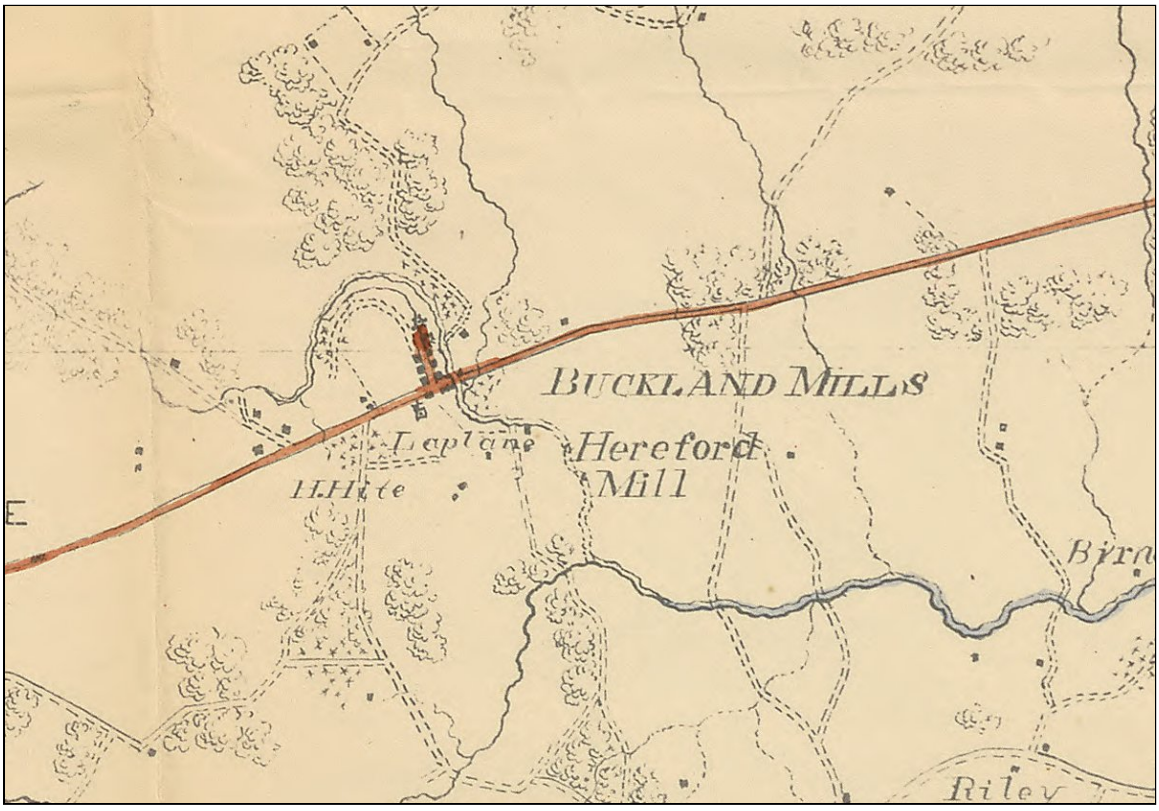

Figure #21: Detail, [*Central Virginia*], showing Broad Run, Warrenton Pike and Buckland and vicinity during Civil War. J. F. Gedney, 1864.

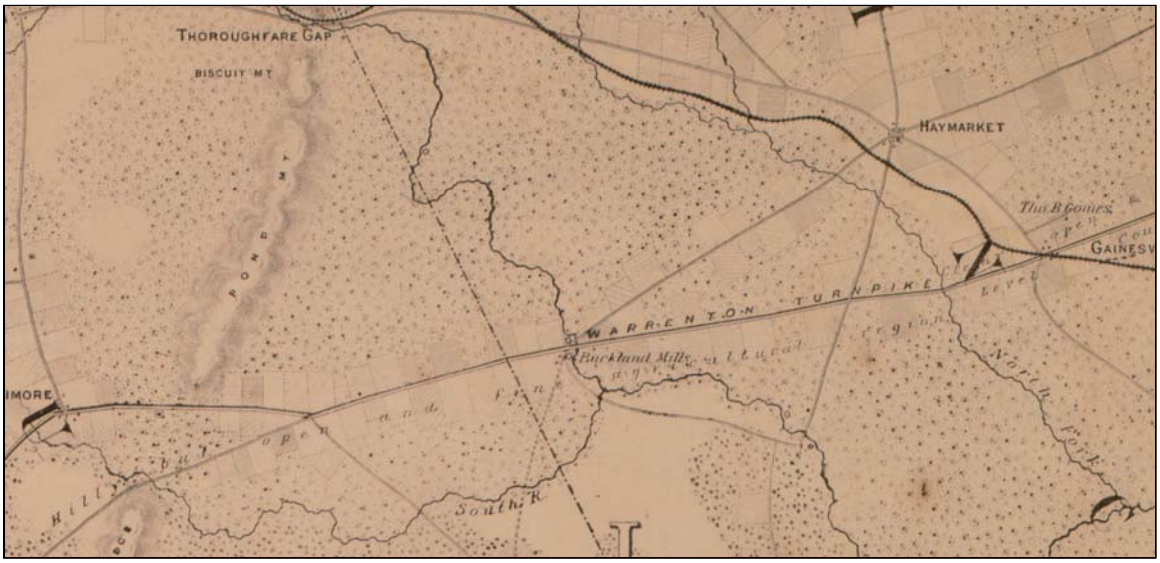

Figure #22: Detail, *Map of Eastern Virginia and Vicinity of Washington*, showing Broad Run, Warrenton Turnpike, and Buckland and vicinity during the Civil War. Bureau of Topographical Engineers, August 1, 1862.

Figure #23: Detail, *A Map of Fauquier County, Virginia,* showing Broad Run, Warrenton Pike and Buckland and vicinity during the Civil War. Jed. Hotchkiss, 1863.

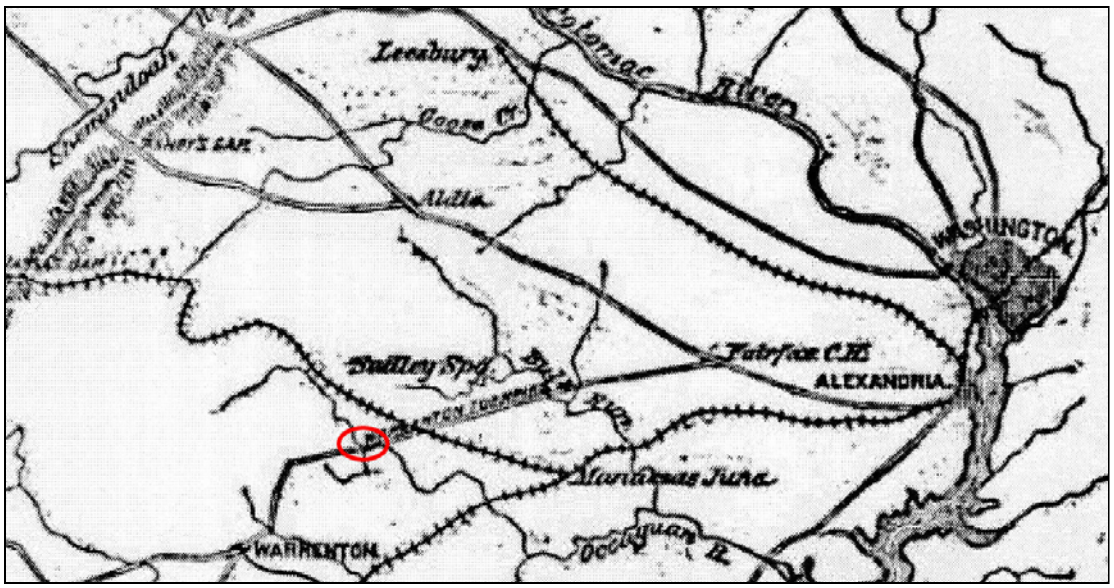

Figure #24: Detail, *The Country Around Bull Run*, showing location of Buckland (circled in red), Warrenton Turnpike, and surrounding network of roads. *National Tribune*, April 1, 1886, p1.

> 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.[165]

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

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

> the sheriff who is hereby ordered to deliver said copy to the commissioners appointed by said illegal order.[166]

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.[167]

> 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

[166] *Minute Book 1861-1869*, July 8, 1869, p29. Prince William County Courthouse, Manassas, Virginia.
[167] *Minute Book 1869-1872*, January 3, 1870, p117. Prince William County Courthouse, Manassas, Virginia.

> 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.
>
> 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.[168]

Following the acceptance of the commissioners 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.[169]

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

[168] Commissioners Report, April 1, 1870. *Loose Papers*, Prince William County Courthouse, Manassas, Virginia.
[169] *Minute Book, 1869-1872*, April 4, 1870. Prince William County Courthouse, Manassas, Virginia.

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.[170]

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."[171]

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.[172]

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."[173]

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

[170] *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.

[171] *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).

[172] 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.

[173] 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.

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

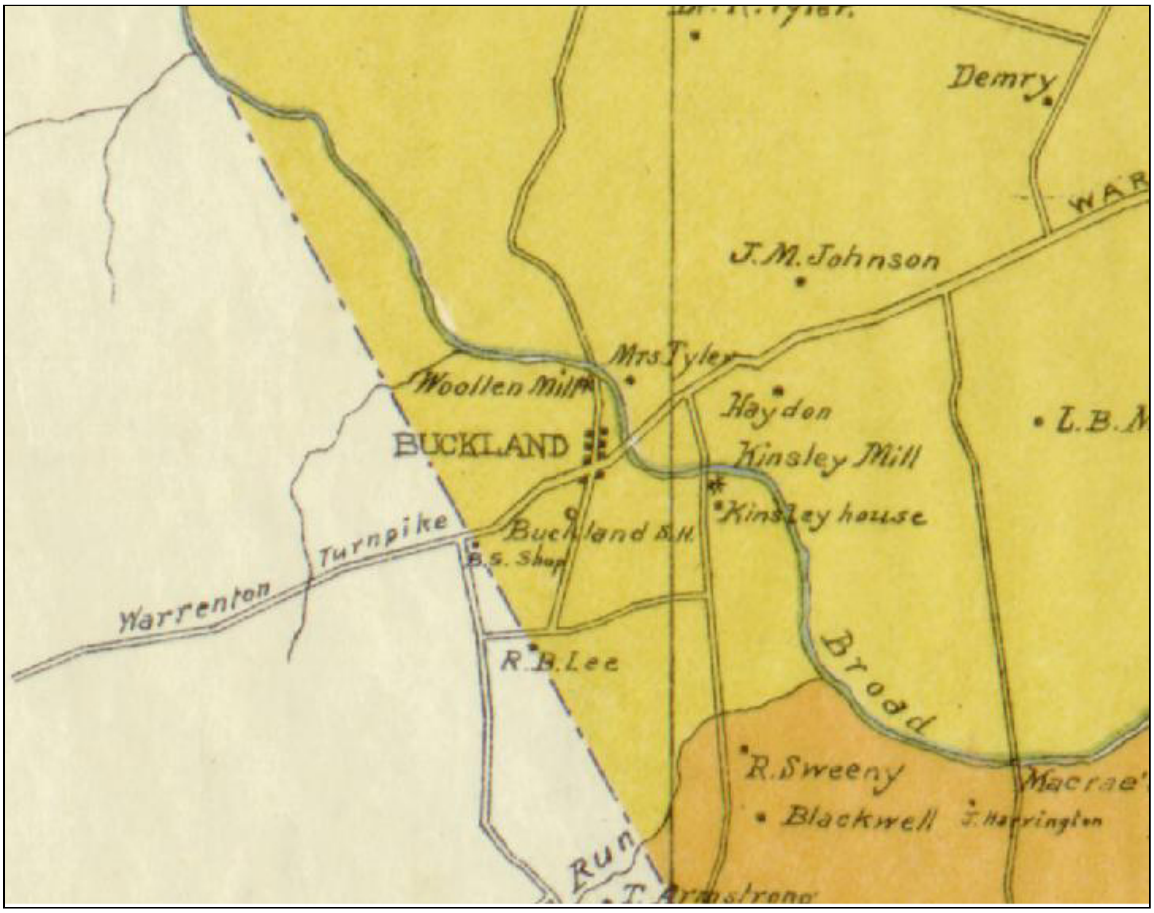

Figure #25: Detail, *Map of Prince William County, Virginia*, showing Broad Run, Warrenton Turnpike, and Buckland and vicinity. William H. Brown, 1901.

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."[174]

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

[174] *Acts of the General Assembly of Virginia*, 1904, 1906.

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.[175]

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.

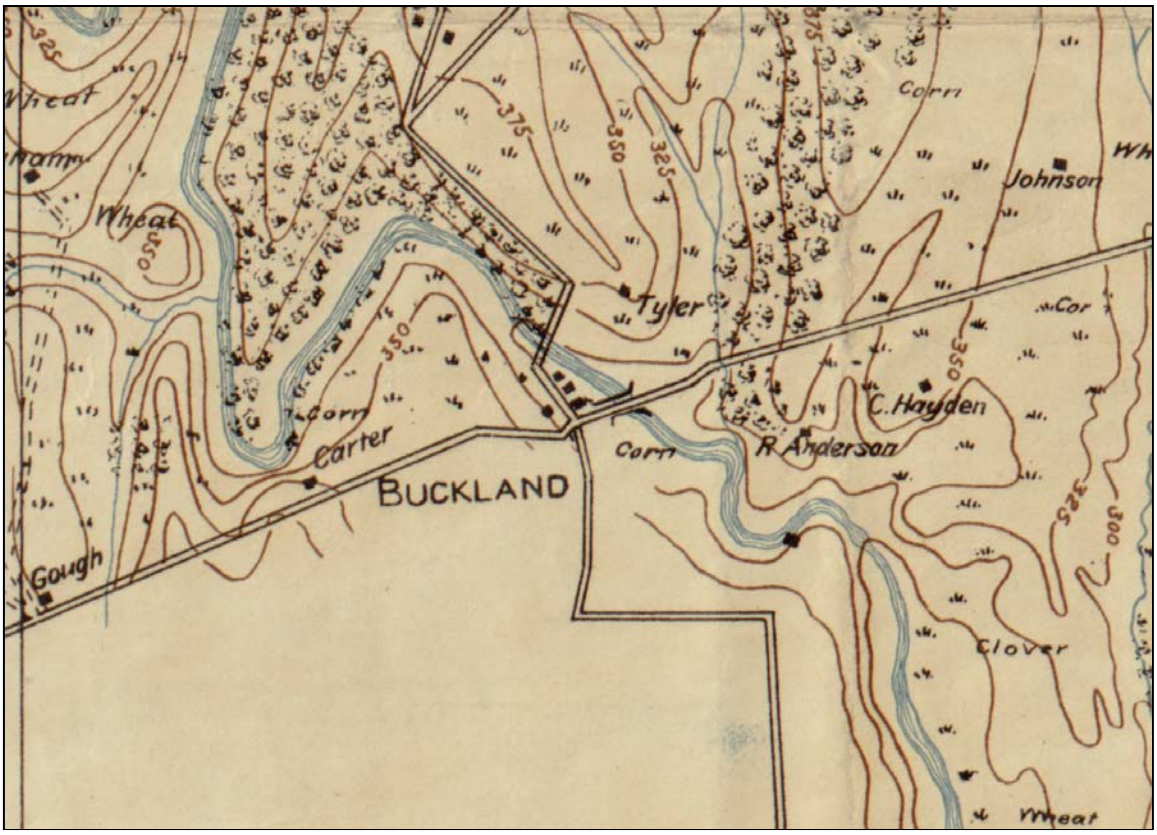

Figure #26: Detail, *Maneuver Grounds, Prince William and Fairfax Counties*, showing Broad Run, Warrenton Pike, and Buckland and vicinity. Edward Burr, 1904.

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

[175] *Acts of the General Assembly of Virginia,* 1906.

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.[176]

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.[177]

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 horses hoofs. Dirt detours on each side of the hills were used in dry weather to avoid the rocks."[178]

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.[179]

> "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

[176] *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.
[177] *Acts of Congress*, 1916; *Acts of the General Assembly of Virginia*, 1918.
[178] I. F. Fields, Little Town of Buckland. *Journal Messenger* (Manassas), March 21, 1957.
[179] *Acts of the General Assembly of Virginia*, 1914; *Washington Herald*, February 19, 1914, p6; *Washington Herald*, July 2, 1915, p7.

> 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."[180]

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" (Figure #27).[181]

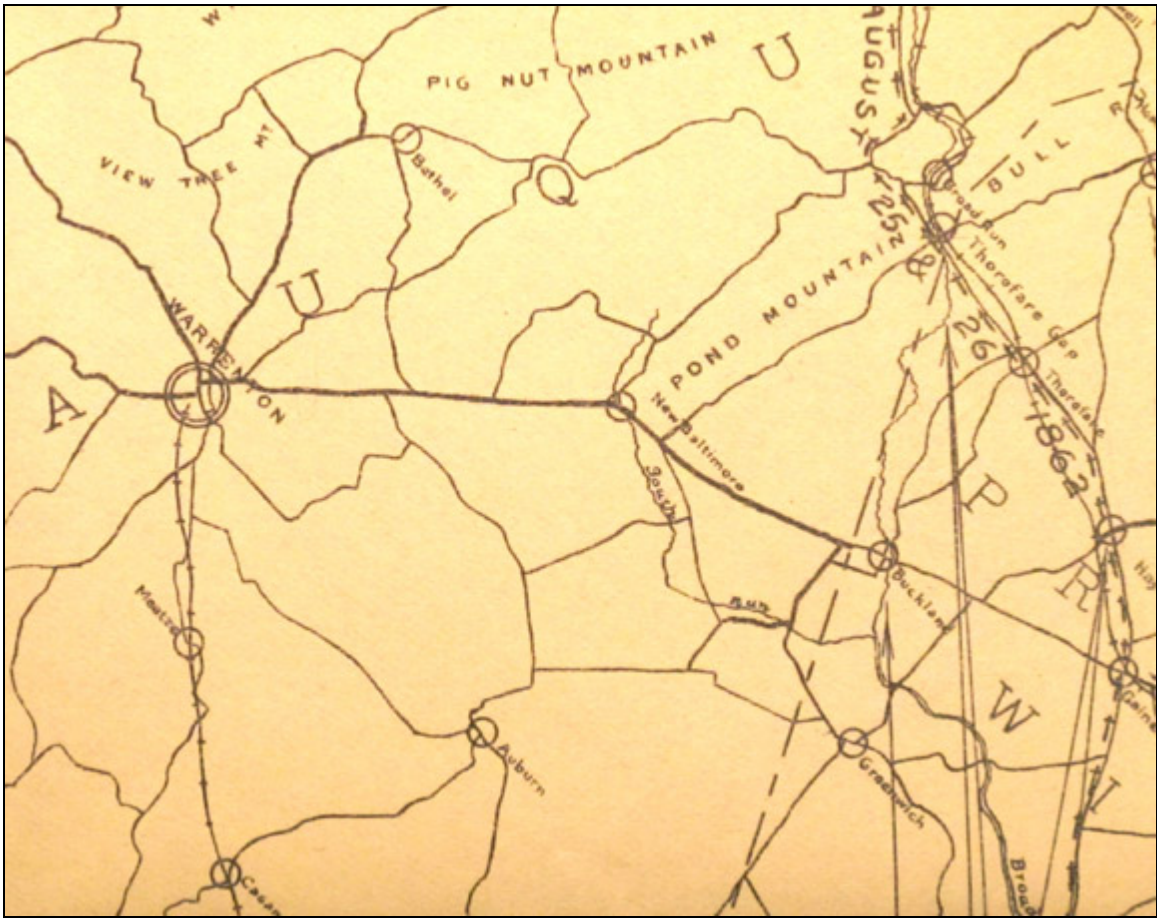

Figure #27: Detail, *Portion of Virginia Road Map*, showing macadamized turnpike between Warrenton and Buckland. C. D. Clarkson, 1915.

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

[180] *Washington Times*, December 28, 1914, p5.
[181] *Washington Times*, February 26, 1916, p10.

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.[182]

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.[183]

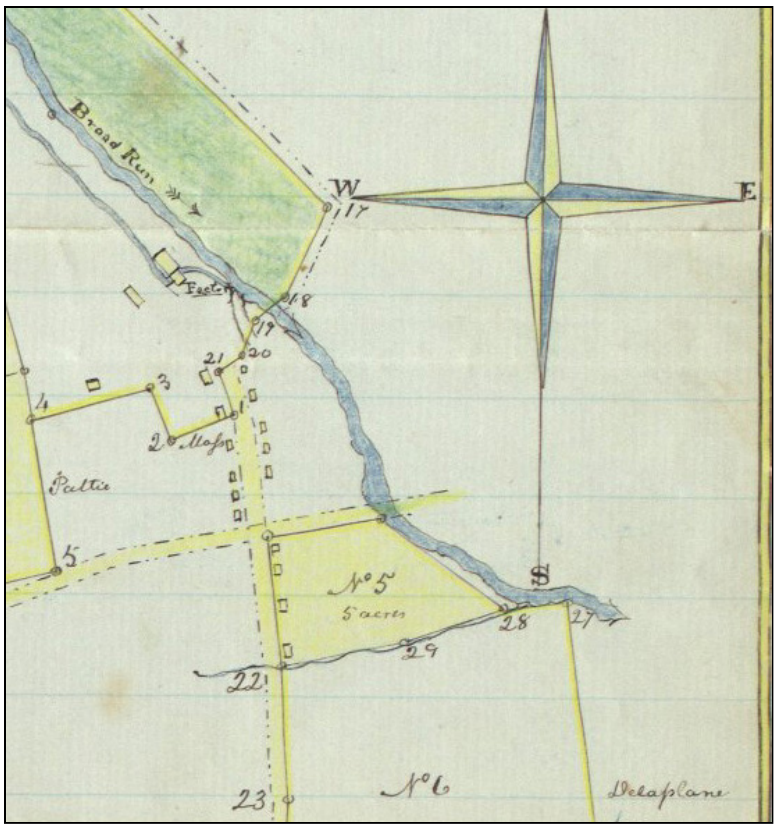

Figure #28: Detail, plat showing land in vicinity of Buckland conveyed to Robert H. Hunton by Joseph D. Smith. Note intersection of Fauquier and Alexandria Turnpike and Buckland Mill Road and structures within Buckland proper. Henry Smith, 1917.

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

[182] 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.
[183] *Acts of the General Assembly of Virginia*, 1916; PWCDB 69:90, November 24, 1916.

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.[184]

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.[185] 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. [186]

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 (Figure #29).[187]

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[184] *Fairfax Herald* (Fairfax County, Virginia), 'Money for Roads,' January 11, 1927, p5; 'Road Matters,' January 28, 1927, p5; 'Road Progress,' May 20, 1927, p5.
[185] *Fairfax Herald*, 'Road Matters,' January 21, 1927, p5
[186] *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.
[187] *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.

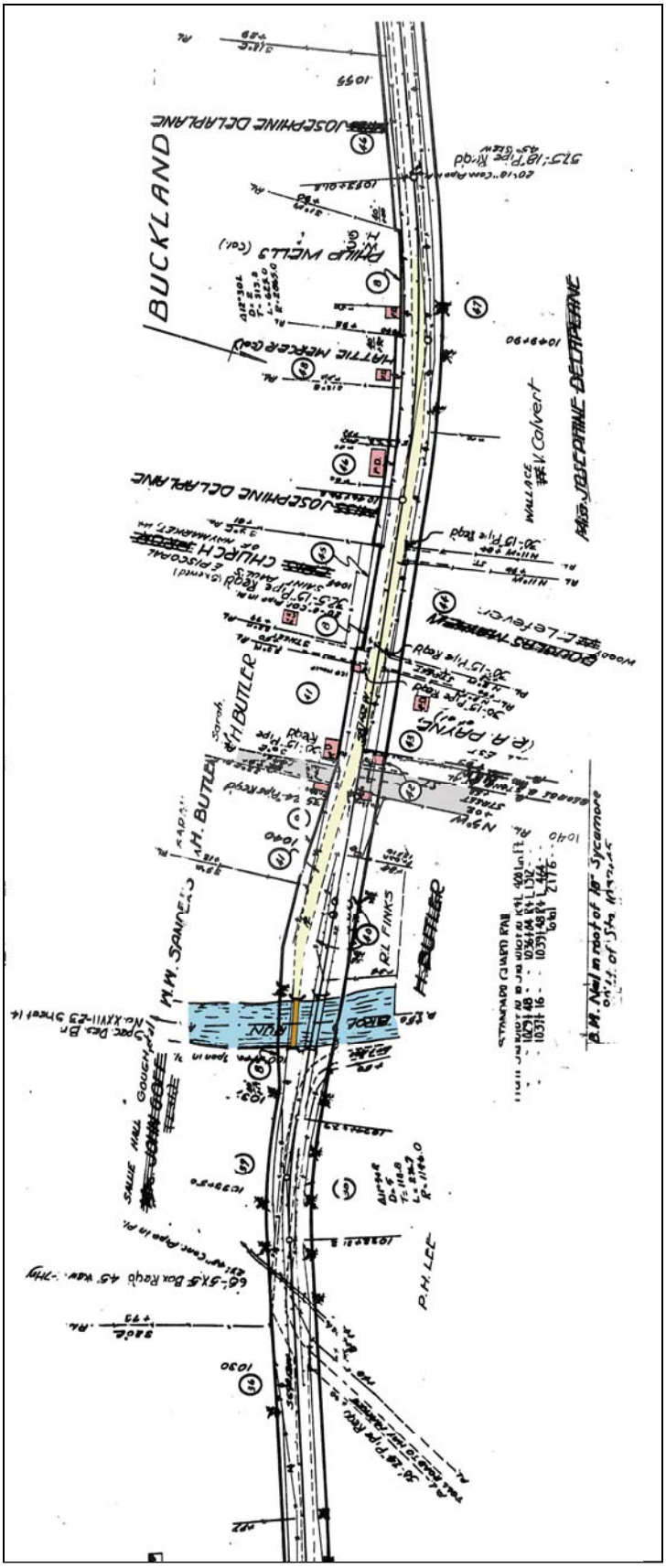

Figure #29: Detail, *Plan and Profile of Proposed State Highway, Prince William County, 1.00 Mi. E. of Gainesville to Buckland.* Project 371. Sheets 11-12. State Highway Commission, 1926.

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 (Figures #30 - #34).

Figure #30: The John Trone House and adjacent east and north yards showing Buckland Mill Road in foreground and former Fauquier and Alexandria Turnpike at right. Buckland Preservation Society, n.d. [post-1927].

Figure #31: Intersection of Buckland Mill Road (left) and former Fauquier and Alexandria Turnpike. Buckland Preservation Society, n.d. [post-1927].

Figure #32: Buckland Mill Road looking north and showing intersection with former Fauquier and Alexandria Turnpike. Buckland Preservation Society, n.d. [post-1927].

Figure #33: Route 211 (former Fauquier and Alexandria Turnpike) and new concrete surfacing looking north. Buckland Preservation Society, n.d. [post-1927].

Figure #34: Intersection of former Fauquier and Alexandria Turnpike and Buckland Mill Road, looking north towards Buckland Mills. Buckland Preservation Society, n.d. [post-1927].

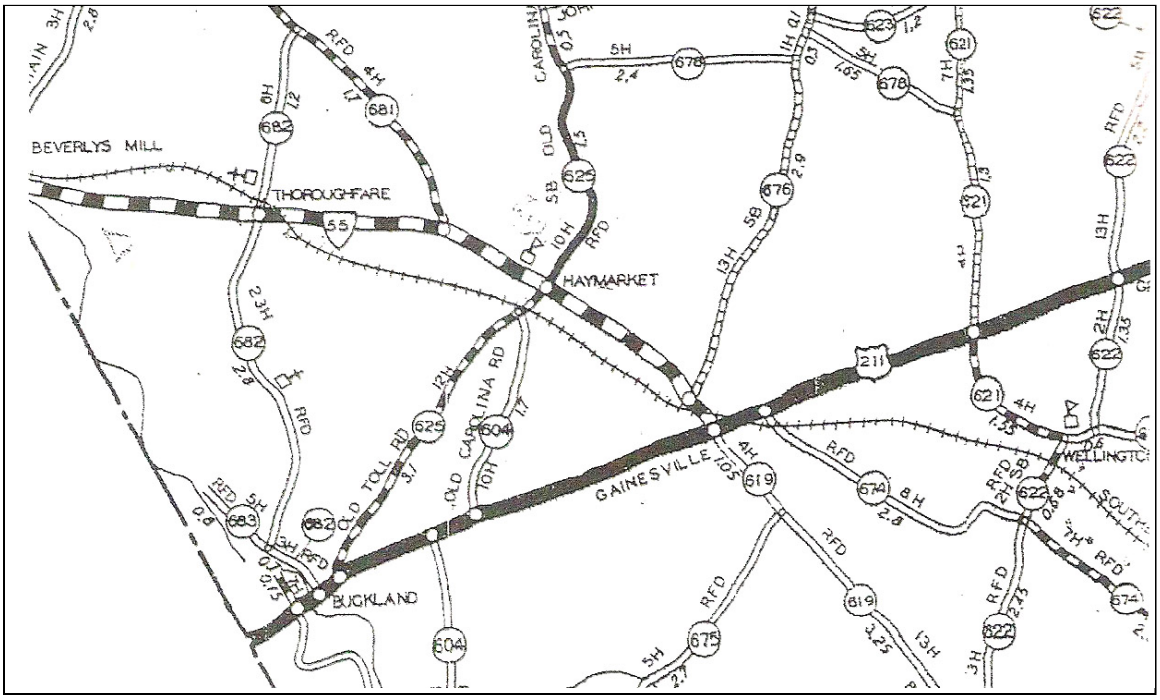

Figure #35: Detail, Prince William County road map from 1933 showing Buckland (lower left) as well as 'Old Toll Road' Rte 625, the former Carolina Road. A remnant portion of the Old Carolina road, moved in the late 1790s to pass through Buckland, still exists between Cerro Gordo Road and James Madison Highway / Route 15.

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 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 (Figure #36).

Figure #36: Detail, 1937 aerial photograph of Buckland showing remnant 48-lot town, Broad Run at top, and the intersection of Buckland Mill Road and Warrenton Pike at center.

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 (Figure #37).

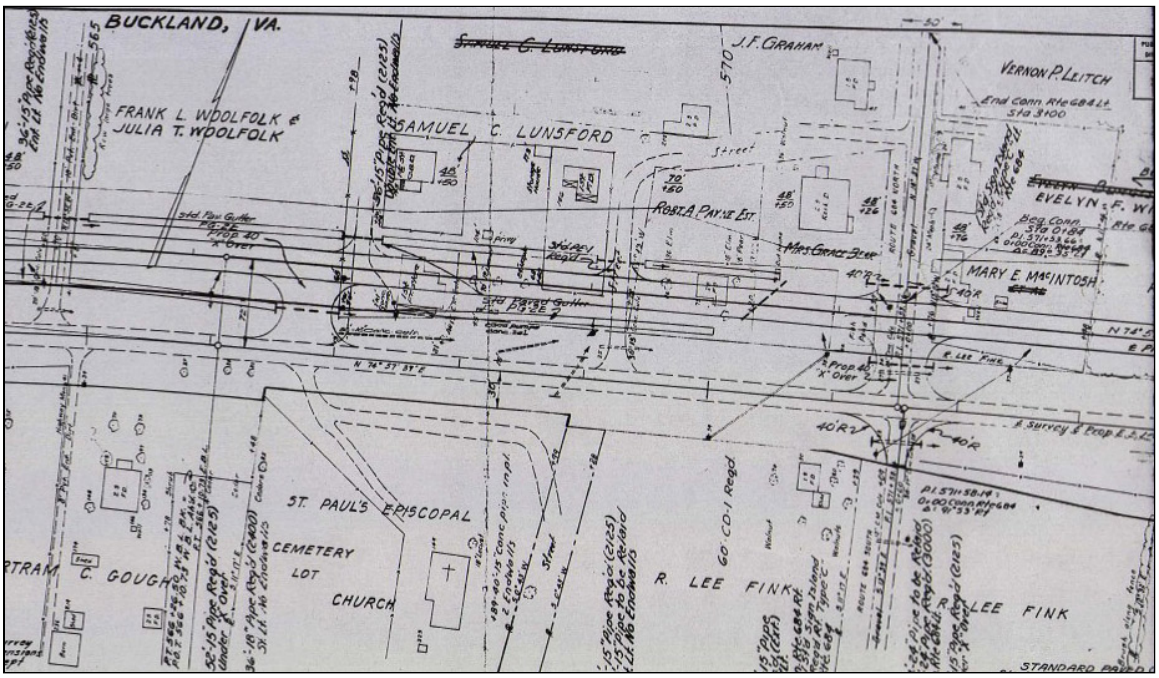

Figure #37: Detail, *plan for widening Route 29*, showing proposed expansion and condemnation of properties to the north of existing road. Virginia Department of Highways, 1952.

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.

7 LOT 6 - THE JOHN TRONE HOUSE PROPERTY (VDHR 076-0123)

Lot 6 in the 1798 48-lot plan was first purchased by John Love and Josiah Watson[186] shortly after the establishment of Buckland.[187] 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 x 180 foot east-west oriented rectangular lot bordered by Fayette Street on the west, Mill street on the east, and lots 4 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.[188]

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.[189]

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.[190] Hunton held onto Lot 6 for just over a decade when in 1811 he sold it to a John Hampton.[191] Hampton left Buckland in 1813 and sold all of his 'houses and lotts to Mr. Love.'[192] 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.[193]

[186] Josiah Watson, son-in-law to John Love, was a postmaster and merchant living in Alexandria, Virginia.
[187] PWCDB 2:533.
[188] 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.'
[189] PWCDB 4:431, June 1, 1812.
[190] PWCDB 1:174-175.
[191] 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.
[192] *Deposition of John Hampton, Warrenton, Virginia, June 20, 1823*. Watson vs. Watson, 1833. CR-LC-H 297-1. Fredericksburg Circuit Court Archives, Fredericksburg, Virginia.
[193] Fauquier County Will Book (FCWB) 6:179; PWCLTR 1812 – 1823.

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.[194] 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.[195] 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.[196]

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.[197]

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.[198] 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.[199]

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 is …lies broadside with the turnpike." [200] 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.[201]

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.[202] In 1866,

[194] No deeds of transfer record the sale of Lot 6 to John Love or his attorney during this period.
[195] PWCDB 10:296-297.
[196] Orlando Ridout, et al. *The Entrepreneurial Landscape of a Turnpike Town: An Architectural Survey of Buckland, Virginia*, p81. Buckland: Buckland Preservation Society, 2005.
[197] PWCLTR 1850 - 1875.
[198] The original church on this lot had burned in 1853.
[199] 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.
[200] PWCDB 24:384, September 16, 1858.
[201] PWCDB 25:277, July 24, 1860; 26:745, July 11, 1868; 31:225, November 11, 1871.
[202] 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.

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."[203]

Although to 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.'[204]

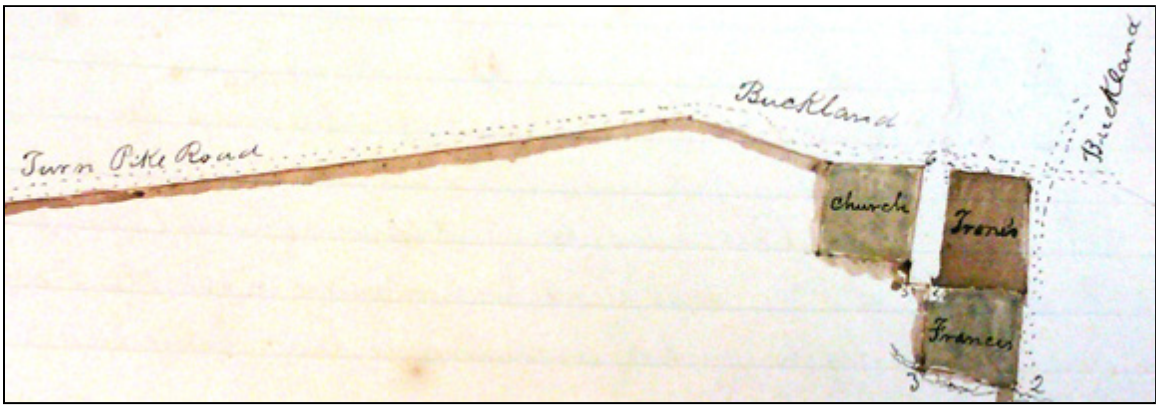

Figure #38: Detail, 1857 plat showing portion of Henry Hite 97-acre parcel south of the Fauquier and Alexandria Turnpike Road. Note John S. Trone parcel, labeled 'Trone's,' at intersection of Buckland Mill Road and Turnpike (FCDB 57:50).

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.[205] 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.[206]

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

[203] PWCDB 26:244, February 14, 1866.
[204] Sources provide various iterations of this verbal exchange but the result is always the same. John Trone refused to shoe the horse.
[205] See Prince William County Chancery Court Records, 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.
[206] William M. Lipscomb, Commissioner's Report, September 22, 1879. B. E. Harrison's executors vs. John S. Trone, (1882). Index No. 1882-010. Chancery Records Index, Library of Virginia, Richmond, Virginia.

"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.[207] 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."[208]

Figure #39: June Norton, Wade Butler's grand-daughter in the Trone House east yard, ca. 1910, showing Buckland Mill Road behind white rail fence, unidentified shed / outbuilding on what was Lot 33, and fenced Fauquier and Alexandria Turnpike road with vintage automobile at top. Courtesy, Buckland Preservation Society.

[207] 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.

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

Figure #40: Unidentified party standing in the east yard of the John Trone House in the first quarter of the twentieth century. Note the second story enclosed porch supported by columns on the eastern façade of Trone house. Courtesy, June Butler.

Figure #41: The John Trone House viewed from the east side of Buckland Mill Road looking west, and showing east and north yards in the second quarter of the twentieth century. Note that the second story enclosed porch is gone by this time. Courtesy, Buckland Preservation Society.

Figure #42: Trone House, n.d. Early twentieth century.

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.[209]

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.[210]

[209] Susan R. Morton, *Parson Trone House*, p2. Works Progress Administration of Virginia Historical Inventory, April 5, 1938. (Richmond: Library of Virginia).
[210] 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.

Lot No. 6 - Trone House Property Value

Land tax records for the properties owned by John Trone (lots 5 - 7 and 32) document a number of increases in the value of buildings in the five and half decades of his ownership. Modest increases in the value of buildings on lot 6 were recorded in 1840, and, a significant increase in the value of building on lots 5 – 7 from $650 in 1870 to $900 in 1871. The increase of $250 in value may correspond with the erection of a building on one or more of these three lots (Table #4).[211]

Table #4: Value of John S. Trone owned land and buildings, 1826-1881

Years	*Lots Owned*	*Building Value*	*Total Value*
1826-1839	6	$200	$300
1840-1850	6	$250*	$350*
	7 (1/2 lot)	$50	$100
1851-1856	6, 7 and 32	$550**	$700**
1857-1858	6, 7 and 32	$550***	$1,000***
1859-1868	5, 6, 7 and 32	$650****	$1,300****
1869-1870	5, 6, and 7	$650	$1,300
1871-1876	5, 6 and 7	$900*****	$1,000*****
1877-1881	6	$650	$700

* Increase of $50 in building value on lot 6.
** Addition of lot 32 with buildings of $250 and overall value of $250.
*** Unidentified increase in total value of properties.
**** Addition of lot 5 with buildings of $100 and overall value of $300.
***** Significant increase in value of buildings on lots 5 – 7.

After the Trone ownership, land tax records document a slow but consistent devaluation of the buildings and overall value of lot 6. In 1885 the value of the buildings on lot 6 decreased by $200 to $450. Likewise in 1891 the value of the buildings decreased again by $100 to $350 (Table #5).

Table #5: Value of Lot 6 and Associated Structures, 1882-1892

Years	*Lot*	*Recorded Owner*	*Building Value*	*Total Value*
1882	6	n/a	n/a	n/a
1883-1884	6	John D. Davis	$650	$750
1885-1886	6	Julia Compton	$450	$550
1887-1888	6	n/a	n/a	n/a
1889-1890	6	Julia Compton	$450	$550
1891-1892	6	Julia Compton	$350	$400

[211] PWCLTR 1826-1863.

The Stagecoach / Turnpike Inn

Prior to Samuel Morse's first telegraph transmission in 1844, all written communication had to be delivered either by water or over land. By land, the only means of sending written communication was either horseback, or via stage. The first two decades of the nineteenth century stage lines witnessed tremendous growth, in terms of both mileage traveled and in the number of main and side trunk lines initiated. Much of this growth was due to the settlement of new areas of the country, the emergence of U. S. Mail contracts, and the development of a growing system of improved turnpikes.[212]

Stagecoach and post lines traveled up and down the Fauquier and Alexandria Turnpike during the first half of the nineteenth century using the new hard-surfaced road to travel between Washington, D.C., Alexandria and Warrenton and points south. At least two stage and post lines are known to have served Buckland during the second quarter of the nineteenth century. Early on in 1826, William Smith established the *Piedmont Line*, a stage route that traveled between Washington and Culpeper, Virginia. Smith's stage line soon expanded its service after he received a contract with the U. S. Postal Service, carrying mail to Milledgeville, Georgia. An 1832 advertisement for the *Piedmont Line* indicated a temporary stop at Buckland, but that the stage would end its first day of travel and overnight in Warrenton. Smith's coach and mail line ran into the mid-1830s when an investigation by the U. S. Postal Service identified superfluous payments (Figure #44).[213]

Perhaps succeeding Smith's Piedmont line, by the mid-1830s the *Phoenix Line* was also serving points between Washington, D.C. and Warrenton, Virginia and carrying mail for the U. S. Postal Service (Figure #43). Stage lines ran frequently along the Fauquier and Alexandria Turnpike Road. Shortly after completion of the 'new' road section between Buckland and Warrenton, in 1830 a Warrenton resident noted that "we have three stages a week from Alexandria as also from Fredericksburg. They arrive on Tuesday, Thursday and Saturday's from the former and on Sundays from Fredericksburg."[214]

Figure #43: Advertisement for the *Phoenix* Stage Coach Line, 1836.

[212] Oliver W. Holmes and Peter T. Rohrback, *Stagecoach East*, p23, 74-75. (Washington, D.C.: Smithsonian Institution, 1983).
[213] William 'Extra Billy' Smith, 1797-1887. Electronic Resource: http://www.extrabillysmith.com/Extra-Billy-s-Life.html. Accessed August 24, 2012.
[214] 'Alexandria Turnpike, Warrenton, Virginia.' *Alfred Byrne Horner, 1861-1934. Papers, 1822-1936*. Section 21. Mss1 H7842 a 1,563-1,659. Virginia Historical Society, Richmond, Virginia.

Figure #44: Advertisement for William Smith's *Piedmont* Stage Coach Line, 1832.

Stages were required to make regular stops at designated towns and villages, as well as at local post offices. Most of these stops were long enough to allow passengers to disembark, to drop off and pick up mail, and to feed and change horses if necessary. Taverns, a mainstay in many Virginia towns, served the traveling passengers as well as the stage lines. Only a few taverns were designated as official layovers, where the carriage and driver rested overnight and passengers received room and board.[215] Three taverns are known to have existed in Buckland. The Brooks' Tavern (Lot 2) was constructed as a residence in the last decade of the eighteenth century, but converted to a tavern by the second decade of the nineteenth century at the latest. Records indicate that William and Sarah Brooks ran the tavern. A second tavern, the Robinson Tavern (Lot 4), was also constructed as a residence in the second decade of the nineteenth century, then converted to a tavern and operated by Edward N. Robinson at least into the late-1840s. Although the precise dates at which the Brooks and Robinson residences were converted to taverns is unknown, it is assumed that they may have been timed to correspond with the construction of the Fauquier and Alexandria Turnpike between the Little River Turnpike and Buckland, ca. 1812 - 1818. In fact, records document that William Brooks was paying taxes on lot 2 by 1816 and that Edward Robinson purchased lot 4 in 1818. This would have been the period during which the hard-surfaced improved road was nearing completion. A third tavern, located at 8205 Buckland Mill Road, was known to have been operated by John and Joseph Francis for an unknown period of time. [216]

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

[215] Holmes and Rohrback, *Stagecoach East*, p 145, 147.
[216] Ridout et al., *Entrepreneurial Landscape of a Turnpike Town*, p 44, 69-70; PWCDB 23:241, February 21, 1855; 7:199, December 8, 1818.

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. 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 (Figure #45).

Figure #45: Detail, *Buckland from Mr. Hunton's House*, showing Trone House and what is believed to be the Stagecoach Inn (circled in red), the Methodist Church (circled in white), and the course of the Fauquier and Alexandria Turnpike road (outlined in blue). Alfred R. Waud, 1863.

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 (Figure #46).

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 building' (F.D.) at the corner of Rt. 684 (Buckland Mill Road) and Route 21 (Figure #47). 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 (Figure #36), 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

Figure #46: Buckland Mill Road looking north towards intersection with turnpike showing what is believed to be the Stagecoach Inn in the background. Courtesy, Buckland Preservation Society.

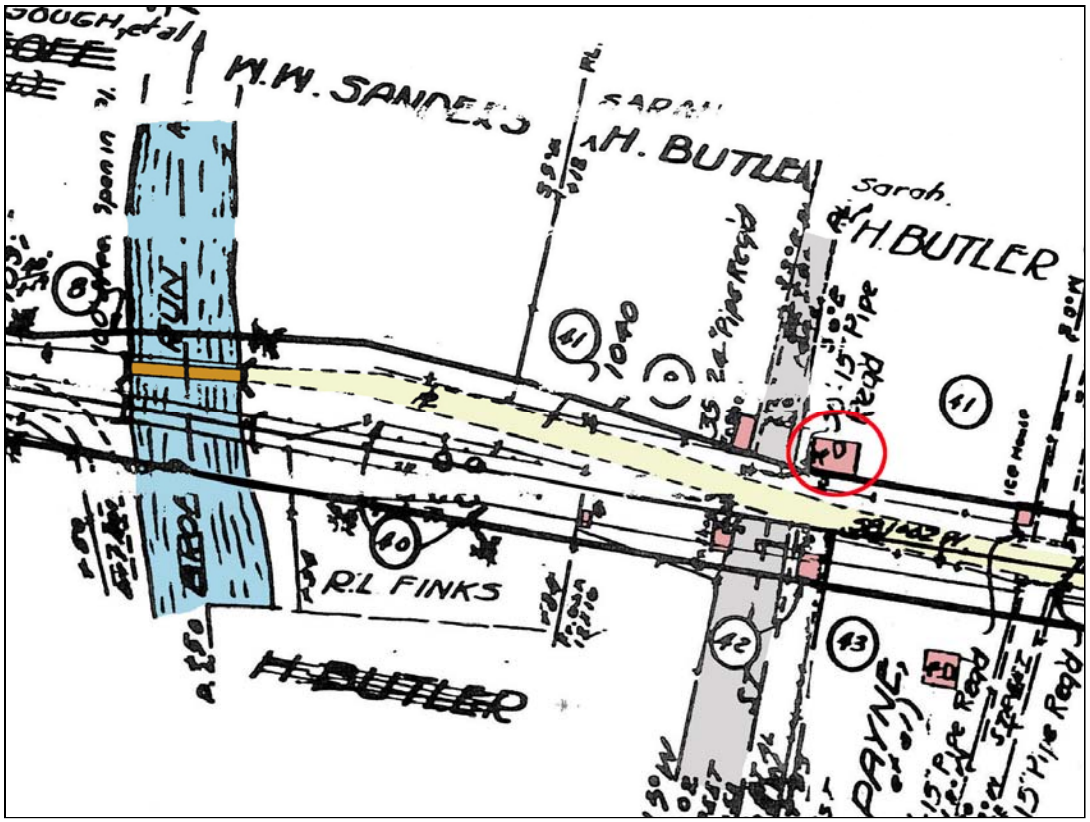

Figure #47: Detail, *Plan and Profile of Proposed State Highway, Prince William County, 1.00 MI. E. of Gainesville to Buckland,* showing Broad Run, course of turnpike road (shaded in yellow), a frame dwelling located in the northeast corner of the Trone House Lot #6 (circled in red). Plan is color annotated by Rivanna Archaeological Services. North is down in this plan view. State Highway Commission, 1926.

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.[217]

[217] David W. Blake, Personal Communication, June 2012.

8 ANTICIPATED CULTURAL RESOURCES

Fauquier and Alexandria Turnpike Road Project Area

Visual inspection of the Fauquier and Alexandria Turnpike Road project area noted a relatively flat inclined plane lying south of, adjacent to, and below the Virginia Department of Transportation's Route 29 northbound embankment. The inclined plane appeared to resemble an historic road bed alignment, oriented in an east-west direction with a higher elevation on its western end and a lower elevation on its eastern end. Its eastern end also appeared to meet and potentially be associated with the historic stone abutment (DHR 076-5121) on the west side of Broad Run.

Archival research into the construction and operation of the Fauquier and Alexandria Turnpike Road has documented at least three potential periods of road construction and/or improvement prior to the construction of the first concrete bridge at Buckland over Broad Run and the shifting of the modern (Route 29) road corridor northward ca. 1927. Table 5 shows the periods of road construction potentially located within the Fauquier and Alexandria Turnpike Road project area from earliest to latest.

Table #6: Documented Road Construction and Improvement episodes associated with the Fauquier and Alexandria Turnpike Road at or near the Town of Buckland, Prince William County, Virginia.

Period	*Dates*	*Company / Organization*	*Type of Road / Features*
Period 1	1812 - 1817	Fauquier and Alexandria Turnpike Company	Fifty foot wide road corridor, with twenty five foot wide stone surfacing with two side ways between the Little River Turnpike and Buckland.
Period 2	1824 - 1827	Fauquier and Alexandria Turnpike Company	Eighteen foot wide stone surfaced road constructed on 'McAdam's Plan' to be built between Buckland and Warrenton. The old portion of the turnpike road from Buckland to the Little River Turnpike was also to be improved so as to make it equal to the new road. Crozet noted that the old road was resurfaced by 'capping with small broken stones.'
Period 3	1916+	Warrenton and Fairfax Turnpike Company	'Modern' road to be built between Alexandria and Warrenton by private firm. Although incorporated and funds raised, it is not known if any work was ever completed on this transportation system.

During period 1, between 1812 – 1817, the Fauquier and Alexandria Turnpike Company constructed a paved road between the Little River Turnpike near Fairfax Courthouse to Buckland. The turnpike was required to be a 50-foot wide roadway consisting of a central 25-foot wide paved stone surfacing, and an approximately four foot wide 'side way' on either side of the central surfacing. No mention was made of drainage ditches parallel to the road. The roadway was to be cleared of all vegetation and prepared so as to have

grades of "not more than 5 degrees from the horizon." The paved stone surfacing was to be placed in a ditch approximately 9 inches deep with a slightly convex road bed consisting of "gravel or stone none of which shall be too large to pass through a 3-inch ring, except in wet, flat or sunken ground," where large stones and / or wood "laid close and covered with a thin covering on dirt, and on it at least six inches of stone beat fine as aforesaid or gravel."[217]

During period 2, between 1824 – 1827, with a $30,000 investment from the Board of Public Works the Fauquier and Alexandria Turnpike Company constructed a macadamized roadway between Buckland and Warrenton. The road was to be an 18-foot wide paved surfacing of broken stone approximately 12 inches thick, "leaving on each side a path of 3 feet without stones: the stones to be broken to 6 ounces weight." The 1826 Crozet inspection report notes that the 8.5 mile section between Buckland and Warrenton was generally well-shaped but included some stone that was larger than six ounces. The road had narrow paths but possessed no drainage ditches or summer road as required. Two years later in 1828 Crozet again noted that the stones were too large and that in some places, earth had been mixed with the stone.[218]

In addition, and as part of a requirement for receiving $30,000 in Board of Public Works funding to complete the turnpike between Buckland and Warrenton, the old road between Buckland and the Little River Turnpike was required to be finished "accordingly to the provisions of the Act incorporating said Company." To this end, the old turnpike road between Buckland and the Little River Turnpike was accepted by Claudius Crozet, and the President and Directors of the Fauquier and Alexandria Turnpike Company continued to repair and improve the road by 'taking up' and relaying on McAdam's plan, completing approximately 5 miles from Buckland eastward between 1824 and early 1828. In his 1826 examination of the old portion of the road, Crozet noted that "since my first examination, 2 and 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." This implies that the 'taking up' of the road may have only have incorporated a resurfacing or 'capping' with small stones.[219]

During period 3, between 1914 and 1916 the Warrenton and Fairfax Turnpike Company, a privately held company incorporated by the General Assembly raised significant funds to construct a 'modern' turnpike road between Fairfax County and Warrenton a twenty-two mile section of roadway running through Buckland. Although surveys were conducted and touring events and brochures promoted the benefits of improving the road, it is not clear that any construction or improvement ever took place.

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[217] 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.

[218] Reports of the Principal Engineer, Fauquier and Alexandria Turnpike, p95-98. *Annual Report of the Board of Public Works*, 1826; Reports of the Principal Engineer, Fauquier and Alexandria Turnpike, p513-514. *Annual Report of the Board of Public Works, 1828*.

[219] *Acts of the General Assembly of Virginia*, 1823; *Annual Report of the Board of Public Works*, 1826. Reports of the Principal Engineer, Fauquier and Alexandria Turnpike, p95-98.

Although the State Highway Commission improved portions of the former Fauquier and Alexandria Turnpike Road in Fauquier County between the Fauquier County line and Warrenton between 1911 and 1914, no county or state funded improvements in Prince William County in the route of the former turnpike are recorded for this period. A total of 8 miles of 12 – 16 foot wide tar-bound macadam surfacing was built using convict labor. Because transportation improvement was accomplished at the county level, individual jurisdictions were required to assist with labor and expenses. State records do not document any road improvement or construction projects within the vicinity of Buckland until the late 1920s.

In addition, it is not yet clear how any repairs, improvements, or raising of grade to the western stone abutment (DHR 076-5121) may have impacted the turnpike road in this location. Bridges and their abutments were destroyed by flooding on a fairly regular basis. The historical record documents that the Buckland bridge and its stone abutments were damaged at least two times in the nineteenth century, in both 1826 and 1829. If the stone abutments were raised during rebuilding following either one of the documented destructions of 1826 or 1829, then the adjacent road surfaces may have also been raised accordingly.

A number of modern utilities are known to be buried adjacent to and below the embankment of the northbound lane of Route 29. It is not known if or the degree to which these modern utilities have impacted the buried historic road corridor.

To summarize, based on documentary research and visual examination of the project area it is anticipated that material evidence for the early nineteenth century Fauquier and Alexandria Turnpike Road will be found within the areas to be tested. Because of its two century long history as a road corridor, it is expected that little in the way of domestic material culture will be recovered.

John Trone House (VDHR 076-0123) Project Area

A preliminary shovel test and metal detector survey conducted within the east yard of the John Trone House in 2000, did not contribute any significant data towards an understanding of the occupation of the lot or the presence or location of the Stage Coach Inn. Likewise because no data was gathered, an informal GPR survey conducted in 2005 and focusing on portions of the Trone House yard thought to contain the Stagecoach Inn structure only provided a general area of interest.[220]

An analysis of the 1863 Alfred Waud image of Buckland from Cerro Gordo heights shows what is believed to be the Trone House with a chimney on its south gable end. Partially obscuring the view of the Trone house is a large north-south oriented structure presumably adjacent to it, what is believed to be the Stagecoach Inn. Although difficult to determine based on the perspective of the sketch, it appears that the Stagecoach Inn lies to the east and north of the Trone House. A 2005 architectural survey of the John Trone

[220] David Blake, Personal Communication, June 5, 2012.

House noted that the stone retaining walls connected to and extending from the north gable end of the residence were believed to be a hyphen which possibly connected it to the Stagecoach Inn. If accurate, the Stagecoach Inn would not be located too far from the stone retaining walls.[221]

A visible inspection of the east yard of the Trone House documented a relatively level, although gently falling from west to east grade, area of turf. In the northeast corner of the yard, the neck and lid of a twentieth century buried concrete septic tank was noted. Communication from the current property owner suggest that the septic tank did not possess a field. It is not yet clear how large the area of impact is for the buried septic tank. In addition the eastern most portion of the Trone House yard, adjacent to Buckland Mill Road, appeared to fall to the east at a steeper slope, at a point 35 to 36 feet east of the east façade of the Trone House.

Given the longevity of the Trone nearly sixty year occupation of Lot 6 (1825 – 1882), and the fact William Draper is recorded as occupying a residence and operating a 'shop' on the lot as early as 1799, it is anticipated that the front or east yard of the parcel likely contains significant material evidence of its long-term occupation, including but not limited to potential buildings and structures and other unidentified smaller landscape features.

[221] Ridout, et al., *Entrepreneurial Village*, p83.

9 RESEARCH DESIGN AND METHODS

Buckland's origins and subsequent growth and prosperity are intimately linked to its location within evolving regional transportation networks. This project, although its explicit focus on the nineteenth century Fauquier and Alexandria Turnpike and associated features, highlights the importance of transportation and of transportation technology to Buckland's history. Through archival and documentary research this project has fully situated Buckland and the Fauquier and Alexandria Turnpike within the context of evolving nineteenth to mid-twentieth-century regional transportation network. In addition this project has undertaken primary archaeological field investigations along the extant course of the Fauquier and Alexandria Turnpike roadbed, seeking to document more substantially the chronological and physical development of the roadway. Archaeological investigations in the Trone House yard, at the potential site of the early nineteenth century Stagecoach Inn, has further illustrated the important role played by transportation in Buckland's history. The final stage of this research is the development of an accurate Geographic Information System (GIS) digital map of Buckland's original 1798 town plan. This plan was developed to guide the re-establishment of the historic grid within the present landscape.

The research design consists of three phased components including: 1) archival research; 2) archaeological fieldwork; and 3) digital town plan.

1) Archival Research

Both prior and subsequent to field investigations, and in close consultation with the Buckland Preservation Society, a phase of intensive archival and documentary research was undertaken. Archival research was to be guided by four primary goals:

- To develop a broad context that situates the construction of the Fauquier and Alexandria Turnpike within the growth and expansion of regional transportation networks and turnpike companies in antebellum Virginia, and to develop a comparative database for other state and national road systems that utilized John Loudon McAdam's road construction technology during the first half of the nineteenth century;

- To develop a fuller understanding of the planning, implementation and history of the Fauquier and Alexandria Turnpike Company, and Claudius Crozet's implementation of a macadamized road surface along its length;

- To understand the history and development of Buckland town lot 6, and in particular the Stagecoach Inn property;

- Through deed research to understand how closely, if at all, existing Buckland parcels correspond with historic ca. 1798 Buckland town lots, and to identify those existing Buckland parcels that appear to closely proximate the original town plan.

The research phase will began with a review of the existing secondary sources covering the history of the Town of Buckland and the development of the Fauquier and Alexandria Turnpike and associated features. Much of this existing research was compiled by BPS and other independent researchers. Building upon this base, additional targeted research in primary and secondary sources was conducted to fill in gaps and supplement data, and to identify other regional and national road systems to create a broader context and a comparable database.

Archival research focused on the examination of both primary and secondary sources, and included cartographic, photographic and other representational sources. Repositories visited during archival research included the Virginia Historical Society, the Library of Virginia, the archives and library of the Virginia Department of Historic Resources, the Prince William County courthouse, the Ruth E. Lloyd Information Center (RELIC) at the Bull Run Regional Library, the Digital Library of the Prince William Public Library System, the Virginia Department of Transportation, resources in possession of the Buckland Preservation Society, and the libraries at the University of Virginia.

2) Archaeological Fieldwork

Archaeological fieldwork was designed to explore specific high-potential locations identified by a remote sensing survey conducted in 2005. Rivanna Archaeological Services was tasked with examining two primary cultural resources believed to lie within the project area: 1) a remnant portion of the Fauquier and Alexandria Turnpike Road located west of Broad Run and south of and adjacent to northbound Rte. 29 / Lee Highway; and 2) the Stagecoach Inn property believed to lie within the northeast portion of the John Trone property (VDHR 076-0123). The goal of the excavations was to locate, document and evaluate each resource.

Archaeological fieldwork consisted of three discrete sub-components: locating, documenting and evaluating the Fauquier and Alexandria Turnpike roadbed; locating, documenting and evaluating architectural remnants and cultural deposits associated with the Stagecoach Inn; and GPS-mapping of the project area.

Fauquier and Alexandria Turnpike Road (44PW1938) Project Area

Based on historic map projection, in 2005 the Buckland Preservation Society conducted an informal Ground Penetrating Radar (GPR) survey focusing on the linear corridor south of and adjacent to the Route 29 northbound lanes between Broad Run and Buckland Mill Road was conducted. Although no data was recorded during the informal GPR survey, the area tested was believed to indicate a significant below grade anomaly, of substantial depth and breadth, thought to be the remnant Fauquier and Alexandria Turnpike road.

Archaeological investigations associated with the Fauquier and Alexandria Turnpike Road sought to document the historic road corridor's linear orientation, its breadth and spatial extent, and to document the construction techniques and materials used for the road base and surfaces, and associated shoulder and drainage features. Specific research questions addressed included: 1) whether the earliest road surface was constructed

according to McAdam's specifications; 2) the source(s) of the metal used in the earliest road surface; 3) whether the earliest road possessed gutter and shoulder features; 4) what materials and construction techniques were used in subsequent surface treatments; and 5) whether any of the road surfaces show evidence of failure.

To this end, Rivanna Archaeological Services manually excavated two large trenches bisecting and perpendicular with the remnant road feature, one at the eastern end near the masonry bridge abutment (076-5121), and one at the western end near Buckland Mill road. The excavation of the two trenches at some distance from each other was designed to allow a more accurate mapping of the road alignment and enable the documentation, assessment and evaluation of the road feature in two distinct locations. The trenches were three feet wide and approximately 12 – 15 feet long depending upon location, and designed to span the entire width of the turnpike road remnant (to include crown, surfacing, gutter and shoulder if present) that survive immediately south of the Rt. 29 embankment. Within each trench, two large units were stratigraphically excavated with all soil removed screened through ¼-inch mesh to control for horizontal and vertical context and to collect a sampling of material culture. As each new road surface or feature was encountered within the two units, stratigraphic excavation was stopped temporarily as the remainder of each long trench (outside of the large units) was manually excavated without screening to the appropriate level to enable complete feature documentation. This back and forth process, the stratigraphic excavation and screening of soils within units and the manual removal of soils within the larger trench, was continued until each unit reached sterile subsoil, bedrock, or a depth of four feet below grade, whichever occurred first. Each formal road surface or associated feature encountered was photographed and had elevations taken along its entire exposed length. Upon completion of each trench, all soil profiles were photographed and one soil profile from each trench was drawn.

John Trone House Property Project Area (44PW1659-0006)

A non-scientific shovel test pit and metal detector survey was conducted by the Association for the Study of Archaeological Properties within the east yard of the John Trone House in 2000. A total of 20 shovel test pits were excavated. No report of findings was issued but a listing of artifacts recovered was recorded. Material culture recovered from the survey included pane and container glass, bone buttons, a gutter brace, an iron buckle, nails, a bolt, a spike, and other predominantly iron objects.[222]

An informal GPR survey focusing on portions of the Trone House yard thought to be most likely to contain below ground architectural evidence of the Stagecoach Inn structure was conducted by Buckland Preservation Society in 2005. Although no data was recorded during the informal GPR survey, areas tested were believed to indicate significant below grade anomalies thought to be linear masonry alignments. Because no data was collected and no report of findings for the informal GPR survey was issued, the focus area containing subsurface anomalies was identified based on memory of the participants.[223]

[222] David W. Blake, personal communication, June 5, 2012.
[223] David W. Blake, personal communication, June 5, 2012.

Archaeological investigations associated with the Stagecoach Inn sought to locate and document at least two sides of the historic structure's footprint, and to evaluate the integrity of architectural features and associated cultural deposits. Although the general vicinity of the Stagecoach Inn was surmised, the precise location of the structure was not known.[224] Archaeological field research was focused within an approximately 50 ft x 50 ft area between the John Trone house and Buckland Mill Road.

Because GPR survey data was not available, a systematic survey was conducted with a steel probe in the area believed to contain below grade architectural elements of the Stagecoach Inn. The probe survey, designed to locate masonry features, was conducted at no greater than one-foot intervals along transects spaced at five-foot intervals. Two large units were placed near the intersection of Buckland Mill Road and northbound Rte. 29 / Lee Highway in the extreme northeast corner of the Trone House yard, the area believed to be the location of the Stagecoach Inn.

Unless otherwise indicated, all large units were excavated according to natural stratigraphy with all soils screened through ¼-inch hardware cloth. Standardized field forms were completed for each excavated stratum and feature within each large unit. In addition, large unit excavation was documented through digital photography and scaled drawings. All excavation units left open overnight were covered with ½-inch plywood and fenced off. All archaeological excavations complied with current OSHA standards. At the end of the fieldwork component, all excavated units and trenches were backfilled and manually compacted.

All artifacts recovered during fieldwork were placed in labeled bags and returned to Rivanna Archaeological Service's laboratory in Charlottesville for cleaning, cataloging, and analysis. Cleaned and processed artifacts were stored in labeled plastic bags placed in acid-free Hollinger boxes and returned to the Buckland Preservation Society. A catalog of all recovered artifacts was delivered to the Buckland Preservation Society upon project completion. Storage of all material culture recovered from the project conforms to standards in NPS Museum Handbook I and II.

Site Mapping

In addition to scaled drawings and photographs documenting individual excavation units and identified features, the project used GPS technology to accurately record locations of excavation units for inclusion within the evolving Buckland Preservation Society GIS database. Landscape features identified during the course of this work were mapped by GPS. Field mapping was conducted using a portable GPS with advertised post-processed horizontal accuracy of less than one foot (Trimble GeoXH or ProXH with Zephyr antenna). In accordance with protocols set in the RFP, spatial data collection and subsequent data dissemination used the North American Datum of 1983 (NAD83) and the Universal Transverse Mercator (UTM) Coordinate System (UTM Zone 18N). Unless

[224] The VDHR site form for the John Trone house (076-0123) notes that the Stagecoach Inn was constructed to the northeast of the Trone house and was connected to it by a frame hyphen. "A stone retaining wall at the north end of the Trone house appears to be a remnant of the connecting hyphen."

otherwise directed, all excavation units and cultural features were field-collected and recorded as polygons.

GIS data layers developed during this project included, minimally, a layer containing all cultural landscape features identified and mapped within the project area, and a layer containing all excavated test units. As discussed further below, creation of a GIS data layer containing the reconstructed boundaries of the 1798 48-lot Buckland town plan was also created. GIS data layers wused the same datum and coordinate system mentioned above, and contained FGDC-compliant metadata, and were delivered to BPS in ESRI shapefile format.

3) Buckland 1798 Digital Town Plan

The goal to re-establish on the ground the original 1798 town plan for Buckland will draw heavily on BPS's archival research and David Blake's 48-lot plan reconstruction. Using existing archival and parcel history research conducted by BPS, historic metes and bounds were digitized for many of the original 48 town lots as possible, using original compass directions, distances and relative locations. For those lots that where no historic metes and bounds were found, approximate lot sizes and locations relative to other known lots were used. Preliminary examination of contemporary property boundaries in and adjacent to Buckland suggested that a number of these parcels might share corners or lines with the town's original 1798 plan. A sample of present-day parcels that appeared to share at least one corner with the town's original plan were selected for field reconnaissance. Metal detectors were used to help locate several key contemporary survey markers. Following their identification in the field, the real-world coordinates of these contemporary parcel points were accurately determined with high-precision portable GPS. Building out from these key real-world 'anchor points,' and using the historical metes and bounds parcel descriptions identified by Blake, a digital 1798 town plan was established as a GIS data layer.

10 ARCHAEOLOGICAL FINDINGS

Archaeological investigations took place in two stages in June of 2012. Between June 4th – 8th, stage one fieldwork focused on identifying and documenting a fragment of the Fauquier and Alexandria Turnpike Road extending westward from Broad Run and the stone abutments (VDHR 076-5121). Between June 18th – 22nd, stage two fieldwork focused on identifying and documenting the Stagecoach Inn structure within the John Trone House property (VDHR 076-0123) east yard.

Stage I Investigations – June 4 – 8, 2012

The goal of the Stage I investigations was to identify and document remnant portions of the Fauquier and Alexandria Turnpike Road corridor believed to be located south of and adjacent to the Route 29 / Lee Highway, west of Broad Run and east of Buckland Mill Road. The research design proposed bisecting the remnant turnpike road corridor with manually excavated trenches in two locations. Trench A was located approximately 100 feet west of the western stone abutment (VDHR 076-5121) on Broad Run. Trench B was located approximately 258 feet west of the western stone abutment (VDHR 076-5121). Both trenches were oriented in a north-south direction. Trench A measured 3 x 14 feet, and Trench B measured 3 x 15 feet (Figure #48).

Figure #48: Map of Fauquier and Alexandria Turnpike Road project area showing Rte. 29 / Lee Highway, Buckland Mill Road, Broad Run and trench and unit locations.

Trench A

Trench A was composed of two stratigraphically excavated and screened units. Units 1 and 2, each measuring 3 x 5 feet in dimension, with a 3 x 4 foot bulk between units 1 and 2 that was excavated without screening (Figure #49). Trench A sloped gently downwards from north to south. The north end of Trench A, adjacent to the Route 29 / Lee Highway embankment, was approximately two feet higher in elevation than the south end of trench A. Trench A was placed 1 foot south of a marked east-west oriented fiber optic utility.

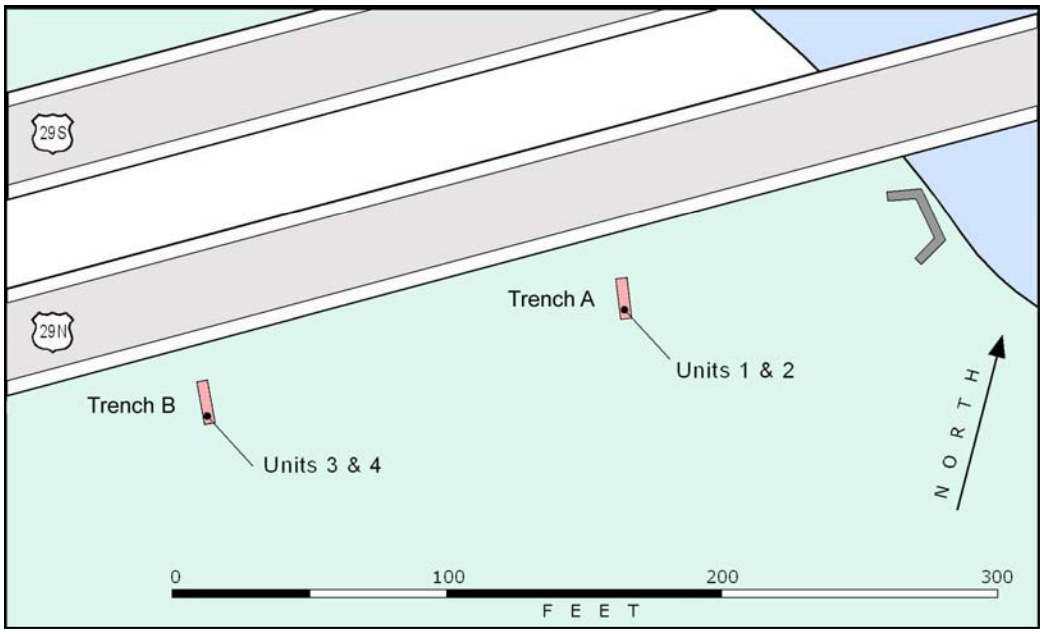

Figure #49: Plan showing location of Fauquier and Alexandria Turnpike project area and trench A (units 1 and 2) and trench B (units 3 and 4).

Stratum 1 in both units was an approximately 0.2 foot thick dark gray-brown silty loam containing dense root materials with angular quartz gravel and other small rock. Material culture recovered from stratum 1 included clear container glass, brick fragments, and plastic. Stratum 1 across trench A was interpreted as a late 20th century topsoil. At the interface of stratum 1 and 2 in trench A, a heavily disturbed area approximately 2.5 feet in width at its surface, utility trench 1, was identified running in an east-west direction across the unscreened portion of the trench. This area was difficult to define at its surface and was thought to be a potential unmarked utility line. After the completion of trench A, utility trench 1 was found to cut strata 3-6 and features 1-3 and extend at least 3.3 feet below grade.

Stratum 2 in unit 1 to the north was an approximately 0.21 to 0.29 foot thick deposit of dense quartz and quartzite gravel within a matrix of dark yellow-brown compact clay loam. Stratum 2 in unit 1 contained a mix of nineteenth and twentieth century material culture including brick fragments, mortar, ironstone and porcelain ceramics, container glass, asphalt, concrete, coal, and a Minnie ball. Stratum 2 in unit 1 is interpreted as a spoils pile deposited downslope from a marked fiber-optic trench north of and cutting the northern half foot of trench A.

Stratum 3 in unit 1 and stratum 2 in unit 2 were a dark brown clay to clayey loam thinner in the north than in the south and ranging in depth from approximately 0.13 to 0.43 feet thick. This nearly trench-wide stratum was nearly devoid of stone and rocks and extended to a point approximately 2.4 feet north of the south trench wall. Material culture recovered from the strata contained asphalt, concrete, container glass and plastic. Stratum 3 in unit 1 and stratum 2 in unit 2 is interpreted as a post-Route 29 / Lee Highway embankment construction topsoil, most likely dating to the second half of the twentieth century.

Stratum 4 in unit 1 in the north end of trench A was an approximately 0.6 to 1.5 foot thick wedge-shaped fill deposit, a heavily mottled clay loam with significant rock inclusions ranging in size between 0.4 to 1.0 feet in diameter. Artifacts recovered from stratum 4 consisted of a mix of nineteenth and twentieth century material culture including a single American gray and blue stoneware ceramic, concrete, machine-made glass and roofing slate. Stratum 4 in unit 1 is interpreted as fill related to the construction of the adjacent Route 29 / Lee Highway embankment, most likely dating to the ca. 1927 construction of the first concrete bridge across Broad Run.

At the interface of strata 4 and 5 unit 1, an east-west oriented 0.05 foot diameter buried black plastic cable, utility 2, was identified approximately 1.1 feet below grade and 5 feet from the north end of trench A. No trench for utility 2 was identified during excavation of strata 4 and 5.

Stratum 5 in unit 1 to the north and stratum 3 in unit 2 to the south was a dark brown to dark gray brown silty clay loam. This trench-wide stratum was approximately 0.2 to 0.35 thick in unit 1 to the north becoming much thicker, approximately 0.5 to 0.85 in the south end of unit 2. Soils excavated from the south end of unit 2 were significantly moister than unit 1 to the north due to its proximity to a swampy east-west oriented drainage. Elevations taken a the top of this stratum documented a center that was approximately 0.6 feet higher than the north end of unit 1, and 0.35 higher than the south end of unit 2. Material culture recovered from this trench wide stratum included brick fragments, terra cotta drain tile fragments, pearlware and whiteware ceramics, machine-made container glass, pane glass, wire nails, and a plastic drinking cup. Stratum 5 in unit 1 and stratum 3 in unit 2 are interpreted as a post-Fauquier and Alexandria Turnpike surface, possibly a sod and underlying soils allowed to grow after the abandonment of the former route of the historic road corridor.

Underlying stratum 5 in unit 1 and stratum 3 in unit 2 was a dense deposit of stone cobbles, ranging in size between 0.2 to 0.4 feet in diameter, within a dark brown sandy loam matrix, feature 1 (Figure #50). The surface of feature 1 was convex in shape tapering to both the north and south. After excavation, feature 1 was found to be approximately 11.0 feet wide. Although cut down its center by the 1.5 foot wide utility trench 1, feature 1 contained whiteware and ironstone ceramics, a terra-cotta drain tile, machine made container glass, unidentified iron conglomerations, and an orange-red molded plastic lens likely an early automotive light cover. Given its convex and tapered

shape, the concentration of stone at its surface, and the density of its stone throughout, feature 1 is interpreted as a formal stone surfacing and may represent the latest formal pavement or possibly a raising of grade associated with the former route of the Fauquier and Alexandria Turnpike road. Because it is interpreted as a formal road surface, feature 1 necessarily has to date to the pre-1927 period.

Figure #50: Trench A, Units 1 and 2 looking north, showing feature 1 road surfacing, a convex shaped stratum of stone within a dark brown sandy loam matrix.

Underlying feature 1 throughout trench A was a coherent brown to dark brown sandy clay with significant rock inclusions, ranging in depth from approximately 0.1 feet in the north to 0.44 feet in the south, excavated as stratum 6 in unit 1 to the north, and stratum 4 in unit 2 to the south. This trench-wide stratum terminated approximately 1.0 feet from the north wall of unit 1. Artifacts recovered from strata 6 in unit 1 and 4 in unit 2 composed a solid nineteenth century assemblage including brick fragments, stoneware, pearlware, whiteware and ironstone ceramic, a cut or wrought nail, and pane glass. Because it was a relatively thin, coherent deposit consisting predominantly of soil, the unit-wide stratum was interpreted as natural accumulation on underlying strata, or perhaps an intentional bedding for the feature 1 road surface above.

Underlying stratum 6 in unit 1 and stratum 4 at the north end of unit 2 was a stone covered surface, feature 2. The top of feature 2 consisted of a dense concentration of small, approximately 0.1 to 0.20 feet in diameter, angular crushed stone surfacing within a brown sandy loam matrix (Figures #51 - #53). The small surface stone was underlain by larger, approximately 0.20 to 0.3 feet diameter, stone. Feature 2 was found to range between 0.14 to 0.29 feet in depth, and extended from the north soil profile of unit 1 to approximately 2.5 feet north of the south trench profile, a minimal width of approximately 13.0 feet. Feature 2 is interpreted as an historic stone surfacing pre-dating feature 1 surfacing. No material culture was recovered from feature 2 to aid in dating.

Figure #51: Trench A, units 1 and 2 looking north, showing feature 2 stone surfacing with utility trench running through center.

Figure #52: Trench A, unit 2 looking east, showing detail of feature 2 stone surfacing. Note the small size of stone and smooth surface.

Adjacent to and partially overlying the southern end of the feature 2 stone surfacing in unit 2 was stratum 5, a moist dark brown fine sandy loam with mottled gray areas. Stratum 5 appeared to be a naturally accumulated deposit, possibly water-laid. Removal of stratum 5 came down onto feature 3 (see below) and also documented the edge or shoulder of feature 2 road surface. No material culture was recovered from stratum 5.

Figure #53: Trench A units 1 and 2, looking north, showing feature 2 stone surfacing.

Underlying feature 2 throughout trench A was a densely packed deposit of fist-sized and larger quartz cobbles and broken quartz cobbles within a red silty clay matrix, feature 3 (Figure #54). Although present throughout trench A, due to time constraints feature 3 was only excavated in unit 1. The quartz cobbles recovered from feature 3 appeared to be water worn. At the surface of feature 3, the quartz cobbles appeared to be consistently fist-sized, but the size of the cobbles increased with depth, the largest measuring approximately 0.8 to 0.9 feet in diameter. Where excavated, feature 3 ranged from 0.55 to 0.65 feet in depth. Because it was composed of densely packed, consistently-sized water-worn stone, a road material likely imported from adjacent Broad Run, feature 3 was interpreted as a road surfacing treatment. No material culture was recovered from feature 3 to aid in dating. Feature 3 is interpreted as the earliest historic stone surfacing in the Fauquier and Alexandria Turnpike corridor.

Lying below feature 3 in unit 1 was a dense dark brown silty clay with brick and charcoal flecking at its surface. Poking up throughout stratum 7 were fragments of tabular stone, somewhat yellow-orange in color, possibly saprolitic bedrock. Stratum 7 in unit 1 was not excavated due to time however it is thought to closely resemble stratum 9 in unit 3 in both color, texture and inclusions. Stratum 7 in unit 1 is tentatively interpreted as the leveled grade established for initial construction of the Fauquier and Alexandria Turnpike Road corridor alignment.

Figure #54: Trench A, units 1 and 2 looking west, showing comparison of feature 2 road surface composed of small stones (at left under trowel), with feature 3 road surfacing composed of larger stones (at right, left of buried utility).

A total of six discrete megastrata were identified within Trench A (Table #7). Megastrata 1 (strata 1 and 2 in unit 1, stratum 2 in unit 2) was the most recent cultural deposit within trench A. Soils from megastrata 1 are interpreted as a late twentieth century accumulation related to naturally occurring deposits and the spoils related to the excavation of the east-west oriented fiber optic trench north of trench A. Megastrata 2 (strata 3 – 5 in unit 1 and stratum 2-3 in unit 2) two buried A strata, one above and one below the soils associated with the construction of the Route 29 / Lee Highway corridor. Megastrata 2 dates to the post-1927 to late-twentieth century. Megastrata 3 (feature 1 in unit 1 and feature 1 in unit 2) is a stone surfaced road corridor associated with the last period of use of the former Fauquier and Alexandria Turnpike road and river crossing. Megastrata 3 dates to the pre-1927 period, and is possibly related to the construction of the iron truss bridge, repair of the associated stone abutments, and potential raising of road grade in 1892. Megastrata 4 (stratum 6 and feature 2 in unit 1, and strata 4 – 5 and feature 2 in unit 2) is a formal stone-surfacing including thin naturally or intentionally deposited soils covering it. Megastrata 5 (feature 3 in units 1 and 2) is a dense stone-surfaced road. Both megastra 4 and 5 are believed to date to the nineteenth century. Megastrata 6 appears to be the pre-

turnpike construction prepared surface underlying all formal road treatments. Megastrata 6 likely dates to ca. 1812.

Table No. 7: Trench A Megastrata

Megastrata	*Unit / Strata*	*Description*	*Terminus Post Quem*
Megastrata 1	Unit 1: S1 Unit 2: S1 Unit 1: S2	Contemporary topsoil Spoils pile from marked fiber-optic trench	Late-twentieth-century
Megastrata 2	Unit 1: S3 Unit 2: S2 Unit 1: S4 Unit 1: S5 Unit 2: S3	Buried A ground surface Rte. 29 / Lee Hwy road embankment construction Buried A ground surface	Post-1927 to late-twentieth-century
Megastrata 3	Unit 1: F1 Unit 2: F1	Road Surfacing #1	Pre-1927
Megastrata 4	Unit 1: S6 Unit 2: S4 - 5 Unit 1: F2 Unit 2: F2	Post Road Surface #2 soil deposition Road Surfacing #2	Nineteenth century
Megastrata 5	Unit 1: F3 Unit 2: F3	Road Surfacing #3	Nineteenth century
Megastrata 6	Unit 1: S7	F&A Turnpike bedding and graded corridor	Ca. 1812

Trench B

Trench B was composed of two stratigraphically excavated and screened units. Units 3 and 4, each 3 x 3 feet in dimension, and a 3 x 3 and 3 x 6 foot unit that were excavated without screening adjacent to the south end of the trench (Figure #48). The area of trench B sloped gently downwards from north to south and from west to east towards Broad Run. The north end of Trench B, adjacent to the Route 29 / Lee Highway embankment was approximately one foot higher in elevation than the south end of trench B.

Stratum 1 in units 3 and 4 was an approximately 0.18 to 0.26 foot thick deposit of dark brown to dark gray brown silty loam with significant root mass. Stratum 1 appeared to be slightly thicker in unit 4, downslope and south of the Rte. 29 / Lee Highway corridor. Material culture recovered from stratum 1 included asphalt, unidentified corroded iron, rubber, plastic wrapper, and a fishing lure. Stratum 1 throughout trench B is interpreted as topsoil and late twentieth century deposits related to use of the state highway and adjacent right-of-way. Strata 2 and 3 in unit 4 appeared to be mottled fill deposits possibly related to stratum 1, ranging from a brown silty clay to dark-gray-brown and yellow-brown silty clay with significant gravel inclusions, and approximately 0.13 to 0.26 feet thick. Both strata were heavily mottled and contained limited quantities of material culture including asphalt, construction gravel, and machine-made container glass. Strata 2 and 3 in unit 4 were interpreted as fill deposits related to late twentieth century maintenance, repair and use of the adjacent Rte. 29 / Lee Highway corridor to the north.

Stratum 2 in unit 3 was an approximately 0.38 to 0.50 foot thick deposit of heavily mottled, dense silty clay with some modern construction gravel inclusions. Stratum 2 was thicker in the north than the south, suggesting an origin extending from the north. Material culture recovered from stratum 2 unit 2 included two pieces of machine-made container glass. Stratum 2 in unit 3 is interpreted as a fill deposit likely related to the construction and/or maintenance, repair and use of the Rte. 29 / Lee Highway embankment and road corridor to the north, most likely dating to the post-1927 period.

Cutting strata 3 – 9 in the bulk between units 3 and 4 was a 1.5 foot wide east-west oriented linear disturbed area, a modern trench, utility 1. Identical to utility 1 identified in trench A, soils within utility 1 were found to be moist and heavily mottled and were excavated without screening. The brown to strong brown silty clay contained significant stone gravel and cobble inclusions. The base of utility 1 was never reached due to the depth of the buried utility. Utility 1 dates to the twentieth century.

Stratum 3 in unit 3 and stratum 4 in unit 4 was a trench-wide coherent nearly stone free deposit consisting of a mottled brown to dark brown sandy silt with few inclusions. The stratum was significantly thicker in the south (0.7 feet) than in the north (0.11 to 0.17 feet). Material culture recovered from the stratum included brick fragments, clear and brown machine-made container glass, pane glass and a plastic wrapper. The coherent trench wide stratum is interpreted as a post-Fauquier and Alexandria Turnpike surface,

possibly sod and underlying soils allowed to grow after the abandonment of the former route of the historic road corridor.

At the south end of trench B at the base of stratum 4 in the bulk south of unit 4, micro-lensing of near pure sand and silt were encountered, suggesting deposition through erosional processes. Excavated as a separate feature, the varying sandy and silty lenses in this unit included a concentration of small stone within a linear east-west oriented swale. The swale, an intentionally dug shallow drainage ditch, designated feature 4, was approximately 1.0 to 1.2 feet wide and 0.3 to 0.35 feet deep. The feature 4 swale possessed a convex profile and following excavation continued to fill with water, perhaps fulfilling its original function of carrying surface water away from the road corridor (Figure #55).

Figure #55: West soil profile at south end of trench B, showing convex profile of swale / drainage trough outlined in white.

Cutting strata 3 and 4 in unit 3 was a second modern utility trench, a 0.6 foot wide 0.45 foot deep east-west oriented linear trench containing a 0.05 foot diameter black plastic cable, designated as utility 2. The cable in utility 2 was identical to utility 2 identified in trench A. Soils within utility 2 were a brown sandy loam with few inclusions. The only material culture recovered from utility 2 was an unidentified corroded iron object. Utility 2 is believed to date to the late twentieth century.

Strata 4 and 5 in unit 3, and strata 5 and 6 in unit 4 was a coherent nearly trench-wide deposit of small-to-medium-sized stone within a brown to red-brown sandy matrix, feature 1. Although interpreted as a coherent deposit, strata 4 – 5 in unit 3 were excavated separately. Stratum 4 was ended arbitrarily due to the identification of the east-west oriented utility 2 cutting it. Strata 4 – 5 in unit 3 and strata 5 – 6 in unit 4 was approximately 0.44 to 0.55 feet thick in the north tapering to 0.01 feet at approximately 12.2 feet south of the north trench profile. Stone within the sandy matrix appeared to be rounded and water-worn and ranged in size from approximately 0.1 to 0.45 feet in diameter. Taken as a whole, the water-worn stone surrounded by a sandy matrix suggests that much of the coherent stratum may have been taken from a local drainage, possibly Broad Run. A significant amount of material culture was recovered from strata 4 and 5 in unit 3, and strata 5 and 6 in unit 4. Found predominantly at the surface of this trench-wide deposit the quantity of material culture decreased with depth. Artifacts recovered included brick fragments, stoneware, pearlware, whiteware, ironstone and European porcelain ceramics, cut/wrought and unidentified nails, bar and sheet iron, corroded iron objects, a 0.22 cartridge, container glass, pane glass, and coal fragments. Feature 1 (strata 4 and 5 in unit 3 and strata 5 and 6 in unit 4) is interpreted as an historic road surfacing within the former Fauquier and Alexandria Turnpike corridor alignment most likely dating to its last period of use, ca. pre-1927.

In the north end of trench B at the base of stratum 5 in unit 3, isolated pockets of small angular crushed stone surfacing were encountered (Figure #56). Stratum 6, a brown sandy matrix approximately 0.12 to 0.23 feet in depth, possessed a compact relatively smooth surface where it existed. Stone contained within stratum 6 measured approximately 0.1 to 0.20 feet in diameter. Although not comprehensive in nature, the areas of isolated crushed stone surfacing appeared to be identical to the top surfacing of feature 2 in units 1 and 2 in trench A. Material culture recovered from stratum 6 included brick fragments, pieces of corroded iron, and burnt clay. Because of its smooth surface and consistently sized small angular rock, stratum 6 was interpreted as a formal stone surfacing, feature 2. Given the non-diagnostic nature of the material culture recovered, and the presence of feature 1 sealing the stratum, the feature 2 stone surfacing is believed to date to the nineteenth century.

Stratum 7 in unit 3 was a coherent deposit of brown sandy clay with significant sized stone cobbles (Figure #57). Stratum 7 extended into trench B from the north profile ending approximately 7.3 feet south of the north wall of unit 3. Cobbles recovered from stratum 7 were fist sized and larger, approximately 0.3 to 0.55 feet in diameter. Material culture recovered from stratum 7 unit 3 included unidentified corroded iron. At the base of stratum 7, a single course of large-sized water-worn cobbles, stratum 8, ranging between 0.8 and 1.1 feet in diameter, was identified. Stratum 8 was differentiated from stratum 7 only in the significant size difference of the water-worn cobbles. Stratum 8 extended southward from the north trench profile ending approximately 2.2 feet south of the north wall of unit 3. Brick fragments and a single piece of refined earthenware were

Figure #56: Trench B, unit 3 looking west, showing small isolated areas of angular crushed stone surfacing, and utility 2 east-west oriented black cable at right.

recovered from stratum 8. Because of the predominantly stone composition and consistently large size of the stone, strata 7 and 8 in unit 3 was interpreted as a formal stone surfacing, feature 3, within the former Fauquier and Alexandria Turnpike corridor alignment. Material culture recovered from feature 3 suggest its use in the nineteenth century.

Figure #57: Trench B unit 3, looking north, showing top of stratum 7 and road metal composed of water-worn cobbles approximately 0.5 to 0.85 feet in diameter.

Figure #58: Road metal samples recovered from trench A unit 3 stratum 6 (right), stratum 7 (center) and stratum 8 (left).

Stratum 7 in unit 4 was an approximately 0.11 to 0.31 foot thick red brown sandy silt with significant brick flecking and corroded iron nodules with minimal gravel and small stone inclusions. Stratum 7 appeared to be concentrated only in the southern half of unit 4 and appeared to terminate. Material culture recovered from stratum 7 unit 4 was limited and included only small brick fragments. Stratum 7 in unit 4 is tentatively interpreted as a pre-turnpike occupation deposit, or possibly a bedding for the former Fauquier and Alexandria Turnpike corridor alignment.

Underlying stratum 7 in unit 4 and stratum 8 in unit 3 was a strong brown silty clay mottled with a dark gray brown silty clay with some brick flecking, stratum 9. Inclusions within stratum 9 included a few fragments of a yellowish stone, possibly saprolitic bedrock. Although present in unit 4 as well, given time constraints stratum 9 was only excavated within unit 3. Stratum 9 was excavated to a depth of 0.4 to 0.5 feet before being arbitrarily ended due to time restrictions. Aside from very small brick fragments no material culture was recovered from stratum 9. Stratum 9 in unit 3 is interpreted as the leveled grade established for initial construction of the Fauquier and Alexandria Turnpike corridor alignment.

Underlying stratum 7 in unit 4, the base of the drainage swale, feature 4, at the southern end of trench B, and stratum 9 in unit 3 was a compact gritty sandy silt with inclusions of what appeared to be small iron-like nodules, possibly the naturally occurring subsoils or decaying bedrock. In addition, and in particular at the north end of trench B, angular flat sheeting of stone, perhaps the native bedrock was identified.

Table #8: Trench B Megastrata

Megastrata	*Unit / Strata*	*Description*	*Terminus Post Quem*
Megastrata 1	Unit 3: S1 Unit 4: S1 - 3	Sod and topsoil	Late-twentieth-century
Megastrata 2	Unit 3: S2	Rte. 29 / Lee Hwy road embankment	Post-1927 to late-twentieth-century
Megastrata 3	Unit 3: S4-5 (Feature 1) Unit 4: S5-6 (Feature 1)	Road Surfacing #1	Pre-1927
Megastrata 4	Unit 3: S6 (Feature 2)	Road Surfacing #2	Nineteenth century
Megastrata 5	Unit 3: S7-8 (Feature 3)	Road Surfacing #3	Nineteenth century
Megastrata 6	Unit 3: S9 Unit 4: S7	F&A Turnpike bedding and graded corridor	Pre-1812

A total of six discrete megastrata were identified within Trench B (Table #8). Megastrata 1 (strata 1 in unit 3, strata 1–3 in unit 4) was the most recent cultural deposit within trench B. Soils from megastrata 1 are interpreted as a late twentieth century accumulation related to naturally occurring deposits. Megastrata 1 is interpreted as a second half of the twentieth century deposit. Megastrata 2 (stratum 2 in unit 3) a dense clayey fill deposit is likely associated with the construction and subsequent maintenance of the northbound Rte. 29 / Lee Highway corridor over Broad Run and dates to the post-1927 to late-twentieth century period. Megastrata 3 (strata 4-5 in unit 3, strata 5-6 in unit 4) is a formal road surfacing associated with the last period of use of the former Fauquier and Alexandria Turnpike road and likely dates to the pre-1927 period. Megastrata 4 (stratum 6 unit 3) is also a stone surfacing treatment and part of the former Fauquier and Alexandria Turnpike road. Megastrata 5 (strata 7 and 8 in unit 3) is a stone-surfaced road corridor. Both megastrata 4 and 5 date to the nineteenth century. Megastrata 6 appears to be the pre-Fauquier and Alexandria Turnpike prepared surface underlying all formal road treatments. Megastrata 6 likely dates to ca. 1812.

Stage II Investigations – June 18 – 22, 2012

General

The goal of the Stage II investigations was to identify and document remnant architectural features believed to be located at the southwest intersection of Buckland Mill Road and Rte. 29 / Lee Highway, in the northeast corner of the historic John Trone House lot (VDHR 076-0123).

The research design entailed systematic probing of soils in the east yard of the John Trone House lot in an attempt to detect subsurface masonry. Incorporating the results of subsurface probing, at least 50 square feet of manual excavation in targeted areas was proposed to come down on, reveal and identify probable locations of subsurface foundation features.

Systematic probing at one foot intervals along transects placed every ten feet failed to identify subgrade masonry foundations. The hard and gravelly soils made interpreting the findings of the systematic probing difficult at best.

Given the lack of results from subsurface probing, it was decided to place long, narrow trenches in the general vicinity of where the Stagecoach Inn was believed to have stood in order to increase the chances of locating it. Unit 5, a 2 x 10 foot east-west oriented trench, was located approximately 36 to 46 feet east of the east façade of the Trone House. Unit 6, a 2 x 8 foot north-south oriented trench, was located approximately 30 – 32 feet east of the east façade of the Trone House. Unit 7, a small 2 x 4 foot western extension of unit 5, was located 32 – 36 feet east of the east façade of the Trone House. In an attempt to follow up on findings in unit 5, and to potentially catch any architectural foundation closer to the intersection of Buckland Mill Road and Rte. 29 / Lee Highway intersection unit 8, a 2 x 8.5 foot northeast – southwest oriented trench, north of unit 5 was excavated (Figure #59).

Unit 5

In an attempt to locate the east wall foundation of the Stagecoach Inn believed to be located adjacent to the west side of Buckland Mill road, unit 5 an east-west oriented 2 x 10 foot unit was placed 36 – 46 feet east of the east façade of the Trone House, and lying approximately 24-26 feet west of Buckland Mill road. Stratum 1 in unit 5 was a 0.19 to 0.30 foot thick dark brown silty loam with sparse small stone inclusions. Artifacts recovered from stratum composed a mixed nineteenth and twentieth century assemblage including asphalt, stoneware pearlware, whiteware and ironstone ceramics, an iron carriage bolt, a cut nail, machine made bottle glass, a crown bottle cap, animal bone, wire and several pieces of plastic. Stratum 1 was interpreted as a late twentieth century occupation deposit. Stratum 1 came down onto a dark yellow-brown heavily mottled gravelly surface with some saprolite inclusions, stratum 2. Stratum 2 was a wedge-shaped deposit approximately 0.1 feet thick in the east and 0.8 feet thick in the west containing predominantly twentieth century material culture. Artifacts recovered included corroded

asphalt, brick fragments, mortar, cut nails, a mill file, unidentified corroded iron, machine-made container glass, styrofoam and plastic sheeting. Because of the twentieth century material culture and the wedge shaped nature of the deposit suggesting a western origin, stratum 2 was interpreted as a late-twentieth-century fill deposit possibly related to unidentified excavation and/or construction.

Underlying stratum 2 were two distinct surfaces, stratum 3 a wedge-shaped deposit in the eastern end of the trench consisting of a greasy dark brown silt with significant inclusions of road gravel, and stratum 4 a largely homogenous dark brown to red brown silty loam throughout the remainder of the trench. Upon excavation stratum 3 was found to be only 0.11 to 0.54 feet thick, thinner in the west and thicker in the east, and contained machine-made bottle glass, plastic automobile safety glass, and mortar. Stratum 3 was interpreted as a late twentieth-century deposit having an origin east of unit 5 and likely associated with maintenance and upkeep of Buckland Mill road. Stratum 4, an approximately 0.1 to 0.2 foot thick deposit with sparse small stones, was found to underlie stratum 3. Material culture recovered from stratum 4 included brick fragments, cut and wire nails, an iron pintle, machine-made container glass, flat glass, a 0.5 caliber cartridge, and a plastic automobile lens. Stratum 4 is interpreted as a twentieth-century deposit, possibly buried surface soils.

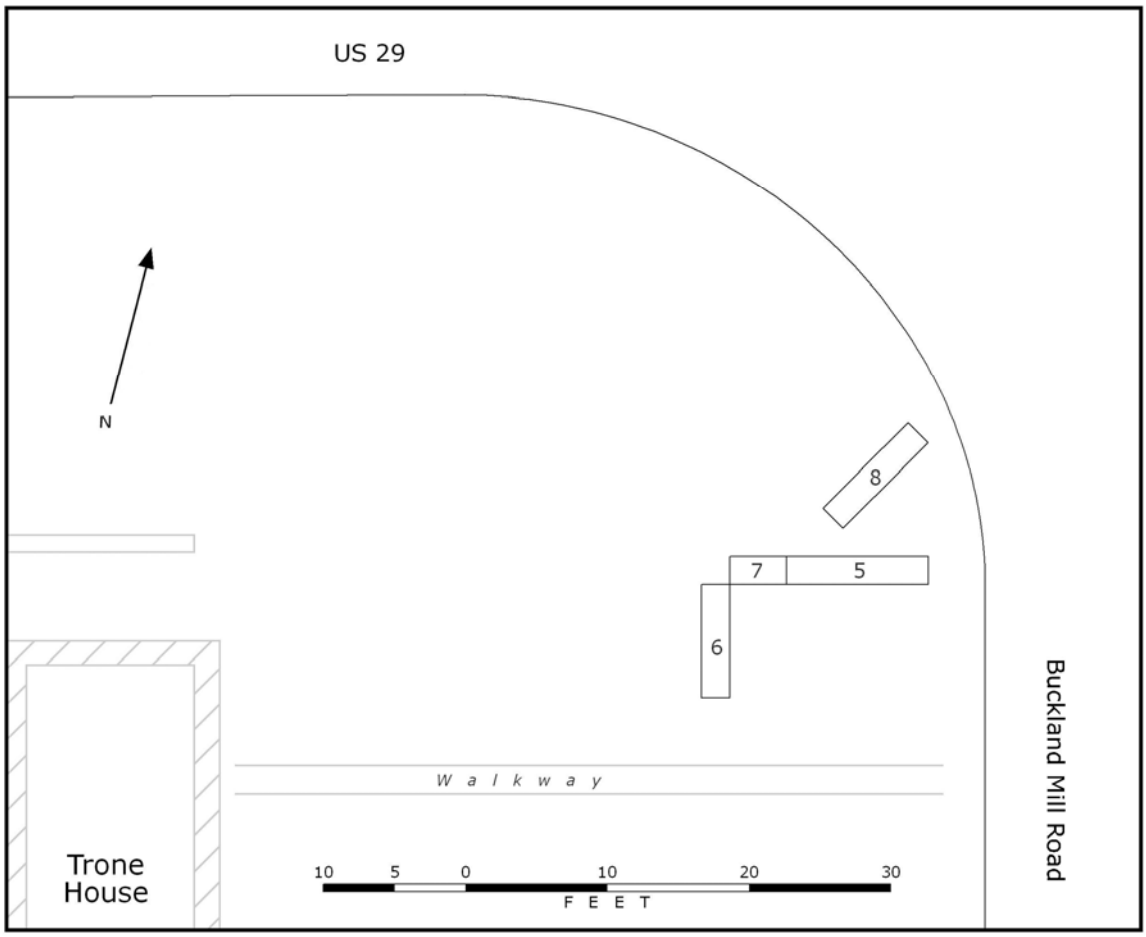

Figure #59: Trone House yard at intersection of Rte. 29 / Lee Highway and Buckland Mill Road showing location of units 5 – 8.

Stratum 5 throughout the unit was an approximately 0.17 to 0.43 foot thick deposit of compact red silty clay with few inclusions. Artifacts recovered from stratum 5 included machine-made container glass, iron wire, iron rod, unidentified nails, slate, and a .22 cartridge. Underlying stratum 5 was stratum 6, a dark yellow-brown friable sandy clay loam, with few stone inclusions. Stratum 6 was approximately 0.08 to 0.21 foot thick deposit with only small fragments of roofing slate recovered during screening. Both strata 5 and 6 are interpreted as twentieth-century fill deposits of unknown origin. A small 1.0 foot diameter circular soil discoloration, feature 1, containing dark brown silty loam soils was identified at the base of stratum 6 (Figure #60). Upon excavation, feature 1 proved to be a bowl shaped feature approximately 0.30 feet in depth. A wire finishing nail, cinders and charcoal flecks were recovered from feature 1. Feature 1 is interpreted as an unidentified organic intrusion.

Figure #60: Unit 5, looking north showing feature 1 soil discoloration adjacent to north profile.

Ranging in depth from 0.2 feet in the west to 0.7 feet in the east, stratum 7 throughout the unit was a deposit of dense, red clay with few inclusions. Material culture recovered from stratum 7 included brick fragments, lamp chimney glass, a light bulb fragment, glass tableware, machine-made container glass, cut nails and coal and cinders. As excavation of stratum 7 proceeded, a north-south alignment of medium to large sized stone in the eastern half of the unit, feature 2, was revealed and became more concentrated. After

photographing and mapping feature 2, it was removed and the remaining portions of stratum 7 red clay found to be filling the interstices and underlying many rocks was excavated. A wire nail, light bulb fragment, pane glass, and eyelet were recovered from within the feature 2 concentration of stone (Figure #61). Feature 2 was found to be a largely jumbled concentration of rock, and is interpreted as possible architectural debris deposited as part of the base of the stratum 7 fill deposit.

Figure #61: Unit 5 base stratum 7, looking north, showing feature 2 concentration of stone in east end of trench.

At the base of stratum 7, the tops of two north-south oriented vertically set stone alignments were identified, feature 3 at 5.5 feet west of the eastern unit profile, and feature 4 at 9.6 feet west of the eastern unit profile (Figure #62). Bounded between the two stone alignments were strata 8-10, and 12. Stratum 8, a dark red-brown clayey loam, was a thin approximately 0.02 to 0.05 foot thick lens with containing lamp chimney glass, flat glass, a cut nail, and charcoal, coal and cinders. Underlying stratum 8 was a dark brown silty loam approximately 0.03 to 0.13 feet thick. Material culture recovered from stratum 9 included stoneware and ironstone ceramics, lamp chimney glass, machine-made container glass, flat glass a cut nail, sheet iron, container glass, coal and a pencil lead fragment. At the interface of stratum 9 and a brown clayey loam with yellowish saprolite fragments, stratum 10, were several heavily corroded iron bars. Stratum 10 ranged in depth from between 0.01 to 0.12 feet. Additional material culture recovered from stratum 10 included brick bats, container glass, flat glass, glass tableware,

coal and cut and wrought nails. Strata 8 through 10 are interpreted as occupation deposits dating from the late nineteenth to early twentieth centuries. Stratum 10 came down onto a coherent gravelly layer stratum 12, a dark brown silty loam with significant small stones and pebbles intermixed with coarse sand. Stratum 12 was very thin and ranged in depth between 0.01 and 0.14 feet. Artifacts recovered from stratum 12 included were predominantly limited to unidentified nails, nail rod, and sheet iron.

Figure #62: Unit 5 base of stratum 9, looking west, showing feature 2 stone concentration (bottom), features 3 (bottom of scale) and 4 (top of scale) vertically set stone alignments.

Lying east of and adjacent to the feature 3 vertically set north-south stone alignment was stratum 11, an approximately 0.04 to 0.14 thick deposit of dark brown clayey loam. Stratum 11 was noted to be very similar if not identical to stratum 9 excavated from the west side of the feature 3 stone alignment. Material culture recovered from stratum 11 included two stoneware ceramics, an unidentified nail, and container glass, an assemblage nearly identical to stratum 9. Adjacent to and east of stratum 11 and also east of the feature 3 vertically set north-south stone alignment was stratum 13, a dark brown

Figure #63: Unit 5 base stratum 12, looking east, showing top of stratum 14 stone surfacing, designated as feature 5, under trowel.

silty loam with significant gravel and sand inclusions. Stratum 13 was also relatively thin ranging in depth between 0.03 and 0.15 feet and resembled stratum 10 to its west. Material culture recovered from stratum 13 included brick fragments, whiteware, ironstone and European porcelain ceramics, lamp chimney glass, container glass, and a fragmentary copper-alloy broach. Strata 11 and 13 are interpreted as occupation deposits dating from the late nineteenth to early twentieth centuries.

Underlying stratum 12 to the west of the feature 3 vertically set north-south stone alignment was a formal stone surfacing, stratum 14 (Figure #63). Stratum 14 was composed of a dark brown slightly clay loam containing abundant angular small to medium sized tabular rock. Upon excavation stratum 14 was found to be approximately 0.54 to 0.80 feet in depth. A significant amount of material culture was recovered from stratum 14 included brick fragments, stoneware creamware, pearlware, whiteware, and ironstone ceramics, container glass, flat glass, cut / wrought nails, sheet iron and coal, much of which were found throughout the entire deposit. Ceramics recovered from stratum 14 were quite small and highly abraded suggesting long-term and/or heavy use. Stratum 14 is interpreted as an intentional stone surfacing, designated as feature 5, and likely applied in several episodes over a period of time. A nearly identical stone surfacing was identified east of the feature 3 vertically set stone alignment. This stone surfacing was designated as feature 6, however due time constraints feature 6 was not excavated.

Figure #64: Unit 5 stratum 14 excavated, looking north, showing dense layer of stone paving, feature 5, in profile as well as feature 3 (right) and feature 4 (left) vertical stone alignment.

Underlying stratum 14 / feature 5 deposit was a relatively clean brown loam transitioning to a paler dark yellow brown silty loam, stratum 15. Stratum 15 was approximately 0.30 to 0.44 feet deep and contained low density of small stone, mostly flat with an occasional rounded river cobble. Although no material culture was recovered from stratum 15 it is interpreted as a transition to sterile subsoil (Figure #64).

Unit 6

Because the John Trone House possessed an 'ell' shaped stone wall attached to its northern façade that architectural historians believed may have once been a hyphen linking the main residence with the Stagecoach Inn to its northeast, a short 2 x 8 foot north-south oriented trench, unit 6, was placed straddling the line of the north façade of the Trone House, approximately 30 – 32 feet east of the historic residence (Figure #55). Unit 6 was also placed approximately 5.5 feet east and down slope from a concrete septic tank feature in the hopes of avoiding the disturbance created during installation of the twentieth century sanitary feature (Figure #65).

Figure #65: Concrete sanitary feature (lower right) in relationship to John Trone House.

Stratum 1 was an approximately 0.20 to 0.31 foot thick dark red-brown silty loam with few inclusions. Material culture recovered from stratum 1 included cement, container glass, pane glass, electrical wire, and plastic. Stratum 1 is interpreted as a late-twentieth-century occupation deposit. Stratum 1 came down onto an approximately 0.15 to 0.28 foot thick red-brown silty loam, stratum 2, in the majority of the trench, with a concentration of significant construction gravel (0.05 to 0.15 foot diameter) in the northern 1.5 feet of the unit. The construction gravel was excavated as a lens within

stratum 2. Material culture recovered from stratum 2 composed a mixed nineteenth and twentieth century assemblage including brick fragments, whiteware and ironstone ceramics, cement, a wrought nail, and a cellophane wrapper. Stratum 3, throughout the entire unit, was a dense, approximately 1.49 to 1.68 foot thick brown silty clay with significant angular gravel and quartz inclusions. During the excavation of stratum 3, an approximately 1.15 foot diameter semi-circular concrete dome, most likely leftover construction concrete, was encountered. Stratum 3 was ended arbitrarily with the discovery of an approximately 0.3 foot wide by 2.5 foot long area of soils extending into the unit from the east and located in the southeast corner of the trench. This area of coherent brown silty loam soils was tentatively interpreted as a potential horizon of buried A topsoil or cultural deposit, through which an unidentified trench was cut. Material culture recovered from stratum 3 included brick fragments, stoneware, pearlware, whiteware, yelloware and redware ceramics, a cut nail, clear and green container glass, flat glass, as well as coal, animal bone, construction gravel (not kept) and plastic. The mixed nature of the artifact assemblage and the heavily mottled soils composing stratum 3 indicate a deep fill deposit. Strata 2 and 3 are interpreted as second half of the twentieth century fill deposits possibly related to an unidentified deep excavation or construction of the sub-grade septic tank feature to the west.

Feature 1, a continuation of stratum 3 soils above, was also a dense, heavily mottled brown silty clay. The excavation of feature 1 was begun throughout the entire unit, but after 6-inches it was decided to focus on the southern three feet of the unit where the area of coherent brown silty loam soils was first identified. Feature 1 was taken down approximately 2.35 to 2.66 feet in the southern three feet of the unit prior to ending the stratum arbitrarily. Material culture recovered from feature 1 included brick fragments, stoneware, pearlware, whitware, ironstone and redware ceramics, a kaolin pipe bowl fragment, wire, cut and wrought nails, machine-made container glass, flat glass, animal bone, and plastic. Feature 1 soils are interpreted as a twentieth century fill deposit. Unit 6 was ended due to extensive twentieth century fill soils to a depth of greater than 4.0 feet below grade.

Because of the depth of twentieth century fill in unit 6 (up to 4.74 feet deep with coring documenting fill at least to 5.5 feet in depth), and its distance (5.5 feet) from a known septic tank feature, it is not clear whether the fill soils in unit 6 represent filling of the hole excavated for the adjacent septic tank feature, or another unidentified large feature.

Unit 7

Unit 7 was a 2 x 4 foot extension placed adjoining the western end of Unit 5 (Figure #59). Unit 7 was placed in this location in an attempt to determine the stratigraphic relationship between the intact cultural deposits present in unit 5, and the large unidentified feature and fill deposits present in unit 6.

Based on the knowledge that strata 1 through 4 in adjacent unit 5 were either late twentieth century fill deposits or buried twentieth century topsoil, it was determined that

the corresponding soils in unit 7 would be excavated without screening. The soils removed from the top of unit 7 were taken out as one stratum but composed of four distinct deposits: A) a layer that included a dark brown silty loam (late twentieth century occupation deposit); B) a yellow-brown silty loam with significant gravel inclusions (twentieth century fill soils); C) a dark brown to red brown silty loam (buried twentieth century topsoil); and D) a red to red-brown dense silty clay with some stone inclusions. No material culture was recovered from any stratum. The first four soil deposits were excavated to a depth of between 1.29 and 1.55 feet below grade. After these soils were removed, the excavation strategy for unit 7 reverted to screening of all soils.

Upon examination of the northern and southern soil profiles, the western end of unit 7 contained an approximately 0.5 to 0.6 foot thick north-south oriented trench, feature 2. Feature 2 is believed to be the eastern edge of the deep excavated twentieth century feature identified in unit 6 to the west. Because of the presence of heavily mottled fill soils similar to those excavated in unit 6, feature 2 was not excavated.

At the base of the four removed soil deposits, a gray-white ashy lens with significant slate fragments adjacent to the east unit profile, stratum 2, was encountered. Within the center of the ashy lens was a circular area of dark brown silty loam, feature 1 (Figure #66). Upon excavation, feature 1 was found to be a 1.0 to 1.2 foot diameter shallow, basin-shaped feature that bottomed out onto a rough surface of flat stones at a depth of 0.35 feet. Material culture recovered from feature 1 included coal and slate. The flat stone surface appeared to be underlying the ashy lens. It is not yet clear what purpose or function feature 1 may have served.

Figure #66: Unit 7, looking east, showing top of white-gray ashy deposit, stratum 2, and feature 1 circular discoloration.

Figure #67: Unit 7, looking west, showing stratum 3 deposit of dense small angular rock surfacing.

Cut by feature 1, stratum 2 was a white-gray ashy lens, a compact deposit of coal, clinker and ash with what appeared to be small, angular burnt rocks. Stratum 2 was excavated to a depth of 0.11 to 0.28 feet. Stratum 2 is tentatively interpreted as a waster deposit, possibly generated from a domestic stove, or industrial furnace or fire. Underlying stratum 2 was stratum 3, a dense surfacing of small, angular tabular rock within a red-brown silty matrix, similar to stratum 14 stone surfacing in unit 5 to the east (Figure #67).

Stratum 3 was excavated to a depth of to 0.29 feet and stone within measured approximately 0.25 to 0.45 feet in diameter. Excavation of stratum 3 was stopped upon encountering several larger horizontally placed flat rocks, designated as stratum 4 (Figure #68). Material culture recovered from stratum 3 included brick fragments, unidentified corroded iron, flat glass and a pearlware ceramic. Stratum 3 is interpreted as an intentional stone surfacing, possibly a nineteenth century yard work surface.

Figure #68: Unit 7, looking north, showing surface of large tabular rocks, stratum 4.

Stratum 4 in unit 7 was a 0.38 to 0.52 foot thick compact red brown silty loam with pockets of fine gray sand in the eastern half of the unit. Tabular stone within stratum 4 measured 0.4 to 0.85 feet in diameter. Stratum 4 overlay a homogenous yellow-brown loamy soil, similar to stratum 15 in unit 5 to the east. Material culture recovered from stratum 4 included brick fragments, pearlware, whiteware and ironstone ceramics, cut and wire nails, flat glass and burnt clay. Stratum 4 is tentatively interpreted as a nineteenth century fill or leveling deposit.

Unit 8

A 2 x 8.5 foot trench, unit 8, was placed in a diagonal, northeast-southwest orientation, adjacent to and north of unit 5 to better understand the formal stone surfacing identified there, as well as to further test area soils closer to the intersection of Buckland Mill Road and Rte. 29 / Lee Highway for architectural remains of the Stagecoach Inn (Figure #59).

Stratum 1 in unit 8 was an approximately 0.22 to 0.35 foot thick very dry, loose, dark brown silty loam with some gravel inclusions.[223] Stratum 1 it was interpreted as a modern late twentieth century matrix containing possible water born deposits from Buckland Mill Road to the east. Stratum 2 was an approximately 0.30 to 0.67 foot thick heavily mottled brown silty clay with some greenstone inclusions. Material culture recovered from stratum 2 included machine-made bottle glass and an iron horseshoe. Because of the heavily mottled nature of stratum 2 and the fact that it was thicker in the southwest tapering to near nothing in the northeast, it was interpreted as a twentieth century fill deposit, possibly related to the construction of the septic tank feature, extending into the unit from the Trone House yard.

A heavily disturbed area in the northwestern most one foot of the unit was identified at the interface of strata 1 and 2. Becoming more well-defined through excavation of subsequent strata, feature 1 was found to be an east-west oriented trench containing a short length of 0.05 foot diameter black cable. This trench and the cable it contains is thought to be identical to utility 2 in trench A and utility 2 in trench B.

Underlying stratum 2 were several distinct soils extending into the unit from both the east and west and terminating in the trench's center. Stratum 3, present only in the northeast end of the unit, was a 0.0 to 0.16 foot thick very fine dark brown sandy silt wedge-shaped deposit with significant fine gravel inclusions. Stratum 4, present only in the southwest portion of the unit, was a 0.0 to 0.17 foot thick dark red-brown fine silty loam wedge-shaped deposit with few inclusions. Underlying stratum 3 was stratum 5, present only in the northeast portion of the unit. Stratum 5 was a 0.0 to 0.18 foot thick wedge-shaped deposit of dark brown sandy silt with significant gravel and asphalt inclusions. Underlying stratum 5 was stratum 6, present only in the northeast portion of the unit. Stratum 6 was a 0.0 to 0.48 foot thick wedge-shaped deposit of heavily mottled fill soils containing dark red brown silty clay and red silty clay with some small sized gravel inclusions. Strata 3, 5-6 were interpreted as road-related fill soils, possibly deposited through washing and general erosion, and/or intentional deposits. Stratum 4 was interpreted as a buried twentieth century yard surface.

Stratum 7 extended across the entire unit and consisted of an approximately 0.07 to 0.52 foot thick red-brown silty clay with coal fleck inclusions. Stratum 7 was significantly thinner in southwest than in northeast. Stratum 7 is interpreted as an unidentified fill deposit, most likely dating to the twentieth century. Stratum 8 was a paler, yellow-brown silty clay identical in color and texture to stratum 6 in unit 5 to the south. Stratum 8 contained few inclusions and ranged between 0.09 and 0.19 feet thick. It also extended across the entire unit but was slightly thicker in the southwest than the northeast. Although no material culture was recovered from stratum 8 it was interpreted as an early-twentieth-century fill and/or occupation deposit, most likely generated from the Trone House yard.

[223] Prior to breaking ground for unit 8, it was decided to excavate the twentieth century fill and road-related deposits, as identified in soils within unit 5 to the south, without screening for artifacts. In unit 8, this included strata 1 through 7.

Stratum 9 was a unit-wide dense deposit of dark red silty clay containing few inclusions. Stratum 9 was identical to stratum 7 in unit 5 to the south. Ranging in depth between 0.30 and 0.88 feet, stratum 9 was thinner in the southwest than the northeast and contained no material culture. Stratum 9 was interpreted as an intentional deposit of twentieth century fill soils, most likely associated with a raising of grade for Buckland Mill Road to the east.

At the base of stratum 9, the top of a north-south oriented linear alignment of vertically set stone, feature 2 was identified (Figure #69). Feature 2 appeared to be in line with and identical to the linear alignment of vertically set stone feature 3, identified in unit 5 to the south. Soils to the east of feature 2 were identified as stratum 10, and to the west of feature 2 stratum 11.

Figure #69: Unit 8, looking southwest, showing north-south oriented alignment of vertically set stone, feature 2.

East of the feature 2 linear alignment of vertical stone, stratum 10 was a thin approximately 0.07 to 0.16 foot thick deposit of fine brown sandy silt. Artifacts recovered from stratum 10 included brick fragments, clear container glass, cut and wire nails, and a triangular iron file. Underlying stratum 10 was stratum 13, an approximately 0.04 to 0.18 foot thick deposit of dark yellow-brown sandy silt with inclusions of fine gravel and small rocks and pebbles. Material culture recovered from stratum 13 included brick and coal fragments, stoneware, whiteware, ironstone and porcelain ceramics, container glass, flat glass, corroded nails, and a porcelain Prosser-type button. Strata 10 and 13 east of feature 2 are interpreted as late nineteenth to first quarter of the twentieth century occupation deposits with small gravel and pebbles accumulated through water born soils.

West of the feature 2 linear alignment of vertical stone, stratum 11 was an approximately 0.09 to 0.11 foot thick deposit of red-brown silty loam. Material culture recovered from stratum 11 included container glass, a cut nail, and a narrow diameter carbon? cylinder, possibly a battery core. Stratum 11 was similar in color and texture to stratum 10 east of feature 2. Underlying stratum 11 and also to the west of feature 2 was an approximately 0.06 to 0.10 foot thick deposit of red-brown silty sand with significant fine gravel inclusions, stratum 12. Material culture recovered from stratum 12 included stoneware ceramics, container glass, flat glass, and two carriage bolts. Underlying stratum 12 was stratum 14 an approximately 0.12 to 0.18 foot thick deposit of heavily mottled red silty clay with significant greenstone saprolitic inclusions. Material culture recovered from stratum 14 included stoneware ceramics, a wire nail, container glass, flat glass, and a porcelain Prosser-type button. Underlying stratum 14 was stratum 16 an approximately 0.07 to 0.17 foot thick deposit of brown sandy silt with coal fleck inclusions. Material culture recovered from stratum 16 included corroded iron objects and coal fragments.

The thin nature of archaeological deposits 11-12, 14 and 16 as well as the collection of both domestic and architectural material culture suggest that these deposits were associated with the occupation of the Trone House, most likely dating from the nineteenth to first quarter of the twentieth century. Much of the small granular stone and pebbles may also have been eroded from points upslope in the Trone House yard.

Underlying stratum 16 west of feature 2 was a dense deposit of hard, angular stone within a sandy silt matrix, most likely a formal stone surfacing, feature 4 (Figure #70). The feature 4 stone surfacing corresponded with and appeared to be identical to feature 4 stone surfacing in unit 5 to the south. Feature 4 was not excavated due to time constraints.

At the base of stratum 13 east of the feature 2 vertical stone alignment, a dense deposit of hard angular flat stone, stratum 15, a formal stone surfacing was identified. Designated feature 3, the formal stone surfacing contained densely packed angular stone ranging in size between 0.15 to 0.3 feet in diameter (Figure #71). The angular stone was surrounded by a matrix of red-brown sandy silt with significant gravel inclusions. Ranging in depth between 0.17 t 0.35 feet, feature 3 contained brick fragments, stoneware, pearlware, whiteware and porcelain ceramics, container glass, tableware glass, a cut nail, corroded unidentified iron objects, and animal bone. Feature 3 appeared to be identical to stratum 14 stone surfacing in unit 5 to the south and is interpreted as a north-south stone surfaced

road corridor. Taking into account the adjacent feature 2 vertically oriented stone alignment, feature 2 and 3 may represent a western curb and road surface, perhaps the original alignment and western edge of Mill Street, what is now Buckland Mill Road.

Underlying the feature 3 stone surfacing was stratum 17, an approximately 0.23 to 0.26 foot thick deposit of dark yellow-brown sandy silt. Dense in nature, stratum 17 contained brick fragments, pearlware ceramics, cut and unidentified nails, a large animal tooth, and burnt clay. Material culture recovered from stratum 17 appeared to decrease with depth. Despite the representative artifacts recovered, stratum 17 is thought to represent a transitional level between cultural and non-cultural soils, possibly dating to the first half of the nineteenth century.

Figure #70: Unit 8 looking west and showing feature 4 angular stone surfacing (under trowel), west of feature 2 vertical stone alignment.

Figure #71: Unit 8, looking southwest, showing top of stratum 15, a dense deposit of hard, angular flat stone designated feature 3.

Underlying stratum 17 was a dense yellow brown silty clay with naturally occurring iron? nodule inclusions, most likely the underlying local subsoil. Cutting subsoil was an approximately 1.2 foot diameter circular soil discoloration, feature 5. At its surface, feature 5 contained a brick bat and brick and mortar inclusions (Figure #72). Although feature 5 exhibited characteristics of a possible post-hole, due to time restrictions it was not excavated.

Figure #72: Unit 8, looking northwest, showing top of feature 5 soil discoloration.

A total of eight discrete megastrata were identified within the Trone House yard units 5 and 8 (Table #9). Megastrata 1 (strata 1 in units 5/7, strata 1 in unit 8) was the most recent cultural deposit within the Trone House yard. Soils from megastrata 1 are interpreted as a late twentieth century topsoil / cultural deposit dating to the late twentieth century. Megastrata 2 (stratum 2 in units 5/7 and strata 2 and 4 in unit 8) is a thick mottled silty clay fill deposit most likely originating from the Trone House yard and dating to the twentieth century. Megastrata 3 (strata 3-4 in units 5/7 and strata 3, 5-6 in unit 8) is also a twentieth century fill deposit but originating from the direction of Buckland Mill Road. Megastrata 4 (strata 5-6 in units 5/7 and strata 7-8 in unit 8) are unit-wide deposits likely dating to the early twentieth century. Megastrata 5 (stratum 7 in units 5/7 and stratum 9 in unit 8) is a thick fill deposit originating from the direction of Buckland Mill Road. The deposit may be associated with an early 20th century raising of grade in this location. Megastrata 6 (strata 8 – 13 in units 5/7 and strata 10 – 14 in unit 8) represents several episodes of occupation deposits dating from the late nineteen to the early twentieth centuries. Megastrata 7 is composed of several stone features, vertical stone alignments features 3 and 4, and stone surfacing treatment features 5 and 6 in units 5/7, and vertical stone alignment feature 2 and stone surfacing treatments, features 3 and

4 in unit 8. All of these features appear to be contemporaneous with one another and likely date to the nineteenth century. Megastrata 8 appears to be the pre-Mill Street surface, possibly an occupation deposit, most likely dating to the early nineteenth century.

Table #9: Units 5 and 8 Megastrata

Megastrata	*Unit / Strata*	*Description*	*Terminus Post Quem*
Megastrata 1	U5: S1 U8: S1	Topsoil and occupation deposit	Late 20th c.
Megastrata 2	U5: S2 U8: S2, S4	Fill deposit originating from Trone House yard	20th c.
Megastrata 3	U5: S3-4 U8: S3, S5-6	Fill deposit originating from Buckland Mill Road	20th c.
Megastrata 4	U5: S5-6 U8: S7-8	Fill and/or occupation deposit	Early 20th c.
Megastrata 5	U5: S7 U8: S9	Fill and or raising of grade associated with Buckland Mill Road	Early 20th c.
Megastrata 6	U5: S8 - 13 U8: S10 – 14, 16	Occupation deposits	Late 19th – Early 20th c. occupation deposits
Megastrata 7	U5: F3, F4, F5, F6 U8: F2, F3, F4	Vertical stone alignments and stone surfacing	19th century
Megastrata 8	U5: S15 U8: S17-18, F5	Occupation deposits and potential landscape feature	Early 19th century

11 RESEARCH SUMMARY AND DISCUSSION

This chapter is intended to summarize the archival research and archaeological findings and discuss its interpretation and potential significance.

Fauquier and Alexandria Turnpike Road (44PW1938)

Archaeological excavation in trenches A and B documented a remnant section of the former Fauquier and Alexandria Turnpike Road (44PW1938). In both locations, the road corridor exhibited several episodes of construction and improvement. Although difficult to date through the presence of material culture alone, archival evidence provides a baseline for a relative dating of the road corridor, and distinct episodes of maintenance and repair.

Road Corridor Alignment and Slope

Archaeological excavation in the eastern and western ends of the remnant Fauquier and Alexandria Turnpike Road have documented the original alignment of the historic road corridor and the location of some of the particular features which compose it. Using the southern edge of the remnant road pavement as a formal edge, and the western stone bridge abutment (VDHR 076-5121) as a reference point for the original Broad Run crossing, the historic road alignment in this location appears to have had an orientation of approximately120-degrees southwest of magnetic north. Given this orientation, and assuming a straight corridor at this location, the historic turnpike road would be completely covered by the existing Rte. 29 northbound lanes at the northwest corner of existing Prince William County parcels 7196-88-3910 (Figure #73).

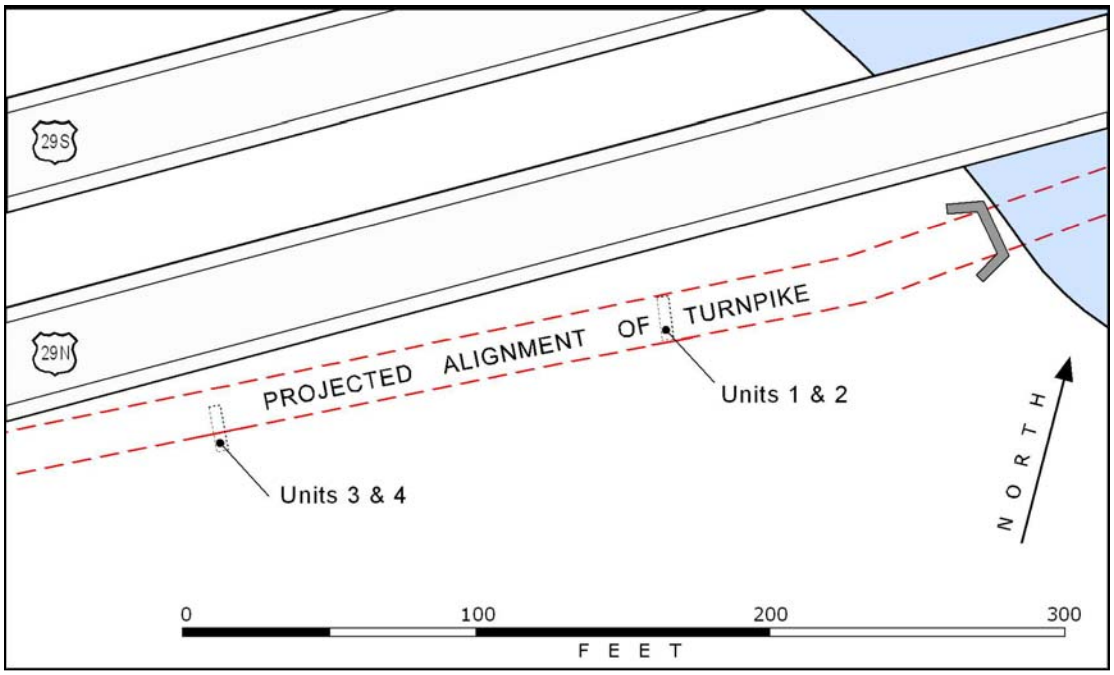

Figure #73: Map showing projected alignment of Fauquier and Alexandria Turnpike based on western bridge abutment and material evidence from excavated units.

In order to document the current slope of the remnant Fauquier and Alexandria Turnpike corridor, elevations were taken every 10 feet beginning at the western stone abutment on Broad Run (VDHR 076-5121) westward to a point approximately 50 feet west of units 3 and 4. At the eastern end of the remnant Fauquier and Alexandria Turnpike corridor, elevation declined to the west at a 1:40 slope from the western stone abutment to a point approximately 80 feet west of it. From there elevation was nearly constant for the next 120 feet gaining only 1.25 feet in height. At a point approximately 200 feet west of the western stone abutment elevation began to slowly rise to the west at a 1:30 slope (Figure #74).

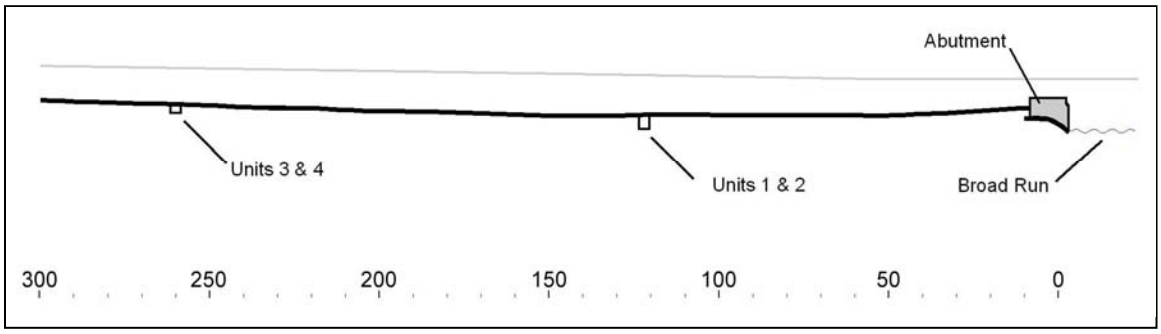

Figure #74: East-west profile of remnant Fauquier and Alexandria Turnpike corridor project area showing placement of archaeological units, stone bridge abutment, and Broad Run. Grade of Route 29 northbound lanes is light gray line.

A measured north-south cross-section of the remnant Fauquier and Alexandria Turnpike corridor shows the relationship between the historic road corridor, the western stone abutment and the adjacent southern drainage (Figure #75). The cross-section, located approximately 45 feet west of the western stone abutment, documents an approximately 6.2 foot cumulative change of grade between natural topography and artificial embankment of the remnant Fauquier and Alexandria Turnpike to allow the road to meet the grade of the ca. 1891 iron truss bridge.

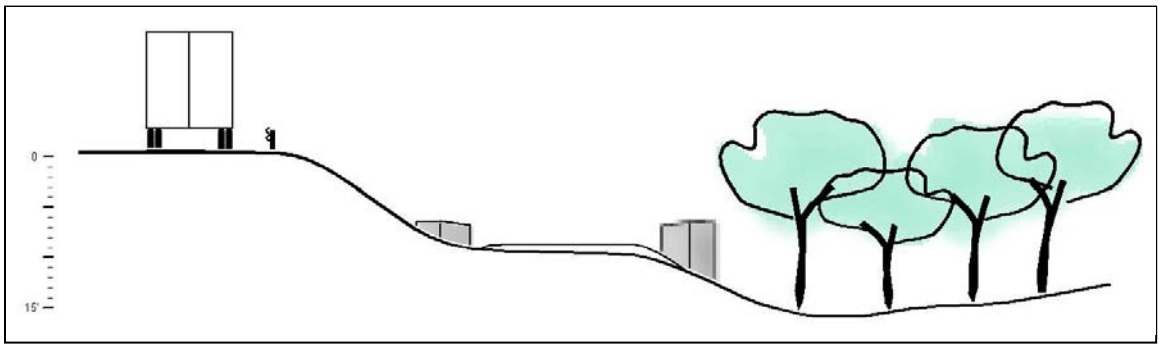

Figure #75: North-south cross-section of Fauquier and Alexandria Turnpike corridor approximately 45 feet west of the western stone abutment, showing relationship between stone bridge abutment (gray shading) and historic road bed, Route 29 (upper left) and natural drainage and vegetation (lower right).

Archival Evidence for Turnpike Road Features

Archival evidence documenting turnpike road features vary over time and can be broken down into evidence documenting *pre-construction requirements* for the road, and evidence documenting *post-construction as-built conditions* as described by first-hand witnesses. The 1808 Act of the General Assembly approving the establishment of the Fauquier and Alexandria Turnpike Company provided only general construction directions, requiring that the road corridor be fifty feet wide with a 20-foot wide pavement of stone, and that a 15-foot wide 'summer' road be constructed on each side of the central stone paving. No mention was made of any drainage or side gutters. The Fauquier and Alexandria Turnpike Company's 1812 contract with George Britton however also stipulated a fifty-foot wide road corridor but with a 25- foot wide stone pavement, that the paved portion of the road was to be dug out at least 9-inches below the ground surface and covered with 9-inches of gravel or stone able to pass through a 3-inch ring, that a four foot wide 'side way' be constructed on each side of the stone pavement, and that 'tunnels' be constructed where appropriate to allow drainages to cross underneath the road. These requirements applied only to the 'old' Fauquier and Alexandria Turnpike road, that portion constructed between the Little River Turnpike and Buckland, Virginia between 1812 and 1818.[224]

Beginning in 1823 with the approval of additional Board of Public Works funding to complete the turnpike road, the 'new' Fauquier and Alexandria Turnpike road, that part extending from Buckland west to Warrenton, was constructed between 1824 and 1827. According to Claudius Crozet, requirements for the new road entailed a combined width of approximately 55 feet with the paved portion being only 16 ½ feet wide, with a five foot wide 'path' and an eleven foot wide 'summer road' on either side of it. A drainage ditch of three feet in width was to separate the path from the summer road. The new road was to be constructed following the 'McAdam plan.'[225]

Examinations of the 'old' and 'new' portions of the Fauquier and Alexandria Turnpike following its construction document that the road was not constructed precisely to specifications. An examination of George Britton's portion of the turnpike (the 'old' road) by the company in 1819 reported that the road "was not wide enough," that the side ways were not leveled appropriately, that the stone used in surfacing was too large, and that there were portions of the road that were never paved and "left in an unfinished state." Likewise ca. 1824 residents of Fauquier County complained that the road from the Little River Turnpike to Buckland had "not been made according to law. [The company] did not even pretend to make a side way in many places; … 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." Similarly, in the late 1820s Claudius Crozet reported that the company's

[224] *Acts of the General Assembly of Virginia, 1808.* Fauquier and Alexandria Turnpike Company, January 27, 1808, p29-35; 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.

[225] Claudius Crozet, Report of Examination of the Fauquier and Alexandria Turnpike, p95-98. *Annual Report of the Board of Public Works*, 1826.

repair of the old road section followed an improvement upon McAdam's plan, incorporating a capping "with small broken stones." Regarding the 'new' road section, Crozet commented that it was generally well-made, but that the stones were not small enough, the side ways and paved gutters were too narrow, and the ditches and summer road were never built.[226]

Material Evidence for Turnpike Road Pavement

Archaeological excavation in the remnant Fauquier and Alexandria Turnpike Road corridor documented what appear to be three distinct paving episodes composing the historic road. *Road surface #1* (feature 1 in trench A and feature 1 in trench B) the latest formal pavement, contained stone of varying sizes but was composed predominantly of soil. Material culture recovered from feature 1 in both trenches A and B can be characterized as a nineteenth to early-twentieth-century assemblage including domestic ceramics, container and pane glass, nails and a plastic automobile lens cover. Much of the material culture was found at or near the surface of the feature 1 stratum. *Road surface #1* is thought to date to the immediate pre-1927 period prior to the construction of the first concrete bridge over Broad Run and the realignment and improvement of the turnpike road at Buckland. *Road surface #1* is likely associated with the construction of the ca. 1892 iron truss bridge and may reflect a late-nineteenth century raising of grade necessary for the road to meet the new bridge elevation.

Road surface #2 (feature 2 in trench A and feature 2 in trench B) was a relatively thin deposit composed of consistently sized small stone averaging between 0.10 and 0.20 feet in diameter within a matrix of sandy silt and rock dust. A sample of the stone gathered during excavation confirmed an average weight range of between 0.8 and 6.1 ounces. Material culture recovered from feature 2 in both trenches consisted largely of non-diagnostic brick fragments and heavily corroded iron objects. Because of the coherent small size and weight of the stone in *road surface #2*, the thin nature of the deposit, and the fact that it was covering an earlier pavement composed of much larger stone, *road surface #2* likely represents the ca. 1824 – 1830 resurfacing of the original ca. 1812 – 1818 road "upon McAdam's plan," an improvement advocated by Crozet and carried out by the Fauquier and Alexandria Turnpike Company.

Road surface #3 (feature 3 in trench A and feature 3 in trench B) was composed nearly exclusively of stone ranging in size between 0.3 to 0.55 feet in diameter with minimal intervening sandy matrix. In unit 3 within trench B, a base course (stratum 8) of significantly larger stone, ranging in size between 0.8 to 1.1 feet in diameter, was also identified. Material culture recovered from feature 3 in trench B was largely non-

[226] Report of Examiners, December 8, 1819. *No. 252, Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia; *Memorial to the Speaker and House of Delgates*, nd. (1824). *No 252 Fauquier and Alexandria Turnpike Company*, Board of Public Works. Library of Virginia, Richmond, Virginia;Claudius Crozet, Report of Examination of the Fauquier and Alexandria Turnpike, p95-98. *Annual Report of the Board of Public Works*, 1826.

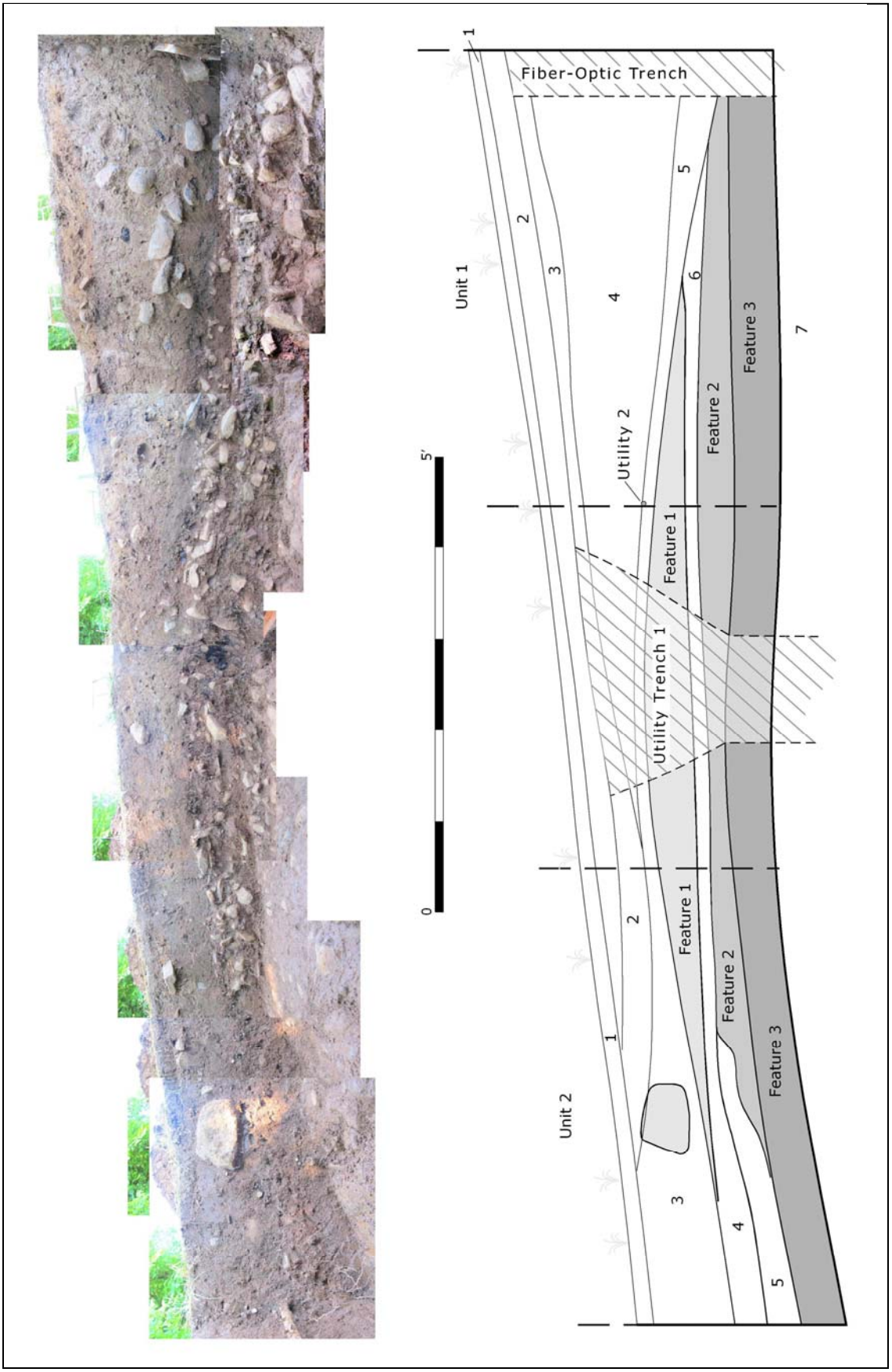

Figure #76: West soil profile, trench A (units 1 and 2), showing road surface 1 (feature 1), road surface 2 (feature 2) , and road surface 3 (feature 3).

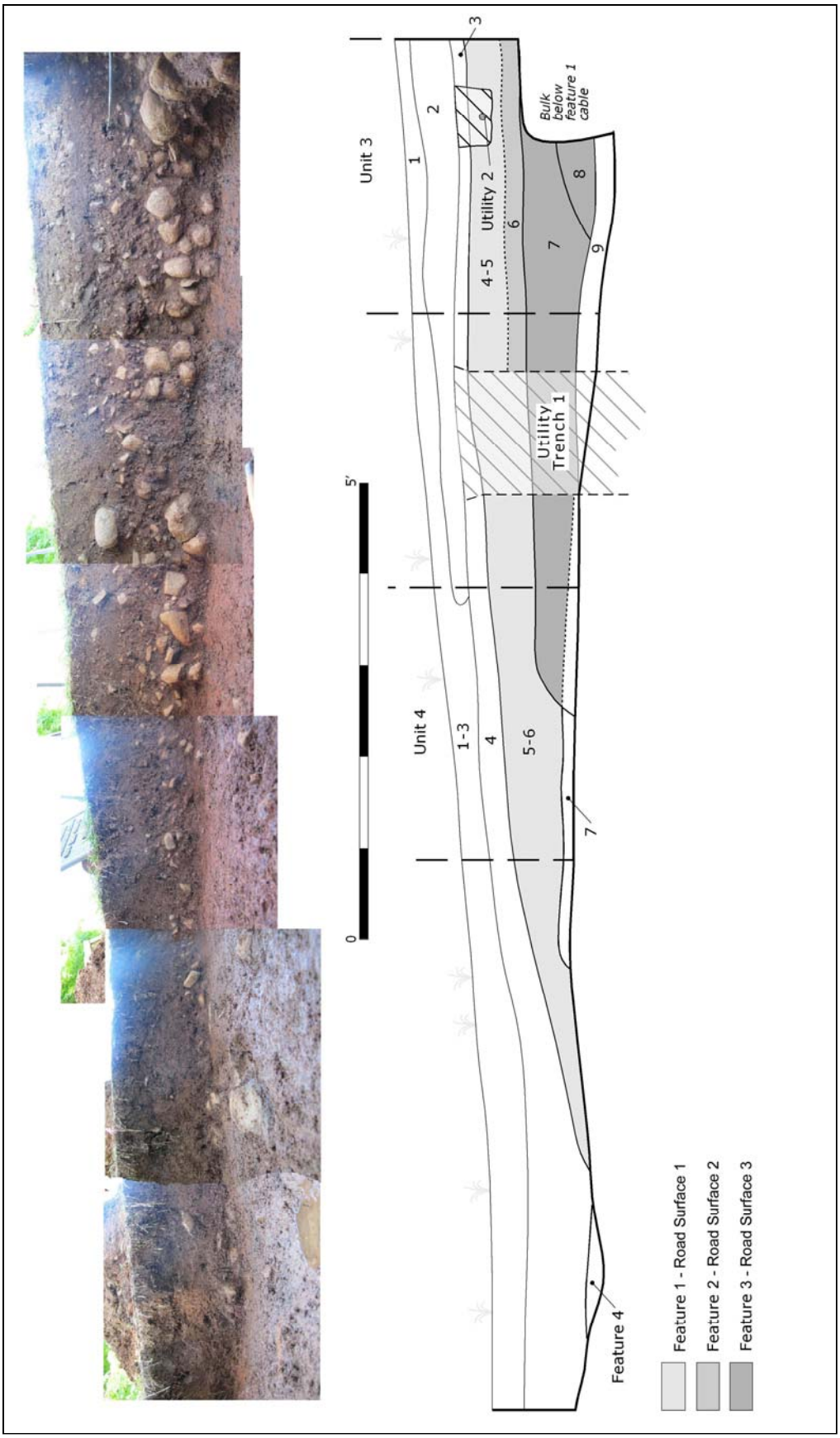

Figure #77: West soil profile, trench B (units 3 and 4), showing road surface 1 (strata 4-5), road surface 2 (stratum 6) , and road surface 3 (strata 7-8), and feature 4 swale.

diagnostic and included brick fragments, a piece of unidentified refined earthenware, and heavily corroded iron objects. Given the relative thickness of the pavement (0.5 to 0.8foot thick), the coherent large size of much of the water-worn stone, and the fact that it was the earliest stone pavement encountered, *road surface #3* likely represents the original George Britton construction episode between the Little River Turnpike and Buckland, ca. 1812 – 1818.

Given that the northern edge of the Fauquier and Alexandria Turnpike Road corridor was never identified,[227] obtaining the historic width of the stone paving is problematic. Using the earliest road surface (feature 3 in trench A and feature 3 in trench B) as a baseline for measurement, soil profiles for both trenches document a *minimal* stone pavement width of 13.5-feet in trench A, and 7.5-feet in trench B. Both measurements are considered to be partial measurements as the stone paving in both trenches extended into and was obscured by the north soil profile.

Material Evidence for Other Turnpike Road Features

A side ditch or swale that paralleled the paved road surface was identified at the extreme southern end of trench B (Figure #55). Feature 4, a relatively shallow east-west oriented trough approximately 0.3 feet in depth and 1.0 to 1.2 feet wide, contained micro-strata at its base consisting of near pure sand and silt, and a concentration of small stone not exceeding 0.1 – 0.2 feet in diameter. The presence of silt and sand lenses and small stones suggests water-born deposition, consistent with the design purpose of the trench (e.g. to carry off water from the road bed proper).

No formal side ditch or swale was identified in trench A. At the base of stratum 5 at the south end of trench A however, a south descending slope implied the edge of the road bed and *potential* for an east-west oriented ditch in this location. The lack of a swale or side ditch in this location may be due to the fact that trench A did not extend far enough south to catch it, or perhaps more likely, the presence of a natural drainage south of and adjacent to the turnpike corridor in this location that served this purpose.

Where excavated in trench A and B, *road surface 3* was placed on a flat, relatively level terrace. No evidence for a dug road ditch, a formally excavated trench into which the stone paving may have been placed, was identified in either trench A or B. It is not clear if the absence of a road trench in this location indicates that it was never dug 9-inches deep as proscribed by the Fauquier and Alexandria Turnpike Company, or perhaps due to the fact that this feature was not needed on a downslope approach to a water crossing.

No evidence of a ‘side way,’ ‘summer road’ or narrower ‘path’ was identified at the southern end of either trench. The absence of material evidence for this type of a feature may reflect either the relatively short length of the archaeological trenches, or that these road features were not present on the downslope approach to a water crossing.

[227] The northern edge of the Fauquier and Alexandria Turnpike Road is believed to lie underneath the current Route 29 / Lee Highway corridor.

Pavement Metal – Size and Type

In their 1812 contract with George Britton, the Fauquier and Alexandria Turnpike Company stipulated that the stone used for paving the turnpike must be able to pass through a 3-inch ring. Only seven years later during an inspection of Britton's work after his death, the company noted that the stone used in the road was "not broke sufficiently small to pass through a 3-inch ring." By 1824, Crozet had recommended that the Company repair the old road, between Buckland and the Little River Turnpike, with stones "not bigger than about the size of a hen's egg." Two years later, upon inspecting the same repair, Crozet noted that the two and a half miles of turnpike had been "improved by capping with small broken stones." Shortly after inspecting the construction of the new road, between Buckland and Warrenton, Crozet wrote that he understood that the stones were to weigh no more than six ounces, but that "they exceed …much these dimensions."

While generalized descriptions of the size of the stone to be used in construction of road pavement abound in historic documents, very little documentary information could be found on the quality of the road metal desired. Through his publications, McAdam had recommended a hard stone that would break to form angular faces. On road construction projects in the Shenandoah Valley limestone, readily available throughout a large geographic area and located close to the surface, was successfully used. Crozet however was silent on advising the Fauquier and Alexandria Turnpike Company what type of stone to use. Because of the ever present problem of funding large public projects, and the increased cost of transporting good rock from distant sources, it is presumed that turnpike companies and road contractors used predominantly local stone that was perceived to best serve the purposes of pavement.

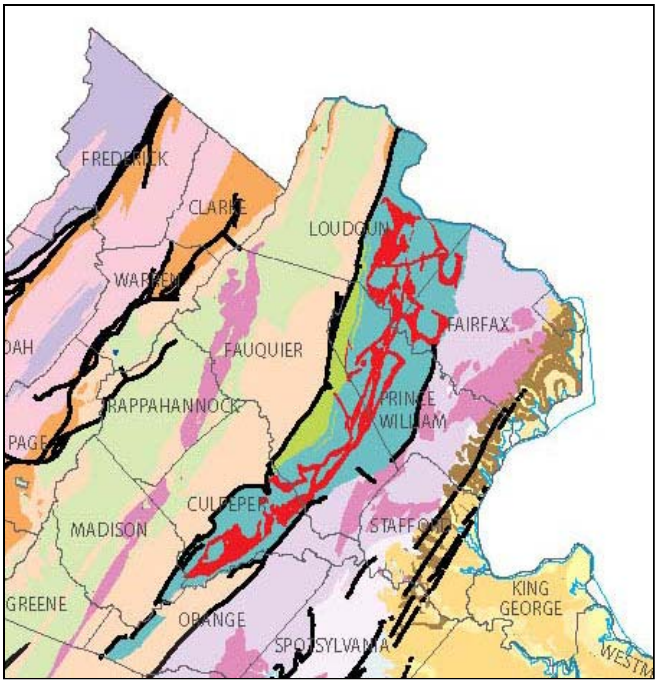

Figure #78: Detail, *Generalized Geologic Map of Virginia*, showing northeast-southwest oriented Culpeper Basin shaded in blue-green, with diabase intrusions in red. Commonwealth of Virginia, Department of Mines, Minerals and Energy, 1993.

Only one reference describes the stone used in paving the Fauquier and Alexandria Turnpike. In 1833, a Washington, D.C. newspaper noted that the imperfectly macadamized road leading from Warrenton to Buckland was "made entirely of amorphous quartz." The author was referring to the 'new' section of turnpike macadamized under Claudius Crozet's supervision.[228]

Buckland and its surrounding vicinity lie within the larger Mesozoic age Culpeper Basin. The Culpeper Basin is a northeast – southwest oriented broad and long trough lying 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. The Culpeper Basin is composed predominantly of Triassic and Jurassic sedimentary rock, including siltstone, sandstone and conglomerate, with significant linear intrusions of Jurassic basalt and diabase. Diabase is an intrusive basaltic magma, injected into near surface environments, and occurring in the Culpeper Basin as either sills, dikes or saucer shaped sheets. The Culpeper basin diabase is generally medium to dark gray in color possessing a coarse-grained crystalline structure (Figure #78).[229]

An examination of the historic Buckland quarry and the bedrock underlying the former Buckland Mill dam in Broad Run has identified this outcropping as diabase. The shape of the diabase bedrock in the Buckland vicinity appears to be vertically set sheets of varying thicknesses (Figures #79 and #80).

Figure #79: Vertical sheets of diabase bedrock crossing Broad Run at Buckland Mill.

[228] *National Intelligencer*, April 16, 1833.
[229] K. Y. Lee and A. J. Froelich, Triassic-Jurassic Stratigraphy of the Culpeper and Barboursville Basins, Virginia and Maryland, 2-3, 31-32. *U. S. Geological Survey Professional Paper 1472* (Washington, D.C.: Government Printing Office, 1989).

Figure #80: Vertical sheets of diabase bedrock underlying Buckland Mill foundation.

Rock samples from archaeological strata at Buckland were taken to the *Division of Geology and Mineral Resources* at the Virginia Department of Mines, Minerals and Energy in Charlottesville for positive identification. Samples from both trenches bisecting the Fauquier and Alexandria Turnpike Road corridor and from all three road surfaces documented during archaeological investigations were identified.[230]

Road surface 1 in both trenches A (units 1 and 2) and B (units 3 and 4) was composed predominantly of quartz and diabase stone ranging in size between 0.75 to 4.5 inches in diameter and weighing between 0.45 to 14.1 ounces. *Road surface 1* in both trenches contained weathered stone that possessed few sharp edges or angular faces and was mostly rounded, spheroid or tabular shaped (Table #10).

Road surface 2 in both trenches A (feature 2 in units 1 and 2) and B (units 3 and 4) was composed exclusively of diabase stone. The diabase was broken into small pieces of stone ranging in size between 0.75 to 3.0 inches in diameter and weighing between 0.8 to 6.1 ounces. Although broken quite small, the diabase metal in *road surface 2* was of similar thickness and possessed mostly flat angular surfaces due to its origin as flat sheets (Figures #82 and #83) (Table #10).

[230] Aaron Cross, Geologist Specialist, Division of Geology and Mineral Resources. Personal communication, August 16, 2012. Aaron Cross broke several rocks from each sample and broadly generalized the composition of the rest of the larger sample based on visual examination.

Table #10: Rock Samples from trenches A and B. Fauquier and Alexandria Turnpike Road.

	Stone Type	*Weight Range*	*Size in Inches*	*Angular Surfaces?*
Trench A (Units 1 and 2)				
Road Surface 1	Quartz (65%) Diabase (35%)	0.6 to 13.7 oz.	1 – 4 inch diam	No
Road Surface 2	Diabase (100%)	0.8 to 6.1 oz.	0.75 – 3 inch diam	Yes
Road Surface 3	Quartzite (60%) Diabase (25%) Quartz (15%)	1.9 oz. to 2lb. 3oz.	1.5 – 6 inch diam	No
Trench B (Units 3 and 4)				
Road Surface 1	Quartz (60%) Diabase (40%)	0.45 to 14.1 oz.	0.75 – 4.5 inch diam	No
Road Surface 2	Diabase (100%)	1.0 to 4.3 oz.	1 – 2.5 inch diam	Yes
Road Surface 3a	Diabase (100%)	10.8 oz. to 4lb. 9.3 oz.	2.5 – 6.5 inch diam	No
Road Surface 3b	Quartz (100%)	n/a	9 – 12 inch diam	No

Road surface 3 in trench A (feature 3 in units 1 and 2) was composed of three different types of stone. Most predominant was Antietam quartzite (60%), likely a metamorphosed sandstone. Occurring in lesser quantities was diabase (25%) and veined quartz (15%). While diabase and quartz occur naturally within the Culpeper Basin, Antietam quartzite does not. The Antietam quartzite was a fine to medium-grained light tan to yellow colored stone. Metal size in *road surface 3* was quite variable ranging between 1½ – 6 inches in diameter. The shape of the metal in *road surface 3* also varied quite considerably ranging from weather-worn diabase cobbles, to more angular quartzite cobbles. Very little of the metal in *road surface 3* contained angular faces or surfaces (Table #10).

Road surface 3 in trench B (feature 3 in units 3 and 4) was composed of two separate strata distinguished only in the size of their road metal. Stratum 7 was composed exclusively of weather worn diabase cobbles ranging in size between 2 ½ to 6.5 inches in diameter (Figure #81). Stratum 8 was composed exclusively of very large weather worn quartz boulders ranging in size between 9 – 12 inches in diameter. Very little of the metal in *road surface 3* contained angular faces or surfaces (Table #10).

Numerous twentieth century sources document that diabase was a commonly used stone in road construction. In the decades following the Good Roads Movement, the Department of Agriculture conducted tests on the physical properties of road building or 'ledge' rock throughout the United States. Examining rock samples for hardness, toughness and soundness, basalt and diabase was found to rank quite high in each category. A diabase outcrop in Buckland was tested ranking high in hardness and toughness. Much later in the early fourth quarter of the twentieth century, Lee noted that

"diabase and basalt are extensively quarried for crushed stone, aggregate, road metal, fill, subbase, and rip-rap. The materials commonly meet State Highway specifications because of their uniform texture and toughness; they are readily quarried because of an intersecting network of closely to moderately spaced joints that facilitate splitting and removal of the otherwise massive rock."[231]

Figure #81: Weathered diabase cobbles showing dark gray interior.

Figure #82: Flat sheets of diabase showing dark gray interior.

Figure #83: Sheet diabase broken into small sized stone used for road surfacing.

[231] D. O. Woolf, The Results of Physical Tests of Road-Building Block, p1, 3, 5, 128. *Miscellaneous Publication No. 76*, U. S. Department of Agriculture (Washington, D.C.: Government Printing Office, 1930); K. Y. Lee, Triassic – Jurrasic Geology of the Northern Part of the Culpeper Basin, Virginia and Maryland, p3. *Open-file Report 79-1557*, U. S. Geological Survey, 1979.

As noted above, the historic Buckland quarry is composed of sheet deposited diabase. Given the relatively thin width of most sheets, it is assumed that most Buckland diabase would have been relatively poor building material for structures, and may have been more regularly used for other purposes, including as a fill deposit and road surfacing.

While native quartz is found throughout Virginia, the nearest location in the vicinity of Buckland where Antietam quartzite can be obtained is in the Thorofare Gap vicinity in the Chilhowee formation, a narrow northeast-southwest oriented band of sedimentary stone, predominantly sandstone and conglomerate.

A Macadamized Turnpike

Based on the archaeological data and the supporting documentary evidence, *road surface #2* likely represents a macadamized stone pavement. Stratigraphic analysis of units 1 and 2 verifies the presence of an earlier, denser underlying road pavement (*road surface #3*) composed of fist-size and larger (1.5 – 6.5 inches in diameter) cobbles, and a thinner overlying road pavement (*road surface #2*) composed of small, broken stone. Analysis of the metal sample from *road surface #2* confirms its small size (0.75 – 3.0 inches in diameter) and hard angular surfaces, two essential components of McAdam's engineered road. Although little diagnostic material culture was recovered from *road surfaces #2 or #3* to provide a relative date for either, taken together the documentary and material evidence clearly supports the presence of a first half of the nineteenth century macadamized surfacing most likely accomplished under Claudius Crozet's tenure.

While *road surface 2* represents a mid-1820s macadamized surfacing, it is also important to recognize that it covered an earlier non-macadamized road pavement, *road surface 3*. The archival and material evidence supporting the presence of two first quarter of the nineteenth century road treatments documents that the two archaeological trenches were excavated within what was originally the 'old' section of the turnpike road, that portion built by George Britton ca. 1812-1818. Claudius Crozet inspected the Fauquier and Alexandria Turnpike Company's efforts to improve the existing 'old' road between the Little River Turnpike and Buckland. During these visits he noted that the Company was repairing and improving it upon McAdam's plan "with small broken stones."

Preservation of the Archaeological Resource

Archaeological investigations at 44PW1938 have documented a relatively intact and well-preserved remnant section of the Fauquier and Alexandria Turnpike Road corridor. Only two unmarked and unidentified utilities were documented as disturbing the remnant road corridor during archaeological excavation. A shallowly buried east-west oriented 0.05 foot diameter black cable (utility 2) was identified in the northern ends of both trench A and B. In trench A (units 1 and 2) the cable and its associated trench cut only fill associated with the construction of the 1950s bridge. However in trench B (units 3 and 4) the cable and its associated trench cut into the top portion of *road surface 3* approximately 0.2 to 0.25 feet (Figure #84).A second unidentified buried utility line was found to impact the Fauquier and Alexandria Turnpike Road corridor in both trench

Figure #84: Trench B unit 3 showing narrow diameter cable, utility 2, cutting top of Fauquier and Alexandria Turnpike Road.

Figure #85: Trench A units 1 and 2, looking west, showing impact of water-filled trench, utility 1 (at right).

Figure #86: Cylindrical river gauging station located between the northbound Route 29 corridor (at left) and the western stone bridge abutment (DHR 976-0252) over Broad Run (at right).

Figure #87: Taking elevations within the historic Fauquier and Alexandria Turnpike road corridor. Note the telephone pole in background and the existing northbound Route 29 lanes at upper left.

locations. An approximately 1.5 foot wide east-west oriented utility trench, utility 1, was documented cutting and extending below the historic road to an unidentified depth (Figure #85). Both utilities are believed to date to the late twentieth century.

Although the extent of their impact has not yet been determined, three other structures that intersect or lie adjacent to the historic Fauquier and Alexandria Turnpike Road corridor have the potential to impact this resource. A single wooden electrical pole stands within the historic Fauquier and Alexandria Turnpike Road corridor approximately 90 feet west of the western stone abutment (DHR 076-5121). In addition, sometime after 1927, the Virginia Department of Conservation and Development, Division of Water Resources installed a river gauging station at the downstream intersection of Broad Run and Rte. 29 / Lee Highway. The cylindrical housing of the gauging station is located adjacent to and south of the northbound lane of Rte. 29 / Lee Highway. Lastly, the existing northbound lanes of Route 29 intersect the central and western portions of the linear remnant Fauquier and Alexandria Turnpike Road corridor at some unknown point. It is not yet known how or if the current Rte. 29 / Lee Highway corridor has impacted the historic road resource (Figures #86 and #87).

Components of the Fauquier and Alexandria Turnpike Road, including the stone pavements and drainage swale, were found to retain integrity. The road surfacing treatments within the Fauquier and Alexandria Turnpike Road identified within trenches A and B appeared to be in relatively good condition. Relatively little road failure (e.g. spreading and deterioration of stone pavements) was noticed for any road surface. Likewise the drainage swale identified in the south end of trench B retained what is believed to be its original design.

Significance of the Fauquier and Alexandria Turnpike Road (44PW1938)

Following the American Revolution, mid-Atlantic farmers and planters responded to increased international prices for wheat by consistently increasing the production of cereal grains. By the turn of the nineteenth century the Potomac Tidewater vicinity, and Alexandria in particular, rose to commercial supremacy in the trans-Atlantic wheat trade. During the last quarter of the eighteenth century wheat and flour exports surpassed tobacco and attained a dominance that would last for over a century. Underlying the success of this expansion in northern Virginia was the private investment in and improvement of regional roads, particularly toll roads or turnpikes. As a prominent port town, Alexandria was well-aware of the significance of good roads and the need to provide efficient transportation to and from 'the northwest parts of this state.' A petition complaining about the "bad condition of the roads from the mountains to the town of Alexandria, and praying the House to devise some method for making the roads more useful," was forwarded to the House of Burgesses by Alexandria merchants in 1772. In 1785, due to the extensive use of Fairfax County roads by wagons, an Act of the General Assembly permitted the erection of toll gates and the collection of tolls on roads leading into Alexandria, designed to raise funds for their general improvement. Alexandria merchants were heavily involved in the establishment, construction and success of the Little River Turnpike. Likewise, residents of Buckland were also involved in the early

development of toll roads. Samuel Love Jr. was one of several directors to guide the development of the Little River Turnpike in its early years. Although not the first, the Fauquier and Alexandria Turnpike was one of several roads built in northern Virginia in the first quarter of the nineteenth century designed to meet the *commercial* need of improved regional roads. These privately owned turnpikes facilitated the growth and expanded settlement of rural northern Piedmont and Shenandoah Valley counties as well as the continued economic dominance of the port of Alexandria.[232]

The remnant Fauquier and Alexandria Turnpike road corridor is a well-preserved example of an early turnpike road in Virginia. Archival research has documented that the Fauquier and Alexandria Turnpike Road was one of several second generation turnpike roads in northern Virginia that were born as a result of the success of the Little River Turnpike, the earliest private charter toll road in Virginia. Connecting the Little River near Aldie in Loudoun County with the port city of Alexandria, the Little River Turnpike was authorized in 1802 with construction largely completed in 1806. The Little River Turnpike produced long-term profits for its investors and in turn stimulated other private investors to open new turnpike roads benefiting the areas in which they lived and improving regional transportation networks.

Because it was constructed over such a long period, the Fauquier and Alexandria Turnpike Road represents two distinct periods of nineteenth century road construction and technology in the Commonwealth of Virginia. The construction of the 'old' road between the Little River Turnpike and Buckland, ca. 1812 – 1818, largely pre-dates the establishment of the Board of Public Works and any active regulation or financial support from the Commonwealth of Virginia. This period is predominantly characterized by non-professionally trained road-building contractors. Construction of roads was based on a long tradition of road-building that, according to the first Principal Engineer of Virginia Laommi Baldwin, was drawn directly from Europe. In 1817 Baldwin characterized the most commonly constructed road in Virginia, "almost without exception" as a convex road with ditches and drains on each side. While contracts with private companies existed, little oversight during construction or inspection upon acceptance of the final product was performed during this period. Construction of the 'new' road between Buckland and Warrenton, ca. 1824 – 1827, falls within the first few years of Claudius Crozet's tenure as Principal Engineer for the Commonwealth of Virginia. Under Crozet's guidance, modern 'scientific' road building techniques were applied to improve the conditions of local roads, rapidly expanding regional transportation networks. As a professionally trained engineer, Crozet was aware of the new advancements in road building technology. During the initial years of the Board of Public Works, Crozet personally visited each major work and advised and inspected the privately owned turnpike companies as to the best way to construct roads. During the second quarter of

[232] Fairfax Harrison, *Landmarks of Old Prince William: A Study of Origins in Northern Virginia,* pp: 406-410, 561-565. (Berryville: Chesapeake Book Co., 1964); An Act for Keeping Certain Roads in Repair, Chapter XXX. *Acts of the General Assembly of Virginia*, 1785; Philip G. Terrie, Alexandria Merchants: The Beginning of the Turnpike Movement in Northern Virginia, p8-10. *Northern Virginia Heritage* Vol. 2, No. 3 (October 1980).

the nineteenth century, the Board of Public Works assigned professional project engineers to oversee major road construction works throughout Virginia.[233]

Archaeological investigations have documented that the remnant Fauquier and Alexandria Turnpike Road corridor possesses three pavement episodes. The earliest two pavement episodes are particularly significant. The earliest pavement episode (*road surface #3*), likely dates to the 'old' or traditional type of road construction and represents the construction of the turnpike between the Little River Turnpike and Buckland. The middle pavement episode (*road surface #2*), likely dates to the 'new' or scientific type of road construction and represents the construction of the turnpike between Buckland and Warrenton. Because it exhibits two types of road construction methods that represent pre-Board of Public Works and post-Board of Public Works involvement, the Fauquier and Alexandria Turnpike Road corridor must be considered a particularly unique example of an early turnpike road in Virginia. In addition, *road surface #2* also represents a macadamized surfacing of an existing road corridor. Because of the presence of macadam, as supported by both documentary and material evidence, the Fauquier and Alexandria Turnpike Road is also the first macadamized turnpike road in Virginia, and the second nation-wide.

As defined by the *Guide to Historic Roads*, the Fauquier and Alexandria Turnpike Road must be considered an engineered road type, one whose primary purpose was "the efficient movement of people, goods or services," and whose primary design intent was to open areas to commerce through the linking of farmers to market, and in the process often utilizing new technology and engineering innovations.[234] As an improved road with 'artificial' stone pavement, the Fauquier and Alexandria Turnpike Road was the first to connect the major port of Alexandria with the then rural counties of Prince William and Fauquier in the northern Piedmont. In fact, as originally envisioned, the Fauquier and Alexandria Turnpike Road was designed to connect with another road extending westward from Fauquier Court-house over the Blue Ridge Mountains and into the Shenandoah Valley. In their petition to the General Assembly in 1807 residents of Fauquier and Prince William counties, Virginia clearly stated their primary interest for building an improved road as commerce related, claiming that "having experienced the great disadvantages resulting to the publick from the want of good roads to market, and perceiving the inadequacy of the existing laws to promote that end, …the efficacy and utility of [a] paved road for the easy carriage of produce to market" was required.[235]

Claudius Crozet played an important role in the development of both public and private turnpikes during the second quarter of the nineteenth century. Crozet did not have any authority to make privately owned turnpike companies adopt scientific road construction techniques. However where the Commonwealth had a financial interest, as Principal Engineer Crozet possessed the power of rejecting or accepting any new road construction

[233] Laommi Baldwin, Annual Report to the Board of Public Works, p69-73. *Annual Report to the Board of Public Works*, 1817.
[234] Paul D. Marriott, *The Preservation Office Guide to Historic Roads*, p19-20. Self published, 2010.
[235] *Legislative Petitions to the Virginia General Assembly*, December 15, 1807, Reel 51, Box 72, Folder 78. Library of Virginia, Richmond, Virginia.

or repair and renovation of an existing road. Because of this power, Crozet's influence on the course and direction of road construction in Virginia, and the Fauquier and Alexandria Turnpike in particular, was substantial. In 1824 Crozet inspected the old route between Fairfax and Buckland, and surveyed the new route between Buckland and Warrenton. In 1826 and 1828 Crozet personally inspected the entire length of the Fauquier and Alexandria Turnpike Road. While actual construction of the new road between Buckland and Warrenton was left to the President and Directors of the turnpike company, Crozet provided valuable direction and guidance urging the company to expend labor and financial resources where necessary and follow "their true interest, …to profit by their own experience in the farther prosecution of their undertaking."[236]

The bridge over Broad Run at Buckland and the Fauquier and Alexandria Turnpike corridor have been identified as defining features, significant to the outcome of the military engagement, during the Battle of Buckland Mills (VA-042). With Federal cavalry under the command of Kilpatrick approaching Buckland from the east, Confederate troops under the command of J. E. B. Stuart held the high ground west of Broad Run and Buckland. Upon noticing a Federal flanking maneuver, Stuart decided to abandon his position and retreated towards Warrenton along the turnpike. Kilpatrick pursued Stuart to the vicinity of New Baltimore but did not notice a Confederate brigade south of Buckland under the command General Fitzhugh Lee. In a coordinated effort Stuart and Lee attacked and surrounded Kilpatrick's forward troops under Davies' command. The Confederates ultimately took the turnpike and forced Davies to retreat east towards Buckland, where they eventually crossed Broad Run via a ford to safety.[237]

Based on the presence of intact, well-preserved nineteenth century road features, the importance of the historic road to the transportation and communication themes, the significance of its designer, and its role in the Battle of Buckland Mill, the remnant Fauquier and Alexandria Turnpike (44PW1938) is considered to be a contributing resource to both the larger Town of Buckland archaeological site (44PW1659) and Buckland Historic District (076-0313) under criteria A, B, C and D.

Table #11: Periods of Significance for Fauquier and Alexandria Turnpike

Sub-period	*Dates*
Construction of 'Old' Turnpike from Little River Turnpike to Buckland	1812 - 1818
Construction of 'New' Turnpike from Buckland to Warrenton	1824 - 1827
Improvement and resurfacing of 'Old' Turnpike	1824 - 1828
Operation and Maintenance	1815 - 1860
Civil War	1860 - 1865
Decline and Abandonment	1840s - 1870s

[236] *Annual Report of the Board of Public Works*, 1824. Report of the Principal Engineer, Fauquier and Alexandria Turnpike Road, 21-22.
[237] *Buckland Mills Battlefield*, Virginia Department of Historic Resources Survey Form, DHR ID# 030-5152 and 44FQ0193. Accessed November 12, 2012; John J. Mullin, *Archaeological Identification Survey, Route 215, (Vint Hill Road), Fauquier County, Virginia,* p7-8. (Richmond: The Louis Berger Group, 2002); Fonzo, *Buckland Mills Battlefield*, p2-6.

The period of significance for the Fauquier and Alexandria Turnpike Road ranges from its initial construction ca. 1812, through its decline and abandonment until its adoption by Prince William County in the immediate post-Civil War years. Table #11 documents the sub-periods and their corresponding dates.

Trone House - Stagecoach Inn Project Area (44PW1659-0006)

No architectural remains or cultural deposits associated with the Stagecoach Inn were identified within the northeast corner of the Trone House yard. Oral history, photograph and map evidence only generally place a structure at the southwest corner of the intersection of what is now Route 29 and Buckland Mill Road (S.R. 684). Listed as a 'frame dwelling' on a December 1926 State Highway map, suggests that the structure was located further north and/or east from the excavation trenches, possibly placing it in the existing Route 29 right-of-way.

Archaeological excavation in units 5, 7 and 8 however did document a portion of what is believed to be a stone-surfaced sidewalk and road, possibly the original Mill Street connecting the town of Buckland to Buckland Hall. Material culture recovered from both sidewalk and road features was significant in quantity and suggests a period of construction and use dating to the nineteenth century.

Sidewalk and Road Features

While extensive archival evidence is found in regional repositories documenting the construction, paving and maintenance of the Fauquier and Alexandria Turnpike, very few records have been found to date that document the construction, surfacing treatment or maintenance of any of Buckland's streets. What is known about Buckland's early street system is gleaned from deeds of sale that reference thoroughfare names and locations, and less frequently their hierarchical nature (e.g. 'street' vs. 'alley'). Because many formal lots in Buckland were never built upon or developed, a number of streets originally laid out were likely abandoned and discontinued over time. Only those streets that remained well-traveled and centered within the primary residential and commercial portion of town were likely maintained. Today, only Buckland Mill Road (S.R. 684), historic Mill Street, is still used as a publicly accessible vehicular road.

It is not clear if the original 1798 town plan for Buckland ever provided formal street dimensions. One of the only documents suggesting a width for Mill Street comes from a late nineteenth-century suit of Frederick Cotton v. William Prettyman.

> That the principal street of said town, known as 'Mill St.,' was made *sixty (60) feet wide*, running from the eastern portion of the town, in a westerly direction up to the property now owned by your petitioner. …That the said St. continued that width until recently when a portion of it was encroached upon as your petitioner has been informed, by Dr. Kerfoot about the year 1874 by the erection of a small stable thereon. That subsequently, to wit, in the year 1898, one Wm. Prettyman erected a wire fence in this 'Mill St.'

> by which he has reduced its original width of 60 feet, to about 20 feet, a portion of which is in front of the dwelling house of your petitioner, thus making it impossible to turn a buggy or any vehicle around in said street without considerable difficulty.[238]

It is not yet clear if Buckland Mill Road, historic Mill Street, would have originally been platted as a 60-foot wide thoroughfare. Other small towns in Prince William County such as Haymarket, established 1799, possessed 60-foot wide streets so it is possible that broader streets than now exist would have been the norm in eighteenth century Buckland. In addition the 1898 suit brought by Frederick Cotton documents the gradual private acquisition of disused or unused public road corridors. Rough measurements aimed at establishing the limits of a 60-foot wide road corridor north of Route 29 / Lee Highway were calculated using the east façade of 8104 Buckland Mill Road and the west façade of 8115 Buckland Mill Road, two historic structures at the north end of Buckland dating to the first quarter of the nineteenth century. The distance between the two facades was found to be approximately 70-75 feet which, if Mill Street was 60-feet in width, would leave less than ten feet of privately owned space in front of either house.

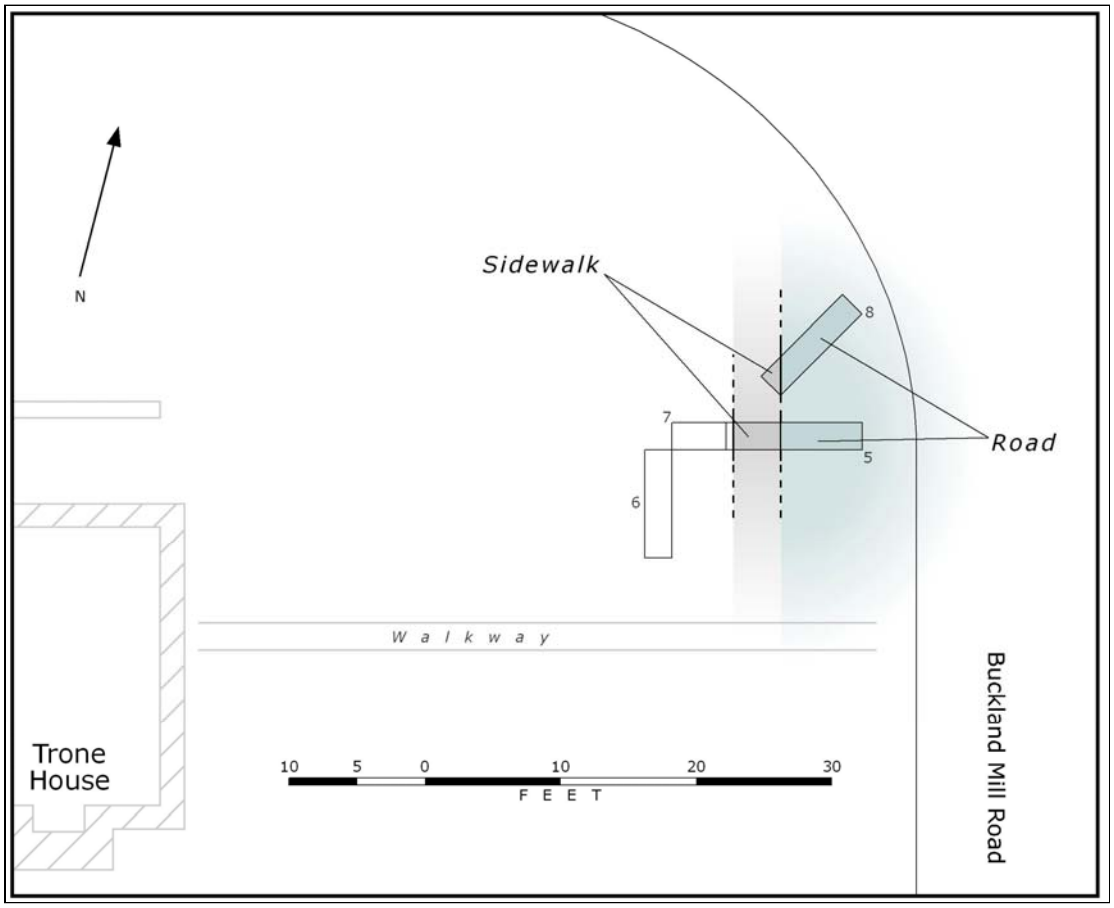

Figure #88: Plan showing location of Mill Street (green shading) and associated sidewalk feature (gray shading) as identified in units 5 and 8.

[238] Frederick Cotton v. William Prettyman, October 1898. *Prince William County Loose Papers*, Box 1083, p89-91. Prince William County Courthouse, Manassas, Virginia.

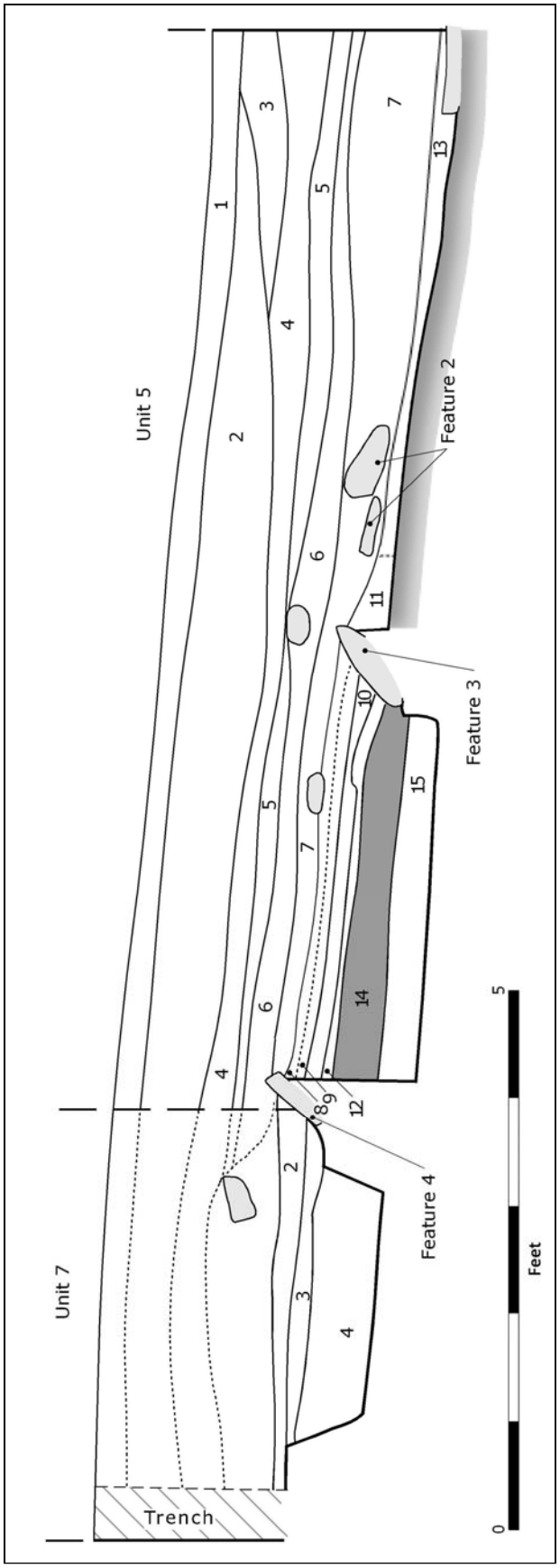

Figure #89 North soil profile, units 5 and 7, showing features 3 and 4 stone curb alignments, stratum 14 - feature 5 sidewalk stone surfacing, and feature 6 Mill street stone surfacing underlying stratum 13.

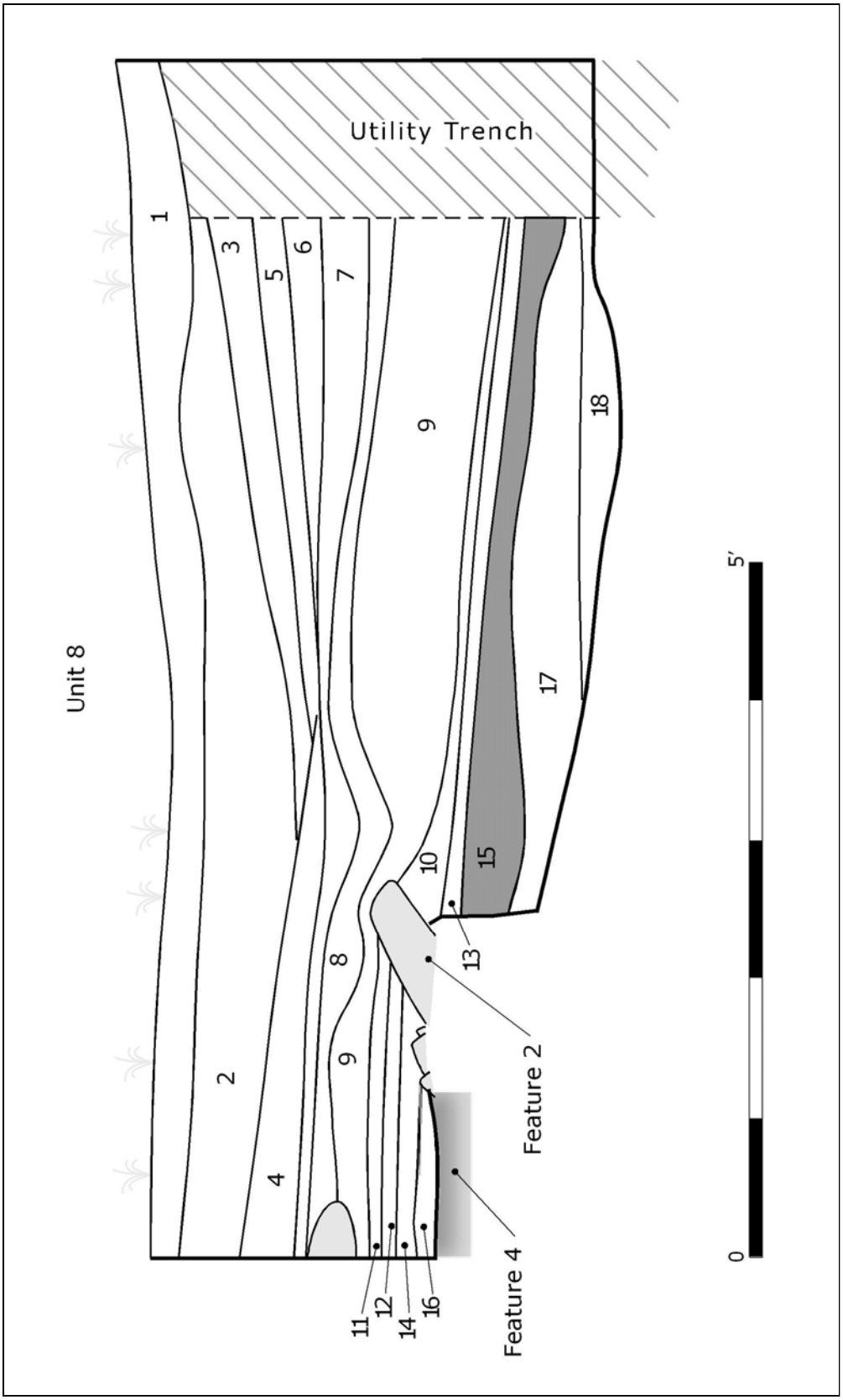

Figure #90: Northwest soil profile, Unit 8, showing feature 4 sidewalls stone surfacing, feature 2 stone curb alignment, and stratum 15 – feature 3 stone surfacing in Mill Street.

Archaeological excavation in units 5 and 8 documented the western edge of a stone-paved thoroughfare believed to be historic Mill Street, and an associated pedestrian sidewalk (Figure #88). The stone-paved thoroughfare was composed of a 0.17 to 0.35 foot thick deposit of largely flat, angular stone. The stone paving extended eastward approximately 5.5 feet from a north-south oriented vertically set linear alignment of stone, curb feature 3 in unit 5 and curb feature 2 in unit 8 (Figure #89 and #90).

In profile, the road sections in both units 5 and 8 documented a gradual drop off to the east: in unit 8 a slope of 1:10 feet, and in unit 5 at a slope of 1.3:10 feet. It is not yet clear whether this documented slope is a fact of the underlying natural topography, intentional road engineering, or both (Figures #89 and #90).

The sidewalk feature, west of and adjacent to the western edge of the road, was defined by the two north-south oriented vertically set stone curb features, features 3 and 4 in unit 5 and feature 2 in unit 8. Measuring 4.2 to 4.3 feet in width, the sidewalk consisted of an approximately 0.54 to 0.80 foot thick deposit of largely flat, angular stone. The sidewalk also possessed a slightly higher elevation than the road surface to its east, a common engineering arrangement designed to keep pedestrians above and out of historically muddy vehicular thoroughfares (Figures #89 and #90).

The two north-south oriented stone curb alignments were found to be set into the stone surfacing of both the sidewalk and historic road. Based on limited excavation however is not clear if the stone curb alignments are contemporaneous with or post-date the sidewalk and road. It is an assumption therefore that based on identical construction materials that the north-south oriented circulation features are contemporaneous with one another.

Material culture recovered from both the units 5 and 8 sidewalk and road features suggests an early nineteenth century construction period and broader nineteenth-century use for both circulation features. Domestic and utilitarian ceramics produced during the late-eighteenth to mid-nineteenth-century (stoneware, creamware, pearlware, whiteware and ironstone), as well as wrought and/or cut nails recovered from the feature 14 historic sidewalk stone surfacing in unit 5 document a first half of the nineteenth century use. Likewise, the stratum 15 historic road stone surfacing in unit 8 was composed of late-eighteenth to mid-nineteenth-century domestic and utilitarian ceramics (stoneware, pearlware, whiteware and European porcelain) as well as a cut nail, late-nineteenth-century pressed tableware glass, and a ca. 1896+ graphite battery core document a broader use of the road at least to the turn of the twentieth century.

Temporally diagnostic material culture recovered from strata underlying the stone-surfaced road feature in unit 8 (pearlware, cut and/or wrought nails) dates to the first quarter of the nineteenth century, and supports a construction date of the early nineteenth century. It is not yet clear if the road and sidewalk features are contemporaneous with one another, or if the road was built at an earlier date.

Material Evidence for Road and Sidewalk Pavement

Stone samples taken from the stone-surfaced road and sidewalk features in archaeological units 5 and 8 were taken to the *Division of Geology and Mineral Resources*, at the Virginia Department of Mines, Minerals and Energy in Charlottesville for positive identification.

The *Mill Street road surfacing* (stratum 15 / feature 3 in unit 8) was composed exclusively of broken sheet diabase with very little soil and stone dust matrix. The *road surfacing* contained predominantly small-sized stone ranging between 1.25 and 4.25 inches in diameter. Based solely on its material culture context, the *road surfacing* is thought to date to the nineteenth century.

The *sidewalk surfacing* (stratum 14 / feature 6 in unit 5) was also composed exclusively of sheet diabase with very little soil and stone dust matrix. The *sidewalk surfacing* contained predominantly small sized stone ranging in size between 1.0 and 4.0 inches in diameter. Based solely on its material culture context, the *sidewalk surfacing* is thought to date to the first half of the nineteenth century.

Table #12: Rock samples from units 5 And 8, Trone House yard.

	Stone Type	*Weight Range*	*Size in Inches*	*Angular Surfaces?*
Unit 5 Stratum 14 / Feature 6				
Sidewalk Surface #1	Diabase 100%	1.6 – 8.4 oz.	1.75 – 4.0 in. diam.	Yes
Unit 8 Stratum 15 / Feature 3				
Road Surface #1	Diabase 100%	1.0 – 8.8 oz.	1.0 – 3.5 in. diam.	Yes

Like the diabase recovered from trench A and B in the Fauquier and Alexandria Turnpike corridor, it is assumed that the sheet diabase stone surfacing (Figure #91 and #92) identified in historic Mill Street and its associated sidewalk was quarried locally, possibly originating from the quarry across Broad Run from the Buckland Mill.

Figure #91: Broken sheet diabase from unit 8, stratum 15 / feature 3 historic Mill Street stone surfacing.

Figure #92: Broken sheet diabase from unit 5, stratum 14 / feature 6 historic sidewalk stone surfacing.

Implications for 1798 Buckland Town Plan and Lot and Street Boundaries

The identification and documentation of the western edge of historic Mill Street and its associated pedestrian walk provides an unexpected opportunity to locate the boundary between public streets and adjacent private lots in at least one portion of historic Buckland. Using the western sidewalk curb as a reference point, the edge of historic Mill Street was found to be approximately 13 feet west of the edge of extant Buckland Mill Road.

In addition, the documentation of the western edge of historic Mill Street and its associated pedestrian walk provides an opportunity to examine the relationship between public and private space. Within the Trone House yard, units 5 and 8 were located within the public street and sidewalk corridor, however unit 7 was located in what is believed to be the private Trone House yard space, e.g. west of the western sidewalk curb-feature. Material culture recovered from similar and unique strata in both units, as well as analysis of the unit 5 – 7 soil profile, allows a preliminary comparison of these spaces.[239]

Strata 1, 2 and 4 in unit 5 were identical in soil color and texture to the first three stratigraphic deposits in unit 7. Material culture recovered from these three strata dated to the twentieth century. Overlying stratum 2 in unit 7 however was a relatively thick heavily mottled unidentified fill deposit that extended eastward from the Trone House yard. This fill deposit was cut by and therefore pre-dates strata 6 and 7 in unit 5, both of which were identified as early twentieth century deposits.

Stratum 2 and 3 in unit 7 appeared to be nineteenth century occupation deposits contained by and post-dating the feature 4 vertically set western curb feature in unit 5. Stratum 3 is characterized by the presence of significant amounts of small, tabular stone. Although bearing a resemblance to the stone surfacing noted in the adjacent sidewalk and street, it is not clear if the stone identified in unit 7 represents an intentionally deposited working surface, fill material used to raise grade, or perhaps materials left over from the paving of Mill Street. It is not clear if stratum 4, a dense thick fill deposit with large stone, abuts or is cut by the feature 4 vertically set western curb feature in unit 5.

A comparison of the diagnostic material culture recovered from units 5 and 7 demonstrate remarkable similarities. Stratum 14 in unit 5 and strata 3 and 4 in unit 7 each contained a predominantly nineteenth century domestic assemblage composed largely of tableware ceramics, with smaller numbers of architectural-related nails, flat glass and brick fragments. It is not yet clear whether the similarity in assemblages is a reflection of nineteenth-century sheet refuse migrating from the east yard of the Trone House into Mill Street, or perhaps similar uses of both private and public space.

[239] Unit 7 was a 2 x 4 foot unit totaling 8 square feet, while unit 5 was a 2 x 10 foot unit totaling 20 square feet. The top four strata within unit 7 were shoveled out without regard to stratigraphic context based on the fact that

Preservation of the Archaeological Resource

Archaeological investigations in units 5 and 8 within 44PW1659-0006 have documented an intact and well-preserved portion of historic Mill Street, the main north-south thoroughfare through Buckland, and an associated pedestrian sidewalk. Likewise excavations in unit 7 within 44PW1659-0006 have also documented intact cultural deposits most likely associated with the occupation of the Trone House lot #6.

Components of historic Mill Street and its associated pedestrian sidewalk, including the stone paving and curbing features, were found to retain significant integrity. The road and sidewalk surfacing treatments identified in units 5 and 8 were in excellent condition. No road or sidewalk failure (e.g. spreading and deterioration of stone pavements) was noticed. Likewise the vertically placed stone curb features retained significance of location and material, but were slightly less than vertical suggesting some slumping. The excellent preservation is thought to be a result of both stone curbing holding the pavement in place, and deep twentieth-century fill deposits originating from both the east yard of the Trone House and from adjacent Buckland Mill Road, providing protection from intentional and unintentional impacts.[240]

A single large heavily disturbed area was documented in unit 6, the westernmost unit in the Trone House property. Unit 6 was placed over 5 feet southeast of a buried concrete septic tank. Excavations in unit 6 documented a significant sized deep feature interpreted as the eastern edge of the hole dug for the sanitary feature during installation. Assuming that areas north, west and south of the sanitary feature also possess a similar impact footprint, the area disturbed by the installation of the septic tank may entail 140 square feet centered on the above grade concrete cylindrical access. While the impact of the buried septic tank is spatially extensive, it appeared to be limited to the eastern most area of the historic Trone House yard, just west of historic Mill Street.

Significance of the Mill Street corridor and Associated Sidewalk (44PW1659-0006)

As previously noted, no archival records documenting the establishment or construction of Mill Street have been found to date. It is clear however that Mill Street, the thoroughfare connecting Buckland Mills to Buckland Hall, was likely an active thoroughfare by the last quarter of the eighteenth century at the latest after Samuel Love purchased the mill seat on Broad Run. In the decade or two prior to the 1798 establishment of the town of Buckland and the adoption of its 48-lot town plan, Mill Street became the primary north-south corridor of the town, attracting much of the commercial and residential settlement in Buckland.

Calder Loth identified Buckland as one of a few, if not the only surviving example of early American communities established following an English axial village pattern.[241]

[240] The difference in grade between the historic sidewalk and road features and the existing ground surface is approximately two feet.

[241] See David Blake and Stephen Fonzo, Buckland, Virginia: An Introductory History, p 5., in Ridout et al., *The Entrepreneurial Landscape of a Turnpike Town: An Architectural Survey of Buckland, Virginia,* 2005.

Primary to this unique American spatial relationship is Mill Street, a straight corridor of communication connecting the Samuel Love residence of Buckland Hall on the south (e.g. the manor), with Buckland Mill and the town or village on the north.

The manner of construction and the materials composing Mill Street and its associated sidewalk likely reflect local road building traditions and craftsmanship. Locally obtained small-sized sheet diabase, either small waster material harvested from a quarry or larger stone intentionally broken for the purposes of pavement, was dumped and spread upon the Mill Street corridor. Although only a portion of the formal road surfacing was excavated, no evidence for graduated stone strata or a road crown was identified. Flat, tabular curb stones, composed of larger roughly hewn unidentified stone, were set vertically to form the western edge of the road, and the eastern and western edges of the sidewalk. Other than the stone surfacing and adjacent vertically set curbing, no other engineered road features were identified in units 5 and 8.

The impetus behind the paving of Mill Street is not yet known. The presence of paved streets and walks dating to the early nineteenth century was likely a rarity in rural Virginia. No records survive to document whether one individual or a group of local residents initiated the stone surfacing of Mill Street and its adjacent sidewalk, nor why it was initiated or how it was funded. It is possible the arrival of the George Britton-constructed portion of the Fauquier and Alexandria Turnpike ca. 1812 may have initiated the paving of Mill Street and adjacent walks as well.

As defined by the *Guide to Historic Roads*, the Mill Street thoroughfare must be considered a 'cultural' route. Unlike the engineered turnpike that was driven by commercial necessity, the cultural route is a type of road "that evolved through necessity or tradition, …a logical connection between villages" or places.[242] Originally likely a dirt thoroughfare, with the development of Buckland as a small but growing industrial center during the last decade of the eighteenth century, Mill Street evolved into a heavily used commercial and residential corridor. Material evidence from excavation units 5 and 8 suggests that Mill Street was paved sometime in the first half of the nineteenth century.

Based on the presence of intact, well-preserved early nineteenth century features, and the significance of historic Mill Street to the development of the town of Buckland, the Trone House property streetscape resources are considered to be a contributing component to both the larger Town of Buckland archaeological site (44PW1659) and Buckland Historic District (076-0313) under Criteria C and D.

The period of significance for historic Mill Street and its associated sidewalk ranges from the establishment of the road corridor in the last quarter of the eighteenth century, through the construction of the sidewalk and the stone surfacing of both street and sidewalk in the first half of the nineteenth century, through its nineteenth century operation and maintenance until its resurfacing with modern gravel ca. first quarter of the twentieth century. Table #13 documents the sub-periods and their corresponding dates.

[242] Paul D. Marriott, *The Preservation Office Guide to Historic Roads*, p20-21. (Self-Published, 2010).

Table #13: Periods of Significance for the Trone House Streetscape Resources

Sub-period	*Dates*
Construction of a road corridor between residence of Samuel Love at Buckland Hall and the Buckland Mills.	Last quarter 18th c.
Construction and stone surfacing of Mill Street and associated sidewalk and curbing.	First half 19th c.
Operation and Maintenance	First half 19th c. – First quarter 20th c.

12 RECOMMENDATIONS

General

Historic road and transportation resources across the country in general, and in northern Virginia in particular, are under an expanding threat due to the constant need to improve and upgrade existing automobile corridors, as well as the continued use of the adjacent right-of-ways for buried utilities. Given the long history of European and African American occupation in the northern Piedmont and Tidewater of Virginia, many extant road and transportation resources follow the routes of their eighteenth and nineteenth century precursors, as well as even earlier Native American corridors.

Within the vicinity of Buckland, Virginia, land adjacent to the Gainesville to Warrenton Route 29 / Lee Highway corridor has undergone significant development over the past century. Land condemnation associated with a new concrete bridge over Broad Run and road improvement and widening occurred in the mid-1920s. This was succeeded by road widening from one to two lanes in both directions, and the construction of a second concrete bridge over Broad Run in the early 1950s. In the last three decades, replacement of the old 1927 concrete bridge occurred in 1980, and the 1953 concrete bridge occurred in 2008.

A direct result of continued population growth and unchecked commercial and residential development in this part of Prince William and Fauquier counties is the current desire of the Virginia Department of Transportation to expand the existing road corridor in the vicinity of Buckland from two to four lanes in either direction. Under direct risk of potential road corridor improvement and expansion activities in Buckland are extant historic structures, known and potential archaeological deposits and features, and historic road resources. Any expansion to the south side of the northbound lanes of the Route 29 / Lee Highway corridor through Buckland would necessarily have the potential to impact the remnant Fauquier and Alexandria Turnpike Road, the extant Broad Run stone bridge abutments (076-5121), and the intersection of historic Mill Street and the Fauquier and Alexandria Turnpike Road.

Because of the potential to impact National Register listed and eligible cultural resources, and the unique historic road resources identified in this report, it is strongly recommended that in advance of any proposed road work associated with the improvement or expansion of Route 29 / Lee Highway through Buckland, or any proposed work associated with the improvement or expansion of the intersection of Buckland Mill Road (S. R. 684) and Route 29 / Lee Highway, an appropriate level of archaeological investigations occur whose goal is to fully document the length, breadth and character defining features of the remnant Fauquier and Alexandria Turnpike road on both sides of Broad Run, to fully document and provide measured drawings for the extant eastern and western bridge abutments and their articulation with adjacent historic road surfaces, and to document the length, breadth and character defining features of historic Mill Street and in particular its articulation with the remnant Fauquier and Alexandria Turnpike road.

Additional Archival Research

Over the past few decades, extensive archival research has been conducted in local and regional repositories focusing on the history and development of Buckland as well as the Fauquier and Alexandria Turnpike road. To the extent that regional repositories deemed to contain evaluative primary or secondary sources relevant to the subject matters of interest, this long-term archival research must be considered a success. Beyond regional repositories however, and pertaining to subject matters that have the potential to contain relevant information, additional archival research could be accomplished. In particular private papers of families and individuals associated with eighteenth through twentieth century Buckland and the Fauquier and Alexandria Turnpike, need to be thoroughly reviewed. For example the Charles H. Hunton[243] papers at Duke University Library are known to contain records of the Fauquier and Alexandria Turnpike Company, but the entire collection has never been reviewed for other relevant information. Likewise, more generalized subjects such as early stagecoach lines and the records of the U. S. Postal Service, potentially available in regional or extra-regional repositories, should be more intensively reviewed for any insights into Buckland or the Fauquier and Alexandria Turnpike road.

In addition, a more thorough chain of title research can be done for all 'historic' parcels known to exist within *and adjacent to* Buckland in 1798. While decades of research have identified historic deeds containing metes and bounds of Buckland parcels, few historic parcels have had their titles documented up through the end of the twentieth century. The value of documenting the titles of *all* historic parcels, within and outside of Buckland, up through current ownership would be to provide a means of evaluating changes to property boundaries and of identifying errors and/or property additions and reductions. Once this type of research has been accomplished a more robust understanding of the 1798 Buckland town plan can be obtained. Continued close cooperation with the Prince William County archives, located in the Prince William County courthouse in Manassas, needs to be maintained as their extensive collection of court papers and other related documents undergoes the long-term process of cataloguing and scanning.

Very little research has been conducted on infrastructural features composing nineteenth century streetscapes, either in Virginia or the wider mid-Atlantic region. Additional archival research into his neglected area of study should focus on collecting textual and graphic sources documenting the design, layout, historical development, and appearance and materials used in the construction of nineteenth century streets and their associated features, and the changing relationship between public and private space through time. Although a lengthy study in and of itself, the establishment of such a database would enable the comparison of rural and urban areas and small and large communities through time. In addition documented archaeological streetscape resources, such as those identified within the historic Mill Street corridor, could be provided with a socio-historical context and evaluated based on their qualities and uniqueness.

[243] Charles H. Hunton was an Officer of the Fauquier and Alexandria Turnpike Company during the first half of the nineteenth century.

Lastly, a greater understanding of the importance of Buckland and the development of the Fauquier and Alexandria Turnpike would be enhanced by a detailed documentation and analysis of the larger transportation landscape of Fairfax, Fauquier, Loudoun and Prince William counties. Understanding the historical development of the regional late eighteenth and early nineteenth-century road network beyond Buckland, and the social, economic and political motivations behind road establishment and construction efforts during this period will provide essential detailed context for situating the rise of Buckland, and confirming the significance of the Fauquier and Alexandria Turnpike.[244]

Additional Archaeological Research

While the present archaeological investigations conducted in the Fauquier and Alexandria Turnpike corridor and the Trone House yard have located and documented significant historic road resources, this research must be considered a preliminary level investigation. Limited in scope, the current archival and archaeological research has led to the formulation of additional research questions that have the potential to be answered through additional archaeological research.

The Fauquier and Alexandria Turnpike (44PW1938)

Excavation of trenches A and B in the Fauquier and Alexandria Turnpike corridor provided a southern edge for the historic road, but no northern edge. Future archaeological research should seek to define the full breadth and extent of the historic road corridor and document all of its component features and changes to the road through time. If this cannot be obtained on the west side of Broad Run due to the impact of the current Route 29 / Lee Highway corridor, then future archaeological investigations could turn to the east side of Broad Run where a remnant portion of the Fauquier and Alexandria Turnpike corridor may be less obscured.

The question of how the Fauquier and Alexandria Turnpike articulates with the adjacent stone bridge abutments (076-5121), believed to date to the early nineteenth century, still needs to be addressed. Additional archaeological research adjacent to either one of the stone abutments may elaborate on the historical relationship between the turnpike road and bridge abutments over time, as well as answer related questions on the construction and maintenance history of each historic transportation feature.

The John Trone House (076-0123 / 44PW1659-0006)

Within the Trone House Lot 6 parcel, archaeological investigations documented the western edge of historic stone-paved Mill Street and what is believed to be an associated four-foot-wide curb-lined and stone-paved sidewalk. Because only the western edge of historic Mill Street was defined, additional future archaeological work should seek to

[244] See Howard H. Newlon, Jr. Roads from the Past: Experimentation 1783-1815, p14-17. In *Backsights: Essays in Virginia Transportation History, Volume One: Reprints of Series One (1972-1985)*, Ann Miller, ed., (Charlottesville: Virginia Center for Transportation Innovation and Research, 2011), for a preliminary essay on this subject.

define the eastern edge and more fully document the broader streetscape of this important road corridor and all its related components. Archaeological documentation of historic Mill Street will provide a baseline for the width of the eighteenth century road corridor south of Route 29 / Lee Highway, provide a tentative demarcation between public and private space in historic Buckland, and will also provide preliminary data supporting or contradicting an 1898 reference to a 60-foot width for Buckland Mill Road north of Route 29 / Lee Highway.[245]

Although archaeological investigations within the Trone House Lot 6 parcel did not locate the Stagecoach Inn or evidence for any other structures in the area tested, a late 1926 State Highway map acquired after the completion of fieldwork confirms the presence of a frame dwelling in the northeast corner of the Trone House yard, at the southwest corner of the intersection of current Route 29 and Buckland Mill Road (Figure #43). Because the map was a proposed plan for highway improvement, the frame dwelling in question was likely portrayed as a structure that was required to be demolished as part of future road construction plans. Additional archaeological research could continue testing in the Trone House yard for evidence of this structure. The goals of such research would be to locate, identify and evaluate the 1926 frame structure, as well as to determine its relationship (if any) to the Trone House structure.

Larger Buckland

A recent non-scientific reconnaissance level survey of front yards of several properties north of Route 29 / Lee Highway along Buckland Mill Road has identified an unusual line of vertically set stone possibly related to the historic road and sidewalk features identified at the Trone House property. In particular in front of the Moss House / Brooks Tavern (076-0120) in Lot 2, at least eight consecutive vertically set tabular stones, possibly the remains of an historic curb and/or sidewalk feature, were identified above current grade and parallel with Buckland Mill Road (Figures #93 and #94).

Elsewhere on other properties west of Buckland Mill Road where historic curb features were not visible above grade, a noticeable change in grade appeared to align itself with the exposed vertically set stone in front of Lot 2. East of this alignment the ground appeared to drop off at a steep grade, perhaps suggesting a change in elevation between historic sidewalk and street corridors as evidenced in the Mill Street corridor archaeological features identified at the Trone House property. Additional archaeological research in larger Buckland should consider exploration of the western side of Buckland Mill Road to document any historic street features that are present, as well as to determine the date and function of these vertically set stones, and to compare and contrast this with the data from the Trone House yard.

[245] Frederick Cotton v. William Prettyman, October 1898. *Prince William County Loose Papers*, Box 1083, p89-91. Prince William County Courthouse, Manassas, Virginia.

Figure #93: Vertically set stone parallel to Buckland Mill Road, in foreground, with Moss House (076-0120) in background.

Figure #94: Stone alignment, at Moss House (076-0120), showing individual stones set vertically in ground.

National Register Eligibility

Based on the existence of intact and well-preserved road related features dating to the pre-Board of Public Works and early Board of Public Works period, the presence of what is believed to be the first macadamized road surface in the Commonwealth, the significance of the turnpike to both Buckland and the larger northern Piedmont region of Virginia, the turnpike's association with Claudius Crozet, and the role of the turnpike corridor in the Battle of Buckland Mills, 44PW1938 is considered eligible for listing on the National Register of Historic Places under Criteria A, B, C and D. The Fauquier and Alexandria Turnpike corridor through Buckland holds the rare potential to make important new contributions to our existing understandings of early turnpike construction, and the development of regional road systems within the Commonwealth.

The Trone House parcel (076-0123) streetscape resources are intact and well-preserved early nineteenth century surfaced road and sidewalk features. Although not part of the Fauquier and Alexandria Turnpike and not associated with a prominent engineer, these streetscape resources are directly associated with the prominent north-south axial corridor between Buckland Farm and the town of Buckland, are significant to the nineteenth century development of the town of Buckland, and may represent one of the earliest extant examples of a purposefully built streetscape in a rural nineteenth century context. The streetscape resources within 076-0123 are considered eligible for listing on the National Register of Historic Places under Criteria C and D because together they represent a significantly unique and distinguishable entity, and for their potential to make important new contributions to our existing understanding of rural nineteenth century town planning.

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APPENDIX ONE - RECONSTRUCTING BUCKLAND'S 1798 TOWN PLAN

Introduction

In 1797, a group of 55 citizens petitioned Virginia's General Assembly to enact a law that would establish a town "on the Lands of John Love in Prince William County on Broad Run, a Branch of the Occoquan river, near said Love's Mill, agreeable to the Plan of a Town herewith presented and to be called Buck Land." According to the petition, the area to be laid off as a town contained two "excellent springs of Water" and a "never failing stream" while multiple quarries of "red and white free stone, proper for buildings of any description" were located contiguous to the property. Within the limits of the proposed town already existed "upwards of twenty good houses … occupied by tradesmen and merchants" as well as "considerable manufactorys of grain [that] have been erected, [and] which are more than sufficiently supported by an extensive circle of an extremely fertile county."[246] The petition was accepted and in mid-January 1798, the General Assembly formally established the town according to the "forty-eight lott Plan" that had been submitted with the request.[247] The Town of Buckland's first act recorded the sales, by the town's trustees, of 37 lots as detailed in Table 14. Eleven of the 48 lots were not included in the sale and the act further recorded that these lots, numbered in the town plan as Nos. 1-6, 29, 32, 35, 38, and 46,[248] could not be sold as they had been already "built on previous to the law which passed for establishing the town."

Unfortunately, the original late eighteenth-century 48-lot plan of Buckland does not survive. In the absence of the original document, reconstruction of the town's plan and locating it within the present-day landscape entails fitting together the grid of lots and streets from historic metes and bounds descriptions of individual town lots as recorded in property transactions. A late nineteenth to turn of the twentieth century map of uncertain attribution records numbered lots and street names in Buckland, primarily north of the Fauquier and Alexandra Turnpike and west of Broad Run, the most densely settled portion of Buckland (Figure 95).[249] This information contained in this map was assessed and expanded upon by David Blake and the Buckland Preservation Society (BPS). Blake sought out and assembled a voluminous collection of early deeds of Buckland lots and through careful examination of these documents constructed a highly reasoned rendition of Buckland's original late eighteenth-century plan that he presented graphically by amending the late nineteenth to turn of the twentieth-century plan (Figure 96). More recently, versions of Blake's reconstructed plan have been abstracted by Ridout et al. and C. Allan Brown.

A thorough review of the collection of deeds assembled by Blake confirms the essential accuracy of the grid of named streets and the pattern of lot numbering codified in his reconstruction of the

[246] 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; cited in Blake and Fonzo 2005:6, note 6.

[247] "An Act to Establish Several Towns," January 15, 1798. Virginia General Assembly Session Laws, 1794-1812, Chapter LXIX (1798), p. 33, Library of Virginia; PWCDB 4:431.

[248] According to the list of lots and their buyers, Lot 46 was purchased by John Love although no price was recorded, while Lot 45 is not included in either list. It is unclear which of these two lots was sold to Love and which was not sold by the trustees as it had been developed prior to the establishment of Buckland.

[249] An approximate date of this reconstruction around the onset of the 20th century is based upon property owners included on the sketch map.

"*Lot No. in plan of said Town*"	Sold To	£	s	d
7	Joseph Hale	} 24		
8	Joseph Hale			
9	Geo. Britton	12		
18	John Love	10		
27	John Love	5		
17	John Love	6		
26	John Love	6		
16	John Love	10		
25	John Love	5		
24	John Love	13		
14	William Carter	12	5	
23	John Love	10		
13	W. J. Washington	10		
22	John Love	5	15	
12	Rich. Gill	13		
21	John Love	10		
11	John Love	50		
20	John Love	6		
10	Robt. Thrift	6		
19	Robt. Thrift	6	19	
28	John Love	30		
30	John Love	20		
34	John Love	30		
31	John Love	15		
36	George Legg	11		
33	John Love	12		
37	John Love	12		
39	John Love	12		
40	John Love	12		
41	John Love	6		
42	John Love	6		
43	John Love	6		
46	John Love	-		
44	John Love	15		
47	George Britton	5	10	
48	George Britton	5	15	
15	John Love	12		

Table 14: List of numbered Buckland town lots sold by the town's trustees, July 7, 1798 (PWCDB 4:431).

original Buckland plan. A simplified version of Blake's plan is presented in Figure 97, and it is instructive to compare the pattern of numbered lots with the order of lot numbers contained in the July 7, 1798 list of lots sold (Table 14). The first three lots in the 1798 list (Nos. 7-9) are located in the southernmost of three-lot blocks fronting the west side of Mill Street

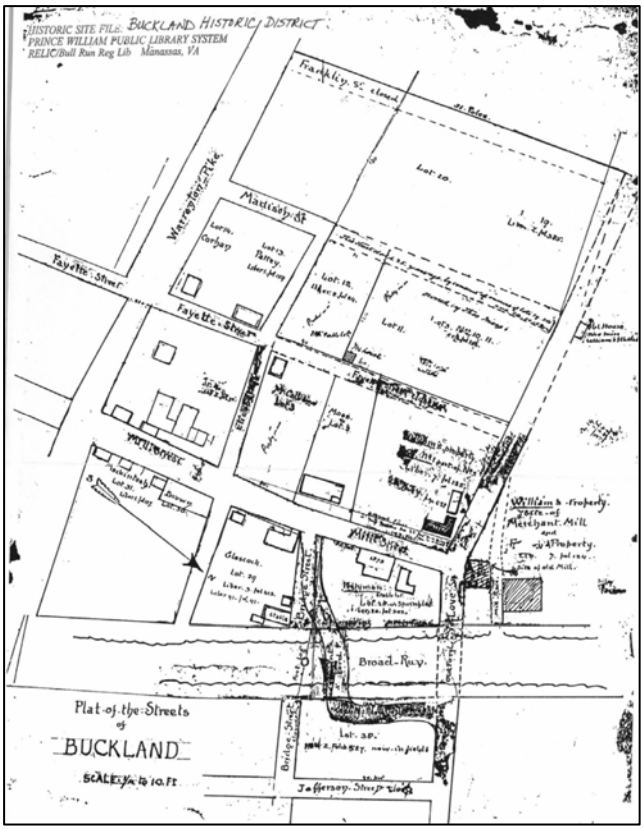

Figure 95: Late 19th-early 20th-century Plat of the Streets of Buckland produced by an unidentified researcher. Note the street names, lot numbers, measurements, building locations, and deed book references recorded on this map. The approximate date of this document is based upon known dates of property owners indicated on the plat. Note direction of north arrow.

Figure 96: David Blake's late 20th-century extension and annotation of the Plat of the Streets of Buckland. The additional lot numbers and street names are based upon extensive deed research.

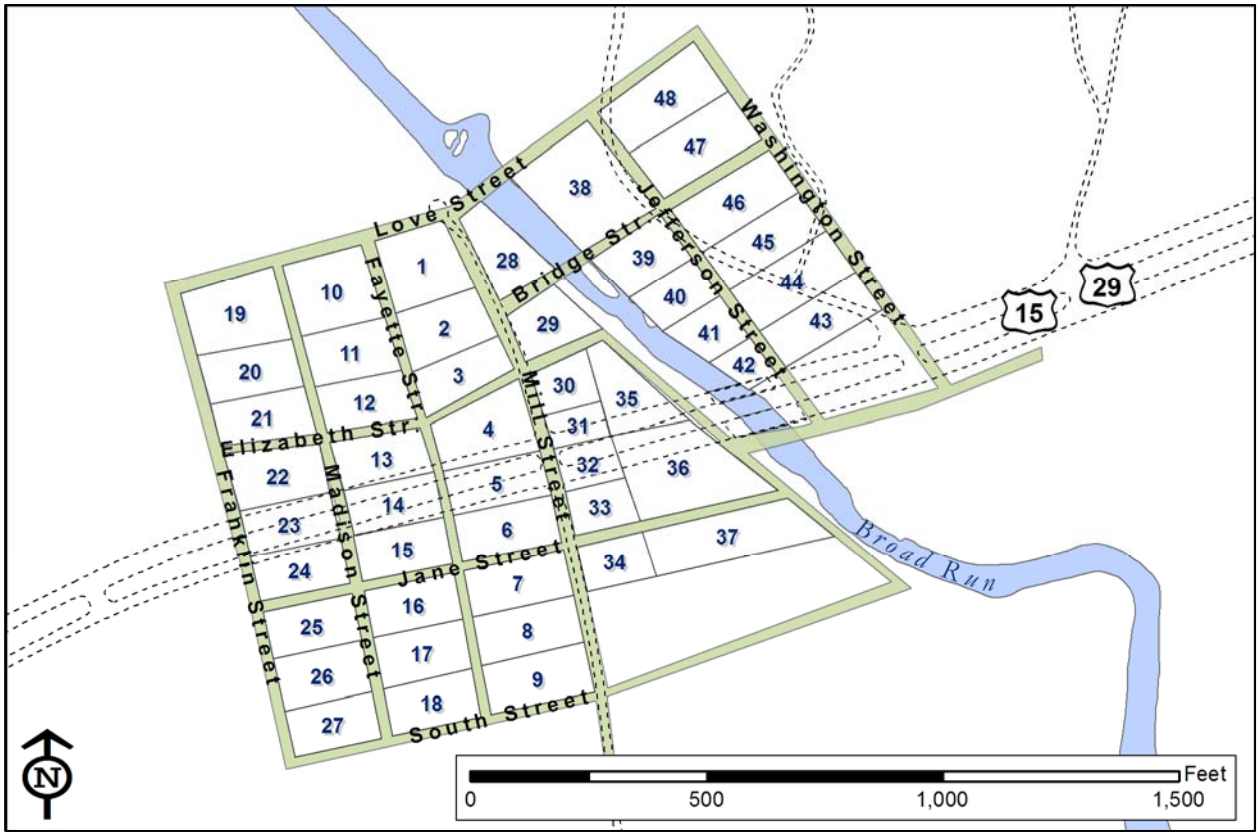

Figure 97: Schematic representation of Buckland's original 48-lot plan traced from a tentative geo-registration of the Buckland town plan presented by Ridout et al (2005:4). The grid of named streets and numbered lots is believed to be accurate. Dashed lines represent the edges of modern roads as contained in Prince William County's GIS data layer.

(modern-day Buckland Mill Road/Rt. 684). Following these initial entries are listed pairs of lots (e.g. 18, 27; 17, 26; 16, 25) that in the reconstructed plan lie on opposite sides of Madison Street proceeding from south to north. Correspondences such as these between the patterning of lots in 1798 list and the reconstructed town plan supports the essential accuracy of the reconstruction while also suggesting that the list was compiled with direct reference to the original plan.

While the various reconstructions of the plan of Buckland appear to be generally accurate, they remain schematic and only nominally scaled. The current challenge is to create a fully and accurately scaled plan that is also located as precisely as possible in space, with the ultimate goal of being able to reestablish on the ground the boundaries and orientations of Buckland's original lots and streets. Doing so requires identifying ground control points or 'anchors,' physical landmarks in present-day Buckland that provide direct links to the town's lots as they were first described in the late-eighteenth and early-nineteenth centuries, typically in deeds recording the sale of individual lots.

Initial comparison of present-day parcel boundaries in and around Buckland, as depicted within Prince William County's GIS data layer, with the reconstructed town plan indicates some apparent points of potential agreement between past and present land divisions. In-field identification of modern parcel corners and their locational recordation using sub-meter GPS also

failed to produce a sufficient number of points that could be linked with confidence to lot corner points described historically.

The reconstructed plan of Buckland presented here is based upon metes and bounds descriptions of individual lots provided in early deeds. Unfortunately, full late-eighteenth or early nineteenth-century boundary descriptions containing both compass bearings and lengths of lot lines are available only for a relatively small minority of the town's 48 original lots and include Lots 2, 3, 4, 5, and 6 all located along the west side of Mill Street. In two of these cases, (Lots 2 and 3), errors appear to have been made in recording the bearings of the lots' northern and southern sides. Less specific boundary descriptions containing line lengths and bounding lots and/or streets but only general or vague orientations (i.e. "running easterly…," "thence southerly…," "with the line of Lot 31…," "and with Fayette Street…") are available for one-third (n. = 16) of all lots, and include Lots 1, 7-13, 19, 28 (part of), 29, 31, 32, 38, 47, and 48. Descriptions of two more lots, Lots 35 and 36, provide one or more shared boundaries with other lots or streets but neither lengths nor orientations of boundaries exist. However, no historic descriptions whatsoever exist for just over half (n. = 26) of Buckland's original 48 lots (Lots 14-18, 20-28, 30, 33, 34, 37, 39-46) (Figure 98) even if many of these lots receive at least brief acknowledgement in the documentary record. Beginning with those lots described most fully, the following section reviews the available late-eighteenth to early-nineteenth-century metes and bounds descriptions and reconstructs, lot by lot, the original plan of Buckland town. The primary anchor point for this reconstruction is the building in Lot 1 known as John Love's Store, however the reconstruction begins with Lot 2 immediately to the south.[250]

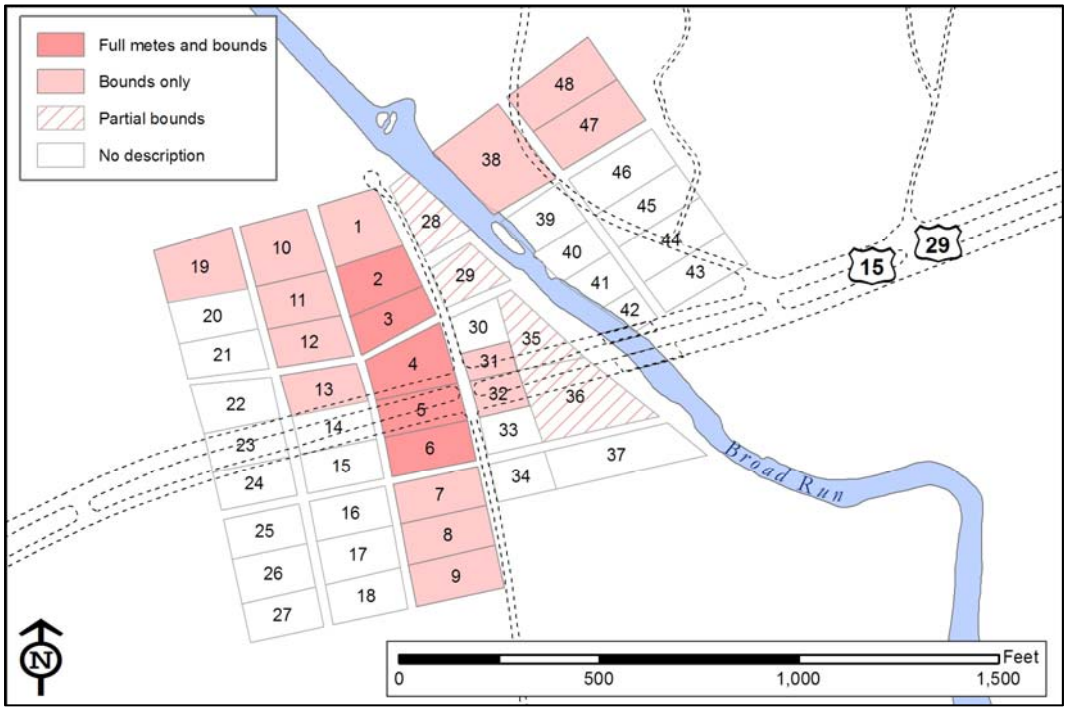

Figure 98: Schematic reconstruction of Buckland town plan illustrating the variable character of available original lot descriptions.

[250] Ridout et al., *Entrepreneurial Landscape*, p34-40.

A Note on Magnetic Declination

Bearings of survey lines provided in historic metes and bounds descriptions were determined by magnetic compasses that point to magnetic north rather than to 'true' ('geodetic') north as defined by the earth's geographical north pole. Thus, a bearing of North 24° East describes a line oriented 24° east of magnetic north. The difference (measured as an angle) between true north and magnetic north is called magnetic declination or magnetic variation. Magnetic declination varies according to geographical location, however Earth's magnetic field is constantly changing and therefore magnetic declination also varies through time. Accurately mapping historic metes and bounds requires accounting for change through time in magnetic declination. This project relies upon the U.S. Historic Declination calculator provided by NOAA's National Geophysical Data Center[251] that uses mathematical models to estimate past declination values for specific times and places. As these values are thought accurate only to within half a degree (30 minutes), in this project no corrections have been applied when the estimated historic declination is less than this value. In the two decades bracketing the beginning of the nineteenth century when many of the available historic metes and bounds descriptions of Buckland lots were recorded, estimated magnetic declination varies between one-fifth and one-third of a degree (12 – 18 minutes) and therefore no corrections have been applied to these earliest bearings.

West of Mill Street (Lots 1-27)

Lot 2: Lot 2 was among those lots already built upon at the time of Buckland's establishment, and the 1796 deed recording the sale of the lot by John Love to George Britton indicates that Lot 2 fronted on Mill Street to the east and that its northeastern corner was located South 24^{o} East 39 ft from the southeastern corner of Love's Store House in adjacent Lot 1. In this earliest deed, Lot 2 was described as being 173 ft deep (east to west) and 115 ft 8 inches wide (north to south). In a slightly later deed (1799) in which a 50 ft x 130 ft portion of Lot 2 was sold to James Taylor, the encompassing Lot 2 was described as measuring 180 ft by 115 ft. Metes and bounds are provided for Lot 2 in the original 1796 deed, however when platted as provided (beginning at the lot's northeast corner and running counterclockwise) the bearings of the northern (N66^{o}W) and southern (S66^{o}E) sides appear to be reversed. The bearings of the eastern (N24^{o}W) and western (S24^{o}E) roughly parallel the orientation of modern-day Buckland Mill Road and appear to have been properly measured and transcribed. The relationship between the provided northing and easting angles (24^{o} + 66^{o} = 90^{o}) suggests that Lot 2 is rectangular.[252]

Platting of Lot 2 as a rectangle requires beginning the provided sequence at the lot's northwestern corner (rather than northeastern as indicated in the deed) or by switching the first (north side) and third (south side) bearings in the provided sequence. With these corrections made, the 39-ft distance from the southeast corner of Love's Store House allows Lot 2 as originally described to be accurately platted in real space (Figure 99).

[251] U. S. Department of Commerce, National Oceanic and Atmospheric Administration, National Geophysical Data Center. Historic Declination Calculator. http://www.ngdc.noaa.gov/geomag-web/#ushistoric.
[252] PWCDB Z:58; Z:466.

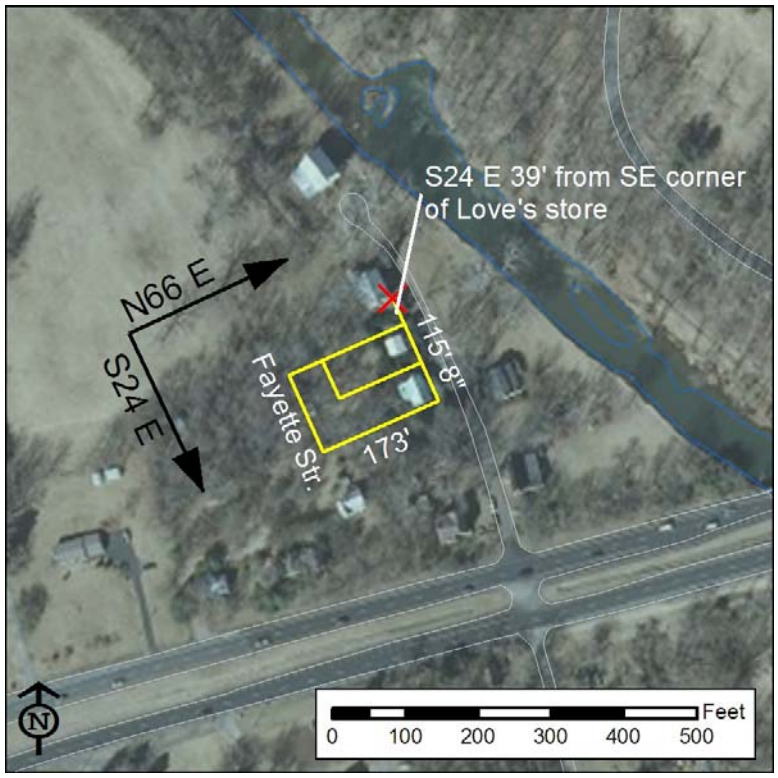

Figure 99: GIS map showing corrected 1796 metes and bounds for Lot 2 (with 1799 subdivision) overlaid on recent aerial photography.

Figure 100: GIS map showing corrected 1796 – 1799 metes and bounds for Lots 2 and 3 overlaid on recent aerial photography. .

Lot 3: Lot 3 also was built on prior to the establishment of Buckland, and a 1796 deed recording the sale of the lot by John Love to Richard Gill describes the property as being located immediately south of Lot 2, and thus also fronting on Mill Street. Orientations for the sides of Lot 3 are identical to (and presented in the same order as) those for Lot 2. While Lot 3 also measures 173 ft in depth (east-west), this lot measures only 100 ft wide (north-south). With the northeastern corner of Lot 3 congruent with the southeastern corner of Lot 2 and correcting the bearings as in Lot 2 to result in a rectangular lot, platting of Lot 3 reveals that the late eighteenth-century portion of the Richard Gill house occupies the extreme southwestern corner of the lot (Figure 100).[253]

Lot 1: Like Lots 2 and 3, Lot 1 also was among those lots already built upon at the time of Buckland's establishment. Two late eighteenth-century deeds recording its sale are known (Oct. 10, 1798 from John Love to Samuel Love; Sep 2, 1799 from John Love to William Brooks), and both deeds locate the lot at the southwest corner of the intersection of Love Street and Mill Street. The lot's boundaries are described identically in both deeds, but neither deed provides orientations for its sides. Notable is the fact that the northeast corner of the Lot 1 is described as corresponding to the northeast corner of the "store now occupied by the said Samuel Love" indicating that the structure's east façade was congruent with the west side of Mill Street while it's north façade marked the south side of Love Street. Along the south, Lot 1 measured 180 ft and was separated from Lot 2 by an 8-ft-wide alley running between Fayette Street to the west and Mill Street to the east. The south side of Lot 1 clearly paralleled the north side of Lot 2, and thus from Fayette Street ran N66^{o}E 180 ft. The southeastern corner of Lot 1 was described by the intersection of the 8-ft-wide alley with Mill Street and can be inferred to have been located 31 ft (39 ft – 8 ft) southeast of the southeastern corner of the Love Store/House. While the east side of Lot 1 described the western edge of Mill Street, neither a length or bearing for this side of Lot 1 is provided in the early deeds. The orientation must be that of the Love Store (S24^{o}E) while the length can be calculated from the width of the building (~45 ft) and the distance from its southeastern corner to the north side of the 8-ft-wide alley (31 ft), thus approximately 76 ft. While the deeds provide lengths for both the northern (190 ft) and western (100 ft) sides of Lot 1 and note that they are bounded by Love Street and Fayette Street, respectively, compass bearings are not provided for either of these two sides. Having inferred the locations of the northeastern and southwestern corners of Lot 1, the north side can be calculated to have run approximately N27^{o}E and the west side approximately S30^{o}E. Relative to the boundaries of Lots 2 and 3 to the south, the western side of Lot 1 appears to have been rotated approximately 6^{o} westward (counterclockwise) and the northern side approximately 6^{o} eastward (clockwise). Also implied is a comparable bend in the angle of Fayette Street, suggested also by the variable lengths of the side lot lines of Lots 1, 2, and 3. This reconstruction of the boundaries of Lot 1 is presented graphically in Figure 101, below.[254]

[253] PWCDB Z:70; Ridout et al., *Entrepreneurial Landscape*, p55-61.
[254] PWCDB 1:9; B:391.

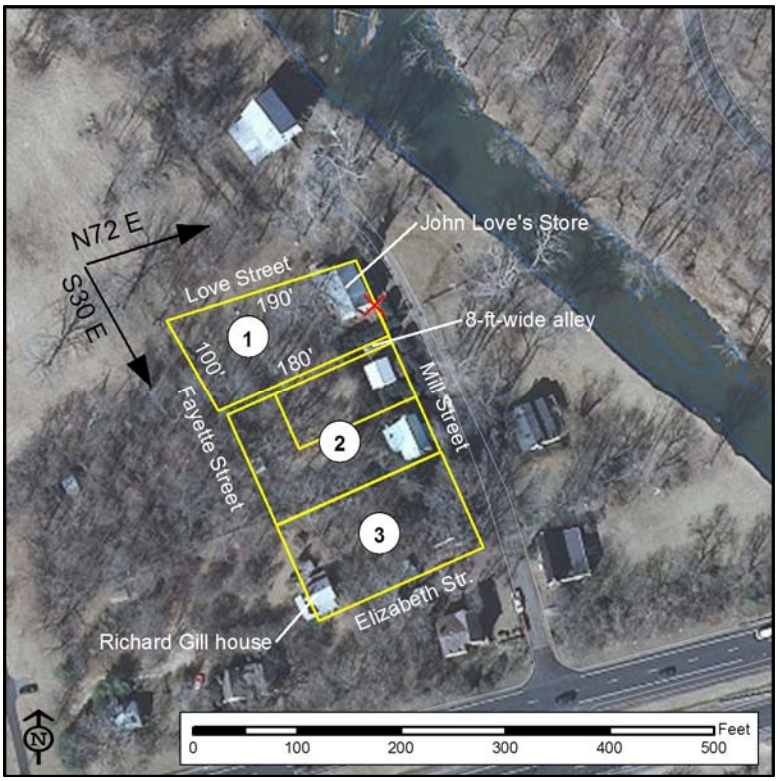

Figure 101: GIS map showing the proposed reconstruction of the boundaries of Lot 1 and overlaid on recent aerial photography. Note the rotations of the western and northern sides of Lot 1 relative to Lots 2 and 3 to the south.

Lot 4: Lot 4 was occupied prior to the establishment of Buckland. Two 1799 deeds recording its sale (first to Charles Thornhill and then to William Brooks) indicate that Lot 4 was bounded by Mill Street to the east, Elizabeth Street to the north, Fayette Street to the west, and Lot 5 to the south. The second of the two 1799 deeds indicates that the northeastern corner of Lot 4 was located 20 ft south of "the South East corner of Richard Gill's Blacksmith shop" along a line running S12^{o}E. Although Gill's blacksmith shop does not survive, here it is assumed to have occupied the extreme southeastern corner of Gill's Lot No. 3, fronting Mill Street on the east and Fayette Street on the south. The late eighteenth-century description provided of Lot 4 suggests that Fayette Street measured roughly 20 ft in width. Metes and bounds provided for Lot 4 indicate a 12-degree shift in the orientation of Mill Street at the northern end of Lot 4 (from S24^{o} East to S12^{o} East) while the provided dimensions indicate the lot's necessary non-rectangular shape to accommodate this rotation in the street grid. Along Mill Street, Lot 4 measures 115 ft while to the west along Fayette Street the lot reduces to 82 feet in width. A slightly earlier deed for Lot 5 provides metes and bounds indicating that the east side of Lot 4 along Mill Street measured 120 ft (as opposed to 115 ft). When platted, this slightly longer measurement appears the more accurate and therefore is used in this reconstruction. The first of the two 1799 deeds provides a length of 182 ft for the north side of Lot 4 along Elizabeth Street. While no bearing for this side is provided, it can be assumed to have paralleled the boundary between Lot 3 and Elizabeth Street to the north, thus running S66^{o}W from Mill Street (Figure 98).[255]

[255] PWCDB Z:530; 2:520; Z:471; Ridout et al., *Entrepreneurial Landscape*, p55.

Lot 5: Prior to the establishment of Buckland, Robert Thrift had constructed a store and multiple dwelling houses on Lot 5. The 1797 deed recording John Love's conveyance of property to Thrift describe the 180 ft by 100 ft Lot 5 as bounded by Mill Street and Fayette Street to the east and west, respectively. The northeastern corner of Lot 5 is given as 140 ft southeast of the southeastern corner of Gill's blacksmith shop in Lot 3 along a line running S24^{o} East thus, as mentioned, implying a 120-ft eastern width for Lot 4. Orientations provided in the 1797 deed for the eastern (S24^{o}E), southern (S78^{o}W), western (N12^{o}W), and northern (N78^{o}E) sides indicate that the lot was rectangular and likewise that its bounding streets formed right angles with one another (Figure 102).[256]

Lot 6: William Draper had constructed a shop on Lot 6 prior to the establishment of Buckland. The deed recording conveyance of the property to Draper located the northeastern corner of this lot 240 ft southeast of the southeastern corner of Gill's blacksmith shop in Lot 3 along a line running S24^{o} East, thus locating the lot immediately south of Lot 5 and between Mill and Fayette Streets. In size and shape, Lot 6 mirrored Lot 5 to the north.[257]

Figure 102: GIS map showing the boundaries of Lots 4, 5, and 6 as platted from historic metes and bounds descriptions and overlaid on recent aerial photography. Note the rotation of this group of lots 12^{o} east of the lots north of Elizabeth Street.

[256] PWCDB Z:471.
[257] PWCDB 2:533.

Lot 7 and Lot 8: These two lots initially were sold together by the trustees of the town of Buckland to Joseph Hale in 1798. The deed recording the conveyance indicates that the two lots are bounded by Mill Street to the east and by Fayette Street to the west and that Lot 7 is located immediately north of Lot 8. Lot 7 is bounded to the north by Jane Street, for which no width is provided. Given the sequential numbering of Lots 1 – 6 to the north, it is assumed that Jane Street ran between Lot 6 and Lot 7. Bearings are not provided for the lots' sides, however both lots are described as measuring 180 ft east-west by 100 ft north-south and it is assumed that Lots 7 and 8 are rectangular and oriented the same as Lots 4 – 6 to the north. In 1799, Hale sold Lot 8 to George Britton, owner of adjacent Lot 9. Britton soon built a house on Lot 8 and developed a tanyard that extended across the adjoining Lot 9. Isaac Meeks apparently acquired both tanyard lots prior to 1810, and the early 19th-century residence still standing in the southwestern corner of Lot 8 is today known as the Isaac Meeks House (Ridout et al. 2005:89-90). The earliest 16 ft x 16 ft part of the house appears to be located wholly within Lot 8 but a later addition apparently extended the structure into Lot 9 (Figure 103).[258]

Lot 9: Lot 9 also measured 100 ft by 180 ft and was sold by the trustees to George Britton in 1798[259]. The deed recording the conveyance describes Lot 9 as being bounded by Lot 8 to the north, by Mill and Fayette Streets to the east and west respectively, and by South Street to the south. Although no lot boundary orientations are provided, it is assumed to have shared that of its neighbors to the north, as presented graphically in Figure 103. This reconstructed configuration of Lots 7, 8, and 9 gains support from the platted boundaries of adjoining Buckland Farm as these were surveyed in 1855.

Figure 103: GIS map showing the reconstructed boundaries of Lots 7, 8, and 9 overlaid on recent aerial photography. Boundaries of Buckland Farm ca. 1855-1865 are shown in green and have been rotated 2.1° westward (counterclockwise) to account for historic variation in magnetic declination as estimated by NOAA's National Geophysical Data Center historic declination calculator (http://www.ngdc.noaa.gov/geomag-web/#ushistoric).

[258] PWCDB 2:386; 1:248; Ridout et al. *Entrepreneurial Landscape*, p89-90.
[259] PWCDB 2:27; 23:185; 26:26.

Lots 10, 11, 12: Late eighteenth to early nineteenth-century deeds exist for Lots 10, 11, and 12 and while lengths of lot lines and bounding features are provided, no original orientations are given for any of the sides of these three lots. Furthermore, none of the lots appear to be rectangular. Although these three lots can be confidently located immediately south of Love Street between Fayette and Madison Streets, precise reconstruction of each lot's original configuration remains elusive given the documentary evidence available.

Lot 10 was originally sold (together with adjoining Lot 19, see below) by the Buckland trustees to Robert Thrift in 1798. In the deed of conveyance, Lot 10 is described as bounded by Fayette Street (east), Madison Street (west), and Lot 11 (south). The lot's northern boundary is given as Mill Street but this clearly is mistaken and should have been Love Street. The lot is irregularly shaped, measuring 145 ft along its eastern side, 130 ft along the south and 155 ft along the west. The dimension of the lot's north side is not provided in the 1798 deed but is given as 95 ft (along the properly named Love Street) in a 1799 deed recording the sale of Lots 10 together with Lot 11. No compass bearings are provided in either of the two deeds to indicate the orientation of the lot, however the eastern side along Fayette Street can be assumed to share that street's orientation as determined by the west side of Lot 1 (from Love Street, S30^{o}E). The east side of adjoining Lot 11 is given as 100 ft however the orientation is assumed to shift 6^{o} eastward (clockwise), mirroring the western boundary of Lots 2 and 3 to the east. The length of the east side of Lot 12 is provided in a 1798 deed 100 ft "or thereabouts." The combined frontage along Fayette Street of Lots 10, 11, and 12 measures approximately 345 ft, or roughly 30 ft greater than the combined frontage of Lots 1, 2, and 3 on the eastern side of this street. The combined frontage of Lots 10, 11, and 12 to the west along Madison Street cannot be determined as only measurements for the western side of Lot 10 (155 ft) and Lot 11 (100 ft) is provided. The shared boundary between Lots 10 and 11 measures 130 ft, while the shared boundary between Lots 11 and 12 is given alternately as "about" 150 or 155 ft. No measurement for the south side of Lot 12 along Elizabeth Street is provided in the available deeds.[260]

Further complicating the accurate platting of Lots 10, 11, and 12 is the fact that nowhere in the deed record are the intended widths of the streets provided with the exception of Elizabeth Street which appears to have been 20 ft. Following the example of Elizabeth Street, the other east-west cross streets within Buckland are assigned widths of 20 ft. The north-south oriented Fayette and Madison Streets are assigned widths of 30 ft. As here reconstructed and illustrated in Figure 100, the shared boundary between Lots 10 and 11 is roughly 11 ft longer that described in the deed, while the shared boundary between Lots 11 and 12 is 7-12 ft longer than the values provided.

Lots 13, 14, and 15: According to the July 7, 1798 list of lots sold by the Buckland trustees, W.J. Washington purchased Lot 13 however no deed recording the conveyance has been discovered. In 1800, John Love sold Lot 13 to Francis Hawley, and the deed places the lot immediately south of Elizabeth Street between Madison (west) and Fayette (east) Streets. No bearings for the side lot lines are provided, however the deed records that the lot measures 180 ft east-west and 80 ft north-south, indicating that the lot was at least a parallelogram. Here, it is assumed that the sides

[260] PWCDB 2:385; 1:156; 2:24; 2:385.

Figure 104: GIS map showing the boundaries of Lots 10, 11, and 12 as reconstructed from historic metes and bounds descriptions and overlaid on recent aerial photography.

of Lot 13 share the same orientations as the rectangular lots east of Fayette Street and south of Elizabeth Street (Figure 105).[261]

The trustees of the town of Buckland sold Lot 14 to William Carter according to the July 7, 1798 list, however no deed recording the conveyance has been found. In 1826, Josiah Watson conveyed Lot 14 to John Robinson. No metes and bounds are provided in the deed of conveyance, however the deed does record that the Fauquier & Alexandria Turnpike then occupied part of the lot, indicating that Lot 14 almost certainly was located immediately south of Lot 13. As detailed below, construction of the turnpike impinged upon approximately half of Lot 14. Metes and bounds descriptions of Lot 14 have not been discovered in later deeds. In 1854, Lot 14 was purchased by Oscar Pattie. The reconstruction presented here in Figure 105 assumes the lot to be rectangular and to share the size (100 ft x 180) and orientation of lots located to the east between Fayette and Mill Streets.[262]

Lot 15 was among those lots purchased by John Love and appears to have not been resold but to have remained a part of Love's Buckland Farm. Based on the established grid of numbered lots to the east and north, Lot 15 is assumed to have been located immediately north of Jane Street between Madison (west) and Fayette (east) Streets and to have measured 100 ft x 180 ft. Possibly, construction of the Fauquier & Alexandria Turnpike in the early nineteenth century may have impinged upon the northern edge of Lot 15. Lot 15 comprised a little less than half of

[261] PWCDB 1:159.
[262] PWCDB 10:414; 23:435.

the one-acre tract sold by Buckland Farm's owner Hugh Hite in 1856 and that now houses the Buckland St. Mark's Methodist Church (Figure 105).[263]

Lots 16, 17, and 18: These three lots were all purchased by John Love and apparently were never resold, and thus effectively remained part of Love's Buckland Farm through at least the middle of the nineteenth century. Metes and bounds descriptions for these three lots have not been discovered. The reconstruction presented here in Figure 105 assumes that in shape, size, and orientation these three lots are identical to those east of Mill Street. According to this reconstruction, Lot 16 made up roughly half of the one-acre tract sold by Hugh Hite in 1856 to the trustees of Buckland's St. Mark's Church.[264]

Figure 105: GIS map showing the boundaries of Lots 13 – 18 as reconstructed from historic metes and bounds descriptions and overlaid on recent aerial photography.

Lot 19: On July 15, 1798, Robert Thrift purchased Lot 19 (together with Lot 10) from Buckland's trustees. According to the deed recording the conveyance, Lot 19 was bounded by Madison Street to the east and by Franklin Street to the west. As with the accompanying description of Lot 10, the northern boundary was mistakenly provided as Mill Street instead of Love Street. The lot was described as measuring 180 ft (east-west) by 120 ft (north-south) however no orientations of the lot's sides were provided. The orientation of Madison Street as provided by the reconstructed western sides of Lots 10 - 13 provides an orientation of S12^{o}E for the east side of Lot 19. An 1819 deed conveying a property adjoining to the west and running along Franklin Street provides the very similar orientation of S15.5^{o}E (S15.3^{o}E when corrected

[263] PWCDB 24:63.
[264] PWCDB 24:63.

for historic magnetic declination) for Franklin Street along the opposite (west) side of Lot 19. An 1895 survey of the same property line has a corrected orientation of S13°E.[265] In this reconstruction, Lot 19 is assumed to have been rectangular with parallel northern and southern boundaries and that its original north-south orientation was the same as Mill Street south of Elizabeth Street (S12°E) (Figure 102). Madison Street, like Fayette Street, is assumed to have a width of 30 ft, thus suggesting that Franklin Street in the original Buckland plan was 60 ft wide.[266]

Lots 20, 21: Lots 20 and 21 were purchased by John Love and apparently were never resold, and thus effectively remained part of Love's Buckland Farm. Metes and bounds descriptions for these two lots have not been discovered. This reconstruction assumes Lot 20 and 21 were located immediately south of Lot 19 and that in shape, size, and orientation Lots 20 and 21 both measured 180 ft east-west and 100 ft north-south. Elizabeth Street, running N66°E from Franklin Street to Madison Street, bounded the south side of Lot 21 (Figure 106).

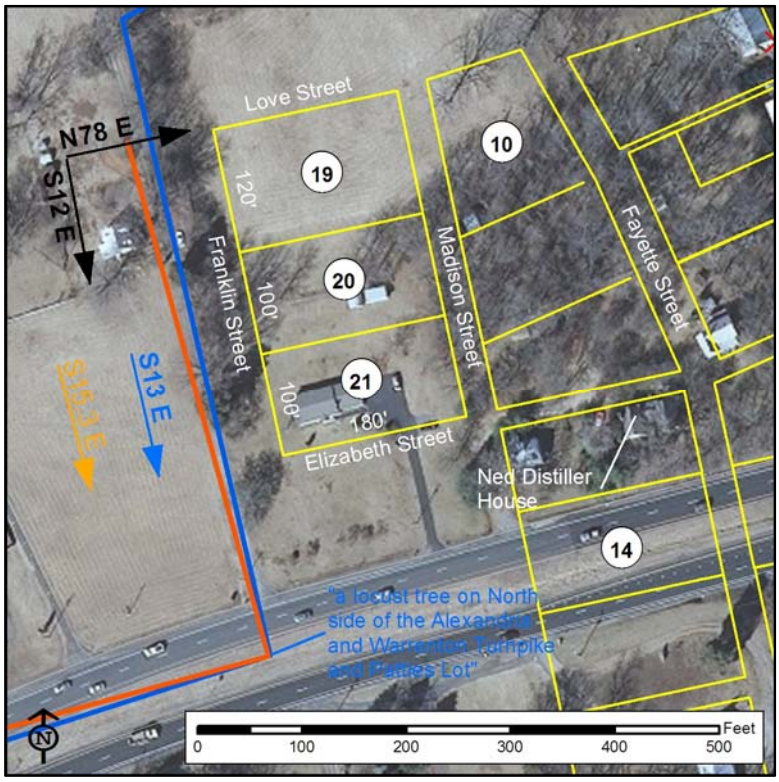

Figure 106: GIS map showing the boundaries of Lots 19, 20, and 21 as reconstructed from historic metes and bounds descriptions and overlaid on recent aerial photography. The north-south orientation (S12°E) is very similar to two later 19th-century surveys of a property line running along the west side of Franklin Street.

[265] PWCDB 44:199 records the conveyance of a 52.64-acre "part of the Buckland Mills Tract" by the estate of Ross Campbell to James T. Utterback. The metes and bounds description starts at a corner of "Patties Lot" and the turnpike. Platting of the survey clearly places this point along the west side of Lot 23 (see below), indicating that Oscar Pattie owned Lot 23 in addition to Lot 14 on the opposite (east) side of Madison Street (see above).
[266] PWCDB 2:385; 7:124; 44:199.

Lots 22, 23, and 24: These three lots all were purchased from the town trustees by John Love in 1798 and appear to have remained part of Love's Buckland Farm. No boundary descriptions or orientations for any of these three lots are known. Based on the grid of numbered lots established by better described lots, this reconstruction places Lots 22 - 24 immediately south of Elizabeth Street between Madison (east) and Franklin (west) Streets and assumes that the sizes and configuration of the lots mirror that of Lots 13 - 15 on the opposite (east) side of Madison Street. Thus, Lot 22 is believed to have measured 80 ft by 180 ft while Lots 23 and 24 measured 100 ft by 180 ft. Lot 24 would have been bounded by Jane Street to the south (Figure 107).

Lots 25, 26, and 27: These three lots were purchased by John Love and apparently were never resold, and thus effectively remained part of Love's Buckland Farm. Metes and bounds descriptions for these lots have not been discovered. Based on the grid of numbered lots established by better described lots, this reconstruction places these three lots immediately south of Jane Street between Madison (east) and Franklin (west) Streets and assumes that the sizes and configuration of these lots mirror that of Lots 16 - 18 on the opposite (east) side of Madison Street. Thus, all three lots measured 100 ft by 180 ft, with the southernmost lot in the group (Lot 27) being bounded by South Street to the south (Figure 107).

Figure 107: GIS map showing the proposed boundaries of Lots 22 - 27overlaid on recent aerial photography.

Between Mill Street and Broad Run (Lots 28-37)

Lot 28: According to the July 7, 1798 list of lot sold by the trustees of the town of Buckland, Lot 28 was purchased by John Love. In October 1798, John Love sold Samuel Love Lot 1 together with a "part of lot No. 28 lying on Bridge and Mill streets." The deed recording this conveyance describes the portion of Lot 28 as being located between Mill Street and Broad Run and as roughly "L"-shaped with its southern border defined by Bridge Street, which ran from Mill Street in the west presumably across Broad Run. Love sold this portion of Lot 28 one year later to John Taylor, with the property being described in identical terms. In 1800, in order to secure debts, John Love transferred ownership of multiple lots, among which was included the remaining portion of Lot 28, to the trio of Buckland trustees John Taylor, Josiah Watson, and William Brooks. In 1811, John Taylor signed a deed acknowledging that John Love's debts had been paid and that he, Taylor, released his interest in the Buckland lots transferred by Love in 1800. This deed releasing Love also references an agreement between John Love and Josiah Watson whereby the two men (Love and Watson) divided ownership of the mortgaged Buckland lots between them. The same year (1811) that John Taylor released John Love of his debts, Taylor sold to Josiah Watson the L-shaped portion of Lot 28 fronting on Bridge Street that he had purchased from Samuel Love in 1799. Although this agreement dividing Buckland properties between John Love and Josiah Watson referenced in Taylor's 1811 deed of release has not been discovered, available evidence suggests that under its terms Josiah Watson acquired ownership of the remainder of Lot 28, thus bringing the entirety of Lot 28 into his possession. Between 1824 and 1851, Prince William County tax records list Josiah Watson (or his estate) as the owner of Lot 28. Unfortunately, apart from the two late eighteenth-century deeds conveying the L-shaped portion of Lot 28 fronting on Bridge Street, no further deeds in the chain of title of this lot are known until a 1902 deed recording the conveyance of a 0.44-acre lot east of Mill Street and north of Bridge Street from Jennie and William Prettyman to I.R. Wolverton. Full metes and bounds for the parcel are provided in this deed, and are mapped as given (with the appropriate 4.433^{o} westward, counterclockwise rotation, to account for historic variation in magnetic declination) in Figure 108. The orientation provided in this 1902 deed for the north side of Bridge Street (N55^{o}E) is nearly identical to that provided for the south side of Bridge Street (N54¾^{o}E) 11 years earlier in 1891 in a deed conveying Lot 29. Possibly, the orientation of Bridge Street as recorded in 1891-1902 had changed since the original late eighteenth-century town plan of Buckland and in the original town plan Bridge Street shared an axis with the early nineteenth-century Deerlick Cottage in neighboring Lot 29.[267]

Lot 29: According to the July 7, 1798 list of sales of lots by Buckland's trustees, Lot 29 was among the group of lots not sold because of having already been built on. John Love apparently retained ownership of the property as the following year in 1799 he sold a 38-ft wide portion of Lot 29 fronting on Bridge Street to the north to Francis Hawley. The deed recording the conveyance describes the property as bordering the south side of Bridge Street between Mill Street on the west and Broad Run on the east and containing Hawley's stables, however no orientations for the property's boundaries are provided. Roughly one year later, in March 1800, Francis Hawley sold the 38-ft-wide portion of Lot 29 to John Taylor who, as discussed above, already owned a portion of Lot 28 on the opposite (north) side of Bridge Street. The 1800 deed conveying the portion of Lot 29 from Hawley to Taylor provides no further boundary definitions

[267] PWCDB B:391; 1:10; 1:208; 4:346; 52:140; 41:199.

but does reference Taylor's stable on the property. In 1801, county tax records indicate that Taylor operated a still on the property. Taylor appears to have sold this northern portion of Lot 29 between 1806 and 1810. By November 1811, ownership of the property had passed to Samuel Hudson who conveyed the partial lot, further described as the site of John Hampton's store, to William Brooks. Ridout et al. date the extant building on Lot 29, Deerlick Cottage, to this period. Several months later in February 1812, Brooks acquired the remainder of Lot 29, described in the deed as "where the old still house stood," from John Love.[268] Unfortunately, the deed conveying this southern portion of Lot 29 to Brooks in 1812 contains no metes and bounds description of the property. No further deeds in the chain of title of Lot 29 are known until an 1870 deed in which the property, described as containing "one half acre more or less" and bounded by "Main Street" on the west and by an unnamed street running along Broad Run on the east and by unnamed streets on the north and south, was conveyed by Miranda Chappell to Orlando J. Glasscock. Two decades later in 1891, Lassie Glasscock paid delinquent taxes owned on the property and the deed recording this payment and transfer of ownership contains a full metes and bounds description of the half-acre property. These late nineteenth-century boundaries of Lot 29 are mapped (with the appropriate 3.77o westward (counterclockwise) rotation to account for historic variation in magnetic declination) in Figure 108.[269]

Figure 108: GIS map showing the proposed boundaries of Lots 28 – 30 as platted from late 19th- mid-20th-century metes and bounds and overlaid on recent aerial photography.

[268] This southern portion of Lot 29 containing a "stone still house" was among the Buckland lots that John Love mortgaged to John Taylor, William Brooks, and Josiah Watson in 1800 to secure debts (PWCDB 1:208). In the subsequent agreement between Love and Josiah Watson dividing these properties between them (PWCDB 4:346), it would appear that Love retained ownership of this southern, "still house" part of Lot 29 while Watson acquired the northern part of neighboring Lot 28.

[269] PWCDB Z:413; 1:156; 4:434; 4:436; 28:10; 41:199; Ridout et al., *Entrepreneurial Landscape*, p12; Laird and Fesler, *Archaeological Testing and Survey of the Buckland Mills and Distillery Properties*, p24.

Lot 30: Lot 30 was among those lots sold by the trustees of the town of Buckland to John Love July 7, 1798. The property is not among the list of Buckland lots mortgaged by John Love in 1800, suggesting that Love had sold the property however no such deed of conveyance is known. In 1828, Lot 30 was sold by Henry Brooks to William Conner, with the deed providing the additional detail that Henry Brooks acquired the property in 1821 from Josiah Watson. William Conner sold Lot 30 to Edward Robinson in 1832. In 1858, Lot 30 was conveyed to Mary and Eliza Watson by Eppa Hunton. Robert and Ann Watson sold Lot 30 in 1874 to Henry Kerfoot and three years later Kerfoot sold the lot to John B. Hunton. Unfortunately, none of the late eighteenth to early nineteenth-century deeds for Lot 30 contain metes and bounds descriptions of the property, however sufficient information is provided about the owners of adjacent lots to indicate that Lot 30 lies between Lot 29 to the north and Lot 31 to the south. In 1958, a deed conveying a 0.58-acre property from E. Wieneke to N. H. Roberts provides full metes and bounds descriptions of a lot lying between Mill [Main] Street and Broad Run. In this mid-twentieth-century description, an alley of unknown width forms the northern border of Lot 30, while a kink in the lot's southern side reflects conveyance of small portion of the parcel to the State of Virginia for highway construction/right-of-way. In Figure 108, this property is mapped as described in the 1958 deed (with the appropriate 6.47^{o} westward (counterclockwise) rotation to account for historic variation in magnetic declination). However as discussed in more detail below, by the middle of the 20th it is believed that Lot 30 had subsumed original Buckland town Lot 34.[270]

Lot 31: Lot 31 was among the large group of lots purchased by John Love from the trustees of Buckland town July 7, 1798. In 1800, Love sold Lot 31 to Britton Saunders and the deed recording the conveyance described the lot as measuring 120 ft (east-west) by 81.67 ft (north-south) and bounded by Mill Street on the west and by Lot 30 (north), Lot 35 (east), and Lot 32 (south). No orientations for the boundaries of the lot are provided in the deed. No further descriptions of the boundaries of Lot 31 are known in the chain of title for this property. In Figure 109, Lot 31 is platted as a rectangle with its north-south axis (S12^{o}E) defined by the orientation of Mill Street and the lots on its opposite side.[271]

Lot 32: Lot 32 was among those lots that had been built on prior to the establishment of the town of Buckland. A 1799 deed recording the conveyance of Lot 32 by John Love to George Legg describes the lot as being located immediately south of and sharing the same dimensions as Lot 31. Lot 31 is further described as being bounded by Lot 33 to the south and Lot 36 to the west. George Legg sold Lot 32 to Robert Ware in 1805, however no description of the property is contained in the deed. It is unclear for how long Ware owned the property or how he disposed of it, however in 1819 Lot 32 was sold by John Love to Edward Robinson who paid taxes on the lot from 1820 until his death around 1844. John Trone, who also owned nearby Lot 6 on the opposite side of Mill Street paid taxes on the property between 1851 and 1865. In 1866, Trone sold Lot 32, described as containing "an old Blacksmith Shop" and tools to Rufus Fairbanks. The deed conveying the property from Trone to Fairbanks also notes that Lot 32 is bounded to the south by the Fauquier and Alexandria Turnpike. In 1875, Fairbanks sold Lot 32 to John Thornberry and thirteen years later Thornberry sold the property to James W. Hunton, however no additional description of the lot is provided in these deeds. In Figure 109, Lot 32 is platted as

[270] PWCDB 4:431; 1:208; 11:445; 13:158; 25:109; 30:365; 30:415; 230:202.
[271] PWCDB 4:431; 1:158.

a originally described in 1799 and sharing a north-south orientation with the lots on the opposite side of Mill Street.[272]

Lot 33: Lot 33 was among those lots purchased by John Love from the Buckland trustees in 1798, however no description of the property was provided. As mentioned above, a 1799 deed places Lot 33 immediately to the south of Lot 32, however no further description of the lot has been discovered. As mapped in Figure 109, Lot 33 is assumed to share the same dimension and orientation as Lots 32 and 31 to the north. Lot 33 was among the large group of Buckland lots mortgaged by John Love in 1800 to John Taylor, Josiah Watson, and William Brooks. Available evidence suggests that ownership of Lot 33 passed to Josiah Watson as part of an agreement between Watson and John Love whereby Love's Buckland town properties were divided between them. Metes and bounds of a 36-acre tract of land known as "old Mr. Watson's lot" sold by Andrew J. Watson to Thomas Smith in 1829 indicate that this property was located between Mill Street and Broad Run and that it was bounded to the north by the Fauquier and Alexandria Turnpike. If the placement of Lot 33 shown in Figure 109 is correct, the lot must have been subsumed within "old Mr. Watson's lot." The deed recording the 1829 sale of "old Mr. Watson's lot" further notes that Andrew J. Watson acquired the property from Josiah Watson in 1825.[273]

Lot 34: Lot 34 was among the lots purchased by John Love from the Buckland trustees in 1798, however no description of the property was provided and no further deeds recording the sale of Lot 34 have been discovered. Land tax records for Prince William County indicate that William E. Hunton's estate paid tax on this lot along with nearby Lots 35 and 36 between 1851 and 1877. Placement of Lot 34 in Figure 109 assumes an as yet undocumented consolidation of this lot with Lot 30 as that lot was described in by metes and bounds in 1958.[274]

Lots 35 and 36: These two lots were among the large group of lots purchased by John Love from the trustees of Buckland town in July 1798. The following year in 1799, Love sold Lots 36 and 36 to William Thornhill and the deed recording the sale described the lots as being "situated on Water Street" however neither dimensions or orientations for the lots were provided. As mentioned above, roughly contemporaneous deeds recording the sale of Lots 31 and 32 indicate that Lot 35 was bounded to the west by Lot 31 and that immediately west of Lot 36 was Lot 32. As mapped in Figure 109, the widths of Lots 35 and 36 are assumed identical to that of Lots 31 and 32 to the west (81.67 ft) and to share the same orientation. William Thornhill sold Lots 35 and 36 to George Roach in 1800, but again the lots were described only as located on Water Street. As discussed in more detail below, construction of the Fauquier and Alexandria Turnpike in 1808 likely took at least half of Lot 36. Although it remains unclear how he came to reacquire the property, in 1825 John Love sold a parcel to William Hunton that, on the basis of the cursory boundary description provided, appears to have contained Lot 35 as well as the northern half of Lot 36 as these two original lots are mapped in Figure 109. The deed conveying the property from Love to Hunton references no lot number but does describe the parcel as bounded to the south by the Turnpike Road and to the east by an "an alley to the town as required by the Plat of it [Buckland town]" while also noting the presence of a house in the northwestern corner of the parcel "now occupied by Mary Brent, a woman of color." As mentioned, William Hunton's

[272] PWCDB 4:431; Z:531; 7:194; 26:244; 30:338; 38:438; PWC Loose Papers, Box 6.
[273] PWCDB 4:431; Z:531; 4:346; 12:46.
[274] PWCDB 4:431.

estate paid taxes on Lots 35 and 36 (along with Lot 34) between 1851 and 1877. Further details in the title chain for these properties remain unknown and no additional descriptions of Lots 35 and 36 have been discovered.[275]

Lot 37: Lot 37 was among those lots purchased by John Love from the Buckland trustees in 1798, however no description of the property was provided. This lot was also among the group of lots mortgaged by Love in 1800 to John Taylor, Josiah Watson, and William Brooks to secure a debt. As with Lot 33, which in this reconstruction borders Lot 37 to the west, Lot 37 drops out of county records after its listing in the 1820 land tax book and evidence suggests that it was among those town lots acquired by Josiah Watson via an agreement with his father-in-law John Love. By 1829, lots 33 and 37 had been incorporated as part of "old Mr. Watson's lot" located south of the turnpike between Mill Street and Broad Run and sold by Andrew J. Watson to Thomas Smith. In the reconstruction presented in Figure 109, Water Street is assumed to have continued south from Lots 35 and 36. In the original town plan, Jane Street may have bounded Lot 37 and Lot 33 to the south. It is also possible that South Street originally continued east across Mill Street to Broad Run. In this scenario, Lots 33 and 37 may extend all the way south to South Street and thus were originally much larger than their depiction in Figure 109. Alternately, the area between Lots 33 and 37 and South Street may have been occupied by an unnumbered tract that served as a town common (Figure 113), which is how much of this area south of the turnpike and east of Mill Street was used for at least part of the earlier nineteenth century.[276]

Figure 109: GIS map showing the proposed boundaries of Lots 30 – 37 overlaid on recent aerial photography. Note the division of Lot 30 as mapped in Figure 14 to accommodate Lot 34.

[275] PWCDB 4:431; 7:529; 2:68; 10:194.
[276] PWCDB 4:431; 12:46.

Close consideration of the late nineteenth to early twentieth-century boundaries of Lots 28 and 29 as mapped in Figure 108 above suggests that by this date the orientation of Bridge Street may well have changed since the late eighteenth-century establishment of Buckland. The late-nineteenth to turn-of-the-twentieth-century map of Buckland (Figure 95, above) suggests as much, showing both a northward-trending street that crosses Broad Run at a ford as well as the apparently earlier limits of Bridge Street oriented more nearly perpendicular to the north façade of Deerlick Cottage. In point of fact, assuming that the late nineteenth-century boundaries of Lot 29 as mapped in Figure 108 correspond closely to the lot's limits in the original late 18th-century plan runs up against the problem that the 38-ft-wide portion of the lot along the south side of Bridge Street that was parceled out in 1799 seems barely sufficient to contain Deerlick Cottage. An alternate reconstruction, and the one preferred here, reorients Bridge Street such that it runs (N66^{o}E) parallel to the north façade of Deerlick Cottage and intersects Mill Street at a right angle (Figure 106). In Figure 110, Bridge Street is depicted with a width of 30 feet, Mill Street has been widened to 60 feet, and the "alley" referenced in the 1958 deed running between Lots 29 and 30 has been reconfigured slightly so that it more clearly represents a continuation of 20-ft-wide Elizabeth Street.

Figure 110: GIS map showing a preferred reconstruction of the original boundaries of Lots 28 – 37 overlaid on recent aerial photography. Note reorientation of Bridge Street and the continuation of Elizabeth Street between Lots 29 and 30/34.

East of Broad Run (Lots 38 – 48)

Existing reconstructions of the Buckland town plan locate 11 lots (Nos. 38-48) east of Broad Run, situated along Love, Bridge, Jefferson, and Washington Streets. Ample evidence exists in deeds to indicate that both Love and Bridge Streets crossed the stream and intersected with

Jefferson Street and Washington Street on the eastern side of Broad Run. However, only Lots 38, 47, and 48 can be confidently placed east of Broad Run on the basis of descriptions provided in deeds. Logical conjecture strongly suggests that the remaining lots (Nos. 39-46) were also platted east of the stream however no information exists regarding their size or placement relative to one another and the street grid. Further compounding accurate reconstruction of the original town plan is the fact that no compass bearings are provided for lot or street lines east of Broad Run.

Lot 38: Lot 38 was among the group of 11 lots not sold by the trustees of Buckland in July 1798 because it had been "built on previous to the law which passed for establishing the town." In June 1799 John Love conveyed Lot 38 to George Britton. Britton paid taxes on the property until at least 1804. The deed recording Britton's purchase of the property describes Lot 38 as being bounded by Broad Run to the west, by Bridge Street to the south, and by Jefferson and Love Streets to the east and north, respectively. The Broad Run and Jefferson Street sides both measure 190 ft while the Love Street and Bridge Street sides are each 113 ft in length, however compass bearings for the sides of the lot are not provided. Beginning in 1810, land tax records indicate that Lot 38 was owned by Samuel King, a free man of color. King dies around 1822 and the following year the property is attributed to his estate in County tax records. From 1851 through 1877, land tax records list King's widow, Celia King, as the owner of Lot 38. During the entirety of the Kings' ownership of Lot 38, tax records indicate a building on the property. The orientation Lot 38 and of adjacent Bridge and Jefferson Streets shown in Figure 111 is based upon an 1841 metes and bounds description of the property now known as Cerro Gordo. As shown in Figure 111, the 1841 Cerro Gordo property line followed an unnamed road southward towards Broad Run to "a point in the Road at the Corner of old Celia King's lot," whereupon the line turned southeast and ran to "the corner of an old barn House." When rotated to account for historic variation in magnetic declination (0.67^{o} counterclockwise), the Cerro Gordo property lines indicate an orientation of $S49^{o}$ East for Jefferson Street and $N41^{o}$ East for Bridge Street east of Broad Run.[277]

Lots 47 and 48: According to the July 7, 1789 list, Lots 47 and 48 were sold together by the Buckland trustees to George Britton and a separate deed recording the conveyance was entered one week later describing the two lots as being located within "the square formed by Washington, Bridge, Jefferson, and Love Streets. The northwestern corner of the two-lot block is further provided as the intersection of Washington and Love Streets. Measurements of all four sides of the block record an irregularly-shaped parcel:

about 270 ft along Love Street;
about 187 ft along Jefferson Street;
about 250 ft along Bridge Street; and
about 200 ft along Washington Street.

Possibly, the variation in measurements between four the sides of this block, consistently described as apparent estimates in the deed, reflects the relatively pronounced steepness of the terrain on this side of Broad Run and the difficulty of calculating distances accurately. In the reconstruction presented in Figure 111, the orientation of Lots 47 and 48 follows that established for Lot 38 on the basis of the above-mentioned 1841 metes and bounds description of the lines of

[277] PWCDB 4:431; 2:527; 6:240.

the Cerro Gordo property. The combined Lot 47-48 frontage along Jefferson Street and Washington Street in the reconstruction is 190 ft, the same value as Lot 38's frontage on the opposite side of Jefferson and close the provided measurement of "about 187 feet" for this side of the two-lot block. In Figure 111, 270 ft has been used for the lots' frontages on Love and Bridge Streets, which results in a 30-ft width for Washington Street if the platting of the 1796 boundary between the lands of John Love and George G. Tyler shown in Figure 111 is accurate. Using the alternate measure of 250 ft for the long sides of Lots 47 and 48 would result in a roughly 50-ft width for Washington Street.[278]

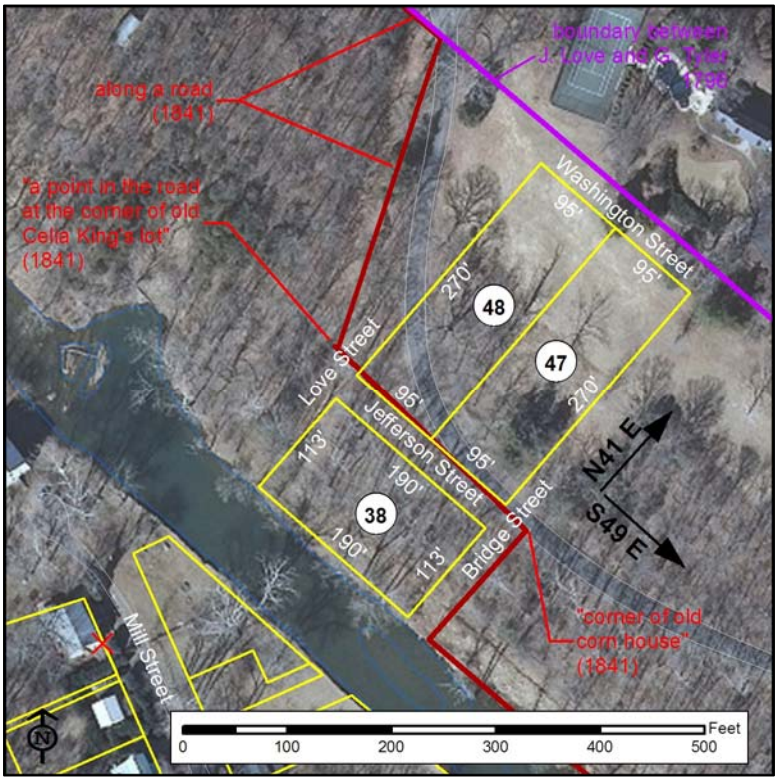

Figure 111: GIS map showing the proposed boundaries of Lots 38, 47, and 48 east of Broad Run as reconstructed from late 19th- mid-20th-century lot descriptions and overlaid on recent aerial photography. Orientation of the lots relies upon late 18th and 19th-century metes and bounds descriptions of the neighboring Cerro Gordo property.

Lots 39 – 46: According to the July 7, 1798 list of lots sold by the trustees of Buckland, John Love purchased Lots 39, 40, 41, 42, 43, 44, and 46. As mentioned, it is possible that Lot 45 was intended here rather than Lot 46, as the latter is also included in the accompanying list of 11 lots not sold due to their having already been built on prior to the town's establishment. Lots 39, 40, 41, 42, 43, 44, and 46 (again, Lot 45 is not mentioned) were all among the large group of Buckland properties mortgaged by John Love in 1800 to John Taylor, Joshiah Watson, and William Brooks. No description of any of these lots has been discovered and their history after 1800 is unknown. Based on the clear location of lower numbered (Lot 38) and higher numbered lots (Lots 47, 48) east of Broad Run, it can be assumed that each of these eight lots also was located east of the stream. The reconstruction presented in Figure 112 uses a logical pattern to

[278] PWCDB 4:431; 2:29.

locate the remaining eight lots. Lot depths (southwest-northeast) of these eight lots are based upon the straight-line extension of Washington and Jefferson Streets southeastward. Lot widths (northwest-southeast) are based upon the 95-ft half-block standard used in the reconstruction of Lots 38, 47, and 48). Thus, Lots 39 and 40 located between Broad Run and Jefferson Street both measure 113 ft by 285 ft (95 ft x 3) while the six lots (Nos. 41 – 46) on the opposite side of Jefferson Street each measure 270 ft x 95 ft. While the "old corn house" referenced in the 1841 metes and bounds description of the Cerro Gordo may have stood within Celia King's Lot 38, given that Lot 46 may have been built on prior to the establishment of Buckland it is possible that the "corn house" stood in the southwest corner of Lot 46.[279]

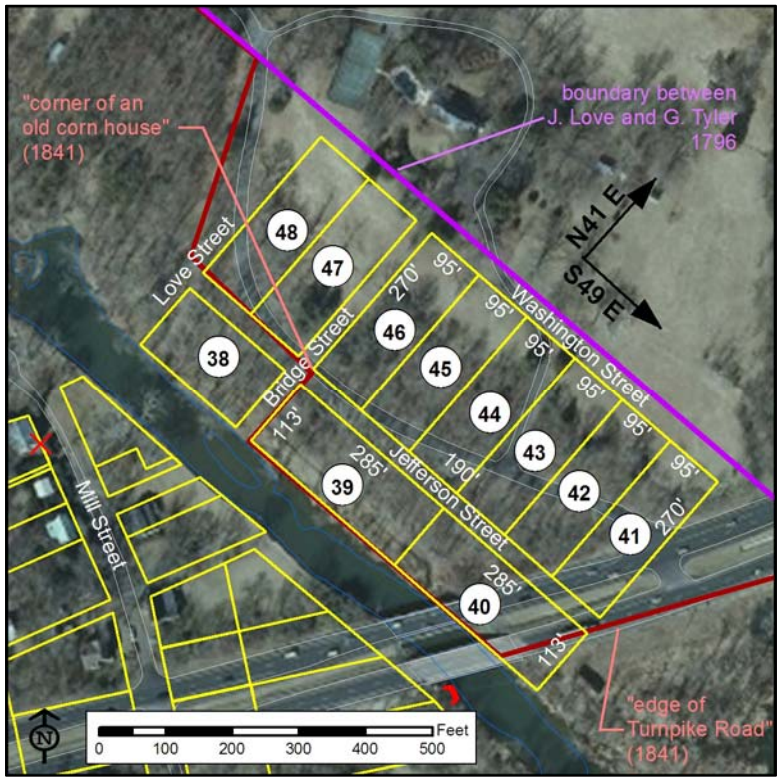

Figure 112: GIS map showing the proposed boundaries of Lots 39 - 46 east of Broad Run. Orientation of lots relies upon late 18th and 19th-century metes and bounds descriptions of the neighboring Cerro Gordo property.

The Fauquier & Alexandria Turnpike Road

Reconstruction of the route of the Fauquier and Alexandria Turnpike utilizes the placement of the extant stone bridge abutment on the west bank of Broad Run (mapped by submeter accuracy GPS in 2012 by RAS) as well as a series of nineteenth-century metes and bounds surveys of properties adjoining the road. A width of 50 ft for the turnpike is provided by G. W. Norris's 1855 survey of Buckland Farm for Temple M. Washington, in which the farm's property line runs along the road "twenty-five feet from the center of the [turnpike's] pavement." The extant bridge abutment measures 20 ft in width, indicating that the turnpike reduced to roughly half its width to cross Broad Run. As detailed in Figure 113, construction of the turnpike in 1812 would

[279] PWCDB 4:431; 1:208; 6:240.

have taken roughly half of Lots 36, 32, 5, and 14, as well as smaller fractions of Lots 37, 33, 6, 15, 23, 24, and 40.[280]

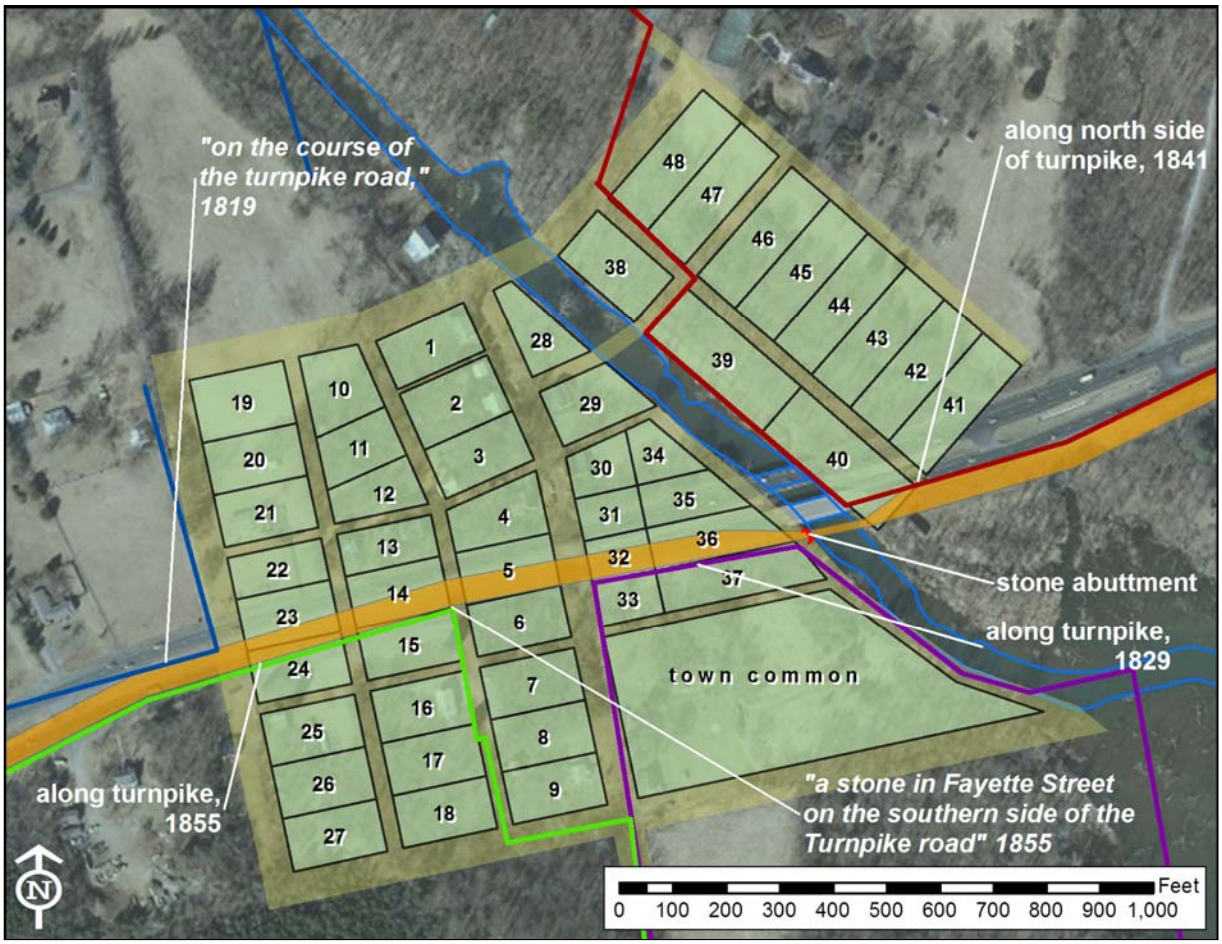

Figure 113: GIS map showing the reconstructed Buckland town plan and the route of the Fauquier and Alexandria Turnpike as determined from historic metes and bounds surveys and the extant western bridge abutment at Broad Run overlaid on recent aerial photography.

[280] PWCDB 26:26.

Unit	Feature / Stratum	Mat 1	Mat 2	Mat 3	Mat 4	Manuf. Techn.	Form 1	Form 2	Description	Decorative Technique, Style, Color(s)	TPQ	Count
1	F1	ceramic	refined earthenware	ind	n/a	press-molded	ind	ind	fragment	ind, ind, blue	1762	1
1	F1	ceramic	refined earthenware	ironstone	n/a	press-molded	ind	ind	fragment		1835	2
1	F1	ceramic	refined earthenware	whiteware	n/a	press-molded	tableware	ind	rim	shell-edge, neo-classical, blue	1820	1
1	F1	glass	n/a	n/a	clear	machine-made	container	bottle	body			2
1	F1	metal	iron	n/a	n/a	ind	ind concretion	ind	ind			3
1	F1	synthetic	plastic	n/a	orange	machine-made	automotive	lens	fragment		1927	2
1	S1	ceramic	earthenware	brick	n/a	hand-made	n/a	n/a	fragment			2
1	S1	glass	n/a	n/a	clear	machine-made	container	ind	fragment			2
1	S2	ceramic	earthenware	brick	n/a	hand-made	n/a	n/a	fragment			6
1	S2	ceramic	porcelain	european	n/a	press-molded	ind	ind	fragment			1
1	S2	ceramic	refined earthenware	ironstone	n/a	press-molded	ind	ind	fragment		1835	1
1	S2	composite	asphalt	n/a	n/a	n/a	n/a	n/a	n/a			3
1	S2	composite	concrete	n/a	n/a	n/a	n/a	n/a	n/a			2
1	S2	glass	milkglass	n/a	n/a	press-molded	ind	ind	fragment			1
1	S2	glass	n/a	n/a	clear	machine-made	container	ind	fragment			3
1	S2	glass	n/a	n/a	clear	mold-blown	container	bottle	finish, prescription			1
1	S2	metal	lead	n/a	n/a	molded	minnie ball	n/a	complete			1
1	S2	mineral	coal	n/a	n/a	n/a	n/a	n/a	n/a			1
1	S2	mineral	diabase	nodule	n/a	n/a	n/a	n/a	n/a			1
1	S3	glass	n/a	n/a	amber	ind	container	bottle	body			1
1	S3	glass	n/a	n/a	clear	machine-made	container	bottle	body			1
1	S4	ceramic	stoneware	am blue & grey	n/a	wheel-thrown	storage	ind	body	hand-painted, ind, blue		1
1	S4	composite	concrete	n/a	n/a	n/a	n/a	n/a	n/a			1
1	S4	glass	n/a	n/a	clear	machine-made	container	bottle	body			1
1	S4	glass	n/a	n/a	clear	machine-made	container	bottle	body			1
1	S4	mineral	slate	n/a	n/a	worked	roofing slate	n/a	fragment			1
1	S5	glass	n/a	n/a	clear	machine-made	container	bottle	body			1
1	S5	glass	n/a	n/a	clear	machine-made	container	bottle	body			1
1	S5	glass	n/a	n/a	clear	machine-made	container	bottle	body			4
1	S5	synthetic	expanded polystyrene	n/a	n/a	machine-made	sheet	cup?	fragment	white	1937	1
1	S6	ceramic	refined earthenware	ind	n/a	press-molded	ind	ind	fragment		1762	2
2	F1	ceramic	earthenware	terracotta	n/a	extruded	drain tile	n/a	fragment			1
2	S1	glass	n/a	n/a	clear	machine-made	container	bottle	body			1

Unit	Feature / Stratum	Mat 1	Mat 2	Mat 3	Mat 4	Manuf. Techn.	Form 1	Form 2	Description	Decorative Technique, Style, Color(s)	TPQ	Count
2	S1	glass	n/a	n/a	green	machine-made	container	bottle	body			1
2	S3	ceramic	earthenware	brick	n/a	hand-made	n/a	n/a	fragment			4
2	S3	ceramic	earthenware	terracotta	n/a	extruded	drain tile	n/a	fragment			2
2	S3	ceramic	refined earthenware	pearlware	n/a	press-molded	tableware	ind	body			1
2	S3	ceramic	refined earthenware	whiteware	n/a	press-molded	tableware	ind	body		1820	2
2	S3	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
2	S3	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
2	S3	glass	n/a	n/a	clear	machine-made	container	bottle	body			2
2	S3	glass	n/a	n/a	green tint	machine-made	container	bottle	body			1
2	S3	metal	iron	n/a	n/a	ind	ind concretion	n/a	ind			1
2	S3	metal	iron	n/a	n/a	machine-made	wire nail	n/a	complete		1860	1
2	S3	metal	iron	n/a	n/a	machine-made	wire nail	n/a	fragment		1860	7
2	S4	ceramic	earthenware	brick	n/a	hand-made	n/a	n/a	fragment			2
2	S4	ceramic	refined earthenware	ironstone	n/a	press-molded	ind	ind	body		1835	1
2	S4	ceramic	refined earthenware	ironstone	n/a	press-molded	ind	ind	spall		1835	2
2	S4	ceramic	refined earthenware	pearlware	n/a	press-molded	ind	ind	spall			1
2	S4	ceramic	refined earthenware	whiteware	n/a	press-molded	ind	ind	spall	transfer-printed, ind, purple	1820	1
2	S4	ceramic	refined earthenware	whiteware	n/a	press-molded	tableware	ind	rim	shell-edge, neo-classical, blue	1820	1
2	S4	ceramic	stoneware	am blue & grey	n/a	wheel-thrown	storage	ind	shoulder	incised, cordoned, n/a		1
2	S4	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
2	S4	metal	iron	n/a	n/a	ind	cut/wrought nail	n/a	fragment		1805	1
3	F1	metal	iron	n/a	n/a	ind	ind concretion	n/a	ind			3
3	S1	metal	iron	n/a	n/a	ind	ind disc	n/a	ind			1
3	S2	glass	n/a	n/a	clear	machine-made	container	bottle	fragment			2
3	S3	ceramic	earthenware	brick	n/a	hand-made	n/a	n/a	fragment			2
3	S3	glass	n/a	n/a	clear	machine-made	container	bottle	fragment			1
3	S4	ceramic	earthenware	brick	n/a	hand-made	n/a	n/a	fragment			4
3	S4	ceramic	refined earthenware	ironstone	n/a	press-molded	ind	ind	fragment		1835	1
3	S4	ceramic	stoneware	american	n/a	press-molded	kitchenware	mixing bowl	fragment			1
3	S4	glass	n/a	n/a	clear	ind	container	ind	fragment			1
3	S4	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
3	S4	glass	n/a	n/a	clear	ind	flat	pane	fragment			1

Unit	Feature / Stratum	Mat 1	Mat 2	Mat 3	Mat 4	Manuf. Techn.	Form 1	Form 2	Description	Decorative Technique, Style, Color(s)	TPQ	Count
3	S4	glass	n/a	n/a	aqua	mold-blown	container	ind	fragment			1
3	S4	metal	iron	n/a	n/a	ind	ind concretion	n/a	ind			4
3	S4	metal	iron	n/a	n/a	ind	ind nail	n/a	fragment			1
3	S5	ceramic	refined earthenware	ind	n/a	press-molded	ind	ind	fragment		1762	1
3	S5	ceramic	refined earthenware	ironstone	n/a	press-molded	ind	ind	fragment		1835	1
3	S5	ceramic	refined earthenware	pearlware	n/a	press-molded	tableware	ind	fragment	dipped, ind, brown	1780	1
3	S5	metal	copper alloy	n/a	n/a	ind	sheet	n/a	ind			1
3	S5	metal	iron	n/a	n/a	ind	bar iron	chisel?	fragment			4
3	S5	metal	iron	n/a	n/a	ind	cut/wrought nail	n/a	fragment		1805	1
3	S5	metal	iron	n/a	n/a	ind	ind concretion	n/a	ind			47
3	S5	metal	iron	n/a	n/a	ind	ind nail	n/a	fragment			4
3	S5	metal	iron	n/a	n/a	ind	sheet iron	keyhole cover	ind			1
3	S5	mineral	coal	n/a	n/a	n/a	n/a	n/a	n/a			2
3	S6	ceramic	earthenware	brick	n/a	hand-made	n/a	n/a	fragment			7
3	S6	metal	iron	n/a	n/a	ind	ind concretion	n/a	ind			8
3	S6	metal	iron	n/a	n/a	ind	sheet iron	n/a	fragment			2
3	S6	mineral	clay?	n/a	n/a	ind	daub, burnt clay	n/a	n/a			1
3	S7	metal	iron	n/a	n/a	ind	ind concretion	n/a	ind			1
3	S8	ceramic	earthenware	brick	n/a	hand-made	n/a	n/a	fragment			14
3	S8	ceramic	refined earthenware	ind	n/a	press-molded	ind	ind	rim (spall)		1762	1
3	S9	ceramic	earthenware	brick	n/a	hand-made	n/a	n/a	fragment			36
4	S1	metal	iron	n/a	n/a	ind	sheet	ind	fragment			3
4	S1	synthetic	plastic	n/a	n/a	n/a	fishing lure	n/a	n/a		1927	1
4	S1	synthetic	rubber	n/a	n/a	machine-made	automotive	tire	fragment		1839	1
4	S2	glass	n/a	n/a	clear	machine-made	container	bottle	body			1
4	S3	glass	n/a	n/a	clear	machine-made	container	bottle	body			2
4	S3	glass	n/a	n/a	amber	machine-made	container	bottle	body			1
4	S4	glass	n/a	n/a	clear	ind	flat	ind	fragment			1
4	S4	glass	n/a	n/a	amber	machine-made	container	bottle	body			1
4	S4	synthetic	plastic	n/a	n/a	machine-made	thin sheet	wrapper	fragment		1927	1
4	S5	ceramic	earthenware	brick	n/a	ind	n/a	n/a	fragment			2
4	S5	ceramic	porcelain	european	n/a	press-molded	ind	ind	footring			1

Unit	Feature / Stratum	Mat 1	Mat 2	Mat 3	Mat 4	Manuf. Techn.	Form 1	Form 2	Description	Decorative Technique, Style, Color(s)	TPQ	Count
4	S5	ceramic	porcelain	european	n/a	press-molded	ind	ind	fragment			1
4	S5	ceramic	refined earthenware	ind	n/a	press-molded	ind	ind	fragment		1762	2
4	S5	ceramic	refined earthenware	ind	n/a	press-molded	ind	ind	spall		1762	1
4	S5	ceramic	refined earthenware	ind	n/a	press-molded	tableware	cup?	rim		1762	1
4	S5	ceramic	refined earthenware	ironstone	n/a	press-molded	ind	ind	body		1835	1
4	S5	ceramic	refined earthenware	ironstone	n/a	press-molded	ind	ind	fragment		1835	1
4	S5	ceramic	stoneware	american	n/a	press-molded	kitchenware	mixing bowl	fragment			1
4	S5	glass	n/a	n/a	clear	ind	ind	ind	fragment			1
4	S5	metal	copper alloy	n/a	n/a	machine-made	.22 cartridge casir	n/a	complete			1
4	S5	metal	iron	n/a	n/a	ind	bar iron	mill file?	fragment			1
4	S5	metal	iron	n/a	n/a	ind	ind concretion	n/a	ind			23
4	S6	ceramic	earthenware	brick	n/a	hand-made	n/a	n/a	fragment			5
4	S6	ceramic	earthenware	kaolin	n/a	press-molded	tobacco pipe	stem	fragment			1
4	S6	ceramic	refined earthenware	ind	n/a	press-molded	ind	ind	glaze-missing		1762	1
4	S6	ceramic	refined earthenware	ind	n/a	press-molded	ind	ind	spall		1762	1
4	S6	ceramic	refined earthenware	ironstone	n/a	press-molded	tableware	ind	body		1835	2
4	S6	ceramic	refined earthenware	pearlware	n/a	press-molded	ind	ind	ind	agatized, , white, dark grey		1
4	S6	ceramic	refined earthenware	pearlware	n/a	press-molded	tableware	ind	marley	shell-edge, ind, none		1
4	S6	ceramic	refined earthenware	whiteware	n/a	press-molded	ind	ind	spall		1820	2
4	S6	glass	n/a	n/a	clear	ind	flat	ind	fragment			1
4	S6	glass	n/a	n/a	clear	ind	ind	ind	fragment			1
4	S6	metal	copper alloy	n/a	n/a	n/a	sheet	ind	fragment			1
4	S6	metal	iron	n/a	n/a	ind	bar iron	ind	fragment			1
4	S6	metal	iron	n/a	n/a	ind	bar iron	ind	fragment			1
4	S6	metal	iron	n/a	n/a	ind	ind concretion	n/a	ind			36
4	S6	metal	iron	n/a	n/a	ind	ind nail	n/a	fragment			6
4	S6	metal	iron	n/a	n/a	ind	sheet iron	ind	fragment			2
4	S6	metal	lead	n/a	n/a	n/a	sheet	ind	fragment			2
4	S6	mineral	coal	n/a	n/a	n/a	n/a	n/a	n/a			1
5	F1	metal	iron	n/a	n/a	machine-made	wire nail	n/a	complete		1860	1
5	F1	mineral	cinder	n/a	n/a	n/a	n/a	n/a	n/a			2
5	F2	ceramic	earthenware	brick	n/a	hand-made	n/a	n/a	fragment			6
5	F2	glass	n/a	n/a	clear	ind	flat	pane	fragment			2
5	F2	glass	n/a	n/a	clear	ind	light bulb?	n/a	fragment		1880	2
5	F2	metal	copper alloy	n/a	n/a	machine-made	eyelet	shoe?	complete			2
5	F2	metal	iron	n/a	n/a	ind	ind nail	n/a	fragment			1
5	F2	metal	iron	n/a	n/a	machine-made	wire nail	n/a	fragment		1860	2

Unit	Feature / Stratum	Mat 1	Mat 2	Mat 3	Mat 4	Manuf. Techn.	Form 1	Form 2	Description	Decorative Technique, Style, Color(s)	TPQ	Count
5	F2	mineral	limestone?	n/a	n/a	n/a	n/a	n/a	n/a			2
5	S1	ceramic	earthenware	brick	n/a	ind	n/a	n/a	fragment			1
5	S1	ceramic	refined earthenware	ironstone	n/a	press-molded	tableware	ind	body		1835	2
5	S1	ceramic	refined earthenware	pearlware	dipped	press-molded	tableware	ind	body	dipped, ind, grey, white	1775	1
5	S1	ceramic	refined earthenware	pearlware	n/a	press-molded	ind	ind	spall			2
5	S1	ceramic	refined earthenware	whiteware	n/a	press-molded	tableware	ind	base		1820	1
5	S1	ceramic	refined earthenware	whiteware	n/a	press-molded	tableware	ind	ind	transfer-printed, parallel stepped lines, blue	1820	1
5	S1	ceramic	stoneware	ind	n/a	wheel-thrown	storage	ind	body	colored glaze/slip, n/a, light blue-grey		1
5	S1	faunal	bone	mammal	ind	n/a	n/a	n/a	fragment			1
5	S1	faunal	bone	mammal	ind	n/a	vertebra?	n/a	fragment			1
5	S1	glass	n/a	n/a	amber	ind	container	bottle	body			1
5	S1	metal	aluminum	n/a	blue	machine-made	sheet	beer can?	fragment			1
5	S1	metal	iron	n/a	n/a	machine-made	cut nail	n/a	complete		1805	1
5	S1	metal	iron	n/a	n/a	machine-made	hardware	carriage bolt	complete			1
5	S1	synthetic	plastic	n/a	white	machine-made	ind	ind	fragment		1927	1
5	S1	synthetic	plastic	n/a	n/a	machine-made	tag	n/a	fragment		1927	1
5	S1	synthetic	plastic	n/a	red	molded	automotive	lens	fragment		1927	1
5	S1	synthetic	plastic	n/a	n/a	molded	bottle cap	n/a	fragment	colored glaze/slip, n/a, yellow	1927	1
5	S1	synthetic	rubber	n/a	n/a	ind	automotive	tire	fragment		1839	3
5	S1	synthetic	vinyl	n/a	pink	machine-made	flagging tape	n/a	fragment		1913	2
5	S2	ceramic	earthenware	brick	n/a	ind	n/a	n/a	fragment			1
5	S2	composite	asphalt	n/a	n/a	n/a	n/a	n/a	n/a			1
5	S2	composite	asphalt	n/a	n/a	n/a	n/a	n/a	n/a			1
5	S2	composite	mortar	n/a	n/a	n/a	n/a	n/a	n/a			3
5	S2	glass	n/a	n/a	modern green	machine-made	container	ind	body			1
5	S2	glass	n/a	n/a	clear	machine-made	ind	ind	fragment			1
5	S2	glass	n/a	n/a	clear	mold-blown	container	ind	body			1
5	S2	metal	iron	n/a	n/a	cast	cast iron stove leg	cabriole	complete			1
5	S2	metal	iron	n/a	n/a	ind	hardware	washer?	complete			1
5	S2	metal	iron	n/a	n/a	ind	ind concretion	n/a	ind			3
5	S2	metal	iron	n/a	n/a	ind	ind nail	n/a	complete			1
5	S2	metal	iron	n/a	n/a	ind	ind nail	n/a	fragment			4
5	S2	metal	iron	n/a	n/a	machine-made	bar iron	mill file?	fragment			1
5	S2	metal	iron	n/a	n/a	machine-made	cut nail	n/a	complete		1805	1
5	S2	metal	iron	n/a	n/a	machine-made	cut nail	n/a	head/shank		1805	2
5	S2	metal	iron	n/a	n/a	machine-made	hardware	lag screw	complete			1
5	S2	metal	iron	n/a	n/a	machine-made	hardware	sheet metal s	complete			1
5	S2	metal	iron	n/a	n/a	n/a	surface mounted	sheet metal c	n/a			1
5	S2	mineral	cinder	n/a	n/a	n/a	n/a	n/a	n/a			1
5	S2	synthetic	polythene	n/a	n/a	machine-made	sheet	n/a	fragment		1933	1

Unit	Feature / Stratum	Mat 1	Mat 2	Mat 3	Mat 4	Manuf. Techn.	Form 1	Form 2	Description	Decorative Technique, Style, Color(s)	TPQ	Count
5	S2	synthetic?	fiber	"wool"	n/a	ind	fringe/doll wigh	n/a	fragment			1
5	S3	composite	mortar	n/a	n/a	ind	n/a	n/a	n/a			1
5	S3	glass	n/a	n/a	clear	ind	container	bottle	base			1
5	S3	glass	n/a	n/a	green	ind	container	bottle	body			1
5	S3	glass	n/a	n/a	amber	ind	container	bottle	body			1
5	S3	glass	n/a	n/a	clear	ind	container	bottle	ind			1
5	S3	glass	n/a	n/a	clear	machine-made	automotive	safety glass	fragment		1936	23
5	S3	glass	n/a	n/a	clear	machine-made	container	bottle, liquor	body		1935+	1
5	S3	synthetic	expanded polystyrene	n/a	n/a	machine-made	n/a	cup?	n/a		1937	1
5	S3	synthetic	hard plastic	n/a	n/a	machine-made	ind	ind	fragment		1927	1
5	S3	synthetic	rubber	n/a	n/a	machine-made	automotive	tire	fragment		1839	2
5	S4	ceramic	earthenware	brick	n/a	ind	n/a	n/a	fragment			1
5	S4	glass	n/a	n/a	clear	ind	flat	pane	fragment		1935+	1
5	S4	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
5	S4	glass	n/a	n/a	clear	ind	flat	pane	fragment			2
5	S4	glass	n/a	n/a	clear	ind	ind	ind	fragment			3
5	S4	glass	n/a	n/a	clear	machine-made	automotive	safety glass	fragment		1936	23
5	S4	glass	n/a	n/a	clear	machine-made	container	bottle	body			2
5	S4	glass	n/a	n/a	clear	mold-blown	container	bottle	fragment			1
5	S4	glass	n/a	n/a	clear	mold-blown	container?	ind	fragment			1
5	S4	glass	n/a	n/a	clear	press-molded	tableware	bowl	rim		1840s+	1
5	S4	metal	copper alloy	n/a	n/a	n/a	.5* cartridge casir	n/a	base			1
5	S4	metal	copper alloy	n/a	n/a	n/a	sheet	n/a	fragment			1
5	S4	metal	copper alloy	n/a	n/a	n/a	sheet	n/a	fragment			1
5	S4	metal	iron	n/a	n/a	cast?	hardware	pintle	fragment			1
5	S4	metal	iron	n/a	n/a	machine-made	cut nail	ind	head/shank		1805	3
5	S4	metal	iron	n/a	n/a	machine-made	cut nail	ind	shank/tip		1805	1
5	S4	metal	iron	n/a	n/a	machine-made	wire nail	ind	head/shank		1860	1
5	S4	metal	iron	n/a	n/a	machine-made	wire nail	ind	shank/tip		1860	2
5	S4	mineral	coal	n/a	n/a	n/a	n/a	n/a	n/a			1
5	S4	synthetic	plastic	n/a	orange	machine-made	automotive	lens	fragment		1927	1
5	S5	glass	n/a	n/a	clear	machine-made	container	bottle	base			1

Unit	Feature / Stratum	Mat 1	Mat 2	Mat 3	Mat 4	Manuf. Techn.	Form 1	Form 2	Description	Decorative Technique, Style, Color(s)	TPQ	Count
5	S5	glass	n/a	n/a	clear	mold-blown	container	bottle	body			1
5	S5	metal	copper alloy	n/a	n/a	machine-made	.22 cartridge casir	rim fire	complete			1
5	S5	metal	iron	n/a	n/a	ind	ind concretion	n/a	ind			2
5	S5	metal	iron	n/a	n/a	ind	ind nail	n/a	fragment			6
5	S5	metal	iron	n/a	n/a	ind	iron rod	n/a	fragment			1
5	S5	metal	iron	n/a	n/a	ind	wire	n/a	fragment			2
5	S5	mineral	slate	n/a	n/a	ind	n/a	n/a	fragment			7
5	S7	ceramic	earthenware	brick	n/a	hand-made	n/a	n/a	fragment			5
5	S7	glass	n/a	n/a	clear	blown	lamp chimney	n/a	rim		1850	3
5	S7	glass	n/a	n/a	clear	ind	container	bottle	body			1
5	S7	glass	n/a	n/a	clear	ind	ind	ind	fragment			2
5	S7	glass	n/a	n/a	clear	ind	light bulb?	ind	fragment		1880	3
5	S7	glass	n/a	n/a	clear	ind	tableware?	drinking glass	body		1840s+	1
5	S7	glass	n/a	n/a	clear	ind	tableware?	drinking glass	rim		1840s+	2
5	S7	glass	n/a	n/a	clear	machine-made	container	bottle	body			3
5	S7	metal	iron	n/a	n/a	ind	sheet iron	n/a	fragment			1
5	S7	metal	iron	n/a	n/a	machine-made	cut nail	n/a	fragment		1805	1
5	S7	metal	iron	n/a	n/a	machine-made	cut nail	tack?	complete		1805	1
5	S7	mineral	cinder	n/a	n/a	n/a	n/a	n/a	n/a			1
5	S7	mineral	coal	n/a	n/a	n/a	n/a	n/a	fragment			2
5	S7	mineral	lime?	n/a	n/a	n/a	n/a	n/a	n/a			2
5	S7	mineral	slate	n/a	n/a	ind	n/a	n/a	fragment			1
5	S8	botanical	charcoal	ind	n/a	n/a	n/a	n/a	n/a			3
5	S8	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
5	S8	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
5	S8	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
5	S8	glass	n/a	n/a	clear	ind	lamp chimney	n/a	fragment		1850	3
5	S8	glass	n/a	n/a	clear	mold-blown	container	bottle	fragment			4
5	S8	glass	n/a	n/a	clear	mold-blown	container	panelled bottl	body			1
5	S8	metal	iron	n/a	n/a	ind	ind nail	n/a	fragment			1
5	S8	metal	iron	n/a	n/a	machine-made	cut nail	tack?	fragment		1805	5
5	S8	mineral	cinder	n/a	n/a	n/a	n/a	n/a	n/a			1
5	S8	mineral	coal	n/a	n/a	n/a	n/a	n/a	n/a			7
5	S8	mineral	diabase	tabular	n/a	n/a	n/a	n/a	n/a			1
5	S9	ceramic	refined earthenware	ironstone	n/a	press-molded	tableware	cup?	rim		1835	1
5	S9	ceramic	stoneware	american	n/a	press-molded	kitchenware	mixing bowl	body			10
5	S9	ceramic	stoneware	american	n/a	press-molded	kitchenware	mixing bowl	body			2

Unit	Feature / Stratum	Mat 1	Mat 2	Mat 3	Mat 4	Manuf. Techn.	Form 1	Form 2	Description	Decorative Technique, Style, Color(s)	TPQ	Count
5	S9	ceramic	stoneware	american	n/a	press-molded	kitchenware	mixing bowl	rim			1
5	S9	glass	n/a	n/a	clear	ind	?lamp chimney	ind	body		1850	3
5	S9	glass	n/a	n/a	clear	ind	?lamp chimney	ind	body		1850	3
5	S9	glass	n/a	n/a	clear	ind	container?	panelled bottl	body			1
5	S9	glass	n/a	n/a	clear	ind	flat	pane	fragment			2
5	S9	glass	n/a	n/a	clear	ind	flat	pane	fragment			2
5	S9	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
5	S9	glass	n/a	n/a	clear	ind	ind	ind	fragment			2
5	S9	glass	n/a	n/a	clear	ind	lamp chimney/dri	n/a	rim			1
5	S9	glass	n/a	n/a	aqua	machine-made	container	canning jar	finish, screw top		1858	1
5	S9	glass	n/a	n/a	amber	mold-blown	container	bottle	body			5
5	S9	glass	n/a	n/a	clear	mold-blown	container	ind	body			8
5	S9	glass	n/a	n/a	clear	mold-blown	container	panelled bottl	body			2
5	S9	glass	n/a	n/a	clear	mold-blown	container	panelled bottl	body			1
5	S9	metal	iron	n/a	n/a	machine-made?	cut nail?	n/a	fragment		1805	5
5	S9	metal	iron	n/a	n/a	machine-made	sheet iron	ind	fragment			5
5	S9	metal	iron	n/a	n/a	machine-made	sheet iron	ind disc	fragment			1
5	S9	mineral	coal	n/a	n/a	n/a	n/a	n/a	n/a			1
5	S9	mineral	graphite	n/a	n/a	ind	pencil lead	n/a	fragment			1
5	S10	ceramic	earthenware	brick	n/a	hand-made	n/a	n/a	fragment			2
5	S10	glass	n/a	n/a	amber	ind	container	ind	fragment			1
5	S10	glass	n/a	n/a	clear	ind	flat	pane	fragment			2
5	S10	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
5	S10	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
5	S10	glass	n/a	n/a	clear	mold-blown	container	ind	fragment			4
5	S10	glass	n/a	n/a	clear	mold-blown	container	panelled bottl	fragment			1
5	S10	glass	n/a	n/a	clear	press-molded	tableware	footed-bowl	fragment		1840s+	4
5	S10	metal	iron	n/a	n/a	wrought?	?wrought nail/bol	large nail/spik	fragment			1
5	S10	metal	iron	n/a	n/a	wrought?	ind hardware	iron bar with	ind			1
5	S10	metal	iron	n/a	n/a	ind	ind concretion	n/a	ind			1
5	S10	metal	iron	n/a	n/a	machine-made	cut nail	n/a	fragment		1805	1
5	S10	metal	iron	n/a	n/a	machine-made	cut nail	tack?	complete		1805	1
5	S10	metal	iron	n/a	n/a	machine-made	cut/wrought nail	n/a	fragment		1805	1
5	S10	metal	iron	n/a	n/a	machine-made	wire nail	n/a	fragment		1860	4
5	S10	mineral	coal	n/a	n/a	n/a	n/a	n/a	n/a			1
5	S11	ceramic	stoneware	american	n/a	press-molded	kitchenware	mixing bowl	body			2

Unit	Feature / Stratum	Mat 1	Mat 2	Mat 3	Mat 4	Manuf. Techn.	Form 1	Form 2	Description	Decorative Technique, Style, Color(s)	TPQ	Count
5	S11	glass	n/a	n/a	clear	molded	container	bottle	body			1
5	S11	metal	iron	n/a	n/a	ind	ind nail	n/a	shank/tip			1
5	S12	metal	iron	n/a	n/a	machine-made?	cut nail?	ind	fragment		1805	2
5	S12	metal	iron	n/a	n/a	ind	cylindrical rod	ind	fragment			1
5	S12	metal	iron	n/a	n/a	ind	ind nail	ind	fragment			3
5	S12	metal	iron	n/a	n/a	ind	sheet iron	ind	fragment			1
5	S12	metal	lead	n/a	n/a	ind	ind	ind	ind			2
5	S12	mineral	coal	n/a	n/a	n/a	n/a	n/a	n/a			3
5	S13	ceramic	earthenware	brick	n/a	ind	n/a	n/a	fragment			2
5	S13	ceramic	porcelain	european	n/a	press-molded	ind	ind	ind			1
5	S13	ceramic	refined earthenware	ironstone	n/a	press-molded	tableware	plate	footring/base		1835	1
5	S13	ceramic	refined earthenware	whiteware	n/a	press-molded	tableware	cup?	rim	molded, beaded, none	1820	1
5	S13	ceramic	stoneware	american	n/a	press-molded	kitchenware	mixing bowl	body			1
5	S13	glass	n/a	n/a	clear	ind	?lamp chimney	ind	fragment		1850	1
5	S13	glass	n/a	n/a	amber	mold-blown	container	bottle	body			1
5	S13	glass	n/a	n/a	clear	mold-blown	container	bottle	neck/finish, ind			1
5	S13	glass	n/a	n/a	clear	mold-blown	container	ind	fragment			5
5	S13	metal	copper alloy/iron	n/a	n/a	ind	jewelry	n/a	fragment			2
5	S14	ceramic	earthenware	brick	n/a	hand-made	n/a	n/a	fragment			2
5	S14	ceramic	earthenware	terracotta	n/a	wheel-thrown	horticultural?	flowerpot?	body			1
5	S14	ceramic	refined earthenware	creamware	n/a	press-molded	ind	ind	spall		1762	1
5	S14	ceramic	refined earthenware	ind	n/a	press-molded	tableware?	ind	body	hand-painted, ind, blue	1762	2
5	S14	ceramic	refined earthenware	ind	n/a	press-molded	tableware?	ind	body		1762	3
5	S14	ceramic	refined earthenware	ironstone	n/a	press-molded	ind	ind	ind	molded, basket weave?, none	1835	1
5	S14	ceramic	refined earthenware	ironstone	n/a	press-molded	ind	ind	ind		1835	1
5	S14	ceramic	refined earthenware	ironstone	n/a	press-molded	ind	ind	spall		1835	1
5	S14	ceramic	refined earthenware	ironstone	n/a	press-molded	tableware	ind	base		1835	3
5	S14	ceramic	refined earthenware	jackfield	n/a	press-molded	ind	ind	body		1740	1
5	S14	ceramic	refined earthenware	pearlware	dipped	press-molded	tableware	ind	body	engine-turned, annular, rouletted diaper, blue	1775	1
5	S14	ceramic	refined earthenware	pearlware	dipped	press-molded	tableware	ind	body	engine-turned, annular, rilled bands, blue	1775	1
5	S14	ceramic	refined earthenware	pearlware	n/a	press-molded	ind	ind	body			8
5	S14	ceramic	refined earthenware	pearlware	n/a	press-molded	ind	ind	footring/base			2
5	S14	ceramic	refined earthenware	pearlware	n/a	press-molded	ind	ind	spall			4
5	S14	ceramic	refined earthenware	pearlware	n/a	press-molded	tableware	ind	rim	transfer-printed, geometric, blue		1
5	S14	ceramic	refined earthenware	pearlware	n/a	press-molded	tableware	plate/plater	rim	shell-edge, ind, green		1
5	S14	ceramic	refined earthenware	whiteware	n/a	press-molded	ind	ind	ind		1820	1

Unit	Feature / Stratum	Mat 1	Mat 2	Mat 3	Mat 4	Manuf. Techn.	Form 1	Form 2	Description	Decorative Technique, Style, Color(s)	TPQ	Count
5	S14	ceramic	refined earthenware	whiteware	n/a	press-molded	ind	ind	ind		1820	1
5	S14	ceramic	refined earthenware	whiteware	n/a	press-molded	ind	ind	spall		1820	1
5	S14	ceramic	refined earthenware	whiteware	n/a	press-molded	tableware	ind	base		1820	2
5	S14	ceramic	refined earthenware	whiteware	n/a	press-molded	tableware	ind	body	transfer-printed, floral, blue	1820	1
5	S14	ceramic	refined earthenware	whiteware	n/a	press-molded	tableware	ind	body	transfer-printed, botanical, black	1820	1
5	S14	ceramic	refined earthenware	whiteware	n/a	press-molded	tableware	ind	ind	hand-painted?, ind, blue	1820	1
5	S14	ceramic	stoneware	am blue & grey	n/a	wheel-thrown	storage	n/a	body	hand-painted, ind, blue		1
5	S14	glass	n/a	n/a	clear	ind	container	ind	fragment			1
5	S14	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
5	S14	metal	iron	n/a	n/a	wrought?	wrought nail?	n/a	complete			2
5	S14	metal	iron	n/a	n/a	wrought?	wrought nail?	n/a	fragment			6
5	S14	metal	iron	n/a	n/a	ind	cut/wrought nail	n/a	fragment		1805	15
5	S14	metal	iron	n/a	n/a	ind	cut/wrought nail	tack?	complete		1805	1
5	S14	metal	iron	n/a	n/a	ind	ind concretion	n/a	ind			1
5	S14	metal	iron	n/a	n/a	ind	ind sheet iron	strap?	fragment			1
5	S14	metal	iron	n/a	n/a	machine-made	cut	n/a	complete			5
5	S14	metal	iron	n/a	n/a	machine-made	cut	tack?	complete			1
5	S14	mineral	coal	n/a	n/a	n/a	n/a	n/a	n/a			3
6	S1	composite	cement	n/a	n/a	n/a	n/a	n/a	n/a			2
6	S1	composite	copper alloy/vinyl	n/a	n/a	machine-made	electrical wire	n/a	n/a			1
6	S1	glass	n/a	n/a	amber	ind	container	panelled bott	fragment			1
6	S1	glass	n/a	n/a	amber	ind	container	panelled bott	fragment			1
6	S1	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
6	S1	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
6	S1	glass	n/a	n/a	clear	ind	ind	ind	fragment			1
6	S1	glass	n/a	n/a	clear	mold-blown	container	panelled bott	body			1
6	S1	mineral	cinder	n/a	n/a	n/a	n/a	n/a	n/a			1
6	S1	mineral	coal	n/a	n/a	n/a	n/a	n/a	n/a			1
6	S1	mineral	lime	n/a	n/a	n/a	n/a	n/a	n/a			1
6	S1	synthetic	cellophane	n/a	n/a	machine-made	wrapper?	ind	fragment		1912	3
6	S1	synthetic	plastic	n/a	translucent or	machine-made	cube	toy?	ind		1927	2
6	S1	synthetic	plastic	n/a	blue	machine-made	cube	toy?	ind		1927	2
6	S1	synthetic	plastic	n/a	n/a	machine-made	end cap	n/a	complete		1927	1
6	S1	synthetic	plastic	n/a	n/a	machine-made	ind	ind	fragment		1927	2
6	S2	ceramic	earthenware	brick	n/a	hand-made	n/a	n/a	fragment			6
6	S2	ceramic	refined earthenware	ironstone	n/a	press-molded	ind	ind	body		1835	1
6	S2	ceramic	refined earthenware	whiteware	n/a	press-molded	ind	ind	body		1820	1
6	S2	composite	cement	n/a	n/a	n/a	n/a	n/a	n/a			10
6	S2	metal	iron	n/a	n/a	wrought?	wrought nail?	n/a	shank			1
6	S2	synthetic	cellophane	n/a	n/a	machine-made	wrapper?	ind	fragment		1912	1

Unit	Feature / Stratum	Mat 1	Mat 2	Mat 3	Mat 4	Manuf. Techn.	Form 1	Form 2	Description	Decorative Technique, Style, Color(s)	TPQ	Count
6	S3	ceramic	earthenware	lead glazed redv	n/a	wheel-thrown	ind	ind	base			1
6	S3	ceramic	refined earthenware	canaryware	n/a	press-molded	tableware	cup?	rim		1780	1
6	S3	ceramic	refined earthenware	pearlware	dipped	press-molded	tableware	ind	ind	dipped, mocha, black, brown	1790	1
6	S3	ceramic	refined earthenware	pearlware	dipped	press-molded	tableware	ind	rim	dipped, engine turned, black, brown, green, white	1770	1
6	S3	ceramic	refined earthenware	pearlware	n/a	press-molded	tableware	bowl	footring/base			4
6	S3	ceramic	refined earthenware	pearlware	n/a	press-molded	tableware	plate/plater	base	transfer-printed, ind, blue		1
6	S3	ceramic	refined earthenware	pearlware	n/a	press-molded	tableware	plate/plater	body	transfer-printed, parallel wavy lines, blue		1
6	S3	ceramic	refined earthenware	whiteware	n/a	press-molded	tableware	ind	ind	colored glaze/slip, n/a, yellow	1820	1
6	S3	ceramic	stoneware	grey	n/a	wheel-thrown	storage	ind	body			1
6	S3	faunal	bone	ind	ind	n/a	ind	ind	fragment			1
6	S3	faunal	bone	ind	ind	n/a	ind	ind	fragment			1
6	S3	glass	n/a	n/a	olive	blown	container	wine bottle	fragment			1
6	S3	glass	n/a	n/a	clear	ind	container	bottle	fragment			1
6	S3	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
6	S3	metal	iron	n/a	n/a	machine-made	cut nail	n/a	head/shank		1805	1
6	S3	mineral	coal	n/a	n/a	n/a	n/a	n/a	n/a			7
6	S3	synthetic	cellophane	n/a	n/a	machine-made	wrapper?	ind	fragment		1912	1
6	F1	botanical	charcoal	ind	n/a	n/a	n/a	n/a	n/a			1
6	F1	ceramic	earthenware	brick	n/a	hand-made	n/a	n/a	fragment			20
6	F1	ceramic	earthenware	ind	n/a	ind	horticultural?	flowerpot?	ind			1
6	F1	ceramic	earthenware	kaolin	n/a	press-molded	tobacco pipe	bowl	fragment	molded, ind, n/a		1
6	F1	ceramic	earthenware	lead glazed redv	n/a	wheel-thrown	ind	ind	body			2
6	F1	ceramic	porcelain?	european?	n/a	press-molded	ind	ind	ind			1
6	F1	ceramic	refined earthenware	ironstone	n/a	press-molded	ind	ind	spall		1835	3
6	F1	ceramic	refined earthenware	ironstone	n/a	press-molded	tableware	ind	body		1835	3
6	F1	ceramic	refined earthenware	ironstone	n/a	press-molded	tableware	ind	rim		1835	1
6	F1	ceramic	refined earthenware	pearlware	dipped	press-molded	tableware	ind	base	dipped, mocha, blue, greenish-grey	1775	1
6	F1	ceramic	refined earthenware	pearlware	dipped	press-molded	tableware	ind	body	dipped, mocha, blue, greenish-grey	1775	2
6	F1	ceramic	refined earthenware	pearlware	dipped	press-molded	tableware	ind	body	dipped, banded, black, brown, white, yellow	1775	1
6	F1	ceramic	refined earthenware	pearlware	dipped	press-molded	tableware	ind	ind	dipped, mocha, black, brown	1790	1
6	F1	ceramic	refined earthenware	pearlware	n/a	press-molded	tableware	ind	base			1
6	F1	ceramic	refined earthenware	pearlware	n/a	press-molded	tableware	ind	body			2
6	F1	ceramic	refined earthenware	pearlware	n/a	press-molded	tableware	ind	footring/base			1
6	F1	ceramic	refined earthenware	pearlware	n/a	press-molded	tableware?	ind	body	transfer-printed, landscape?, blue		1
6	F1	ceramic	refined earthenware	pearlware	n/a	press-molded	tableware?	ind	ind	transfer-printed, ind, blue		1
6	F1	ceramic	refined earthenware	whiteware	edgeware	press-molded	tableware	plate/plater	rim (spall)	shell-edge, cord &herring bone, none	1820	2

Unit	Feature / Stratum	Mat 1	Mat 2	Mat 3	Mat 4	Manuf. Techn.	Form 1	Form 2	Description	Decorative Technique, Style, Color(s)	TPQ	Count
6	F1	ceramic	refined earthenware	whiteware	n/a	press-molded	ind	ind	spall		1820	4
6	F1	ceramic	refined earthenware	whiteware	n/a	press-molded	tableware	ind	body		1820	2
6	F1	ceramic	stoneware	am blue & grey	n/a	wheel-thrown	storage	ind	spall	hand-painted, , blue		1
6	F1	composite	mortar?	ind	ind	n/a	n/a	n/a	n/a			2
6	F1	composite	mortar?	ind	ind	n/a	n/a	n/a	n/a			2
6	F1	faunal	bone	mammal	ind	n/a	ind	n/a	fragment			1
6	F1	faunal	bone	mammal	ind	n/a	long bone	n/a	fragment			1
6	F1	glass	n/a	n/a	clear	free-blown	tableware	wine glass	foot			1
6	F1	glass	n/a	n/a	clear	ind	?tableware	ind	fragment		1840s+	5
6	F1	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
6	F1	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
6	F1	glass	n/a	n/a	clear	ind	flat	pane	fragment			4
6	F1	glass	n/a	n/a	clear	ind	ind	ind	fragment			2
6	F1	glass	n/a	n/a	clear	ind	ind	ind	fragment			1
6	F1	glass	n/a	n/a	clear	machine-made	container	ind	body			2
6	F1	glass	n/a	n/a	clear	mold-blown	container	ind	body			2
6	F1	metal	ind	ind	n/a	ind	tube top	n/a	n/a			1
6	F1	metal	iron	n/a	n/a	wrought?	wrought nail?	n/a	fragment			1
6	F1	metal	iron	n/a	n/a	ind	ind concretion	n/a	ind			1
6	F1	metal	iron	n/a	n/a	machine-made	cut nail	n/a	fragment		1805	7
6	F1	metal	iron	n/a	n/a	machine-made	wire nail	n/a	fragment		1860	6
6	F1	mineral	slate	ind	n/a	worked	pencil	n/a	n/a			1
6	F1	synthetic	cellophane	n/a	n/a	machine-made	wrapper?	n/a	fragment		1912	1
6	F1	synthetic	vinyl	n/a	n/a	molded	comb	n/a	fragment		1913	1
7	F1	mineral	coal	n/a	n/a	n/a	n/a	n/a	n/a			1
7	F1	mineral	slate	n/a	n/a	worked	pencil	n/a	n/a			1
7	S2	metal	iron	n/a	n/a	ind	ind nail	n/a	head/shank			1
7	S2	metal	iron	n/a	n/a	machine-made	screw bolt	countersunk	head/shank			1
7	S2	mineral	cinder	n/a	n/a	n/a	n/a	n/a	n/a			1
7	S2	mineral	coal	n/a	n/a	n/a	partially burnt	n/a	n/a			38
7	S3	ceramic	refined earthenware	pearlware	dipped	press-molded	tableware	ind	body (spall)	dipped, engine turned, blue	1775	3
7	S3	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
7	S3	glass	n/a	n/a	clear	ind	flat	pane	fragment			2
7	S3	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
7	S3	metal	iron	n/a	n/a	ind	ind concretion	n/a	ind			1

Unit	Feature / Stratum	Mat 1	Mat 2	Mat 3	Mat 4	Manuf. Techn.	Form 1	Form 2	Description	Decorative Technique, Style, Color(s)	TPQ	Count
7	S4	ceramic	earthenware	brick	n/a	hand-made	n/a	n/a	fragment			55
7	S4	ceramic	refined earthenware	ironstone	n/a	press-molded	ind	ind	ind	transfer-printed, ind, blue	1835	1
7	S4	ceramic	refined earthenware	ironstone	n/a	press-molded	tableware	ind	base		1835	1
7	S4	ceramic	refined earthenware	ironstone	n/a	press-molded	tableware	ind	ind		1835	2
7	S4	ceramic	refined earthenware	ironstone	n/a	press-molded	tableware?	ind	body	molded, raised dots, n/a	1835	1
7	S4	ceramic	refined earthenware	pearlware	edgeware	press-molded	tableware	ind	body	shell-edge, ind, blue		1
7	S4	ceramic	refined earthenware	pearlware	n/a	press-molded	tableware	cup?	body/rim	hand-painted, ind, blue		1
7	S4	ceramic	refined earthenware	pearlware	n/a	press-molded	tableware	ind	body	hand-painted, ind, blue		1
7	S4	ceramic	refined earthenware	pearlware	n/a	press-molded	tableware	ind	body	hand-painted, floral, polychrome	:1795-1815	3
7	S4	ceramic	refined earthenware	whiteware	edgeware	press-molded	tableware	plate/bowl	marley/rim	shell-edge, neo-classical, green	1800	1
7	S4	ceramic	refined earthenware	whiteware	n/a	press-molded	ind	ind	spall		1820	1
7	S4	glass	n/a	n/a	clear	ind	flat	pane	fragment			2
7	S4	glass	n/a	n/a	clear	ind	flat	pane	fragment			2
7	S4	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
7	S4	metal	iron	n/a	n/a	ind	ind concretion	n/a	ind			4
7	S4	metal	iron	n/a	n/a	machine-made	cut nail	n/a	fragment		1805	9
7	S4	mineral	clay?	n/a	n/a	ind	daub, burnt clay	n/a	n/a			3
7	unprov	ceramic	refined earthenware	ironstone	n/a	press-molded	tableware	ind	base/body		1835	1
7	unprov	ceramic	refined earthenware	ironstone	n/a	press-molded	tableware	ind	rim		1835	1
7	unprov	glass	n/a	n/a	clear	mold-blown	container	panelled med	body/base		c1900	1
8	S2	glass	n/a	n/a	amber	mold-blown	container	bottle	body			1
8	S2	metal	iron	n/a	n/a	ind	horseshoe	n/a	fragment			1
8	S4	ceramic	refined earthenware	pearlware	n/a	press-molded	tableware?	saucer?	body			1
8	S7 unprov	glass	n/a	n/a	clear	ind	?lamp chimney	n/a	fragment		1850	1
8	S7 unprov	glass	n/a	n/a	clear	ind	tableware?	bowl?	fragment		1840s+	3
8	S10	ceramic	earthenware	brick	n/a	hand-made	n/a	n/a	fragment			3
8	S10	glass	n/a	n/a	clear	ind	container	ind	fragment			1
8	S10	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
8	S10	glass	n/a	n/a	clear	mold-blown	container	panelled bott	body			1
8	S10	metal	iron	n/a	n/a	ind	ind concretion	ind	ind			30
8	S10	metal	iron	n/a	n/a	ind	ind nail	n/a	fragment			2
8	S10	metal	iron	n/a	n/a	machine-made	cut nail	n/a	fragment		1805	1

Unit	Feature / Stratum	Mat 1	Mat 2	Mat 3	Mat 4	Manuf. Techn.	Form 1	Form 2	Description	Decorative Technique, Style, Color(s)	TPQ	Count
8	S10	metal	iron	n/a	n/a	machine-made	hardware	carriage bolt	complete			1
8	S10	metal	iron	n/a	n/a	machine-made	sheet iron	can	fragment			11
8	S10	metal	iron	n/a	n/a	machine-made	tool	triangular file	complete			1
8	S10	metal	iron	n/a	n/a	machine-made	wire nail	ind	fragment		1860	3
8	S11	glass	n/a	n/a	clear	mold-blown	container	bottle	body			1
8	S11	metal	iron	n/a	n/a	machine-made	cut nail	n/a	fragment		1805	1
8	S11	mineral	graphite	n/a	n/a	ind	battery core	n/a	fragment			2
8	S12	ceramic	stoneware	american	n/a	press-molded	kitchenware	mixing bowl	base			6
8	S12	ceramic	stoneware	american	n/a	press-molded	kitchenware	mixing bowl	base			4
8	S12	ceramic	stoneware	american	n/a	press-molded	kitchenware	mixing bowl	rim			2
8	S12	glass	n/a	n/a	clear	ind	flat	pane	fragment			2
8	S12	glass	n/a	n/a	clear	ind	ind	ind	fragment			3
8	S12	glass	n/a	n/a	clear	mold-blown	container	ind	body			2
8	S12	metal	iron	n/a	n/a	ind	hardware	carriage bolt	complete			1
8	S12	metal	iron	n/a	n/a	ind	hardware	carriage bolt	ind			1
8	S12	metal	iron	n/a	n/a	ind	ind concretion	n/a	ind			1
8	S13	ceramic	earthenware	brick	n/a	hand-made	n/a	n/a	fragment			1
8	S13	ceramic	porcelain	n/a	n/a	prosser-molded	prosser, button	4-hole	fragment		1840	1
8	S13	ceramic	refined earthenware	ind	n/a	press-molded	tableware?	ind	body	hand-painted, ind, blue	1762	1
8	S13	ceramic	refined earthenware	ironstone	n/a	press-molded	tableware	cup?	rim		1835	1
8	S13	ceramic	refined earthenware	jackfield	n/a	press-molded	ind	ind	body		1740	1
8	S13	ceramic	refined earthenware	whiteware	n/a	press-molded	tableware	ind	body	transfer-printed, floral, purple	1820	1
8	S13	ceramic	refined earthenware	whiteware	n/a	press-molded	tableware	ind	body	ind, ind, blue	1820	1
8	S13	ceramic	refined earthenware	whiteware	n/a	press-molded	tableware	ind	body		1820	1
8	S13	ceramic	stoneware	american	n/a	press-molded	kitchenware	ind	body			1
8	S13	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
8	S13	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
8	S13	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
8	S13	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
8	S13	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
8	S13	glass	n/a	n/a	clear	ind	ind	ind	fragment			1
8	S13	glass	n/a	n/a	clear	ind	ind	ind	fragment			1
8	S13	glass	n/a	n/a	amber	mold-blown	container	bottle	body			7

Unit	Feature / Stratum	Mat 1	Mat 2	Mat 3	Mat 4	Manuf. Techn.	Form 1	Form 2	Description	Decorative Technique, Style, Color(s)	TPQ	Count
8	S13	glass	n/a	n/a	amber	mold-blown	container	bottle	body			1
8	S13	glass	n/a	n/a	amber	mold-blown	container	bottle	body			1
8	S13	glass	n/a	n/a	clear	mold-blown	container	ind	fragment			4
8	S13	metal	iron	n/a	n/a	ind	ind concretion	n/a	ind			13
8	S13	metal	iron	n/a	n/a	ind	ind nail	n/a	fragment			6
8	s13	metal	iron	n/a	n/a	machine-made	sheet iron	can	fragment			11
8	S13	metal	iron	n/a	n/a	machine-made	wire nail	n/a	complete		1860	1
8	S13	metal	iron	n/a	n/a	machine-made	wire nail	n/a	complete		1860	1
8	S13	metal	iron	n/a	n/a	machine-made	wire nail	n/a	fragment		1860	6
8	S13	mineral	coal	n/a	n/a	n/a	n/a	n/a	n/a			1
8	S13	mineral	lime	n/a	n/a	n/a	n/a	n/a	n/a			1
8	S14	ceramic	porcelain	n/a	n/a	prosser-molded	prosser, button	4-hole	fragment		1840	1
8	S14	ceramic	stoneware	american	n/a	press-molded	kitchenware	mixing bowl	base			3
8	S14	glass	n/a	n/a	clear	ind	container	bottle	body			1
8	S14	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
8	S14	glass	n/a	n/a	clear	ind	flat	pane	fragment			1
8	S14	metal	iron	n/a	n/a	machine-made	wire nail	n/a	complete		1860	1
8	S15	ceramic	earthenware	brick	n/a	hand-made	n/a	n/a	fragment			1
8	S15	ceramic	earthenware	terracotta	un-glazed	wheel-thrown	horticultural?	flowerpot?	ind			2
8	S15	ceramic	porcelain	european?	n/a	press-molded	tableware	cup?	rim			1
8	S15	ceramic	refined earthenware	ind	n/a	press-molded	ind	ind	ind		1762	6
8	S15	ceramic	refined earthenware	pearlware	n/a	press-molded	ind	ind	spall			1
8	S15	ceramic	refined earthenware	pearlware	n/a	press-molded	tableware	cup?	body			1
8	S15	ceramic	refined earthenware	pearlware	n/a	press-molded	tableware	cup?	footring			1
8	S15	ceramic	refined earthenware	whiteware	n/a	press-molded	tableware	ind	ind	transfer-printed, ind, purple	1820	1
8	S15	ceramic	stoneware	american	n/a	press-molded	kitchenware	mixing bowl	base			1
8	S15	faunal	bone	mammal	ind	n/a	ind	ind	fragment			5
8	S15	glass	n/a	n/a	amber	mold-blown	container	bottle	body			1
8	S15	glass	n/a	n/a	clear	molded	container	panelled bott	body			2
8	S15	glass	n/a	n/a	clear	press-molded	tableware	bowl/dish	rim		1840s+	1
8	S15	metal	iron	n/a	n/a	ind	ind concretion	n/a	ind			20
8	S15	metal	iron	n/a	n/a	ind	ind nail	n/a	fragment			15
8	S15	metal	iron	n/a	n/a	machine-made	cut nail	n/a	fragment		1805	1

Unit	Feature / Stratum	Mat 1	Mat 2	Mat 3	Mat 4	Manuf. Techn.	Form 1	Form 2	Description	Decorative Technique, Style, Color(s)	TPQ	Count
8	S15	mineral	coal	n/a	n/a	n/a	n/a	n/a	n/a			2
8	S15	mineral	graphite	n/a	n/a	molded?	battery core	n/a	complete		1896+	1
8	S16	mineral	coal	n/a	n/a	n/a	n/a	n/a	n/a			1
8	S17	ceramic	earthenware	brick	n/a	hand-made	n/a	n/a	fragment			1
8	S17	ceramic	refined earthenware	pearlware	n/a	press-molded	tableware?	ind	ind			2
8	S17	faunal	tooth	mammal	cow?	n/a	ind	n/a	fragment			1
8	S17	metal	iron	n/a	n/a	ind	cut/wrought nail	n/a	fragment		1805	2
8	S17	metal	iron	n/a	n/a	ind	ind concretion	n/a	ind			3
8	S17	metal	iron	n/a	n/a	machine-made	cut nail	n/a	head/shank		1805	1
8	S17	metal	iron	n/a	n/a	machine-made	cut nail	n/a	fragment		1805	1
8	S17	mineral	clay?	n/a	n/a	ind	daub, burnt clay	n/a	n/a			9
1-2	S2	ceramic	porcelain	european	n/a	press-molded	jar	face-cream ja	body/rim			1
3-4	unprov	ceramic	refined earthenware	ind	n/a	press-molded	ind	ind	spall		1762	1
3-4	unprov	ceramic	refined earthenware	ironstone	n/a	press-molded	tableware	ind	footring/base		1835	1
3-4	unprov	ceramic	stoneware	am blue & grey	n/a	wheel-thrown	ind	ind	body	hand-painted, ind, blue		1
3-4	unprov	glass	milkglass	n/a	n/a	press-molded	ind	ind	fragment			1
3-4	unprov	glass	n/a	n/a	opaque white	molded	container	bottle/vase	body			1
Sth of U4	unprov	ceramic	refined earthenware	ironstone	n/a	press-molded	tableware	cup?	rim		1835	1
Sth of U4	unprov	glass	milkglass	n/a	n/a	press-molded	ind	ind	fragment			1
Sth of U4	unprov	metal	iron	n/a	n/a	cast	ind sheet iron	stove part?	fragment			1
Sth of U4	unprov	metal	iron	n/a	n/a	ind	?cut nail	n/a	fragment			1
Sth of U4	unprov	metal	iron	n/a	n/a	ind	ind concretion	n/a	ind			3
Sth of U4	unprov	metal	iron	n/a	n/a	ind	ind sheet iron	strap?	fragment			1
Sth of U4	unprov	metal	iron	n/a	n/a	machine-made	wire nail	n/a	fragment		1860	13
Trench 3/4	unprov	metal	iron	n/a	n/a	ind	ind concretion	ind	ind			26
Trench 3/4	unprov	metal	iron	n/a	n/a	ind	ind nail	ind	fragment			8
Trench 3/4	unprov	metal	iron	n/a	n/a	ind	sheet iron	ind	fragment			1
Trench 3/4	unprov	metal	iron	n/a	n/a	ind	sheet iron	ind	fragment			1
Trench 3/4	unprov	metal	iron	n/a	n/a	ind	sheet iron	ind	fragment			1

Report Generated on: 3/1/2013

City/County: **Prince William**

DEPARTMENT OF HISTORIC RESOURCES
ARCHAEOLOGICAL REPORT

DHR ID#: 44PW1938

DHR Site Number: 44PW1938 **Other DHR Number:** 076-0313
Resource Name: Fauquier & Alexandria Turnpike Road
Temporary Designation: 44PW9999
Site Class: Terrestrial, open air

CULTURAL/TEMPORAL AFFILIATION

Cultural Designation	Temporal Designation
African American	19th Century
Euro-American	19th Century
Euro-American	20th Century: 1st quarter

THEMATIC CONTEXTS/SITE FUNCTIONS

Thematic Context: Transportation/Communication **Example:** Road

Comments/Remarks:
[2012 RAS] The historic corridor for the Fauquier and Alexandria Turnpike passes through 8 historic lots west of Broad Run in the town of Buckland: Lot 36 (44PW1659-0036), Lot 32 (44PW1659-0032), Lot 5 (44PW1659-0005), Lot 6 (44PW1659-0006), Lot 14 (44PW1659-0014), Lot 15 (44PW1659-0015), Lot 23 (44PW1659-0023), and Lot 24 (44PW1659-0024). The Fauquier and Alexandria Turnpike road and Stone Bridge Abutments (44PW1659-0050) are also listed as a component of the larger Town of Buckland archaeological site (44PW1659).

LOCATION INFORMATION

USGS Quadrangle(s): THOROUGHFARE GAP **Restrict UTM Data?** No

Center UTM Coordinates (for less than 10 acres): NAD 18/4295795/267817/2

NAD	ZONE	EAST	NORTH

Boundary UTM Coordinates (for 10 acres or more):

NAD 18/4295807/267879/2

NAD 18/4295811/267877/2

NAD 18/4295782/267756/2

NAD 18/4295779/267756/2

NAD	ZONE	EAST	NORTH
	18	4295807	267879
	18	4295811	267877
	18	4295782	267756
	18	4295779	267756

City/County: **Prince William**

Physiographic Province: Piedmont
Drainage: Chesapeake Bay
Aspect: Facing east
Nearest Water Source: Broad Run
Elevation (in feet): 315.00
Distance to Water(in feet): 100
Slope: 2-6%
Site Soils: Codorus loam
Adjacent Soils: Legore Oakhill complex

Landform: floodplain

SITE CONDITION/SURVEY DESCRIPTION

Site Dimensions: 25 feet by 400 feet **Acreage:** 0.23

Survey Strategy: Historic Map Projection
Observation

Site Condition: Intact Stratified Cultural Levels
Subsurface Integrity

Threats to Resource: Transportation Expansion
Public Utility Expansion

Survey Description:

[2012 RAS] Phase II survey incorporated large unit excacvation in targeted areas believed to contain evidence supporting the presence of the Fauquier and Alexandria Turnpike Road. Two trenches approximately 3 feet wide and 15 feet in length, composed of screened and unscreened units, were excavated perpendicular to the orientation of the remnant road corridor. Trenches were placed in order to avoid marked utilities and the VDOT embankment of US Rte 29 North. Soils were screened through 1/4 inch mesh and samples of road metal were taken from each road surface.

CURRENT LAND USE

Land Use: Transportation **Example:** Road **Dates of Use:** 2012/06/99

Comments/Remarks:
Project area is currently located in the existing VDOT right-of-way for U.S. Route 29.

SPECIMENS, FIELDNOTES, DEPOSITORIES

Specimens Obtained? Yes **Specimens Depository:** Buckland Preservation Society, Buckland, Virginia

Assemblage Description:
[2012 RAS]- 84 brick fragments, 5 pearlware, 4 whiteware, 13 ironstone, 4 porcelain, 5 stoneware, 12 ind. ceramic, 3 terra cotta, 1 kaolin pipe stem, 38 clear cont. glass, 1 aqua cont. glass, 3 amber cont. glass, 2 green cont. glass, 1 milk glass, 2 flat glass, 121 corroded iron, 9 sheet iron, 6 bar iron, 1 minnie ball, 1 .22 cartridge case, 8 wire nail, 2 cut/wrought nail, 11 ind. nail, 3 concrete, 3 asphalt, 4 plastic, 1 polystyrene, 1 slate, 5 coal and 1 diabase.

Specimens Reported? Yes

Assemblage Description--Reported:

Field Notes Reported? Yes **Depository:** Buckland Preservation Society, Buckland, Virginia

REPORTS, DEPOSITORY AND REFERENCES

City/County: **Prince William**

Report (s) ? Yes **Depository:** Buckland Preservation Society, Buckland, Virginia

DHR Library Reference Number:

Reference for reports and publications:

2013

Archaeological Investigations Associated with the Fauquier and Alexandria Turnpike, Buckland, Virginia. DHR File No. 2009-0432

PHOTOGRAPHIC DOCUMENTATION AND DEPOSITORY

Photographic Documentation?	Depository	Type of Photos	Photo Date
Yes	Buckland Preservation Society, Buckland, Virginia	Digital	2012/06/99

CULTURAL RESOURCE MANAGEMENT EVENTS

Cultural Resource Management Event: Survey:Phase II/Intensive **Date:** 2012/06/99

Organization and Person:

Organization: Rivanna Archaeol **First:** Benjamin **Last:** Ford

Sponsor Organization:

DHR Project Review File No: 2009-0432

CRM Event Notes or Comments:

Intact and well-preserved portions of the Fauquier and Alexandria Turnpike Road were identified in two long trenches. Significant historic road features included a convex road bed with a macadamized surfacing, and a drainage trench on the road shoulder. Based on the presence of unique historic road resources, the identification of a macadam surfacing, the road's association with Claudius Crozet, and the importance of the road corridor in promoting nineteenth century trade, settlement and growth, it is recommended that the historic road bed be preserved in place and that any potential expansion of existing utilities, the placement of new utilities, or the improvement or expansion of the existing Route 29 corridor be preceded by an appropriate level of archaeological investigations whose goal is to fully document the length, breadth adn character defining features of the remnant Fauquier and Alexandria Turnpike road on both sides of Broad Run.

INDIVIDUAL/ORGANIZATION/AGENCY INFORMATION

Individual Category Codes:

Owner of property

Honorif: **First:** Unknown **Last:** Unknown

Suffix:

Title:

Company/

Agency:

Address:

City: **State:** Virginia **Zip:**

Phone/Ext: - -

- -

Notes:

Individual Category Codes:

City/County: **Prince William**

Honorif: **First:** Unknown **Last:** Unknown
Suffix:
Title:
Company/
Agency:

Address:

City: **State:** Virginia **Zip:**
Phone/Ext: - -
- -

Notes:
The Virginia Department of Transportation owns the right-of-way in which the site is located.

Individual Category Codes:

Honorif: **First:** Unknown **Last:** Unknown
Suffix:
Title:
Company/
Agency:

Address:

City: **State:** Virginia **Zip:**
Phone/Ext: - -
- -

Notes:
The Virginia Department of Transportation currently owns the right-of-way in which the site is located.

Ownership Type: Public - State

Government Agency: Virginia Department of Transportation

City/County: **Prince William**

DEPARTMENT OF HISTORIC RESOURCES
ARCHAEOLOGICAL REPORT

DHR ID#: 44PW1659-0006

DHR Site Number: 44PW1659-000 **Other DHR Number:** 076-0123
Resource Name: Lot No. 6: William Draper's Shop, Trone House and Stagecoach Inn
Temporary Designation:
Site Class: Terrestrial, open air

CULTURAL/TEMPORAL AFFILIATION

Cultural Designation	Temporal Designation
Euro-American	18th Century: 4th quarter
Euro-American	19th Century
Euro-American	20th Century: 1st half

THEMATIC CONTEXTS/SITE FUNCTIONS

Thematic Context: Transportation/Communication **Example:** Road
Comments/Remarks:

Thematic Context: Domestic **Example:** Dwelling, single
Comments/Remarks:
The extant early 19th-century Trone House, which may incorporate the cellar walls of William Draper's Shop.

Thematic Context: Domestic **Example:** Outbuilding
Comments/Remarks:
Possible outbuildings associated with the Trone House.

Thematic Context: Commerce/Trade **Example:** Store
Comments/Remarks:
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.

Thematic Context: Commerce/Trade **Example:** Tavern/Inn
Comments/Remarks:
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. Limited ground penetrating radar work conducted by the Buckland Preservation Society in 2006 confirmed the presence of additional subsurface remains of the inn.

City/County: **Prince William**

LOCATION INFORMATION

USGS Quadrangle(s): THOROUGHFARE GAP **Restrict UTM Data?** No

Center UTM Coordinates (for less than 10 acres): NAD 18/4295560/0267694/2

NAD	ZONE	EAST	NORTH

Boundary UTM Coordinates (for 10 acres or more): NAD 18/4295766/267751/2

NAD 18/4295764/267747/2

NAD 18/4295779/267749/2

NAD 18/4295780/267744/2

NAD	ZONE	EAST	NORTH
	18	4295766	267751
	18	4295764	267747
	18	4295779	267749
	18	4295780	267744

Physiographic Province: Piedmont
Drainage: Potomac/Shenandoah River
Aspect: Facing east
Nearest Water Source: Broad Run
Elevation (in feet): 340.00
Distance to Water(in feet): 450
Slope: 6-10%
Site Soils: Legore-Oakhill Complex 7-15%
Adjacent Soils:
Landform: sideslope

SITE CONDITION/SURVEY DESCRIPTION

Site Dimensions: 200 feet by 100 feet **Acreage:** 0.50

Survey Strategy: Historic Map Projection
Informant
Observation

Site Condition: Intact Stratified Cultural Levels
Surface Deposits Present And With Subsurface Integrity
Subsurface Integrity

Threats to Resource: Transportation Expansion

City/County: **Prince William**

Survey Description:

Survey, 2000: On April 2, 2000 Mark Joyner of ASAP conducted a metal-detecting survey of the area surrounding the Trone house (designated F1), excavating no less than sixteen shovel tests and recovering over forty artifacts. These were primarily cut and wire nails as well as metal domestic trash such as an Aspirin tin, a car battery post connector, and brass toy wheel. In addition, a small amount of unidentified glass, ceramic, and plastic fragments were recovered but not identified. A sketch map on file with the Buckland Preservation Society marks the location of each judgementally-placed test hole and other landscape features identified during the survey. The artifacts were found primarily to the east and south of the house and, according to Joyner, dated primarily to the late 19th and 20th centuries.

Historic District Expansion, 2007: Architectural survey by Ridout et al. in 2005 examined the standing Trone House (076-0123 and 076-0313-0009), constructed c. 1825, which may incorporate the stone foundation of Draper's earlier shop. An unknown building is also evident in the 1863 Waud view immediately to the south of Trone's house and could be located on this lot. 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 Stagecoach Inn. Limited ground penetrating radar work conducted by the Buckland Preservation Society in 2006 confirmed the presence of additional subsurface remains of the inn.

[2012 RAS Phase I/II Investigations] In June of 2012, Rivanna Archaeological Services conducted targeted large unit excavation with a goal of identifying and documenting the location of the Stagecoach Inn structure, believed to be located within the John Trone House parcel, Buckland Lot 6. Four large units were excavated in the northeastern portion of Lot 6 adjacent to the west side of Mill Street. Investigations did not locate any architectural features associated with the Stagecoach Inn strucute. Investigations did locate and document the western edge of a stone-paved north-south oriented road, and associated curb and sidewalk features. The transportation corridor is believed to be the western edge of historic Mill Street, a road linking Buckland Hall / Farm with the domestic and industrial center of Buckland proper. Material culture recovered within and underlying the paved road and sidewalk date the feature to the first half of the nineteenth century.

CURRENT LAND USE

Land Use: Architecture/L **Example:** Dwelling, single **Dates of Use:** 2007/08/99

Comments/Remarks:
The Trone House is currently occupied as a residence. It is set into a slope, with its cellar wall exposed on the east side. The western part of the lot slopes slightly, while the eastern part leading to Buckland Mill Road is realatively flat landscaped yard.

SPECIMENS, FIELDNOTES, DEPOSITORIES

Specimens Obtained? Yes **Specimens Depository:** Mark E. Joyner, 16206 Lee Highway, Gainesville, VA 20155-1907, 703-754-9104
Buckland Preservation Society, 8111 Buckland Mill Road, Buckland, Virginia 20155

Assemblage Description:
[2012 RAS] Four large units were excavated in the northeast portion of the John S. Trone parcel, Lot 6. A total of 612 artifacts were recovered from the investigations. Types of material culture recovered included stoneware (39), porcelain (4), creamware (1), ironstone (26), jackfield (2), pearlware (55), white ware (27), canaryware (1), ind. ref. earthenware (12), amber cont. glass (22), clear cont. glass (63), clear flat glass (47), aqua flat glass (1), olive green cont. glass (2), green cont. glass (1), cut nails (46), wire nails (28), cut/wrought nails (19), horseshoe (1), wrought nails (10), ind. nails (23), sheet iron (23), rod iron (1), ind. hardware (9), cartridges (2), bar iron (2), stove part (1), mammmal bone (12), charcoal (4), plastic (13), vinyl (3), cellophane (3), polystyrene (1), polythene (1), rubber (5), asphalt (2), cement (12), mortar (8), cinder (7), coal (42), graphite (4), lime (3), diabase (1), slate (10), burnt clay (12), and limestone (2).

City/County: **Prince William**

Specimens Reported? Yes

Assemblage Description--Reported:

A limited metal-detecting survey by Mark Joyner yielded over forty artifacts, including primarily cut and wire nails along with metal domestic trash such as an Aspirin tin, a car battery post connector, and brass toy wheel, and a small amount of unidentified glass, ceramic, and plastic fragments. The material dates to the 19th and 20th centuries.

Field Notes Reported? Yes **Depository:** Buckland Preservation Society

REPORTS, DEPOSITORY AND REFERENCES

Report (s) ? Yes **Depository:** Buckland Preservation Society

DHR Library Reference Number:

Reference for reports and publications:

The Entrepreneurial Landscape of a Turnpike Town: An Architectural Survey of Buckland, Virginia. By Orlando Ridout V, Alfredo Maul, and Willie Graham with contributions by David William Blake and Steven Fonzo, Buckland Preservation Society, 2005.

Report (s) ? Yes **Depository:** Buckland Preservation Society, Buckland, Virginia

DHR Library Reference Number:

Reference for reports and publications:

Archaeological Investigations associated with the Fauquier and Alexandria Turnpike, Buckland, Virginia. Charlottesville, Virginia: Rivanna Archaeological Services, February 2013.

PHOTOGRAPHIC DOCUMENTATION AND DEPOSITORY

Photographic Documentation?	Depository	Type of Photos	Photo Date
	Buckland Preservation Society	Color Digital	2007/08/99
Yes	Buckland Preservation Society	Digital	2012/06/22

CULTURAL RESOURCE MANAGEMENT EVENTS

Cultural Resource Management Event: Survey:Volunteer **Date:** 2000/04/02

Organization and Person:
Organization: **First:** Mark **Last:** Joyner
Sponsor Organization:
DHR Project Review File No:

CRM Event Notes or Comments:

Mark Joyner of ASAP conducted a metal-detecting survey of the area surrounding the Trone house (designated F1), excavating no less than sixteen shovel tests and recovering over forty artifacts. A sketch map on file with the Buckland Preservation Society marks the location of each judgementally-placed test hole and other landscape features identified during the survey. The artifacts were found primarily to the east and south of the house and date primarily to the late 19th and 20th centuries.

Cultural Resource Management Event: Boundary Increase **Date:** 2007/08/99

Organization and Person:
Organization: **First:** Thane **Last:** Harpole
Sponsor Organization:
DHR Project Review File No:

CRM Event Notes or Comments:

DATA Investigations visited and evaluated this resource for the expansion of the current boundaries of the Buckland HD (076-0313).

City/County: **Prince William**

Cultural Resource Management Event: Easement: DHR **Date:** 2009/07/29

Organization and Person:
Organization: VDHR **First:** Wendy **Last:** Musumeci
Sponsor Organization:
DHR Project Review File No: 076-0123

CRM Event Notes or Comments:
Thomas J. Ashe, Jr., Incorporated has donated an easement on the John Trone House in the Buckland Historic District, Prince William County (DHR File No. 076-0123). The easement, recorded on July 29, 2009 protects the house and surrounding 2.3511 acres. Listed as a contributing resource to Buckland Historic District, the building is a 1-1/2 story wood frame weatherboard dwelling with gable roof and exterior end brick chimney. It was constructed circa 1825 and is located at 8200 Buckland Mill Road. The property owner received a grant from the American Battlefield Protection Program for donation of the easement.

Cultural Resource Management Event: Survey:Phase II/Intensive **Date:** 2012/06/22

Organization and Person:
Organization: Rivanna Archaeol **First:** Benjamin **Last:** Ford
Sponsor Organization:
DHR Project Review File No: 2009-0432

CRM Event Notes or Comments:
The historic Mill Street corridor, a diabase paved surface with associated curb and sidewalk features, was identified in the northeast portion of the John S. Trone parcel, Buckland Lot 6. The transportation features are well-preserved lying under 3-feet of fill deposits. It is recommended that any road work that has the potential to impact these resources be preceded by archaeological investigations designed to document, to the fullest extent possible, the area of impact. The historic road resources lie near the intersection of Route 29 and Buckland Mill Road, an area that is proposed to be improved and expanded at some point in the future. Ford - Benjamin 2012

INDIVIDUAL/ORGANIZATION/AGENCY INFORMATION

Individual Category Codes:
Owner of property
Honorif: **First:** Thomas J. **Last:** Ashe Jr.
Suffix:
Title:
Company/
Agency:

Address: 8106 Buckland Mill Road

City: Gainesville **State:** Virginia **Zip:** 23155
Phone/Ext:

Notes:

Ownership Type: Private

Government Agency: